

Spokane Transit Authority
1230 West Boone Avenue
Spokane, WA 99201-2686
(509) 325-6000

BOARD OPERATIONS COMMITTEE MEETING
Wednesday, July 13, 2016, 1:30 p.m.
Spokane Transit Authority, Northside Conference Room
1230 West Boone Avenue, Spokane, Washington

AGENDA

Estimated Meeting Time: 90 Minutes

1. Call to Order and Roll Call
2. Approve Committee Agenda (*Al French*)
3. 2015 State Audit (*E. Susan Meyer/Lynda Warren*)
4. Chair's Comments (*Al French*)
5. Committee Action/Discussion:
 - a. Minutes of June 8, 2016 Committee meeting - Corrections/Approval
6. Committee Chair reports:
 - a. Amber Waldref, Planning & Development – None (*meeting cancelled*)
 - b. Tom Trulove, Performance Monitoring & External Relations – None (*meeting cancelled*)
7. Approval of 2016 Transit Development Plan (*Karl Otterstrom*)
8. Final Recommendation Fare (Tariff) Policy – Resolution (*Warren/Blaska/Bousley*)
9. Approval for Board Member Travel to APTA Annual Meeting (*E. Susan Meyer*)
10. Central City Line (CCL) Schedule Update (*Karl Otterstrom*)
11. New Service and Policy Considerations (*Karl Otterstrom*)
12. Board of Directors Agenda July 21, 2016 – Corrections/Approval
13. CEO Report
14. Executive Session (*10 minutes*)
15. New Business
16. Adjourn

Next Committee Meeting: **Wednesday, September 14, 2016 at 1:30 p.m. *No meeting in August.***
(STA Northside Conference Room, 1230 W. Boone Avenue, Spokane, Washington)

Spokane Transit assures nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964. For more information, see www.spokanetransit.com.

Upon request, alternative formats of documents will be produced for people with disabilities. The facility is accessible for people who use wheelchairs. For these and other accommodations, please call 325-6094 (TTY Relay 711) at least forty-eight (48) hours in advance.

SPOKANE TRANSIT AUTHORITY
BOARD OPERATIONS COMMITTEE MEETING OF

July 13, 2016

AGENDA ITEM 2: APPROVE COMMITTEE AGENDA

REFERRAL COMMITTEE: N/A

SUBMITTED BY: Al French, Committee Chair

SUMMARY: At this time, the Board Operations Committee will review the meeting agenda with any revisions enclosed in the blue folders.

RECOMMENDATION TO COMMITTEE: Approve agenda.

FINAL REVIEW FOR COMMITTEE BY:

Division Head _____ Chief Executive Officer _____ Legal Counsel _____

SPOKANE TRANSIT AUTHORITY
BOARD OPERATIONS COMMITTEE MEETING OF

July 13, 2016

AGENDA ITEM 3: 2015 STATE AUDIT

REFERRAL COMMITTEE: N/A

SUBMITTED BY: E. Susan Meyer, Chief Executive Officer
 Lynda Warren, Director of Finance & Information Services

SUMMARY: Brad White, a representative from the Washington State Auditor's Office, will brief the Committee on the 2015 Audit results.

RECOMMENDATION TO COMMITTEE: Receive report.

FINAL REVIEW FOR COMMITTEE BY:

Division Head _____ Chief Executive Officer _____ Legal Counsel _____

SPOKANE TRANSIT AUTHORITY
BOARD OPERATIONS COMMITTEE MEETING OF

July 13, 2016

AGENDA ITEM 4: BOARD OPERATIONS COMMITTEE CHAIR'S REPORT

REFERRAL COMMITTEE: N/A

SUBMITTED BY: Al French, Committee Chair

SUMMARY: Mr. French will take this opportunity to discuss topics of interest regarding Spokane Transit.

RECOMMENDATION TO COMMITTEE: Receive report.

FINAL REVIEW FOR COMMITTEE BY:

Division Head _____ Chief Executive Officer _____ Legal Counsel _____

SPOKANE TRANSIT AUTHORITY
BOARD OPERATIONS COMMITTEE MEETING OF

July 13, 2016

AGENDA ITEM 5a: MINUTES OF THE JUNE 8, 2016 COMMITTEE MEETING -
CORRECTIONS AND/OR APPROVAL

REFERRAL COMMITTEE: N/A

SUBMITTED BY: Merilee Robar, Executive Assistant to the Director of Finance &
Information Services

SUMMARY: The June 8, 2016 meeting minutes are attached for your information, correction and/or approval.

RECOMMENDATION TO COMMITTEE: Corrections and / or approval.

FINAL REVIEW FOR BOARD BY:

Division Head _____ Chief Executive Officer _____ Legal Counsel _____

Spokane Transit Authority
1230 West Boone Avenue
Spokane, Washington 99201-2686
(509) 325-6000

BOARD OPERATIONS COMMITTEE MEETING

Draft Meeting Minutes for June 8, 2016
Northside Conference Room

MEMBERS PRESENT

Al French, Spokane County, *Board Operations Committee Chair*
Amber Waldref, City of Spokane, *Planning & Development Committee Chair*
Tom Trulove, Small Cities Representative (Cheney), *Performance Monitoring & External Relations Committee Chair*
Ed Pace, City of Spokane Valley, *Board Operations Committee Member*
E. Susan Meyer, Chief Executive Officer, *Ex-officio*

MEMBERS ABSENT

None

STAFF PRESENT

Karl Otterstrom, Director of Planning
Steve Blaska, Director of Operations
Lynda Warren, Director of Finance & Information Services
Beth Bousley, Director of Communications & Customer Service
Steve Doolittle, Director of Human Resources
Susan Millbank, Ombudsman & Accessibility Officer
Jan Watson, Executive Assistant to the CEO & Clerk of the Authority

PROVIDING LEGAL COUNSEL

Laura McAloon, Workland Witherspoon PLLC

GUESTS

Eva Marquette, FreshVue

1. CALL TO ORDER AND ROLL CALL

Chair French called the meeting to order at 1:34 p.m. and conducted roll call.

2. APPROVE COMMITTEE AGENDA

Committee members reviewed the agenda.

Mr. Trulove made a motion to approve the agenda.

Mr. French requested an *executive session to review the performance of a public employee* be added to the agenda.

Mr. Trulove agreed with the request.

Mr. Pace seconded the motion.

There was no further discussion. All Committee members approved the amended agenda and the motion passed unanimously.

3. CHAIR'S COMMENTS

None.

4. COMMITTEE ACTION/DISCUSSION

a. May 11, 2016 Special Committee Minutes

Mr. Trulove moved approval of the May 11, 2016 special committee minutes and Ms. Waldref seconded. Mr. Pace abstained from voting. There was no further discussion and the motion passed.

5. COMMITTEE CHAIR REPORTS

a. Amber Waldref, Planning & Development (P&D)

i. Resolution to Amend STA Moving Forward

Ms. Waldref said an amendment to the STA Moving Forward (STAMF) Plan includes updates to the dates and the sequencing of the projects.

Mr. Otterstrom said that Appendix A has been superseded by Appendix B. Previous information will be included, just noting where updates have occurred. The amendments will be recommended to the Board for adoption.

Ms. Waldref said the Committee agreed to forward the item to the Board by a 2-1 vote. Commissioner O'Quinn voted no. Council Members Mumm and Waldref voted in favor because the Board had already approved the item by resolution in April 2016.

Mr. Otterstrom said that Commissioner O'Quinn voted no because she requested that the item be forwarded to the full Board for discussion. He said it will be a Planning & Development Committee Recommendation for Board Action at the June 16 Board meeting.

ii. New Service & Policy Considerations

Ms. Waldref said the Committee only had a brief conversation regarding New Service and Policy Considerations due to time constraints. Mayor Peterson had handed out a list of items to be considered for transit planning at the May 19 Board meeting and Chair French had directed that discussion to be held at the P&D Committee.

Mr. French said that there is a structure in place to handle new service requests and that is at the P&D Committee meetings. The Committee reviews the requests and then seeks Board approval. The STAMF plan and the 2016 Transit Development (TDP) have been well vetted and studied and he would not support a last minute request. It is not the adopted policy nor is it in the best interest of STA. He does not see an urgency in new requests.

Ms. Waldref said there was a misunderstanding regarding starting a conversation versus taking action.

Mr. French said he would clarify his action at the June 16 Board meeting.

Ms. Waldref said that some of the projects mentioned by Ms. O'Quinn are either currently on a list or have already been discussed and reviewed. For example, the Spokane Neighborhood Action Program (SNAP) housing project that does not have transit service today will require infrastructure improvements. In the past six months, stakeholders have attended STA public meetings in support of new service in Peaceful Valley, Latah Valley and Northwood, to name a few. Staff collects and analyzes all of the requests. It is important that the STA Board understands the process.

Mr. Trulove agreed that it is important to review and educate regarding these processes.

Mr. French said decisions are made in the best interest of the agency and the community.

Mr. Otterstrom reviewed the materials to be shared at the Board meeting. Those include, the May Board Input received from Mayor Peterson categorized by staff to potentially be included into either the Comprehensive Plan or the Service Implementation Plan, Memo 1.01 Long List of Conceptual Projects and Memo 1.05: Phase I Public Outreach and Feedback Summary, Resolution 697-12 which directs staff to conduct further analysis and public outreach as a part of STAMF and lastly, quarterly public feedback on routes tracked by the Planning Department. Many of the feedback items are addressed in STAMF. STA plans are continually being updated. Service adjustments occur every four months based on feedback.

iii. Federal Transit Administration (FTA) Section 5310 Project Funding Awards

STA is the designated recipient for federal funds from the Enhanced Mobility of Seniors and Individuals with Disabilities program, known as 5310. The goal is to improve mobility of these groups by removing barriers to transportation services and expanding the transportation options available.

Ms. Waldref said that more applications were received than dollars available for the FTA Section 5310 Funding Awards. Two guests spoke during the public comment portion and that helped the Committee make a decision. Funding was awarded to all that applied except for the Coleman Sidewalk in the City of Spokane Valley. That project will not occur until 2018, therefore they will have an opportunity to reapply next year. Frontier Behavioral Health had difficulty with the Care Cars application and the funds requested were clarified during the meeting.

Mr. French asked about the dollars requested by the Spokane Regional Health District (SRHD) for a Coordinated Transportation Feasibility Study.

Ms. Millbank said that SRHD is affiliated with certain apartment buildings. SRHD has requested dollars to do a study regarding residents' accessibility to food, which will include existing transportation options.

b. Tom Trulove, Chair, Performance Monitoring & External Relations (PM&ER)

i. Approval of Scope of Work for Cheney High Performance Transit (HPT)

Mr. Trulove said that the Scope of Work (SOW) for Cheney HPT includes engineering etc. on the entire corridor if the November 2016 ballot measure passes. If the ballot measure fails, then only the Four Lakes portion would be completed because funds are available for that portion. Mayor Peterson was unwilling to approve the SOW for the Cheney HPT, and would only approve the Four Lakes project. Agreement could not be reached and it was suggested that the item be placed on the Board agenda for discussion.

Mr. French said that an item can come to the Board Operations Committee in addition to the Board agenda if no decision can be made at either the P&D or PM&ER Committees.

Mr. Trulove made a motion to approve the Scope of Work for Cheney High Performance (HPT). Ms. Waldref seconded the motion.

The motion was clarified.

Mr. Otterstrom said that the Board will see this item twice; the Scope of Work and the Award of Contract. Only the funds available would be spent on the project.

Mr. French said that this SOW approach to contracting is a common practice because of better pricing.

Mr. Pace asked for clarification regarding Mayor Peterson's stand.

Mr. Trulove said that by approving the SOW for the entire corridor, Mayor Peterson felt he would be endorsing the ballot measure.

There were no other comments regarding the motion, all voted in favor of the motion and the motion passed unanimously with a 4-0 vote.

Mr. Trulove said that Mayor Peterson also suggested a transit facility at the airport. It was suggested that this item be brought up at the P&D Committee.

Discussion ensued.

ii. Draft Recommendation Fare (Tariff) Policy – (Public Hearing at the June 16, 2016 Board Meeting)

Mr. Trulove said that Mayor Peterson is in favor of increasing fares but suggested simplifying the student fare. He suggested reducing the cost of the regular fare by 25% for students. Discussion ensued regarding students and the Universal Transit Access Pass (UTAP) programs.

Mr. Blaska said that first there will be a short Fare presentation followed by a public hearing. Later during the Board meeting will be an opportunity for the Board to discuss the item with a full presentation. Staff will be seeking the Board's direction on the Draft Recommendation. Staff's final recommendation will go to the June 29 PM&ER meeting followed by Board action on July 21.

Other Items:

Mr. Trulove said that Ms. Bousley made a presentation on the public education strategy for the November 2016 ballot measure. Mayor Peterson suggested inserting information on the ballot piece that the Board vote was not unanimous.

Mr. Trulove said that the Committee received its first quarterly report from the Citizen Advisory Committee.

6. ESTABLISHMENT OF AN EMPLOYEE WELLNESS PROGRAM - RESOLUTION

Mr. Doolittle said that STA wishes to establish an employee wellness program (EWP) with the goal of investing in STA's employees' health and wellbeing to include such items as tobacco prevention & cessation, physical activity and healthy eating. Up to this point, without a formal program, the human resources department has provided only educational material to all employees. The recommendation to the Board Operations Committee is to implement the EWP program, to be administered by the Director of Human Resources at an annual cost established in the adopted budget not to exceed \$15,000.00 annually and forward to the Board consent agenda.

Ms. Waldref asked if it is a program that requires approval.

Ms. McAloon said it is an employee benefit and requires approval. The resolution includes the annual spending limit.

Mr. Pace made a motion to implement the EWP program as presented and Ms. Waldref seconded. There was no discussion on the motion and all voted in favor. The motion passed unanimously.

7. BOARD WORKSHOP JUNE 29, 2016

Mr. French said that the one-on-one meetings with Board members, STA staff and Ms. Marquette should be concluded by June 29. There will be a short workshop on June 16th at 1:00 p.m. to include ground rules.

Ms. Marquette said that the one-on-one meetings have been powerful and productive. It has been a valuable use of time.

Mr. French suggested reminders to those Board members that have not scheduled meetings.

8. BOARD OF DIRECTORS AGENDA: JUNE 16, 2016

Discussion ensued regarding the Approval of Scope of Work for Cheney High Performance Transit (HPT) currently placed as Item 8A Board Action – Other.

Ms. McAloon said the item could be included in the consent agenda as it is day-to-day business of the agency to release a SOW.

Mr. French suggested moving the Cheney HPT SOW to the consent agenda, Item 6D, because it was approved by the Board Operations Committee.

Mr. Trulove moved to approve the Board agenda as amended. Mr. Pace seconded and the motion passed unanimously.

ADDITIONAL AGENDA ITEM

EXECUTIVE SESSION

At 2:22 p.m., Mr. French announced that the STA Board Operations Committee would adjourn for an Executive Session for the following purpose:

1. Reviewing the performance of a public employee.

The STA Board Operations Committee will reconvene in open session at approximately 2:32 p.m. If it becomes necessary to extend the executive session, a member of the staff will return to announce the time at which the STA Board Operations Committee will reconvene.

If any action is to be taken as a result of discussions in the executive session, that action will occur at the open public session.

At 2:32 p.m., Ms. Waldref announced the STA Board Operations Committee will reconvene at 2:37 p.m.

At 2:37 p.m., the STA Board Operations Committee reconvened and Chair French declared the meeting back in public session. No action was taken.

9. CEO REPORT

Ms. Meyer said that the application for federal funds for the Central City Line (CCL) has a deadline this year of September 2016, which means it would need Board approval in July. STA could defer application until 2017 for FY 2019 and still meet all construction deadlines in STA Moving Forward.

The Committee agreed that the application should wait until 2017 which would be after the November 2016 ballot measure.

Ms. Meyer said that a national cell phone company is interested in leasing the Plaza Rotunda space. The Board Operations Committee recommends lease approvals to the Board.

Ms. Warren said that that particular company has appeal because there would be no major infrastructure work involved. Currently, the other available space is for a food vendor.

10. NEW BUSINESS

None.

11. ADJOURN

Chair French moved to adjourn the meeting and all agreed by consensus. With there being no further business to come before the Committee, Chair French adjourned the meeting at 2:46 p.m.

Respectfully submitted,



Merilee Robar

Executive Assistant to the Director of Finance & Information Services

**SPOKANE TRANSIT AUTHORITY
BOARD OPERATIONS MEETING OF**

July 13, 2016

AGENDA ITEM 7: APPROVAL OF 2016 TRANSIT DEVELOPMENT PLAN

REFERRAL COMMITTEE: N/A

SUBMITTED BY: Karl Otterstrom, Director of Planning
Kathleen Weinand, Transit Planner II

SUMMARY:

Each year, Spokane Transit is required by state law to develop a Transit Development Plan (TDP) for a six-year planning horizon and submit it to the Washington State Department of Transportation (WSDOT). The TDP is one of a series of planning documents that is built upon the goals, principles and policies contained within *Connect Spokane: A Comprehensive Plan for Public Transportation*.

Major elements of the TDP include:

- Mid-Range Planning Guidance (adopted by the Board on April 21, 2016)
- Major Activities
- 2017-2019 Service Improvement Plan
- 2017-2022 Capital Improvement Program
- Section 5307 Urbanized Area Formula Funding Program
- Section 5310 Mobility for Seniors and Persons with Disabilities Funding Program
- Section 5339 Bus and Bus Facilities Funding Program
- 2017-2022 Operating and Financial Projections

The Planning and Development Committee have been engaged in developing the various elements of the draft plan since February of 2016. The Board of Directors held a public hearing on the draft TDP on June 16, 2016. Testimony at the hearing favored additional service over current levels.

An updated draft of the TDP is available at <https://www.spokanetransit.com/projects-plans/transit-development-plan>. Additional operating data is provided in the final draft to satisfy the most recent guidance from WSDOT. The data are derived from reports already provided to the National Transit Database (NTD) program. Additionally, the conceptual 2019 Fixed-Route Network map included in the Service Implementation Plan section of the draft better reflects service improvement concepts.

A draft resolution to adopt the TDP is attached to this cover sheet.

RECOMMENDATION TO COMMITTEE: Move to recommend the STA Board of Directors adopt, by resolution, the 2016 Transit Development Plan. Propose forwarding to the Board agenda.

COMMITTEE ACTION:

RECOMMENDATION TO BOARD:

FINAL REVIEW FOR BOARD BY:

Division Head _____

Chief Executive Officer _____

Legal Counsel _____

RESOLUTION NO. _____

A RESOLUTION FOR THE PURPOSE OF ADOPTING THE 2016 TRANSIT DEVELOPMENT PLAN; AND OTHER MATTERS PROPERLY RELATING THERETO.

SPOKANE TRANSIT AUTHORITY
Spokane County, Washington

BE IT RESOLVED BY THE SPOKANE TRANSIT AUTHORITY as follows:

WHEREAS, the Spokane Transit Authority (STA) is a municipal corporation operating and existing under and pursuant to the Constitution and Laws of the State of Washington, including RCW Title 36, Chapter 57A, Public Transportation Benefit Area; and,

WHEREAS, it is to the benefit of STA to define the general direction for the delivery of public transportation service in the future, assign a general timeline for future improvements to the public transportation system, and assign general cost and revenue requirements for future improvements to the public transportation system; and,

WHEREAS, RCW 35.58.2795 requires all transit agencies prepare a six-year transit development plan for that calendar year and the ensuing five years; and,

WHEREAS, STA has prepared the 2016 Transit Development Plan, which includes the previously approved 2016 Annual Strategic Plan, the 2017-2022 Capital Improvement Program, Federal Transit Section 5307, 5310 and 5339 anticipated programs of expenditure, Service Implementation Plan 2017-2019, and other sections and information included in the Plan for the aforementioned purposes; and,

WHEREAS, STA sought input from other transportation agencies, including private transportation operators pursuant to requirements related to Federal Transit Section 5307 funding; and,

WHEREAS, the STA Board of Directors conducted a duly noticed public hearing on June 16, 2016; and,

WHEREAS, a Washington State Environment Policy Act (SEPA) Checklist was completed for the proposed amendments and a determination of Non-Significance (DNS) was issued on June 9, 2016; and,

WHEREAS, the 2016 Transit Development Plan, is consistent with the policies of *Connect Spokane*, STA's comprehensive plan for public transportation; and,

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of STA as follows:

Section 1. The STA Board of Directors hereby adopts the 2016 Transit Development Plan.

Section 2. The STA Board of Directors hereby authorizes the Chief Executive Officer to administer the 2016 Transit Development Plan.

Section 3. This resolution shall take effect and be in force immediately upon passage.

ADOPTED by STA at a meeting thereof held on the 21st day of July 2016.

ATTEST:

SPOKANE TRANSIT AUTHORITY

Jan Watson
Clerk of the Authority

Al French
STA Board Chair

Approved as to form:

Laura McAloon
Legal Counsel

Transit Development Plan

2016

Prepared for:
Board of Directors

Final Draft

The 2016 Transit Development Plan is in draft form until adopted by the Spokane Transit Authority Board of Directors and may be revised as needed until that time.

6/29/2016



Spokane Transit assures nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964. For more information, see www.spokanetransit.com. Upon request, alternative formats of this information will be produced for people who are disabled. Please call (509) 325-6094 (TTY Relay 711) or email smillbank@spokanetransit.com.

Adoption of this plan: The 2016 Transit Development Plan was adopted by the Spokane Transit Authority Board of Directors on July 21, 2016 per Board Resolution Number _____.

Table of Contents

Section 1: Introduction and Agency and System Overview	2
Mission	2
Vision	2
STA Priorities	2
Background.....	2
Agency Leadership.....	3
2016 Board of Directors	4
Service Characteristics.....	4
Service Area	7
Section 2: 2015 Accomplishments.....	11
Compliance with WSDOT State Transportation Goals	11
Ridership.....	11
Fleet.....	12
Capital Projects.....	12
Communications.....	12
Planning Efforts	13
Section 3: 2016 Annual Strategic Plan	16
Introduction.....	16
Background.....	16
2016 Plan	16
Planning for the future	18
Section 4: Guiding Principles and Major Activities (2016-2022).....	21
Board Guidance for 2016 TDP	21
Major Activities 2016-2022	21
Funding Considerations.....	23
Section 5: Service Implementation Plan (2017-2019)	25
Introduction.....	25
Overview.....	25
Service Change Dates	26
Existing Conditions	26
Programming of Major Service Improvements and Revisions	29
Passenger Load Standards.....	32
Conceptual 2019 Transit Network.....	34

Section 6: Capital Improvement Program (2017-2022)	36
Introduction.....	36
Overview of Capital Programming and Implementation	36
Capital Programs 2017-2022	38
Section 5307 Program of Projects	49
Section 5310 Apportionment Program	50
Section 5339 Bus and Bus Facilities	52
Fleet Replacement Plan.....	54
<i>STA Moving Forward</i> Addendum	56
Section 7: Operating and Financial Projections	58
Appendix A – Performance Measures	61
1. Ensure Safety	61
2. Earn and Retain the Community’s Trust	62
3. Provide Outstanding Customer Service	63
4. Enable Organizational Success.....	65
5. Exemplify Financial Stewardship.....	66
Appendix B – System Ridership, Miles & Hours 1995 - 2015.....	67
Appendix C – 2015 Fuel Consumption.....	70
Appendix D – 2015 Reportable Collisions, Injuries, and Fatalities.....	71
Appendix E – Asset Management Plan	72
Appendix F – Bus Fleet Contingency Plan – Inactive Reserve/Contingency Bus Fleet	87

Section 1: Introduction, Agency and System Overview

Section I: Introduction and Agency and System Overview

Spokane Transit Authority's Transit Development Plan (TDP) contains the 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 2016 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 2016.

Mission

We are dedicated to providing safe, convenient and accessible transportation service to the Spokane region's neighborhoods and businesses 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 called the Spokane County Public Transportation Benefit Area, was formed for the sole purpose of providing public transportation via independent taxing and revenue generating authority. As a result of the vote, Spokane Transit Authority was born. 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 the 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. In 2010, the STA Board of Directors adopted the agency's long range planning document *Connect Spokane: A Comprehensive Plan for Public Transportation*. Additionally, reduced revenue as a result of the Great Recession charged STA with restructuring bus service to live within its means. Despite some cutbacks during the recession, STA was able to increase service effectiveness and grow ridership.

In December of 2014, the STA Board of Directors adopted *STA Moving Forward: A plan for more and better transit services*, a ten-year package of service and capital improvements to sustain and grow the transit system. At the same meeting the Board passed a proposition to voters to increase sales tax in the PTBA by 3/10 of 1% to fund the improvements identified in the plan and maintain existing service. In April of 2014 voters narrowly rejected the proposition by a vote of 49.61% for the proposition and 50.39% against it. The Board of Directors recently voted to put measure in front of the voters in the November 2016 election for the authorization of collection of an additional sales and use tax of up to 2/10 of 1%, 1/10th effective April 1, 2017 and the second 1/10th effective April 1, 2019 both expiring no later than December 31, 2028.

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, Planning and Grants Management. As reported in the draft National Transit Database in 2015, STA employed 429 people to provide fixed-route service, 3.8 people to provide vanpool services, 104.3 people to provide directly operated paratransit services and 43 full time equivalent contractors to provide purchased paratransit service.

2016 Board of Directors

Name	Jurisdiction
Commissioner Al French, Chair	Spokane County
TBD	City of Spokane Valley
Council Member Amber Waldref	City of Spokane
Council Member Candace Mumm	City of Spokane
TBD	City of Liberty Lake
Council Member Ed Pace	City of Spokane Valley
Commissioner Shelly O'Quinn	Spokane County
Council Member Aspen Monteleone	City of Airway Heights
Mayor Tom Trulove	City of Cheney
Rhonda Bowers	Labor Representative (non-voting)
Mayor Kevin Freeman	City of Millwood (non-voting)
Mayor John Higgins	City of Medical Lake (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
Paratransit Monthly Pass	Unlimited travel on paratransit service during the calendar month.
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
Youth Pass	Discount pass program for those aged 6 to 18
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 May of 2016 STA has 34 fixed bus routes in operation:

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

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)

STA operates three transit centers within the PTBA as of January 1, 2016. The transit centers include:

Transit Center	Location
The Plaza	701 W. Riverside Ave.
Pence-Cole Valley Transit Center	E. 4 th Ave. & S. University Ave.
Spokane Community College	1810 N. Greene St.

STA also operates service to 13 park-and-ride lots within the PTBA:

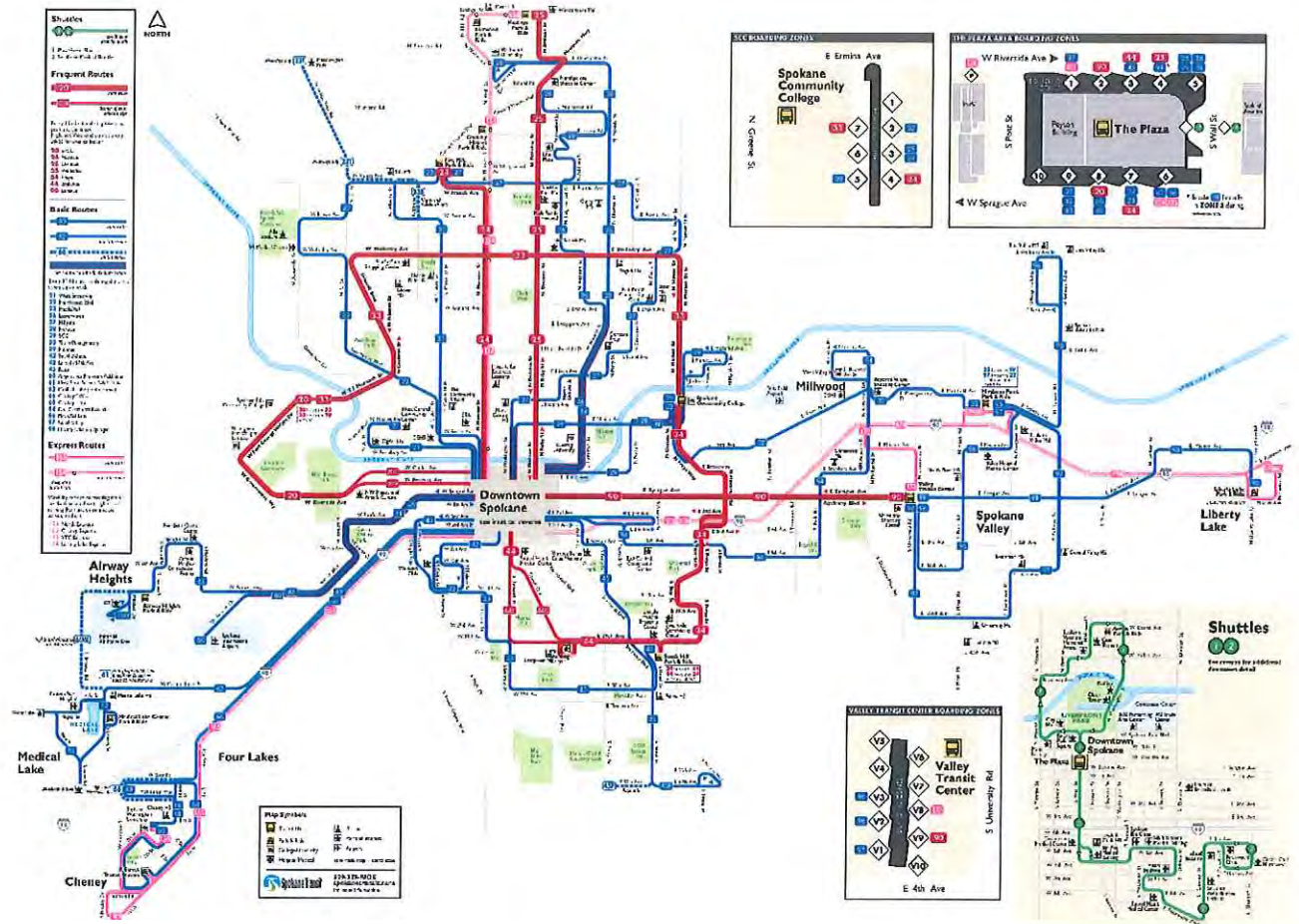
Lot	Location
Airway Heights	W. Highway 2 & S. King St.
Arena	W. Boone Ave. & N. Howard St.
Country Homes	N. Country Homes Blvd. and N. Wall St.
Fairwood	W. Hastings Rd. & N. Mill Rd.
Five Mile	N. Ash St. & W. Five Mile Rd.
Hastings	W. Hastings Rd. & N. Mayfair Rd.
Jefferson	W. 4 th Ave. and S. Walnut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

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 the Spokane Campus of Eastern Washington University and Washington State University.

Service Area

Fixed Route Bus Service Area

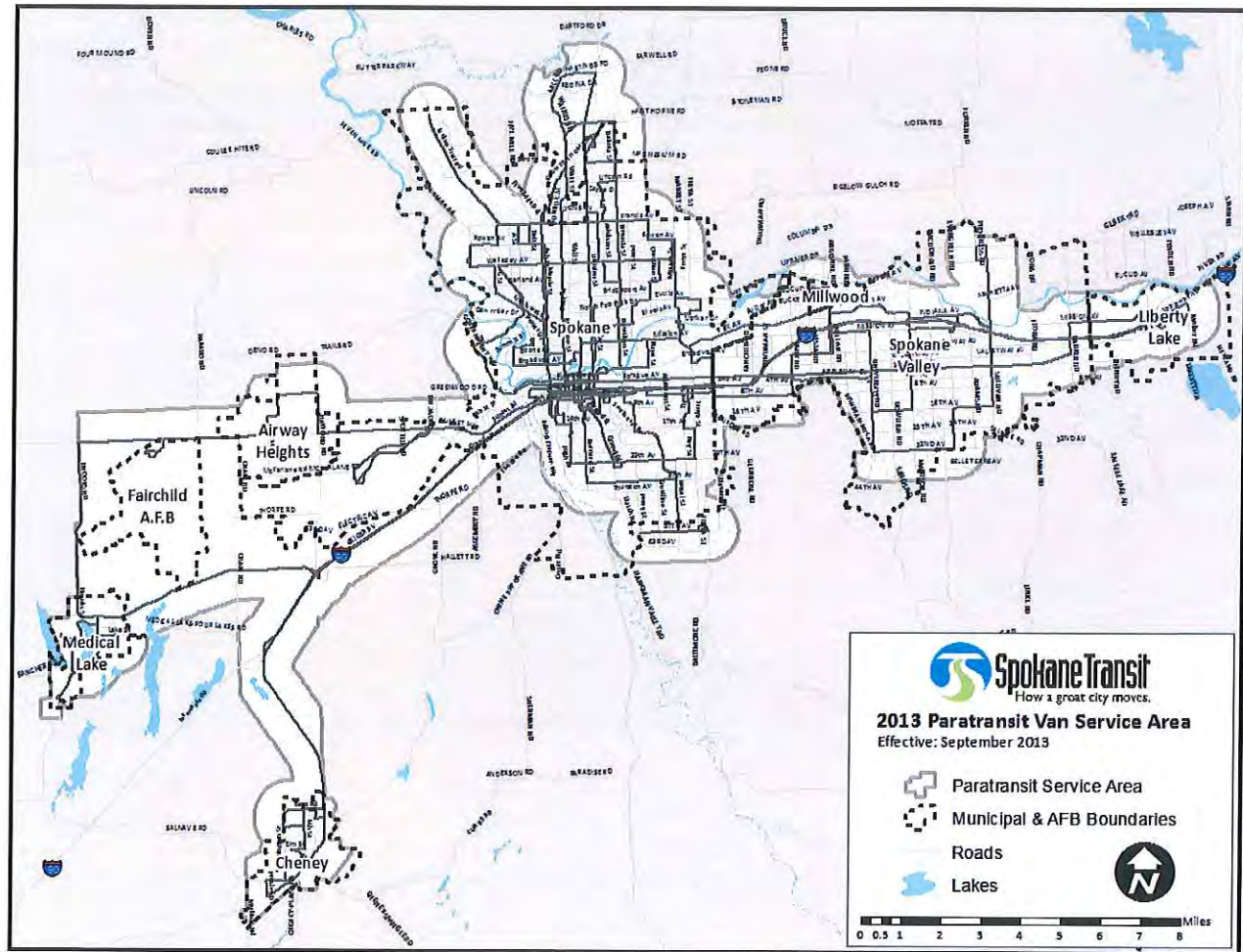
STA provides fixed route bus service and Paratransit service comparable to fixed route service to the cities of Spokane, Spokane Valley, Airway Heights, Cheney, Liberty Lake, Medical Lake and Millwood, as well as to unincorporated areas of Spokane County that are within the PTBA.



STA System Map

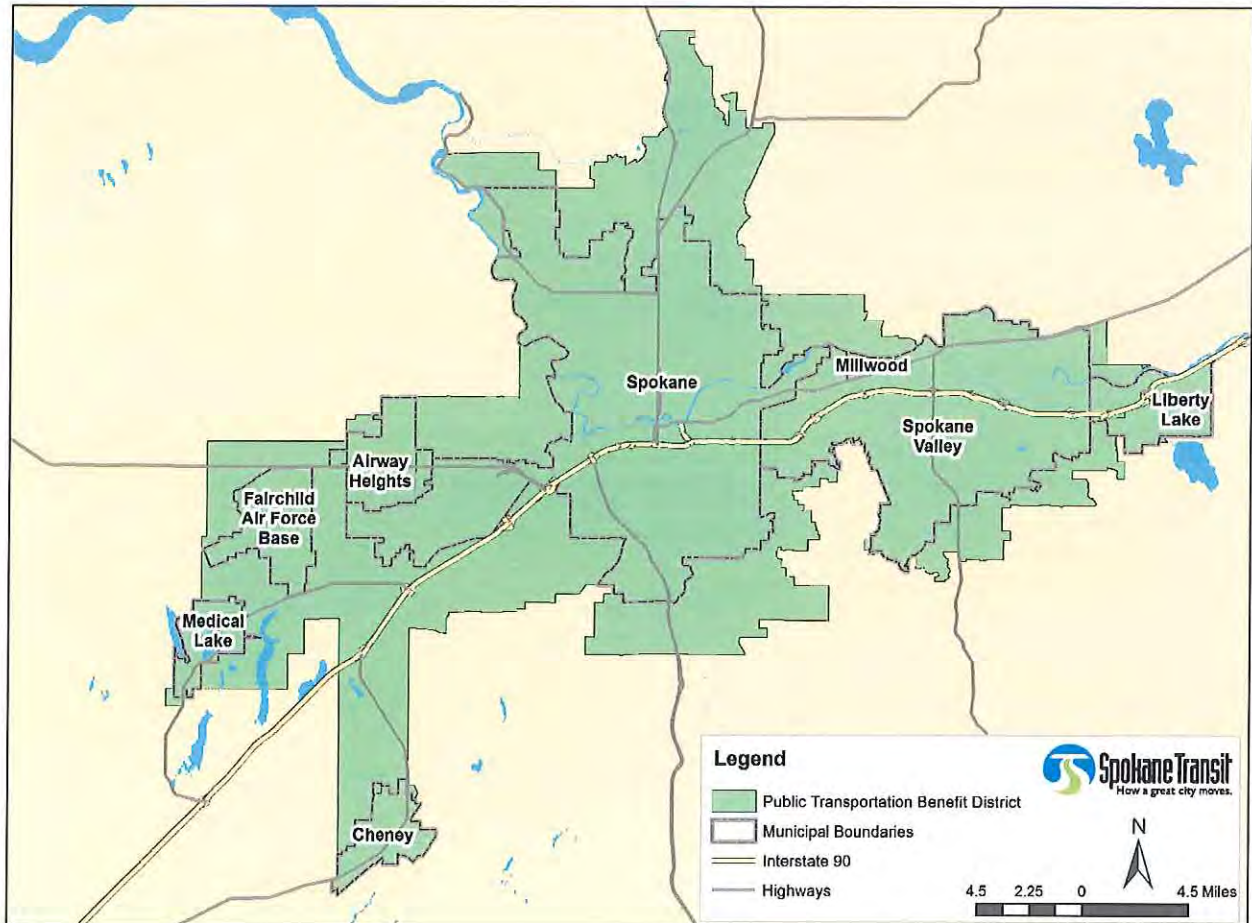
STA Paratransit Boundary

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 $\frac{3}{4}$ 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. The PTBA includes the cities of Airway Heights, Cheney, Medical Lake, Millwood, Liberty Lake, Spokane and Spokane Valley, as well as portions of the unincorporated county surrounding those municipalities, creating a boundary that is roughly 248 square miles. The State of Washington Office of Financial Management estimates that 413,045 were people living within the PTBA in 2015.



Section 2: 2015 Accomplishments

Section 2: 2015 Accomplishments

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.

- ***Economic vitality: To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.*** STA contributes to economic vitality by offering an affordable transportation option for people traveling to work, recreation or to conduct business.
- ***Preservation: To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.*** STA maintains its facilities and equipment in a state of good repair according to its quality standards.
- ***Safety: To provide for and improve the safety and security of transportation customers and the transportation system.*** STA regards 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: To improve the predictable movement of goods and people throughout Washington State.*** STA analyzes and modifies service to create efficient and predictable movement of transit vehicles and transit customers.
- ***Environment: To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.*** STA analyzes performance metrics that consider the environmental impacts of providing transit service.
- ***Stewardship: To continuously improve the quality, effectiveness, and efficiency of the transportation system.*** STA modified the fixed route system to enhance the quality, effectiveness and efficiency of the system throughout 2015.

Ridership

In 2015, STA provided 10,815,736 rides on its fixed route bus system, which was down compared to the 11,324,434 rides provided in 2014, a recorded setting year. The decline in ridership may have been influenced by low gas prices. Paratransit ridership decreased to 463,463 passengers in 2015 from 475,171 passengers carried in 2014. Vanpool ridership decreased to 219,578 passenger trips compared to 246,331 trips in 2014.

Fleet

STA procured 7 paratransit vans in 2015.

Capital Projects

In 2015 STA completed the following capital projects to help to maintain and improve transit service:

Vehicle Exhaust Removal System

A vehicle exhaust removal system was engineered and installed in the Paratransit Garage to serve four parking bays that are currently used as maintenance bays.

South Hill P&R Alterations

The ingress to the facility was reconfigured to improve operations. Electrical, data, and structural components were installed for Real Time Signage operated by cellular communication.

Indian Trail Layover

Improvements were made to the site such that it can now serve as a layover location for STA operations. Improvements to the facility include a pre-fabricated restroom along with associated water, sewer, lighting, and hardscaping/access.

Fleck Roof Replacement

The Fleck Service Center building was constructed in 1991 with a ballast roof, consisting of river rock over a single ply rubber decking. The roof was replaced and the insulation was upgraded.

2016 Transit Enhancements

Transit enhancements included design and construction projects along selected corridors and in neighborhood sponsored installations.

Bus Washer Replacement

The two side-by-side bus washers and a water recycling system were installed at the Boone Maintenance Facility. A roll-over bus washer, dryer and water recycling system at the Fleck Facility were replaced with more efficient, less abrasive, hybrid (brush & touchless) bus washers with water recycling systems.

Communications

Communications and outreach efforts in 2015 leveraged new partnerships, promoted sales and ridership, and brought awareness of STA programs to a wider audience:

Courtesy Campaign

In partnership with Eastern Washington University, and to address the recommendations of Downtown Spokane Partnership, Visit Spokane, and the Greater Spokane Incorporated, STA launched a courtesy campaign to encourage positive, respectful behavior at the Plaza and on the STA Buses.

Sleigh the Holidays Campaign

To help increase ridership, STA held a free fare day on Black Friday, and launched a program to encourage use of public transportation to alleviate some of the stresses and expenses of holiday shopping. Maps of retail locations and accompanying bus routes were distributed. Participating retailers offered discounts to STA riders. Result: There was a 6% increase in the percentage of courtesy rides provided on Black Friday compared to last year. Spokane Transit and Desautel Hege received a Gold Addy for the campaign design.

Updated spokanetransit.com

STA completely updated its website, including the launch of a webstore which resulted in over half a million dollars in sales. The updated websites also included a beta launch of real time fixed route arrival information.

Gonzaga UTAP Program

STA and Gonzaga University entered into their first Universal Transit Access Pass (UTAP) Agreement, resulting in over 15,000 in ridership between September and December 2015.

Vanpool Digital Marketing Program

The new marketing program generated nearly 100 leads – the first step in using digital marketing to target and reach potential vanpoolers.

Planning Efforts

In 2015 STA completed the following planning projects that further the visions and goals of the *Connect Spokane*, STA Comprehensive Plan:

The Central City Line enters Project Development

The Central City Line will be STA's first installment of Bus Rapid Transit and the planned High-Performance Transit network outlined in STA's Comprehensive Plan. In June of 2015 the Federal Transit Administration approved STA's request to enter the project in the Project Development phase of the Small Starts program. The milestone marked the completion of earlier planning phases of the project and the beginning of preliminary engineering, environmental review and more detailed planning in collaboration with community stakeholders in preparation for submitting a Small Starts grant application.

Bus Stop Facilities Policy Framework

In July of 2015 the STA Board of Directors adopted amendments to *Connect Spokane* that were a culmination of a planning effort to identify strategies that improve the policy framework to address on-going issues related to bus stop access, signs and poles, shelters, benches and other bus stop features and the need for better defined standards, policies, procedures and coordination with partner jurisdictions in these areas.

Bus Stop Facilities Investment Framework

Following the Bus Stop Policy Framework project STA worked with partner jurisdictions to develop standards for the placement and investment of amenities at bus stops.

Plaza Place Making Study

In order to take full advantage of the upcoming plaza renovation STA engaged in planning with design professionals and downtown stakeholders to identify strategies to establish the STA Plaza as an anchor of positive activity in Downtown Spokane. The identified strategies will be included in the upcoming renovations and subsequent programming and management of the Plaza once the renovations are complete.

West Plains Transit Center Interchange Justification Report

As part of a project to evaluate a transit center in the West Plains area at Exit 272 of I-90 that would provide quick and safe access to I-90 both eastbound and westbound, on June 18, 2015, the STA Board of Directors approved the Interchange Justification Report (IJR) for the West Plains Transit Center. On August 7, 2015, WSDOT approved the IJR, and on September 1, 2015, the Federal Highway Administration (FHWA) granted a Finding of Engineering and Operational Acceptability.

Section 3: 2016 Annual Strategic Plan

The 2016 Annual Strategic Plan was adopted by the STA Board of Directors October 22, 2015 and is incorporated into the 2016 Transit Development Plan for reference purposes in order to comply with state law.

Section 3: 2016 Annual Strategic Plan

Introduction

Spokane Transit Authority remains a strong and vibrant organization because of the communities we serve, a strong governing Board that provides robust and thoughtful policy leadership, the 500-plus dedicated professionals who work here, our commitment to financial stewardship, and, of course our customers.

We are guided by our Mission, Vision and Priorities:

Mission

We are dedicated to providing safe, accessible, convenient, and efficient public transportation services to the Spokane region's 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 for the region.

Priorities

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

Background

Operating costs for Fixed Route (bus) and Paratransit services continue to be the lowest of the large urban systems in the state. STA is well below the average cost for fixed route service, about 85%. Paratransit service is roughly 65% of the urban average, which means our communities receive more service for the dollar than in other areas in the state. (Through the second quarter of 2015).

The average number of passengers boarding a bus each hour in service is second only to King County Metro in the Puget Sound area. Farebox recovery, the portion of the trip cost paid by a customer, remained about 20% for bus service and about 5% for Paratransit, which are the objectives.

2016 Plan

We will maintain the current level of services with existing resources in 2016. Our efforts will focus primarily in four areas:

1. Increasing bus ridership, primarily in collaboration with our partners using a Universal Transit Access Pass (UTAP) - universities, City of Spokane and Spokane County - to recoup the decline to date in 2015;

2. Maintaining operating costs at or below 95% of the state urban average;
3. Maintaining essential capital projects; and
4. Planning for the future. Maintain the vision for sustaining and providing more and better transit service consistent with STA's comprehensive plan, Connect Spokane. Evaluate project and service costs in the 10-year plan and conduct a review of and update the Comprehensive Plan in mid-2016.

a. Ridership

After record ridership in 2014, bus ridership declined slightly in 2015--primarily among organizations with a Universal Transit Access Pass (UTAP), including universities and colleges, the City of Spokane and Spokane County. After contacting other agencies in Washington and other states, many of whom were also experiencing ridership declines, the consensus seemed to be that staff and students were more likely to have access to a car. Sustained lower cost of gas and the convenience of a car were thought to outweigh the value of riding the bus, cost savings, using the trip to work or study, etc. Van Pool ridership also slipped, owing, we believe, to the same reason as bus ridership. Paratransit ridership is down slightly as a result of special use vans operated by other organizations, Mobility Training and the In Person Assessment program for establishing Paratransit eligibility. Working with our UTAP partners we will develop and promote additional ways to win these bus and vanpool riders back. We will seek to maintain the other existing employer pass programs and expand to more employers. UTAP partners include the City of Spokane and Spokane County, Washington State University Spokane, the Community Colleges of Spokane, and Eastern Washington University. The new pass program just introduced at Gonzaga University has yielded hundreds of trips in the first few days.

2016 Ridership Goals

- Fixed Route (bus): Recover 1.5% of the expected ridership decline in 2015 (through July)
- Paratransit: Maintain 2015 ridership
- Van Pool Goal: 7%

b. Maintaining operating costs

Maintain operating costs at or below 95% of the statewide urban average. This is accomplished by smart service planning, maintaining a state of good repair with vehicles and facilities; and controlling labor, benefit and administrative costs.

c. Maintaining essential capital projects

With the Board's guidance to sustain quality service, we will continue and complete a group of multi-year capital projects which will result in the organization being even more efficient and effective, and make the system easier for customers to use.

Plaza renovation

With input from customers and downtown business stakeholders, the Board approved final plans for the Plaza remodel that have been developed using design principles that incorporate safety and security, and that will maximize space for transit use and customer service, minimize open, un-programmed areas, and provide a more visible security presence. The contract for construction is expected to be awarded in December of 2015 and the project completed in 2017.

Business systems replacement

The business system is being converted from the antiquated one that has been in place for over 20 years. The result will be significantly streamlined processes that will enable staff to spend more time on strategic efforts and less on the paper-intensive work required today. The project is expected to be complete in 2016.

Fare Collection Update

We will begin the process of planning the mid-life upgrade of our fareboxes. This is an opportunity to consider changes to improve the functionality and introduce different fare media. This comprehensive review of various fare media and pass programs will shape the requirements for our fare collection system.

West Plains Transit Center (WPTC)

The project will create connectivity among the three cities in the West Plains, which doesn't currently exist. It includes a park and ride lot on the south side of the freeway near the Medical Lake interchange off I-90, a flyer stop in the highway right of way, and connection by covered bridge to the new 100+ space park and ride lot. A total of \$8.8M in grants has been approved and/or programmed by the state. The project requires additional funding to complete. This is a continued planning effort for future service enhancements.

Central City Line

The Central City Line (CCL) will be a new 6-mile bus route connecting Browne's Addition to the west, and Spokane Community College to the east, by way of downtown, the University District and Gonzaga University. State and federal grants have been awarded to STA and will fund the work required during Project Development phase of the Federal Transit Administration's Small Starts grant program. It will include preliminary engineering and design, environmental assessments, and finalizing route and station locations. The application for the Small Starts grant will be made in 2016. The state legislature approved \$15M in capital funding for the project in 2015. If the application is successful, state funding will leverage about \$54M in a Small Starts grant. If a timely decision is made about the source of funding for operations, the project could begin service in 2020. This is a continued planning effort for future service enhancements.

Planning for the future

Maintain the vision contained in STA's Comprehensive Plan, Connect Spokane, and the 10-year plan. Update Connect Spokane in the second half of the year. Evaluate the costs of the new service and projects in the 10-year plan to ensure a balance between cost effectiveness and service quality.

Fares

Fare strategy is an essential component of meeting the financial requirements to sustain service and fund additional service. Although projected previously, there will be no increase in bus and Paratransit fares and passes (or Van Pool) in 2016. The Board's direction was to consider a fare increase only when it can be integrated into an action plan for the future. If a fare increase is contemplated for some time in 2017, we will conduct community outreach in 2016, with the goal of providing notice well in advance of any change. That strategy was well received when the Board made its last fare-increase decision in 2009. Fixed Route (bus) is close to meeting the farebox recovery

objective of 20% and Paratransit is meeting its objective of 5%. (Farebox recovery refers to the portion of the trip cost paid by customers.)

Staffing

Since 2008, we have taken an incremental approach to adding new positions identified as strategic to the organization's success. This philosophy continues in 2016 with the addition of one position-a trainer-which is necessary to meet new-hire operator training and testing requirements, and annual advanced training for Fixed Route bus, Paratransit and Maintenance. Early in the 2016 budget planning, we also included one additional security position to increase the visibility of security in and around the Plaza.

Compensation

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. Every two years, we compare the wages of STA positions with wages of similar positions in the local labor market, a small group of other transit agencies, and local governments.

Contracts with all three labor groups have been approved. The next contract to expire is in early 2017, making 2016 the first year in the past ten that we won't be bargaining one or more of the contracts.

Administrative (M&A) employees, who are not represented by a union, will receive a 2.5% general wage increase in 2016, which will still leave the group's average wage below market.

Benefits

Based on guidance from the insurance broker, STA is budgeting a 2016 rate increase of 12%. This is due, in part, to actual experience year to date 2015, which exceeds the budget. Final rates for all the medical plans are expected in October.

Employees in the M&A group will increase their share of medical premiums for the higher cost Premera plan only; from 5% to 7% for employee-only coverage and 15% to 17% for dependent coverage. In 2017, the employee-only premium share will go up to 10% and dependent share to 20%. This is consistent with the other represented work groups.

Employees may choose one of two Group Health plans or the lower cost, high-deductible Consumer Driven Health Plan (CDHP), introduced in 2015.

Employer rates for the retirement benefit increased from 9.21% to 11.18% in July 2015; they are expected to be stable through 2016. Employee rates also increased from 4.92% to 6.12%.

Section 4: Guiding Principles and Major Activities 2016-2022

Section 4: Guiding Principles and Major Activities (2016-2022)

On April 21, 2016 the STA Board of Directors set forth the following six-year planning guiding statements as a first step of developing the TDP:

Board Guidance for 2016 TDP

- **Foster and Sustain Quality.** Continue initiatives and projects that improve the quality and usefulness of STA's services, facilities, information, and customer service. Affordable public transportation adds value to the community and improves the quality of life in the region and the efficiency of the region's road system through congestion relief. Employ new technologies and industry trends that advance these ends.
- **Maintain a State of Good Repair.** Continue vehicle replacement and facility maintenance/improvement programs in order to avoid the problematic consequences of deferred action.
- **Expand Ridership.** Continue to foster ridership markets in line with the principles of *Connect Spokane*. Identify and leverage the factors that drive ridership and can be influenced locally in communities of Spokane's size. Outside of travel to home, work and school trips make up the majority of trips taken on STA services. Continue to foster these foundational markets while expanding the usefulness of service for other travel purposes.
- **Proactively Partner in the Community.** Coordinate with jurisdictions and other agencies to implement community planning and economic development strategies and pursue the agency's sustainability goals. Be a leader in implementing the regional transportation visions.
- **Advance and Adapt the System Growth Strategy.** Grow the transit system consistent with community growth and resources. Respond to changing demographic and behavioral trends. Ensure that maintenance and operations facilities are sized to accommodate cost effective growth plans.

Major Activities 2016-2022

Customer and Community Outreach

- Employer Sponsored Bus Pass Program expansion
- Universal Transit Access Pass (UTAP) expansion
- Expand the number of retail bus pass outlets
- Continuation of the surplus van grant program
- Investigate alternative methods of advertising

Service Development

- Procure a new contract for supplemental paratransit service (as early as 2018)
- Implement STA Moving Forward/HPT Network Development (2016-2022) commensurate with funding availability

Facilities and Fleet

- Complete Plaza renovation
- Fleet replacement (2016-2022)

- Expand maintenance facilities to meet existing and planned needs

System Management

- Study and implement changes to the fare structure
- Implement FTA Safety Management Systems (SMS)
- Manager and supervisor leadership training
- Comprehensive employee compensation study
- Develop and implement procedures to periodically review the condition of bus stop areas and bus stop amenities.

Technology

- Complete CAD/AVL implementation and Real Time Information deployment
- Fixed route radio replacement
- Fixed route and paratransit camera systems upgrade
- Complete business systems implementation
- Smart Card upgrade/farebox upgrade
- Expand On-board Wi-Fi availability

Planning

- 2016/2017 update to Connect Spokane: A Comprehensive Plan for Public Transportation
- Study strategies to address gaps in services to populations with special mobility needs
- Title VI Plan update
- Develop a Transit Asset Management Plan pursuant to new federal requirements

The following section provides a general summary of STA's proposed strategic actions for meeting WSDOT's State Transportation Goals for 2016 – 2022:

- **Economic Vitality:** STA will continue facilitate commerce by offering an affordable transportation option for people traveling to work, recreation or to conduct business. STA will continue to coordinate with local jurisdictions and regional partners to plan for economically vibrant communities.
- **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 PTBA voters will be considering a measure to authorize the collection of an additional sales and use tax of up to 2/10 of 1%, 1/10th effective April 1, 2017 and the second 1/10th effective April 1, 2019 both expiring no later than December 31, 2028. In the interim this plan assumes that there will be adequate funding to construct and operate all of the projects highlighted within this plan unless noted. There are several options to ensure that revenues continue to meet expenditures:

- Federal and State grant opportunities
 - o 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
 - o 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.
 - o Current financial projections assume a 15% fare increase averaged across all fixed route and paratransit fare types in 2017. Public outreach, analysis, including analysis of Title VI impacts, and Board action are required prior to any fare increases.
- Increased sales tax revenue
 - o 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 (2017-2019)

Section 5: Service Implementation Plan (2017-2019)

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 is designed to inform the public of possible bus service improvements over a three-year period following the September service change, provided that resources are available. The SIP is updated annually as described in *Connect Spokane* policies MI 3.3.3 and MI 3.4.

The performance standards listed in the Annual Route 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.

Performance standards also 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.

Overview

Based on years of input from citizens and technical preparation, the Spokane Transit Board of Directors approved a plan on December 18, 2014 that aims to maintain the existing transit system while adding more resources where needed to improve service levels throughout the region. The original *STA Moving Forward* plan included more than 25 projects to provide more and better transit service throughout the region. The plan was estimated to increase fixed route ridership by more than 3.4 million rides a year by 2024; more than a 30% increase over today.

On April 21, 2016, the STA Board of Directors approved Resolution 742-16 to seek funding to implement *STA Moving Forward* and expresses a desire to accelerate service improvements in the timeline of *STA Moving Forward*. As such, this SIP identifies some improvements that could be implemented without additional funding and some which are contingent upon voters approving at the November 2016 general election the collection of an additional sales tax of up to 2/10 of 1%, 1/10th effective April 1, 2017 and the second 1/10th effective April 1, 2019. It should be noted that the original timeline for *STA Moving Forward* called for service improvements to begin September 2015.

This SIP covers years 2017 through 2019. Subsequent phases of the *STA Moving Forward* plan are assumed to be implemented throughout a ten-year plan horizon. More information on *STA Moving Forward* projects can be found online at stamovingforward.com (refer to *STA Moving Forward: Plan for Implementation Appendix A*).

Service Change Dates

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 schedules. The following is a table summarizing the 2017, 2018, and 2019 service change dates following the September 18, 2016 service change.

2017	2018	2019
January 15, 2017	January 21, 2018	January 20, 2019
May 21, 2017	May 20, 2018	May 19, 2019
September 17, 2017	September 16, 2018	September 15, 2019

Existing Conditions

There are existing conditions which STA uses to identify opportunities to improve the fixed route system:

- 1) Conditions represent service deficiencies per the principles and policies of the adopted *Connect Spokane: A 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.

The following table lists routes that exhibit one or more of the three existing conditions described above. Some conditions have been addressed since the last publication of the TDP and are noted in the table below. Spokane Transit will continue to evaluate possible solutions.

ROUTE	Existing Conditions	Action/Opportunity/Status
1 Plaza/Arena Shuttle	Although it does not under perform in all three performance standards, the route has failed two of three standards in consecutive years (Ridership and Energy).	Continue to monitor. Boardings per revenue hour numbers have been low the past two years despite the 10 minute peak frequency; however, they improved in 2015 over 2014 (2014= 20.71 & 2015 =22.03)
2 South Side Medical Shuttle	Although it does not under perform in all three performance standards, the route has failed two of three standards in consecutive years (Ridership and Energy).	Continue to monitor. The proposed extension of the route to serve the new U-District pedestrian bridge in 2018 could help improve ridership. However, the route performance numbers declined in all three performance categories in 2015 vs 2014 which is of concern.
21 West Broadway	Although not a policy deficiency, the West Central neighborhood lacks direct trip connectivity to area activity centers outside of the neighborhood.	Continue to evaluate opportunity to extend route north or northeast, but likely cannot be addressed during the planning horizon as this is an improvement listed in <i>STA Moving Forward</i> and is currently unfunded.
23 Maple/Ash	Nights and weekends, the route does not travel to the Indian Trail weekday terminal.	Listed as an improvement in <i>STA Moving Forward</i> and is currently unfunded. It is proposed to be implemented at the time of the September 2018 service change pending further funding.
24 Monroe	Monroe St is a designated HPT corridor with just 60 minute service on Sunday/holidays.	<i>STA Moving Forward</i> included the North Monroe to South Regal HPT Corridor (interlining of Routes 24 and 44) which is proposed to be implemented at the time of the September 2019 service change pending further funding. Frequency on Sunday/Holidays would also improve to 30 minutes.
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.	Long term network plan illustrates that much of existing routing would be covered by other routes. There are no immediate plans to remedy the existing condition. Route may undergo extensive changes in September 2017.

ROUTE	Existing Conditions	Action/Opportunity/Status
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.	Proposed to be addressed at the time of the September 2017 service change pending further funding. End of line location may also be modified at the same time. It should be noted that this change could proceed even if the ballot measure is unsuccessful by reallocating resources throughout the network.
33 Wellesley	Wellesley Ave is a designated HPT corridor with just 60 minute service on Saturdays and Sunday/Holidays	Improved Saturday frequency is proposed to be implemented at the time of the May 2017 service change pending further funding. Improved Sunday/Holiday frequency is listed as an improvement in <i>STA Moving Forward</i> and is currently unfunded.
34 Freya	Current City Loop route segment from South Hill Park & Ride north to Spokane Community College does not justify 15 minute weekday frequency	The reduction in frequency needs to be addressed during the planning horizon especially since the route fare box recovery ratio fell in 2015 despite 15 minute weekday frequency. It should be noted that the 2015 boardings per revenue hour was 12.63 despite operating with 15 minute frequency on weekdays. Other frequent 15 minute routes are in the 35 to 42 range. Current resources may be used to fund new service in the 17 th Ave and Perry area which lost service during the Great Recession.
44 29th Ave	Although not a policy deficiency, 29 th Ave and Regal St are designated HPT corridors with just 60 minute service on Saturdays and Sunday/holidays; no service on Bernard St nights and weekends	<i>STA Moving Forward</i> included the North Monroe to South Regal HPT Corridor (interlining of Routes 24 and 44) which is proposed to be implemented at the time of the September 2019 service change pending further funding. Service on Bernard St nights and weekends is likely not a long term strategy that will be pursued as the corridor is proposed to be served by a new South Express Route (144) during the weekday peak only after the September 2019 service change.

ROUTE	Existing Conditions	Action/Opportunity/Status
60 Airport via Browne's Addition	Although it does not under perform in all three performance standards, the route has not met two of three standards in consecutive years (Ridership and Energy)	Continue to monitor. The route may be modified to serve key locations in Airway Heights including Northern Quest Casino on weekends in May 2017. The proposed construction of the West Plains Transit Center in 2018 could also provide an opportunity to modify the route in order to increase ridership. Longer term, the Central City Line would cover most of the current routing through Browne's Addition.

Programming of Major Service Improvements and Revisions

The following table represents the possible changes that could take place in the coming 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. **A majority of the improvements would require further funding and service concepts would be presented for public outreach per communication and public input policies described in *Connect Spokane* policies CI-1.0 and CI-1.1.** It should be noted that the concepts contained in these tables are very broad and have not been developed on a more detailed level (connections, schedules etc...); therefore, these concepts could be interchangeable between years based on final interline structure and cycle time development. Routes listed below as well as other routes not listed may have schedule changes as a more detailed network is developed. The increase in the weekend vehicle requirements are not listed due to the fact the vehicle requirement is significantly lower compared to weekday service. PM peak vehicles are not listed because they are lower than AM peak on weekdays. Many changes listed below require additional funding and are currently contained in the transit improvement plan that will be put forth to voters this coming November.

2017	Description of Service Changes
January	Minor routing and schedule adjustments as needed.
May	Minor routing and schedule adjustments as needed.
	<u>Contingent on STA Moving Forward funding:</u> <i>Route 33 Wellesley</i> – improve Saturday frequency to 30 minutes. <i>Route 60 Airport via Browne's Addition</i> – modify route to serve key locations in Airway Heights on Saturdays (could be listed as an option on the Route 61 schedule depending on final plan). This may also be implemented on Sundays/Holidays in order to provide consistency. <i>Route 61 HWY 2 via Browne's Addition</i> – improve Saturday frequency to 30 minutes.

2017	Description of Service Changes
	<p>Route 99 Indiana - introduce new service on Indiana Ave east of Sullivan Road in Spokane Valley during weekdays. Weekend service would be phased in with the September 2018 service change.</p> <p>All Routes – later service system-wide on Saturday nights.</p>
September	<p>Minor routing and schedule adjustments as needed in addition to:</p> <p>Route 25 Division –explore alternative end of line locations in conjunction with changes to Routes 26 and 28.</p> <p>Route 26 Lidgerwood – route may be restructured depending on the final Route 25 and/or Route 28 end of line locations or significantly modified to eliminate turning movements that negatively influence travel time and impact reliability.</p> <p>Route 28 Nevada –reconfigure end of line to find a more suitable layover location as the current location does not provide a restroom for coach operators on weeknights and weekends.</p> <p>Contingent on STA Moving Forward funding:</p> <p>Route 25 Division – improve weekday outbound departure reliability by adding a downtown layover location other than the Plaza.</p> <p>Route 28 Nevada – extend to end of line Saturday nights and all day Sunday/Holidays.</p> <p>Route 174 – add late-morning and mid-afternoon trips on weekdays in order to provide consistent frequency during off-peak hours</p>

2017	Estimated Annualized Revenue Hours (no STAMF)	Estimated Annualized Revenue Hours (with STAMF)	AM Peak Vehicle Requirement
TOTAL	Estimated savings by repurposing Route 26 hours	+16,440	+3

Please note: 2017 costs (represented in Estimated Annualized Revenue Hours above) include resources currently used on Route 26 that would be repurposed. These extra resources were added in 2015 in order to improve reliability but at a cost of excessive layover. The idea is that the final changes on Route 26 would allow the route to be on a more reasonable and cost effective cycle time.

2018	Description of Service Changes
January	Minor routing and schedule adjustments as needed based on feedback from the May 2017 and the September 2017 service changes.
May	Minor routing and schedule adjustments as needed based on feedback from the September 2017 and the January 2018 service changes.
September	Minor routing and schedule adjustments as needed in addition to:

2018**Description of Service Changes**

Route 2 South Side Medical Shuttle– extend to serve new U-District pedestrian bridge (no added costs anticipated).

Route 34 Freya – reduce weekday frequency to 30 minutes in order to offset the costs of other improvements; possibly direct current Route 34 resources to serve 17th Ave to Perry (new Route 36 contingent on STA Moving Forward funding). It should be noted, with a successful ballot measure, that this change could be moved to 2019 when the Monroe-Regal corridor is proposed to be implemented disconnecting what is now known as the City Loop.

Contingent on STA Moving Forward funding:

Route 23 Maple/Ash – extend route to Indian Trail end of line weeknights and weekends.

Route 25 Division – eliminate Plaza dwell and implement “load and go” due to Plaza zones 4 and 5 being modified into one super zone.

Route 27 Hillyard – assist with overcrowding, improve reliability, and improve frequency.

Route 36 Perry – new route would serve 17th Ave and Perry. It should be noted that this change could be moved to 2019 when the Monroe-Regal corridor is implemented because of a possible interline opportunity with the modified Route 45 at the South Hill Park & Ride.

Route 90 Sprague – improve weekday outbound departure reliability by adding a downtown layover location other than the Plaza; eliminate Plaza dwell and implement “load and go” due to Plaza zones 4 and 5 being modified into one super zone.

Route 99 Indiana – add later weeknight and weekend service.

West Plains – West Plains Transit Center (WPTC) becomes operational. It should be noted that the WPTC would not reach its full potential until WSDOT completes their interchange improvements (estimated to be 2020-2021); therefore, I-90 express routes would initially serve the transit center (Route 62 and select Route 66/165 trips). A new route connecting Airway Heights and Medical Lake via the WPTC is proposed to begin service in 2020.

Cheney – revise service in downtown Cheney (subject to public outreach)

2018	Estimated Annualized Revenue Hours (no STAMF)	Estimated Annualized Revenue Hours (with STAMF)	AM Peak Vehicle Requirement
TOTAL	Savings if interlines could be figured out related to the Route 34 reduction	+12,084	+4

Please note: 2018 costs could be lower due to resources removed from Route 34 and if Route 36 moves to 2019 (successful ballot measure). However, current STAMF estimates assume Route 34 resources would be repurposed to create Route 36 (no savings). These extra resources are related to the excessive 15 minute service on the route.

The frequency is not justified given the poor route performance. Bus estimates are subject to change and could be lower based on final interlines.

2019	Description of Service Changes
January	Minor routing and schedule adjustments as needed based on feedback from the September 2018 service change.
May	Minor routing and schedule adjustments as needed based on feedback from the September 2018 and January 2019 service changes.
September	<p>Minor routing and schedule adjustments as needed.</p> <p><u>Contingent on STA Moving Forward funding:</u></p> <p>Route 24 Monroe & Route 44 29th Ave – implement the North Monroe to South Regal corridor as part HPT lite implementation (interline of Routes 24 & 44); both routes operate on 30 minute frequency on weekends.</p> <p>Route 45 Regal – modify route to end at South Hill Park & Ride due to South Regal route segment being served by Route 44.</p> <p>Route 144 – create peak only south express route serving 57th Ave and Bernard St which results in no weekday mid-day service on Bernard St.</p> <p>Spokane Community College – new transit center operational. Routes serving the new transit center could experience minor schedule changes.</p> <p>Moran Prairie South Hill – new transit center/park & ride operational providing a true end of line for the South Regal route with a restroom facility for coach operators. New Express Route 144 would also serve this new transit center/park & ride.</p>

2019	Estimated Annualized Revenue Hours (no STAMF)	Estimated Annualized Revenue Hours (with STAMF)	AM Peak Vehicle Requirement
TOTAL	N/A	+19,886	+4

Please note: Bus estimates are subject to change and could be lower or higher based on final interlines.

The three-year total increase in revenue hours with a successful ballot measure is 48,410 compared to current revenue hours. The three-year total increase in AM peak vehicles is 11.

Passenger Load Standards

To ensure resources are effectively deployed, the below passenger load standards have been adopted to adjust for further ridership growth. These standards originally were published in the 2012 SIP and will be included each year forward as a reminder.

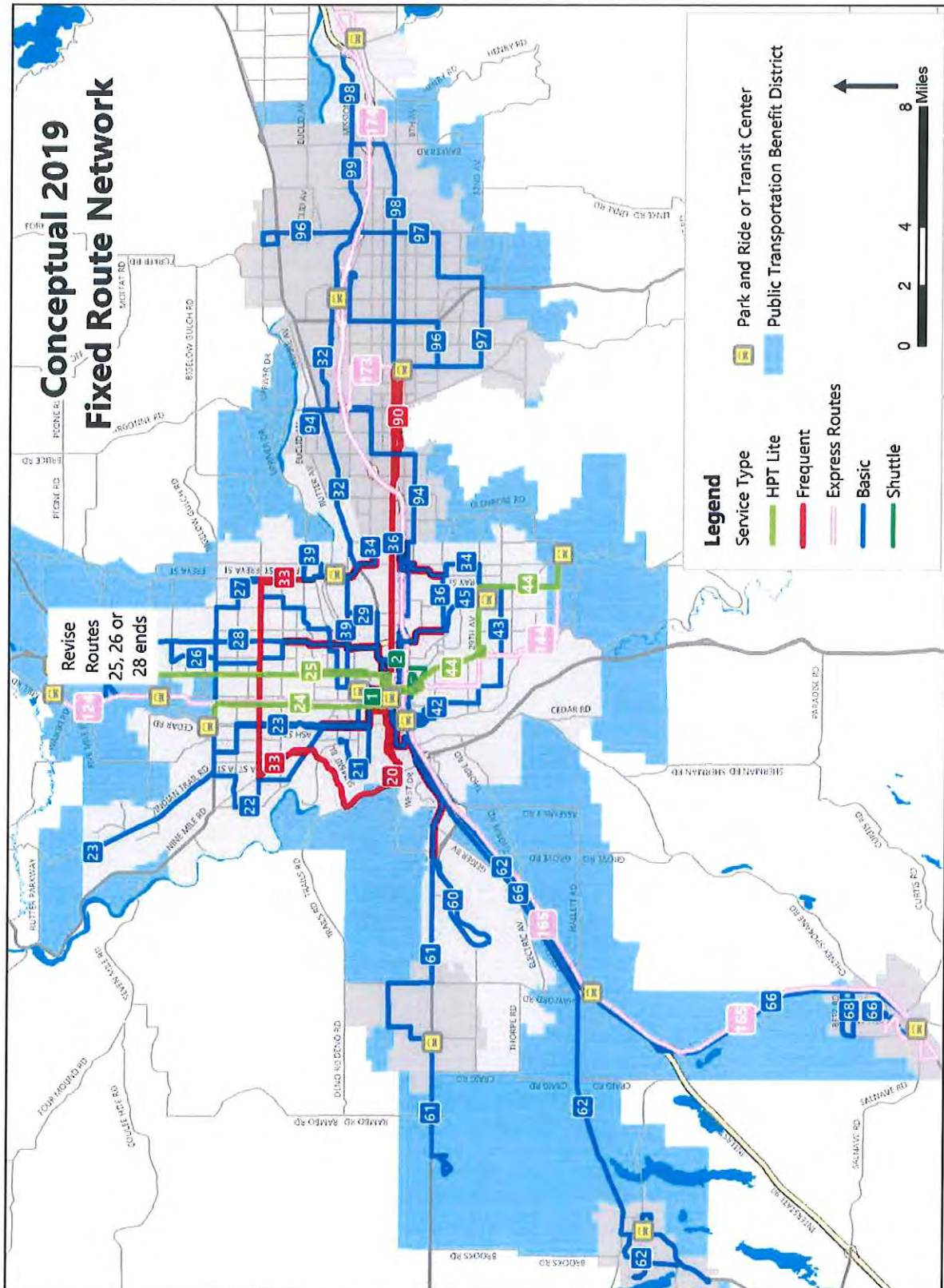
Ideally, a seat should be available for every STA passenger during all periods of operation. However, this is not always possible because of funding constraints or limited vehicle or driver availability. From the passenger's

perspective, passenger loads reflect the comfort level of the on-board vehicle portion of a transit trip. The purpose of load guidelines is to ensure that most passengers will have a seat for at least the majority of their trip.

Load standards are thresholds of the ratio of passengers on board to seats available. Historically, STA's standards have been categorized based on Local Service and Express Commuter service with the most recent standard being 150% of seating capacity during weekday peak/off-peak and 110% of seating capacity at all times for Express Commuter service. For example, a bus that has 40 seats would have no more than 20 standees for a total of 60 passengers.

Today, depending on the type of bus, STA will attempt to address any load where passenger loads exceed 150% of seating capacity or the legal weight limit of the bus during all periods of the day for local service. This translates into 20 standees for a total of 60 passengers. For Express Commuter service, STA will attempt to address any load where passenger loads exceed 125% of seating capacity. It would be lower compared to local service due to high speed travel on I-90. This translates into 10 standees on a 40-foot coach and 16 standing on a 60-foot articulated coach.

Conceptual 2019 Transit Network



Section 6: Capital Improvement Program (2016-2021)

Section 6: Capital Improvement Program (2017-2022)

Introduction

The Capital Improvement Program covers capital programs and projects for the period January 1, 2017 through December 31, 2022. This section of the Transit Development Plan is organized as follows:

- Overview of Capital Programming and Implementation
- Capital Programs 2017-2022
- Section 5307 Program of Projects
- Section 5310 Apportionment Program
- Section 5339 Bus and Bus Facilities
- Fleet Replacement Plan
- Unfunded Projects

Overview of Capital Programming and Implementation

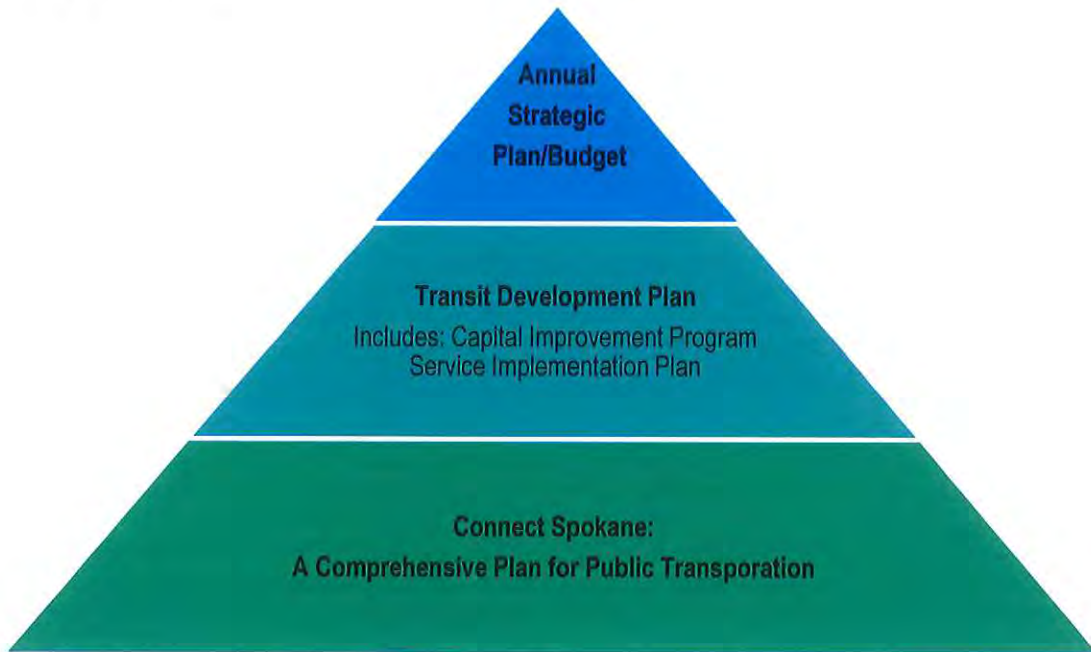
The Capital Improvement Program is developed in accordance with *Connect Spokane*.

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 Implementation 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.

Hierarchy of STA Plans



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-tire). 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 takes 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 to project development normally should 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 2017-2022

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

The CIP programs and projects are organized into five program categories. 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 they reach their planned useful life, typically three years later than the minimum requirement.

	2017	2018	2019	2020	2021	2022	2017-2022
Local	\$0	\$2,818,008	\$1,487,792	\$4,371,037	\$8,637,229	\$7,998,346	\$25,312,412
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$2,619,300	\$0	\$870,000	\$0	\$898,000	\$4,387,300
Total	\$0	\$5,437,308	\$1,487,792	\$5,241,037	\$8,637,229	\$8,896,346	\$29,699,712

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.

	2017	2018	2019	2020	2021	2022	2017-2022
Local	\$161,500	\$413,000	\$30,000	\$386,500	\$70,000	\$90,000	\$1,151,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$161,500	\$413,000	\$30,000	\$386,500	\$70,000	\$90,000	\$1,151,000

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.

	2017	2018	2019	2020	2021	2022	2017-2022
Local	\$0	\$0	\$259,390	\$1,031,193	\$291,143	\$1,215,547	\$2,797,273
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$853,000	\$0	\$889,000	\$0	\$1,742,000
Total	\$0	\$0	\$1,112,390	\$1,031,193	\$1,180,143	\$1,215,547	\$4,539,273

Vanpool Vans

This program will purchase vanpool vans over the course of the Capital Improvement Program for replacement of retired vehicles and planned expansion of Vanpool program. Expansion of the fleet is contingent on grants from WSDOT and evidence of increased demand for this service.

	2017	2018	2019	2020	2021	2022	2017-2022
Local	\$443,072	\$493,710	\$508,332	\$349,055	\$323,568	\$666,558	\$2,784,295
State	\$0	\$263,312	\$271,104	\$0	\$0	\$0	\$534,416
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$443,072	\$757,022	\$779,436	\$349,055	\$323,568	\$666,558	\$3,318,711

Total: Vehicles

	2017	2018	2019	2020	2021	2022	2017-2022
Local	\$604,572	\$3,724,718	\$2,285,514	\$6,137,785	\$9,321,940	\$9,970,451	\$32,044,980
State	\$0	\$263,312	\$271,104	\$0	\$0	\$0	\$534,416
Federal	\$0	\$2,619,300	\$853,000	\$870,000	\$889,000	\$898,000	\$6,129,300
Total	\$604,572	\$6,607,330	\$3,409,618	\$7,007,785	\$10,210,940	\$10,868,451	\$38,708,696

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.

	2017	2018	2019	2020	2021	2022	2017-2022
Local	\$1,332,819	\$0	\$1,110,000	\$0	\$0	\$2,337,880	\$4,780,699
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$1,332,819	\$0	\$1,110,000	\$0	\$0	\$2,337,880	\$4,780,699

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.

	2017	2018	2019	2020	2021	2022	2017-2022
Local	\$110,000	\$152,000	\$10,000	\$1,860,000	\$25,000	\$200,000	\$2,357,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$110,000	\$152,000	\$10,000	\$1,860,000	\$25,000	\$200,000	\$2,357,000

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.

	2017	2018	2019	2020	2021	2022	2017-2022
Local	\$0	\$0	\$995,000	\$64,000	\$0	\$0	\$1,059,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$995,000	\$64,000	\$0	\$0	\$1,059,000

Capital Programs: 2017-2022

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.

	2017	2018	2019	2020	2021	2022	2017-2022
Local	\$133,000	\$20,000	\$20,000	\$20,000	\$100,000	\$0	\$293,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$133,000	\$20,000	\$20,000	\$20,000	\$100,000	\$0	\$293,000

Total: Facilities - Maintenance & Administration

	2017	2018	2019	2020	2021	2022	2017-2022
Local	\$1,575,819	\$172,000	\$2,135,000	\$1,944,000	\$125,000	\$2,537,880	\$8,489,699
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$1,575,819	\$172,000	\$2,135,000	\$1,944,000	\$125,000	\$2,537,880	\$8,489,699

Facilities - Passenger & Operational

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.

	2017	2018	2019	2020	2021	2022	2017-2022
Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Park and Ride Development

This program introduces new park and ride facilities at key locations adjacent to planned or existing commuter express service, freeway interchanges or future HPT corridors.

	2017	2018	2019	2020	2021	2022	2017-2022
Local	\$185,000	\$0	\$0	\$0	\$0	\$0	\$185,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$185,000	\$0	\$0	\$0	\$0	\$0	\$185,000

Park and Ride Upgrades

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

	2017	2018	2019	2020	2021	2022	2017-2022
Local	\$50,000	\$25,000	\$25,000	\$25,000	\$25,000	\$0	\$150,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$50,000	\$25,000	\$25,000	\$25,000	\$25,000	\$0	\$150,000

Plaza Preservation and Improvements

This program will extend the useful life of the Plaza, including mechanical equipment and associated facilities.

	2017	2018	2019	2020	2021	2022	2017-2022
Local	\$0	\$125,000	\$30,000	\$0	\$0	\$0	\$155,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$125,000	\$30,000	\$0	\$0	\$0	\$155,000

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.

	2017	2018	2019	2020	2021	2022	2017-2022
Local	\$2,175,662	\$0	\$0	\$0	\$0	\$0	\$2,175,662
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$2,175,662	\$0	\$0	\$0	\$0	\$0	\$2,175,662

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.

	2017	2018	2019	2020	2021	2022	2017-2022
Local	\$977,500	\$531,500	\$360,000	\$340,750	\$363,250	\$320,000	\$2,893,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$160,000	\$172,000	\$80,000	\$0	\$80,000	\$80,000	\$572,000
Total	\$1,137,500	\$703,500	\$440,000	\$340,750	\$443,250	\$400,000	\$3,465,000



Capital Programs: 2017-2022

Valley Transit Center (Pence Cole) Preservation

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

	2017	2018	2019	2020	2021	2022	2017-2022
Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Total: Facilities - Passenger & Operational

	2017	2018	2019	2020	2021	2022	2017-2022
Local	\$3,388,162	\$681,500	\$415,000	\$365,750	\$388,250	\$320,000	\$5,558,662
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$160,000	\$172,000	\$80,000	\$0	\$80,000	\$80,000	\$572,000
Total	\$3,548,162	\$853,500	\$495,000	\$365,750	\$468,250	\$400,000	\$6,130,662

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.

	2017	2018	2019	2020	2021	2022	2017-2022
Local	\$150,000	\$382,275	\$0	\$0	\$0	\$0	\$532,275
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$600,000	\$329,100	\$0	\$0	\$0	\$0	\$929,100
Total	\$750,000	\$711,375	\$0	\$0	\$0	\$0	\$1,461,375

Communications Technology Upgrades

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

	2017	2018	2019	2020	2021	2022	2017-2022
Local	\$250,000	\$100,000	\$0	\$0	\$770,000	\$0	\$1,120,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$250,000	\$100,000	\$0	\$0	\$770,000	\$0	\$1,120,000



Capital Programs: 2017-2022

Computer Equipment Preservation and Upgrades

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

	2017	2018	2019	2020	2021	2022	2017-2022
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.

	2017	2018	2019	2020	2021	2022	2017-2022
Local	\$500,000	\$1,762,500	\$0	\$0	\$0	\$0	\$2,262,500
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$500,000	\$162,500	\$0	\$0	\$0	\$0	\$662,500
Total	\$1,000,000	\$1,925,000	\$0	\$0	\$0	\$0	\$2,925,000

Operating & Customer Service Software

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

	2017	2018	2019	2020	2021	2022	2017-2022
Local	\$272,000	\$8,000	\$0	\$0	\$0	\$0	\$280,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$272,000	\$8,000	\$0	\$0	\$0	\$0	\$280,000

Security and Access Technology

This program provides for security and access technology, including replacement equipment, at transit facilities, infrastructure and vehicles. These investments include secure access control and video-monitoring.

	2017	2018	2019	2020	2021	2022	2017-2022
Local	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$4,000,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$4,000,000



Capital Programs: 2017-2022

Smart Bus Implementation

This program includes the completion of Smart Bus components on our fixed-route fleet. The components will include CAD/AVL, automatic passenger counters, visual/audio stop announcements and other improvements as well as capital replacements and upgrades.

	2017	2018	2019	2020	2021	2022	2017-2022
Local	\$0	\$0	\$139,056	\$100,000	\$100,000	\$100,000	\$439,056
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$139,056	\$100,000	\$100,000	\$100,000	\$439,056

Total: Technology

	2017	2018	2019	2020	2021	2022	2017-2022
Local	\$1,397,000	\$2,477,775	\$364,056	\$4,325,000	\$1,095,000	\$325,000	\$9,983,831
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$1,100,000	\$491,600	\$0	\$0	\$0	\$0	\$1,591,600
Total	\$2,497,000	\$2,969,375	\$364,056	\$4,325,000	\$1,095,000	\$325,000	\$11,575,431

High Performance Transit Implementation

Central City Line

When complete, the Central City Line will provide High Performance Transit service between Browne's Addition and Spokane Community College using a bus rapid transit vehicle using electric propulsion. Current funded elements of the program includes project definition, preliminary engineering and project development activities. Construction and related activities are conditioned on additional funding.

	2017	2018	2019	2020	2021	2022	2017-2022
Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$2,445,540	\$1,800,000	\$500,000	\$0	\$0	\$0	\$4,745,540
Federal	\$154,460	\$0	\$0	\$0	\$0	\$0	\$154,460
Total	\$2,600,000	\$1,800,000	\$500,000	\$0	\$0	\$0	\$4,900,000



Capital Programs: 2017-2022

Cheney High Performance Transit Corridor

This program implements the corridor infrastructure and station facilities for High Performance Transit between Spokane and Cheney. Currently, the Four Lakes Station is the only element that is funded.

	2017	2018	2019	2020	2021	2022	2017-2022
Local	\$79,232	\$19,949	\$0	\$0	\$0	\$0	\$99,181
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$200,768	\$50,551	\$0	\$0	\$0	\$0	\$251,319
Total	\$280,000	\$70,500	\$0	\$0	\$0	\$0	\$350,500

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.

	2017	2018	2019	2020	2021	2022	2017-2022
Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Incremental HPT Investments

This program makes investments into passenger facilities and operational treatments along heavily used bus corridors that are identified as future HPT Corridors, including Division, Sprague and N. Monroe/S. Regal.

	2017	2018	2019	2020	2021	2022	2017-2022
Local	\$191,700	\$80,750	\$93,500	\$72,500	\$90,000	\$0	\$528,450
State	\$0	\$62,594	\$15,649	\$0	\$0	\$0	\$78,243
Federal	\$1,228,300	\$502,805	\$414,889	\$290,000	\$360,000	\$0	\$2,795,994
Total	\$1,420,000	\$646,149	\$524,038	\$362,500	\$450,000	\$0	\$3,402,687

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.

	2017	2018	2019	2020	2021	2022	2017-2022
Local	\$22,255	\$0	\$0	\$0	\$0	\$0	\$22,255
State	\$55,150	\$0	\$0	\$0	\$0	\$0	\$55,150
Federal	\$142,595	\$0	\$0	\$0	\$0	\$0	\$142,595
Total	\$220,000	\$0	\$0	\$0	\$0	\$0	\$220,000

Total: High Performance Transit Implementation

	2017	2018	2019	2020	2021	2022	2017-2022
Local	\$293,187	\$100,699	\$93,500	\$72,500	\$90,000	\$0	\$649,886
State	\$2,500,690	\$1,862,594	\$515,649	\$0	\$0	\$0	\$4,878,933
Federal	\$1,726,123	\$553,356	\$414,889	\$290,000	\$360,000	\$0	\$3,344,368
Total	\$4,520,000	\$2,516,649	\$1,024,038	\$362,500	\$450,000	\$0	\$8,873,187

Total Capital Improvement Program

	2017	2018	2019	2020	2021	2022	2017-2022
Local	\$7,258,740	\$7,156,692	\$5,293,070	\$12,845,035	\$11,020,190	\$13,153,331	\$56,727,058
State	\$2,500,690	\$2,125,906	\$786,753	\$0	\$0	\$0	\$5,413,349
Federal	\$2,986,123	\$3,836,256	\$1,347,889	\$1,160,000	\$1,329,000	\$978,000	\$11,637,268
Total	\$12,745,553	\$13,118,854	\$7,427,712	\$14,005,035	\$12,349,190	\$14,131,331	\$73,777,675

Section 5307 Program of Projects

The Section 5307 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 Apportionments from 2016-2020 and represents a Program of Projects for this funding source as required by federal statute. The 2016 apportionment values are actual and were published in the Federal Register dated February 16, 2016. Years 2017-2020 are estimated apportionments and are based on the 2016 actual allocation and the growth rates as released December 1, 2015 in the "Fixing America's Surface Transportation (FAST) Act.

2017 represents the annual "Program of Projects" published within the TDP. The 2016 annual "Program of Projects" was published in last year's TDP. As part of the annual Program of Projects public process, STA publishes a notice (as part of the TDP update) in the local newspaper and also posts the following statement on the STA website:

- The public hearing will be held in coordination with the TDP process
- The proposed program will be the final program unless amended
- Final notice is considered as part of the Final Adopted TDP

The notice is sent to interested parties including private transportation providers and also agencies that assist persons with Limited English Proficiency (LEP). The public notice includes a description of the proposed projects as shown below:

Preventive Maintenance

The majority of funds proposed are for preventive maintenance, which is defined in FTA Circular 9030.1E dated January 16, 2014 as *"All maintenance costs related to vehicles and nonvehicles. Specifically, it is defined as all activities, supplies, materials, labor, services, and associated costs required to preserve or extend the functionality and serviceability of the asset in a cost effective manner, up to and including the current state of the art for maintaining such an asset."* Please note that preventive maintenance is considered an eligible capital project by FTA definitions but, for the purpose of accounting standards, is represented in STA's annual operations budget.

Transit Improvements

FTA Circular 5010.1D, published August 27, 2012, states that at least one percent of the annual Section 5307 apportionment funds must be allocated to projects *"designed to enhance public transportation service or use"* and *"physically or functionally related to transit facilities."* Spokane Transit will use the transit enhancement funds for bus shelters, ADA access, signage, landscaping, and pedestrian access and walkways.

2016 Program of Projects

Project	Federal	Local	Total
Preventive Maintenance	\$7,613,669	\$1,903,417	\$9,517,086
Associated Transit Improvements	\$252,000	\$63,000	\$315,000
Total	\$7,865,669	\$1,966,417	\$9,832,086

2017 Program of Projects

Project	Federal	Local	Total
Preventive Maintenance	\$7,942,753	\$1,985,688	\$9,928,441
Associated Transit Improvements	\$80,230	\$20,057	\$100,287
Total	\$8,022,982	\$2,005,746	\$10,028,728

2018 Program of Projects

Project	Federal	Local	Total
Preventive Maintenance	\$8,109,550	\$2,027,388	\$10,136,938
Associated Transit Improvements	\$81,915	\$20,479	\$102,393
Total	\$8,191,465	\$2,047,866	\$10,239,331

2019 Program of Projects

Project	Federal	Local	Total
Preventive Maintenance	\$8,281,473	\$2,070,367	\$10,351,841
Associated Transit Improvements	\$83,651	\$20,913	\$104,564
Total	\$8,365,124	\$2,091,280	\$10,456,405

2020 Program of Projects

Project	Federal	Local	Total
Preventive Maintenance	\$8,457,040	\$2,114,260	\$10,571,300
Associated Transit Improvements	\$85,425	\$21,356	\$106,781
Total	\$8,542,465	\$2,135,616	\$10,678,081

Section 5310 Apportionment Program

The Section 5310 formula program is intended to enhance mobility for seniors and persons with disabilities when existing public transportation is insufficient, inappropriate, or unavailable. Spokane Transit Authority is the designated recipient of Section 5310 funds. At least 55% of the funds must be used on Traditional 5310 Projects, which are capital projects that are carried out by private, non-profit organizations to meet the special needs of seniors and individuals with disabilities. Examples of traditional projects include:

- Purchase of accessible buses or vans;
- Placement of passenger facilities (i.e. benches, shelters)
- Support for mobility management and coordination programs

The remaining 45% may be used by non-profits, local governments, and other public transportation providers for other 5310 projects, which are capital or operating projects and may be:

- Public transportation projects that exceed the requirements of ADA Paratransit services;
- Public transportation projects that improve access to fixed route service and decrease reliance on Paratransit; or
- Alternatives to public transportation that assists seniors and individuals with disabilities.

Projects are reviewed to make sure that the need for the project is contained in the *Spokane County Coordinated Public Transit-Human Services Transportation Plan*. The Spokane Transit Board of Directors has final approval of projects awarded funding.

2013 was the first year in which Spokane Transit received Section 5310 formula funds. The 2013 funding amount was \$362,985. In early 2013, Spokane Transit issued a call for projects from eligible applicants. Spokane Transit was the only applicant and was awarded \$155,525 for the Mobility Orientation (Travel Training) Program. This left a balance for 2013 of \$207,730. In 2015, another call for projects was issued for both the remaining 2013 funds and the full 2014 apportionment. Based on this call, four applicants were awarded funds: ARC of Spokane, Care Cars, Coast Transportation and Spokane Transit. In early 2016, STA issued a call for projects for both 2015 and 2016 apportionments. Applications are currently under review.

Below is a table showing the federal allocations broken into Traditional (55% of total apportionment) and Other (45% of total apportionment) Project categories. The local cost share required is a 50% match for operational projects and 20% for capital projects. Years 2013-2016 are actual and come from the annual Federal Register. Years 2017-2020 are estimated apportionments and are based on the 2016 actual allocation and the growth rates as released December 1, 2015 in the "Fixing America's Surface Transportation (FAST) Act.

2017 represents the annual "Program of Projects" published within the TDP. The 2016 annual "Program of Projects" was published in last year's TDP. As part of the annual Program of Projects public process, STA publishes a notice (as part of the TDP update) in the local newspaper and also posts the following statement on the STA website:

- The public hearing will be held in coordination with the TDP process
- The proposed program will be the final program unless amended
- Final notice is considered as part of the Final Adopted TDP

Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities			
Year	Traditional Projects (55%)	Other Projects (45%)	Total Apportionment
2013	\$199,642	\$163,343	\$362,985
2014	\$198,143	\$162,117	\$360,260
2015	\$197,792	\$161,830	\$359,622
2016	\$203,364	\$166,388	\$369,752
2017	\$207,431	\$169,716	\$377,147
2018	\$211,787	\$173,280	\$385,067
2019	\$216,277	\$176,953	\$393,230
2020	\$220,862	\$180,705	\$401,567
Total	\$1,655,298	\$1,354,332	\$3,009,630

Section 5339 Bus and Bus Facilities

MAP-21 created a new formula grant program under Section 5339, replacing the previous Section 5309 Bus and Bus Facilities Discretionary program. Section 5339 is a capital program that provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Spokane Transit is the designated recipient of Section 5339 funds. The match ratio for this program is 80% federal and 20% local. The following is a schedule of 5339 apportionments for 2013-2020. Years 2013-2016 are actual apportionments and come from the annual Federal Register. Years 2017-2020 are estimated apportionments and are based on the 2016 actual allocation and the growth rates as released December 1, 2015 in the "Fixing America's Surface Transportation (FAST) Act."

2017 represents the annual "Program of Projects" published within the TDP. The 2016 annual "Program of Projects" was published in last year's TDP. As part of the annual Program of Projects public process, STA publishes a notice (as part of the TDP update) in the local newspaper and also posts the following statement on the STA website:

- The public hearing will be held in coordination with the TDP process
- The proposed program will be the final program unless amended
- Final notice is considered as part of the Final Adopted TDP

A portion of the funds from the 2016 apportionment will be used to purchase Paratransit vans in 2016. The remaining balance of the 2016 apportionment funds will be combined with the estimated 2017-2019 apportionments to purchase fixed route coaches for 2018, 2019, and 2020. The 2020 apportionment will be used for either paratransit vans or fixed route coaches. Below are the estimated allocations for Section 5339 funding.

Section 5339 Bus and Bus Facilities			
Year	Federal	Local	Total
2013	\$881,002	\$220,251	\$1,101,253
2014	\$901,262	\$225,316	\$1,126,578
2015	\$886,578	\$221,645	\$1,108,223
2016	\$818,938	\$204,735	\$1,023,673
2017	\$835,317	\$208,829	\$1,044,146
2018	\$852,858	\$213,215	\$1,066,073
2019	\$870,086	\$217,522	\$1,087,608
2020	\$889,402	\$222,351	\$1,111,753
Total	\$6,935,443	\$1,733,861	\$8,669,304

Fleet Replacement Plan

Funded and Proposed Fixed Route Vehicle Acquisition Plan 2016-2022							
	2016	2017	2018	2019	2020	2021	2022
<u>FLEET AT START</u>							
Diesel Buses	108	115	108	108	106	106	106
Hybrid Electric Vehicles	28	28	28	28	28	28	28
Fixed route Vans	2	2	0	0	0	0	0
Buses to be Surplused	0	7	9	5	10	16	16
Vans to be Surplused	0	2	0	0	0	0	0
New Replacement Buses – Hybrid	0	0	0	0	0	0	0
New Replacement Buses – Diesel	7	0	9	3	10	16	16
<u>FLEET AT END</u>	145	136	136	134	134	134	134
<u>FLEET UTILIZATION</u>							
Maximum Peak Requirement*	112	112	112	112	112	112	112
Spare Fleet	22	22	22	22	22	22	22
Operating Fleet	134	134	134	134	134	134	134
Contingency Fleet	11	2	2	0	0	0	0

*Maximum peak bus requirements will be adjusted should voters approve the STA Board of Directors' proposed measure to increase service.

Funded and Proposed Paratransit Vans Acquisition Plan (Directly Operated) 2016-2022							
	2016	2017	2018	2019	2020	2021	2022
<u>FLEET AT START</u>							
Gasoline Vans	12	0	0	0	0	0	0
Diesel Vans	55	67	67	67	67	67	67
Propane Vans	1	1	1	1	1	1	1
Vans to be Surplused	12	0	0	10	9	10	10
New Replacement Vans – Gasoline	0	0	0	0	0	0	0
New Replacement Vans – Diesel	12	0	0	10	9	10	10
New Replacement Vans - Propane	0	0	0	0	0	0	0
<u>FLEET AT END</u>	68	68	68	68	68	68	68
<u>FLEET UTILIZATION</u>							

Maximum Peak Requirement	60	60	60	60	60	60	60
Spare Fleet	8	8	8	8	8	8	8
Operating Fleet	68	68	68	68	68	68	68
Contingency Fleet	0	0	0	0	0	0	0

This fleet replacement plan excludes vans for purchased service; growth of paratransit service is allocated to purchased paratransit services.

Funded and Proposed Vanpool Acquisition Plan 2015 - 2022							
	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<u>FLEET AT START</u>							
Existing Fleet	133	134	138	146	156	156	156
Replacement Vans and Expansion Vans	12	14	23	23	10	9	18
Vans to be Surplused	11	10	15	13	10	9	8
Expanded Special Use	0	0	0	0	0	0	0
<u>FLEET AT END</u>	134	138	146	156	156	156	166
<u>FLEET UTILIZATION</u>							
Vanpool Operating Fleet	107	108	112	119	128	128	128
Vanpool Spare Fleet (10%)	11	11	11	12	13	13	13
Special Operating Fleet	11	11	11	11	11	11	11
Special Spare Fleet	4	4	4	4	4	4	4
<u>OPERATING PEAK REQUIREMENT</u>	118	119	123	130	139	139	139

STA Moving Forward Addendum

Previous publications of the TDP have included a list of unfunded capital projects. In December of 2014 the STA Board of Directors adopted *STA Moving Forward: A Plan for More and Better Transit Services* (see www.stamovingforward.com). Appendix A of *STA Moving Forward* includes a detailed list of projects with cost estimates including capital projects. For purposes of capital programming and subject to funding through STA Proposition 1, the following table represents the sequence of these capital projects from 2017-2022. Some dates have changed from the original timeline estimates, since the program was not funded on the original schedule or because the projects were subjected to external delays (i.e. construction projects done by others). If STA Proposition 1 is approved by voters in November, capital projects that include expenditures in 2017 will be submitted in a capital budget supplemental for board approval. All other projects would be incorporated into the 2018-2023 Capital Improvement Program. The implementation schedule will be revised at that time to reflect the latest known project cost and scheduling information.

Project Description	Target Year of Completion
Expand the existing bus fleet as necessary to meet expanded service requirements	2017-2022
Construct West Plains Transit at Exit 272 on I-90 – Phase I (Bus Staging and Park and Ride)	2018
Downtown layover and staging capabilities for bus service on Division and Sprague	2018
Expand and upgrade maintenance facilities to meet existing and projected growth requirements	2018
Construct the Moran Prairie Park & ride for bus layovers and passengers from South Spokane County	2019
Construct an expanded Upriver Transit Center at Spokane Community College to allow for additional service growth in Spokane	2019
Create a frequent HPT “Lite” bus line from North Monroe to South Regal with more sheltered stops	2019
Restore and Improve Select West Plains Rural Highway Stops	2020
Construct West Plains Transit at Exit 272 on I-90 – Phase II (Bus Access and Interchange Connections)	2020
Implement Cheney HPT service to expand capacity, quality and reliability	2021
Implement frequent and convenient HPT service on the Central City Line and change how bus loading occurs at the STA Plaza	2021
Construct a new Mirabeau Transit Center with expanded passenger and vehicle capacity to allow for continued service growth in the City of Spokane Valley	2022

Other capital projects in *STA Moving Forward* that are anticipated to be completed after 2022 include:

- Relocate and expand the Liberty Lake Park and Ride
- Provide improved amenities and infrastructure for a reliable HPT “Lite” bus line on East Sprague Avenue

Section 7: Operating and Financial Projections

The operating and financial projections included in this plan and are based on the financial assumptions adopted by the Spokane Transit Board of Directors as of October 2015.

Section 7: Operating and Financial Projections

Recent economic fluctuations have been a reminder that the future of revenues and expenditures is often uncertain and challenging to predict. However, working with the 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. It is projected that in the later years of this plan, STA will need increased revenue to meet the costs of providing the level of service it currently provides.

The following is a representation of the actual operating numbers from 2015, the budgeted figures for 2016 and the projections for the years 2017-2022.

	2015 Actual	2016 Budgeted	2017 Projected	2018 Projected	2019 Projected	2020 Projected	2021 Projected	2022 Projected
Fixed Route Bus Service								
Revenue Vehicle Hrs.	395,972	401,385	403,392	405,409	407,436	409,473	411,520	413,578
Service Vehicle Hours	417,631	423,990	426,110	428,240	430,382	432,534	434,696	436,870
Revenue Vehicle Miles	5,480,629	5,554,378	5,582,150	5,610,061	5,638,111	5,666,301	5,694,633	5,723,106
Service Vehicle Miles	5,944,531	6,034,262	6,064,433	6,094,755	6,125,229	6,155,855	6,186,635	6,217,568
Passenger Trips	10,815,736	11,092,000	10,800,000	10,854,000	10,908,270	10,962,811	11,017,625	11,072,714
Directly Operated Paratransit Service								
Revenue Vehicle Hrs.	80,123	81,470	82,230	82,230	82,230	82,230	82,230	82,230
Service Vehicle Hours	85,970	85,970	86,730	86,730	86,730	86,730	86,730	86,730
Revenue Vehicle Miles	1,189,206	1,211,776	1,217,835	1,217,835	1,217,835	1,217,835	1,217,835	1,217,835
Service Vehicle Miles	1,296,036	1,361,100	1,367,906	1,367,906	1,367,906	1,367,906	1,367,906	1,367,906
Passenger Trips	232,508	239,780	240,979	240,979	240,979	240,979	240,979	240,979
Contracted Paratransit Service								
Revenue Vehicle Hrs.	71,498	70,511	70,511	71,275	72,042	72,813	73,589	74,368
Service Vehicle Hours	79,233	79,233	79,299	80,129	80,963	81,802	82,645	83,491
Revenue Vehicle Miles	1,137,649	1,122,530	1,128,143	1,139,872	1,151,661	1,163,508	1,175,415	1,187,381
Service Vehicle Miles	1,347,343	1,347,726	1,354,464	1,368,076	1,381,756	1,395,504	1,409,321	1,423,207
Passenger Trips	190,478	190,712	191,665	193,829	196,003	198,188	200,383	202,590
Special Use Van								
Revenue Vehicle Hrs.	9,769	9,769	9,769	9,769	9,769	9,769	9,769	9,769
Service Vehicle Hours	11,271	11,271	11,271	11,271	11,271	11,271	11,271	11,271
Revenue Vehicle Miles	165,447	165,447	165,447	165,447	165,447	165,447	165,447	165,447
Service Vehicle Miles	183,789	183,789	183,789	183,789	183,789	183,789	183,789	183,789
Passenger Trips	40,477	40,477	40,477	40,477	40,477	40,477	40,477	40,477
Vanpool Services								
Revenue Vehicle Hrs.	33,434	37,277	37,853	38,610	39,382	40,170	40,974	41,793
Revenue Vehicle Miles	1,114,100	1,233,984	1,261,384	1,286,612	1,312,344	1,338,591	1,365,363	1,392,670
Passenger Trips	219,578	257,080	248,294	253,259	258,325	263,491	268,761	274,136

The following tables show projected revenue and expenditures for two scenarios. The first scenario shows financial projections in the event that the November 2016 ballot measure passes authorizing the collection of an additional sales and use tax of up to 2/10 of 1% (1/10th effective April 1, 2017 and the second 1/10th effective April 1, 2019, both expiring no later than December 31, 2028) and the implementation of additional service and capital projects. The second table shows the projected revenue and expenditures in the event that the November ballot measure does not pass.

STA Moving Forward November 2016 Ballot Measure Approved	2015 Actual	2016 Budgeted	2017 Projected	2018 Projected	2019 Projected	2020 Projected	2021 Projected	2022 Projected
Revenue								
Fixed Route	\$8.4	\$8.8	\$10.0	\$10.3	\$10.7	\$12.8	\$13.4	\$13.9
Paratransit	0.6	0.6	0.7	0.7	0.7	0.8	0.9	0.9
Vanpool	0.6	0.7	0.8	0.8	0.9	0.9	0.9	1.0
Total Fare Revenue	\$9.6	\$10.1	\$11.5	\$11.9	\$12.3	\$14.5	\$15.2	\$15.7
Sales Tax	50.3	50.3	56.9	62.3	69.5	75.5	77.8	80.1
Fed. Preventive Maintenance Grant	7.7	7.7	7.9	8.1	8.3	8.5	8.5	8.6
State Special Needs Grant	1.0	1.1	1.4	1.6	1.6	1.6	1.6	1.6
Misc. Investments, Earnings & Other	0.9	1.0	1.0	0.7	0.6	0.6	0.7	0.7
Total Revenue Before Capital Grants	\$69.5	\$70.2	\$78.6	\$84.6	\$92.3	\$100.8	\$103.8	\$106.8
Federal and State Capital Grants	2.6	3.9	7.6	17.9	33.1	34.2	7.5	7.0
Total Revenue	\$72.1	\$74.1	\$86.2	\$102.5	\$125.4	\$134.9	\$111.3	\$113.8
Operating Expense								
Fixed Route	47.0	50.8	51.0	54.4	58.2	62.1	67.7	72.6
Paratransit	12.9	14.1	14.3	15.0	15.7	16.5	17.3	18.1
Vanpool	0.7	0.8	0.9	0.9	0.9	0.9	1.0	1.0
Total Operating Expense	\$60.6	\$65.6	\$66.2	\$70.3	\$74.8	\$79.6	\$85.9	\$91.7
Capital Projects Expenditures								
Federal Portion	2.4	3.4	3.3	5.8	28.4	28.2	6.5	7.0
State Portion	0.1	0.5	4.3	12.0	4.7	6.0	1.0	0.0
Local Portion	9.6	12.7	21.5	20.1	14.0	16.4	15.8	26.0
Fixed Route/Paratransit Fleet Replacement Fund Distribution	(0.2)	(4.0)	0.0	(8.6)	(4.8)	(5.4)	(8.9)	(13.1)
Total Capital Expenditures	\$12.0	\$12.6	\$29.1	\$29.4	\$42.3	\$45.2	\$14.3	\$19.9
Fixed Route/Paratransit Fleet Replacement Fund Contribution	6.3	1.6	5.4	5.4	7.1	8.5	10.4	11.6
Cooperative Street /Road and Amenities Projects/Other Non-operating Expense	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Expenses and Expenditures	\$79.1	\$79.8	\$100.7	\$105.1	\$124.3	\$133.2	\$110.7	\$123.2
Change in Cash Balance	(\$7.0)	(\$5.7)	(\$14.5)	(\$2.6)	\$1.2	\$1.7	\$0.7	(\$9.5)
Beginning Cash Balance	59.4	52.4	46.7	32.2	29.6	30.7	32.4	33.1
Ending Cash Balance	52.4	46.7	32.2	29.6	30.7	32.4	33.1	23.6
Self-Insurance Reserve	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)
Board Designated Reserves	(14.0)	(14.8)	(14.9)	(15.5)	(16.2)	(16.9)	(17.8)	(18.7)
Cash Balance After Reserves	\$32.9	\$26.4	\$11.8	\$8.6	\$9.1	\$10.0	\$9.8	(\$0.6)

1. Figures in this table are in millions of dollars and rounded to the nearest 100 thousand.
2. 2017-2022 Operating Revenue and Expenses are generated from the forecast model 2016 Forecast Baseline 2016-2027 V1.
3. 2017-2022 Capital expenses are generated from the CIP updated 4/18/2016; 2016 based on forecast as of 4/12/2016.
4. 2016 Budget represents the budget adopted in November 2015 and does not represent projected amounts.
5. 2015 Ending cash balance excludes the Fleet Replacement Fund, (\$6.1 million) and accrual/cash adjustment of (\$1.5 million)

STA Moving Forward November 2016 Ballot Measure Not Approved	2015 Actual	2016 Budgeted	2017 Projected	2018 Projected	2019 Projected	2020 Projected	2021 Projected	2022 Projected
Revenue								
Fixed Route	\$8.4	\$8.8	\$10.0	\$10.0	\$10.1	\$11.6	\$11.7	\$11.7
Paratransit	0.6	0.6	0.7	0.7	0.7	0.8	0.9	0.9
Vanpool	0.6	0.7	0.8	0.8	0.9	0.9	0.9	1.0
Total Fare Revenue	\$9.6	\$10.1	\$11.5	\$11.6	\$11.7	\$13.4	\$13.5	\$13.6
Sales Tax	50.3	50.3	51.8	53.4	55.0	56.6	58.3	60.1
Fed. Preventive Maintenance Grant	7.7	7.7	7.9	8.1	8.3	8.5	8.5	8.6
State Special Needs Grant	1.0	1.1	1.4	1.6	1.6	1.6	1.6	1.6
Misc. Investments, Earnings & Other	0.9	1.0	1.0	0.9	0.8	0.8	0.6	0.6
Total Revenue Before Capital Grants	\$69.5	\$70.2	\$73.6	\$75.6	\$77.4	\$80.9	\$82.6	\$84.5
Federal and State Capital Grants	2.6	3.9	5.5	6.0	2.1	1.2	1.3	1.0
Total Revenue	\$72.1	\$74.1	\$79.1	\$81.5	\$79.5	\$82.0	\$84.0	\$85.5
Operating Expense								
Fixed Route	47.0	50.8	51.0	52.8	54.7	56.6	58.6	60.6
Paratransit	12.9	14.1	14.3	15.0	15.7	16.5	17.3	18.1
Vanpool	0.7	0.8	0.9	0.9	0.9	0.9	1.0	1.0
Total Operating Expense	\$60.6	\$65.6	\$66.2	\$68.7	\$71.3	\$74.0	\$76.8	\$79.7
Capital Projects Expenditures								
Federal Portion	2.4	3.4	3.0	3.8	1.3	1.2	1.3	1.0
State Portion	0.1	0.5	2.5	2.1	0.8	0.0	0.0	0.0
Local Portion	9.6	12.7	7.3	7.2	5.3	12.8	11.0	13.2
Fixed Route/Paratransit Fleet Replacement Fund Distribution	(0.2)	(4.0)	0.0	(2.8)	(1.7)	(5.4)	(8.9)	(9.2)
Total Capital Expenditures	\$12.0	\$12.6	\$12.7	\$10.3	\$5.7	\$8.6	\$3.4	\$4.9
Fixed Route/Paratransit Fleet Replacement Fund Contribution	6.3	1.6	3.8	5.8	4.6	6.3	6.9	7.2
Cooperative Street /Road and Amenities Projects/Other Non-operating Expense	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Expenses and Expenditures	\$79.1	\$79.8	\$82.8	\$84.8	\$81.6	\$88.9	\$87.1	\$91.9
Change in Cash Balance	(\$7.0)	(\$5.7)	(\$3.7)	(\$3.2)	(\$2.0)	(\$6.9)	(\$3.1)	(\$6.4)
Beginning Cash Balance	59.4	52.4	46.7	43.0	39.8	37.7	30.9	27.7
Ending Cash Balance	52.4	46.7	43.0	39.8	37.7	30.9	27.7	21.3
Self-Insurance Reserve	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)
Board Designated Reserves	(14.0)	(14.8)	(14.9)	(15.3)	(15.6)	(16.0)	(16.5)	(16.9)
Cash Balance After Reserves	\$32.9	\$26.4	\$22.6	\$19.0	\$16.6	\$9.3	\$5.8	(\$1.1)

1. Figures in this table are in millions of dollars and rounded to the nearest 100 thousand.
2. 2017-2022 Operating Revenue and Expenses are generated from the forecast model 2016 Forecast Baseline 2016-2027 V1.
3. 2017-2022 Capital expenses are generated from the CIP updated 4/18/2016; 2016 based on forecast as of 4/12/2016.
4. 2016 Budget represents the budget adopted in November 2015 and does not represent projected amounts.
5. 2015 Ending cash balance excludes the Fleet Replacement Fund, (\$6.1 million) and accrual/cash adjustment of (\$1.5 million)

Appendix

Appendix A – Performance Measures

Adopted by the Spokane Transit Board of Directors December 17, 2015.

I. Ensure Safety

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

Accident Rate (Property)				
Category	Measurement	Goal	Standard	Measurement Frequency
Fixed Route	Preventable Accidents	0	0.08 (or less) per 10,000 miles	Quarterly
Paratransit	Preventable Accidents	0	0.10 (or less) per 10,000 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 1.5% from 2015 (approximately 11.0 million trips)	Monthly	
Paratransit	Number of Unlinked Trips	0% Increase from 2015 (approximately 475,000 trips)	Monthly	
Vanpool	Number of Unlinked Trips	7% increase from 2015 (approximately 243,000 trips)	Monthly	
Service Effectiveness				
Category	Measurement	Goal	Measurement Frequency	
Fixed Route	Passengers per Revenue Hour	28 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	85% 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: "Published stops are announced"	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 8 Complaints per 100,000 Boardings		Monthly
Paratransit	Number of Complaints Received	Less than 8 Complaints per 10,000 Boardings		Monthly
Maintenance Reliability				
Category	Measurement	Goal		Measurement Frequency
Fixed Route	Number of Road Calls	Less than 1 per 7,500 Miles		Monthly
Paratransit	Number of Road Calls	Less than 1 per 57,000 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 25 hours per maintenance employee per year	Annually
Managers/ Supervisors/ Administrative	Scheduled Professional Development Class	100% of population Receive Either on-Site or off-Site Training Event per Year	Annually
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	\$1.26 per Mile		Quarterly
Paratransit/ Vanpool	Cost per Total Mile	\$0.91 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 1995 - 2015

Fixed Route Ridership, Mile and Hours			
<u>Year</u>	<u>Annual Revenue Hours</u>	<u>Annual Revenue Miles</u>	<u>Total Passengers</u>
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
2013	383,357	5,317,034	11,087,049
2014	392,087	5,446,828	11,324,434
2015	395,972	5,480,629	10,815,736

Paratransit Ridership, Miles and Hours; Combined Service			
<u>Year</u>	<u>Annual Revenue Hours</u>	<u>Annual Revenue Miles</u>	<u>Total Passengers</u>
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
2009	175,081	2,685,157	521,578
2010	172,744	2,592,443	517,192
2011	166,263	2,368,569	485,551

Paratransit Ridership, Miles and Hours; Combined Service			
<u>Year</u>	<u>Annual Revenue Hours</u>	<u>Annual Revenue Miles</u>	<u>Total Passengers</u>
2012	163,479	2,532,907	490,106
2013	163,222	2,517,992	483,038
2014	160,503	2,462,003	475,171
2015	161,390	2,492,302	463,463

Paratransit Ridership, Miles and Hours; Directly Operated			
<u>Year</u>	<u>Annual Revenue Hours</u>	<u>Annual Revenue Miles</u>	<u>Total Passengers</u>
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
2013	82,630	1,215,021	251,273
2014	81,138	1,186,434	247,941
2015	80,123	1,189,206	232,508

Paratransit Ridership, Miles and Hours; Purchased Transportation			
<u>Year</u>	<u>Annual Revenue Hours</u>	<u>Annual Revenue Miles</u>	<u>Total Passengers</u>
1995	57,625	785,235	150,789
1996	55,824	836,137	164,067
1997	58,868	1,000,466	168,261
1998	55,273	952,381	160,082
1999	64,712	1,072,115	178,409
2000	62,533	1,019,021	171,550
2001	63,751	991,435	168,014
2002	62,345	1,009,156	161,845
2003	64,254	1,044,411	166,069
2004	69,335	1,114,827	182,335
2005	71,119	1,104,025	189,626
2006	77,719	1,268,932	217,573
2007	83,882	1,370,968	231,580
2008	87,830	1,387,765	238,988
2009	84,316	1,377,786	244,378
2010	87,975	1,378,972	258,552

Paratransit Ridership, Miles and Hours; Purchased Transportation			
<u>Year</u>	<u>Annual Revenue Hours</u>	<u>Annual Revenue Miles</u>	<u>Total Passengers</u>
2011	81,824	1,275,612	231,380
2012	78,233	1,260,721	232,215
2013	80,592	1,302,971	231,765
2014	79,365	1,275,569	227,230
2015	81,267	1,303,096	230,955

NOTE: Purchased Transportation figures include Special Use Van

Vanpool Ridership, Miles and Hours			
<u>Year</u>	<u>Annual Revenue Hours</u>	<u>Annual Revenue Miles</u>	<u>Total Passengers</u>
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
2013	34,313	1,126,943	241,257
2014	36,651	1,174,536	246,331
2015	33,434	1,114,100	219,578

Appendix C – 2015 Fuel Consumption

Service Type	Gallons of Diesel Fuel	Gallons of Gasoline
Fixed Route	1,116,968	-
Directly Operated Paratransit	107,641	32,727
Purchased Paratransit	132,492	29,934
Vanpool	-	73,205

Appendix D – 2015 Reportable Collisions, Injuries, and Fatalities

Reportable Events*	Fixed Route	Vanpool	Directly Operated Paratransit	Purchased Paratransit
Collisions	7	2	0	0
Collision Related Injuries	6	6	0	0
Collision Related Fatalities	1	0	0	0
Non-Collision Related Injuries	8	0	0	0

*As reported to the draft 2015 National Transit Database. Includes events equaling or exceeding \$25,000 in damages, events in which medical attention was sought away from the scene, events in which the vehicle was towed from the scene or evacuations.

Appendix E – 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.

**Owned Rolling Stock Inventory – Fixed Route Fleet
12/31/2015**

Year/Make/ Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Useful life Remaining (years)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
2002 NEW FLYER 60'	5	2FYD2UM1X2U024373	2261	403063	60	14	1	28,544	YES	62+2	DF	NO
2002 NEW FLYER 60'	5	2FYD2UM112U024374	2262	447404	60	14	1	64,373	YES	62+2	DF	NO
2002 NEW FLYER 60'	5	2FYD2UM152U024541	2263	355869	60	14	1	28,812	YES	62+2	DF	NO
2003 GILLIG 35'	2	15GGB271X21073384	2301	496051	65	13	2	468,861	YES	30+2	DF	NO
2003 GILLIG 35'	2	15GGB271731073385	2302	519081	65	13	2	468,861	YES	30+2	DF	NO
2003 GILLIG 35'	2	15GGB271131073386	2303	491456	65	13	2	468,861	YES	30+2	DF	NO
2003 GILLIG 35'	2	15GGB271331073387	2304	539317	65	13	2	468,861	YES	30+2	DF	NO
2003 GILLIG 35'	2	15GGB271531073388	2305	522707	65	13	2	468,861	YES	30+2	DF	NO
2003 GILLIG 35'	2	15GGB271731073389	2306	520526	65	13	2	468,861	YES	30+2	DF	NO
2003 GILLIG 35'	2	15GGB271331073390	2307	514805	65	13	2	468,861	YES	30+2	DF	NO
2003 GILLIG 35'	2	15GGB271531073391	2308	518326	65	13	2	468,861	YES	30+2	DF	NO
2003 GILLIG 35'	2	15GGB271731073392	2309	519665	65	13	2	468,861	YES	30+2	DF	NO
2003 GILLIG 35'	2	15GGB271931073393	2310	520120	65	13	2	468,861	YES	30+2	DF	NO
2003 GILLIG 35'	2	15GGB271131073016	2311	517272	65	13	2	468,861	YES	30+2	DF	NO
2003 GILLIG 35'	2	15GGB271331073017	2312	516519	65	13	2	468,861	YES	30+2	DF	NO
2003 GILLIG 35'	2	15GGB271531073018	2313	517717	65	13	2	468,861	YES	30+2	DF	NO
2003 GILLIG 29'	4	15GGE271231090821	2333	341771	65	13	2	439,037	YES	24+2	DF	NO
2003 GILLIG 29'	4	15GGE271631090823	2335	353636	65	13	2	439,037	YES	24+2	DF	NO
2003 GILLIG 29'	4	15GGE271831090824	2336	359118	65	13	2	439,037	YES	24+2	DF	NO
2003 GILLIG 29'	4	15GGE271X31090825	2337	343119	65	13	2	439,037	YES	24+2	DF	NO
2003 GILLIG 29'	4	15GGE271131090826	2338	347460	65	13	2	439,037	YES	24+2	DF	NO
2005 GILLIG 35'	2	15GGB291451074550	2501	424065	75	11	4	462,126	YES	30+2	DF	NO
2005 GILLIG 35'	2	15GGB291651074551	2502	410629	75	11	4	462,126	YES	30+2	DF	NO
2005 GILLIG 35'	2	15GGB291851074552	2503	419215	75	11	4	462,126	YES	30+2	DF	NO
2005 GILLIG 35'	2	15GGB291X51074553	2504	399287	75	11	4	462,126	YES	30+2	DF	NO
2005 GILLIG 35'	2	15GGB291151074554	2505	417697	75	11	4	462,126	YES	30+2	DF	NO
2005 GILLIG 35'	2	15GGB291351074555	2506	406728	75	11	4	462,126	YES	30+2	DF	NO
2005 GILLIG 35'	2	15GGB291551074556	2507	416038	75	11	4	462,126	YES	30+2	DF	NO
2005 GILLIG 35'	2	15GGB291751074557	2508	399614	75	11	4	462,126	YES	30+2	DF	NO
2005 GILLIG 35'	2	15GGB291951074558	2509	416710	75	11	4	462,126	YES	30+2	DF	NO
2005 GILLIG 35'	2	15GGB291051074559	2510	401809	75	11	4	462,126	YES	30+2	DF	NO
2006 GILLIG 40'	1	15GGD291761077750	2601	403988	80	10	5	488,803	YES	40+2	DF	NO
2006 GILLIG 40'	1	15GGD291961077751	2602	411432	80	10	5	488,803	YES	40+2	DF	NO
2006 GILLIG 40'	1	15GGD291061077752	2603	414722	80	10	5	488,803	YES	40+2	DF	NO
2006 GILLIG 40'	1	15GGD291261077753	2604	423277	80	10	5	488,803	YES	40+2	DF	NO
2006 GILLIG 40'	1	15GGD291461077754	2605	429417	80	10	5	488,803	YES	40+2	DF	NO
2006 GILLIG 40'	1	15GGD291661077755	2606	428424	80	10	5	488,803	YES	40+2	DF	NO
2006 GILLIG 40'	1	15GGD291861077756	2607	429621	80	10	5	488,803	YES	40+2	DF	NO
2006 GILLIG 40'	1	15GGD291X61077757	2608	404423	80	10	5	488,803	YES	40+2	DF	NO
2006 GILLIG 40'	1	15GGD291161077758	2609	413730	80	10	5	488,803	YES	40+2	DF	NO
2006 GILLIG 40'	1	15GGD291361077759	2610	397457	80	10	5	488,803	YES	40+2	DF	NO

2006 GILLIG 40'	1	15GGD291X61077760	2611	414585	80	10	5	488,803	YES	40+2	DF	NO
2006 GILLIG 40'	1	15GGB291861077761	2612	419718	80	10	5	488,803	YES	40+2	DF	NO
2006 GILLIG 40'	1	15GGB291X61077762	2613	414679	80	10	5	488,803	YES	40+2	DF	NO
2006 GILLIG 40'	1	15GGB291161077763	2614	404164	80	10	5	488,803	YES	40+2	DF	NO
2006 GILLIG 40'	1	15GGB291361077764	2615	425603	80	10	5	488,803	YES	40+2	DF	NO
2006 GILLIG 40'	1	15GGD291961077765	2616	421417	80	10	5	488,803	YES	40+2	DF	NO
2006 GILLIG 40'	1	15GGD291461077766	2617	419995	80	10	5	488,803	YES	40+2	DF	NO
2006 GILLIG 40'	1	15GGD291661077767	2618	420344	80	10	5	488,803	YES	40+2	DF	NO
2006 GILLIG 40'	1	15GGD291861077768	2619	412190	80	10	5	488,803	YES	40+2	DF	NO
2007 NEW FLYER 60'	5	5FYD4YS196C031037	2661	281134	80	9	6	753,619	YES	62+2	DF	NO
2007 NEW FLYER 60'	5	5FYD4YS106C031038	2662	285907	80	9	6	753,619	YES	62+2	DF	NO
2007 NEW FLYER 60'	5	5FYD4YS126C031039	2663	297763	80	9	6	753,619	YES	62+2	DF	NO
2007 NEW FLYER 60'	5	5FYD4YS196C031040	2664	280282	80	9	6	753,619	YES	62+2	DF	NO
2007 NEW FLYER 60'	5	5FYD4YS106C031041	2665	287108	80	9	6	753,619	YES	62+2	DF	NO
2007 NEW FLYER 60'	5	5FYD4YS126C031042	2666	291658	80	9	6	753,619	YES	62+2	DF	NO
2007 GILLIG 35'	2	15GGB271571078435	2701	309048	80	9	6	506,885	YES	39+2	DF	NO
2007 GILLIG 35'	2	15GGB271771078436	2702	317072	80	9	6	506,885	YES	39+2	DF	NO
2007 GILLIG 35'	2	15GGB271971078437	2703	302875	80	9	6	506,885	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271271078418	2704	369530	80	9	6	518,745	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271471078419	2705	355801	80	9	6	518,745	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271071078420	2706	357805	80	9	6	518,745	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271271078421	2707	367108	80	9	6	518,745	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271471078422	2708	351041	80	9	6	518,745	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271671078423	2709	349397	80	9	6	518,745	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271871078424	2710	345406	80	9	6	518,745	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271X71078425	2711	344585	80	9	6	518,745	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271171078426	2712	351813	80	9	6	518,745	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271371078427	2713	366057	80	9	6	518,745	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271571078428	2714	361063	80	9	6	518,745	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271771078429	2715	353527	80	9	6	518,745	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271371078430	2716	353953	80	9	6	518,745	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271571078431	2717	352256	80	9	6	518,745	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD301771078432	7001	334487	80	9	6	841,070	YES	39+2	DE	NO
2007 GILLIG 40'	1	15GGD301971078433	7002	343417	80	9	6	841,070	YES	39+2	DE	NO
2007 GILLIG 40'	1	15GGD301071078434	7003	336684	80	9	6	841,070	YES	39+2	DE	NO
2007 ELDORADO VAN	11	1FDXE45PX7DA56071	512	65003	90	9	6	96,591	YES	16+2	DF	NO
2007 ELDORADO VAN	11	1FDXE45P37DA56073	514	60508	90	9	6	96,591	YES	16+2	DF	NO
2008 GILLIG 40'	1	15GGD271081079603	2801	315894	85	8	7	517,302	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271281079604	2802	305979	85	8	7	517,302	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271481079605	2803	301309	85	8	7	517,302	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271681079606	2804	307382	85	8	7	517,302	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271881079607	2805	308988	85	8	7	517,302	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271X81079608	2806	301814	85	8	7	517,302	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271181079609	2807	302386	85	8	7	517,302	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271881079610	2808	310793	85	8	7	517,302	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271X81079611	2809	303796	85	8	7	517,302	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271181079612	2810	314378	85	8	7	517,302	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271381079613	2811	305863	85	8	7	517,302	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271581079614	2812	307625	85	8	7	517,302	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271781079615	2813	294092	85	8	7	517,302	YES	39+2	DF	NO

2008 GILLIG 40'	1	15GGD271981079616	2814	257352	85	8	7	517,302	YES	39+2	DF	NO
2008 GILLIG HEV 40'	1	15GGD301081079617	8001	295600	85	8	7	754,985	YES	39+2	DE	NO
2008 GILLIG HEV 40'	1	15GGD301281079618	8002	311281	85	8	7	754,985	YES	39+2	DE	NO
2008 GILLIG HEV 40'	1	15GGD301481079619	8003	294059	85	8	7	754,985	YES	39+2	DE	NO
2008 GILLIG HEV 40'	1	15GGD301081079620	8004	294318	85	8	7	754,985	YES	39+2	DE	NO
2008 GILLIG HEV 40'	1	15GGD301281079621	8005	295324	85	8	7	754,985	YES	39+2	DE	NO
2008 GILLIG HEV 40'	1	15GGD301481079622	8006	301190	85	8	7	754,985	YES	39+2	DE	NO
2009 NEW FLYER 60'	5	5FYD4YS1X9B036418	2961	210322	90	7	8	842,021	YES	62+2	DF	NO
2009 NEW FLYER 60'	5	5FYD4YS119B036419	2962	202654	90	7	8	842,021	YES	62+2	DF	NO
2009 NEW FLYER 60'	5	5FYD4YS189B036420	2963	197147	90	7	8	842,021	YES	62+2	DF	NO
2009 NEW FLYER 60'	5	5FYD4YS1X9B036421	2964	199891	90	7	8	842,021	YES	62+2	DF	NO
2009 GILLIG 40'	1	15GGD271191176245	2901	255922	90	7	8	469,162	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271391176246	2902	253688	90	7	8	469,162	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271591176247	2903	266638	90	7	8	469,162	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271791176248	2904	260168	90	7	8	469,162	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271991176249	2905	252190	90	7	8	469,162	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271591176250	2906	250107	90	7	8	469,162	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271791176251	2907	262599	90	7	8	469,162	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271991176252	2908	254831	90	7	8	469,162	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271091176253	2909	272157	90	7	8	469,162	YES	39+2	DF	NO
2009 GILLIG HEV 29'	4	15GGE301091091443	9031	81932	90	7	8	741,764	YES	26+2	DE	NO
2009 GILLIG HEV 29'	4	15GGE301291091444	9032	84494	90	7	8	741,764	YES	26+2	DE	NO
2009 GILLIG HEV 29'	4	15GGE301491091445	9033	83951	90	7	8	741,764	YES	26+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3017A1176254	10701	236240	90	6	9	730,475	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3019A1176255	10702	232366	90	6	9	730,475	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3010A1176256	10703	234239	90	6	9	730,475	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3012A1176257	10704	244251	90	6	9	730,475	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3014A1176258	10705	243435	90	6	9	730,475	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3016A1176259	10706	249455	90	6	9	730,475	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3012A1176260	10707	257215	90	6	9	730,475	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3014A1176261	10708	230386	90	6	9	730,475	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3016A1176262	10709	237955	90	6	9	730,475	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3018A1176263	10710	245060	90	6	9	730,475	YES	39+2	DE	NO
2012 GILLIG HEV 40'	4	15GGD3018C1180543	12701	101189	95	4	11	712,765	YES	39+2	DE	NO
2012 GILLIG HEV 40'	4	15GGD301XC1180544	12702	115878	95	4	11	712,765	YES	39+2	DE	NO
2012 GILLIG HEV 40'	4	15GGD3011C1180545	12703	114597	95	4	11	712,765	YES	39+2	DE	NO
2012 GILLIG HEV 40'	4	15GGD3013C1180546	12704	112404	95	4	11	695,824	YES	39+2	DE	NO
2012 GILLIG HEV 40'	4	15GGD3015C1180547	12705	116415	95	4	11	695,824	YES	39+2	DE	NO

2012 GILLIG HEV 40'	4	15GGD3017C1180548	12706	108460	95	4	11	695,824	YES	39+2	DE	NO
2014 GILLIG 40'	1	15GGD271XE1183561	1401	23675	100	2	13	429,864	YES	39+2	DF	NO
2014 GILLIG 40'	1	15GGD2711E1183562	1402	42023	100	2	13	429,864	YES	39+2	DF	NO
2014 GILLIG 40'	1	15GGD2713E1183563	1403	43845	100	2	13	429,864	YES	39+2	DF	NO
2014 GILLIG 40'	1	15GGD2715E1183564	1404	44684	100	2	13	429,864	YES	39+2	DF	NO
2014 GILLIG 40'	1	15GGD2717E1183565	1405	41891	100	2	13	429,250	YES	39+2	DF	NO
2014 GILLIG 40'	1	15GGD2719E1183566	1406	43113	100	2	13	429,250	YES	39+2	DF	NO
2014 GILLIG 40'	1	15GGD2710E1183567	1407	43186	100	2	13	429,250	YES	39+2	DF	NO
2014 GILLIG 40'	1	15GGD2712E1183568	1408	38125	100	2	13	429,250	YES	39+2	DF	NO
Total			138	43,276,469				\$ 74,896,754				

**Owned Rolling Stock Inventory – Vanpool Fleet
12/31/2015**

Year/Make/ Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Useful life Remaining (years)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
2001 Ford E-450 Cutaways	13	1FDXE45S01HB00194	U4	234607	60	15	0	97,913	YES	15+3	GA	No
2001 Ford E-450 Cutaways	13	1FDXE45S91HB77517	U5	243650	60	15	0	97,913	YES	15+3	GA	No
2001 Ford E-450 Cutaways	13	1FDXE45S61HB75630	U6	233376	60	15	0	97,913	YES	15+3	GA	No
2001 Ford E-450 Cutaways	13	1FDXE45S91HB77520	U9	208265	60	15	0	97,913	YES	15+3	GA	No
2001 Ford E-450 Cutaways	13	1FDXE45S01HB77521	U10	161290	60	15	0	97,913	YES	15+3	GA	No
2001 Ford E-450 Cutaways	13	1FDXE45SX1HB75629	U11	190809	65	15	0	97,913	YES	15+3	GA	No
2001 Ford E-450 Cutaways	13	1FDXE45SX1HB75646	U12	188172	65	15	0	97,913	YES	15+3	GA	No
2006 FORD EXT CLUB	13	1FDSS31L06DA26477	R103	71493	75	10	0	36,330	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L26DA26478	U104	66056	75	10	0	36,330	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L06DA26480	R105	72427	75	10	0	36,330	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L26DA26481	U106	65889	75	10	0	36,330	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L56DA26474	R108	70628	75	10	0	36,330	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L96DA26476	R109	82520	75	10	0	36,330	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L46DA26482	R112	68549	75	10	0	36,330	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L86DA26484	U113	53453	75	10	0	36,330	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31LX6DA26485	U114	72439	75	10	0	36,330	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L16DA26486	R115	57838	75	10	0	36,330	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L36DA26487	U116	103006	70	10	0	36,330	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L56DA26488	R117	58240	75	10	0	36,330	NO	15	GA	No

2007 CHEVROLET 3500 VAN	13	1GAHG39U171182942	R118	65115	75	8	0	30,531	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U571183012	R120	64767	75	8	0	30,531	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U671183102	R121	64390	75	8	0	30,531	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39UX71183443	R122	83016	75	8	0	30,531	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U971184115	R123	59803	80	8	0	30,531	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U571184208	R124	88047	75	8	0	30,531	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U071184407	R125	53368	80	8	0	30,531	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U871185174	R126	93721	75	8	0	30,531	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U371185499	R128	43781	80	8	0	30,531	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U471185544	R129	86381	75	8	0	30,531	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U471185611	U131	93894	75	8	0	30,531	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U071184326	R132	64327	80	8	0	30,531	NO	15	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W07D215974	R133	65244	75	8	0	34,074	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W17D216115	R134	61916	75	8	0	34,074	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W57D216358	R135	59923	75	8	0	34,074	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W47D216464	R136	75169	75	8	0	34,074	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W67D216837	R137	45323	80	8	0	34,074	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W47D217145	R138	56975	80	8	0	34,074	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W27D217435	R139	77893	75	8	0	34,074	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33WX7D217554	R140	43871	80	8	0	34,074	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W77D217723	R141	70764	75	8	0	34,074	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W47D217890	R142	44780	80	8	0	34,074	NO	7	GA	No
2009 CHEVROLET VAN	13	1GAHG39K691154555	R143	58829	90	7	0	33,755	NO	15	GA	Yes
2009 CHEVROLET VAN	13	1GAHG39K091154700	R144	65630	85	7	0	33,755	NO	15	GA	Yes
2009 CHEVROLET VAN	13	1GAHG39K291155668	R145	34344	90	7	0	33,755	NO	15	GA	Yes
2009 CHEVROLET VAN	13	1GAHG39K591156488	R146	45386	90	7	0	33,755	NO	15	GA	Yes
2009 CHEVROLET VAN	13	1GAHG39KX91156597	R147	49515	90	7	0	33,755	NO	15	GA	Yes
2009 CHEVROLET VAN	13	1GAHG39K691156645	R148	57185	90	7	0	33,755	NO	15	GA	Yes
2009 CHEVROLET VAN	13	1GAHG39K991156770	R149	89632	85	7	0	33,755	NO	15	GA	Yes
2009 CHEVROLET VAN	13	1GAHG39K891154220	R150	72128	85	7	0	34,778	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K191154494	R151	39617	90	7	0	34,778	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K091154650	R152	79505	85	7	0	34,778	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K891154881	R155	72192	85	7	0	34,778	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K291155072	R156	52337	90	7	0	34,778	NO	15	GA	No

2009 CHEVROLET VAN	13	1GAHG39K991155148	R157	79026	85	7	0	34,778	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39KX91155272	R158	87403	85	7	0	34,778	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K091155331	R159	77492	85	7	0	34,778	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K691155365	R160	35680	90	7	0	34,778	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K491155445	R161	75636	85	7	0	34,778	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K591155616	R162	37951	90	7	0	34,778	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K091155703	R163	68208	90	7	0	34,778	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K091155734	R165	91244	85	7	0	34,778	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K491155882	R166	44533	90	7	0	34,778	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39KX91156289	R167	40816	90	7	0	34,778	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K891156615	R168	36860	90	7	0	34,778	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K291156822	R169	64364	90	7	0	34,778	NO	15	GA	No
2010 CHEVROLET VAN	13	1GA2GYDGXA1176133	R170	60245	90	6	0	33,182	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDG1A1176182	R171	39990	90	6	0	33,182	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDG3A1176216	R172	47375	90	6	0	33,182	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDG9A1176298	R173	45429	90	6	0	33,182	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDG2A1176630	R174	71201	85	6	0	33,182	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDG2A1176742	R175	35141	90	6	0	33,182	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDGXA1177007	R176	40568	90	6	0	33,182	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDG7A1177014	R177	55174	90	6	0	33,182	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDG9A1177113	R178	41670	90	6	0	33,182	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDG9A1177242	R179	39092	90	6	0	33,182	NO	15	GA	Yes
2011 DODGE GRAND CARAVAN	13	2D4RN4DG88R732864	R180	28241	95	5	0	27,873	NO	15	GA	Yes
2011 DODGE GRAND CARAVAN	13	2D4RN4DGXBR732865	R181	29300	95	5	0	27,873	NO	15	GA	Yes
2011 DODGE GRAND CARAVAN	13	2D4RN4DG1BR732866	R182	30751	95	5	0	27,873	NO	15	GA	Yes
2011 DODGE GRAND CARAVAN	13	2D4RN4DG3BR732867	R183	22118	95	5	0	27,997	NO	15	GA	No
2011 DODGE GRAND CARAVAN	13	2D4RN4DG5BR732868	R184	25206	95	5	0	27,997	NO	15	GA	No
2011 DODGE GRAND CARAVAN	13	2D4RN4DG7BR732869	R185	29696	95	5	0	27,997	NO	15	GA	No
2011 DODGE GRAND CARAVAN	13	2D4RN4DG3BR732870	R186	43200	95	5	0	27,997	NO	15	GA	No
2011 DODGE GRAND CARAVAN	13	2D4RN4DG5BR732871	R187	47060	95	5	0	27,997	NO	15	GA	No
2011 DODGE GRAND CARAVAN	13	2D4RN4DG7BR732872	R188	30624	95	5	0	27,997	NO	15	GA	No
2012 DODGE GRAND CARAVAN	13	2C4RDGBG5CR374077	R189	17443	95	4	1	27,167	NO	15	GA	Yes
2012 DODGE GRAND CARAVAN	13	2C4RDGBG7CR374078	R190	19602	95	4	1	27,167	NO	15	GA	Yes
2012 DODGE GRAND CARAVAN	13	2C4RDGBG9CR374079	R191	14073	95	4	1	27,167	NO	15	GA	Yes

2012 DODGE GRAND CARAVAN	13	2C4RDGBG5CR374080	R192	13314	95	4	1	27,167	NO	15	GA	Yes
2012 DODGE GRAND CARAVAN	13	2C4RDGBG7CR374081	R193	17958	95	4	1	27,167	NO	15	GA	Yes
2012 DODGE GRAND CARAVAN	13	2C4RDGBG9CR374082	R194	20708	95	4	1	27,167	NO	15	GA	Yes
2012 DODGE GRAND CARAVAN	13	2C4RDGBG0CR374083	R195	20448	95	4	1	27,167	NO	15	GA	Yes
2012 DODGE GRAND CARAVAN	13	2C4RDGBG2CR374084	R196	33697	95	4	1	27,168	NO	15	GA	Yes
2013 FORD ECONOLINE XL VAN	13	1FBNE3BL1DDA49579	R197	11907	95	2	3	28,711	NO	12	GA	Yes
2013 FORD ECONOLINE XL VAN	13	1FBNE3BL8DDA49580	R198	10744	95	2	3	28,711	NO	12	GA	Yes
2013 FORD ECONOLINE XL VAN	13	1FBNE3BLXDDA49581	R199	10675	95	2	3	28,711	NO	12	GA	Yes
2013 FORD ECONOLINE XL VAN	13	1FBNE3BL1DDA49582	R200	15421	95	2	3	28,711	NO	12	GA	Yes
2013 FORD ECONOLINE XL VAN	13	1FBNE3BL3DDA49583	R201	16503	95	2	3	28,711	NO	12	GA	Yes
2013 FORD ECONOLINE XL VAN	13	1FBNE3BL3DDA56341	R202	17582	95	2	3	28,711	NO	12	GA	Yes
2013 FORD ECONOLINE XL VAN	13	1FBNE3BL5DDA56342	R203	29841	95	2	3	28,711	NO	12	GA	Yes
2013 FORD ECONOLINE XL VAN	13	1FBNE3BL7DDA56343	R204	9596	100	2	3	28,711	NO	12	GA	Yes
2013 FORD ECONOLINE XL VAN	13	1FBNE3BL9DDA56344	R205	4418	100	2	3	28,711	NO	12	GA	Yes
2013 FORD ECONOLINE XL VAN	13	1FBNE3BL0DDA56345	R206	4972	100	2	3	28,711	NO	12	GA	Yes
2014 DODGE GRAND CARAVAN	13	2C4RDGBGXER263110	R207	5329	100	1	4	24,806	NO	15	GA	No
2014 DODGE GRAND CARAVAN	13	2C4RDGBG1ER263111	R208	2802	100	1	4	24,806	NO	15	GA	No
2014 DODGE GRAND CARAVAN	13	2C4RDGBG3ER263112	R209	6654	100	1	4	24,806	NO	15	GA	No
2014 DODGE GRAND CARAVAN	13	2C4RDGBG5ER263113	R210	11078	100	1	4	24,806	NO	15	GA	No
2014 DODGE GRAND CARAVAN	13	2C4RDGBG7ER263114	R211	5706	100	1	4	24,806	NO	15	GA	No
2014 DODGE GRAND CARAVAN	13	2C4RDGBG9ER263115	R212	6101	100	1	4	24,806	NO	15	GA	No
2014 DODGE GRAND CARAVAN	13	2C4RDGBG0ER263116	R213	6143	100	1	4	24,806	NO	15	GA	No
2014 DODGE GRAND CARAVAN	13	2C4RDGBG2ER263117	R214	3035	100	1	4	24,806	NO	15	GA	No
2014 DODGE GRAND CARAVAN	13	2C4RDGBG4ER263118	R215	3580	100	1	4	24,806	NO	15	GA	No
2014 FORD ECONOLINE XL VAN	13	1FBNE3BL7EDA71782	R216	3977	100	1	4	27,614	NO	12	GA	No
2014 FORD ECONOLINE XL VAN	13	1FBNE3BL9EDA71783	R217	4971	100	1	4	27,614	NO	12	GA	No
2014 FORD ECONOLINE XL VAN	13	1FBNE3BL0EDA71784	R218	3838	100	1	4	27,614	NO	12	GA	No
2014 FORD ECONOLINE XL VAN	13	1FBNE3BL4EDA71786	R219	2869	100	1	4	27,614	NO	12	GA	No
2014 FORD ECONOLINE XL VAN	13	1FBNE3BL6EDA71787	R220	2009	100	1	4	27,614	NO	12	GA	No
2014 CHEVROLET EXPRESS PASS	13	1GAZG1FG4E1210964	R221	524	100	1	4	30,945	NO	15	GA	No
2014 CHEVROLET EXPRESS PASS	13	1GAZG1FG9E1211219	R222	108	100	1	4	30,945	NO	15	GA	No
2014 CHEVROLET EXPRESS PASS	13	1GAZG1FG8E1211342	R223	2267	100	1	4	30,945	NO	15	GA	No
2014 CHEVROLET EXPRESS PASS	13	1GAZG1FG6E1211663	R224	109	100	1	4	30,945	NO	15	GA	No
2014 CHEVROLET EXPRESS PASS	13	1GAZG1FG8E1211924	R225	109	100	1	4	30,945	NO	15	GA	No

2014 CHEVROLET EXPRESS PASS	13	1GAZG1FG8E1212071	R226	109	100	1	4	30,945	NO	15	GA	No
2014 CHEVROLET EXPRESS PASS	13	1GAZG1FG8E1212085	R227	109	100	1	4	30,945	NO	15	GA	No
2014 CHEVROLET EXPRESS PASS	13	1GAZG1FG1E1212283	R228	515	100	1	4	30,945	NO	15	GA	No
2014 CHEVROLET EXPRESS PASS	13	1GAZG1FGXE1212329	R229	109	100	1	4	30,945	NO	15	GA	No
2014 CHEVROLET EXPRESS PASS	13	1GAZG1FG5E1212819	R230	2777	100	1	4	30,945	NO	15	GA	No
2014 CHEVROLET EXPRESS PASS	13	1GAZG1FG4E1212911	R231	1924	100	1	4	30,945	NO	15	GA	No
2014 CHEVROLET EXPRESS PASS	13	1GAZG1FG2E1213040	R232	2008	100	1	4	30,945	NO	15	GA	No
2014 CHEVROLET EXPRESS PASS	13	1GAZG1FGXE1213397	R233	892	100	1	4	30,945	NO	15	GA	No
2014 CHEVROLET EXPRESS PASS	13	1GAZG1FG2E1213765	R234	3298	100	1	4	30,945	NO	15	GA	No
2014 CHEVROLET EXPRESS PASS	13	1GAZG1FG9E1213911	R235	2597	100	1	4	30,945	NO	15	GA	No
Total			131	6,357,218				\$ 4,569,341				

**Owned Rolling Stock Inventory – Paratransit Fleet
12/31/2015**

Year/Make/ Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Useful life Remaining (years)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
2005 CHEVROLET EX 3500	13	1GAHG39U25116362	P65	84042	70	11	0	45,281	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39U75116176	P74	73920	70	11	0	45,281	NO	15	GA	No
2005 Ford Senator Minibus	14	1FDXE45P25HA19456	S141	196411	70	11	0	92,386	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P85HA19459	S144	210464	70	11	0	92,386	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P05HA40841	S149	209637	70	11	0	92,386	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P45HA40843	S151	194507	70	11	0	92,386	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P45HA40844	S152	211919	70	11	0	92,386	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P15HA40847	S155	213679	70	11	0	92,386	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P35HA40851	S159	208548	70	11	0	92,386	YES	15+5	DF	NO
2006 DODGE CARAVAN	13	2D8GP44L76R769083	P98	64667	75	10	0	36,330	NO	7	GA	No
2006 DODGE CARAVAN	13	2D8GP44L96R769084	P99	63101	75	10	0	36,330	NO	7	GA	No
2008 Eldorado Cutaway	14	1FD4E45S98DB23414	S168	136292	85	8	0	90,711	YES	14+2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S08DB23415	S169	125879	85	8	0	90,711	YES	14+2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S28DB23416	S170	140870	85	8	0	90,711	YES	14+2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S48DB23417	S171	130943	85	8	0	90,711	YES	14+2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S68DB23418	S172	128654	85	8	0	90,711	YES	14+2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S88DB23419	S173	130307	85	8	0	90,711	YES	14+2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S48DB23420	S174	138781	85	8	0	90,711	YES	14+2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S68DB23421	S175	132522	85	8	0	90,711	YES	14+2	GA	NO

2008 Eldorado Cutaway	14	1FD4E45S88DB23422	S176	125898	85	8	0	90,711	YES	14+2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45SX8DB23423	S177	126658	85	8	0	90,711	YES	14+2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S18DB23424	S178	135427	85	8	0	90,711	YES	14+2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S38DB23425	S179	125231	85	8	0	91,670	YES	14+2	GA	NO
2012 Eldorado Cutaway	14	1GB6G5BL0B1183931	S180	74485	95	4	3	104,278	YES	14+2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL5B1187022	S181	71478	95	4	3	104,278	YES	14+2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL0B1188451	S182	63507	95	4	3	104,278	YES	14+2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL3B1189089	S183	55913	95	4	3	104,278	YES	14+2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL5B1189398	S184	75664	95	4	3	104,278	YES	14+2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL9B1189484	S185	73082	95	4	3	104,278	YES	14+2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL3B1189528	S186	74751	95	4	3	104,278	YES	14+2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL5B1189708	S187	74840	95	4	3	104,278	YES	14+2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL6B1190432	S188	73076	95	4	3	104,278	YES	14+2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL2B1190511	S189	61036	95	4	3	104,278	YES	14+2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL8B1190528	S190	77235	95	4	3	104,278	YES	14+2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL8B1190612	S191	45652	95	4	3	104,278	YES	14+2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL6B1190673	S192	24193	95	4	3	104,278	YES	14+2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL5B1190907	S193	78470	95	4	3	104,278	YES	14+2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL0B1190877	S194	71887	95	4	3	104,278	YES	14+2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL3C1180412	S195	57836	95	4	3	106,129	YES	14+2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL7C1180946	S196	52080	95	4	3	105,772	YES	14+2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL2C1180577	S197	56291	95	4	3	106,129	YES	14+2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL4C1180788	S198	47775	95	4	3	106,129	YES	14+2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL5C1180721	S199	52193	95	4	3	106,129	YES	14+2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL3C1180507	S200	56102	95	4	3	106,129	YES	14+2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL3C1181785	S201	48963	95	4	3	106,129	YES	14+2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL2C1182068	S202	40232	95	4	3	106,129	YES	14+2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL8C1183158	S203	40251	95	4	3	106,129	YES	14+2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL2C1182894	S204	53926	95	4	3	106,129	YES	14+2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL3C1182533	S205	54107	95	4	3	105,772	YES	14+2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL8C1182608	S206	54358	95	4	3	106,129	YES	14+2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL3C1182127	S207	51782	95	4	3	105,772	YES	14+2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL5C1182419	S208	48022	95	4	3	106,129	YES	14+2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL7C1180672	S209	55465	95	4	3	105,772	YES	14+2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL8C1182706	S210	45201	95	4	3	106,129	YES	14+2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL4D1188830	S211	30266	95	2	5	102,579	YES	14+2	DF	NO
2013 Eldorado Cutaway	14	1GB6G5BL0D1188503	S212	32846	95	2	5	102,579	YES	14+2	DF	NO
2013 Eldorado Cutaway	14	1GB6G5BL9D1188984	S213	32599	95	2	5	102,579	YES	14+2	DF	NO
2013 Eldorado Cutaway	14	1GB6G5BL5D1189842	S214	33422	95	2	5	102,579	YES	14+2	DF	NO
2013 Eldorado Cutaway	14	1GB6G5BL5D1189422	S215	31648	95	2	5	102,579	YES	14+2	DF	NO
2013 Eldorado Cutaway	14	1GB6G5BL6D1189753	S216	32446	95	2	5	102,579	YES	14+2	DF	NO
2013 Eldorado Cutaway	14	1GB6G5BL7D1189468	S217	24037	95	2	5	102,579	YES	14+2	DF	NO
2013 Eldorado Cutaway	14	1GB6G5BL5D1189307	S218	31546	95	2	5	102,579	YES	14+2	DF	NO
2013 Eldorado Cutaway	14	1GB6G5BL0D1190574	S219	31096	95	2	5	102,579	YES	14+2	DF	NO
2013 Eldorado Cutaway	14	1GB6G5BL5D1190005	S220	32636	95	2	5	102,579	YES	14+2	DF	NO
2013 Eldorado Cutaway	14	1GB6G5BL5D1189842	S214	33422	95	2	5	102,579	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL8C1181667	601	74661	95	3	4	101,120	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL9C1180303	602	68512	95	3	4	101,120	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL6C1183451	603	74101	95	3	4	101,120	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL6C1184910	604	74466	95	3	4	101,120	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BLXC1184490	605	79093	95	3	4	101,120	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL6C1184857	606	73199	95	3	4	101,120	YES	14+2	DF	NO

2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL7C1183040	607	74557	95	3	4	101,120	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL8C1183709	608	72421	95	3	4	101,120	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL8C1183502	609	74347	95	3	4	101,120	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL4C1183495	610	59864	95	3	4	101,120	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BLXC1184666	611	74089	95	3	4	101,120	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL2C1184290	612	78501	95	3	4	101,120	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL5C1185241	613	74246	95	3	4	101,120	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL3C1183665	614	69252	95	3	4	101,120	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL7C1185404	615	74942	95	3	4	101,120	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL0C1185129	616	80148	95	3	4	101,120	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL6C1184583	617	81076	95	3	4	101,120	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL4C1184162	618	67834	95	3	4	101,120	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL8C1184052	619	55275	95	3	4	101,120	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL9C1184786	620	76063	95	3	4	101,120	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL5C1184137	621	73046	95	3	4	101,120	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL6C1184213	622	78653	95	3	4	101,120	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL9C1185338	623	73305	95	3	4	101,120	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL3C1181513	624	66538	95	3	4	101,120	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL3C1198263	625	73946	95	3	4	101,120	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL0C1198799	626	78113	95	3	4	101,120	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL2C1198190	627	74748	95	3	4	101,120	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL6C1198659	628	79321	95	3	4	101,120	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL9C1199448	629	72245	95	3	4	101,120	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL9C1199109	630	74163	95	3	4	101,120	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL7C1200029	631	71846	95	3	4	101,120	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL3C1198473	632	74187	95	3	4	101,120	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL6C1198645	633	65407	95	3	4	101,120	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL8C1198968	634	74584	95	3	4	101,120	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL5C1200093	635	70374	95	3	4	101,120	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL9C1199921	636	71789	95	3	4	101,120	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL4C1199809	637	72612	95	3	4	101,120	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL6C1199777	638	71759	95	3	4	101,120	YES	14+2	DF	NO
2015 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL0F1108345	S221	1593	100	2	3	98,460	YES	14+2	DF	NO
2015 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL6F1106003	S222	1597	100	2	3	98,460	YES	14+2	DF	NO

2015 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL2F1107441	S223	1762	100	2	3	98,460	YES	14+2	DF	NO
2015 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL5F1106574	S224	1947	100	2	3	98,460	YES	14+2	DF	NO
2015 Chevrolet Eldorado Aerotech Van	14	1GB6G5BLXF1106344	S225	1601	100	2	3	98,460	YES	14+2	DF	NO
2015 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL9F1106836	S226	1588	100	2	3	98,460	YES	14+2	DF	NO
2015 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL1F1106717	S227	1599	100	2	3	98,460	YES	14+2	DF	NO
2015 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL2F1107584	S228	1576	100	2	3	98,460	YES	14+2	DF	NO
2015 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL4F1106145	S229	1580	100	2	3	98,460	YES	14+2	DF	NO
2015 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL0F1105736	S230	1992	100	2	3	98,460	YES	14+2	DF	NO
2015 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL8F1284334	S231		100	1	4	96,139	YES	14+2	DF	NO
2015 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL8F1284365	S232		100	1	4	96,139	YES	14+2	DF	NO
2015 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL1F1284191	S233		100	1	4	96,139	YES	14+2	DF	NO
2015 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL6F1285563	S234		100	1	4	96,139	YES	14+2	DF	NO
2015 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL3F1286153	S235		100	1	4	96,139	YES	14+2	DF	NO
2015 Chevrolet Eldorado Aerotech Van	14	1GB6G5BL5F1284923	S236		100	1	4	96,139	YES	14+2	DF	NO
Total			118	8,220,870				\$ 11,590,011				

Owned Facilities Inventory 12/31/2015							
Facility Code	Facility Name	Acquisition Year	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost	Comments
1. 23	Boone Street Avenue	1997 and Prior	70	29	31	\$39,114,541	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. 11	Charles Fleck Center	1997 and Prior	70	25	25	\$6,422,238	This maintenance building is located at South 123 Bowditch, Spokane Valley, WA. The facility is a 21,300 sq. foot maintenance and operations building serving the Spokane Valley area.
3. 09	Park & Rides	1997 and Prior	85	26	0	\$847,176	Spokane Transit currently serves 12 park and ride lots. These park and ride lots are located throughout the transit service area.
4. 06	Pence Cole Center	1997 and Prior	70	26	24	\$5,830,166	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.
5. 16	Shelters	1997 and Prior	85	24	0	\$1,409,670	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
6. 17	The Plaza	1997 and Prior	80	20	30	\$38,810,517	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.
7. 23	Sharp Street	2014	95	1	14	\$1,053,047	Sharp Avenue Administration and Operations Facility for Paratransit and Vanpool Divisions. This facility is located at 1212 W. Sharp Avenue. This is a 6,384 square foot facility.
	Total					\$ 107,181,315	

Owned Equipment Inventory 12/31/2015							
Equipment Description	Equipment Code	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement cost	Comments	
1. Tow Truck-1991	05	70	22	3	273,269	Tow Truck, vehicle number 805, is a GMC/White Autocar tractor chassis with a Century tow package.	
2. Computer Network-1997 & Prior	04	10	19	0	274,541	This portion of the computer network is Trapeze Software Licensing and fiber link to Spokane County.	
3. Bus/Van Washer-1997 & Prior	21	10	25	0	608,309	The bus washer is a two lane system designed to last 25 years or the life of the building with routine maintenance (currently being replaced). Van Washer is one lane system purchased in 1994.	
4. Office Eqpt & furn-1997 & Prior	16	20	24	0	297,915	This is all other office equipment and furniture examples includes framed historical pictures, office desks and	

						shelving purchased between 1989 and 1996.
5. Maint Eqpt-1997 & Prior	09	25	22	0	553,836	This maintenance equipment varies in age and type and is used in support of all vehicles and building maintenance. Some examples include: bridge cranes, drill press, pressure washer, brake lathe, hand tools, and multi-meters.
6. Shop Vehicles-1997 & Prior	05	25	22	0	180,774	The shop vehicles vary from electric forklifts to floor scrubbers and age differs from a Toyota lift truck purchased in 1982 to a snorkel lift purchased in 1994. This is not licensed equipment and is used in support of vehicle and building maintenance.
7. Radios-2001	08	10	14	1	150,111	Three radio repeater stations.
8. Steam Pit Lift-2004	09	50	11	0	189,079	Steam Pit Lift.
9. Radios-2005	08	10	10	0	2,248,016	Replacement of fixed route radio system and radios(in process of being replaced to be done in 2016).
10. Road Cars-2005	05	10	10	0	160,920	Road Cars are 3 Chevy Colorado trucks for fixed route supervisors and three Dodge Caravans.
11. Maint Equip-2007	09	70	8	0	147,049	Maintenance equipment includes a six post hoist, air compressor, keywatch system, trash compactor, transmission tools, and a wheel alignment machine.
12. Fareboxes-2007	02	80	8	2	320,357	Fareboxes for additional fixed route coaches (Qty-22)
13. Maint Equip-2008	09	40	7	1	329,813	Maintenance equipment includes a fuel injection cleaning kit, bus vacuum system, emergency generator, and king pin press.
14. Computer Network-2009	04	75	6	0	128,251	The 2009 computer network includes several new servers, switches, routers, and storage arrays.
15. Shop Vehicles(lic)-2009	05	70	6	4	146,958	Shop vehicles are 2 Ford F450 Trucks.
16. Computer Network-2010	04	75	5	1	130,488	The 2010 computer network includes six laptops, 40 new workstations (including monitors), eleven new network switches, and some other miscellaneous computer items.
17. Road Cars-2010	05	70	5	1	142,901	Road cars include a Ford escape and Ford Pickup for Safety, and two Ford F350 trucks for maintenance.
18. Safety/Security Equip-2010	03	75	5	0	796,187	Safety and security equipment is the facility cameras installed at The Plaza, and on the north and south side of the Boone facility.
19. Computer Network-2011	04	75	5	0	1,056,692	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.
20. Shop Vehicles(lic)-2011	05	70	5	2	118,746	Shop vehicles are 2 Ford F450 Trucks.
21. Farebox Equipment-2011	02	80	5	1	4,197,777	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.
22. Computer Network-2012	04	75	4	0	423,660	The 2012 computer network includes additional network storage, switches, and

						servers, as well as a digital scanner and Trapeze software.
23. Safety/Security Equip-2012	03	75	4	0	287,190	Safety and security equipment is additional facility cameras installed at Boone and facility cameras at The Valley Transit Center.
24. Shop Vehicles (lic)-2012	05	70	4	3	373,528	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.
25. Computer Network-2013	04	75	3	0	2,514,041	The 2013 computer network includes additional network storage, switches, and servers, as well as a camera systems for all revenue vehicles, phone system upgrade and Trapeze Vanpool software.
26. Maint Equip-2013	09	75	3	17	450,290	Maintenance equipment includes a one primary and four secondary mobile lifts as well as two emergency generators.
27. Computer Network-2014	04	75	2	1	132,901	The 2014 computer network includes additional network storage, switches, and servers, as well as a Trapeze IVR software.
28. Computer Network-2015	04	90	1	2	138,994	The 2015 computer network includes additional network storage, switches, and servers.
29. Maint Equip-2015	09	90	1	4	175,560	Maintenance equipment includes a lift crossbeam extension and adaptors, a Thermo King training module, a vehicle exhaust removal system, two simulation boards (Dinex bus and air brake), and a towable genie boom.
	Total				16,948,154	

Appendix F – 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.

**SPOKANE TRANSIT AUTHORITY
BOARD OPERATIONS COMMITTEE MEETING OF**

July 13, 2016

AGENDA ITEM 8: FINAL RECOMMENDATION FARE (TARIFF) POLICY

REFERRAL COMMITTEE: N/A

SUBMITTED BY: Lynda Warren, Director of Finance and Information Services
Steve Blaska, Director of Operations
Beth Bousley, Director of Communications and Customer Service

SUMMARY:

The Public Hearing, held on June 16, 2016, presented STA Staff's draft recommendation for a Spokane fare (tariff) increase. Oral and written testimony from the public was heard, as well as results from extensive public outreach.

Board guidance following the Public Hearing requested that the final recommendation sustain the Summer Youth Pass if sales justify it being continued. In addition there was a request to include background information which can be used to compare buying options from a customer's perspective, i.e. a fare buyer's guide.

The following final recommendation incorporates the Board's guidance and is presented below:

Category	Current Fare	Final Recommendation	
	as of 2012	7/1/2017	7/1/2018
<u>Adult</u>			
Cash Fare	\$1.50	\$1.75	\$2.00
2-Hour Pass	\$1.50	\$1.75	\$2.00
Day Pass	\$3.50	\$4.00	\$4.00
31-Day Rolling Pass	\$45.00	\$50.00	\$60.00
<u>City Ticket (Shuttle Service)</u>	\$30.00	\$35.00	\$40.00
<u>7-Day Rolling (New)</u>		\$15.00	\$17.00
<u>Reduced Fare</u>			
Cash Fare	\$0.75	\$0.75	\$1.00
2-Hour Pass	\$0.75	\$0.75	\$1.00
31-Day Rolling Pass	\$22.50	\$25.00	\$30.00
<u>Student Pass</u>	\$37.00	\$42.00	\$52.00
<u>Youth</u>			
Cash Fare	\$1.50	\$1.75	\$2.00
Day Pass	\$3.50	\$4.00	\$4.00
31-Day Rolling Pass	\$30.00	\$35.00	\$40.00
Youth Summer	\$45.00	\$50.00	\$60.00
<u>Paratransit</u>			
Cash Fare	\$1.50	\$1.75	\$2.00
PT One Ride	\$1.50	\$1.75	\$2.00
Monthly Pass	\$45.00	\$50.00	\$60.00

Attached is the Resolution and Tariff Policy that implements this change (Attachment A) and fare buyer's guide information (Attachment B) as requested at the June Board meeting.

BACKGROUND:

By Board Policy, STA has a 20% farebox recovery objective for Fixed Route. In 2015, the farebox recovery had dropped to 18%. It had been a number of years since STA had changed its fares. STA's last fare change was implemented in stages between 2010 and 2012. In February 2016, the Board approved a public outreach program to propose a fare increase which would restore the farebox recovery to equal to or greater than 20%.

Extensive public outreach of this proposal occurred between April and June 2016. This outreach also encompassed all requirements of Title VI of the Civil Rights Act.

As a result of that outreach STA Staff prepared a draft recommendation that was presented at a Public Hearing and to the Board of Directors on June 16, 2016.

The recommendation has these major characteristics:

- Implementation is phased over a two year timeframe. The first phase in July 2017 and the second in July 2018. This phasing responds to a consistent theme from public outreach that was concerned about too much of an increase being imposed all at once and to allow agencies and individuals to plan ahead.
- The achievement of the 20% farebox return objective is projected to be delayed until the implementation of the second phase of the increase. This delay is warranted to not only comply with the public input but also to potentially ameliorate the negative effect that a fare increase generally creates for ridership growth.
- It retains fares for STA services at a level at or below that of other comparable transit agencies. This is consistent with the Board's philosophy to incentivize use of public transportation by keeping fares reasonably priced.

Another consistent theme from the public outreach was the impact of any increase on individuals with extremely low income. Staff shares the concern for low income customers. However, the solution to this challenge should not be an across-the-board constraint on the fare structure. Such a course of action can directly impact the sustainability of the system. The real problem seems to be the relationship of fares to the available discretionary funds for a select part of the population.

- The CEO has already initiated a course of action which focuses on a community-wide solution specific to low income users. The more focused the effort is on who specifically needs assistance, the more efficiently and effectively financial resources can be applied. A group of social service providers/advocates has already met to collaboratively look for solutions.

Attachment C includes, as background, key material previously provided to the Performance Monitoring and External Relations (PMER) Committee and the Board of Directors:

- Presentation to PMER Committee prior to Public Hearing
- Summary of public outreach
- Example presentation used for public outreach
- Online survey results
- Public Hearing presentation

RECOMMENDATION TO COMMITTEE: Review and recommend the Board approve, by Resolution, the *Spokane Transit Authority Tariff Policy and Procedures for Fixed Route and Paratransit Services* and forward to the Board agenda.

COMMITTEE ACTION:

RECOMMENDATION TO BOARD:

FINAL REVIEW FOR BOARD BY:

Division Head _____

Chief Executive Officer _____

Legal Counsel _____

ATTACHMENT A – RESOLUTION AND TARIFF POLICY

RESOLUTION NO _____

A RESOLUTION FOR THE PURPOSE OF ADOPTING THE SPOKANE TRANSIT AUTHORITY TARIFF POLICY AND PROCEDURES FOR FIXED ROUTE AND PARATRANSIT SERVICES; RESCINDING RESOLUTION NUMBER 716-14; AND OTHER MATTERS RELATED THERETO.

**SPOKANE TRANSIT AUTHORITY
Spokane County, Washington**

BE IT RESOLVED BY THE SPOKANE TRANSIT AUTHORITY as follows:

WHEREAS, the Spokane Transit Authority (STA) is a municipal corporation operating and existing under and pursuant to the Constitution and Laws of the State of Washington, including RCW Title 36, Chapter 57A, Public Transportation Benefit Area; and

WHEREAS, it is to the benefit of STA to define the general direction for the delivery of public transportation service in the future; and

WHEREAS, at their July 13, 2016 meeting, the Board Operations Committee recommended approval of this Resolution adopting the Spokane Transit Authority Tariff Policy and Procedures for Fixed Route and Paratransit Services and rescinding and superseding Resolution No. 716-14 and all amendments and changes thereto; and

WHEREAS, the STA Board determines the following action is in the interest of the public welfare and benefit;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of STA as follows:

- Section 1. The STA Board of Directors hereby adopts and establishes the description of rates, tolls, and fares identified as the "Spokane Transit Authority Tariff Policy and Procedures for Fixed Route and Paratransit Services", a copy of which is attached hereto and incorporated herein as "Exhibit A."
- Section 2. The STA Board of Directors hereby authorizes the Chief Executive Officer to implement such rates, tolls, and fares as referenced herein and attached hereto to be effective immediately.
- Section 3. Resolution No. 716-14 is hereby rescinded and superseded by this Resolution on its effective date.
- Section 4. This Resolution shall become effective upon its date of adoption and shall remain in full force and effect until revised by Board Resolution.

ADOPTED by STA at a regular meeting thereof held on the 21st day of July 2016.

ATTEST:

SPOKANE TRANSIT AUTHORITY

Jan Watson
Clerk of the Authority

Al French
STA Board Chair

Approved as to form:

Laura McAloon
Attorney for Spokane Transit Authority

EXHIBIT A
Spokane Transit Authority Tariff Policy and Procedures
for
Fixed Route and Paratransit Services

- I. **Effective Date:** Effective ~~May 22, 2014~~ July 21, 2016, until revised by Resolution of the Spokane Transit Authority Board of Directors.
- II. **Applicability:** This policy applies to all STA fixed route and paratransit services within the STA's service area.
- III. **Tariff Policies:** The Comprehensive Transit Plan articulates the following fare policies.
- A. **Tariff Philosophy:** Spokane Transit Authority's philosophy is to encourage increased ridership by providing a convenient and reasonably priced method for citizens to enjoy the advantages of public transportation.
 - B. While the fare structure will provide value to our riding customers, a minimum fixed route farebox return¹ objective of 20% of the fully allocated costs² of this service is maintained.
 - C. Spokane Transit's operating cost per passenger compares favorably to the Washington State statewide average of urban transit systems. To maintain this favorable comparison, increasing the fixed route ridership component of this metric will be emphasized.
 - D. Minimize complexity – emphasize a simple and easily understood system.
 - 1. Sustain a flat rate fare structure throughout the Public Transit Benefit Area with fixed fares for regular route/service.
 - 2. Customers use time-limited passes (two hour, day, monthly, etc.) to accomplish multi-route/directional trips. Transfers are not used.
 - E. Increase pre-payment and reduce the use of cash.
 - 1. By contract, monthly billing and post-payment may be allowed for employers, institutions and other groups participating in special pass programs.
 - 2. When possible, existing identification cards (the EWU Eagle Card, etc.) containing appropriate technology (magnetic stripes, chips, etc.) may be used to develop and implement pass programs for groups.
 - F. STA supports opportunities for low-income individuals to use public transportation at a discounted cost. These opportunities should be made available through community programs that subsidize the purchase of standard fare instruments rather than as direct STA discounts or special fare structures. This strategy helps manage eligibility challenges and supports other strategic objectives.

IV. Fare Types

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

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

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

- A. Single Ride – direct travel from one origin to one destination on a single vehicle.
- B. Fixed Route Two-Hour Pass – unlimited travel during a consecutive two-hour period on fixed route services.
- C. Paratransit One Ride Pass – unlimited travel during a consecutive two-hour period between paratransit and fixed route services or fixed route service only.
- D. Day Pass – unlimited travel on fixed route service during a given service day.
- E. Fixed Route 31-Day Pass – unlimited travel on fixed route service during a rolling 31-day period effective on first use or on day of purchase depending on fare media.
- F. Paratransit Calendar Monthly Pass – unlimited travel on paratransit or fixed route service during a given calendar month.
- G. City Ticket Pass – unlimited travel on shuttle vehicles during a given calendar month. City Ticket Pass is also valid fare payment on Route 27 – Hillyard and Route 39 – Mission between the Plaza and Arena Park and Ride
- ~~I. A pilot fare structure is authorized for the use of the City Ticket Pass as a valid fare payment on Route 27 – Hillyard and Route 39 – Mission between The Plaza and the Arena during all hours of fixed route operations for the temporary period of March 1, 2014, to June 30, 2015.~~
- H. Student Calendar Monthly Pass – unlimited travel on fixed route service during a given calendar month.
- ~~I. 7-Day Rolling Pass – unlimited travel on fixed route service during a rolling 7-day period effective on first use or on day of purchase depending on fare media~~

V. **Fare Programs**

- A. Fixed Route Reduced Fare – This program is available to people who are: 1) 65 years of age or older; or 2) have a qualifying disability; or 3) have a valid Medicare card issued by the Social Security Administration. An STA provided reduced fare or paratransit identification card must be shown to the bus operator each time the bus is boarded and the reduced fare paid.
- B. Paratransit Fare – Paratransit eligibility is determined through an application process. Once eligibility is established, individuals are entitled to pay STA's existing reduced fare rate on fixed route services and the paratransit fare on paratransit services. The STA paratransit identification card must be shown to the operator each time the vehicle is boarded and the fare paid when using fixed route services.
- C. Employer Sponsored Bus Pass – Passes are made available, on a contractual basis, to employers with five or more employees at a discount of up to \$3.00 per monthly pass. The employer must pass on the discount to their employees and offer a discount that at least matches the STA discount.

If an employer has a minimum of 100 participants in the program, the employer may make passes available to all employees at no cost to the employee. If so, STA will sell passes to the employer at 25% discount. This discount is not available on City Ticket Passes.

- D. Universal Transit Access Pass (U-TAP) – An annual program made available on a contractual basis in which all members of an organization have unlimited access to STA services. The organization pays a fee that allows all identified members of their organization to use STA services for the contracted time period. Eligible participants must be identifiable by an identification card that is readable by STA fare collection equipment. The number of these programs is dependent on the capacity of STA's fare collection equipment.

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

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

- E. Student Pass – This program provides reduced cost access to public transportation for individuals enrolled in post-secondary education, technical, or job/career training institutions.

Eligible educational and training institutions are institutions that either:

1. are qualified providers of federal financial aid and have obtained a Federal School Code; or
2. have obtained a vocational school license issued by the Washington State Workforce Training and Education Coordinating Board.

Any individual who possesses a valid proof of enrollment in a registered institution is eligible for a Student Pass. The price of the Student Pass is the full 31-day adult fare discounted by \$8.00 ~~through Federal and State Grant funding. If grant funding for this program is eliminated, the continuation of the Student Pass program will be re-evaluated.~~

- F. Summer Youth Pass – The program provides a youth customer (6-18 years of age) the opportunity to purchase a discounted three month bus pass for June, July and August).

- G. City Ticket – City Ticket is a cooperative effort with the Downtown Spokane Partnership and the Public Facilities District that allows pass holders to park at the Arena Park and Ride lot and use the Plaza-Arena Shuttle, ~~and~~ and the Southside Medical Shuttle. City Ticket is also valid for Route 27 – Hillyard and Route 39 – Mission between the Plaza and the Arena Park and Ride.

- H. Pass Outlet Program – Adult, Youth, and Reduced Fare 31-Day Passes are made available to authorized Pass Outlets in quantities of at least 100. Passes will be provided to the Pass Outlet at a discount of \$3.00 per pass.

VI. Accepted Fare Media

- A. Cash – Exact fare required in cash or coin, no change will be given, no pennies will be accepted.
- B. Magnetic Stripe Media – These are read by making the appropriate contact between the card and the farebox card reader. Paratransit van operators may record fare use of these for the paratransit rider as needed.
- C. Proximity Smart Cards – Smart Cards are chip-embedded cards holding data that allows a vast array of potential fare opportunities. ~~A one-time fee~~ The first Smart Card for this re-useable card will be charged to the customer. The fee will be provided free of charge. Replacement card fees will be based on STA's cost to provide the cards. Smart cards can also serve as an identity card (by adding a photo and other basic information). They can be reloaded with additional value or time and reused indefinitely. They are read by passing the card near or "within proximity" of the Smart Card reader on the farebox or mobile data computer on paratransit.
- D. Identification Card – Combination ID/Smart Card issued to current participants in the STA pass programs.

- E. Free Ride Tickets or Coupons – These are coupons given to customers as STA personnel deem appropriate. They are good for one free ride on either fixed route or paratransit service.
- F. Employee Passes – All employees shall, after 10 days of service, receive free transportation on fixed route/paratransit service operated by STA. Employee Smart Card/ID Cards serve as this pass.
- G. Dependent Passes – Upon request, Smart Cards for free transportation will be issued to dependents of all active employees. These passes are renewed every two years. They are issued per STA established dependent pass criteria and must be surrendered upon the employee leaving STA employment.
- H. Retiree Passes – Upon request, Smart Cards for free transportation will be issued to employees separating from STA who meet eligibility criteria as outlined in company policy and/or union contracts. These passes are renewed every two years.
- I. Easy Park Coupons – Coupons distributed by downtown Spokane businesses that are good for a free ride on STA service or \$1 off of parking downtown. This is a partnership with Downtown Spokane Partnership and they reimburse STA for all Easy Park Coupons accepted on STA service.

VII. Fare Table effective ~~May 22, 2014~~ July 21, 2016, until revised by Resolution of the Spokane Transit Board of Directors.

(Effective 27 May 2014)

Category	Cash	Two-Hour Pass	Day Pass	31-Day Rolling Pass	Monthly Pass	Summer Youth Pass (1)	City Ticket (3)
Adult	\$1.50	\$1.50	\$3.50	\$45.00			
Youth (6 – 18 years)	\$1.50	\$1.50	\$3.50	\$30.00		\$45.00	
Reduced Fare	\$0.75	\$0.75	\$3.50	\$22.50			
Paratransit	\$1.50	\$1.50			\$45.00		
Student (2)					\$37.00		
Shuttle Service							\$30.00
Special Events (4)	Determined by Special Event Plan						
Children (5) (up to 3 children under age 6 with an adult, youth, student, reduced fare, or paratransit passenger)	FREE						
Personal Care Attendant (PCA) (needs no identification; however the person with whom they are traveling must have "PCA" on their ADA paratransit identification card)	FREE						

Notes:

- (1) Summer Youth Pass is a three-month instrument covering June, July, and August
- (2) Monthly Student Pass is priced as a 31-day adult pass with discount applied.
- (3) City Ticket transit pass includes parking at the Arena east lot, as per Arena specified rules
- (4) Spokane Transit Authority CEO, with Board approval, can implement reduced special fare structures and/or alternate payments for selected community events
- (5) A responsible individual must accompany children under six (6) years of age or the child will not be allowed to board the bus or van

EFFECTIVE JULY 1, 2017

[illegible]

EFFECTIVE JULY 1, 2018

Category	Cash	Two-Hour Pass	Day Pass	31-Day Rolling Pass	Monthly Pass	7-Day Rolling Pass	Summer Youth Pass (1)	City Ticket (3)
Adult	\$2.00	\$2.00	\$4.00	\$60.00		\$17.00		
Youth (6-18 Years)	\$2.00	\$2.00	\$4.00	\$40.00			\$60.00	
Reduced Fare	\$1.00	\$1.00	\$4.00	\$30.00				
Paratransit	\$2.00	\$2.00			\$60.00			
Student (2)					\$52.00			
Shuttle Services								\$40.00
Special Events (4)	Determined by Special Event Plan							
Children (5) (up to 3 children under age 6 with an adult, youth, student, reduced fare or paratransit passenger)	FREE							
Personal Care Assistant (PCA) (needs no identification, however the person with whom they are traveling must have "PCA" on their ADA paratransit identification card)	FREE							

Notes:

(1) Summer Youth Pass is a three-month instrument covering June, July, and August

(2) Monthly Student Pass is priced as a 31-day adult pass with discount applied

(3) City Ticket transit pass includes parking at the Arena east lot, as per Arena specified rules

(4) Spokane Transit Authority CEO, with Board approval, can implement reduced special fare structures and/or alternate payments for selected community events

(5) A responsible individual must accompany children under six (6) years of age or the child will not be allowed to board the bus or van

EXHIBIT A
Spokane Transit Authority Tariff Policy and Procedures
for
Fixed Route and Paratransit Services

- I. **Effective Date:** Effective July 21, 2016, until revised by Resolution of the Spokane Transit Authority Board of Directors.
- II. **Applicability:** This policy applies to all STA fixed route and paratransit services within the STA's service area.
- III. **Tariff Policies:** The Comprehensive Transit Plan articulates the following fare policies.
- A. **Tariff Philosophy:** Spokane Transit Authority's philosophy is to encourage increased ridership by providing a convenient and reasonably priced method for citizens to enjoy the advantages of public transportation.
 - B. While the fare structure will provide value to our riding customers, a minimum fixed route farebox return¹ objective of 20% of the fully allocated costs² of this service is maintained.
 - C. Spokane Transit's operating cost per passenger compares favorably to the Washington State statewide average of urban transit systems. To maintain this favorable comparison, increasing the fixed route ridership component of this metric will be emphasized.
 - D. Minimize complexity – emphasize a simple and easily understood system.
 - 1. Sustain a flat rate fare structure³ throughout the Public Transit Benefit Area with fixed fares for regular route/service.
 - 2. Customers use time-limited passes (two hour, day, monthly, etc.) to accomplish multi-route/directional trips. Transfers are not used.
 - E. Increase pre-payment and reduce the use of cash.
 - 1. By contract, monthly billing and post-payment may be allowed for employers, institutions and other groups participating in special pass programs.
 - 2. When possible, existing identification cards (the EWU Eagle Card, etc.) containing appropriate technology (magnetic stripes, chips, etc.) may be used to develop and implement pass programs for groups.
 - F. STA supports opportunities for low-income individuals to use public transportation at a discounted cost. These opportunities should be made available through community programs that subsidize the purchase of standard fare instruments rather than as direct STA discounts or special fare structures. This strategy helps manage eligibility challenges and supports other strategic objectives.

IV. **Fare Types**

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

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

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

- A. Single Ride – direct travel from one origin to one destination on a single vehicle.
- B. Fixed Route Two-Hour Pass – unlimited travel during a consecutive two-hour period on fixed route services.
- C. Paratransit One Ride Pass – unlimited travel during a consecutive two-hour period between paratransit and fixed route services or fixed route service only.
- D. Day Pass – unlimited travel on fixed route service during a given service day.
- E. Fixed Route 31-Day Pass – unlimited travel on fixed route service during a rolling 31-day period effective on first use or on day of purchase depending on fare media.
- F. Paratransit Calendar Monthly Pass – unlimited travel on paratransit or fixed route service during a given calendar month.
- G. City Ticket Pass – unlimited travel on shuttle vehicles during a given calendar month. City Ticket Pass is also valid fare payment on Route 27 – Hillyard and Route 39 – Mission between the Plaza and Arena Park and Ride.
- H. Student Calendar Monthly Pass - unlimited travel on fixed route service during a given calendar month.
- I. 7-Day Rolling Pass – unlimited travel on fixed route service during a rolling 7-day period effective on first use or on day of purchase depending on fare media.

V. **Fare Programs**

- A. Fixed Route Reduced Fare – This program is available to people who are: 1) 65 years of age or older; or 2) have a qualifying disability; or 3) have a valid Medicare card issued by the Social Security Administration. An STA-provided reduced fare or paratransit identification card must be shown to the bus operator each time the bus is boarded and the reduced fare paid.
- B. Paratransit Fare – Paratransit eligibility is determined through an application process. Once eligibility is established, individuals are entitled to pay STA's existing reduced fare rate on fixed route services and the paratransit fare on paratransit services. The STA paratransit identification card must be shown to the operator each time the vehicle is boarded and the fare paid when using fixed route services.
- C. Employer Sponsored Bus Pass – Passes are made available, on a contractual basis, to employers with five or more employees, at a discount of up to \$3.00 per monthly pass. The employer must pass on the discount to their employees and offer a discount that at least matches the STA discount.

If an employer has a minimum of 100 participants in the program, the employer may make passes available to all employees at no cost to the employee. If so, STA will sell passes to the employer at 25% discount. This discount is not available on City Ticket Passes.

- D. Universal Transit Access Pass (U-TAP) – An annual program made available on a contractual basis in which all members of an organization have unlimited access to STA services. The organization pays a fee that allows all identified members of their organization to use STA services for the contracted time period. Eligible participants must be identifiable by an identification card that is readable by STA fare collection equipment. The number of these programs is dependent on the capacity of STA's fare collection equipment.

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

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

- E. Student Pass – This program provides reduced cost access to public transportation for individuals enrolled in post-secondary education, technical, or job/career training institutions.

Eligible educational and training institutions are institutions that either:

1. are qualified providers of federal financial aid and have obtained a Federal School Code; or
2. have obtained a vocational school license issued by the Washington State Workforce Training and Education Coordinating Board.

Any individual who possesses a valid proof of enrollment in a registered institution is eligible for a Student Pass. The price of the Student Pass is the full 31-day adult fare discounted by \$8.00.

- F. Summer Youth Pass – The program provides a youth customer (6-18 years of age) the opportunity to purchase a discounted three month bus pass for June, July and August.
- G. City Ticket – City Ticket is a cooperative effort with the Downtown Spokane Partnership and the Public Facilities District that allows pass holders to park at the Arena Park and Ride lot and use the Plaza-Arena Shuttle and the Southside Medical Shuttle. City Ticket is also valid for Route 27 – Hillyard and Route 39 – Mission between the Plaza and the Arena Park and Ride.
- H. Pass Outlet Program – Adult, Youth, and Reduced Fare 31-Day Passes are made available to authorized Pass Outlets in quantities of at least 100. Passes will be provided to the Pass Outlet at a discount of \$3.00 per pass.

VI. **Accepted Fare Media**

- A. Cash – Exact fare required in cash or coin, no change will be given, no pennies will be accepted.
- B. Magnetic Stripe Media – These are read by making the appropriate contact between the card and the farebox card reader. Paratransit van operators may record fare use of these for the paratransit rider as needed.
- C. Proximity Smart Cards – Smart Cards are chip-embedded cards holding data that allows a vast array of potential fare opportunities. The first Smart Card for a customer will be provided free of charge. Replacement card fees will be based on STA's cost to provide the cards. Smart cards can also serve as an identity card (by adding a photo and other basic information). They can be reloaded with additional value or time and reused indefinitely. They are read by passing the card near or "within proximity" of the Smart Card reader on the farebox or mobile data computer on paratransit.
- D. Identification Card – Combination ID/Smart Card issued to current participants in the STA pass programs.
- E. Free Ride Tickets or Coupons – These are coupons given to customers as STA personnel deem appropriate. They are good for one free ride on either fixed route or paratransit service.
- F. Employee Passes – All employees shall, after 10 days of service, receive free transportation on fixed route/paratransit service operated by STA. Employee Smart Card/ID Cards serve as this pass.

- G. Dependent Passes – Upon request, Smart Cards for free transportation will be issued to dependents of all active employees. These passes are renewed every two years. They are issued per STA established dependent pass criteria and must be surrendered upon the employee leaving STA employment.
- H. Retiree Passes – Upon request, Smart Cards for free transportation will be issued to employees separating from STA who meet eligibility criteria as outlined in company policy and/or union contracts. These passes are renewed every two years.

VII. **Fare Table effective July 21, 2016, until revised by Resolution of the Spokane Transit Board of Directors.**

(Effective 22 May 2014)

Category	Cash	Two-Hour Pass	Day Pass	31-Day Rolling Pass	Monthly Pass	Summer Youth Pass (1)	City Ticket (3)
Adult	\$1.50	\$1.50	\$3.50	\$45.00			
Youth (6 – 18 years)	\$1.50	\$1.50	\$3.50	\$30.00		\$45.00	
Reduced Fare	\$0.75	\$0.75	\$3.50	\$22.50			
Paratransit	\$1.50	\$1.50			\$45.00		
Student (2)					\$37.00		
Shuttle Service							\$30.00
Special Events (4)	Determined by Special Event Plan						
Children (5) (up to 3 children under age 6 with an adult, youth, student, reduced fare, or paratransit passenger)	FREE						
Personal Care Attendant (PCA) (needs no identification; however the person with whom they are traveling must have "PCA" on their ADA paratransit identification card)	FREE						

Notes:

- (1) Summer Youth Pass is a three-month instrument covering June, July, and August
- (2) Monthly Student Pass is priced as a 31-day adult pass with discount applied.
- (3) City Ticket transit pass includes parking at the Arena east lot, as per Arena specified rules
- (4) Spokane Transit Authority CEO, with Board approval, can implement reduced special fare structures and/or alternate payments for selected community events
- (5) A responsible individual must accompany children under six (6) years of age or the child will not be allowed to board the bus or van

EFFECTIVE JULY 1, 2017

Category	Cash	Two-Hour Pass	Day Pass	31-Day Rolling Pass	Monthly Pass	7-Day Rolling Pass	Summer Youth Pass (1)	City Ticket (3)
Adult	\$1.75	\$1.75	\$4.00	\$50.00		\$15.00		
Youth (6-18 Years)	\$1.75	\$1.75	\$4.00	\$35.00			\$50.00	
Reduced Fare	\$0.75	\$0.75	\$4.00	\$25.00				
Paratransit	\$1.75	\$1.75			\$50.00			
Student (2)					\$42.00			
Shuttle Services								\$35.00
Special Events (4)	Determined by Special Event Plan							
Children (5) (up to 3 children under age 6 with an adult, youth, student, reduced fare or paratransit passenger)	FREE							
Personal Care Assistant (PCA) (needs no identification, however the person with whom they are traveling must have "PCA" on their ADA paratransit identification card)	FREE							

Notes:

(1) Summer Youth Pass is a three-month instrument covering June, July, and August

(2) Monthly Student Pass is priced as a 31-day adult pass with discount applied

(3) City Ticket transit pass includes parking at the Arena east lot, as per Arena specified rules

(4) Spokane Transit Authority CEO, with Board approval, can implement reduced special fare structures and/or alternate payments for selected community events

(5) A responsible individual must accompany children under six(6) years of age or the child will not be allowed to board the bus or van

EFFECTIVE JULY 1, 2018[illegible]

ATTACHMENT B – FARE BUYER'S GUIDE

SPOKANE TRANSIT AUTHORITY FARE BUYER'S GUIDE

2017 Final Fare Recommendation

31 Day Rolling Pass		Discount
\$50	31 day passes (\$4 x 31)	\$124
	20 day passes (\$4 x 20)	\$80
	4- 7 day rolling passes (\$17 x 4)	\$68
	29 regular fare (\$30/\$1.75) approx 15 days	
7 Day Rolling Pass		Discount
\$15	7 day passes (\$4 x 7)	\$28
	5 day passes (\$4 x 5)	\$20
	9 regular fare (\$15/\$1.75) approx 4.5 days	

2018 Final Fare Recommendation

31 Day Rolling Pass		Discount
\$60	31 day passes (\$4 x 31)	\$124
	20 day passes (\$4 x 20)	\$80
	4- 7 day rolling passes (\$17 x 4)	\$68
	30 regular fare (\$60/\$2.00) approx 15 days	
7 Day Rolling Pass		Discount
\$17	7 day passes (\$4 x 7)	\$28
	5 day passes (\$4 x 5)	\$20
	9 regular fare (\$17/\$2.00) approx 4.5 days	

OR

With \$50, you can purchase:	
1 - 31 Day Rolling Pass	for \$50
3 - 7 Day Rolling Passes	for \$45
12 - Day Passes	for \$48
28 - 2 Hour Passes	for \$49

With \$60, you can purchase:	
1 - 31 Day Rolling Pass	for \$60
3 - 7 Day Rolling Passes	for \$51
15 - Day Passes	for \$60
30 - 2 Hour Passes	for \$60

ATTACHMENT C – MATERIAL PREVIOUSLY PROVIDED

C1 – PRESENTATION TO PMER COMMITTEE

Fare Analysis Timeline

- December 2015 Staff presents calendar
- February 2016 PMER/Board reviews Preliminary Proposal and approves Public Outreach Plan
- March – May 2016 Public Outreach on Preliminary Proposal
- May 2016 Draft Recommendation
- June 2016 Public Hearing on Draft Recommendation
- July 2016 Final Recommendation for Board Decision
- August 2016–June 2017 Communicate Changes
- July 1, 2017 Effective Date of Changes

Fare Philosophy

Encourage increased ridership by providing a convenient and reasonably priced method for citizens to enjoy the advantages of public transportation.

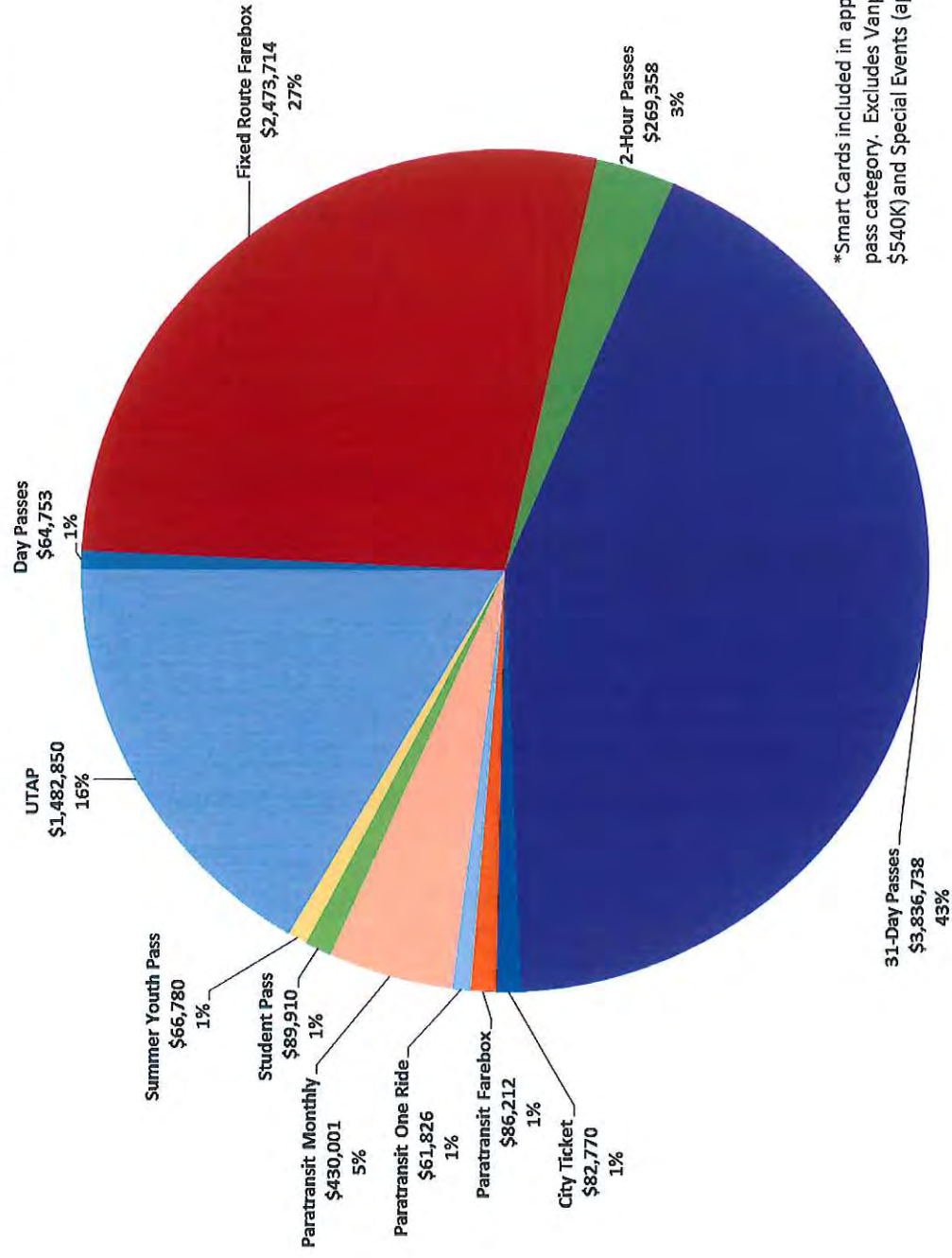
Tariff policy first adopted: July 20, 2006
Last Confirmation: May 22, 2014

Major Objectives

- Convenient
- Reasonably priced
- **Minimum** Farebox return of 20%
- Minimize complexity
- Increase pre-payment and reduce use of cash
(No charge for first smart card)

Revenue by Type of Fare*

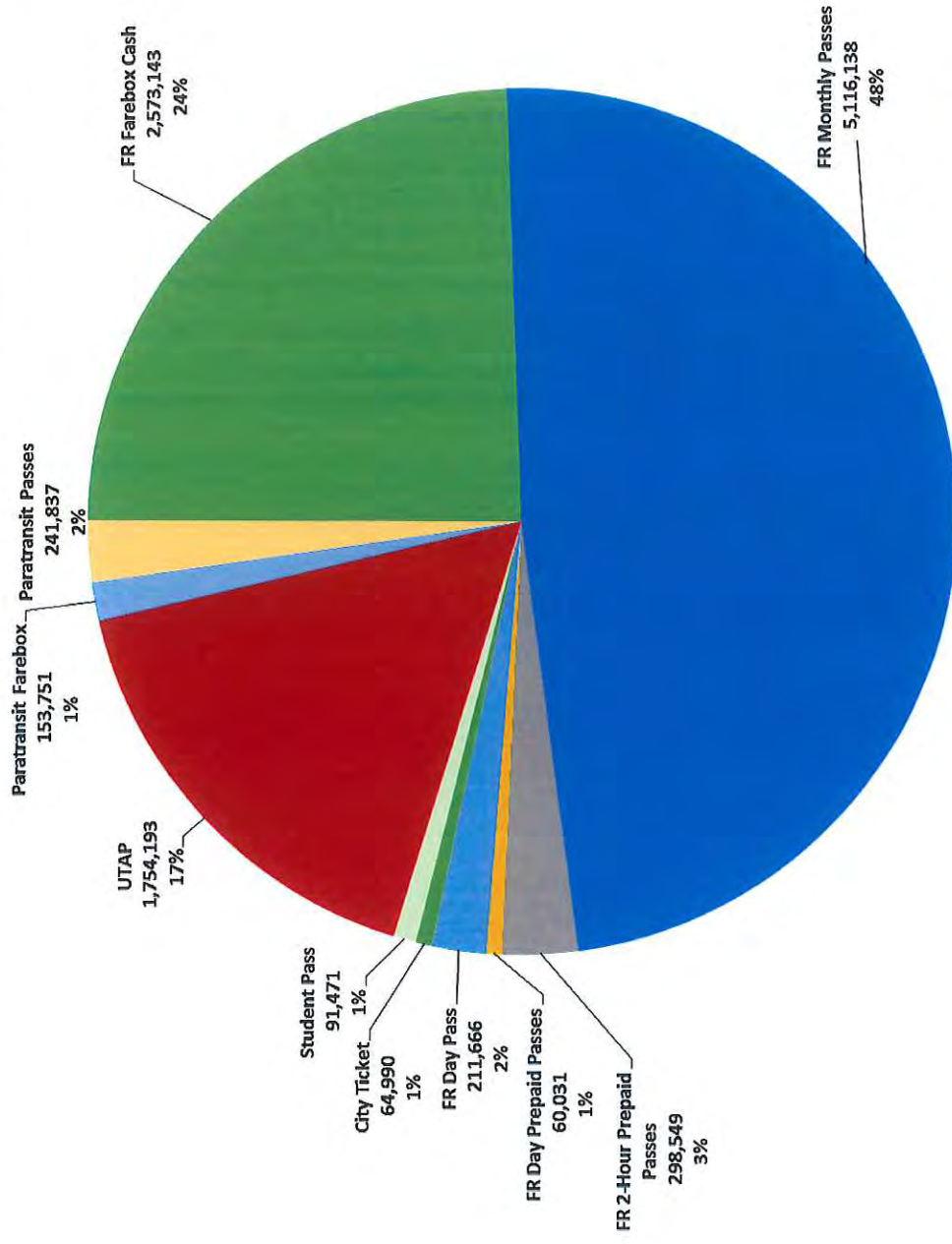
Year to date 2015



*Smart Cards included in appropriate pass category. Excludes Vanpool (appr. \$540K) and Special Events (appr. \$19K)

Ridership by Fare Type*

Year to date 2015



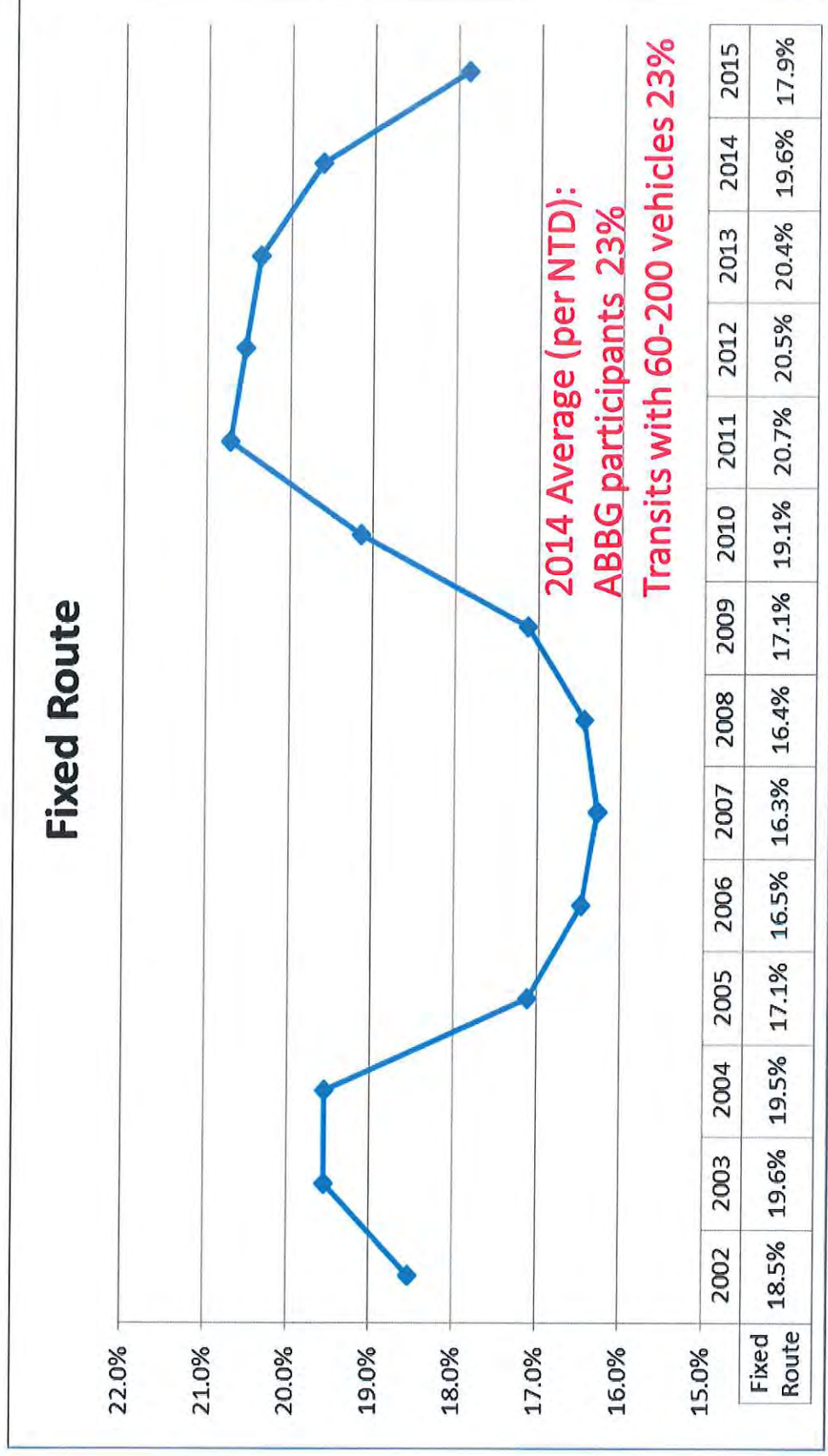
* Excludes Vanpool and Special Events.

Revenue per Trip by Fare Type

YTD December 2015

	Ridership	Revenue	Revenue per Trip
FR Monthly Passes	5,116,138	\$ 3,903,518	0.76
FR Farebox Cash	2,573,143	\$ 2,245,115	0.87
UTAP	1,754,193	\$ 1,482,850	0.85
FR 2-Hour Prepaid Passes	298,549	\$ 269,358	0.90
Paratransit Passes	34,351	(Revenue is included in Paratransit information)	
FR Day Pass	211,666	\$ 228,599	1.08
Student Pass	91,471	\$ 89,910	0.98
City Ticket	64,990	\$ 82,770	1.27
FR Day Prepaid Passes	60,031	\$ 64,753	1.08
Fixed Route Totals	10,204,532	\$ 8,366,873	0.82
Paratransit Farebox	153,751	\$ 179,100	1.16
Paratransit Passes	241,837	\$ 398,939	1.65
Paratransit Totals	395,588	\$ 578,039	1.46
Total Revenue & Ridership	10,600,120	\$ 8,944,912	0.84

Farebox Recovery



Farebox recovery from internal calculations, which varies from NTD due to reclassification of grant money that is used for fares.

6/16/2016

Preliminary Proposed Fare Structure

Category	Current Fare as of 2012	Preliminary Proposal 7/1/2017
Adult		
Cash Fare	\$1.50	\$2.00
2-Hour Pass	\$1.50	\$2.00
Day Pass	\$3.50	\$4.00
31-Day Rolling Pass	\$45.00	\$60.00
City Ticket (Shuttle Service)	\$30.00	\$40.00
Youth		
7-Day Rolling (New)		\$17.00
4-Day Rolling (New)		\$12.00
Reduced Fare		
Cash Fare	\$0.75	\$1.00
2-Hour Pass	\$0.75	\$1.00
31-Day Rolling Pass	\$22.50	\$30.00
Student Pass	\$37.00	Discontinue
Paratransit		
Cash Fare	\$1.50	\$2.00
Day Pass	\$3.50	\$4.00
31-Day Rolling Pass	\$30.00	\$40.00
Youth Summer	\$45.00	Discontinue
PT One Ride		
Cash Fare	\$1.50	\$2.00
Monthly Pass	\$45.00	\$60.00

Projected Revenue per Trip by Fare Type with Proposed Fares

	Ridership	Projected Revenue	Projected Revenue per Trip
FR Monthly Passes	5,116,138	\$5,115,570	\$1.00
FR Farebox Cash	2,573,143	\$3,036,997	\$1.18
UTAP	1,754,193	\$1,482,850	\$0.85
FR 2-Hour Prepaid Passes	298,549	\$355,653	\$1.19
Paratransit Passes	34,351	(Revenue is included in Paratransit information)	
FR Day Pass	211,666	\$261,289	\$1.23
Student Pass	91,471	\$0	\$0.00
City Ticket	64,990	\$111,414	\$1.71
FR Day Prepaid Passes	60,031	\$74,013	\$1.23
Fixed Route Totals	10,204,532	\$10,437,785	\$1.02
Projected Annual Revenue with 2018 Fares (\$10,543,189) / 2015 Allocated expenses (\$47,010,082)=FR Farebox Return of: 22.2%			
Paratransit Farebox	153,751	\$238,800	\$1.55
Paratransit Passes	241,837	\$532,009	\$2.20
Paratransit Totals	395,588	\$770,809	\$1.95
Projected Revenue with 2018 Fares (\$770,809) / 2015 Allocated expenses (\$12,903,290)= PT Farebox Return of: 6.0%			
Total Revenue & Ridership	10,600,120	\$11,208,594	\$1.06

Outreach Comments/Response

- What we heard...
 - A 20% farebox return objective is reasonable
 - Appreciate having no fare increases for 5 years
 - Too big of a jump all at once – especially for 31-Day and Monthly Passes
- How we responded...
 - Phase-in Increase in two steps:
 - 31-Day and Monthly Passes smaller increment in 1st step

Outreach Comments/Responses

- What we heard...
 - Summer Youth Pass is still attractive to some
- How we responded...
 - We will monitor sales again this summer; tentatively retain plan to cancel

Outreach Comments/Responses

- What we heard...
 - 7-Day Rolling Pass was a good idea
 - 4-Day Rolling Pass had some support but many surmised that it might not be well used
 - Sales locations
 - Additional fare media
- How we responded...
 - Introduce only the 7-Day Pass

Outreach Comments/Responses

- What we heard...
 - Student Pass program is important although much smaller population using it
- How we responded...
 - Retain Student Pass program

Outreach Comments/Responses

- What we heard...
 - Any increase in fares is very difficult to manage for those with extremely low income
- How we responded...
 - Phase-in the increase
 - Use time to collaborate with Health and Human Services providers to find comprehensive solutions
 - Invitations were sent to key group of stakeholders to participate in a workshop with STA

Draft Recommended Fare Structure

Category	Current Fare as of 2012	Preliminary Proposal 7/1/2017	Draft Recommendation 7/1/2017	7/1/2018
<u>Adult</u>				
Cash Fare	\$1.50	\$2.00	\$1.75	\$2.00
2-Hour Pass	\$1.50	\$2.00	\$1.75	\$2.00
Day Pass	\$3.50	\$4.00	\$4.00	\$4.00
31-Day Rolling Pass	\$45.00	\$60.00	\$50.00	\$60.00
<u>City Ticket (Shuttle Service)</u>	\$30.00	\$40.00	\$35.00	\$40.00
<u>7-Day Rolling (New)</u>		\$17.00	\$15.00	\$17.00
<u>4-Day Rolling (New)</u>		\$12.00	N/A	N/A
<u>Reduced Fare</u>				
Cash Fare	\$0.75	\$1.00	\$0.75	\$1.00
2-Hour Pass	\$0.75	\$1.00	\$0.75	\$1.00
31-Day Rolling Pass	\$22.50	\$30.00	\$25.00	\$30.00
<u>Student Pass</u>	\$37.00	Discontinue	\$42.00	\$52.00
<u>Youth</u>				
Cash Fare	\$1.50	\$2.00	\$1.75	\$2.00
Day Pass	\$3.50	\$4.00	\$4.00	\$4.00
31-Day Rolling Pass	\$30.00	\$40.00	\$35.00	\$40.00
<u>Youth Summer</u>	\$45.00	Discontinue	Discontinue	Discontinue
<u>Paratransit</u>				
Cash Fare	\$1.50	\$2.00	\$1.75	\$2.00
PT One Ride	\$1.50	\$2.00	\$1.75	\$2.00
Monthly Pass	\$45.00	\$60.00	\$50.00	\$60.00

Projected Revenue per Trip by Fare Type with Draft Recommended Fares 2017

	Ridership	Projected Revenue 2017 Pass Rate	Projected Revenue per Trip 2017 Pass Rate
FR Monthly Passes	5,116,138	\$4,292,155	\$0.84
FR Farebox Cash	2,573,143	\$2,591,708	\$1.01
UTAP	1,754,193	\$1,482,850	\$0.85
FR 2-Hour Prepaid Passes	298,549	\$309,373	\$1.04
Paratransit Passes	34,351	(Revenue is included in Paratransit information)	
FR Day Pass	211,666	\$244,921	\$1.16
Student Pass	91,471	\$85,134	\$0.93
City Ticket	64,990	\$92,450	\$1.42
FR Day Prepaid Passes	60,031	\$69,376	\$1.16
Fixed Route Totals	10,204,532	\$9,167,967	\$0.90
Projected Annual Revenue with 2017 Fares (\$9,093,149) / 2015 Allocated expenses (\$47,010,082)=FR Farebox Return of: 19.5%			
Paratransit Farebox	153,751	\$208,950	\$1.36
Paratransit Passes	241,837	\$441,616	\$1.83
Paratransit Totals	395,588	\$650,566	\$1.64
Projected Revenue with 2017 Fares (650,566) / 2015 Allocated expenses (\$12,903,290)= PT Farebox Return of: 5%			
Total Revenue & Ridership	10,600,120	\$9,818,533	\$0.93

Projected Revenue per Trip by Fare Type with Draft Recommended Fares 2018

	Ridership	Projected Revenue 2018 Pass Rate	Projected Revenue per Trip 2018 Pass Rate
FR Monthly Passes	5,116,138	\$5,115,570	\$1.00
FR Farebox Cash	2,573,143	\$3,036,997	\$1.18
UTAP	1,754,193	\$1,482,850	\$0.85
FR 2-Hour Prepaid Passes	298,549	\$355,653	\$1.19
Paratransit Passes	34,351 (Revenue is included in Paratransit information)		
FR Day Pass	211,666	\$261,289	\$1.23
Student Pass	91,471	\$105,404	\$1.15
City Ticket	64,990	\$111,414	\$1.71
FR Day Prepaid Passes	60,031	\$74,013	\$1.23
Fixed Route Totals	10,204,532	\$10,543,189	\$1.03
Projected Annual Revenue with 2018 Fares (\$10,543,189) / 2015 Allocated expenses (\$47,010,082)=FR Farebox Return of: 22.4%			
Paratransit Farebox	153,751	\$238,800	\$1.55
Paratransit Passes	241,837	\$532,009	\$2.20
Paratransit Totals	395,588	\$770,809	\$1.95
Projected Revenue with 2018 Fares (\$770,809) / 2015 Allocated expenses (\$12,903,290)= PT Farebox Return of: 6.0%			
Total Revenue & Ridership	10,600,120	\$11,313,998	\$1.07

C2 – SUMMARY OF PUBLIC OUTREACH

Fare Increase Proposal Outreach – Summary of Input**May 17, 2016****Summary**

Generally speaking, audiences agreed that the proposed increased fare was reasonable in relation to the cost of service. That is, 20% farebox recovery is a reasonable expectation. The primary concern regarding the proposed increase surrounds the impacts to low-income populations. Those populations on fixed income, primarily social security, pay for transit costs out of discretionary spending that has not increased in more than ten years.

Significant Feedback Themes:

1. A phased increase
 - a. Phased two-hour passes, \$.25 at a time over x number of years
 - b. Increase cash fare and two-hour passes in 2017, and phase passes \$5 at a time over a period of time.
 - c. Hold reduced and paratransit fares steady, but increase regular fixed route fares.
2. A 5-day or 7-day pass. The 4 day pass was only relevant to the tourist community. The 5-day or 7-day pass seemed like a more viable solution for workers who may not be able to afford a 31-day rolling pass all at once.
 - a. A 5-day or 7-day pass should have the same incremental value as a 31-day rolling pass.
3. Do not implement a fare increase at this time.
 - a. Many people predicted that an increase in fares would likely result in lower revenue and lower ridership.

Other feedback:

1. Most organizations that purchase passes for their low-income customers believed that a year was enough time to plan, but the increase would result in fewer passes purchased.
2. People appreciated that we haven't increased fares in five years.
3. Service organizations are interested in identifying grants and/or other creative solutions to help fund paratransit services. Some organizations offered to verify eligibility for the passes they purchase.
4. People acknowledged that STA is keeping costs down compared to other transit agencies.
5. Many people did not realize the levels to which STA services are subsidized.
6. When it came to the national fare average, people wanted to make sure that we were making fair comparisons between communities.
7. People understood that we were conducting public outreach because we were below the board-identified objective of 20% farebox recovery.
8. Create the equivalent of an ESBP pass for residential buildings (adult living and senior facilities)
9. People regularly questioned why we would discontinue student passes or summer youth passes.
10. There was a concern that some people with disabilities may switch to cash fares or two hour passes to avoid the cost increase of the monthly pass without understanding that it is actually more expensive in the long run.
11. People felt that a \$15.00 increase was too much at once (for the 31 day pass).
12. Major impacts to the fare increase were primarily in reference to fixed income populations.



Community Presentations:

March 18, 2016 Paratransit Users Group
April 7, 2016 Community Advocates
April 13, 2016 Citizen Advisory Committee
April 22, 2016 Aging & Long Term Care of Eastern Washington
April 25, 2016 City of Spokane Council
May 2, 2016 2nd Harvest
May 3, 2016 SNAP
May 3, 2016 People First
May 4, 2016 The Arc of Spokane
May 9, 2016 Park Tower Apartments
May 12, 2016 Skils'kin
May 16, 2016 City of Airway Heights
May 17, 2016 City of Spokane Valley Council
May 17, 2016 City of Medical Lake
May 17, 2016 City of Liberty Lake
May 19, 2016 Audubon-Downriver Neighborhood Council
May 24, 2016 City of Cheney
May 24, 2016 Pedestrian Traffic and Transportation Committee (PeTT)
June 1, 2016 West Plains Support Network
June 7, 2016 Rockwood Neighborhood Council

Walk-Up Open House Booths:

May 15, 2016, 12-2pm, Rosauers on 29th Ave.
May 16, 2016, 7-9am, Riverfront Park, Bike to Work Week kick off
May 21, 2016, 10am-1pm, Sunset Park, S. Lawson St, Airway Heights, WA 99001, Airway Heights
Wellness and Safety Fare
May 25, 2016, 3-6pm, STA Plaza, 701 West Riverside Avenue, Spokane, WA 99201
May 26, 2016, 3-6, Valley Transit Center, 4th and University, Spokane Valley, WA

Paratransit Specific Outreach:

April 14, 2016 Davita Mirabeau and Downtown
April 18, 2016 East Central Community Center
April 21, 2016 Northpointe Dialysis
April 25, 2016 Spokane Center for Independent Living (SCIL)
April 26, 2016 DSI North
April 28, 2016 Skilskin
May 4, 2016 Evergreen Club
May 5, 2016 Mid-City Concerns
May 6, 2016 Parks and Recreation
May 9, 2016 Lighthouse for the Blind
May 10, 2016 Providence Adult Day Health (ADH)
May 12, 2016 Valley North Pines Dialysis
May 16, 2016 Artisans Ark



May 18, 2016 Wolf Den (Project ID)

June 6, 2016 Northwest Center

June 8, 2016 Spokane Kidney Center

June 13, 2016 SFCC Lodge

June 15, 2016 Northeast Community Center

Online Survey Monkey Preliminary Results: 277 responses

(See attachments for summary results and specific written responses)

C3 – EXAMPLE OF PRESENTATION FOR PUBLIC OUTREACH EVENTS

DRAFT Fare Increase Proposal Spokane Transit Authority

Public Outreach – April –June 2016

Rockwood Neighborhood Council, June 7, 2016

6/7/2016

DRAFT Fare Increase Proposal

STA's Fare Philosophy

Encourage increased ridership by providing convenient and reasonably priced method for citizens to enjoy the advantages of public transportation.

- Cost Effective
- Easy to Use
- Reduce Cash Use
- No Zone Differences
- Minimum 20% Fare Return



6/7/2016

DRAFT Fare Increase Proposal

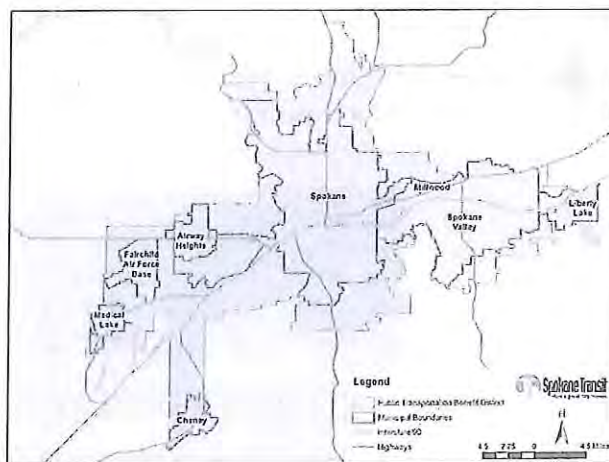
BACKGROUND

- STA has completed an evaluation of its fares and fare structure and is proposing changes to the amount and types of fares.
- Public Outreach will be conducted to seek public input on the proposal through May 2016, concluding with a Public Hearing at the June 16 STA Board of Directors meeting.
- The Board is scheduled to take action on this proposal at the July 21 Board of Directors meeting.
- STA's last fare increase occurred in phases between 2010 and 2012.
- If implemented in 2017, it will have been 5 years since an increase.

6/7/2016

DRAFT Fare Increase Proposal

About STA - PTBA



Spokane County's Public Transportation Benefit Area (PTBA)
– Estimated population 413,045

6/7/2016

DRAFT Fare Increase Proposal

About STA - Governance

- STA Board of Directors – elected officials appointed by their respective jurisdictions and one non-voting labor representative
 - Chair – Al French, Spokane County Commissioner
 - Chair Pro Tempore – TBD, Spokane Valley Council Member
 - Member – Amber Waldref, Spokane Council Member
 - Member – Candace Mumm, Spokane Council Member
 - Member – TBD, Liberty Lake Council Member
 - Member – Ed Pace, Spokane Valley Council Member
 - Member – Shelley O'Quinn, Spokane County Commissioner
 - Member – Aspen Monteleone, Airway Heights Council Member
 - Member – Tom Trulove, Cheney Mayor
 - Non-Voting Labor Representative – Rhonda Bowers
 - Ex-Officio Member – Kevin Freeman, Millwood Mayor
 - Ex-Officio Member – John Higgins, Medical Lake Mayor

6/7/2016

DRAFT Fare Increase Proposal

About STA - Service

- **Regular Fixed-Route Bus**
 - 34 Routes throughout the region
 - 134 coaches (combination of 60', 40', 35', and 29' buses)
 - Approximately 112 coaches in service during 'peak' hours
 - 10.8 million rides in 2015
- **Paratransit Vans**
 - 110 Vans
 - Nearly 465,000 rides in 2015
 - Surplus Van Grant program
- **Vanpool**
 - Approximately 90-95 vans
 - Estimated 1,000 participants
 - Approximately 250,000 trips per year



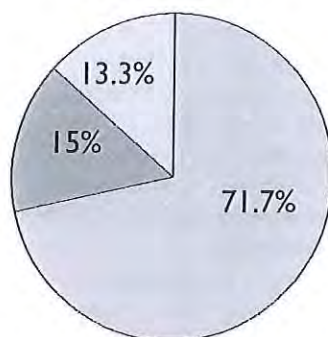
6/7/2016

DRAFT Fare Increase Proposal

About STA - Revenue

- STA Revenue is from three sources

2015 Revenue



Revenue Types

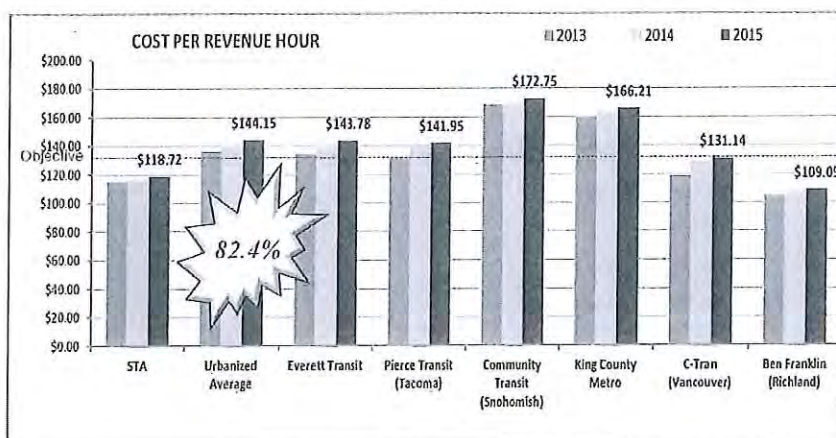
- Local Sales Tax
- Passenger Fares
- Grants & Other

6/7/2016

DRAFT Fare Increase Proposal

About STA – Operating Cost Comparisons

- STA Fixed Route operating costs per hour are 17.6% lower than urban average

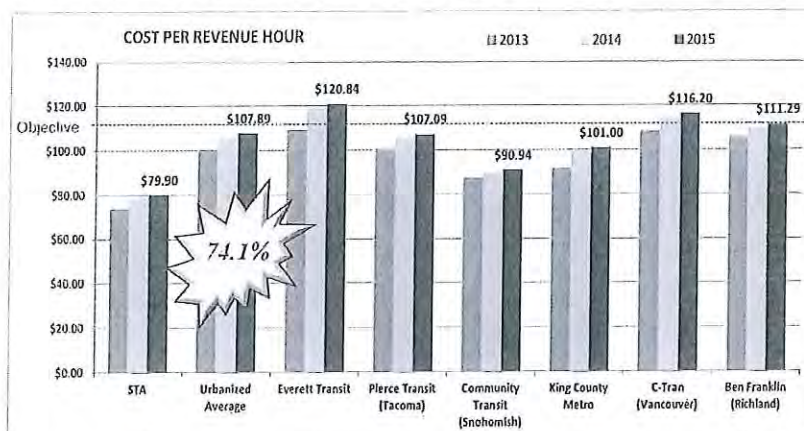


6/7/2016

DRAFT Fare Increase Proposal

About STA – Operating Cost Comparisons

- STA Paratransit operating costs per hour are 25.9% lower than the urban average



6/7/2016

DRAFT Fare Increase Proposal

Preliminary Fare Increase Proposal

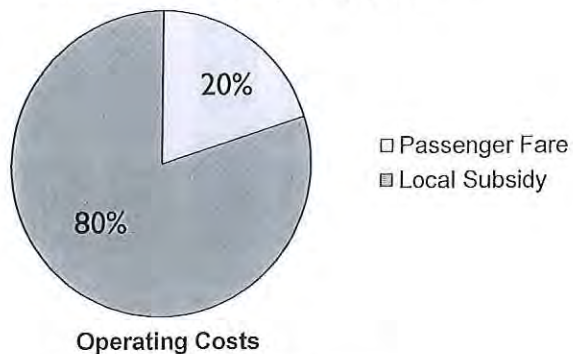
- What is the right amount for passenger fares?

6/7/2016

DRAFT Fare Increase Proposal

STA Fare Policy

- STA Fare Policy – A fixed route passenger fare return objective of 20% (minimum) of the operating costs of the service is maintained.

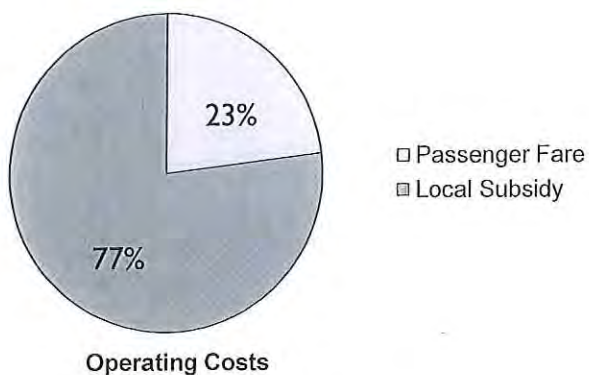
STA Fare Recovery Objective

6/7/2016

DRAFT Fare Increase Proposal

National Fare Average

- National Fare Average – Passenger fares account for approximately 23% of operating costs (ABBG and NTD information)

National Fare Recovery Average

6/7/2016

DRAFT Fare Increase Proposal

STA Fare Policy

- Current Passenger Fare below policy – In recent years, revenue from local passenger fares has dropped below the minimum 20% recovery rate to 18%.

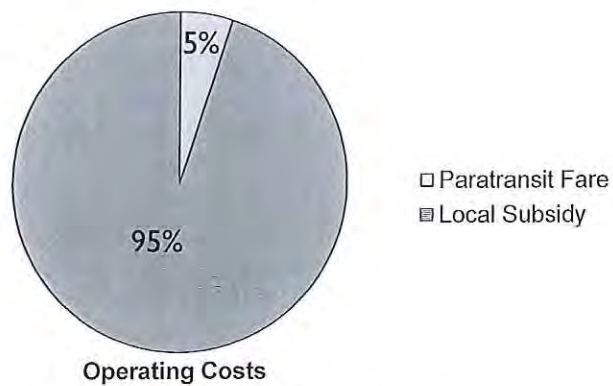
Current STA Fare Recovery

6/7/2016

DRAFT Fare Increase Proposal

STA Fare Policy

- Current Paratransit Fare – Paratransit service is essential for those whose disabilities prevent them from using the regular fixed route system. Paratransit passenger fare recovery objective is 5%.

Paratransit Passenger Fare Recovery

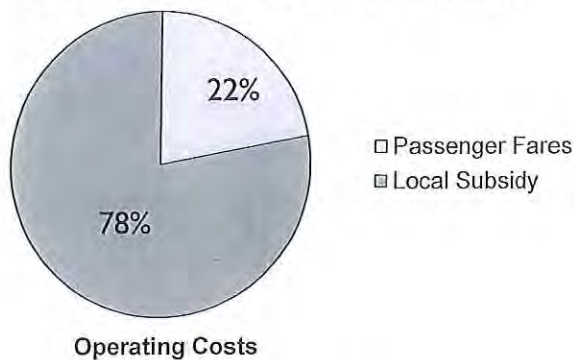
6/7/2016

DRAFT Fare Increase Proposal

STA Fare Policy

- Preliminary Fare Proposal – If increased, passenger fares would increase STA's estimated recovery rate to approximately 22% in the first year.

Proposed Passenger Fare Recovery



6/7/2016

DRAFT Fare Increase Proposal

Fare Increase Proposal

- How would STA's increase compare to other transit agency fares?

6/7/2016

DRAFT Fare Increase Proposal

STA Comparisons

Spokane Transit	Spokane, WA	\$2.00*	\$60
Community Transit	Spokane, WA	\$2.25	\$81
Pierce Transit	Tacoma, WA	\$2.00	\$72
C-Train	Vancouver, WA	\$2.50	\$100
Kitsap Transit	Kitsap, WA	\$2.00	\$50
Metrolink	Madison, WI	\$2.00	\$58
RTC	Reno, NV	\$2.00	\$65
Mountain Metro Transit	Colorado Springs, CO	\$1.75	\$63
Utah Transit Authority	Salt Lake City, UT	\$2.50	\$83.75

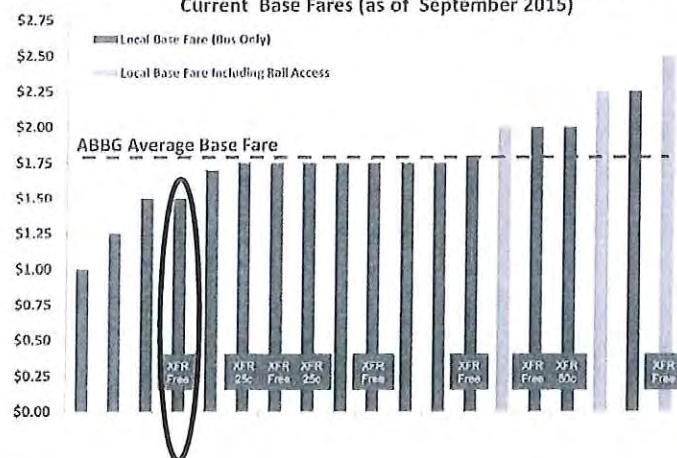
* Preliminary Proposal

6/7/2016

DRAFT Fare Increase Proposal

STA and National Comparisons

Context – ABBG Base Fares:
Variation Linked to Overall Policy (Transfers/Day Passes)
 Current Base Fares (as of September 2015)



6/7/2016

DRAFT Fare Increase Proposal

Preliminary Fare Increase Proposal

- What are the specific changes being proposed?

6/7/2016

DRAFT Fare Increase Proposal

DRAFT Fare Increase Proposal

Fare Category	Current Fare as of 2012	Preliminary Proposal 7/1/2017	New Draft Recommendation	
			7/1/2017	7/1/2018
Adult				
Cash Fare	\$1.50	\$2.00	\$1.75	\$2.00
2-Hour Pass	\$1.50	\$2.00	\$1.75	\$2.00
Day Pass	\$3.50	\$4.00	\$4.00	\$4.00
31-Day Rolling Pass	\$45.00	\$60.00	\$50.00	\$60.00
City Ticket (Shuttle Service)	\$30.00	\$40.00	\$35.00	\$40.00
7-Day Rolling (New)		\$17.00	\$15.00	\$17.00
4-Day Rolling (New)		\$12.00	N/A	N/A
Reduced Fare				
Cash Fare	\$0.75	\$1.00	\$0.75	\$1.00
2-Hour Pass	\$0.75	\$1.00	\$0.75	\$1.00
31-Day Rolling Pass	\$22.50	\$30.00	\$25.00	\$30.00
Student Pass	\$37.00	Discontinue	\$42.00	\$52.00
Youth				
Cash Fare	\$1.50	\$2.00	\$1.75	\$2.00
Day Pass	\$3.50	\$4.00	\$4.00	\$4.00
31-Day Rolling Pass	\$30.00	\$40.00	\$35.00	\$40.00
Youth Summer	\$45.00	Discontinue	Discontinue	Discontinue
Paratransit				
Cash Fare	\$1.50	\$2.00	\$1.75	\$2.00
PT One Ride	\$1.50	\$2.00	\$1.75	\$2.00
Monthly Pass	\$45.00	\$60.00	\$50.00	\$60.00

6/7/2016

DRAFT Fare Increase Proposal

Your Feedback

- Question to consider:
 - Is it good for STA's Fare Policy to be similar to the national average?
 - Is the proposed increase reasonable?
 - Is a full year enough time for customers to prepare for the change?
 - How will the change affect you?
 - Is STA's Smart Card or new 7-day/4-day pass a way to help budget for travel?
 - Do you have another idea STA should consider?

6/7/2016

DRAFT Fare Increase Proposal

2016 Public Outreach – Next Steps

- Public Outreach Continues through May 2016
- Public Hearing at June 16, 2016 Board Meeting
- Decision to be made at July 21, 2016 Board Meeting
- If approved, increase could be implemented July 1, 2017

6/7/2016

DRAFT Fare Increase Proposal

Thank You

■ **Questions or Feedback?**

- Visit www.spokanetransit.com for more information

6/7/2016

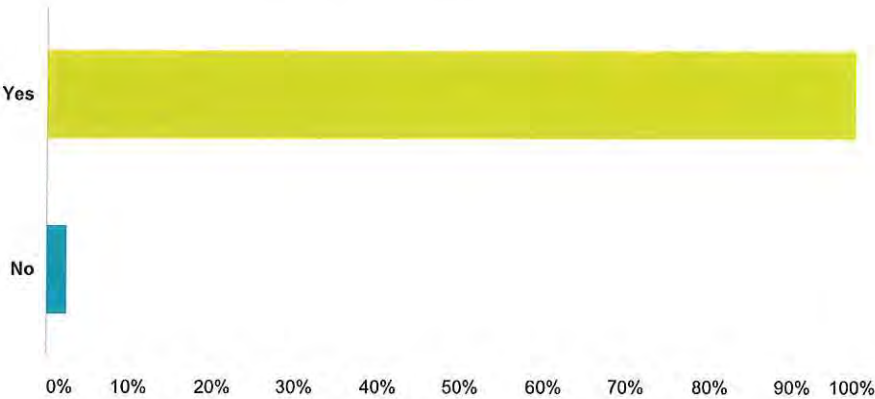
DRAFT Fare Increase Proposal

C4 – ONLINE SURVEY RESULTS

Preliminary Fare Increase Proposal

Q1 Is public transportation in the Spokane region important to you?

Answered: 276 Skipped: 1

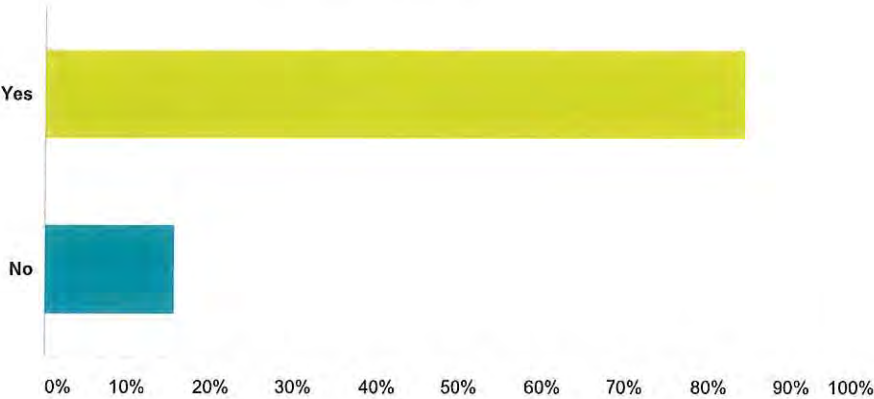


Answer Choices	Responses	
Yes	97.46%	269
No	2.54%	7
Total		276

Preliminary Fare Increase Proposal

Q2 Do you ever ride the bus or use Paratransit services?

Answered: 276 Skipped: 1

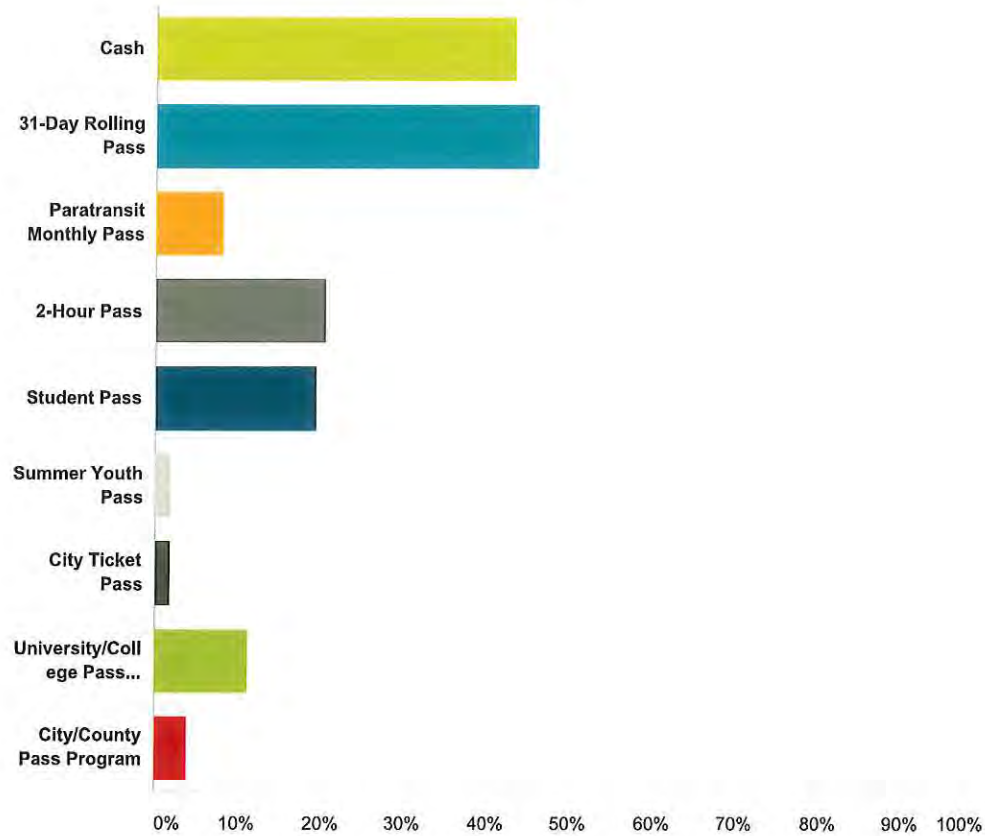


Answer Choices	Responses	
Yes	84.42%	233
No	15.58%	43
Total		276

Preliminary Fare Increase Proposal

Q3 If you ride the bus or Paratransit van, what type of fare do you pay with?

Answered: 258 Skipped: 19

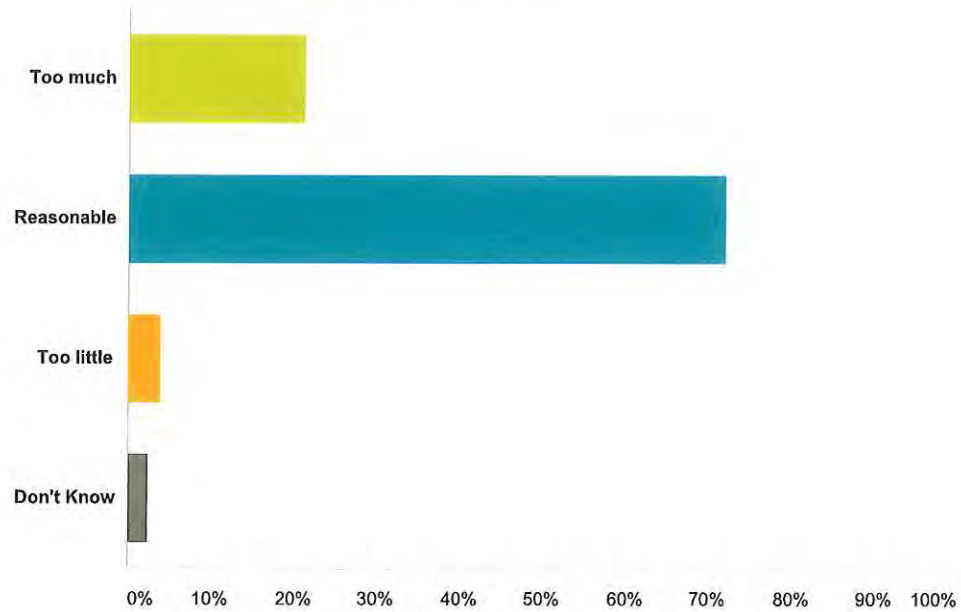


Answer Choices	Responses	
Cash	43.41%	112
31-Day Rolling Pass	46.12%	119
Paratransit Monthly Pass	8.14%	21
2-Hour Pass	20.54%	53
Student Pass	19.38%	50
Summer Youth Pass	1.94%	5
City Ticket Pass	1.94%	5
University/College Pass Program	11.24%	29
City/County Pass Program	3.88%	10
Total Respondents: 258		

Preliminary Fare Increase Proposal

**Q4 The current adult fare for riders is \$1.50.
In your opinion, this cost is:**

Answered: 276 Skipped: 1

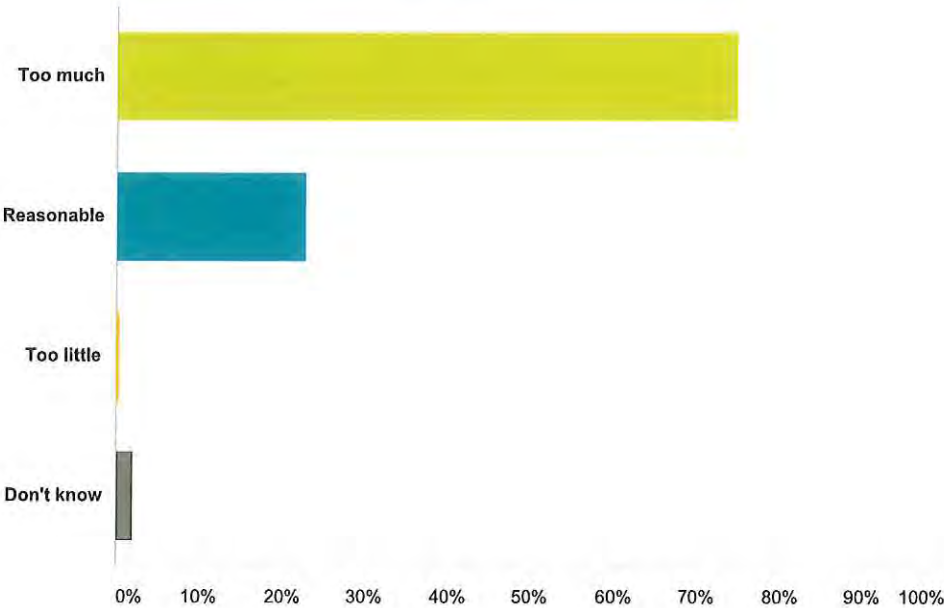


Answer Choices	Responses	
Too much	21.38%	59
Reasonable	72.10%	199
Too little	3.99%	11
Don't Know	2.54%	7
Total		276

Preliminary Fare Increase Proposal

Q5 The proposed adult fare for riders is \$2.00. In your opinion, this cost is:

Answered: 277 Skipped: 0

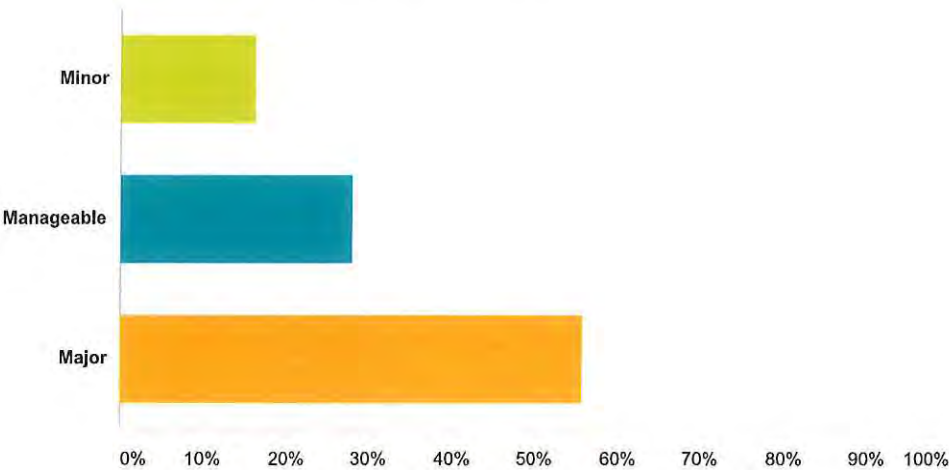


Answer Choices	Responses	
Too much	74.73%	207
Reasonable	22.74%	63
Too little	0.36%	1
Don't know	2.17%	6
Total		277

Preliminary Fare Increase Proposal

Q6 How would you describe the increase's impact on you?

Answered: 276 Skipped: 1

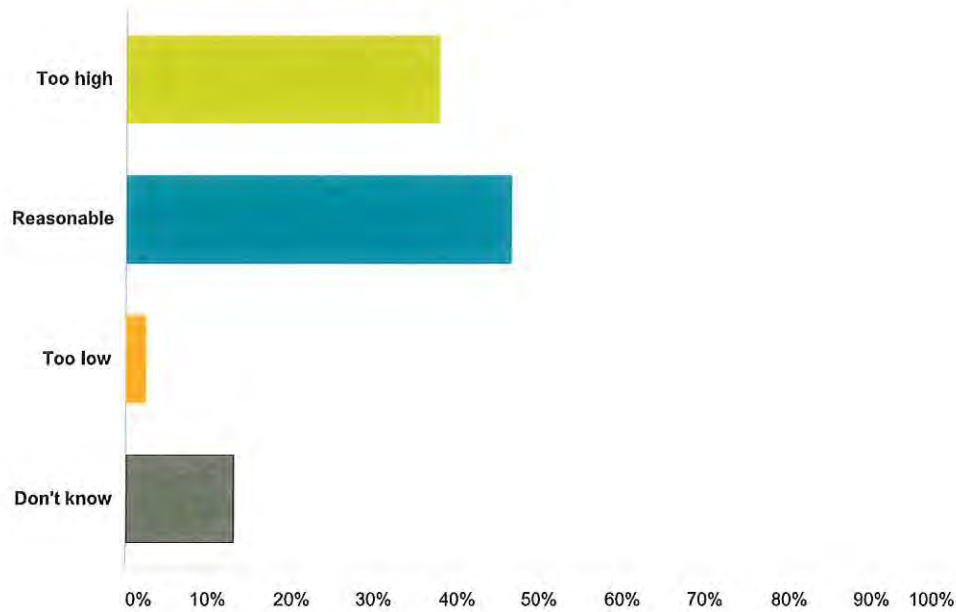


Answer Choices	Responses	
Minor	16.30%	45
Manageable	27.90%	77
Major	55.80%	154
Total		276

Preliminary Fare Increase Proposal

Q7 STA's passenger fare policy aims to have riders share at least 20% of the cost to run the buses. The national average is for riders to share at least 23% of the cost to run the buses. Knowing this, STA's passenger fare policy is:

Answered: 275 Skipped: 2

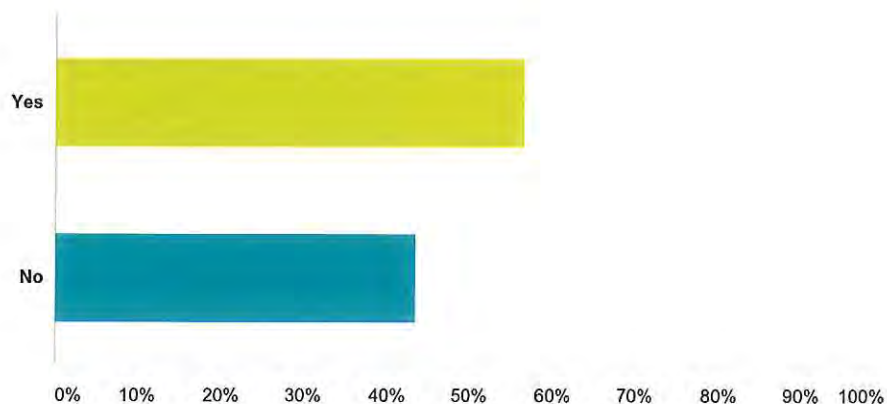


Answer Choices	Responses	
Too high	37.82%	104
Reasonable	46.55%	128
Too low	2.55%	7
Don't know	13.09%	36
Total		275

Preliminary Fare Increase Proposal

Q8 If the fare increase were to be implemented in July of 2017, is a full calendar year enough time for riders to prepare for the change?

Answered: 274 Skipped: 3



Answer Choices	Responses	
Yes	56.57%	155
No	43.43%	119
Total		274

Preliminary Fare Increase Proposal

**Q9 Do you have a different idea for
passenger fares?**

Answered: 145 Skipped: 132

Preliminary Fare Increase Proposal

Q9 Do you have a different idea for passenger fares?

Answered: 145 Skipped: 132

#	Responses	Date
1	Please find a way not to discontinue the student fare. My students will have difficulties.	5/24/2016 9:38 AM
2	I use the city arena pass but do not ride the shuttle. I would like to see an arena pass that is only for parking and not have to pay for the shuttle service	5/24/2016 8:52 AM
3	No, but our bus needs a longer evening schedule. Please consider later buses for later flights	5/24/2016 8:45 AM
4	\$2.00 for adults \$1.00 for students, seniors and disabled.	5/23/2016 7:45 PM
5	It is upsetting to pay more after you took away more convenient connections from my homeward route, now I leave work at 5:30 and connections drop me at my stop for home at 7:32pm, one mile walk and home by 8pm (taking 29 & 97 until stop @16th).	5/20/2016 12:54 PM
6	I would just want to know the impact on services. Will increasing costs provide more bus service or will the provided services be cut as they have in the past? As in, less frequent busses and fewer stops. Thank you	5/19/2016 9:10 PM
7	I think buses that are express or go to a different city should be a quarter too fifty cents more to ride those particular buses. Or buses leaving the main ride area above Francis, 29th, maple, Havana would also incur this fee.	5/19/2016 2:14 PM
8	More than fair and about time	5/19/2016 11:06 AM
9	I use the City Pass and it is not that far from the Plaza. Why should our price go up? If you are going to increase, increase the riders who are riding out to Cheney and Spokane Valley. If you are still going to increase the City Pass, then have the rides in the morning and afternoon every 5 minutes.	5/19/2016 10:29 AM
10	My biggest issue with the fare changes is that you guys are planning to do away with the Summer Youth passes. As a single mother of 2 children, the loss of those passes would be a major hit to my wallet. Yes, I pay the normal fare the rest of the year for them. Yes, I will be able to budget in the new proposed prices of the passes, and I get the reasoning behind it. But I think that for myself and probably a lot of other parents, we count on the savings in the summer. I can use the savings to buy school clothes and supplies. Items which would be a tighter fit into the budget otherwise...Especially paying \$140/month just for 3 bus passes.	5/19/2016 8:19 AM
11	I think the more it keeps going up the less riders will show up.	5/19/2016 5:11 AM
12	While I think rides for \$2 is fair, I think an adult pass for a rolling 31 days at \$60 is too high. For some an additional \$15 may make riding the bus too expensive. This city has a large section of the population who are students, elderly, and those who are above the poverty line but are still poor. I think the \$15 hike is far too high. Chances are these individuals have not seen an increase in income that would match the increase of cost for your services. I think increasing costs incrementally as the economy grows, and keep it tied to the cost of inflation, so you implement small increases over the next 5 to 7 years. With enough planning and advertising, I think the citizens would accept this more gracefully. I think your fare should increase by .25, at first. If you lower the costs you've proposed by at least half and advertise the changes I think you could implement them, January 1. My .02cents.	5/18/2016 11:23 PM
13	Ya let the fares be low cuz sum ppl in this world can't really afford much like me im a single mom of 3 n struggle as it is wit rent electric and other bills n to add on a huge bus fare just for me to go take my kids to docs appts a few times a month is hurting me..	5/18/2016 10:14 PM
14	Last time fare increased by \$15, it was done over a three year period (and we had seen gas prices reach \$4/gal!!). To increase fare by \$15 in a single pop now is ridiculous! With fare at \$60/mo, I may as well just drive...as I do have a reliable vehicle and riding the bus is a choice, NOT a necessity! I've been riding STA faithfully for 12 years but it's not like Spokane is that big or difficult to get around. Funny how a fare hike comes on the heels of plans for a very major & costly renovation to the plaza?!?! I say, the plaza is fine...leave it alone...leave fares where they are!! We live in Spokane, NOT Seattle, LA, Chicago, etc...if I wanted to pay bigger city prices, I'd move to a bigger city.	5/18/2016 9:31 PM
15	\$15 is too much of an increase in adult fares. Just because you increase how much it costs us to get to work, doesn't mean our jobs are going to start paying us more. The last increase was \$15, try \$5-10	5/18/2016 8:08 PM
16	\$60 is way too high for an adult 31 day rolling pass considering the times the bus stops running on the weekends and holidays, and how early certain routes stop running on a regular schedule nightly and turn to an hourly schedule. Have more service times and longer hours and then it'll all be fair. Also, expand the routes to reach more outskirts.	5/18/2016 8:02 PM

Preliminary Fare Increase Proposal

17	Don't higher them!! It will make a lot more people walk or get rides other than the city bus. A lot less riders.	5/18/2016 7:43 PM
18	Keep reducefarethe or make them cheaper, I use a 22.50 31 day pass, if it goes up to 30.00 I will quit riding to Spokane and do everything in Cheney from now on. So you will not make 22.50 from me, you will then make 0.00 instead.	5/18/2016 7:34 PM
19	I know so many people who simply won't be able to afford to the bus with the increases... You are putting so many elderly, disabled and even young adults like me out of transportation. Yes, we may or may not be able to walk, but it's hard enough scraping together the fare of a bus pass as it stands right now. I won't be able to and you are doing a disservice to the Spokane population when we depend on this service to get everywhere.	5/18/2016 7:21 PM
20	Honestly 2.50 would even be reasonable and fair this is a great service and it demands a little bit more of a fare than 2.00	5/18/2016 7:18 PM
21	" FIRST...*STA does NOT have the RIGHT to DETERMINE * about * DISABLED in WHEEL CHAIRS <<< WHOM NEEDS a CARE TAKER and WHO Does NOT ...MEDICALLY, ' STA are NOT LICENSED MEDICAL DOCTORS to DETERMINE the FACTS ' !!!!!!!!!!! " " DISABLED should get a MONTHS PASS at HALF the COST !!!!! "....." NO PERSON , whom SMELLS like PISS, SHIT, Body Odor, BOOZE, are STONED, HARASSING Passengers & Driver , and any Passenger knowingly CARRYING WEAPONS , SHOULD NEVER be GIVEN ' FARES or RIDES on ANY STA BUS / TRANSIT !!!!!!!!!!! "....." If, STA RAISES FARES.....then, STA SHOULD CONDUCT Themselves with RESPECT towards PASSENGERS , WHOM are DISABLED and the Care Takers at All Times [MOST of Your Drivers do....there are a few * Drivers , that ACT like THEY ARE GOD *] " I SERVED in VIETNAM , and I've EARNED RESPECT far ABOVE ' Your IRROGANT BUS DRIVERS whom SHOW NO RESPECT ' Towards Myself, and My Wife ' !!!!! "....." I'm in a * Wheel Chair Most of The Time, and Use *My CANADIAN CRUTCHES * , also1/4th of Your SmartASS Bus Drivers are RUDE to US , when going to & from MEDICAL APPTS. !!!!!!! "....." I believe in FAIR JUSTICEwhat goes around COMES Around ; You GIVE RESPECT towards US , and WE will GIVE RESPECT towards CERTAIN BUS DRIVERS !!!!! "....." WE are * OLD SCHOOLWE BELIEVE in ' GIVE RESPECT - EARN RESPECT 'MANNERS * !!!!! "....." Your TRANSITS should be * CLEAN and ODORLESS of SHIT SMELL, Etc. *YOU WANT RESPECTEARN RESPECT from PASSENGERS that have GIVEN RESPECT !!!!!!! "....." My Parent's told me : * Be HONEST and CLEAN to Others 'and Your Surroundings , and therefore, You will get The SAME RESPECT in RETURN !!!! "....." What's ' YOUR 1/4 UNRULY DRIVERS EXCUSE ' for being RUDE to US ???? " Bluntly Respectful, James F. Herzog , Vietnam Veteran / Disabled CANCER Patient , and Debbie L. Herzog , Wife / Equal to James F. Herzog ~ 5 / 18 / 2016 - 6:30 PM PST	5/18/2016 6:34 PM
22	only a 25 cent increase would I support. I have ridden the Route 1 bus from the Arena and the frequency scheduled times, especially in the morning, have gone from 5 minutes to 7 minutes years ago and now to 10 minutes leaving the Arena so I can get to work. If there is any increase, I would like to see more buses running into downtown on Route 1, especially in the morning between 7:30 and 8:15 AM. Also, there are too many young people who "hang out" consistently around the bus depot and smoke with their friends. *Everyone* needs to absorb the cost of the fare increase, IMHO. They are spending their money frivolously on unnecessary essentials and they need to pay their fair share too. Thanks.	5/18/2016 9:15 AM
23	25% increase for those of us who pay -- is one thing -- but when I see people ride for free or less I get VERY angry -- not at the bus drivers but at YOU!!!!!!!!!!!! A 25% increase is stupid especially when I KNOW you do NOT support your drivers. I have ridden the bus for four years but I may consider buying a car and driving. Shame on you!!!!	5/17/2016 3:55 PM
24	For the 31 day pass, \$60 seems pretty high for it. Maybe about \$50 is more reasonable.	5/17/2016 2:07 PM
25	No, but it will greatly impact those who are low income and depend on public transportation to get to jobs and other business they need to take care of as well as the elderly on fixed income. the working poor and elderly are not going to receive a raise in what they get to off set this increase in bus fares. \$15 may not seem much to you, but it may be the difference between eating a few meals and going to the doctors.	5/16/2016 9:47 PM
26	Increase the cost for city/county employees. I feel very guilty paying \$5/month when poor and disabled people are paying \$1.50 per ride. I would happily pay double or triple my current cost for riding the bus if we could keep fares lower for the needy. Also, if the fare increases to \$2.00, the pass should be good for the entire day (like it is in Seattle). That way people will get more for their money and not feel as though they are being ripped off by paying more for the same service. I wholly support the fare increase, but the increase should be felt by ALL RIDERS, not just those paying per ride. Make it fair and equal, and make the \$2.00 last all day!	5/16/2016 10:11 AM
27	If you made a pass for 16 and under 2 hr pass cheaper or free i could afford 2.00 for an adult.	5/14/2016 9:18 AM
28	\$1.75	5/12/2016 5:12 PM
29	Lower the prices	5/12/2016 9:48 AM
30	If the fares have to be increased, I would suggest raising the fare by a quarter (\$ 0.25). I think the current plan is too much of an increase in one go.	5/11/2016 8:39 PM

Preliminary Fare Increase Proposal

31	The increase is reasonable if and only if there is really an increase in service particularly in frequencies. It will hurt to increase a monthly pass but it would be bearable if buses ran more often.	5/11/2016 6:41 PM
32	How about charging the city residents more? They have the majority of the service. Valley and other county residents need better transportation and already struggle to pay for it. This will impact them the most. As a tax payer, I would vote to pay more taxes since I don't use the bus, but know how important it is to others.	5/10/2016 2:26 PM
33	Pretty much every other urban area I've been to, fares are at least \$2.00, so I think it is a very reasonable increase. Honestly, it would also make it easier to pay fares so that I don't have to fumble around with extra quarters. I do have a few comments on the new multi-day rolling pass options though: I'm not quite sure I understand the reasoning behind the new 4-day rolling pass. Most other cities seem to go with either a 3-day or a 5-day option. Has there been research done to show that a 4-day pass would make more sense in Spokane? For example is four (4) days the typical length of tourist's visits and conventions here in Spokane? Or in another example, is four (4) days the typical turnaround time for an automobile repair in Spokane (which could be another reason someone would take transit)? The new 7-day pass is a great addition, but I think it should be \$20. To have it at \$17 means it is a 40% discount off of buying seven individual day passes, which seems excessive.	5/9/2016 8:35 PM
34	I will be fine with an increase. My concern are the parents taking children to sitters on the way to work and/or low paying jobs and how will they be able to afford passes for themselves and their children. Also some people in the winter ride the bus because they do not have heat in their home. People with disabilities on fixed income and seniors are not getting raises but struggle now. I am doing good but some are not. STA is great!!	5/9/2016 3:39 PM
35	Most of the people that use paratransit services are on a fixed income and cannot afford the rate increase. Most can barely afford it now as it is. The paratransit services are detrimental to those individuals' independence and safety.	5/9/2016 10:22 AM
36	Save five million from your budget by eliminating the unnecessary remodel of the Plaza. Stop trying to make a not-a-trolley down town, it is also unneeded and the voters have told you this repeatedly.	5/6/2016 11:58 AM
37	i think everything should be priced the same at 20.00 besides the 2 hour passes they should be 1.00 RF should be .50	5/6/2016 10:41 AM
38	place a higher tax on something else.	5/6/2016 10:12 AM
39	To raise the taxes on alcohol and marijuana to pay for the bus fares	5/6/2016 10:06 AM
40	Get additional funding through business owners.	5/6/2016 9:13 AM
41	1.00	5/6/2016 8:26 AM
42	Keep the rates as they are.	5/6/2016 7:40 AM
43	limited income and those with disabilities need some extra help.	5/6/2016 7:21 AM
44	Please leave as is. \$3.00 is a lot now. All of us on Paratransit are on a fixed income. I know I will have ride para	5/6/2016 12:59 AM
45	Most people riding Para Transit are on very fixed incomes. The proposed increase would further limit their ability to meet their most basic needs. Please consider finding an alternative to this increase. Thank you.	5/5/2016 4:32 PM
46	Pair with other businesses, DDA, DSHS to see if there could be some changes in the system as a whole. Maybe adding a monthly bus pass to the CORE Waiver.	5/5/2016 4:32 PM
47	Please leave the current fares for the Paratransit, senior and youth demographic. Thank you.	5/5/2016 4:30 PM
48	I am an upper middle class person with a car, so for me, I can handle the fare increase. But, there are people I work with who have developmental disabilities and rely completely on STA for transportation. An increase of this size might really limit their ability to ride the bus. Many people live off \$35 a month after their residential facility is paid. All of their incidentals such as shampoo, toothpaste etc... comes from this \$35. I believe they just cannot afford it, and they cannot afford to become even more isolated from society than their circumstances already make them. Please take this into consideration. Maybe there is another way for them to continue to ride without paying all the increase.	5/5/2016 4:26 PM
49	With gas prices low, it's actually cheaper to drive. When gas goes back up, it will be more economical for drivers. But at \$2 a ride, it will stretch that affordability threshold much higher. I think you'll actually lose revenue.	5/5/2016 4:16 PM
50	partner with ARC and DDA to get reduced fares for paratransit riders since a 60.00 a month pass will leave me with 2.00 extra for the rest of the month, since i live in an adult family home	5/5/2016 12:27 PM

Preliminary Fare Increase Proposal

51	As a rider who owns a vehicle but tries to commute sustainably as much as possible, the proposed fare increase unfortunately prices me out of using transit, because there is nowhere in Spokane or its surroundings that I could then travel more affordably by bus than by car. Right now bus service is comparable or a little more than driving, but takes about twice as long. And even though I care a great deal about the environment, there's an extent to which I have to do things which make financial sense for me as well. I suspect this may be a similar case for other riders (except those who do not own vehicles). I would be very curious to see how many riders will be similarly priced out of the system, thereby leading to a decrease in ridership that actually reduces overall fare levels. I am curious how actually incrementally decreasing fares to be more competitive than driving, or focusing on travel time improvements, would impact ridership to potentially result in overall higher fare revenues. I am also very interested in the idea of differential fares based on travel distances, such as there are in other transit agencies, that allow fares to be cheaper for inner-city riders and higher for outlying areas, thereby helping to consolidate ridership where it is most cost-effective to provide it, and best serving (I imagine) lower-income populations living in the city. There's much I don't know about the system, but I appreciate the STA taking time to gather input. Thanks!	5/5/2016 10:35 AM
52	\$1.75	5/5/2016 10:15 AM
53	\$2 is not unreasonable for the full fair folks, but discounts should be available for using the smart cards and multi-day passes. Low income and especially paratransit riders cannot handle this kind of increase. You will loose those riders and they will loose independence.	5/4/2016 6:39 PM
54	I work with homeless men. A two-hour bus pass is a MAJOR tool for them to access services. Often they do not access services because they have no way to get there and do not have the \$3.00 to do two 2-hr passes. It is a major line item in my budget to help them. As far as an alternative, what about offering either a sliding fee schedule or using categorical eligibility in another program to justify low cost passes. For example, participation in food stamps, Social Security Supplemental Income (SSI) or Medicaid wherein they would have some proof of their "low-income" to justify giving them a lower cost for the passes. I have literally had clients that spent two days walking just to sign up for food stamps and SSI, just because they couldn't afford the bus passes.	5/4/2016 2:37 PM
55	People who take the bus usually don't own cars, are not driving age or are disabled. The less people driving means less emissions and pollution in the city, which equals better air quality for all city residents. I think they should leave the costs the same and come up with another solution. If the fares are increased there should be one free ride day every month. You have to give to get. People might not mind an increase if there were some incentives.	5/3/2016 1:22 PM
56	no; nothing seems to work out for those of us who are on stagnant income (minimal S.S.)	5/3/2016 10:58 AM
57	They should stay the same.	5/3/2016 10:42 AM
58	Make Farr free increase rider base for 5 years then reevaluate if usage warrants actually charging a fare. Seems system is not serving the community and if ridership increased public would offer greater support. Weekend service is terrible for those employed in mon 9 to 5 jobs.	5/2/2016 6:52 PM
59	Maybe allow donations and increase marketing to encourage 'green' riders	5/2/2016 10:25 AM
60	Yes - I believe that the far for seniors should not be increased. Most seniors are on fixed income and not subject to COL or wage increases that the working individual gets. I also believe that the STA policy of 20% sharing is too high. It is in the city's interest to increase transit ridership. It saves money on street repair and by eliminating vehicles, extends the time needed to implement road alterations to accommodate traffic. It seems perfectly reasonable for the city to fully subsidize transit at the current fare levels. One additional suggestion - increase the 2 hour pass to 3 hours. Unless you are at the filthy and dangerous downtown transit center, or at one of the other TC's, the scheduled time between buses and connections is too long for shopping or appointments to be completed within the 2 hour window.	5/2/2016 12:06 AM
61	I feel more tax dollars should be used to subsidise fares. People that rise the bus are saving our environment and help conserve resorces. They should not pay more for fares. Public transportation should be free or at least low cost.	5/1/2016 12:47 PM
62	Keep passenger fares at current rate.	5/1/2016 11:14 AM
63	I do not, however 60\$ for a month pass is ludicrous. I will just take cabs or walk.	4/30/2016 3:28 PM
64	It would be nice to only have a \$.25 increase instead of \$.50.	4/30/2016 12:17 PM
65	Seek subsidies for disabled and poor seniors.	4/30/2016 11:15 AM
66	no	4/29/2016 8:59 PM
67	If you were to consider the demographic of those whom ride the bus you would see a substantial group of "swing shift " workers who are forced to find other ways to get home, rather than paying for their return trip. Consider the potential of expansion as, not only incentive, but a bid for more business. Instead, as with most politics, increases in fares are our short term solutions not like "us" missing that last bus for our increased wage to debt ratios.	4/29/2016 2:51 PM

Preliminary Fare Increase Proposal

68	Make the bus system better and I'll gladly pay more. If you were to increase the cost and not extend the hours that buses run I would stop riding the bus all together. You have already raised the price on citizens and I've only seen very minor changes made. Some routes only run hour to hour and I find myself stuck at the Plaza for extended periods of times. Also one of my biggest pet peeves is that you always have hundreds of homeless people just sitting inside the Plaza panhandling and selling drugs and it's really deturing for my ridership.	4/29/2016 2:06 PM
69	What about the people who can't afford it and have no other means of vehicle transportation? For some people it's hard enough as it is.	4/29/2016 12:44 PM
70	It said on the proposal to discontinue student passes, does that mean college passes would be discontinued? If so then I think, that is a bad idea, many people who go to the college campuses via STA are on a limited budget and rely on the bus passes to get to and from school.	4/29/2016 8:48 AM
71	The fare increase is reasonable, but STA needs to have better service. The low income workers can't use the bus because the bus run times are not long enough for a low wage worker work day. When working at window products (now cascade windows) I wanted to use the bus to save money but couldn't because my work day started before the buses, the same as when I worked for the county road crew as summer help. Also the wait times, 1/2 an hour between buses makes it really inconvenient. A simple errand run can have 1 1/2 hour in wasted wait time. This is even worse on the weekends. So I hope with the fare increase that better service will be provided.	4/29/2016 7:43 AM
72	The proposed fares are too high. I would not be able to ride the STA busses anymore if it happened, because I would not be able to afford the pass. I think raising the monthly just a dollar or 2 would be reasonable, but the 60.00 a month proposal is way too much!	4/28/2016 10:41 PM
73	I am fortunate to have my company pay for my monthly pass. I see people everyday who struggle to afford anything and a 30% increase for bus fare is very unreasonable. Can you imagine if the price of milk was increased 30% all at once? Insurance companies are vilified if they increase they rates by 10% in a year and your asking for 30%. This is another example of how the poor just keep getting poorer.	4/28/2016 6:37 PM
74	Ma disable senior on a fixed income!	4/28/2016 12:43 PM
75	I use the 31 day pass if the increase occurs it will raise to 60 dollars which is completely ridiculous and stupid maybe 50 dollars is reasonable. I don't think anyone on the board has ever rode the bus because it is obvious that no one on the board cares if people can afford the 31 day pass as long as they can line their pockets with more money.	4/28/2016 12:41 PM
76	with the high cost of everything, raise 25 cents better that fifty cents from 45.00 to 65.00 is too much!!!!!!!!!!!!!!	4/28/2016 11:24 AM
77	Keep the bus fare the same price or I feel like sta is going to lose people	4/28/2016 8:49 AM
78	If you're going to raise the fare, bring back stops or routes to popular buses. Or make the buses more frequent, bring more service back! I'm a full time student with a full time job that barely leaves me anything after I pay my bills. If the fares were raised and no new services were added or services were cut more, people will flip. When STA raised it's fare over the last eight years twice, you've cut out many stops to areas where people need to go work or school such as the #23 Indian Trail bus or the #31 towards Shadle. Don't raise the fare if you're going to cut more services, otherwise STA will be more known as a greedy, money grubber, cheapskate company than you already are!	4/28/2016 8:12 AM
79	Make buses stop letting people on for free! Almost every time I ride with STA there is someone hitching a free ride that I just paid my only money for. I believe a simple \$1 fare would be ideal, for I am a 17 year old without other use of transportation and I barely have the change to get \$1.50/\$3.00 to go to and from places I need to. I understand the price of running buses and all, but we are obviously the people without the option of other rides and without the money. Thank you for your time.	4/27/2016 9:19 PM
80	Have zone system for bus fare. This allows for 2 tier fare system. Encourage businesses to provide rebates with purchases like Macy's use to do it.	4/27/2016 6:52 PM
81	Don't change anything. If you increase the fare then it's just as much as paying gas. People ride to save money and that would cost more.	4/27/2016 2:44 PM
82	I believe this increase in fares is not warranted. The statement made that the cost of running the buses has gone up is false the price per barrel of oil is almost half of what it was in 2011 and inflation has not increased in such significance to raise the price of bus fares. Finally I find it interesting how there is no proposal flyers posted on buses going and coming from Ewu. I'm not sure how it will affect the universities program with STA, but I know included in our tuition for every student at eastern is a bus charge and I'm guessing this new proposal will increase that charge on our tuition which already pays hundreds of thousands of dollars a year to provide this service. Also I know that bus drivers are paid over 20 dollars an hour to drive a route with great benefits; I don't see a reason to raise prices unless you provide more detailed evidence of your claims for raising the price to the public or find other reasons on why the price should be raised. Thank you for allowing the public to partake in this survey.	4/27/2016 1:42 PM
83	no - I think STA is trying to be as responsive as possible to the community. We need funding to ensure our buses can still run on their current routes.	4/27/2016 11:48 AM

Preliminary Fare Increase Proposal

84	No	4/27/2016 11:31 AM
85	I suggest a gas tax increase to subsidize public transport, it should go back down to \$1 fare. Otherwise, stage the increase over a greater time period, fares jumped 50% just a few years back, now a 33% increase is proposed, that's a compounded jump of 100% - NOT REASONABLE. YOU WILL LOSE RIDERS. ESPECIALLY WITH GAS SO CHEAP. I drive and cycle too, but believe the hike will dissuade people from using public transport. Right now it costs me much more to ride the bus to work than to simply drive the 3 miles (\$15/week bus vs \$2/week for gas), this shouldn't be the case. - and "SMART CARD" isn't an available selection in your survey	4/27/2016 8:30 AM
86	Maybe student discounts for \$30. College students are in a financial bind.	4/26/2016 9:28 PM
87	Fare increase and increase tax ballot at the same time is difficult.	4/26/2016 8:03 PM
88	A lot of the people that ride paratransit van are on limited resources and paying \$45 a month is hard if you raise the prices you raise a bigger hardship for these people.. This is the only transportation some people have but it doesn't mean you need to raise fares to the point you make them home bound because they can no longer afford to ride the bus. You will create a lot of problems for a lot of people. I know my self I cant afford the prices now but I'm left with no choice so each month something else go unpaid and risks going to collections because I desperately need the bus. You can't tell me fares really needs to be raised again. Look at who rides now and what you will be loosing in revenue if and when you raise the prices. Back in 2015 you had a record high in people riding he bus. Gas prices have gone down and stayed down. I know it costs money to run the buses however, it really gouges us who are on a limited income. We dont get a cost of living raise like most of the working people do. The prices keep going up and our income doesn't, We are the ones that suffer and we are also the ones that use the buses. A raise at this point is not good. I truely appreciate this service and it would be a shame for it to come to an end for me cause I have no idea what I would do, however I dont have the income to keep paying higher prices. The reduced fares arent really reduced are they. Think about it. thank you and think about what i have said. I would hate to loose my transportation however you are leaving me with no choices it looks like.	4/26/2016 7:57 PM
89	Why are you thinking about increasing the fares? I'm asking because it would be a great idea if the STA would expand the service to Deer Park, Mead, North of Wandermere, etc.	4/26/2016 7:48 PM
90	The individual fare rate increase is reasonable but I think the monthly passes should not increase. Your question about what STA aims for doesn't address what riders have paid vs what they will be paying vs national average as well.	4/26/2016 5:37 PM
91	Should be 100% funded by fares. Tax dollars should not be used for public transportation. Everyone should pay their own way.	4/26/2016 4:02 PM
92	Recommend that STA keep passenger fares as low as possible for patrons of this system and quit planning and forcing transit "growth" just to keep pace with transit companies/agencies that serve other cities/counties! Spokanites love and prefer their own automobiles, and STA needs to accept that and quit forcing greater financial obligations on residents. This is not NYC, where public transit investment is, in fact, necessary!	4/26/2016 2:10 PM
93	Leave it at the same price	4/26/2016 12:41 PM
94	keep the current \$1.50 fare the same, and extend it from a 2-hour pass to at least a 4-hour pass.	4/26/2016 12:25 PM
95	Please consider a small city tax to make riding the bus free for everyone. It will be cheaper to drive a car than ride the bus if the prices are raised this much. The student/ youth summer passes are discontinued as well. Not only is the cost of riding a bus important for my personal transportation, but it's vitally important for the clients I work with who experience poverty and have no access to a car. Is raising the cost to ride the bus vital for the STA to keep running?	4/26/2016 10:31 AM
96	I don't know if I have a different idea, but I am really concerned that it costs more money to ride the bus (of which I am a big fan) than it does for me to drive to work. I am also worried that it will be difficult for those who are low-income or on fixed incomes to manage a dollar a day increase (supposing that they take the bus both ways). I am lucky that my university provides a pass program, because otherwise I don't know if I would be able to afford to take the bus.	4/26/2016 9:57 AM
97	Leave them alone	4/26/2016 9:41 AM
98	just keep it the same homie. six quarters are easy to find laying around the house in a pinch, but eight is a little too much and a low probability of actually getting enough fare.	4/25/2016 7:23 PM
99	Still a huge bargain	4/25/2016 6:36 PM
100	Is it possible to use other resources to make up the remaining percentage like doing fundraisers that doesn't put as much stress on those whose budget is already too stressed..	4/25/2016 4:59 PM
101	To be lower under \$1	4/25/2016 3:33 PM
102	Increase service, increase the fair. I do agree that riders should share 20% of the cost of riding the bus, however your service does not reflect that of a major city who can get away with charging that much. Better your service, and I would be willing to pay more.	4/25/2016 11:26 AM

Preliminary Fare Increase Proposal

103	I think that the challenge is for low income folks that \$2.00 each way is a substantial cost for travel, in some areas that would be more than the cost of driving a car. I think this would have a large impact on low-income families, or families on the margins.	4/25/2016 9:13 AM
104	with gas prices low, I'm currently not saving much by riding the bus, if the price went up it would be cheaper for me to drive than take the bus, also I think charging children the same fare as an adult is too much, I have three children and if I want to take them somewhere using the bus , it costs me \$9.00 round trip and if the fare goes up, \$12.00 for kids is way too much. Thanks You	4/25/2016 8:32 AM
105	If you're gonna increase the fares to being almost as high as King County fares, then extend the service hours. I'd have no problem paying a higher fare if the buses until 1:00AM-2:00AM. It'd be a cheaper and safer option for movie goers and people that go out late. My coworkers and I tend to work until midnight to 1:00AM. Cab fare is expensive. I've spent \$40 on a cab trying to get home.	4/25/2016 8:26 AM
106	\$1.75 per two hour pass, \$51 for a 30-day pass	4/24/2016 5:32 PM
107	Keep the 2 hour pass at \$1.50, implement a new \$2.50 pass which allows 4 hours of ride time	4/24/2016 8:13 AM
108	No	4/23/2016 12:17 PM
109	Don't need to fix any current bus plaza's, just use the increase to run a later schedule on Sunday's	4/23/2016 10:58 AM
110	I do not, I don't have enough information and knowledge of this subject at this time.	4/22/2016 6:47 PM
111	Make them cheaper. The \$2 for 2 hour pass is unacceptable. If you spend \$1.50 for 2 way, you're saving .50 for another ride. Saving people money should be the most important thing.	4/22/2016 5:55 PM
112	STA last raised the fare due to rising fuel costs. fuel is half the cost today compared to the last fare hike. this proposed rate increase is unwarranted. STA could save money by hiring more part time drivers then having seasoned drivers work 10-20 hrs of OT like they do now. Part-timers are not subject to health insurance so the company would save right there	4/22/2016 5:07 PM
113	I dont know, but I can hardly afford the monthly pass as it is, and if it were to increase to 60 dollars I would probably have to stop riding the bus.	4/22/2016 2:52 PM
114	DO NOT DISCONTINUE THE YOUTH DISCOUNT PASSES. WHAT'S THE MATTER WITH YOU? GET KIDS USED TO TAKING THE BUS SO THEY'LL FEEL MORE COMFORTABLE WITH IT WHEN THEY'RE OLDER. YOU WANT THEM BUYING CARS? BUS RIDERSHIP FOR YOUTH SHOULD BE INCENTIVISED.	4/22/2016 1:57 PM
115	Offer a low income fare for people receiving public assistance such as food stamps. Some places like Seattle have a higher fare (\$2.75) but they have what is called a lift fare that is a reduced (\$1.50). This would make people such as myself able to rely on public transportation more often than if the increase were to go through.	4/22/2016 1:15 AM
116	Pre-pay/reusable hard plastic pass. It might be helpful for those on lower incomes to have money automatically transferred to their cards from paychecks or government allowances.	4/21/2016 11:26 PM
117	I think it would be okay to up passes but not to discontinue student pass options.	4/21/2016 4:21 PM
118	I think changing the fare to \$2.00 a ride is unreasonable. In seattle the bus fare is \$1.75 with much more convenient service for its riders.	4/21/2016 1:42 PM
119	Better public funding, though that's apparently beyond anyones control on this earth	4/21/2016 10:57 AM
120	Hello, I'm all for periodic fare increases, I was just thinking about extending the 2-hour pass window to possibly 2.5 hours. Most people see a fare increase and don't see anything else change, so an increase of 30min on a standard fare would let them feel they are getting more as they are paying more. Thank you	4/21/2016 8:40 AM
121	That is a 33% increase! Kind of large, especially for people that have to ride the bus. I am disabled and unemployed. It will make it very hard!	4/20/2016 6:38 PM
122	Just keep it as is...or lower monthly passes please. Sometimes you only need to go a small distance. .one.of which is not worth spending \$2 i could use towards something else.	4/20/2016 6:30 PM
123	A 50 cent increase in the fare would greatly impact a large population who utilize the bus system. I am concerned the adjustment would make riding the bus impossible for those with low and fixed income. If the goal is to limit the number of indigent individuals riding the bus, then this would be the way to go.	4/20/2016 5:52 PM
124	Free ride zone; Boone to 3rd and Monroe to Hamilton	4/20/2016 5:49 PM
125	75 cents to a dollar is reasonable but it's hard enough for families to scrap up 1.50 let alone another .50 cents on top of that how about the executive take a pay cut instead of trieng to drain more out of the citizens of spokane	4/20/2016 1:31 PM

Preliminary Fare Increase Proposal

126	People ride the bus because they can't afford to get a car or to save on gas. Putting it to 2\$ people might as well pay a friend or just use their car and put that 2\$ in a gas tank. STA already makes enough money as is. You should keep it at 1.50 or lower it to 1\$ making it easier for people to be able yo afford getting around. Oh and the whole adult and youth bus passes? You have to be kidding me about those. You should just have a bus pass for regular People and then reduced fair.	4/20/2016 12:51 PM
127	Keep it the same.	4/20/2016 12:27 PM
128	Lower the fair a little. Think of the people who have low income	4/19/2016 4:56 PM
129	Yes children should not be full price and if you increase fares the 31 day passes which are already a poor value should not increase. Right now passes Dont save any money for anyone that doesnt ride it six days a week twice a day	4/19/2016 4:41 PM
130	.50 is too large of an increase. With continued issues regarding the Plaza being unsafe, routes being changed and canceled, I'd rather use Uber or a cab. My bus only takes 10 minutes to get downtown, and there are often detours. You can't pass these expenses on to those of us who can't afford cars, don't drive, and are generally below the poverty level. This is coming from someone who's used STA for almost 30 years. Put security guards on the busses, or sell that abomination of a Plaza. It's ruined business downtown, and created a criminal element that didn't exist before it was built.	4/19/2016 3:22 PM
131	Start with \$1.75 to see how it works but I personally would prefer to keep it the same as some people can't always afford even the \$1.50 as it currently is	4/19/2016 2:24 PM
132	Leave it alone or put it back to a buck	4/19/2016 2:15 PM
133	I wouldn't mind paying the extra .50 cents if it actually went into the plaza. It's always been such a depressing place. I know there are artists who will lend their hand in livening up the place and making it more inspirational. It's not a fun place to wait. It's such a beautiful facility. Sad to say it's not being displayed at it's fullest potential	4/19/2016 2:11 PM
134	I don't mind paying \$2.00. What sucks is when bus drivers let other people get on the bus because of certain reasons by passengers - they forget or lost their buss pass, they didn't get paid yet, and all the other excuses. This also includes when a bus driver goes on a break and leaves the door open, some people just get on the bus without paying or swiping their card. This has to stop! If I'm paying extra, others should too!	4/19/2016 2:00 PM
135	Don't increase them since they aren't convenient. If busses came more often and ran through more areas then it could be a different story. Many stops are a long ways apart, hard to get to and totally inconvenient. If the bus ran more often through more areas and if people didn't have to constantly fight to keep certain routes running then more people would ride the bus. If more people rode the bus then enough money would come in to run them and therefore no increase in fare would have to be made. In short term it might cost more to initiate, but in the long run it would help STA's public transportation to flourish.	4/19/2016 1:32 PM
136	I cannot imagine that increasing regular fare month pass by \$15 and reduced fare month pass by \$7.50 is a reasonable cost to riders.	4/19/2016 10:57 AM
137	Sure, for a two hour pass 2.00 is a reasonable price. But if you are planning on changing the monthly pass price to 40.00 for a youth, that is unreasonable. People who ride the bus are doing so because they need cheap transportation. Most people ride the bus to school or work, and in my opinion, the availability, reliability, and convenience of the system as it is now does not deserve an increase in fare.	4/19/2016 10:38 AM
138	I just want to know if it will affect the relationship between EWU and the STA; having tuition price increase because of the bus fare increase could damage many students who don't use the bus.	4/19/2016 9:24 AM
139	Improve bus service on weekdays & weekends before raising rates	4/19/2016 8:31 AM
140	Charge an optional, once-yearly fee of 40-60 to get a 'rider's permit' type of thing where riders will be interviewed, licensed to ride, and given info on rider policies. If riders display a rider permit card, they pay 1.50, if not they pay 2.00.	4/19/2016 7:43 AM
141	1) service has to be better to warrant the increase 2) reduced commuter passes that are for those who ride to work, like student passes 3) this doesn't mention the fare increase of a monthly pass	4/19/2016 7:14 AM
142	I can afford to pay \$2 for the few times a month I ride the bus. People who have to count on it for all their transportation likely cannot. I serve people with developmental disabilities at work and this would hit them extremely hard. I know Paratransit services are expensive to provide, but honestly, the quality of service we deal with isn't compensatory with the service we receive now. A raise would be extremely harmful to their person budgets, but it would also be a slap in the face to those who have to deal with early or late paratransit buses, impatient drivers who don't even look for the person meeting their rider before they call and start a series of upset calls about missed connections, etc.	4/12/2016 11:03 AM

Preliminary Fare Increase Proposal

143	Offer graduating fee savings...daily vs weekly vs monthly. Give more options for paying the fee also: online, mobile, etc. Offer savings to those using loaded value card vs cash.	4/10/2016 3:04 PM
144	Stair Stepping? Start off at \$1.75? Then progressively move to \$2.00? I think this will be a better option, then jumping to \$2.00 right away.	4/8/2016 10:39 AM
145	STA is awesome, especially their communications department!	3/31/2016 4:36 PM

C5 – PUBLIC HEARING PRESENTATION

**Item 5B : Draft Recommendation Fare (Tariff)
Policy (Public Hearing at the June 16,
2016 Board Meeting)**

Purpose: Public Hearing

Fare Analysis Timeline

- December 2015 Staff presents calendar
- February 2016 PMER/Board reviews Preliminary Proposal and approves Public Outreach Plan
- March – May 2016 Public Outreach on Preliminary Proposal
- June 2016 Draft Recommendation to PMER
- June 2016 Public Hearing on Draft Recommendation
- July 2016 Final Recommendation for Board Decision
- August 2016–June 2017 Communicate Changes
- July 1, 2017 Potential Effective Date of Changes

Public Outreach

- 20 Community Presentations
- 5 Open House Booth Events
- 18 Paratransit Specific Outreaches
- On Line Survey
- Rider Information Posted
- Key Large Purchasers Contacted
- Compliance with Title VI Requirements

Preliminary Proposed Fare Structure

Category	Current Fare as of 2012	Preliminary Proposal 7/1/2017
Adult		
Cash Fare	\$1.50	\$2.00
2-Hour Pass	\$1.50	\$2.00
Day Pass	\$3.50	\$4.00
31-Day Rolling Pass	\$45.00	\$60.00
<u>City Ticket (Shuttle Service)</u>	\$30.00	\$40.00
-		
<u>7-Day Rolling (New)</u>		\$17.00
<u>4-Day Rolling (New)</u>		\$12.00
Reduced Fare		
Cash Fare	\$0.75	\$1.00
2-Hour Pass	\$0.75	\$1.00
31-Day Rolling Pass	\$22.50	\$30.00
<u>Student Pass</u>	\$37.00	Discontinue
Youth		
Cash Fare	\$1.50	\$2.00
Day Pass	\$3.50	\$4.00
31-Day Rolling Pass	\$30.00	\$40.00
Youth Summer	\$45.00	Discontinue
<u>Paratransit</u>		
Cash Fare	\$1.50	\$2.00
PT One Ride	\$1.50	\$2.00
Monthly Pass	\$45.00	\$60.00

Outreach Comments/Response

- What we heard...
 - A 20% farebox return objective is reasonable
 - Appreciate having no fare increases for 5 years
 - Too big of a jump all at once – especially for 31-Day and Monthly Passes
- How we responded...
 - Phase-in Increase in two steps:
 - 31-Day and Monthly Passes smaller increment in 1st step

Outreach Comments/Responses

- What we heard...
 - 7-Day Rolling Pass was a good idea
 - 4-Day Rolling Pass had some support but many surmised that it might not be well used
 - Sales locations
 - Additional fare media
- How we responded...
 - Introduce only the 7-Day Pass

Outreach Comments/Responses

- What we heard...
 - Student Pass program is important although much smaller population using it
- How we responded...
 - Retain Student Pass program

Outreach Comments/Responses

- What we heard...
 - Summer Youth Pass is still attractive to some
- How we responded...
 - We will monitor sales again this summer; tentatively retain plan to cancel

Outreach Comments/Responses

- What we heard...
 - Any increase in fares is very difficult to manage for those with extremely low income
- How we responded...
 - Phase-in the increase
 - Use time to collaborate with Health and Human Services providers and individual stakeholders to find comprehensive solutions
 - Key group of stakeholders participated in a workshop with STA

Draft Recommended Fare Structure

Category	Current Fare as of 2012	Preliminary Proposal 7/1/2017	Draft Recommendation 7/1/2017	7/1/2018
<u>Adult</u>				
Cash Fare	\$1.50	\$2.00	\$1.75	\$2.00
2-Hour Pass	\$1.50	\$2.00	\$1.75	\$2.00
Day Pass	\$3.50	\$4.00	\$4.00	\$4.00
31-Day Rolling Pass	\$45.00	\$60.00	\$50.00	\$60.00
<u>City Ticket (Shuttle Service)</u>	\$30.00	\$40.00	\$35.00	\$40.00
-				
<u>7-Day Rolling (New)</u>		\$17.00	\$15.00	\$17.00
<u>4-Day Rolling (New)</u>		\$12.00	N/A	N/A
<u>Reduced Fare</u>				
Cash Fare	\$0.75	\$1.00	\$0.75	\$1.00
2-Hour Pass	\$0.75	\$1.00	\$0.75	\$1.00
31-Day Rolling Pass	\$22.50	\$30.00	\$25.00	\$30.00
<u>Student Pass</u>	\$37.00	Discontinue	\$42.00	\$52.00
<u>Youth</u>				
Cash Fare	\$1.50	\$2.00	\$1.75	\$2.00
Day Pass	\$3.50	\$4.00	\$4.00	\$4.00
31-Day Rolling Pass	\$30.00	\$40.00	\$35.00	\$40.00
Youth Summer	\$45.00	Discontinue	Discontinue	Discontinue
<u>Paratransit</u>				
Cash Fare	\$1.50	\$2.00	\$1.75	\$2.00
PT One Ride	\$1.50	\$2.00	\$1.75	\$2.00
Monthly Pass	\$45.00	\$60.00	\$50.00	\$60.00

SPOKANE TRANSIT AUTHORITY
BOARD OPERATIONS COMMITTEE MEETING OF

July 13, 2016

AGENDA ITEM 9: APPROVAL FOR BOARD MEMBER TRAVEL TO APTA ANNUAL MEETING

REFERRAL COMMITTEE: N/A

SUBMITTED BY: E. Susan Meyer, Chief Executive Officer

SUMMARY: STA Bylaws require Board approval for Board member travel.

The American Public Transportation Association (APTA) is holding its 2016 Annual Meeting in Los Angeles, California, September 11-14.

Board members Al French, Amber Waldref and Tom Trulove would like to attend.

The approximate cost per person is \$3,000 which is budgeted in the 2016 Board travel.

RECOMMENDATION TO COMMITTEE: Recommend approval for travel for Mr. French, Ms. Waldref and Mr. Trulove to attend the APTA Annual Meeting in Los Angeles, California.

COMMITTEE ACTION:

RECOMMENDATION TO BOARD:

FINAL REVIEW FOR BOARD BY:

Division Head _____ Chief Executive Officer _____ Legal Counsel _____

SPOKANE TRANSIT AUTHORITY
BOARD OPERATIONS COMMITTEE MEETING OF

July 13, 2016

AGENDA ITEM 10: CENTRAL CITY LINE SCHEDULE UPDATE

REFERRAL COMMITTEE: N/A

SUBMITTED BY: Karl Otterstrom, Director of Planning

SUMMARY: Staff will provide a brief update on the Central City Line.

RECOMMENDATION TO COMMITTEE: N/A

FINAL REVIEW FOR BOARD BY:

Division Head _____ Chief Executive Officer _____ Legal Counsel _____

**SPOKANE TRANSIT AUTHORITY
BOARD OPERATIONS COMMITTEE MEETING OF**

July 13, 2016

AGENDA ITEM 11: NEW SERVICE AND POLICY CONSIDERATIONS

REFERRAL COMMITTEE: Planning & Development (*Waldref*)

SUBMITTED BY: Karl Otterstrom, Director of Planning

SUMMARY:

In response to Board member comments at the May 19, 2016 Board meeting, this item was placed on the June 1, 2016 Planning & Development Committee meeting agenda to address members' interest in new service and policy considerations. Due to time constraints, members briefly discussed the context of the request and, through a motion, directed staff to provide the following information for Board and Committee consideration for further discussion:

- A list of policy issues brought forward by Mayor Peterson that can be addressed during the Comprehensive Plan update next year.
- The process by which new service and routes can be considered through the annual public process of developing the Transit Development Plan.
- For context, a list of proposed service improvements and routes that have been generated by public input (including the service improvements Commissioner O'Quinn and Mayor Peterson mentioned at the last board meeting).

At the pleasure of the Board, staff can briefly present on the planning and implementation framework currently in place to respond to customer input, operational requirements and the Board's strategic direction in a productive fashion. Additionally, staff has prepared the following attachments to respond to the motion from the Planning and Development Committee:

- The policy and service issues broached at the May 2016 board meeting with associated suggestions for how the input can be addressed in upcoming plan updates
- A copy of memos 1.01 and 1.05 from the STA Moving Forward planning process, as well as the board resolution, that identify the focus of Phase II of said planning process
- Staff reports from the February 2016 and June 2016 Performance Monitoring and External Relations Committee reporting out recent public input on service design.

RECOMMENDATION TO COMMITTEE: Discussion.

FINAL REVIEW FOR BOARD BY:

Division Head _____

Chief Executive Officer _____

Legal Counsel _____

To address in the upcoming update to the Comprehensive Plan (Connect Spokane)	To be considered for the Service Implementation Plan covering 2018-2020 (developed Spring 2017)
<ul style="list-style-type: none"> • Embrace the driverless car, van and bus in the 2040 plan (Regional Context Chapter) • Embrace Uber and Zip Car in the transportation mix (Regional Context and Rideshare Element) • Define correct capacity to ridership and sizing buses appropriately (Annex 1 – Fixed Route Performance Standards) • Increase fares to support continued growth rather than use tax dollars (Revenue and Fares Element) • Provide timely route changes due to increase or decrease in demand by passengers and communities (Annex 1 – Fixed Route Performance Standards) • Size park and ride to right locations in areas of need (System Infrastructure Element) • Establish vanpools using electric car models within five years (Rideshare Element) • Break down the electric bus vs. carbon bus to size and cost per ride to ensure return on investment (Sustainability Element) • We are partnering with others to the greatest extent possible with the transportation plan for the new 21st Century (Regional Transportation and Land Use Coordination Element) • Established ridership goals should address management accountability (Monitoring and Improvement Element, Annex 1: Fixed Route Performance Standards) • Ensure market ridership goals in our two largest classes (education and business) are being met (Fixed Route Element, Annex 1: Fixed Route Performance Standards) 	<ul style="list-style-type: none"> • Review requests for service that were screened out in Phase 1 & 2 of the previous prioritization process that created STAMIF • Specific recent requests (May 2016 Board Meeting): <ul style="list-style-type: none"> • Introduce new service to the SNAP housing on Upriver Drive east of Havana Street • Introduce new service to the Northwood neighborhood along Argonne Road • Airport bus service and ridership must be established between our western cities including Medical Lake, Airway Heights and Cheney

SPOKANE TRANSIT AUTHORITY
BOARD OPERATIONS COMMITTEE MEETING OF

July 13, 2016

AGENDA ITEM 12: BOARD OF DIRECTORS AGENDA JULY 21, 2016 –
CORRECTIONS AND/OR APPROVAL

REFERRAL COMMITTEE: N/A

SUBMITTED BY: E. Susan Meyer, CEO

SUMMARY: The Board of Directors agenda for the July 21, 2016 meeting is attached for your information, correction and/or approval.

RECOMMENDATION TO COMMITTEE: Corrections and / or approval

FINAL REVIEW FOR BOARD BY:

Division Head _____ Chief Executive Officer _____ Legal Counsel _____

Spokane Transit Authority
1230 West Boone Avenue
Spokane, WA 99201-2686
(509) 325-6000

BOARD MEETING

Thursday, July 21, 2016 at 1:30 p.m.
STA Boardroom
1229 West Boone Avenue, Spokane, Washington

DRAFT AGENDA

Estimated meeting time: 70 minutes

1. Call to Order and Roll Call
2. Approve Board Agenda *(Al French)*
3. Public Expressions
4. Recognitions and Presentations: *5 minutes*
 - A. John Biallas, Foreman – Retirement *(Steve Blaska)*
 - B. Second Quarter 2016 Years of Service Awards *(Steve Doolittle)*
 - C. Second Quarter 2016 Employee Recognition Winners *(Steve Doolittle)*
5. Board Action – Consent Agenda: *5 minutes*
 - A. Minutes of June 16, 2016, Board Meeting – Corrections/Approval
 - B. June 2016 Vouchers *(Lynda Warren)*
 - C. Disadvantaged Business Enterprise (DBE) Program & Goal for Federal Fiscal Years (FFY) 2017, 2018 and 2019 *(Lynda Warren)*
 - D. Approval for Board Member Travel to APTA Annual Meeting *(Al French/E. Susan Meyer)*
6. Board Action – Committee Recommendations: *30 minutes*

Board Operations Committee

 - A. 2016 Transit Development Plan – Resolution *(Al French/Karl Otterstrom)*
 - B. Final Recommendation Fare (Tariff) Policy – Resolution *(Al French/Lynda Warren)*
7. Board Action – Other: *None*
8. Board Operations Committee: *20 minutes*
 - A. Chair Report *(Al French)*
 - i. 2015 State Audit
 - ii. New Service & Policy Considerations *(from June 16, 2016 Board meeting)*
9. Planning & Development Committee:
 - A. Chair Report – None *(meeting cancelled)*
10. Performance Monitoring & External Relations Committee:
 - A. Chair Report – None *(meeting cancelled)*
11. CEO Report: *10 minutes*

12. Board Information: *No action or discussion*
 - A. Committee Minutes
 - B. May 2016 Financial Results Summary (*Lynda Warren*)
 - C. June 2016 Sales Tax Summary (*Lynda Warren*)
 - D. May 2016 Operating Indicators (*Steve Blaska*)
 - E. 2015 Annual Route Report (*Karl Otterstrom*)
13. New Business
14. Board Members' Expressions
15. Executive Session (*Workland Witherspoon*) *None*
16. Adjourn

Cable 5 Broadcast Dates and Times of July 21, 2016 Board Meeting:

Saturday, July 23, 2016	4:00 p.m.
Monday, July 25, 2016	10:00 a.m.
Tuesday, July 26, 2016	8:00 p.m.

Next Committee Meetings (STA Conference Rooms, West Boone Avenue, Spokane, Washington):

Planning & Development	Sept 7, 2016, 10:00 a.m. (Southside) 1229 West Boone
Performance Monitoring & External Relations	Sept 7, 2016, 1:30 p.m. (Southside) 1229 West Boone
Board Operations	Sept 14, 2016, 1:30 p.m. (Northside) 1230 West Boone

Next Board Meeting: Thursday, **September 22, 2016, 1:30 p.m.**, STA Boardroom, 1229 West Boone Avenue, Spokane, Washington. *Note: 4th Thursday of the month.*

NOTE: No Board or Committee Meetings are scheduled for August

Agendas of regular Committee and Board meetings are posted the Friday afternoon preceding each meeting on STA's website: www.spokanetransit.com. A video of the Board meeting may be viewed on the website the day after the meeting. Discussions concerning matters to be brought to the Board are held in Committee meetings. The public is welcome to attend and participate. Anyone wishing to address the Board of Directors on a specific subject at a Board meeting may do so by submitting written comments to the STA Chair of the Board (1230 West Boone Avenue, Spokane, WA 99201-2686) 24 hours prior to the Board meeting. Mail addressed to the Board of Directors will be distributed by STA at its next meeting. Mail addressed to a named Board Member will be forwarded to the Board Member, unopened. Spokane Transit assures nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964. For more information, see www.spokanetransit.com. Upon request, alternative formats of this information will be produced for people who are disabled. The meeting facility is accessible for people using wheelchairs. For other accommodations, please call 325-6094 (TTY Relay 711) at least forty-eight (48) hours in advance.

SPOKANE TRANSIT AUTHORITY
BOARD OPERATIONS COMMITTEE MEETING OF

July 13, 2016

AGENDA ITEM 13: CEO REPORT

REFERRAL COMMITTEE: N/A

SUBMITTED BY: N/A

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

RECOMMENDATION TO COMMITTEE: N/A

FINAL REVIEW FOR BOARD BY:

Division Head _____ Chief Executive Officer _____ Legal Counsel _____

14.

EXECUTIVE SESSION

At this time, the STA Board Operations Committee will adjourn to an executive session for the purpose of:

1. Considering the selection of a site, the acquisition of real estate by lease or purchase, or the sale of real estate when public knowledge regarding such consideration would cause a likelihood of increased or decreased price.

The STA Operations Committee will reconvene in open session at approximately ____ p.m. If it becomes necessary to extend the executive session, a member of the staff will return to announce the time at which the Committee will reconvene.

If any action is to be taken as a result of discussions in the executive session, that action will occur at the open public session.

Estimated time - 10 minutes