

AMENDED
2025 BUDGET



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INTRODUCTION

Agency Overview

The Spokane Transit Authority (STA) is a Public Transportation Benefit Area (PTBA) organized and operating under the Revised Code of Washington (RCW) Chapter 36.57A, as a municipal corporation in the State of Washington. STA provides public transportation services within its boundaries which extend to roughly 248 square miles. The State of Washington Office of Financial Management estimates that 475,470 people were living within the PTBA in 2024. STA services include:

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

The organization currently employs nearly 735 people.

Governance and Organization

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).

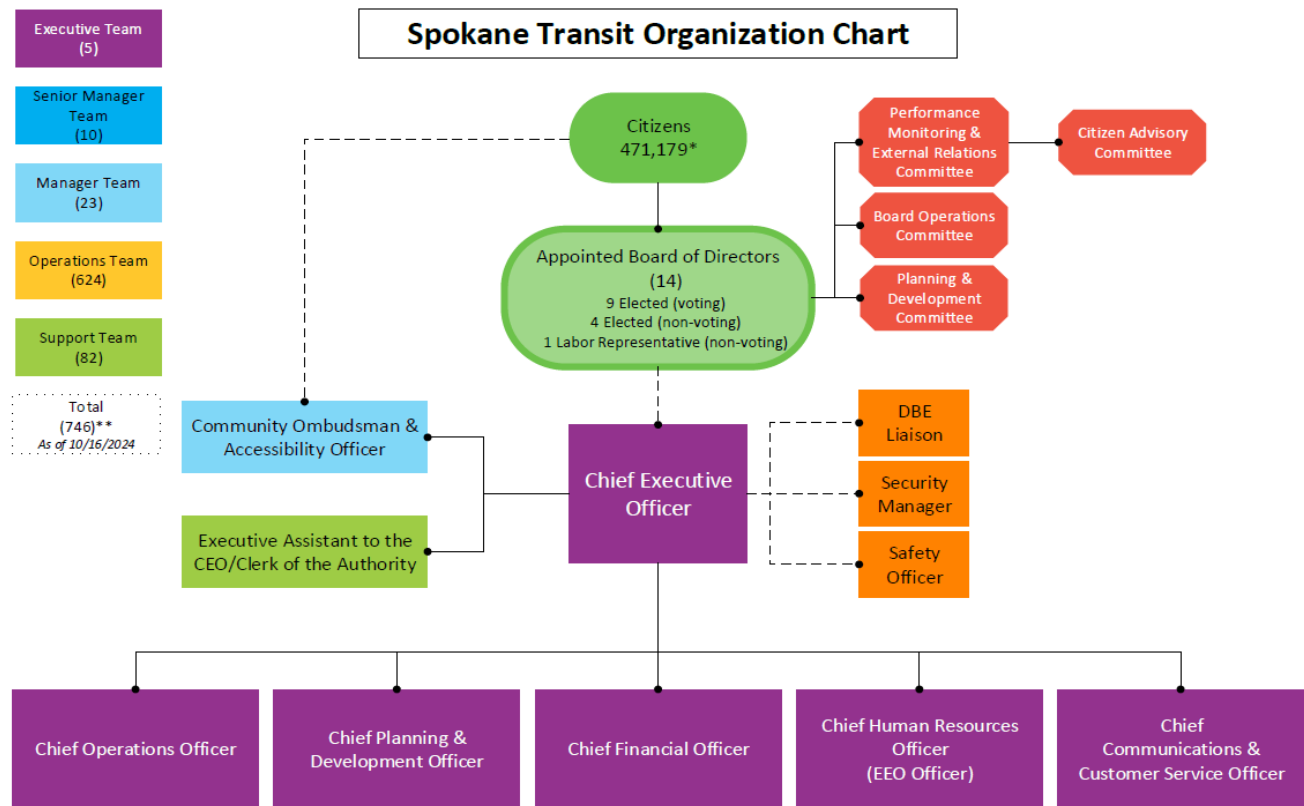
The STA Board is composed of nine voting members who are elected officials appointed by the jurisdictions in the PTBA. Jurisdictions include the cities of Airway Heights, Cheney, Medical Lake, Millwood, Liberty Lake, Spokane, and Spokane Valley as well as Spokane County. Additionally, there are four non-voting elected officials from area small cities, and one non-voting representative of labor unions, for a total of 14 Board members. The current make-up of the Board is shown in the following table.

2024 Board of Directors

Name	Jurisdiction
Commissioner Al French, Chair	Spokane County
Mayor Pamela Haley, Chair <i>Pro Tem</i>	City of Spokane Valley
Commissioner Josh Kerns	Spokane County
Deputy Mayor Tim Hattenburg	City of Spokane Valley
Council President Betsy Wilkerson	City of Spokane
Council Member Zack Zappone	City of Spokane
Council Member Paul Dillon	City of Spokane
Council Member Kitty Klitzke	City of Spokane
Council Member Dan Dunne	City of Liberty Lake
Mayor Chris Grover	City of Cheney (Ex-Officio)
Council Member Lance Speirs	City of Medical Lake (Ex-Officio)
Council Member Dan Sander	City of Millwood (Ex-Officio)
Council Member Hank Bynaker	City of Airway Heights (Ex-Officio)
Ms. Rhonda Bowers	Labor Representative (non-voting)

Spokane Transit Organizational Chart

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



10/18/2024

*Source: OFM 2023

**Based on total active employees.

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Vision, Mission & Organizational Priorities

STA strives to encourage increased ridership while providing high quality, convenient and reasonably priced services by living by its Vision and embodying its Mission every day in everything it does. The Organizational Priorities convey STA's key tenets in upholding its promise to its riders, employees and the broader community it serves.

Vision

Connecting everyone to opportunity

Mission

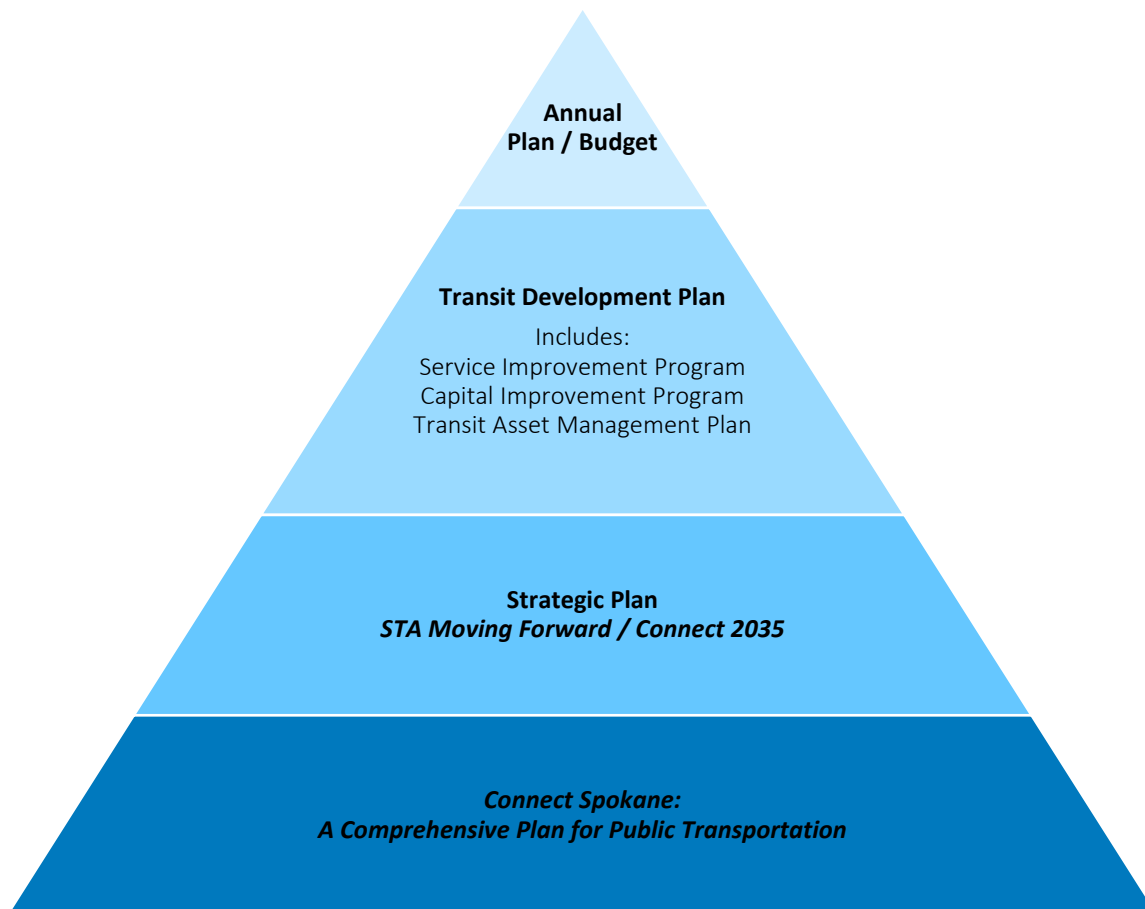
We provide safe, inclusive, convenient, and efficient public transportation services to Spokane area communities. We are leaders in transportation and a valued partner in the region's social fabric, economic infrastructure, and quality of life.

STA Organizational Priorities

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

STA Planning Framework

STA's strategies, plans and actions are anchored in a framework which includes a series of documents which range in scope and time horizons beginning with its comprehensive plan, *Connect Spokane*, the core long-range planning and policy-setting document for the Agency. The next level in the framework is comprised of strategic planning, with STA in the late delivery stage of its current 10-year plan, *STA Moving Forward*, and in the development stage of its next 10-year plan, *Connect 2035*. The six-year Transit Development Plan (TDP), a state-required annual report, provides mid-range guidance, over a six-year period, about the deliverables for the Agency from a service and capital perspective. Lastly, the Annual Plan and Budget, the focus of this report, encapsulates the one-year efforts STA will undertake. Depicted in the following pyramid is the hierarchy of those plans to guide STA as it architects its future.



2025 Action Plan

The 2025 Action Plan links STA's vision, mission and priorities to actions and activities which the Agency will undertake in 2025, bound together by a definition of organizational success. It reflects the ninth year of implementation of the *STA Moving Forward* plan, while launching implementation of STA's new strategic plan, *Connect 2035*, envisioned to guide investments and strategic actions through 2035.

The actions and activities for 2025 are centered around the strategic goals defined and adopted in the foundation of the *Connect 2035* strategic plan to create alignment as the Agency begins the transition to its next future milestone in 2035.

Action 1: Elevate the customer experience.

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

- **Pilot a safety ambassador program** – This initiative was identified in *Connect 2035* strategic planning and is included in the 2025 budget. Trained personnel are envisioned to regularly engage with customers throughout the Fixed Route bus system, providing information and a safe environment for riders and employees. This initiative is aimed at providing more “eyes on the streets” to deter undesirable behavior and enhance journeys for customers.
- **Sprague Line** – STA launched Route 9 Sprague in September 2024, refreshing the longstanding frequent service in the corridor as a High-Performance Transit corridor. Additional stop improvements will be made in 2025, subject to property easements and acquisitions.
- **I-90/Valley Corridor** – Interstate 90 represents a major east-west axis for regional trip-making. In late 2025, STA will launch Route 7, the numbering of a High-Performance Transit route between Spokane Airport and Liberty Lake, serving downtown Spokane and the expanded Mirabeau Transit Center. Key stops along the corridor will see improvements. A future station along this corridor is Argonne Station Park and Ride. Design is expected to progress during 2025 to enable construction to begin the following year.
- **Division Street BRT** – Division Street Bus Rapid Transit is a crucial project complementary to the North Spokane Corridor and supportive of continued transit effectiveness and community vitality in north Spokane. STA has secured state, federal, and local funding to begin Project Development. STA expects to begin 60% design in 2025, while also submitting the project for a Small Starts project rating from the Federal Transit Administration, a key milestone in preparing for a future Capital Investment Grant (CIG) award.
- **Expand adoption of the Connect card and introduce enhancements** – STA will continue to create new partnerships with groups who will benefit from transit access and expand opportunities for youth to take advantage of the state-supported zero-fare program by expanding access through school districts, libraries, and other venues where youth interact. Enhancements, such as website customizations to improve useability and data collection for STA specific programs, will be developed as needed to provide the best possible experience for transit riders.
- **Other Connect 2035 Initiatives** – The STA Board of Directors will adopt the full *Connect 2035* strategic plan before the conclusion of 2024. Several initiatives oriented toward the customer experience are likely to take place or begin in 2025.

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

STA operates in its region's ecosystem, delivering transportation options for community members. Creating strong partnerships will ensure that the Agency makes informed choices, through collaboration, that benefit everyone and contribute to the vibrancy and sustainability of this region now and in the future. The Agency will focus its efforts to support this second goal in 2025 through the following undertakings:

- **Partner in planning, developing, and implementing regional transportation and land use decisions** – STA's investments in High Performance Transit and Bus Rapid Transit (BRT) are shifting the land economics and investment decisions around these corridors. A broad group of stakeholders including elected officials, investors, developers, city staff, and riders are realizing the benefit of the high-quality, frequent, and predictable service that the Agency provides. STA strives to facilitate increased private and public investment in corridors served by High Performance Transit and around key transit stations and facilities. In 2025, STA will accomplish this through continued engagement with these stakeholders in updates to the Urban Growth Area (UGA) as well as in the development of the regional transportation plan, Horizon 2050, in addition to other local comprehensive planning efforts. In addition, STA will make the case for residential and employment- growth near its service by identifying and selecting a suitable location to begin a pilot Transit-Oriented Development project in 2025.
- **Implement Pilot of the Transit Oriented Development (TOD) Program** – STA will be launching a new TOD program in 2025, incentivizing partner jurisdictions to plan for increased densities and improved walkability surrounding HPT corridors and important transit nodes. The program is an initial pilot supported with funding identified by Board Resolution 790-21 adopted in December 2021, but may be continued as part of *Connect 2035*. Anticipated outcomes in 2025 include identifying areas of emphasis across the region to communicate relative priority for future TOD; releasing funding opportunities for selecting projects for technical assistance and station-area planning grants; and, evaluating STA-owned sites for potential TOD investments in the future.
- **Expand outreach to community partners, especially civic and community-based organizations, and local governments to collaborate with STA on key efforts including an update to its Title VI Program** – Throughout 2024, STA ramped up engagement within the region to gather feedback on various planning endeavors, such as the updates to *Connect Spokane* and the continued development of *Connect 2035* strategic plan. Continued progress in building relationships of trust is important for expanding the number of constructive conversations about transit along with other service improvements and projects being considered to ensure that underrepresented voices are being solicited, listened to, and reflected across these plans and efforts.
- **Other Connect 2035 Initiatives** – The STA Board of Directors will adopt the full *Connect 2035* strategic plan before the conclusion of 2024. Several initiatives oriented toward community collaboration are likely to take place or begin in 2025.

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

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

- **Advance the Facilities Master Plan toward preliminary siting and design** – The Facilities Master Plan will address future system-wide requirements for STA's maintenance, operations, and administration facilities. It is anticipated to identify requirements that are beyond STA's current capital program and will support strategic actions, such as zero-emission fleets and growing service to the region. During the first half of 2025, the first phase of planning work will be completed, and is expected to detail the requirements and opportunity for a future "clean energy campus." A second phase of the Facilities Master Plan will commence by the second half of 2025, which will advance preliminary design of one or more facilities at specific sites, preparatory to completing environmental review and final design.
- **Implement STA's fleet replacement plan, including additional charging infrastructure, while preparing for the next steps in transitioning of the fleet toward zero emission vehicles in the future** – In 2025, STA will design additional on-route charging stations for construction and installation to support expanded daily use of the existing battery electric bus (BEB) fleet, for supporting BEB use primarily on routes 9 Sprague and 25 Division serving Spokane, Spokane Valley, and Spokane County.
- **Training and Development** – Adapting to the needs of the future will be critical. STA will invest in its team members by developing and delivering comprehensive programs which will impart the skills and training required to respond to and anticipate these evolving needs.
- **Other Connect 2035 Initiatives** – The STA Board of Directors will adopt the full *Connect 2035* strategic plan before the conclusion of 2024. Several initiatives oriented toward strengthening the agency's capacity may begin in 2025.



2025 BUDGET

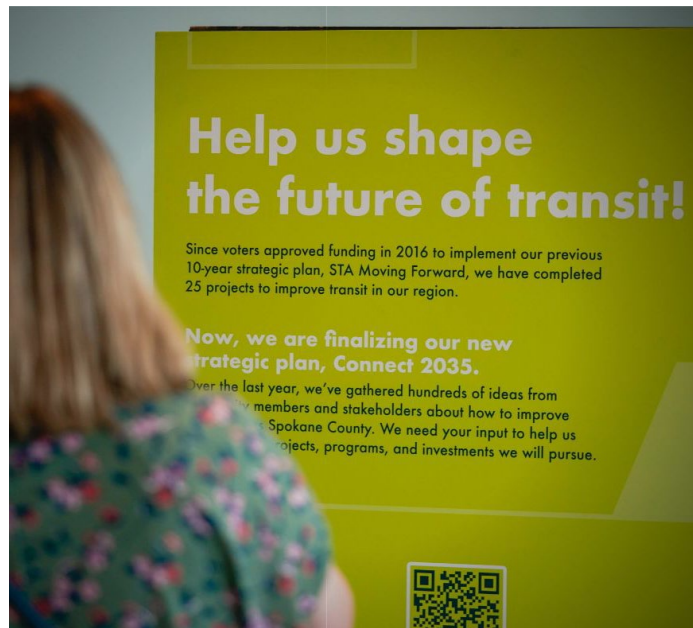
Executive Overview

The current year (2024) has been a year marked with key milestones for STA. Ridership is on track to meet or exceed targets for 2024 bringing STA back to pre-COVID ridership levels. Progress on key projects has continued, including fulfilling the commitment of 10-minute frequency mid-day, 7.5-minute frequency at peak times, as well as extended late-night service on STA's first Bus Rapid Transit (BRT) route, the City Line. STA Board of Directors and staff have continued work on the second phase of the new 10-year strategic plan, Connect 2035 with adoption on December 19, 2024. The next BRT project, Division, is in the Project Development phase with the Federal Transit Administration for a federally funded project, and STA launched Route 9 Sprague in September 2024, refreshing the longstanding frequent service in the corridor as a High Performance Transit corridor. STA is also finishing a major update to its comprehensive plan, *Connect Spokane*, which will update foundational guidance and policies for the Agency.

As STA looks to 2025 and beyond, the Agency will keep the goal of exemplifying financial stewardship its primary focus. In addition, STA will keep in mind the economic and workforce uncertainties that surround it. The Spokane region continues to experience growth which comes with increasing traffic congestion, making STA's efforts to partner with the region to improve transportation essential. The 2025 actions and budget consider and provide as much anticipation to these elements which are outside of STA's control as possible and the Agency remains committed to planning and responding to changing expectations.

For STA in 2025, success will be defined by continued implementation of STA Moving Forward Plan, as well as starting implementation of the *Connect 2035* 10-year strategic plan which will provide the roadmap for impactful transportation investment in the region. The Agency's focus continues to be on making transit a convenient and easy option for travelers, which will support economic growth and address the associated traffic challenges of a strong region.

Building on a strong legacy and the support of those STA serves, the Agency is committed to the next phase of public transportation in the Spokane region by providing existing and new customers with more choices and tools to improve their experience with an Agency they can trust. STA is excited at the new opportunities which have come forward in the strategic planning work and the ability to translate those into reality for customers and across communities, as the Agency strives to realize its vision of connecting everyone to opportunities.



Budget Process

STA's budget process starts in late June each year. A Budget Calendar is published along with an Action Plan and Budget Guidance to aid staff in planning for any new Agency-wide initiatives which may impact the agency. In July, staffing levels are reviewed by the CEO and Executive Team to determine whether the positions requested are approved for addition to the budget. During July and August, department managers analyze and propose non-

personnel budgets and the salaries and benefits for all approved positions are calculated. The revenue budget is developed as well. The Draft Budget is presented to the Executive Team for review in late August with final draft documents completed in September.

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

Operating Budget

STA's 2025 Operating and Capital Budget is shown in the summary table below. Operating revenue of \$155.7M exceeds operating expenses of \$135.3M. The capital budget of \$67.5M is offset by capital grant revenue of \$14.8M for a net use of funds for capital of \$52.7M. Cash of \$48.7M is intentionally used to balance the budget in support of STA's priority of exemplifying financial stewardship by remaining debt-free. Total Sources and Uses of Funds are \$219.3M.

	2024 Budget	Amended 2025 Budget	\$ Change from 2024 Budget	% Change from 2024 Budget
Estimated Revenues:				
Fares & Other Transit Revenue	\$ 7,548,864	\$ 7,808,056	\$ 259,192	3.4%
Sales Tax	108,869,671	116,312,668	7,442,997	6.8%
State Grants	10,190,867	10,275,706	84,839	0.8%
Miscellaneous Revenue	5,398,945	8,490,004	3,091,059	57.3%
Federal Preventive Maintenance	11,189,185	12,837,846	1,648,661	14.7%
Subtotal: Operating Revenues	\$ 143,197,532	\$ 155,724,280	\$ 12,526,748	8.7%
Federal Capital Revenue	8,104,582	2,194,315	(5,910,267)	-72.9%
State Capital Revenue	12,178,184	12,639,555	461,371	3.8%
Subtotal: Capital Revenue	\$ 20,282,766	\$ 14,833,870	\$ (5,448,896)	-26.9%
Total Revenue	163,480,298	170,558,150	7,077,852	4.3%
Decrease in Cash Balance *	53,358,544	48,734,229	(4,624,315)	-8.7%
Total Source of Funds	\$ 216,838,842	\$ 219,292,379	\$ 2,453,536	1.1%
Estimated Expenditures:				
Fixed Route	\$ 78,970,783	\$ 89,779,111	\$ 10,808,328	13.7%
Paratransit	20,026,632	21,875,233	1,848,601	9.2%
Rideshare	908,949	955,926	46,977	5.2%
Plaza	3,525,016	4,103,871	578,854	16.4%
Administration	18,758,667	18,545,588	(213,078)	-1.1%
Total Operating Expenses	\$ 122,190,047	\$ 135,259,729	\$ 13,069,682	10.7%
Capital Expenditures - Includes FR & PT Fleet	75,281,079	67,553,927	(7,727,152)	-10.3%
FR & PT Fleet Replacement Allocation	19,367,716	16,478,723	(2,888,993)	100.0%
Total Use of Funds	\$ 216,838,842	\$ 219,292,379	\$ 2,453,536	1.1%

* Represents net decrease in cash from Cash & Reserves of \$30,416,206 and a reduction in the Fleet Replacement Fund of \$18,318,023 for purchase of vehicles.

Operating Revenues

STA relies on three primary sources of revenue to fund its operations: 1) local, voter-approved sales tax, 2) fares, and 3) operating grant funding, both state and federal, along with interest and miscellaneous income. The Amended 2025 Budget includes Operating revenues of \$155,724,280. The following chart shows the major sources of revenue in tabular and graphical formats:

Operating Revenues by Category – 2023 Actual, 2024 Budget, Amended 2025 Budget

Revenue Type	2023 Actual	2024 Budget	Amended 2025 Budget	Change 2025 to 2024 (\$)	Change 2025 to 2024 (%)
Sales Tax Revenue	\$ 114,879,746	\$ 108,869,671	\$ 116,312,668	\$ 7,442,998	6.8%
Fares & Other Transit Revenue	6,938,613	7,548,864	7,808,056	259,193	3.4%
Federal Preventive Maintenance Grant	10,863,286	11,189,186	12,837,846	1,648,660	14.7%
State Grants	9,247,716	10,190,867	10,275,706	84,839	0.8%
Miscellaneous Revenue	5,947,117	5,398,945	8,490,004	3,091,059	57.3%
Federal Stimulus Grants	20,079,508	-	-	-	0.0%
Total Revenues	\$ 167,955,985	\$ 143,197,532	\$ 155,724,280	\$ 12,526,748	8.7%



Sales Tax – Budgeted sales tax, provided by a local voter-approved sales tax rate of 0.8 percent levied within the PTBA, is the most significant source of operating revenue. Sales tax represents 75.7 percent of the 2025 Operating Revenue budget. STA has experienced favorable sales tax revenue growth over the last three years (actual versus budget), with increases of 6.3%, 7.0%, and 3.9% for 2022, 2023, and 2024 (YTD through October), respectively. 2025 Budget looks at both the current year trending growth rate and the broader state of the national and local economy where there continue to be mixed signals.

As such, STA budgeted a one percent increase in sales tax over the latest twelve months of actual receipts. For 2025, this creates a growth of 6.8 percent over the 2024 budget. STA continues to closely monitor collections of sales tax so it can take any necessary compensating actions should economic conditions deteriorate. Any excess revenue generated by favorable sales tax collection variances are reinvested in the Agency’s capital and operating program to support initiatives to be developed in the next 10-year strategic plan, *Connect 2035*.

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

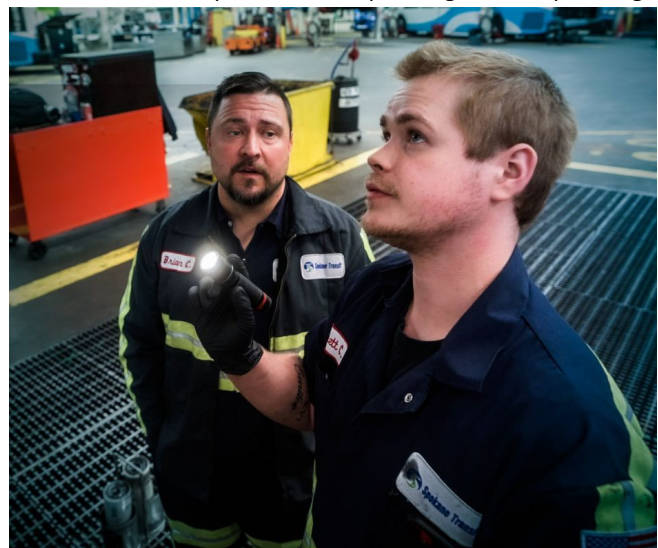
Ridership Summary

			Adopted	Change from	% Change
	2023 Actual	2024 Budget	2025 Budget	2024 Budget	from 2024
					Budget
Fixed Route	8,947,157	9,159,766	10,390,000	1,230,234	13.4%
Paratransit	360,927	428,615	404,960	(23,655)	-5.5%
Rideshare	95,655	119,792	115,000	(4,792)	-4.0%
Total Ridership	9,403,739	9,708,173	10,909,960	1,201,787	12.4%

The average fare per fixed route boarding is expected to be \$0.64. Average fare per boarding varies due to the blend of fare types and overall ridership. There is no projected fare increase included in the 2025 Budget. The last fare increase occurred in 2019. The current Adult Fare is \$2.00 with a daily cap of \$4.00. The current Reduced Fare is \$1.00, with a daily cap of \$2.00. Youth who are 18 years of age and younger ride free.

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

Federal Preventive Maintenance - STA is a recipient of Federal section 5307 formula grant funds for preventive maintenance. Use of these funds for maintenance is authorized by the Federal Transit Administration (FTA). An increase in 5307 funding came with the passage of the Infrastructure Investment and Jobs Act which apportioned additional funding to transit agencies across the United States beginning in 2022 and is expected to continue over the next 5 years. In 2025, this federal operating funding represents 8.4 percent of Operating Revenues.



State Grants - STA receives funding from the Washington State Department of Transportation for special needs transportation. In addition, STA started receiving funding in 2023 from the Move Ahead Washington legislation, the state transportation package that provides funding for public transportation over the next 16 years. It is funded by the Climate Commitment Act. The Transit Support Grant requires agencies to provide zero-fare for youth eighteen years of age and under. These operating grants represent 6.7 percent of 2025 Operating revenues.

Miscellaneous - This revenue consists primarily of investment earnings. Interest income has increased due to an increase in average cash balance and higher interest rates. The interest rate assumption for 2025 is 3.5 percent.

Federal Stimulus Grants - One-time Federal contributions such as Coronavirus Aid, Relief, and Economic Security 2020 (CARES), Coronavirus Response and Relief Supplemental Appropriations Act 2021 (CRRSAA) and American Rescue Plan Act 2022 (ARPA) were included in Operating Revenues in 2022 and 2023. No one-time Federal grants were received in 2024 and are not anticipated for 2025 and beyond.

Operating Expenses

The Amended 2025 Operating Expense budget totals \$135,259,729 which represents the cost to maintain existing service levels in line with STA's Action Plan. Expenses are comprised of the following major functional and natural categories:

Expense Type by Function						
Expense Type	2023 Actual	2024 Budget	Amended 2025 Budget	Change 2025 to 2024 (\$)	Change 2025 to 2024 (%)	
Fixed Route	\$ 68,540,549	\$ 78,970,783	\$ 89,779,111	\$ 10,808,328	13.7%	
Paratransit	17,010,581	20,026,632	21,875,233	1,848,601	9.2%	
Rideshare	650,935	908,949	955,926	46,977	5.2%	
Plaza	2,537,238	3,525,016	4,103,871	578,855	16.4%	
Administration	15,601,317	18,758,667	18,545,588	(213,079)	-1.1%	
Total Expenses	\$ 104,340,619	\$ 122,190,047	\$ 135,259,729	\$ 13,069,682	10.7%	

Expense Type by Natural Category						
Expense Type	2023 Actual	2024 Budget	Amended 2025 Budget	Change 2025 to 2024 (\$)	Change 2025 to 2024 (%)	
Salaries & Wages	\$ 47,671,659	\$ 50,065,161	\$ 54,259,573	\$ 4,194,413	8.4%	
Benefits	24,360,495	32,602,999	35,744,839	3,141,840	9.6%	
Services	5,752,423	7,485,105	7,877,877	392,772	5.2%	
Contract Transportation	6,889,444	8,135,235	8,218,048	82,813	1.0%	
Materials	14,496,716	17,069,581	21,271,770	4,202,189	24.6%	
Other	5,169,882	6,831,967	7,887,622	1,055,655	15.5%	
Total Expenses	\$ 104,340,619	\$ 122,190,047	\$ 135,259,729	\$ 13,069,682	10.7%	

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

Fixed Route (Motor Bus) - Fixed Route refers to regularly scheduled buses operating on established routes. This service is directly operated by STA. In 2023, STA introduced its first Bus Rapid Transit route, the City Line, which contributed to the budgeted increase in service hours with 15-minute service. The 2024 increase included service frequency of 10-minutes mid-day and extended late night service, 7.5-minute peak frequency, along with other improvements. The 2025 increase is impacted by the September 2024 service change as well as minor modifications to holiday service times occurring in 2025.

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

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

The following charts show the comparison of revenue hours and revenue miles by mode for 2023 Actual, 2024 Budget, and the Adopted 2025 Budget:

Revenue Hours by Mode

	2023 Actual	2024 Budget	Adopted 2025 Budget	Change from 2024 Budget	% Change from 2024 Budget
Fixed Route	494,282	530,131	541,671	11,540	2.2%
Paratransit	163,201	165,861	167,339	1,478	0.9%
Rideshare	28,536	30,142	32,734	2,592	8.6%
Total Revenue Hours	686,019	726,134	741,744	15,610	2.1%

Revenue Miles by Mode

	2023 Actual	2024 Budget	Adopted 2025 Budget	Change from 2024 Budget	% Change from 2024 Budget
Fixed Route	6,824,002	7,276,488	7,462,342	185,854	2.6%
Paratransit	2,316,653	2,642,377	2,595,919	(46,458)	-1.8%
Rideshare	1,016,131	1,070,516	1,070,516	-	0.0%
Total Revenue Miles	10,156,786	10,989,381	11,128,777	139,396	1.3%

Salaries & Wages – While directly influenced by the 2025 revenue hours assumptions and the associated labor required to provide the services, STA administers a competitive compensation program with wages inclusive of step increases for employees based on their tenure with the Agency, along with general wage increases. Staffing for 2025 includes 22 new positions, bringing the total budgeted count to 794 employees. Departmental employee detail can be found in the Employee section below. In 2025, the Agency will pilot a Safety Ambassador Program which accounts for 11 of the new positions. The estimated cost in 2025 is \$1 million. Overall, the increase in salaries & wages over 2024 reflects the new positions, contracted increases for ATU 1015, ATU 1598, AFSCME 3939, and general wage increases for management and administrative staff offset by the ending of the retention incentive program.

Benefits – The benefits budget includes assumptions for established cost increases, as well as known changes in required contribution rates. The two primary medical insurance programs offered by STA to its employees will increase by 3.9 percent and 6.88 percent, respectively, while the dental insurance premium remained the same as 2024.

Services – The services budget consists of professional and technical services, contract and custodial maintenance, printing, security, and other services. The increase is reflective of the work that will be undertaken with STA’s information system consultants to complete a business continuity plan in 2025 as well as increased needs for custodial and facility engineering services at the Plaza.

Contract Transportation – As previously mentioned, STA engages a contractor to provide its Paratransit service on nights and weekends. The overall contracted transportation budget for 2025 is only slightly more than 2024.

Materials –Fuel is the largest component of the materials budget. The 2025 budget assumes a cost per gallon of diesel fuel at \$4.05 compared to the 2024 budget assumption of \$4.45 per gallon. STA gets estimated fuel prices from the U.S. Energy Information Administration (EIA). In addition, the cost of vehicle repair parts is anticipated to increase slightly in 2025. The 2025 supplies budget anticipates a 2.3 percent increase from the 2024 budget. This increase is impacted by the budget assumption for the cost of fare media and software licenses and maintenance offset by lower fuel costs.

Other – Other expenses consist of utilities, insurance and miscellaneous items which are reflecting an increase of 15.5 percent over the 2024 budget. Property and liability insurance is one of the key drivers of this increase. For the 2025 Budget, STA expects insurance costs to increase by 13.4 percent based on the rates provided by the Washington State Transit Insurance Pool (WSTIP), reflective of challenging insurance markets as insurance providers reduce the limits available for purchase.

Departmental Overview

Operations

Fixed Route

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

Paratransit

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

Rideshare

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



Vehicle Maintenance

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

Facilities & Grounds Maintenance

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

Administrative

Executive

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

Planning & Development

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

Human Resources

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

Finance

Finance is responsible for recording and maintaining the Agency's financial transactions and supporting documentation in conformance with all state and federal accounting regulations, generally accepted accounting principles and the Agency's own policies. In addition, reporting to the Chief Financial Officer are Information Services and Purchasing. Information Services (IS) is responsible for the support, maintenance, and governance of the Agency's information technology needs, including the management of cybersecurity risks. Purchasing administers the procurement of goods and services including oversight and monitoring of vendors, consultants, and contractors as well as contract development. Purchasing is also responsible for overseeing the Disadvantaged Business



Enterprise program that ensures small businesses owned by socially and economically disadvantaged individuals have access to federally-assisted contracts.

Communications & Customer Service

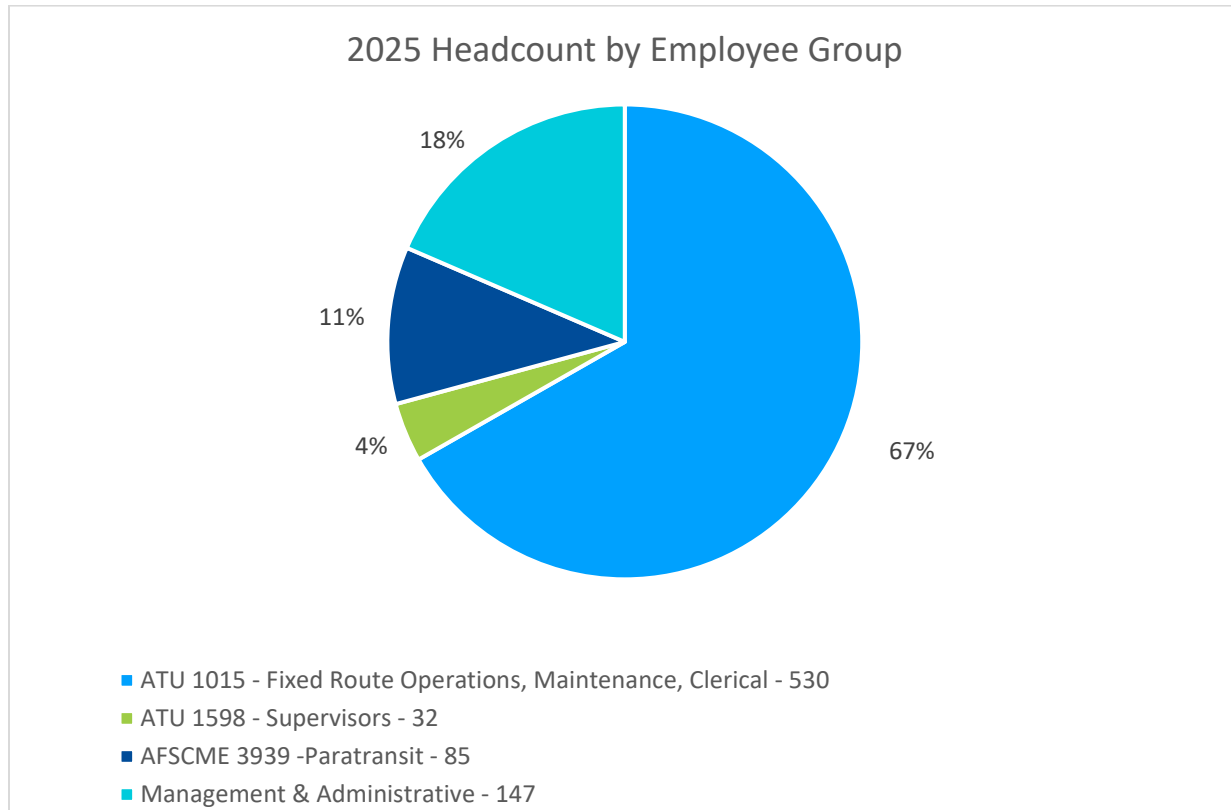
Communications staff is responsible for Agency marketing and communications, along with media relations. They produce informational and educational materials about the Agency and promote awareness about STA's transit services. The Department manages the website and real-time customer communications, and social media. The Customer Service team is responsible for pass/fare sales and assisting customers with schedules and trip planning.

Employees

STA's Adopted 2025 budgeted workforce consists of 768 full-time and 26 part-time employees, summarized across Departments as follows. A full detail of positions by functions is included in the Appendix section.

Department	Headcount		Total
	Full-Time	Part-Time	
Operations			
Fixed Route	369	25	394
Paratransit (directly operated)	93	0	93
Rideshare	2	0	2
Vehicle Maintenance	114	0	114
Facilities & Grounds Maintenance	35	0	35
Total Operations	613	25	638
Administrative			
Executive	5	0	5
Planning & Development	24	0	24
Human Resources including Security	59	0	59
Finance, Purchasing, and Information Services	41	1	42
Communications & Customer Service	26	0	26
Total Administrative	155	1	156
Total Agency Headcount	768	26	794

About 647 STA employees or 82 percent of the workforce are represented by one of three labor unions, in addition to non-represented management and administrative staff. The breakdown by employee group is as follows:



Staffing in 2025 includes an increase of 22 positions from the 2024 budget.

The new positions include, by function:

Fixed Route

- 1 Fixed Route Manager
- 1 Deputy Director of Operations
- 1 Operations Data & Research Analyst
- 1 Parts Clerk

Security

- 1 Lead Transit Officer
- 1 Security Specialist
- 10 Transit Safety Ambassadors

Maintenance

- 2 Servicers
- 1 General Repair Vehicle Technician
- 1 Journeyman Vehicle Repair Technician

Administration

- 1 Human Resources Manager
- 1 Safety Administrator

Capital Budget

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

Spokane Transit Authority 2025 Capital Budget Summary							
Program Category	Program Name	2025 Capital Budget in TDP	Quantity	2025 Capital Budget Updated	State Funding	Federal Funding	Local Funding
Vehicles	Fixed Route Fleet Expansion	\$ 8,854,885	5	\$ 5,194,912	\$ 2,162,273	\$ 1,639,693	\$ 1,392,946
	Fixed Route Fleet Replacement	5,250,357	22	15,959,938	-	-	15,959,938
	Paratransit Van Replacement	965,139	6	965,139	-	-	965,139
	Rideshare Vehicle Replacement	605,000	11	605,000	-	-	605,000
	Non-Revenue Vehicles	170,000	4	170,000	-	-	170,000
Total Vehicles		\$ 15,845,381	48	\$ 22,894,989	\$ 2,162,273	\$ 1,639,693	\$ 19,093,023
Facilities - Maintenance & Administration	Boone - Preservation and Enhancements	\$ 5,169,895		\$ 4,194,895	\$ -	\$ -	\$ 4,194,895
	Fleck Center - Preservation and Improvements	62,000		635,297	49,495	-	585,802
	Miscellaneous Equipment and Fixtures	510,526		510,526	-	-	510,526
	Facility Master Plan Program (Connect 2035)	100,000		600,000	-	-	600,000
Total Facilities - Maintenance & Administration		\$ 5,842,421		\$ 5,940,718	\$ 49,495	\$ -	\$ 5,891,223
Facilities - Passenger & Operational	Park and Ride Upgrades	\$ 1,224,430		\$ 1,136,218	\$ -	\$ -	\$ 1,136,218
	Plaza Preservation and Improvements	1,225,098		2,025,098	-	-	2,025,098
	Route & Stop Facility Improvements	6,252,643		5,450,851	-	-	5,450,851
	Near Term Investments	289,601		1,973,566	-	-	1,973,566
	Transit Center Upgrades	5,700,000		1,230,000	-	-	1,230,000
Total Facilities - Passenger & Operational		\$ 14,691,772		\$ 11,815,733	\$ -	\$ -	\$ 11,815,733
Technology	Business Systems Replacement	\$ 1,240,000		\$ 1,240,000	\$ -	\$ -	\$ 1,240,000
	Capital Program Management Software	-		306,000	-	-	306,000
	Communications Technology Upgrades	80,000		80,000	-	-	80,000
	Computer Equipment Preservation and Updates	-		225,148	-	-	225,148
	Fare Collection and Sales Technology Total	50,000		50,000	-	-	50,000
	IS Infrastructure and End User Equipment	871,300		1,796,300	-	-	1,796,300
	Operating & Customer Service Software	-		734,808	-	-	734,808
	Security and Access Technology	130,000		676,500	-	-	676,500
	Smart Bus Implementation	2,500,000		2,500,000	-	-	2,500,000
Total Technology		\$ 4,871,300		\$ 7,608,756	\$ -	\$ -	\$ 7,608,756
High Performance Transit Implementation	City Line	\$ -		\$ 500,000	\$ -	\$ 289,500	\$ 210,500
	Cheney Line	72,752		300,000	-	-	300,000
	I-90/Valley Line	12,754,867		8,138,545	3,413,380	265,122	4,460,043
	Monroe-Regal Line	727,371		1,040,373	-	-	1,040,373
	Sprague Line	1,000,000		2,985,813	1,290,407	-	1,695,406
	West Broadway Line	1,800,000		560,000	-	-	560,000
Total High Performance Transit Implementation		\$ 16,354,990		\$ 13,524,731	\$ 4,703,787	\$ 554,622	\$ 8,266,322
Connect 2035	Connect 2035 Future Initiatives	\$ 25,000,000		\$ -	\$ -	\$ -	\$ -
	Division Street BRT	4,500,000		5,544,000	5,544,000	-	-
	Wellesley Line	225,000		225,000	180,000	-	45,000
Total Connect 2035		\$ 29,725,000		\$ 5,769,000	\$ 5,724,000	\$ -	\$ 45,000
Total 2025 Capital Budget		\$ 87,330,864		\$ 67,553,927	\$ 12,639,555	\$ 2,194,315	\$ 52,720,057

Rolling Stock (Vehicles)

STA's Capital Budget includes \$22.9 million for procurement of 48 revenue and non-revenue vehicles.

Revenue Vehicles – The budget for revenue vehicles is \$22.7 million for procurement of 44 vehicles. Revenue vehicles are those coaches and vans used to provide revenue service to passengers in the STA Public Transportation Benefit Area (PTBA). There are 22 fixed route forty-foot clean diesel coaches planned for replacement at a cost of \$15.9 million, 5 fixed route double decker signature coaches for expansion at a cost of \$5.2 million, 6 paratransit vans at about \$1.0 million, and 11 rideshare vehicles at about \$0.6 million. STA expects to receive \$3.8 million in federal and state funding to support the purchase of these vehicles.

Non-Revenue Vehicles – Non-revenue vehicles include vehicles needed for operations such as supervisor trucks, security vehicles, maintenance trucks, and road cars. STA plans to replace 4 non-revenue vehicles at a cost of \$0.2 million in 2025.

Facilities – Maintenance & Administration

STA's Facilities Maintenance & Administration total budget for 2025 amounts to \$5.9 million. This includes \$4.2 million for preservation and enhancement of the STA maintenance and administration facilities at Boone which includes an electrical system upgrade for the Boone facilities, HVAC maintenance, a Clean Building audit, and the fire suppression upgrade. Fleck Center preservation and improvements of \$0.6 million for 2025 include completing the bus/van washer replacement as well as the fuel tanks. The capital budget for Facilities Maintenance and Administration also includes \$0.6 million for an update to the Facility Master Plan as well as \$0.5 million for other miscellaneous equipment and fixture needs of the Agency.

Facilities – Passenger & Operational

STA Facilities for Passenger and Operational needs for the 2025 budget is \$11.8 million. Included are upgrades to Park and Rides and Transit Centers, \$2.4 million of which includes West Plains Transit Center Operational Expansion and Enhancements and on-route charging infrastructure at Hastings Park and Ride and on HPT Route 9. STA plans to spend \$2.0 million for preservation and improvements to the STA Plaza focused on the Clean Building improvements as well as replacements of the fire panel, trash compactor, and design of Plaza Bay 1 for future construction. Route and Stop Facility Improvements and Near-Term Investments focus on those operational improvements for passengers and operations such as shelters, lighting, updates to bus stops, operator comfort stations and accessibility improvements. The 2025 budget for Route and Stop Facility Improvements and Near-Term Investments is \$7.4 million.



Technology

The total budget for Technology projects for 2025 is \$7.6 million. This includes Enterprise Asset Management System Implementation, Project Management Software, Communications Technology, Computer Equipment Preservation and Updates, Information Systems Infrastructure and End User Equipment, Operating and Customer Service applications, and Security and Access Technology.

High Performance Transit Implementation

STA's budget for 2025 High Performance Transit Implementation totals \$13.5 million. This includes continuing City Line obligations of \$0.5 million and the Cheney Line at \$0.3 million. In addition, STA has budgeted \$8.1 million for I-90/Valley Line projects such as Mirabeau Transit Center Improvements, planning for the Appleway Station Park

and Ride as well as the new Argonne Station Park & Ride. The Sprague Line will continue with a 2025 budget of \$3.0 million along with the Monroe-Regal Line and the West Broadway Line at \$1.0 million and \$0.6 million respectively.

Connect 2035

The Capital Budget for 2025 includes the Division Street Bus Rapid Transit (BRT) project and the Wellesley HPT Line Design as part of the Connect 2035 Strategic Plan. The 2025 budget for Division Street BRT is \$5.6 million with \$0.2 million for Wellesley HPT for a total of \$5.8 million.

Cash and Reserves

STA is a debt-free Agency and, as such, manages its resources to create a sustainable and balanced budget. The Cash balance represents the available cash resources of the Agency as of the end of the Budget period after 2025 budgeted operating and capital activities and Reserves, which are Board approved committed amounts.

Cash and Reserves Analysis

	Amended 2025 Budget
OPERATING ACTIVITIES	
Revenue (excluding capital grants)	\$ 155,724,280
Operating Expense	(135,259,729)
Revenue Over / (Under) Operating Expenses	\$ 20,464,551
CAPITAL ACTIVITIES (Local Funds)	
Purchase of Property, Plant, and Equipment	(34,402,034)
FR & PT Fleet Replacement Allocation	(16,478,723)
Total Local Cash Used for Capital Activities	\$ (50,880,757)
NET DECREASE IN CASH	\$ (30,416,206)
CASH (Projected beginning 2025)	\$ 222,423,557
CASH (Projected ending 2025)	\$ 192,007,350
BOARD DESIGNATED AND OTHER RESERVES	
Operating Reserve (15% of Operating Expenses)	\$ (20,288,959)
Risk Reserve	(5,500,000)
Right of Way Acquisition Reserve	(4,950,000)
Real Estate Acquisition Reserve	(25,000,000)
Claims Reserve - L&I required (other)	(357,000)
Total Board Designated & Other Reserves	\$ (56,095,959)
2025 Estimated End of Year Cash Balance After Reserves¹	\$ 135,911,391
2025 Estimated End of Year Fleet Replacement Fund Balance	\$ 30,709,465

¹ Estimated end of year cash balance after reserves are used for future capital expenditures included in the 2025-2030 Capital Improvement Plan

Reserves

The Board of Directors adopted Board Resolution 630A-07 and 804-22 to establish selected designated cash reserve policies to include Self-Insurance, Operating Reserve and Real Estate related Reserves.

Self-Insurance Risk Reserve — A total of \$5.5 million was designated to provide catastrophic self-insurance coverage for underground storage tanks to protect the Agency from exposure beyond the financial resources available through the Agency's insurance coverage.

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

Right of Way Acquisition Reserve – In the normal course of its operations and capital development efforts, STA works in the right of way of others and must have a mechanism to quickly address issues that may impact delivery of service or capital projects. This reserve of \$4.95 million allows the Board to respond to right-of-way issues which cannot be planned.

Real Estate Reserve – STA's current and next strategic plans contain projects which call for significant investments in real estate to accomplish their desired capital and operational objectives. This reserve of \$25 million provides a mechanism for the Board of Directors to make the acquisitions.

Fleet Replacement Fund

This fund was created as a mechanism to smooth the impact to cash of replacement and expansion of fixed route buses and paratransit vans. While not an officially designated reserve, it is used specifically for capital investments related to vehicles used in STA service. Annually, as part of the budget, STA funds and the Board of Directors approve the contribution to bring the fund to the appropriate level based on future vehicle purchases.

KEY PERFORMANCE INDICATORS

Fixed Route Key Operating Indicators	Amended 2025 Budget	2024 Budget	2023 Actual
Operating Expense	\$107,836,507	\$96,584,875	\$72,330,288
Revenue Hours	541,671	530,131	494,282
Passengers	10,390,000	9,159,766	8,947,157
Revenue Miles	7,462,342	7,276,488	6,824,002
Farebox Revenue	\$6,671,998	\$6,238,086	\$5,764,300
Farebox Recovery Ratio	19.3%	19.0%	24.7%
Average Fare	\$0.64	\$0.68	\$0.64
Cost per Passenger	\$10.38	\$10.54	\$8.08
Operating Cost per Revenue Hour	\$199.08	\$182.19	\$146.33
Operating Cost per Revenue Mile	\$14.45	\$13.27	\$10.60
Passengers per Revenue Hour	19.18	17.28	18.10
Passengers per Revenue Mile	1.39	1.26	1.31
Vehicles Operated in Maximum Service	160	164	165

Paratransit Key Operating Indicators	Amended 2025 Budget	2024 Budget	2023 Actual
Operating Expense	\$26,275,029	\$24,493,486	\$17,951,128
Revenue Hours	167,339	165,861	163,201
Passengers	404,960	428,615	360,927
Revenue Miles	2,595,919	2,642,377	2,316,653
Farebox Revenue	\$498,900	\$568,416	\$486,042
Farebox Recovery Ratio	3.1%	3.5%	4.0%
Average Fare	\$1.23	\$1.33	\$1.35
Cost per Passenger	\$64.88	\$57.15	\$49.74
Operating Cost per Revenue Hour	\$157.02	\$147.67	\$109.99
Operating Cost per Revenue Mile	\$10.12	\$9.27	\$7.75
Passengers per Revenue Hour	2.42	2.58	2.21
Passengers per Revenue Mile	0.16	0.16	0.16
Vehicles Operated in Max Service-Directly Operated	75	74	68
Vehicles Operated in Max Service- Contracted	49	49	40

Rideshare Key Operating Indicators	Amended 2025 Budget	2024 Budget	2023 Actual
Operating Expense	\$1,148,193	\$1,111,686	\$686,926
Revenue Hours	32,734	30,142	28,536
Passengers	115,000	119,792	95,655
Revenue Miles	1,070,516	1,070,516	1,016,131
Farebox Revenue	\$316,250	\$328,888	\$284,041
Farebox Recovery Ratio	27.5%	29.6%	41.3%
Average Fare	\$2.75	\$2.75	\$2.97
Cost per Passenger	\$9.98	\$9.28	\$7.18
Operating Cost per Revenue Hour	\$35.08	\$36.88	\$24.07
Operating Cost per Revenue Mile	\$1.07	\$1.04	\$.68
Passengers per Revenue Hour	3.51	3.97	3.35
Passengers per Revenue Mile	0.11	0.11	0.09
Vehicles Operated in Maximum Service	87	83	79

BOARD RESOLUTION AMENDED 2025 BUDGET

RESOLUTION NO. 835-25

A RESOLUTION FOR THE PURPOSE OF AMENDING THE STA 2025 BUDGET 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 the laws of the state of Washington, pursuant to RCW Title 36, Chapter 57.A, Public Transportation Benefit Area;

WHEREAS, the STA Board of Directors, pursuant to state law and the STA Bylaws, Article III Section 3.1(5), shall have the power to prepare and adopt a budget and establish financial policies;

WHEREAS, by Resolution No. 830-24, adopted December 19, 2024, the STA Board of Directors approved and adopted the 2025 Budget and the final budget is on file with the Clerk of the Authority (the “2025 Budget”);

WHEREAS, unbudgeted and unanticipated expenditures arose after the 2025 Budget was adopted by the Board of Directors, specifically expenditures necessary to: (1) obtain required parts for Proterra-manufactured buses post company bankruptcy, (2) repair and maintain City Line high-voltage cabling, and (3) replace unsupported battery model and ensure service reliability;

WHEREAS, the interim Co-Chief Executive Officers are recommending the Board approve amending the 2025 Budget to appropriate and reflect the previously unbudgeted expenditures, as set forth herein;

WHEREAS, the Board recognizes it is in the best interests of the agency to amend Resolution No 830-24 and the 2025 Budget as set forth herein;

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

Section 1. The STA Board of Directors finds it necessary, proper, and in the best interest of the Agency to amend the 2025 Budget and hereby amends Resolution No. 830-24 and the 2025 Budget by an increase of \$3,820,000 to the 2025 Operating Expenses budget for the expenditures set forth herein, resulting in the following amended 2025 Budget:

SOURCE OF FUNDS		USE OF FUNDS	
Revenues	\$ 155,724,280	<i>Operating Expenses *</i>	\$ 135,259,729
Capital Grants	\$ 14,833,870	Capital Projects	\$ 67,553,927
<i>From Cash Balance *</i>	\$ 48,734,229	Fleet Replacement Allocation	\$ 16,478,723
Total Source of Funds	\$ 219,292,379	Total Use of Funds	\$ 219,292,379

BOARD DESIGNATED CASH RESERVES	
<i>Operating Reserve (15% of Operating Expenses)*</i>	\$ 20,288,959
Risk Reserve	\$ 5,500,000
Right-of-Way Acquisition Reserve	\$ 4,950,000
Real Estate Acquisition Reserve	\$ 25,000,000
Total Board Designated Cash Reserves	\$ 55,738,959

**italicized amounts above denote impact of budgetary amendment*

Section 2. The STA Board of Directors hereby authorizes and instructs the interim co-Chief Executive Officers to take all action necessary and proper to carry out the purposes intended by the amendments to the 2025 Budget and to administer the provisions and appropriations as amended.

Section 3. This resolution is effective immediately upon adoption and Resolution No. 830-24 is hereby amended to reflect the actions taken herein.

Section 4. Any actions of the interim co-Chief Executive Officers, Board of Directors, or staff of STA prior to the date hereof and consistent with the terms of this Resolution are ratified and confirmed.

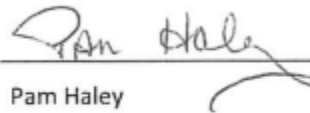
Adopted by STA at a regular meeting thereof held on the 20th day of March 2025.

ATTEST:



Dana Infalt
Clerk of the Authority

SPOKANE TRANSIT AUTHORITY:



Pam Haley
Board Chair

Approved as to form:



Megan Clark
Legal Counsel

APPENDIX

Glossary

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

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

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

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

ARPA – The American Rescue Plan Act, which President Biden signed on March 11, 2021, includes \$30.5 billion in federal funding to support the nation’s public transportation system as they continue to respond to the COVID-19 pandemic and support the President’s call to vaccinate the U.S. population.

Beginning Balance – The cash balance as of January 1.

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

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

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

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

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

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

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

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

CARES Act– The Coronavirus Aid, Relief, and Economic Security (CARES) Act was passed by Congress and signed into law by President Trump on March 27th, 2020. The CARES Act, a \$2+ trillion economic relief package, provided direct economic assistance for American workers and families, for small businesses, and for state and local governments, as well as preserves jobs for American industries.

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

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

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

CRRSAA – The Coronavirus Response and Relief Supplemental Appropriations Act was signed into law on December 27, 2020. This includes \$900 billion in supplemental appropriations for COVID-19 relief. Of that, \$14 billion was allocated to support the transit industry during the COVID-19 public health emergency.

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

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

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

Ending Balance – The cash balance as of December 31.

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

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

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

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

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

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

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

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

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

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

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

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

Paratransit – A shared ride, ADA compliant service provided within ¾ of a mile of a fixed bus routes to those with a disability that prevents them from using the regular bus.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2025 Staffing by Function

	FUNDED 2016	FUNDED 2017	FUNDED 2018	FUNDED 2019	FUNDED 2020	FUNDED 2021	FUNDED 2022	FUNDED 2023	FUNDED 2024	FUNDED 2024 Additions	FUNDED 2025	2025 Change Compared to 2024 Funded Additions
01 FIXED ROUTE DIVISION - FUNCTION												
ADMINISTRATION OF TRANSPORTATION (010)	24	24	25	25	25	27	32	32	32	33	34	1
SCHEDULING OF TRANSPORTATION (021)	2	3	3	3	3	3	4	4	4	4	4	0
REVENUE VEHICLE OPERATIONS (030)	226	238	245	266	277	290	296	313	327	327	327	FT 0
REVENUE VEHICLE OPERATIONS (030)	28	28	25	25	25	25	22	25	25	25	25	PT 0
ADMINISTRATION OF MAINTENANCE (041)	5	5	5	6	7	7	8	8	8	8	8	0
ADMINISTRATION OF FACILITIES & GROUNDS (042)	1	1	1	1	1	1	1	1	1	1	1	0
SERVICE REVENUE VEHICLES (051)	12	12	13	15	15	20	20	24	24	24	24	0
INSPECTION/MAINTENANCE REVENUE VEHICLES (061)	41	43	46	48	51	54	56	58	64	63	63	0
MAINTENANCE FACILITIES AND GROUNDS (124)	20	22	24	25	27	32	33	33	33	33	33	0
FARE COLLECTION (150)	2	2	2	2	2	2	2	1	1	1	1	0
SECURITY (161)	12	13	13	13	13	13	13	19	27	28	40	12
CUSTOMER SERVICE (162)	12	12	13	14	14	14	15	16	15	15	15	FT 0
CUSTOMER SERVICE (162)	2	2	0	0	0	0	0	0	0	0	0	PT 0
LOSS CONTROL (165)	2	2	2	2	2	2	2	2	2.5	2.5	3.5	1
SAFETY AND TRAINING (166)	4	4	4	4	4	4	4	7	7	7	7	0
PURCHASING AND STORES (172)	4	4	4	4	4	4	5	5	6	6	7	1
GENERAL ADMINISTRATION (176)	2	2	2	2	2	2	2	2	2	2	4	2
FIXED ROUTE STAFFING TOTALS:	399	417	427	455	472	500	515	550	578	579	596	17.0
% CHANGE YEAR TO DATE	0.5%	4.5%	2.4%	6.6%	3.7%	5.9%	3.0%	6.8%	5.1%	0.2%	2.9%	
TOTAL REVENUE HOURS (BUDGETED)	401,385	408,312	426,689	453,013	465,480	459,196	482,774	508,550	530,131	530,131	541,671	
% CHANGE YEAR TO DATE	-0.2%	1.7%	4.5%	6.2%	2.8%	-1.4%	5.1%	5.3%	4.2%	0.0%	2.2%	
02 PARATRANSIT DIVISION - FUNCTION												
ADMINISTRATION OF TRANSPORTATION (010)	14	15	15	15	19	19	19	20	20	20	20	0
SCHEDULING OF TRANSPORTATION (021)	7	7	8	8	8	8	8	8	8.00	8.00	8.00	0
REVENUE VEHICLE OPERATIONS (030)	51	57	57	61	61	52	56	62	62	65	65	FT 0
REVENUE VEHICLE OPERATIONS (030)	5	3	3	2	2	2	1	5	5	0	0	PT 0
SERVICE REVENUE VEHICLES (051)	4	4	4	5	5	5	5	5	5	5	7	2
INSPECTION/MAINTENANCE REVENUE VEHICLES (061)	9	9	9	9	9	9	10	10	10	10	12	2
PARATRANSIT STAFFING TOTALS:	90	95	96	100	104	95	99	110	110.00	108.00	112.00	4.0
% CHANGE YEAR TO DATE	-4.3%	5.6%	1.1%	4.2%	4.0%	-8.7%	4.2%	11.1%	0.0%	-1.8%	3.7%	
TOTAL REVENUE HOURS (BUDGETED)	161,888	157,821	160,583	164,038	160,084	107,634	121,188	142,441	165,861	165,861	167,339	
% CHANGE YEAR TO DATE	5.3%	-2.5%	1.8%	2.2%	-2.4%	-32.8%	12.6%	17.5%	16.4%	0.0%	0.9%	
03 ADMINISTRATIVE DIVISION - FUNCTION												
COMMUNITY DEVELOPMENT (145)							1	4	4	4	4	0
OMBUDSMAN (162)	1	1	1	1	1	1	1	1	1	1	1	0
COMMUNICATIONS (163)	5	6	7	8	8	8	8	10	11	11	11	0
HUMAN RESOURCES (167)	5	6	6	7	7	7	8	8	8	8	9	1
INFORMATION SYSTEMS (170)	7	8	9	10	10	11	11	11	13	13	13	0
FINANCE (171)	8	10	10	10	10.60	10.60	10.60	10.60	10.60	10.60	10.60	0
PURCHASING (172)	2	3	3	4	5	5	6	8	8	8	8	0
ENGINEERING (173)	1	5	5	6	8	8	9	11	11	11	11	0
RECORDS MANAGEMENT (175)	1	1	1	1	1	1	1	2	2	2	2	0
GENERAL ADMINISTRATION (176)	4	4	4	4	4	4	4	4	4	4	4	0
PLANNING (177)	7	7	7	7	7	8	9	9	9	9	9	0
DATA COLLECTION (190)	1	0	0	0	0	0	0	0	0	0	0	0
ADMINISTRATIVE STAFFING TOTALS:	42.0	51.0	53.0	58.0	61.60	63.60	67.60	78.60	81.60	81.60	82.60	1.0
% CHANGE YEAR TO DATE	0.0%	21.4%	3.9%	9.4%	6.2%	3.2%	6.3%	16.3%	3.8%	0.0%	1.2%	
04 PLAZA DIVISION - FUNCTION												
GENERAL ADMINISTRATION (176)									1	1	1	0
PLAZA STAFFING TOTALS:									1	1	1	0
% CHANGE YEAR TO DATE									100.0%	0.0%	0.0%	
05 RIDESHARE DIVISION - FUNCTION												
GENERAL ADMINISTRATION (176)	2	2	2	2	2	2	2	1	2	2	2	0
RIDESHARE STAFFING TOTALS:	2	2	2	2	2	2	2	1	2	2	2	0
% CHANGE YEAR TO DATE	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-50.0%	100.0%	0.0%	0.0%	
REVENUE HOURS (BUDGETED)	37,277	37,853	29,933	31,081	29,079	28,092	26,970	26,830	30,142	30,142	32,734	
% CHANGE YEAR TO DATE	7.9%	1.5%	-20.9%	3.8%	-6.4%	-3.4%	-4.0%	-0.5%	12.3%	0.0%	8.6%	
STAFFING GRAND TOTAL:	533.00	565.00	578.00	615.00	639.60	660.60	683.60	739.60	772.60	771.60	793.60	22.00

Capital Improvement Plan by Projects

Spokane Transit Authority
2025-2030 6 yr CIP with Quantities

Program Category	Program Name	ID	Project Name	Project Status	Financial Status	Budget Control	Expenditure PTD as of 12/31/2023	Remaining Budget	QTY	2025 - Local	2025 - State	2025 - Federal	2025 Total	2026 Total	2027 Total	2028 Total	2029 Total	2030 Total	2025-2030 Total CIP
Vehicles	Fixed Route Fleet - Expansion	533	MF: Fixed Route Fleet Expansion-2025-Signature	Not Started-MF	Funded-MF	8,854,885	-	8,854,885	7	1,392,946	2,162,273	1,639,693	5,194,912	-	-	-	-	-	5,194,912
		905	MF: Fixed Route Fleet Expansion-2026	Not Started-MF	Funded-MF	1,545,105	-	1,545,105	2	-	-	-	-	1,545,105	-	-	-	-	1,545,105
	Fixed Route Fleet - Expansion Total					10,399,990	-	10,399,990	9	1,392,946	2,162,273	1,639,693	5,194,912	1,545,105	-	-	-	-	6,740,017
	Fixed Route Fleet - Replacement	492	Fixed Route Fleet Replacement-2026	Not started	Funded	7,725,524	-	7,725,524	10	-	-	-	-	7,725,524	-	-	-	-	7,725,524
		493	Fixed Route Fleet Replacement-2024	Not started	Funded	14,279,442	-	14,279,442	35	10,709,581	-	-	10,709,581	-	-	-	-	-	10,709,581
		494	Fixed Route Fleet Replacement-2026	Not started	Funded	4,529,432	-	4,529,432	4	-	-	-	-	4,529,432	-	-	-	-	4,529,432
		877	Fixed Route Fleet Replacement-2027	Not started	Funded	4,774,374	-	4,774,374	6	-	-	-	-	-	4,774,374	-	-	-	4,774,374
		904	Fixed Route Fleet Replacement-2025	Not started	Funded	5,250,357	-	5,250,357	7	5,250,357	-	-	5,250,357	-	-	-	-	-	5,250,357
		1029	Fixed Route Fleet Replacement-2029	Not started	Funded	4,370,316	-	4,370,316	3	-	-	-	-	-	-	-	4,370,316	-	4,370,316
	Fixed Route Fleet - Replacement Total					40,929,445	-	40,929,445	65	15,959,938	-	-	15,959,938	12,254,956	4,774,374	-	4,370,316	-	37,359,584
	Non-Revenue Vehicles	776	Security Vehicles	Not started	Funded	80,000	-	80,000	2	80,000	-	-	80,000	-	-	-	-	-	80,000
		778	F/R Service Vehicles	Not started	Funded	90,000	-	90,000	2	90,000	-	-	90,000	-	-	-	-	-	90,000
		818	Supervisor Support Vehicles	Not started	Funded	90,000	-	90,000	2	-	-	-	-	90,000	-	-	-	-	90,000
		879	Security Patrol Vehicles	Not started	Funded	90,000	-	90,000	5	-	-	-	-	-	90,000	-	-	-	90,000
		880	Supervisor Support Vehicles	Not started	Funded	300,000	-	300,000	5	-	-	-	-	-	300,000	-	-	-	300,000
		932	Shelter Response Truck	Not started	Funded	52,000	-	52,000	1	-	-	-	-	52,000	-	-	-	-	52,000
		944	Security Support Vehicle	Not started	Funded	50,000	-	50,000	1	-	-	-	-	-	-	50,000	-	-	50,000
	Non-Revenue Vehicles Total					752,000	-	752,000	18	170,000	-	-	170,000	142,000	390,000	50,000	-	-	752,000
	Paratransit Vans	491	Paratransit Fleet Replacement-2025	Not started	Funded	965,139	-	965,139	6	965,139	-	-	965,139	-	-	-	-	-	965,139
		837	Paratransit Fleet Replacement-2026	Not started	Funded	1,857,892	-	1,857,892	11	-	-	-	-	1,857,892	-	-	-	-	1,857,892
		961	Paratransit Fleet Replacement-2028	Not started	Funded	3,724,229	-	3,724,229	20	-	-	-	-	-	3,724,229	-	-	-	3,724,229
		1031	Paratransit Fleet Replacement-2029	Not started	Funded	3,910,441	-	3,910,441	20	-	-	-	-	-	-	3,910,441	-	-	3,910,441
	Paratransit Vans Total					10,457,701	-	10,457,701	57	965,139	-	-	965,139	1,857,892	3,724,229	3,910,441	-	-	10,457,701
	Rideshare Vans	826	Rideshare Replacement 2025	Not started	Funded	605,000	-	605,000	11	605,000	-	-	605,000	-	-	-	-	-	605,000
		827	Rideshare Replacement 2026	Not started	Funded	635,000	-	635,000	11	-	-	-	-	635,000	-	-	-	-	635,000
		881	Rideshare Replacement 2027	Not started	Funded	665,000	-	665,000	11	-	-	-	-	-	665,000	-	-	-	665,000
		947	Rideshare New/ Replacement 2028	Not started	Funded	700,000	-	700,000	11	-	-	-	-	-	700,000	-	-	-	700,000
		1030	Rideshare Replacement 2029	Not started	Funded	714,000	-	714,000	11	-	-	-	-	-	-	714,000	-	-	714,000
		1102	Rideshare Vehicle Replacement-2030	Not started	Funded	847,319	-	847,319	10	-	-	-	-	-	-	-	847,319	-	847,319
	Rideshare Vans Total					4,166,319	-	4,166,319	65	605,000	-	-	605,000	635,000	665,000	700,000	714,000	847,319	4,166,319
Vehicles Total						66,705,455	-	66,705,455	214	19,093,023	2,162,273	1,639,693	22,894,989	16,434,953	5,829,374	4,474,229	8,994,757	847,319	59,475,621
Facilities - Maintenance & Administration	Boone - Preservation and Enhancements	324	Boone Facility Fire Alarm Upgrade	Work in Progress	Funded	350,000	153	349,847	-	349,847	-	-	349,847	-	-	-	-	-	349,847
		779	Capital Replacement of BEB Electric Charging-202	Work in Progress	Funded	530,914	-	530,914	-	106,090	-	-	106,090	109,273	112,551	-	-	-	327,914
		876	Steam Pit Lift	Not started	Funded	150,500	-	150,500	-	-	-	-	-	150,500	-	-	-	-	150,500
		918	Electrical System Upgrade N/S Boone 2026	Not started	Funded	2,890,000	-	2,890,000	-	1,500,000	-	-	1,500,000	1,390,000	-	-	-	-	2,890,000
		920	HVAC, Capital Replacement M&A Facilities 2023-2	Not started	Funded	177,350	-	177,350	-	40,000	-	-	40,000	42,000	44,100	-	-	-	126,100
		921	HVAC, Capital Replacement M&A Facilities 2028-3	Not started	Funded	365,520	-	365,520	-	-	-	-	-	-	-	66,150	69,458	72,930	208,538
		926	Overhead Garage Door Replacement 2023-27	Work in Progress	Funded	350,943	96,980	253,963	-	68,958	-	-	68,958	71,027	73,158	-	-	-	213,143
		927	Overhead Garage Door Replacement 2028 -32	Not started	Funded	400,058	-	400,058	-	-	-	-	-	-	-	75,353	77,613	79,942	232,908
		963	Capital Replacement of BEB Electric Charging-202	Not started	Funded	615,474	-	615,474	-	-	-	-	-	-	-	115,928	119,405	122,987	358,320
		971	Automated Load Management	Not started	Funded	300,000	-	300,000	-	40,000	-	-	40,000	40,000	40,000	40,000	-	-	200,000
		1024	Boone Clean Buildings- Dept of Commerce Work	Work in Progress	Funded	1,350,000	-	1,350,000	-	490,000	-	-	490,000	250,000	200,000	200,000	200,000	-	1,340,000
		1025	NW Boone Fire Suppression Upgrade	Not started	Funded	1,600,000	-	1,600,000	-	1,600,000	-	-	1,600,000	-	-	-	-	-	1,600,000
	Boone - Preservation and Enhancements Total					9,080,759	97,133	8,983,626	-	4,194,895	-	-	4,194,895	1,902,300	620,309	497,431	506,476	275,859	7,997,270
	Facility Master Plan Program	828	Facilities Master Plan Update	Work in Progress	Funded	800,000	23,051	576,949	-	80,000	-	-	80,000	-	-	-	-	-	80,000
		1041	Tenant Improvements	Not started	Funded	800,000	-	800,000	-	20,000	-	-	20,000	300,000	480,000	-	-	-	800,000
		1111	2035: Facilities Master Plan Update Phase II	Not Started-2035	Funded-2035	500,000	-	500,000	-	500,000	-	-	500,000	-	-	-	-	-	500,000
	Facility Master Plan Program Total					1,900,000	23,051	1,876,949	-	600,000	-	-	600,000	300,000	480,000	-	-	-	1,380,000
	Fleck Center - Preservation and Improvements	787	Fleck Fuel Facility Replacement	Work in Progress	Funded	2,900,000	226,172	2,673,828	-	573,297	-	-	573,297	-	-	-	-	-	573,297
		862	Fleck Bus/Van Wash Replacement	Work in Progress	Funded	957,000	461	956,539	-	12,505	49,495	-	62,000	-	-	-	-	-	62,000
	Fleck Center - Preservation and Improvements Total					3,857,000	226,633	3,630,367	-	585,802	49,495	-	635,297	-	-	-	-	-	635,297
	Miscellaneous Equipment and Fixtures	867	Drill Press Replacements	Not started	Funded	30,000	-	30,000	-	-	-	-	-	30,000	-	-	-	-	30,000
		915	Main Boone TI Projects 2023-2027	Work in Progress	Funded	530,914	17,881	513,033	-	106,090	-	-	106,090	109,273	112,551	-	-	-	327,914
		916	Main Boone TI Projects 2028-2032	Not started	Funded	615,477	-	615,477	-	-	-	-	-	-	-	115,928	119,406	122,988	358,322
		922	Lift, six post replacement	Not started	Funded	87,500	-	87,500	-	-	-	-	-	-	87,500	-	-	-	87,500
		924	Miscellaneous Equipment and Fixtures 2023-2027	Work in Progress	Funded	214,980	19,345	195,635	-	42,436	-	-	42,436	44,558	46,786	-	-	-	133,780
		925	Miscellaneous Equipment and Fixtures 2028-2032	Not started	Funded	255,844	-	255,844	-	-	-	-	-	-	-	48,189	49,635	51,124	148,948
		930	Press	Not started	Funded	25,000	-	25,000	-	25,000	-	-	25,000	-	-	-	-	-	25,000

Program Category	Program Name	ID	Project Name	Project Status	Financial Status	Budget Control	Expenditure PTD as of 12/31/2023	Remaining Budget	QTY	2025 - Local	2025 - State	2025 - Federal	2025 Total	2026 Total	2027 Total	2028 Total	2029 Total	2030 Total	2025-2030 Total CIP	
Administration	Miscellaneous Equipment and Fixtures	1042	Paratransit Shop Tire Changer	Not started	Funded	25,000	-	25,000	-	25,000	-	-	25,000	-	-	-	-	-	25,000	
		1043	Paratransit Shop Tire Balancer	Not started	Funded	12,000	-	12,000	-	12,000	-	-	12,000	-	-	-	-	-	12,000	
		1044	Ventrac 4520 Tractor	Not started	Funded	90,000	-	90,000	-	90,000	-	-	90,000	-	-	-	-	-	90,000	
		1045	Main Boone Shop Mobile Lift	Not started	Funded	110,000	-	110,000	-	110,000	-	-	110,000	-	-	-	-	-	110,000	
		1046	Training Simulator	Not started	Funded	100,000	-	100,000	-	100,000	-	-	100,000	-	-	-	-	-	100,000	
	Miscellaneous Equipment and Fixtures Total					2,096,715	37,226	2,059,489	-	510,526	-	-	510,526	183,831	246,837	164,117	169,041	174,112	1,448,464	
Facilities - Maintenance & Administration Total						16,934,474	384,043	16,550,431	-	5,891,223	49,495	-	5,940,718	2,386,131	1,347,146	661,548	675,517	449,971	11,461,031	
Facilities - Passenger & Operational	Near Term Investments	948	Bus Stops for Hayford & McFarlane (West Plains	Work in Progress	Funded-NT	600,000	-	600,000	-	-	-	-	-	600,000	-	-	-	-	-	600,000
		949	New Bus Stops & Comfort Stn -Spokane Valley	Work in Progress	Funded-NT	794,000	7,117	786,883	-	651,886	-	-	651,886	-	-	-	-	-	-	651,886
		950	East Fifth Avenue Bus Stop Accessibility & Improv	Work in Progress	Funded-NT	348,000	630	347,370	-	171,680	-	-	171,680	-	-	-	-	-	-	171,680
		951	Implement Capital Improvements for Plaza/Aren	Work in Progress	Funded-NT	1,246,000	61,260	1,184,740	-	150,000	-	-	150,000	-	-	-	-	-	-	150,000
		1011	Airway Heights Connector	Work in Progress	Funded-NT	2,000,000	-	2,000,000	-	1,000,000	-	-	1,000,000	-	-	-	-	-	-	1,000,000
	Near Term Investments Total					4,988,000	69,007	4,918,993	-	1,973,566	-	-	1,973,566	600,000	-	-	-	-	-	2,573,566
	Park and Ride Upgrades	928	Park and Ride Major Preservation 2023-2027	Not started	Funded	106,182	-	106,182	-	21,218	-	-	21,218	21,854	22,510	-	-	-	-	65,582
		929	Park and Ride Major Preservation 2028-2032	Not started	Funded	123,091	-	123,091	-	-	-	-	-	-	-	-	23,185	23,880	24,597	71,662
		1065	On-route BEB charging infrastructure - Hastings P	Not started	Funded	3,615,000	-	3,615,000	-	415,000	-	-	415,000	3,200,000	-	-	-	-	-	3,615,000
		1066	On-route BEB charging infrastructure - Route 9 HI	Not started	Funded	4,900,000	-	4,900,000	-	700,000	-	-	700,000	4,200,000	-	-	-	-	-	4,900,000
	Park and Ride Upgrades Total					8,744,273	-	8,744,273	-	1,136,218	-	-	1,136,218	7,421,854	22,510	23,185	23,880	24,597	8,652,244	
	Plaza Preservation and Improvements	845	Plaza Preservation and Improvements 2023-2027	Work in Progress	Funded	273,420	42,842	230,578	-	54,636	-	-	54,636	56,275	57,964	-	-	-	-	168,875
		958	Plaza Preservation & Improvements 2028-2032	Not started	Funded	316,971	-	316,971	-	-	-	-	-	-	-	-	59,703	61,494	63,339	184,536
		1026	Plaza Clean Buildings- Dept of Commerce Work	Work in Progress	Funded	1,657,690	-	1,657,690	-	1,115,000	-	-	1,115,000	330,750	211,940	-	-	-	-	1,657,690
		1047	Plaza Compactor Replacement	Not started	Funded	78,000	-	78,000	-	78,000	-	-	78,000	-	-	-	-	-	-	78,000
		1048	Plaza Fire Panel Replacement	Not started	Funded	390,248	-	390,248	-	390,248	-	-	390,248	-	-	-	-	-	-	390,248
		1049	Plaza Ice/Water Machine	Not started	Funded	24,214	-	24,214	-	24,214	-	-	24,214	-	-	-	-	-	-	24,214
		1050	Plaza Sidewalk Scrubber	Not started	Funded	103,000	-	103,000	-	103,000	-	-	103,000	-	-	-	-	-	-	103,000
		1051	Plaza Miscellaneous Equipment	Not started	Funded	646,842	-	646,842	-	100,000	-	-	100,000	103,000	106,090	109,273	112,551	115,928	646,842	
		1052	Plaza Roof Replacement	Not started	Funded	660,708	-	660,708	-	-	-	-	-	500,000	160,708	-	-	-	-	660,708
		1053	HVAC, Capital Replacement Plaza 2025-2030	Not started	Funded	375,000	-	375,000	-	50,000	-	-	50,000	55,000	60,000	65,000	70,000	75,000	375,000	
		1067	Plaza Bay 1 Design and Construction	Not started	Funded	810,000	-	810,000	-	110,000	-	-	110,000	690,000	10,000	-	-	-	-	810,000
	Plaza Preservation and Improvements Total					5,336,093	42,842	5,293,251	-	2,025,098	-	-	2,025,098	1,735,025	606,702	233,976	244,045	254,267	5,099,113	
	Route & Stop Facility Improvements	464	MF: Rural Highway Stop Improvements 2022-202	Work in Progress	Funded-MF	700,000	6,708	693,292	-	422,000	-	-	422,000	-	-	-	-	-	-	422,000
		743	MF: Service Change Bus Stops 2021-2023	Work in Progress	Funded-MF	1,850,940	1,720,502	130,438	-	49,539	-	-	49,539	-	-	-	-	-	-	49,539
		753	Transit Shelter Lighting Retrofits 2020-2024	Work in Progress	Funded	175,000	-	175,000	-	175,000	-	-	175,000	-	-	-	-	-	-	175,000
		789	North Havana Street Sidewalk Improvement Proj	Work in Progress	Funded	270,000	7,387	262,613	-	235,000	-	-	235,000	-	-	-	-	-	-	235,000
		822	Bus Stop Improvements - 2026	Not started	Funded	100,000	-	100,000	-	-	-	-	-	-	100,000	-	-	-	-	100,000
		823	Operational Improvements - 2026	Not started	Funded	200,000	-	200,000	-	-	-	-	-	-	200,000	-	-	-	-	200,000
824		Transit Shelter Replacement - 2022-2026	Work in Progress	Funded	207,500	54,947	152,553	-	103,895	-	-	103,895	-	-	-	-	-	-	103,895	
887		2023 Bus Stop Accessibility Improvement Project	Work in Progress	Funded	205,250	-	205,250	-	205,250	-	-	205,250	-	-	-	-	-	-	205,250	
888		Bus Stop Accessibility Improvement Project 2024	Work in Progress	Funded	1,116,250	-	1,116,250	-	455,000	-	-	455,000	224,000	230,000	177,000	30,250	-	-	1,116,250	
894		Cooperative Projects 2022-2027	Work in Progress	Funded	3,000,000	670,869	2,329,131	-	500,000	-	-	500,000	500,000	335,021	-	-	-	-	1,335,021	
896		Indian Trail Layover Improvement Project	Not started	Funded	225,000	-	225,000	-	-	-	-	-	225,000	-	-	-	-	-	225,000	
898		Route Segment Investment Projects	Work in Progress	Funded	1,767,500	5,555	1,761,945	-	417,000	-	-	417,000	-	-	-	-	-	-	417,000	
899		Shelters & Lighting Program	Work in Progress	Funded	991,200	45,464	945,736	-	249,800	-	-	249,800	207,077	71,500	-	-	-	-	528,377	
903		Whitworth University Comfort Station	Work in Progress	Funded	354,257	1,169	353,088	-	265,409	-	-	265,409	25,000	-	-	-	-	-	290,409	
965		Cheney Eagle Station Bay 1	Work in Progress	Funded	300,000	16,247	283,753	-	252,579	-	-	252,579	-	-	-	-	-	-	252,579	
1014		North Freya Corridor Bus Stops	Not started	Funded	400,000	-	400,000	-	50,000	-	-	50,000	350,000	-	-	-	-	-	400,000	
1015		North Spokane Bus Stops (2027-2029)	Not started	Funded	1,580,000	-	1,580,000	-	-	-	-	-	85,000	515,000	515,000	465,000	-	-	1,580,000	
1016		South Spokane Bus Stops (2027-2029)	Not started	Funded	1,580,000	-	1,580,000	-	-	-	-	-	85,000	515,000	515,000	465,000	-	-	1,580,000	
1017		Spokane Valley Bus Stops (2027-2029)	Not started	Funded	1,580,000	-	1,580,000	-	-	-	-	-	85,000	515,000	515,000	465,000	-	-	1,580,000	
1018		West Plains Bus Stops (2027-2029)	Not started	Funded	1,580,000	-	1,580,000	-	-	-	-	-	85,000	515,000	515,000	465,000	-	-	1,580,000	
1019		Sprague-Bernard to Division	Work in Progress	Funded	3,700,000	-	3,700,000	-	50,000	-	-	50,000	3,150,000	-	-	-	-	-	3,200,000	
1022		Veterans Administration -Bus Stop & Crosswalk	Work in Progress	Funded	500,000	-	500,000	-	-	-	-	-	25,000	475,000	-	-	-	-	500,000	
1039		Service Change Improvements - 2024	Work in Progress	Funded	1,500,000	-	1,500,000	-	989,379	-	-	989,379	-	-	-	-	-	-	989,379	
1054	Property Acquisition Due Diligence-7 Mile	Not started	Funded	300,000	-	300,000	-	-	-	-	-	300,000	-	-	-	-	-	300,000		
1055	Property Acquisition Due Diligence-Latah Valley	Not started	Funded	300,000	-	300,000	-	-	-	-	-	300,000	-	-	-	-	-	300,000		
1056	Annual Service Change-2025	Not started	Funded	725,000	-	725,000	-	725,000	-	-	725,000	-	-	-	-	-	-	725,000		
1057	Annual Service Change-2026	Not started	Funded	760,000	-	760,000	-	76,000	-	-	76,000	684,000	-	-	-	-	-	760,000		
1058	Annual Service Change-2027	Not started	Funded	1,100,000	-	1,100,000	-	-	-	-	-	-	-	-	1,100,000	-	-	1,100,000		
1059	Annual Service Change-2028	Not started	Funded	960,000	-	960,000	-	-	-	-	-	-	-	-	-	960,000	-	-	960,000	

Program Category	Program Name	ID	Project Name	Project Status	Financial Status	Budget Control	Expenditure PTD as of 12/31/2023	Remaining Budget	QTY	2025 - Local	2025 - State	2025 - Federal	2025 Total	2026 Total	2027 Total	2028 Total	2029 Total	2030 Total	2025-2030 Total CIP		
Operational	Route & Stop Facility Improvements	1060	Annual Service Change-2029	Not started	Funded	1,000,000	-	1,000,000	-	-	-	-	-	-	-	-	1,000,000	-	1,000,000		
		1061	Annual Service Change-2030	Not started	Funded	1,000,000	-	1,000,000	-	-	-	-	-	-	-	-	-	1,000,000	1,000,000		
		1062	Bus Stop Improvements-2030	Not started	Funded	900,000	-	900,000	-	-	-	-	-	-	-	-	-	900,000	900,000		
		1063	Comfort Station Program	Not started	Funded	3,220,000	-	3,220,000	-	180,000	-	-	-	180,000	1,000,000	1,100,000	930,000	10,000	-	3,220,000	
		1064	Enhanced Customer Information Signage	Not started	Funded	241,000	-	241,000	-	50,000	-	-	-	50,000	35,000	36,000	38,000	40,000	42,000	241,000	
	Route & Stop Facility Improvements Total					34,468,897	2,528,848	31,940,049	-	5,450,851	-	-	5,450,851	7,665,077	5,407,521	4,165,000	2,940,250	2,022,000	27,650,699		
	Transit Center Upgrades					7,000,000	-	7,000,000	-	1,230,000	-	-	1,230,000	4,570,000	-	-	-	-	-	5,800,000	
Transit Center Upgrades Total					7,000,000	-	7,000,000	-	1,230,000	-	-	1,230,000	4,570,000	-	-	-	-	-	5,800,000		
Facilities - Passenger & Operational Total						60,537,263	2,640,697	57,896,566	-	11,815,733	-	-	11,815,733	21,991,956	6,036,733	4,422,161	3,208,175	2,300,864	49,775,622		
Technology	Business Systems Replacement	841	Enterprise Asset Management System Implemen	Work in Progress	Funded	1,410,000	-	1,410,000	-	1,240,000	-	-	1,240,000	-	-	-	-	-	1,240,000		
		Business Systems Replacement Total					1,410,000	-	1,410,000	-	1,240,000	-	-	1,240,000	-	-	-	-	1,240,000		
	Capital Program Management Software	763	Project Management Software	Not started	Funded	306,000	-	306,000	-	306,000	-	-	306,000	-	-	-	-	-	306,000		
		Capital Program Management Software Total					306,000	-	306,000	-	306,000	-	-	306,000	-	-	-	-	306,000		
	Communications Technology Upgrades	1068	Small Real-Time Digital Signage Pilot	Not started	Funded	80,000	-	80,000	-	80,000	-	-	80,000	-	-	-	-	-	80,000		
		1100	Digital Signage Replacement	Not started	Funded	2,000,000	-	2,000,000	-	-	-	-	-	1,000,000	1,000,000	-	-	-	2,000,000		
		1101	Motorola Two Way Radio Replacement consultin	Not started	Funded	300,000	-	300,000	-	-	-	-	-	-	300,000	-	-	-	300,000		
	Communications Technology Upgrades Total					2,380,000	-	2,380,000	-	80,000	-	-	80,000	1,000,000	1,300,000	-	-	-	2,380,000		
	Computer Equipment Preservation and Updates	972	Mobile Data Router Replacement 2024	Not started	Funded	427,500	-	427,500	-	225,148	-	-	225,148	-	-	-	-	-	225,148		
		1007	Mobile Data Router Replacement 2028	Not started	Funded	500,000	-	500,000	-	-	-	-	-	-	-	-	500,000	-	500,000		
		1008	Mobile Data Router Replacement 2029-All except	Not started	Funded	513,000	-	513,000	-	-	-	-	-	-	-	-	-	513,000	-	513,000	
	Computer Equipment Preservation and Updates Total					1,440,500	-	1,440,500	-	225,148	-	-	225,148	-	-	-	500,000	513,000	-	1,238,148	
	Fare Collection and Sales Technology		1070	Genfare Farebox Upgrade	Not started	Funded	500,000	-	500,000	-	50,000	-	-	50,000	450,000	-	-	-	-	500,000	
	Fare Collection and Sales Technology Total					500,000	-	500,000	-	50,000	-	-	50,000	450,000	-	-	-	-	-	500,000	
	IS End User Equipment		1087	PC Refresh	Not started	Funded	653,000	-	653,000	-	-	-	-	-	-	428,000	225,000	-	-	653,000	
	IS End User Equipment Total					653,000	-	653,000	-	-	-	-	-	-	-	428,000	225,000	-	-	653,000	
	IS Infrastructure and End User Equipment	IS Infrastructure and End User Equipment	336	Fiber Communications	Work in Progress	Funded	1,004,355	547,155	457,200	-	109,300	-	-	109,300	112,600	115,900	119,400	-	-	457,200	
			883	Interior Firewalls	Not started	Funded	300,000	-	300,000	-	280,000	-	-	280,000	-	-	-	-	-	280,000	
			934	Network Switch Replacement	Not started	Funded	720,000	-	720,000	-	-	-	-	-	720,000	-	-	-	-	720,000	
			935	Storage Appliance Update	Not started	Funded	140,000	-	140,000	-	140,000	-	-	140,000	-	-	-	-	-	140,000	
			936	Cyber Security Technologies	Not started	Funded	290,000	-	290,000	-	75,000	-	-	75,000	-	-	-	-	-	75,000	
			938	Plaza Network Additions	Work in Progress	Funded	300,000	25,000	275,000	-	225,000	-	-	225,000	-	-	-	-	-	225,000	
			941	Desktop and Laptop Refresh	Not started	Funded	653,000	-	653,000	-	-	-	-	-	428,000	225,000	-	-	-	653,000	
			1009	Network Access Controls	Not started	Funded	150,000	-	150,000	-	50,000	-	-	50,000	-	-	-	-	-	50,000	
			1034	Northside Conference Room Equipment	Not started	Funded	25,000	-	25,000	-	22,000	-	-	22,000	-	-	-	-	-	22,000	
			1036	Southside Conference Room Equipment	Not started	Funded	150,000	-	150,000	-	108,000	-	-	108,000	-	-	-	-	-	108,000	
			1071	Archival Storage	Not started	Funded	175,000	-	175,000	-	-	-	-	-	-	-	-	-	175,000	-	175,000
			1072	Uninterruptable Power System-Boone Comm Rox	Not started	Funded	23,000	-	23,000	-	23,000	-	-	23,000	-	-	-	-	-	23,000	
1073			Uninterruptable Power System-Boone Datacente	Not started	Funded	55,000	-	55,000	-	55,000	-	-	55,000	-	-	-	-	-	55,000		
1074			Uninterruptable Power System-Fixed Route Dispi	Not started	Funded	70,000	-	70,000	-	-	-	-	-	-	70,000	-	-	-	70,000		
1075			Uninterruptable Power System-various racks	Not started	Funded	45,000	-	45,000	-	-	-	-	-	-	-	-	-	45,000	-	45,000	
1076			Firewalls-Boone Edge	Not started	Funded	83,000	-	83,000	-	-	-	-	-	-	83,000	-	-	-	-	83,000	
1077			Firewalls-Plaza Edge	Not started	Funded	29,000	-	29,000	-	-	-	-	-	-	-	-	-	29,000	-	29,000	
1078			Storage-Flashblade	Not started	Funded	200,000	-	200,000	-	-	-	-	-	-	200,000	-	-	-	-	200,000	
1079			Network Switches	Not started	Funded	672,000	-	672,000	-	141,000	-	-	141,000	206,000	121,000	-	204,000	-	672,000		
1080			Primary Storage	Not started	Funded	184,000	-	184,000	-	86,000	-	-	86,000	-	-	-	98,000	-	184,000		
1081			Servers-Boone	Not started	Funded	405,000	-	405,000	-	180,000	-	-	180,000	-	-	-	225,000	-	405,000		
1082			Servers-Plaza	Not started	Funded	322,000	-	322,000	-	-	-	-	-	143,000	-	-	-	-	179,000	322,000	
1083			Voice Gateway and SIP Router	Not started	Funded	108,000	-	108,000	-	108,000	-	-	108,000	-	-	-	-	-	108,000		
1084			Wireless Controllers and AP's	Not started	Funded	153,000	-	153,000	-	56,000	-	-	56,000	-	-	-	31,000	-	66,000	153,000	
1086			Mobile Data Routers-non-revenue vehicles	Not started	Funded	134,000	-	134,000	-	-	-	-	-	-	134,000	-	-	-	-	134,000	
1109			Mobile Data Routers/Non-Revenue Vehicles	Not started	Funded	108,000	-	108,000	54	108,000	-	-	-	-	108,000	-	-	-	-	108,000	
1110			Laptops	Not started	Funded	30,000	-	30,000	10	30,000	-	-	-	-	30,000	-	-	-	-	30,000	
IS Infrastructure and End User Equipment Total						6,528,355	572,155	5,956,200	64	1,796,300	-	-	1,796,300	2,096,600	461,900	277,400	649,000	245,000	5,526,200		
Operating & Customer Service Software	1032	PASS Web Trip Booking and PASS App	Not started	Funded	334,808	-	334,808	-	334,808	-	-	-	334,808	-	-	-	-	-	334,808		
	1038	Fare Collection System Upgrades - 2024-2028	Not started	Funded	1,000,000	-	1,000,000	-	400,000	-	-	-	400,000	200,000	200,000	200,000	200,000	-	1,200,000		
Operating & Customer Service Software Total						1,334,808	-	1,334,808	-	734,808	-	-	734,808	200,000	200,000	200,000	200,000	-	1,534,808		
Security and Access Technology	608	Park and Ride Camera System - Hastings	Not started	Funded	71,500	-	71,500	-	71,500	-	-	-	71,500	-	-	-	-	-	71,500		
	1010	Security Camera System Refresh - Boone	Not started	Funded	375,000	-	375,000	-	375,000	-	-	-	375,000	-	-	-	-	-	375,000		
	1037	Security Camera Upgrade - VTC	Not started	Funded	100,000	-	100,000	-	100,000	-	-	-	100,000	-	-	-	-	-	100,000		
	1088	Security Cameras/NVR-Boone	Not started	Funded	313,000	-	313,000	-	-	-	-	-	-	-	-	-	313,000	-	313,000		
	1089	Security Cameras/NVR-City Line BRT	Not started	Funded	300,000	-	300,000	-	-	-	-	-	-	-	-	-	300,000	-	300,000		

Program Category	Program Name	ID	Project Name	Project Status	Financial Status	Budget Control	Expenditure PTD as of 12/31/2023	Remaining Budget	QTY	2025 - Local	2025 - State	2025 - Federal	2025 Total	2026 Total	2027 Total	2028 Total	2029 Total	2030 Total	2025-2030 Total CIP	
Technology	Security and Access Technology	1090	Security Cameras/NVR-Hastings P&R	Not started	Funded	90,000	-	90,000	-	-	-	-	-	-	-	-	90,000	-	90,000	
		1091	Security Cameras/NVR-Jefferson P&R	Not started	Funded	69,000	-	69,000	-	-	-	-	-	-	-	-	69,000	-	69,000	
		1092	Security Cameras/NVR-Liberty Lake P&R	Not started	Funded	108,000	-	108,000	-	-	-	-	-	-	-	-	-	108,000	108,000	
		1093	Security Cameras/NVR-Mirabeau P&R	Not started	Funded	147,000	-	147,000	-	65,000	-	-	-	65,000	-	-	-	-	82,000	147,000
		1094	Security Cameras/NVR-Moran Prairie P&R	Not started	Funded	65,000	-	65,000	-	-	-	-	-	-	65,000	-	-	-	-	65,000
		1095	Security Cameras/NVR-Plaza	Not started	Funded	250,000	-	250,000	-	-	-	-	-	-	-	-	250,000	-	-	250,000
		1096	Security Cameras/NVR-South Hill P&R	Not started	Funded	94,000	-	94,000	-	-	-	-	-	-	-	-	-	94,000	-	94,000
		1097	Security Cameras/NVR-VTC	Not started	Funded	125,000	-	125,000	-	-	-	-	-	-	-	-	-	125,000	-	125,000
		1098	Security Cameras/NVR-West Plains TC	Not started	Funded	147,000	-	147,000	-	65,000	-	-	-	-	65,000	-	-	-	-	82,000
	Security and Access Technology Total					2,254,500	-	2,254,500	-	676,500	-	-	-	676,500	65,000	-	550,000	691,000	272,000	2,254,500
Smart Bus Implementation	1099	Fleet Telematics	Not started	Funded	2,500,000	-	2,500,000	-	2,500,000	-	-	-	2,500,000	-	-	-	-	-	2,500,000	
Smart Bus Implementation Total					2,500,000	-	2,500,000	-	2,500,000	-	-	-	2,500,000	-	-	-	-	-	2,500,000	
Technology Total						19,307,163	572,155	18,735,008	64	7,608,756	-	-	7,608,756	3,811,600	2,389,900	1,752,400	2,053,000	517,000	18,132,656	
High Performance Transit Implementation	Central City Line	347	MF: Design and Construction	Work in Progress-Funded-MF		85,410,407	66,423,047	18,987,360	-	210,500	-	289,500	500,000	-	-	-	-	-	500,000	
	Central City Line Total					85,410,407	66,423,047	18,987,360	-	210,500	-	289,500	500,000	-	-	-	-	-	500,000	
	Cheney Line	764	MF: Cheney Corridor Improvements	Work in Progress-Funded-MF		4,490,000	3,639,248	850,752	-	300,000	-	-	300,000	-	-	-	-	-	300,000	
	Cheney Line Total					4,490,000	3,639,248	850,752	-	300,000	-	-	300,000	-	-	-	-	-	300,000	
	I-90/Valley Line	469	MF: Mirabeau Transit Center Improvements	Work in Progress-Funded-MF		6,360,000	551,297	5,808,703	-	719,231	824,183	-	1,543,414	-	-	-	-	-	1,543,414	
	477	MF: Appleway Station Park and Ride	Work in Progress-Funded-MF		10,388,000	38,954	10,349,046	-	166,860	495,018	265,122	927,000	8,961,000	500,000	-	-	-	-	10,388,000	
	545	MF: Preliminary Engineering I-90 HPT Corridor Feasibility Study	Work in Progress-Funded-MF		707,516	657,109	50,407	-	50,407	-	-	50,407	-	-	-	-	-	-	50,407	
	955	Argonne Station Park and Ride	Work in Progress-Funded-MF		13,000,000	-	13,000,000	-	523,545	2,094,179	-	2,617,724	6,250,000	3,750,000	-	-	-	-	12,617,724	
	1020	I-90/Valley HPT, Route 7	Work in Progress	Funded	3,100,000	-	3,100,000	-	3,000,000	-	-	3,000,000	50,000	-	-	-	-	-	3,050,000	
	I-90/Valley Line Total					33,555,516	1,247,360	32,308,156	-	4,460,043	3,413,380	265,122	8,138,545	15,261,000	4,250,000	-	-	-	27,649,545	
	Monroe-Regal Line	479	MF: Monroe-Regal Shelter and Stop Enhancements	Work in Progress-Funded-MF		5,810,798	4,616,089	1,194,709	-	950,373	-	-	950,373	-	-	-	-	-	950,373	
	897	Monroe-Regal Line HPT Branding	Work in Progress	Funded	608,937	62,985	625,952	-	90,000	-	-	-	90,000	35,952	-	-	-	-	125,952	
	Monroe-Regal Line Total					6,499,735	4,679,074	1,820,661	-	1,040,373	-	-	1,040,373	35,952	-	-	-	-	1,076,325	
	Sprague Line	540	MF: Sprague HPT Improvements	Work in Progress-Funded-MF		6,556,000	2,475,087	4,080,913	-	1,290,406	1,290,407	-	2,580,813	-	-	-	-	-	2,580,813	
	901	Sprague Line HPT Branding	Work in Progress	Funded	1,207,607	7,676	1,199,931	-	405,000	-	-	-	405,000	794,931	-	-	-	-	1,199,931	
	Sprague Line Total					7,763,607	2,482,763	5,280,844	-	1,695,406	1,290,407	-	2,985,813	794,931	-	-	-	-	-	3,780,744
	West Broadway Line	952	West Broadway Line Improvements	Work in Progress-Funded-NT		1,880,000	-	1,880,000	-	300,000	-	-	-	300,000	1,240,000	-	-	-	-	1,540,000
	953	Broadway Cooperative Reconstruction Infrastructure	Work in Progress-Funded-NT		400,000	-	400,000	-	160,000	-	-	-	-	160,000	-	-	-	-	-	160,000
	954	Broadway Supporting Amenities	Work in Progress-Funded-NT		200,000	-	200,000	-	100,000	-	-	-	-	100,000	40,000	-	-	-	-	140,000
	West Broadway Line Total					2,480,000	-	2,480,000	-	560,000	-	-	-	560,000	1,280,000	-	-	-	-	1,840,000
High Performance Transit Implementation Total						140,199,265	78,471,492	61,727,773	-	8,266,322	4,703,787	554,622	13,524,731	17,371,883	4,250,000	-	-	-	35,146,614	
Connect 2035	BRT Fleet	1028	2035: BRT Fleet-2029	Not started	Funded-2035	37,313,472	-	37,313,472	16	-	-	-	-	-	-	-	37,313,472	-	37,313,472	
	BRT Fleet Total					37,313,472	-	37,313,472	16	-	-	-	-	-	-	-	37,313,472	-	37,313,472	
	Connect 2035 Future Initiatives	1033	2035: Future Projects, including Facilities	Not started	Funded-2035	160,000,000	-	160,000,000	-	-	-	-	-	50,000,000	10,000,000	10,000,000	10,000,000	10,000,000	90,000,000	
	Connect 2035 Future Initiatives Total					160,000,000	-	160,000,000	-	-	-	-	-	50,000,000	10,000,000	10,000,000	10,000,000	10,000,000	90,000,000	
	Division Street BRT	895	2035: Division Line BRT: Project Development	Work in Progress	Funded-2035	15,000,000	94,234	14,905,766	-	-	5,544,000	-	5,544,000	3,706,000	894,000	-	-	-	-	10,144,000
	956	2035: Division BRT Construction and Implementation	Not started	Funded-2035	154,476,082	-	154,476,082	-	-	-	-	-	-	-	54,000,000	90,000,000	10,476,082	-	154,476,082	
	Division Street BRT Total					169,476,082	94,234	169,381,848	-	-	5,544,000	-	5,544,000	3,706,000	54,894,000	90,000,000	10,476,082	-	164,620,082	
Wellesley Line	1069	2035: Wellesley HPT Line Design and Construction	Not Started-2035	Funded-2035	9,325,000	-	9,325,000	-	45,000	180,000	-	-	225,000	810,000	740,000	7,550,000	-	-	9,325,000	
Wellesley Line Total					9,325,000	-	9,325,000	-	45,000	180,000	-	-	225,000	810,000	740,000	7,550,000	-	-	9,325,000	
Connect 2035 Total						376,114,554	94,234	376,020,320	16	45,000	5,724,000	-	5,769,000	54,516,000	65,634,000	107,550,000	57,789,554	10,000,000	301,258,554	
Grand Total						679,798,174	82,162,621	597,635,553	294	52,720,057	12,639,555	2,194,315	67,553,927	116,512,523	85,487,153	118,860,338	72,721,003	14,115,154	475,250,098	