

Transit Development Plan

2014

Adopted by:

Spokane Transit Authority Board of Directors

Final

7/24/2014



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Adoption of this plan: The 2014 Transit Development Plan was adopted by the Spokane Transit Authority Board of Directors on July 24, 2014 per Board Resolution Number 718-14.

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Section 1: Introduction, Agency and System Overview

Section I: Introduction and Agency and System Overview

Spokane Transit Authority's Transit Development Plan (TDP) contains the Six-year Plan, Annual Report, Service Implementation Plan and Capital Improvement Program. The TDP is submitted to the Washington State Department of Transportation (WSDOT) on an annual basis. STA is required to submit the six-year plan per RCW 35.58.2795. The information contained herein will be used as part of WSDOT's annual report to the Washington State Legislature. Spokane Transit's 2014 TDP also fulfills the planning requirements defined in Policy MI-3.3 of STA's Comprehensive Plan *Connect Spokane: A Comprehensive Plan for Public Transportation*.

The first section of this plan provides an agency and system overview as it exists in 2014.

Mission

We are dedicated to providing safe, convenient and accessible transportation service to the Spokane region's neighborhoods and businesses and activity centers;

We are leaders in transportation and a valued partner in the community's social fabric, economic infrastructure and quality of life.

Vision

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

STA Priorities

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

Background

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

In 1945, Washington Water Power sold its interests in the transit system to Spokane City Lines Company, a private entity, and a part of National City Lines Company. The expanded usage of the private automobile following World

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

Initially, public funding for the transit system was derived from a household tax approved by voters. Increasing costs and a need for more funding precipitated a statewide effort to provide a more stable and responsive public funding source. In 1981, a new municipal corporation called the Spokane County Public Transportation Benefit Area, was formed for the sole purpose of providing public transportation via independent taxing and revenue generating authority. As a result of the vote, Spokane Transit Authority was born. At the same time, Spokane voters approved a 0.3% retail sales tax to be levied within the Public Transportation Benefit Area (PTBA) for transit funding. This funding was matched with the Motor Vehicle Excise Tax (MVET) until 2000, when the MVET was rescinded by voter initiative and the state legislature. In May of 2004, voters approved a temporary increase in the sales tax of an additional 0.3% for a total of 0.6% levied in the PTBA. The increase in sales tax was permanently reauthorized by voters in May of 2008. In 2010, the STA Board of Directors adopted the agency's long range planning document *Connect Spokane: A Comprehensive Plan for Public Transportation*. Additionally, reduced revenue as a result of the Great Recession charged STA with restructuring bus service to live within its means. Despite some cutbacks during the recession, STA was able to increase service effectiveness and grow ridership.

Agency Leadership

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

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

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

2014 Board of Directors

Name	Jurisdiction
Council Member Amber Waldref, Chair	City of Spokane
Mayor Tom Trulove, Chair Pro Tempore	City of Cheney
Council Member Mike Allen	City of Spokane
Commissioner Al French	Spokane County
Council Member Chuck Hafner	City of Spokane Valley
Council Member Candace Mumm	City of Spokane
Commissioner Shelly O'Quinn	Spokane County
Council Member Ed Pace	City of Spokane Valley
Council Member Richard Schoen	City of Millwood
Rhonda Bowers	Labor Representative (non-voting)

Service Characteristics

Fare Structure

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

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

Service Description

All fixed route service is provided by vehicles that are accessible for people with disabilities. As of January 1, 2014 STA has 34 fixed bus routes in operation:

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

Service Days and Hours

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

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

Service Connections

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

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

STA operates three transit centers within the PTBA as of January 1, 2014. The transit centers include:

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

STA also operates service to 12 park-and-ride lots within the PTBA:

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

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

Fixed Route Bus Service Area

Shuttles

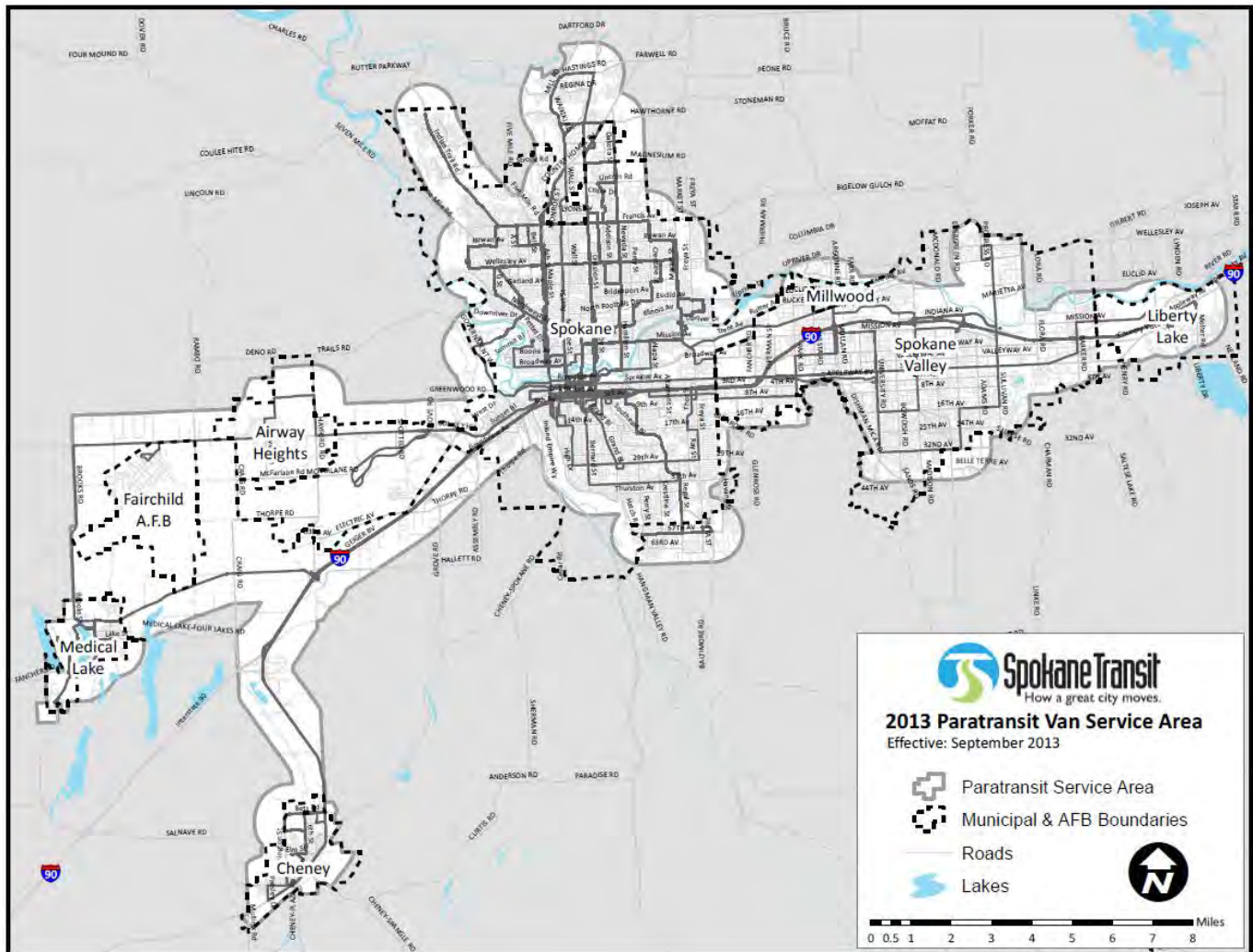
- Place Area Shuttle
- Spokane Valley Shuttle

Frequent Routes

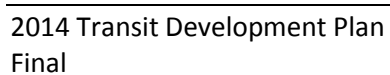
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STA Paratransit Boundary

Paratransit service conforms to the Americans with Disabilities Act of 1990 and is comparable to fixed route bus service area for individuals when the effects of their disabilities prevent them from using the regular fixed route buses. This means that due to the effects of a disability a person must be unable to get to or from a bus stop, get on or off a ramp equipped bus, or successfully navigate the fixed route system. The service area extends $\frac{3}{4}$ of a mile on each side of and around each fixed route.



The Public Transportation Benefit Area (PTBA) is a special taxing district established by Washington State for the purpose of providing public transportation. Our PTBA includes the cities of Airway Heights, Cheney, Medical Lake, Millwood, Liberty Lake, Spokane and Spokane Valley, as well as portions of the unincorporated county surrounding those municipalities, creating a boundary that is roughly 248 square miles. The State of Washington Office of Financial Management estimates that 405,302 were people living within the PTBA in 2013.



Section 2: 2013 Accomplishments

Section 2: 2013 Accomplishments

Compliance with WSDOT State Transportation Goals

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

- ***Economic vitality: To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.*** STA contributes to economic vitality by offering an affordable transportation option for people traveling to work, recreation or to conduct business.
- ***Preservation: To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.*** STA maintains its facilities and equipment in a state of good repair according to its quality standards.
- ***Safety: To provide for and improve the safety and security of transportation customers and the transportation system.*** STA regards safety as a high priority. STA operates in a safe and efficient manner and maintains safe facilities through the implementation of security cameras and security personnel.
- ***Mobility: To improve the predictable movement of goods and people throughout Washington State.*** STA analyzes and modifies service to create efficient and predictable movement of transit vehicles and transit customers. This year STA implemented the Universal Transit Access Pass (UTAP) program with the Spokane campus of Washington State University.
- ***Environment: To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.*** STA analyzes performance metrics that consider the environmental impacts of providing transit service.
- ***Stewardship: To continuously improve the quality, effectiveness, and efficiency of the transportation system.*** STA modifies the fixed route system to enhance the quality, effectiveness and efficiency of the system throughout 2013.

Ridership

In 2013, STA provided 11,087,049 riders on its fixed route bus system, up from 11,031,338 riders in 2012.

Paratransit ridership decreased to 483,038 passengers in 2013 from 490,106 passengers carried in 2012. Vanpool ridership was down in 2013 to 241,257 passenger trips compared to 250,436 trips in 2012.

Fleet

In 2013, STA did not increase the size of the fixed route fleet. The Paratransit fleet remained the same size and Vanpool added 10 vans to the fleet.

Capital Projects

In 2013, work was completed on several capital projects that help to maintain and improve transit service. This year Spokane Transit replaced outdated emergency generators at the Boone Maintenance Facility with larger and more efficient generators. Also, STA continued work on renovating the exterior of the Plaza by rebuilding Wall St. between 3rd and 5th avenues as well as renovating the intersection of Riverside and Wall to improve bus operations through the area. A critical piece of this project was the construction of a new shelter on the east side of Wall St. between Sprague Ave. and Riverside Ave.

Planning Efforts

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

Section 3: 2014 Annual Strategic Plan

Approved October 24, 2013 by STA Board of Directors

Section 3: 2014 Annual Strategic Plan

Overview

Spokane Transit Authority remains a strong and vibrant organization because of the community that supports us, the dedicated and professional people who work here, our commitment to fiscal stewardship, a strong governing board that provides robust and thoughtful leadership, and, of course, because of the ever growing number of transit riders. The organization will likely match or exceed the ridership record of 2009 (11.15 million rides), the highest transit ridership level in Spokane since 1953 (12.1 million rides). Most park and ride lots, used primarily by commuters and students, are at or near capacity on weekdays, evidence of the appeal of STA's express service. Ridership productivity on weekends is now higher than the system productivity on the entire system 10 years ago.

Like other transit agencies in the state, STA depends on sales tax revenue for about 68% of its total funding. That dependency on one source means the downturn in the economy and the associated drop in consumer spending hit STA hard. Fortunately, sales tax revenue has increased over the prior year for the last 14 months but it is still about 6% lower than in 2007—the high water mark. Revenue from passenger fares has also increased, as well as revenue from bus advertising. We've competed for and won more state and federal grants for capital projects and bus and van replacements than ever before. That helps stretch local funding further.

Strong organizations focus not only on day to day operations, but they also prepare for the future. STA Moving Forward is the name of the organization's planning effort to identify and develop projects and service investments for the next 10-15 years. With ongoing input from the community, and consistent with the cities and County goals, the plan also will be informed by population projections and demographic changes. Over one hundred thousand (100,000) more residents are expected to live in the region in the next 20 years. According to 2010 census data, the percentage of single family households and those without children already outnumber households with children. Consistent with national trends, the demand for transit is accelerating as a result of the Millennial Generation, some 81 million citizens born between 1982 and 2002, expressing a strong preference to own smart phones and other technology gadgets over a car. In keeping with the Board's commitment to quality, we are continuing progress on several essential multi-year capital projects that will make our organization even more efficient and effective and easier for customers to use.

We are guided by our Vision and Mission:

Vision

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

Mission

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

Priorities

- Ensure Safety

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

Planning for the Future

STA Moving Forward: In 2013, work by staff and the Corridor Advisory Panels (comprised of citizens) who provided input on potential new transit investments around the region (when new funding is available) culminated in each Panel's report and recommendations to the STA board. The next phase of plan development in 2014 will focus on the board's assessment of how much new service, including High Performance Transit and associated facilities (such as park and ride lots), can be provided with varying levels of new revenue, after the requirement to sustain operations at current service levels is met. There are more potential service improvements than can be funded, so the board is expected to direct staff to seek public input on two or more potential packages of projects around the region with different levels of revenue assumed. Ultimately, the board will adopt a single package of improvements that represents our community's shared vision for additional public transportation investments when revenue is available.

Service

Fixed Route

With no increase in fixed route bus service, our goal in 2014 is to increase ridership just 1% over 2013 for an estimate total of **11.25 million**.

Paratransit

Our goal is to maintain 2013 paratransit ridership levels (approximately 500,000 trips). Initiatives such as Mobility Training, the Special Use Vanpool Program, and the Van Grant Program help meet Paratransit demand at a lower cost. The In-Person Assessment program introduced in 2012 also will ensure that eligibility for the expensive, shared-ride service is correctly determined. We will continue our primary strategy of delivering Paratransit service with directly operated and contracted service to maximize cost effectiveness.

Vanpool

We have set an aggressive goal to increase vanpool ridership by almost 9% over 2013 (approximately 290,000 total trips). This growth will be enabled by aggressive marketing and the recent introduction of Commute Finder Northwest, an online tool provided in partnership with Spokane County that connects commuters to ride sharing options like vanpool.

Fares

Bus and Paratransit fares and passes will not change in 2014 and vanpool customers will enjoy the same mileage-based fare put in place since 2010. Fixed route is expected to meet or exceed the established farebox recovery objective of 20% and Paratransit will meet its objective of 5%. Vanpool customers will continue to cover 100% of the program's operational and administrative costs. However, our financial forecasts assume a fare increase in 2015 and 2018, so we will evaluate the current fare structure and bring any recommendations to the board for their consideration. The last fare increase for fixed route was in 2011; for Paratransit in 2012.

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

Major Projects

The Smart Bus initiative will be complete in late 2014. Equipment installation and software testing and training will begin in the 1st Quarter. Full fleet installation is scheduled to be complete by late summer followed by system-wide testing. The fixed route dispatch center will be able to manage fleet performance in real time which will result in better service reliability and timeliness. Once the reliability and accuracy of information is confirmed, we will roll out the customer information components of the system. The customer information components will provide real-time bus location information and trip planning services to our passengers over multiple venues. Customers will be able to easily determine the best routes that meet their travel demands and have access to timely information on bus locations and updated detour information. The completion of the Smart Bus initiative represents the culmination of a multi-year effort that has transformed the manner in which we run fixed route operations and interact with our customers.

In 2014, the initial phases of the **Boone Facility Master Plan** will be complete. Long standing facility deficiencies affecting Paratransit operations, human resources, and the security of our facility will be rectified by moving some functions to the property acquired in 2012 at 1212 West Sharp.

Although the organization chose to defer the Plaza renovation until the economy began to recover, STA has retained its commitment to maximizing the facility's use for transit operations and providing for additional community benefits from the building. A comprehensive assessment about the best uses of the first and second floors was completed in 2013 and the recommendation is to augment tenant space and customer service capabilities on the first floor and create second floor rooms and halls that could house cultural exhibits and community meetings. The board has directed staff to work with the architect and engineer to prepare a 30% design of the facility renovation project in consultation with our customers, neighbors and stakeholders. Staff will present the preliminary design and proposed budget for approval by the Board prior to beginning final design. Construction of the renovations is expected to begin in the second half of 2014 with completion in 2015.

The implementation of the much needed **Business System** will be underway in 2014. The initial phase of the implementation will include establishing the base financial and purchasing systems. The Human Resource and Asset Management systems will follow.

Staffing

Since 2008, we have taken an incremental approach to adding new positions identified as strategic to the organization's success.

Compensation & Benefits

We are fortunate to have smart, dedicated and hard-working employees and our objective is to retain them and attract others by providing competitive, market-based compensation. We compare the wages of STA employees with wages of local businesses, a small group of other transit agencies, and local governments. A general wage increase of 1.5% is budgeted for the 61 management and administrative employees in 2014. Other wages are set through bargaining with three labor groups representing the majority of employees. For several years, consistent with the recession and lower sales tax revenue, most employee groups have gone at least a year without an increase and any increases they have received have been small. While this approach doesn't meet our goal of being "at market" with compensation, it does allow us to make progress.

There will be no rate increase in any of our insurance plans in 2014, including the employee health care benefit. The Affordable Care Act requires STA to pay \$160,000 in new fees in 2014. Based on the positive experience STA had in 2013, these fees are included in the renewal calculation from our insurance providers.

Section 4: Guiding Principles and Major Activities 2014-2020

Section 4: Guiding Principles and Major Activities (2014-2020)

On December 19, 2013, the STA Board of Directors concurred with the following six year planning guiding statements as a first step of developing the TDP:

Board Guidance for 2014 TDP

- **Foster and Sustain Quality:** Continue initiatives and projects that improve the quality and usefulness of STA's service, facilities, information and customer service and sustain STA's commitment to its organizational priorities.
- **Maintain a State of Good Repair:** Continue vehicle replacement and facility maintenance/improvement programs in order to avoid the problematic consequences of deferred action.
- **Expand Ridership and System:** Continue to foster ridership markets and attract new customers in line with principles of *Connect Spokane* to meet growing demand. Ensure that maintenance and operations facilities are sized to accommodate cost effective growth plans.
 - **Advance the High Performance Transit Network:** As funding allows, implement the HPT strategies set forth in *Connect Spokane* and as developed through the *STA Moving Forward* planning effort.
- **Strengthen Downtown Spokane:** Recognizing transit's unique role in supporting central business districts, embrace opportunities to transform transit operations and facilities in the core of downtown to support further investment, growth, and transit ridership throughout the region. The Plaza Renovation Project, scheduled to be completed as early as 2015, and the Central City Line implementation, an HPT project that could be operational by the end of the 2014 TDP planning horizon, form the book-ends of this transformation opportunity. Continued Stakeholder engagement and input will be crucial for this effort.

Major Activities 2015-2020

Currently Planned

- Expand maintenance facilities to meet existing and planned needs
- Continue Smart Bus: CAD/AVL Implementation
- Continue Business Systems Implementation
- Continue Plaza Renovation
- Fleet Replacement (2015-2020)
- Implement STA Moving Forward/HPT Network Development (2015-2020)

Additional Activities

- Fixed route Radio Replacement
- Smart Card Upgrade
- Universal Transit Access Pass (UTAP) Expansion

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

- **Preservation:** STA will ensure the continued maintenance and operation of its fleet and facilities.
- **Safety:** STA will ensure that its fleet continues to operate in a safe manner and to operate its facilities in the same safe manner.
- **Mobility:** STA will continue to emphasize the role that public transit plays in the community, work to expand rideshare programs and improve park & ride options.
- **Environment:** By continuing to grow ridership, STA can continue to lessen transportation's impact on the environment in the Spokane region.
- **Stewardship:** STA understands the trust the community places upon it and works to maintain a sound, efficient transit system that people can depend on.

Funding Considerations

As noted above in the third bullet point of the Board Guidance for the 2014 TDP, additional revenue will be required to continue with the current levels of service. This plan assumes that there will be adequate funding to construct and operate all of the projects highlighted within this plan. There are several options to ensure that revenues continue to meet expenditures:

- Federal and State grant opportunities
 - o STA will continue to seek grant opportunities in order to preserve essential capital projects and implement the High Performance Transit Network. This will enable existing local funding to be focused on preserving service operations.
- Increase fare revenue and ridership
 - o STA will aggressively pursue opportunities to grow ridership through the expansion of the Universal Transit Access Pass (UTAP) and effective marketing campaigns. Ridership growth contributes to higher fare revenues as well as lower cost per passenger.
 - o Current financial projections also assume a \$0.25 fare increase in 2016 and in 2018. Public outreach, analysis, including analysis of Title VI impacts, and Board action are required prior to any fare increases.
- Increased sales tax revenue
 - o Currently, Spokane Transit Authority collects 0.6% sales tax within the Public Transportation Benefit Area in the Spokane Region. STA has the authority, with voter approval to collect up to 0.9% sales tax for general public transportation and an additional 0.9% sales tax for high capacity public transportation.

Section 5: Service Implementation Plan (2015-2017)

Section 5: Service Implementation Plan (2015-2017)

Introduction

The Service Implementation Plan (SIP) is prepared each year to guide the delivery of fixed route service. Developed in close coordination with the agency's six-year financial projections contained within this TDP, the SIP describes service additions and revisions proposed for upcoming service changes and the preliminary concepts for changes in the subsequent years. This plan's horizon is three years and it is updated annually as described in *Connect Spokane* policies MI 3.3.3 and MI 3.4.

This SIP is designed to inform the public of possible bus service improvements over a three-year period beginning with the September service change, provided that resources are available. This plan covers the service changes planned for 2015-2017.

Overview

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

In 2014, the next phase of STA Moving Forward will focus on the Board's assessment of how much new service, including High Performance Transit and associated facilities (such as park and ride lots), can be provided with varying levels of new revenue, after the requirement to sustain operations at current service levels is met. Some service concepts of the implementation plan are included in this section. There are more potential service improvements than can be funded, so the Board is expected to direct staff to seek public input on two or more potential packages of projects around the region with different levels of revenue assumed. Ultimately, the Board will adopt a single package of improvements that represents our community's shared vision for additional public transportation investments when revenue is available.

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

Service Change Dates

Performance standards help influence which and when service modifications will take effect. For example, a poor performing route could be subject to modifications such as frequency changes and or segment re-route changes

in order to increase productivity. Generally, major changes take place in September of each year. Service modifications can take place three times a year, the third Sunday in January, May, and September of each year. This coincides with the selection and assignment of coach operator work schedule. The following is a table summarizing the 2015, 2016, and 2017 service change dates following the September 21, 2014 service change.

2015	2016	2017
January 18, 2015	January 17, 2016	January 15, 2017
May 17, 2015	May 15, 2016	May 21, 2017
September 20, 2015	September 18, 2016	September 17, 2017

Existing Conditions

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

- 1) Conditions represent service deficiencies per the principles and policies of the adopted *Connect Spokane: Comprehensive Plan for Public Transportation*;
- 2) Current service that does not meet all three route performance standards (Route 34 in 2013. The route did not operate for a full year and is not on the list.); and
- 3) High Performance Transit (HPT) Network-related modifications that may be feasible within the three-year planning horizon of this document.

For example, Routes 26 and 28 do not extend past Francis Avenue on Saturday nights and Sundays. Another example would be to increase frequency on weekends on high demand corridors like Wellesley Avenue and Monroe Street. Overall, the main goal is to re-allocate or continue to incrementally invest resources in order to maintain effective service delivery, improve mobility throughout the region to population and employment centers, and potentially solve current safety issues. The following is a table summarizing the current SIP existing conditions. Spokane Transit will continue to evaluate possible solutions.

ROUTE	Existing Conditions	Action / Opportunity
21 West Broadway	Although not a policy deficiency, the West Central neighborhood lacks direct trip connectivity to area activity centers outside of the neighborhood.	Continue to evaluate opportunity to extend route north or northeast, but likely cannot be addressed during the planning horizon.
23 Maple/Ash	Mid-day and weekends, the route does not travel to the Indian Trail weekday peak terminal	Proposed to be solved for the September 2016 Service Change pending further funding.
24 Monroe	Monroe St is a designated green HPT Service corridor with just 60 minute service on Sunday/holidays	STA Moving Forward: North Monroe to South Regal HPT Corridor (interlining of Routes 24 and 44) is proposed to be solved for the September 2016 Service Change pending further funding. Frequency on Sunday/Holidays would also improve to 30 minutes.
26 Addison	Route does not operate to the end of the line on Saturday nights and Sunday/holidays thereby violating the Basic System Hours of Service to the route terminal in the Northpointe Shopping Center area, a key activity center	Long term network plan illustrates that much of existing routing would be covered by other routes. There are no immediate plans to remedy the existing condition.
28 Nevada	Route does not operate to the end of the line on Saturday nights and Sunday/holidays thereby violating the Basic System Hours of Service to the route terminal in the Whitworth University/Northpointe Shopping Center area, a key activity center	Proposed to be solved for the September 2015 Service Change pending further funding.
33 Wellesley	Wellesley Ave is a designated red HPT Service corridor with just 60 minute service on Saturdays; current City Loop route segment from South Hill Park & Ride north to Spokane Community College does not justify 15 minute weekday frequency	Improved Saturday frequency is proposed to be solved for the September 2015 Service Change pending further funding. Reductions in frequency on low ridership segment of route between South Hill and Spokane Community College likely cannot be addressed during the planning horizon; however, a new Route 34 began service along the corridor in September 2013 in order to reduce customer confusion. This will allow frequency to be adjusted in the future (beyond 2016).

ROUTE	Existing Conditions	Action / Opportunity
44 29 th Ave	Although not a policy deficiency, 29 th Ave and Regal St are designated green HPT corridors with just 60 minute service on Saturdays and Sunday/holidays; no service on Bernard St nights and weekends	STA Moving Forward: North Monroe to South Regal HPT Corridor (interlining of Routes 24 and 44) is proposed to be solved for the September 2016 Service Change pending further funding. Weekend service on Bernard St nights and weekends is likely not a long term strategy that will be pursued (see Programming of Major Service Improvements and Revisions section below).

Existing Conditions Addressed

Below is a table summarizing the existing conditions that were addressed since the last approved plan or are planned to be incrementally addressed in 2014.

Route	Existing Condition	Status
23 Maple/Ash	Weekday 60 minute mid-day headway violates maximum base headway of 30 minutes for Basic Urban service.	Frequency was improved to 30 minutes in the weekday mid-day period in 2013.
25 Division	The last two weekday outbound trips do not continue to the end of the line at Hastings Park and Ride.	Last two trips were extended to Hastings Park and Ride in 2013.
26 Addison	Route does not operate to the end of the line on Saturday nights and Sunday/holidays thereby violating the Basic System Hours of Service to the route terminal in the Northpointe Shopping Center area, a key activity center.	This condition also occurs on weeknights. Weeknights was resolved at the May 2014 Service Change.
28 Nevada	Route does not operate to the end of the line on Saturday nights and Sunday/holidays thereby violating the Basic System Hours of Service to the route terminal in the Whitworth University/Northpointe Shopping Center area, a key activity center.	This condition also occurs on weeknights. Weeknights was resolved at the May 2014 Service Change.

Programming of Major Service Improvements and Revisions

The following table represents the possible changes that could take place over the coming years. It is not designed to be a final list in order of importance, but to show the potential service changes that current riders could expect or mobility improvements that Spokane Transit is working to implement. **The possible changes listed in September of 2015 and 2016 would require further funding and service concepts would be presented for public outreach per communication and public input policies described in *Connect Spokane* policies CI-1.0 and CI-1.1.** It should be noted that the proposals contained in these tables are very broad and have not been developed on a

more detailed level (connections, schedules etc...). Routes listed below as well as other routes not listed may have schedule changes as a more detailed network is developed.

2015	Description of Service Changes
January	Minor routing and schedule adjustments as needed
May	Minor routing and schedule adjustments as needed; full on-time performance data collection capabilities are expected to be deployed to help with future schedule adjustments Route 29 – U-District re-route to use Martin Luther King Way and Sherman St subject to input by WSU Spokane
September	Route 25 – improve weekday outbound departure reliability; Route 27 – assist with overcrowding and improve reliability Route 28 – extend to end of line Saturday nights and all day Sunday/Holidays Route 33 – improve Saturday frequency to 30 minutes Route 90 – improve weekday outbound departure reliability All Routes – later service system-wide on Saturday nights

Service Day	Estimated Annual Revenue Hours	*Vehicle Requirement
Weekday	+5,610	+2 AM peak; +3 PM peak
Saturday	+4,957	+2
Sunday/Holiday	+792	+1
TOTAL HOURS	+11,359	

*Vehicle requirement refers to the increase in coaches deployed for each service day

2016	Description of Service Changes
January	Minor routing and schedule adjustments as needed
May	Minor routing and schedule adjustments as needed
September	Route 21 – interline with Route 27 Route 22 – interline with Route 45 Route 23 – extend all trips to Indian Trail end of line weekdays and weekends; interline with Route 94 Route 24 – implement North Monroe to South Regal line as part HPT implementation (interline with Route 44); improve Sunday/Holiday frequency to 30 minutes Route 25 – eliminate Plaza dwell (“load and go”) Route 33 – improve Sunday/Holiday frequency to 30 minutes Route 44 - implement North Monroe to South Regal HPT line (route modified to serve S. Regal and interlined with Route 24); improve weekend frequency to 30 minutes Route 45 – modify route to end at South Hill Park & Ride (S. Regal route segment served by Route 44); interline with Route 22 Route 61 – does not serve Medical Lake nights and weekends (due to low ridership and to accommodate interline with other service)

2016	Description of Service Changes
	<p>Route 90 – eliminate Plaza dwell (“load and go”)</p> <p>Route 94 – interline with Route 23</p> <p>Route 144 – create peak only south express route serving 57th Ave and Bernard St (no mid-day service on Bernard St)</p> <p>Plaza – zones 4 and 5 are modified into one super zone (Routes 25 and 90 “load and go”)</p>

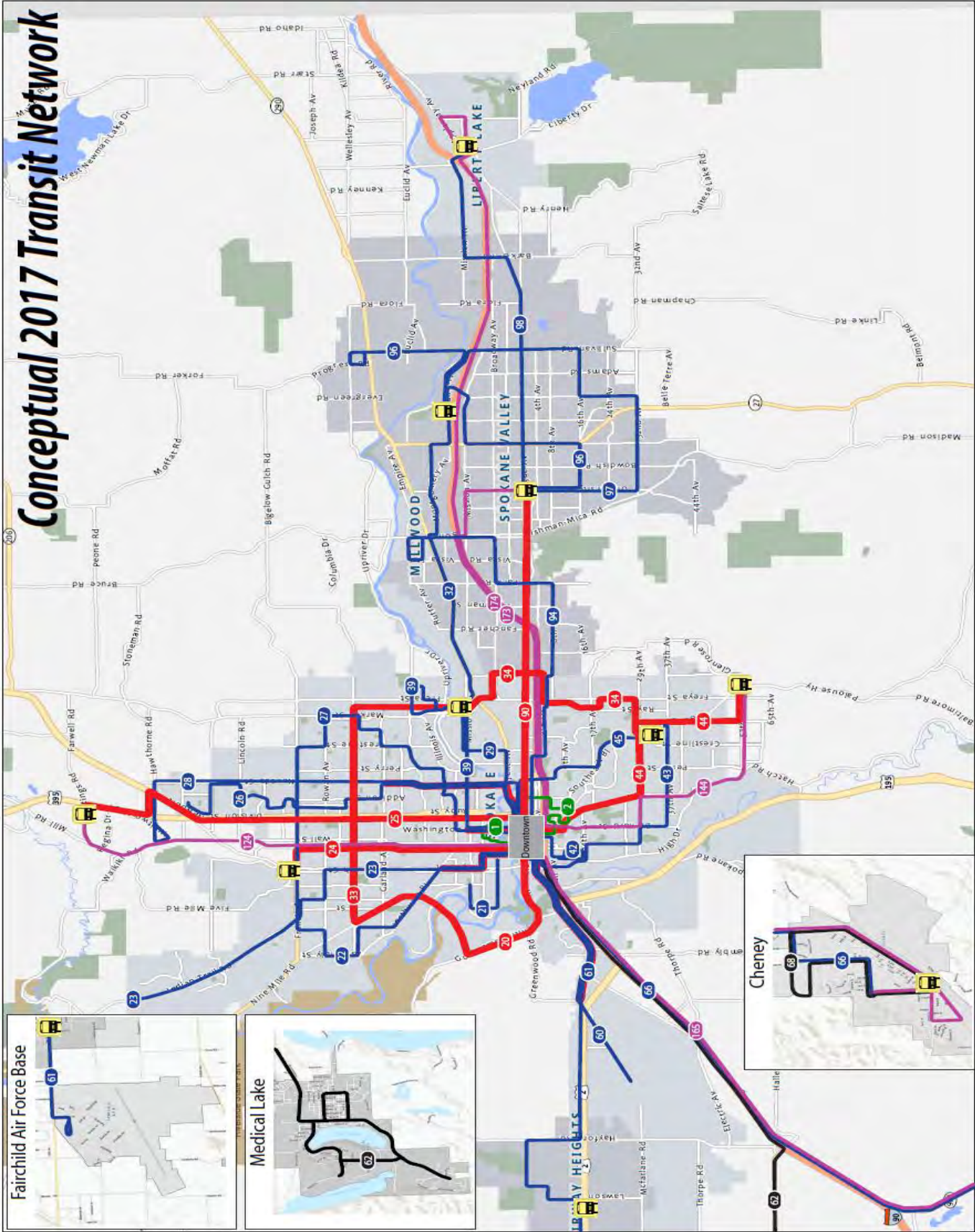
Service Day	Estimated Annual Revenue Hours	*Vehicle Requirement
Weekday	+14,979	+5 AM peak; +7 PM peak
Saturday	+2,223	+2
Sunday/Holiday	+3,778	+5
TOTAL HOURS	+20,980	

*Vehicle requirement refers to the increase in coaches deployed for each service day

Note: Estimated 2016 increase in revenue hours and vehicles as compared to 2015 estimates.

2017	Description of Service Changes
January	Minor routing and schedule adjustments as needed based on feedback from September 2016 service change
May	Minor routing and schedule adjustments as needed based on feedback from September 2016 service change
September	<p>Minor routing and schedule adjustments as needed</p> <p>Route 2 – extend to serve new U-District pedestrian bridge (no added costs anticipated)</p>

Conceptual 2017 Transit Network



Section 6: Capital Improvement Program (2015-2020)

Section 6: Capital Improvement Program (2015-2020)

Introduction

The Capital Improvement Program covers capital programs and projects for the period January 1, 2015 through December 31, 2020. This section of the Transit Development Plan is organized as follows:

- Overview of Capital Programming and Implementation
- Capital Programs 2015-2020
- Section 5307 Program of Projects
- Section 5310 Apportionment Program
- Section 5339 Bus and Bus Facilities
- Fleet Replacement Plan
- Unfunded Projects

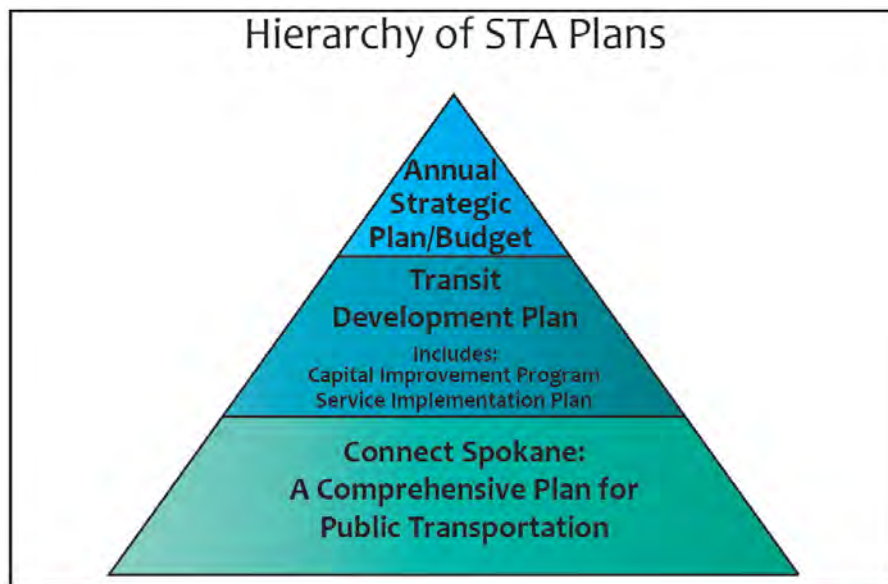
Overview of Capital Programming and Implementation

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

4.1 Capital Improvement Program (CIP)

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

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



This relationship is further articulated by the following policy statement.

SI 4.2 Capital Projects

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

Phases of Capital Improvement

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



Planning and Concept Development

The first phase of any project is to develop project justification, scope and budget. The objective of this phase is to have a project that can be programmed for design and construction. This is a planning exercise that may begin

with the Planning Department or a sponsoring department. The level of effort for the planning and concept development phase is commensurate with the magnitude of costs and complexity of the scope. Inclusion in the CIP permits Spokane Transit to pursue planning grants to fund these efforts as needed.

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

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

Project Development

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

Execution

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

Capital Programs 2015-2020

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

Program Categories

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

Vehicles

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

Facilities - Maintenance & Administration

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

Facilities – Passenger & Operational

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

Technology

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

High Performance Transit Implementation

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

Vehicles

Fixed Route Coaches

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

	2015	2016	2017	2018	2019	2020	2015-2020
Local	\$0	\$0	\$0	\$7,503,857	\$1,445,668	\$0	\$8,949,525
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$1,121,265	\$0	\$0	\$1,121,265
Total	\$0	\$0	\$0	\$8,625,122	\$1,445,668	\$0	\$10,070,790

Non-Revenue Vehicles

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

	2015	2016	2017	2018	2019	2020	2015-2020
Local	\$77,250	\$292,850	\$70,000	\$267,000	\$210,000	\$0	\$917,100
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$77,250	\$292,850	\$70,000	\$267,000	\$210,000	\$0	\$917,100

Paratransit Vans

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

	2015	2016	2017	2018	2019	2020	2015-2020
Local	\$135,389	\$239,053	\$0	\$0	\$0	\$5,044,931	\$5,419,373
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$541,557	\$956,211	\$0	\$0	\$0	\$1,345,314	\$2,843,082
Total	\$676,946	\$1,195,264	\$0	\$0	\$0	\$6,390,245	\$8,262,455

Vanpool Vans

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

	2015	2016	2017	2018	2019	2020	2015-2020
Local	\$351,158	\$361,693	\$1,073,027	\$329,140	\$305,000	\$271,211	\$2,691,229
State	\$234,106	\$241,129	\$241,163	\$0	\$0	\$0	\$716,398
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$585,264	\$602,822	\$1,314,190	\$329,140	\$305,000	\$271,211	\$3,407,627

Capital Programs: 2015-2020

Total: Vehicles

	2015	2016	2017	2018	2019	2020	2015-2020
Local	\$563,797	\$893,596	\$1,143,027	\$8,099,997	\$1,960,668	\$5,316,142	\$17,977,227
State	\$234,106	\$241,129	\$241,163	\$0	\$0	\$0	\$716,398
Federal	\$541,557	\$956,211	\$0	\$1,121,265	\$0	\$1,345,314	\$3,964,347
Total	\$1,339,460	\$2,090,936	\$1,384,190	\$9,221,262	\$1,960,668	\$6,661,456	\$22,657,972

Facilities - Maintenance & Administration

Boone - Facility Master Plan Program

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

	2015	2016	2017	2018	2019	2020	2015-2020
Local	\$940,792	\$0	\$0	\$0	\$1,190,000	\$0	\$2,130,792
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$940,792	\$0	\$0	\$0	\$1,190,000	\$0	\$2,130,792

Boone - Preservation and Enhancements

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

	2015	2016	2017	2018	2019	2020	2015-2020
Local	\$2,518,028	\$60,000	\$35,000	\$35,000	\$175,000	\$1,860,000	\$4,683,028
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$376,338	\$25,000	\$0	\$0	\$0	\$0	\$401,338
Total	\$2,894,366	\$85,000	\$35,000	\$35,000	\$175,000	\$1,860,000	\$5,084,366

Fleck Center Preservation and Improvements

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

	2015	2016	2017	2018	2019	2020	2015-2020
Local	\$670,448	\$0	\$0	\$0	\$315,000	\$169,000	\$1,154,448
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$670,448	\$0	\$0	\$0	\$315,000	\$169,000	\$1,154,448



Capital Programs: 2015-2020

Miscellaneous Equipment and Fixtures

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

	2015	2016	2017	2018	2019	2020	2015-2020
Local	\$152,000	\$107,000	\$32,000	\$20,000	\$20,000	\$20,000	\$351,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$152,000	\$107,000	\$32,000	\$20,000	\$20,000	\$20,000	\$351,000

Total: Facilities - Maintenance & Administration

	2015	2016	2017	2018	2019	2020	2015-2020
Local	\$4,281,268	\$167,000	\$67,000	\$55,000	\$1,700,000	\$2,049,000	\$8,319,268
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$376,338	\$25,000	\$0	\$0	\$0	\$0	\$401,338
Total	\$4,657,606	\$192,000	\$67,000	\$55,000	\$1,700,000	\$2,049,000	\$8,720,606

Facilities - Passenger & Operational

Miscellaneous Equipment and Fixtures

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

	2015	2016	2017	2018	2019	2020	2015-2020
Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Park and Ride Development

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

	2015	2016	2017	2018	2019	2020	2015-2020
Local	\$477,500	\$1,070,000	\$85,000	\$0	\$0	\$0	\$1,632,500
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$477,500	\$1,070,000	\$85,000	\$0	\$0	\$0	\$1,632,500



Capital Programs: 2015-2020

Park and Ride Upgrades

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

	2015	2016	2017	2018	2019	2020	2015-2020
Local	\$275,000	\$25,000	\$25,000	\$25,000	\$25,000	\$0	\$375,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$275,000	\$25,000	\$25,000	\$25,000	\$25,000	\$0	\$375,000

Plaza Renovation

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

	2015	2016	2017	2018	2019	2020	2015-2020
Local	\$2,043,500	\$2,043,500	\$215,000	\$0	\$0	\$0	\$4,302,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$2,043,500	\$2,043,500	\$215,000	\$0	\$0	\$0	\$4,302,000

Route & Stop Facility Improvements

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

	2015	2016	2017	2018	2019	2020	2015-2020
Local	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000	\$100,000	\$700,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$0	\$400,000
Total	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$100,000	\$1,100,000

Valley Transit Center (Pence Cole) Preservation

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

	2015	2016	2017	2018	2019	2020	2015-2020
Local	\$61,000	\$0	\$0	\$0	\$0	\$0	\$61,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$61,000	\$0	\$0	\$0	\$0	\$0	\$61,000

Capital Programs: 2015-2020

Total: Facilities - Passenger & Operational

	2015	2016	2017	2018	2019	2020	2015-2020
Local	\$2,977,000	\$3,258,500	\$445,000	\$145,000	\$145,000	\$100,000	\$7,070,500
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$0	\$400,000
Total	\$3,057,000	\$3,338,500	\$525,000	\$225,000	\$225,000	\$100,000	\$7,470,500

Technology

Business Systems Replacement

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

	2015	2016	2017	2018	2019	2020	2015-2020
Local	\$443,800	\$598,400	\$0	\$0	\$0	\$0	\$1,042,200
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$575,200	\$593,600	\$0	\$0	\$0	\$0	\$1,168,800
Total	\$1,019,000	\$1,192,000	\$0	\$0	\$0	\$0	\$2,211,000

Communications Technology Upgrades

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

	2015	2016	2017	2018	2019	2020	2015-2020
Local	\$4,200,000	\$850,000	\$0	\$0	\$0	\$0	\$5,050,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$4,200,000	\$850,000	\$0	\$0	\$0	\$0	\$5,050,000

Computer Equipment Preservation and Upgrades

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

	2015	2016	2017	2018	2019	2020	2015-2020
Local	\$225,000	\$225,000	\$225,000	\$225,000	\$225,000	\$0	\$1,125,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$225,000	\$225,000	\$225,000	\$225,000	\$225,000	\$0	\$1,125,000



Capital Programs: 2015-2020

Fare Collection and Sales Technology

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

	2015	2016	2017	2018	2019	2020	2015-2020
Local	\$112,000	\$796,357	\$1,094,770	\$0	\$0	\$0	\$2,003,127
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$294,770	\$405,230	\$0	\$0	\$0	\$700,000
Total	\$112,000	\$1,091,127	\$1,500,000	\$0	\$0	\$0	\$2,703,127

Operating & Customer Service Software

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

	2015	2016	2017	2018	2019	2020	2015-2020
Local	\$105,000	\$41,214	\$100,000	\$25,000	\$0	\$0	\$271,214
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$105,000	\$41,214	\$100,000	\$25,000	\$0	\$0	\$271,214

Security and Access Technology

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

	2015	2016	2017	2018	2019	2020	2015-2020
Local	\$104,326	\$541,250	\$541,250	\$541,250	\$541,250	\$0	\$2,269,326
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$104,326	\$541,250	\$541,250	\$541,250	\$541,250	\$0	\$2,269,326

Smart Bus Implementation

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

	2015	2016	2017	2018	2019	2020	2015-2020
Local	\$1,847,237	\$375,000	\$893,000	\$800,611	\$100,000	\$100,000	\$4,115,848
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$38,159	\$0	\$0	\$0	\$0	\$0	\$38,159
Total	\$1,885,396	\$375,000	\$893,000	\$800,611	\$100,000	\$100,000	\$4,154,007

Capital Programs: 2015-2020

Total: Technology

	2015	2016	2017	2018	2019	2020	2015-2020
Local	\$7,037,363	\$3,427,221	\$2,854,020	\$1,591,861	\$866,250	\$100,000	\$15,876,715
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$613,359	\$888,370	\$405,230	\$0	\$0	\$0	\$1,906,959
Total	\$7,650,722	\$4,315,591	\$3,259,250	\$1,591,861	\$866,250	\$100,000	\$17,783,674

High Performance Transit Implementation

Central City Line

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

	2015	2016	2017	2018	2019	2020	2015-2020
Local	\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000
State	\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000
Federal	\$687,500	\$0	\$0	\$0	\$0	\$0	\$687,500
Total	\$977,500	\$0	\$0	\$0	\$0	\$0	\$977,500

Cheney High Performance Transit Corridor

This program implements the corridor infrastructure and station facilities for High Performance Transit between Spokane and Cheney.

	2015	2016	2017	2018	2019	2020	2015-2020
Local	\$0	\$34,200	\$56,400	\$58,400	\$7,200	\$0	\$156,200
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$51,300	\$84,600	\$87,600	\$10,800	\$0	\$234,300
Total	\$0	\$85,500	\$141,000	\$146,000	\$18,000	\$0	\$390,500

HPT Program Development

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

	2015	2016	2017	2018	2019	2020	2015-2020
Local	\$72,210	\$0	\$0	\$0	\$0	\$0	\$72,210
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$288,835	\$0	\$0	\$0	\$0	\$0	\$288,835
Total	\$361,045	\$0	\$0	\$0	\$0	\$0	\$361,045



Capital Programs: 2015-2020

Incremental HPT Investments

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

	2015	2016	2017	2018	2019	2020	2015-2020
Local	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000

West Plains Transit Center

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

	2015	2016	2017	2018	2019	2020	2015-2020
Local	\$81,675	\$22,275	\$0	\$0	\$0	\$0	\$103,950
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$523,325	\$142,725	\$0	\$0	\$0	\$0	\$666,050
Total	\$605,000	\$165,000	\$0	\$0	\$0	\$0	\$770,000

Total: High Performance Transit Implementation

	2015	2016	2017	2018	2019	2020	2015-2020
Local	\$193,885	\$556,475	\$56,400	\$58,400	\$7,200	\$0	\$872,360
State	\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000
Federal	\$1,499,660	\$194,025	\$84,600	\$87,600	\$10,800	\$0	\$1,876,685
Total	\$1,943,545	\$750,500	\$141,000	\$146,000	\$18,000	\$0	\$2,999,045

Total Capital Improvement Program

	2015	2016	2017	2018	2019	2020	2015-2020
Local	\$15,053,313	\$8,302,792	\$4,565,447	\$9,950,258	\$4,679,118	\$7,565,142	\$50,116,070
State	\$484,106	\$241,129	\$241,163	\$0	\$0	\$0	\$966,398
Federal	\$3,110,914	\$2,143,606	\$569,830	\$1,288,865	\$90,800	\$1,345,314	\$8,549,329
Total	\$18,648,333	\$10,687,527	\$5,376,440	\$11,239,123	\$4,769,918	\$8,910,456	\$59,631,797

Section 5307 Program of Projects

The Section 5307 Urbanized Area Formula Funding program (49 U.S.C 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census. The following is a schedule of 5307 Apportionment from 2014-2017 and represents a Program of Projects for this funding source as required federal statute. The 2014 apportionment values are actual, published in the Federal Register dated March 10, 2014. Years 2015 -2017 are estimates. As part of the annual Program of Projects public process, STA will publish a notice (as part of the TDP) in the local newspaper and also post on the STA Website stating:

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

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

Preventive Maintenance

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

Transit Improvements

FTA Circular 5010.1D, published August 27, 2012, states that at least one percent of the annual Section 5307 apportionment funds be allocated to projects *"designed to enhance public transportation service or use and are physically or functionally related to transit facilities."* Spokane Transit will use the transit enhancement funds for bus shelters, ADA access, signage, landscaping, and pedestrian access and walkways. Potential projects are listed in the draft 2014 Transit Enhancement Report and is available on request.

2014 Program of Projects

Project	Federal	Local	Total
Preventive Maintenance	\$7,749,576	\$1,937,394	\$9,686,970
Associated Transit Improvements	\$78,279	\$19,570	\$97,849
Total	\$7,827,855	\$1,956,964	\$9,784,819

2015 Program of Projects

Project	Federal	Local	Total
Preventive Maintenance	\$7,827,072	\$1,956,768	\$9,783,840
Associated Transit Improvements	\$79,061	\$19,765	\$98,826
Total	\$7,906,133	\$1,976,533	\$9,882,666

2016 Program of Projects

Project	Federal	Local	Total
Preventive Maintenance	\$7,905,343	\$1,976,336	\$9,881,679
Associated Transit Improvements	\$79,852	\$19,963	\$99,815
Total	\$7,985,195	\$1,996,299	\$9,981,494

2017 Program of Projects

Project	Federal	Local	Total
Preventive Maintenance	\$7,984,396	\$1,996,099	\$9,980,495
Associated Transit Improvements	\$80,650	\$20,163	\$100,813
Total	\$8,065,046	\$2,016,262	\$10,081,308

Section 5310 Apportionment Program

The Section 5310 program is formula based and is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary Paratransit services. Spokane Transit is the designated recipient of Section 5310 funds. At least 55% of the funds must be used on capital projects that are public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. The remaining 45% may be used for:

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

Spokane Regional Transportation Council (SRTC) assists STA with the selection of projects. SRTC issues a call for projects to eligible applicants such as local government authorities and private non-profit organizations. SRTC evaluates the projects including those submitted by STA. Projects are reviewed to make sure that the need for the project is contained in the *Spokane County Coordinated Public Transit-Human Services Transportation Plan*. The SRTC Board recommends a prioritized list of projects to the Spokane Transit Board of Directors for approval.

2013 was the first time STA received Section 5310 formula funds. The amount for 2013 was \$362,985. Spokane Transit was awarded \$155,525 for the Mobility Orientation (Travel Training) project which is considered an operating project. There were no project applications for the remaining operating and capital funds (\$207,460). This amount will be included in with the 2014 apportionment for the next call for projects. Below is a table showing the federal allocations broken into operational and capital categories. The local share required for operational projects is 50% match and 20% for capital projects. The 2014 federal allocation is actually based on the Federal register dated March 10, 2014. 2015-2017 federal allocations are estimates based on a one percent growth rate.

Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities			
Year	Capital Allocation	Operational Allocation	Total Apportionment
2013*	\$199,642	\$7,818	\$207,460
2014	\$198,143	\$162,117	\$360,260
2015	\$200,124	\$163,738	\$363,863
2016	\$202,126	\$165,376	\$367,501
2017	\$204,147	\$167,029	\$371,176
Total	\$1,004,182	\$666,078	\$1,670,260

*A portion of the 2013 allocation has already been obligated (Mobility Orientation project).

Section 5339 Bus and Bus Facilities

MAP-21 created a new formula grant program under Section 5339, replacing the previous Section 5309 discretionary Bus and Bus Facilities program. Section 5339 is a capital program that provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Spokane Transit is the designated recipient of Section 5339 funds. The match ratio for this program is 80% federal and 20% local. In 2013, STA received \$881,002 in Section 5339 funds. The funds were used to purchase twelve Paratransit vans. Below is a description of the projects and estimated allocations for Section 5339 funding. The 2014 apportionment values are actual, published in the Federal Register dated March 10, 2014. Years 2015 -2017 are estimates. As part of the annual Program of Projects public process, STA will publish a notice (as part of the TDP) in the local newspaper and also post on the STA Website.

Section 5339 Bus and Bus Facilities				
Year	Project	Federal	Local	Total
2014	Paratransit Vans	\$901,262	\$225,316	\$1,126,578
2015	Paratransit Vans	\$910,275	\$227,569	\$1,137,843
2016	Paratransit Vans	\$919,377	\$229,844	\$1,149,222
2017*	Fixed route Coaches	\$928,571	\$232,143	\$1,160,714
Total		\$3,659,485	\$914,872	\$4,574,356

*The 2017 allocation will be used towards the 2018 fixed route vehicle purchase.

Fleet Replacement Plan

Funded and Proposed Fixed Route Vehicle Acquisition Plan 2014-2020							
	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>
<u>FLEET AT START</u>							
Diesel Buses	113	113	113	108	108	106	106
Hybrid Electric Vehicles	28	28	28	28	28	28	28
Fixed route Vans	2	2	2	0	0	0	0
Buses to be Surplused	8	0	0	5	16	5	0
Vans to be Surplused	0	0	0	2	0	0	0
New Replacement Buses – Hybrid	0	0	0	0	0	0	0
New Replacement Buses – Diesel	8	0	0	0	16	3	0
<u>FLEET AT END</u>	143	143	143	136	136	134	134
Buses in Contingency Fleet	9	9	9	2	2	0	0
<u>FLEET UTILIZATION</u>							
Maximum Peak Requirement	112	112	112	112	112	112	112
Spare Fleet	22	22	22	22	22	22	22
Operating Fleet	134	134	134	134	134	134	134
Contingency Fleet	9	9	9	2	2	0	0

Funded and Proposed Paratransit Van Acquisition Plan (Directly Operated) 2014 – 2020*							
	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>
<u>FLEET AT START</u>							
Gasoline Vans	12	12	12	0	0	0	0
Diesel Vans	58	58	58	70	70	70	70
Vans to be Surplused	10	7	12	0	0	0	15
New Replacement Vans – Gasoline	0	0	0	0	0	0	0
New Replacement Vans – Diesel	10	7	12	0	0	0	15
<u>FLEET AT END</u>	70	70	70	70	70	70	70
<u>FLEET UTILIZATION</u>							
Maximum Peak Requirement	60	60	60	60	60	60	60
Spare Fleet	10	10	10	10	10	10	10

Funded and Proposed Paratransit Van Acquisition Plan (Directly Operated) 2014 – 2020*							
	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>
Operating Fleet	70	70	70	70	70	70	70
Contingency Fleet	0	0	0	0	0	0	0

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

Funded and Proposed Vanpool Acquisition Plan 2014 - 2020							
	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>
<u>FLEET AT START</u>							
Existing Fleet	118	128	138	148	148	148	148
Replacement Vans and Expansion Vans	29	20	20	42	10	9	8
Vans to be Surplused	29	10	10	32	10	9	8
Expanded Special Use	15	15	15	15	15	15	15
<u>FLEET AT END</u>	133	143	153	163	163	163	163
<u>FLEET UTILIZATION</u>							
Vanpool Operating Fleet	118	126	135	135	135	135	135
Vanpool Spare Fleet (100%)	10	12	13	13	13	13	13
Special Operating Fleet*	11	11	11	11	11	11	11
Special Spare Fleet*	4	4	4	4	4	4	4
<u>PEAK REQUIREMENT</u>	129	137	146	146	146	146	146

*included in total fleet vans

Unfunded Projects

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

Project Title	Description	Estimated Cost (2012\$)
Central City HPT Implementation	Construct High Performance Transit using a Modern Electric Trolley between Browne's Addition and Gonzaga University via downtown and the University District.	TO BE UPDATED
Fire Alarm Replacement	Complete upgrade and replacement of the fire alarm system and controls within the existing Boone facilities.	\$467,000
Grounds Maintenance Facility	Construct a facility to store maintenance equipment and supplies that are currently exposed to the elements.	\$750,000
Smart Bus Additional Enhancements	Provide for additional Smart Bus hardware and capability investments, which may include additional real-time information sign installations, transit signal priority and other customer and operational enhancements.	\$2,800,000
Wilbert Vault Vehicle Servicing Facility	Construct a vehicle storage, servicing and operations facility on the former Wilbert Vault site to accommodate Paratransit and Vanpool fleet and operations. This facility is required should service be expanded beyond current levels.	\$6,000,000
West Plains Transit Center	Construct a transit center at the interchange of I-90 and SR 902 to provide for efficient transit connections between Medical Lake, Cheney and Airway Heights with parking for bus and vanpool commuters.	\$13,000,000
Moran Prairie Park and Ride	Construct a park and ride near the intersection of 57 th Ave. and the Palouse Highway. The facility would also be a terminal for existing bus service and future HPT line.	\$1,500,000

Section 7: Operating and Financial Projections

Section 7: Operating and Financial Projections

Recent economic fluctuations have reminded us that the future of revenues and expenditures is often uncertain and challenging to predict. However, working with best available data and adopting prudent assumptions can provide some guidance for actions that need to be taken in order for Spokane Transit to remain financially sustainable. The one thing that is certain is that to maintain the current levels of service through the life of this plan, STA will need increased revenue to meet the costs of providing service. The following is a representation of the actual numbers from 2013, the budgeted figures for 2014 and the projections for the years 2015-2020.

	2013 Actual	2014 Budgeted	2015 Projected	2016 Projected	2017 Projected	2018 Projected	2019 Projected	2020 Projected
Fixed Route Bus Service								
Revenue Vehicle Hrs.	383,357	396,513	398,496	400,488	402,490	404,503	406,525	408,558
Service Vehicle Hours	405,312	418,899	420,996	423,098	425,214	427,340	429,477	431,624
Revenue Vehicle Miles	5,317,034	5,513,259	5,540,825	5,568,529	5,596,372	5,624,354	5,652,476	5,680,738
Service Vehicle Miles	5,805,943	5,991,998	6,021,958	6,052,068	6,082,328	6,112,740	6,143,303	6,174,020
Passenger Trips	11,087,049	11,253,068	11,365,599	11,479,255	11,594,047	11,709,988	11,827,088	11,945,358
Directly Operated Paratransit Service								
Revenue Vehicle Hrs.	82,630	84,528	84,528	84,528	84,528	84,528	84,528	84,528
Service Vehicle Hours	88,750	90,789	90,789	90,789	90,789	90,789	90,789	90,789
Revenue Vehicle Miles	1,215,021	1,295,658	1,295,658	1,295,658	1,295,658	1,295,658	1,295,658	1,295,658
Service Vehicle Miles	1,321,903	1,450,402	1,450,402	1,450,402	1,450,402	1,450,402	1,450,402	1,450,402
Passenger Trips	251,273	267,806	267,806	267,806	267,806	267,806	267,806	267,806
Contracted Paratransit Service								
Revenue Vehicle Hrs.	67,647	69,165	71,855	74,592	77,376	80,210	83,093	86,026
Service Vehicle Hours	75,848	77,365	80,374	83,436	86,550	89,720	92,945	96,225
Revenue Vehicle Miles	1,109,707	1,091,861	1,133,643	1,176,155	1,219,412	1,263,426	1,308,210	1,353,777
Service Vehicle Miles	1,287,715	1,324,056	1,372,609	1,422,012	1,472,279	1,523,426	1,575,468	1,628,421
Passenger Trips	179,401	178,311	186,118	194,061	202,144	210,368	218,736	227,251
Special Use Van								
Revenue Vehicle Hrs.	12,945	12,945	12,945	12,945	12,945	12,945	12,945	12,945
Service Vehicle Hours	14,300	14,300	14,300	14,300	14,300	14,300	14,300	14,300
Revenue Vehicle Miles	193,264	193,264	193,264	193,264	193,264	193,264	193,264	193,264
Service Vehicle Miles	206,002	206,002	206,002	206,002	206,002	206,002	206,002	206,002
Passenger Trips	52,364	52,364	52,364	52,364	52,364	52,364	52,364	52,364
Vanpool Services								
Revenue Vehicle Hrs.	34,313	34,553	36,903	39,523	42,171	42,171	42,171	42,171
Revenue Vehicle Miles	1,126,943	1,134,832	1,212,000	1,298,052	1,385,022	1,385,022	1,385,022	1,385,022
Passenger Trips	241,257	242,946	259,466	277,888	296,507	296,507	296,507	296,507

	2013 Actual	2014 Budget	2015 Projected	2016 Projected	2017 Projected	2018 Projected	2019 Projected	2020 Projected
Revenue								
Fixed Route	\$9.5	\$9.6	\$10.5	\$10.6	\$10.7	\$12.3	\$12.4	\$12.4
Paratransit	\$0.7	\$0.6	0.8	0.8	0.8	0.9	0.9	0.9
Vanpool	\$0.7	\$0.8	1.1	1.2	1.3	1.3	1.4	1.4
Total Fare Revenue	\$10.8	\$11.0	\$12.4	\$12.6	\$12.7	\$14.6	\$14.7	\$14.8
Sales Tax	\$42.9	\$45.4	46.0	46.7	47.7	48.6	49.6	50.6
Fed. Operating Grants	\$7.9	\$7.8	7.6	7.8	8.0	8.2	8.4	8.6
State Operating Grants	\$1.1	\$1.6	1.3	0.7	0.7	0.7	0.7	0.7
Misc. Investments, Earnings & Other	\$0.5	\$0.4	0.4	0.4	0.8	0.7	0.5	0.2
Total Revenue Before Capital Grants	\$65.8	\$66.2	\$67.7	\$68.2	\$69.8	\$72.8	\$73.9	\$74.9
Federal and State Capital Grants	\$3.2	\$6.3	3.6	2.4	0.8	1.3	0.1	1.3
Total Revenue	\$69.0	\$72.5	\$71.3	\$70.5	\$70.6	\$74.1	\$74.0	\$76.2
Operating Expense								
Fixed Route	\$44.3	\$48.3	49.9	51.7	53.5	55.4	57.3	59.4
Paratransit	\$12.1	\$13.6	14.3	15.0	15.7	16.5	17.2	18.1
Vanpool	\$0.8	\$1.0	1.1	1.3	1.4	1.4	1.5	1.5
Total Operating Expense	\$57.2	\$62.9	\$65.4	\$67.9	\$70.6	\$73.3	\$76.0	\$78.9

Capital Projects Expenditures								
Federal Portion	\$2.2	\$5.8	3.1	2.1	0.6	1.3	0.1	1.3
State Portion	\$0.9	\$0.5	0.5	0.2	0.2	0.0	0.0	0.0
Local Portion	\$3.2	\$16.1	15.1	8.3	4.6	10.0	4.7	7.6
Total Capital Expenditures	\$6.3	\$22.4	\$18.6	\$10.7	\$5.4	\$11.2	\$4.8	\$8.9
Cooperative Street & Road Projects	\$1.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

Total Expenses and Expenditures	\$65.0	\$85.3	\$84.0	\$78.6	\$76.0	\$84.5	\$80.8	\$87.8
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Change in Cash Balance	\$4.0	(\$12.8)	(\$12.7)	(\$8.1)	(\$5.3)	(\$10.5)	(\$6.9)	(\$11.6)
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Beginning Cash Balance	\$50.4	\$56.5	43.7	31.0	22.9	17.6	17.6	7.1
Ending Cash Balance	\$56.5	\$43.7	31.0	22.9	17.6	7.1	10.7	(4.5)
Self Insurance Reserve	-\$5.5	-\$5.5	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)
Board Designated Reserves	-14.0	-14.5	(14.8)	(15.1)	(15.5)	(15.9)	(16.4)	(16.8)
Cash Balance After Reserves	\$37.0	\$23.7	\$10.7	\$2.3	(\$3.5)	(\$14.3)	(\$11.1)	(\$26.8)

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

***Figures based on 2015-2020 Capital Improvement Program*

Appendix

Appendix A – Performance Measures

I. Ensure Safety

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

Accident Rate (Property)			
Category	Measurement	Goal	Measurement Frequency
Fixed Route	Preventable Accidents	0.07 (or less) per 10,000 miles	Quarterly
Paratransit	Preventable Accidents	0.10 (or less) per 10,000 miles	Quarterly
Injury Rate (Employee Days Lost)			
Category	Measurement	Goal	Measurement Frequency
Fixed Route	Work Days Lost Due to Injury	Less than 0.02 per 1000 employee hours	Quarterly
Paratransit	Workers Comp Lost Days	Less than 0.04 per 1000 employee hours	Quarterly
Maintenance	Workers Comp Lost Days	Less than 0.05 per 1000 employee hours	Quarterly
Injury Rate (Employee Claims)			
Category	Measurement	Goal	Measurement Frequency
Fixed Route	Claims per 1,000 Hours	Less than 0.05 Claims per 1,000 Hours	Quarterly
Paratransit	Claims per 1,000 Hours	Less than 0.08 Claims per 1,000 Hours	Quarterly
Maintenance	Claims per 1,000 Hours	Less than 0.09 Claims per 1,000 Hours	Quarterly

2. Earn and Retain the Community's Trust

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

Ridership			
Category	Measurement	Goal	Measurement Frequency
Fixed Route	Number of Unlinked Trips	Grow Ridership by 1% from 2013 (approximately 11.1 trips)	Monthly

Paratransit	Number of Unlinked Trips	0% Increase from 2013 (approximately 500,000 trips)		Monthly
Vanpool	Number of Unlinked Trips	9.0% increase from 2013 (approximately 270,000 trips)		Monthly
Service Effectiveness				
Category	Measurement	Goal		Measurement Frequency
Fixed Route	Passengers per Revenue Hour	28 System Wide Average		Quarterly
Paratransit	Passengers per Revenue Hour	3.0		Quarterly
Customer Security				
Category	Measurement	Goal	Standard	Measurement Frequency
Fixed Route	Response to Questions on Annual Survey: Customer Assessment of Personal Safety and Drivers Driving Safe	5 on a Scale of 1 to 5	4.5 Average	Annually
Paratransit	Response to Questions on Annual Survey: Customer Assessment of Personal Safety and Drivers Driving Safe	5 on a Scale of 1 to 5	4.5 Average	Annually
Public Outreach				
Category	Measurement	Goal	Standard	Measurement Frequency
Agency Wide	Response to question on annual community survey: STA does a Good Job Listening to the Public	5 on a Scale of 1 to 5	4.5 Average	Annually

3. Provide Outstanding Customer Service

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

On Time Performance				
Category	Measurement	Goal		Measurement Frequency
Fixed Route	0 to 5 Minutes from Scheduled Time Point	95% On Time		Quarterly
Paratransit	0 to 30 Minutes from Scheduled Pick Up Time	95% On Time		Quarterly
Call Center				
Category	Measurement	Goal		Measurement Frequency
Fixed Route Abandon Rate	Percent of Calls Abandoned in Comparison to the Total Call Volume	4% or Below		Monthly
Paratransit Abandon Rate	Percent of Calls Abandoned in Comparison to the Total Call Volume	4% or Below		Monthly
Fixed Route Service Level	Percent of Time Calls are Answered Within the Goal Period	90%/60 Seconds		Monthly
Paratransit Service Level	Percent of Time Calls are Answered Within the Goal Period	90%/60 Seconds		Monthly
Professionalism and Courtesy				
Category	Measurement	Goal	Standard	Measurement Frequency
Fixed Route	Quality Counts Survey Response to: “Operator Professional and Courteous Throughout the Trip”	5 on a Scale of 1 to 5	4.5 Average	Monthly
Paratransit	Quality Counts Survey Response to: “Operator Professional and Courteous Throughout the Trip”	5 on a Scale of 1 to 5	4.5 Average	Monthly
Administration/ Customer Service/ Paratransit Reservations/ Security	Quality Counts Survey Response to: “Employee was Professional and Courteous Throughout the Call/Interaction”	5 on a Scale of 1 to 5	4.5 Average	Monthly

Driver Announcements/Introduction				
Category	Measurement	Goal	Standard	Measurement Frequency
Fixed Route	Quality Counts Survey Response to: “Operator Audibly Announcing Published Stops”	100%	95% Average or Above on Quality Counts Surveys. (FTA Standard is Average)	Monthly
Paratransit	Quality Counts Survey Response to: “Operator Identifying Himself/Herself at Pick-Up”	100%	90% Response on Quality Counts Surveys	Monthly
Cleanliness of Coach/Van				
Category	Measurement	Goal	Standard	Measurement Frequency
Fixed Route	Response to Quality Counts Survey	100%	Score 90% or Greater as a Standard	Monthly
Paratransit	Response to Quality Counts Survey	100%	Score 90% or Greater as a Standard	Monthly
Complaint Rate				
Category	Measurement	Goal		Measurement Frequency
Fixed Route	Number of Complaints Received	Less Than 5 Complaints per 100,000 Boardings		Monthly
Paratransit	Number of Complaints Received	Less than 5 Complaints per 10,000 Boardings		Monthly
Maintenance Reliability				
Category	Measurement	Goal		Measurement Frequency
Fixed Route	Number of Road Calls	Less than 1 per 8,000 Miles		Monthly
Paratransit	Number of Road Calls	Less than 1 per 40,000 Miles		Monthly

4. Enable Organizational Success

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

Training Rate (Employee)			
Category	Measurement	Goal	Measurement Frequency
Fixed Route	Complete Advanced Operator Training	8 Hours per Operator Annually	Quarterly
Paratransit	Complete Advanced Operator Training	8 Hours per Operator Annually	Quarterly
Maintenance	4 Major Component Training Events + Variety of General Professional Classes	Invest average of 25 hours per 2,000 scheduled vehicle maintenance hours	Quarterly
Managers/ Supervisors/ Administrative	Scheduled Professional Development Class	25% of Population Receive Either On-Site or Off-Site Training Event per Year	Quarterly
Annual Employee Feedback			
Category	Measurement	Goal	Measurement Frequency
Fixed Route	Supervisor Conducts Formal Ride Check/Ride Along	100% of Operators Receive a Successful Evaluation on a Ride Check/Ride Along Annually	Quarterly
Paratransit	Supervisor Conducts Formal Ride Check/Ride Along	100% of Operators Receive a Successful Evaluation on a Ride Check/Ride Along Annually	Quarterly
Governance			
Category	Measurement	Goal	Measurement Frequency
Board Development	Attendance at a Transit-Related Conference/Training Event	Two Board Members Attend Annually	Annually

5. Exemplify Financial Stewardship

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

Cost Efficiency				
Category	Measurement	Goal	Measurement Frequency	
Fixed Route	Cost per Revenue Hour	Below 95% of Average Cost of Urban Systems in Washington State	Quarterly	
Paratransit	Cost per Revenue Hour	Below 95% of Average Cost of Urban Systems in Washington State	Quarterly	
Cost Effectiveness				
Category	Measurement	Goal	Measurement Frequency	
Fixed Route	Cost per Passenger	Below 95% of Average Cost of Urban Systems in Washington State	Quarterly	
Paratransit	Cost per Passenger	Below 95% of Average Cost of Urban Systems in Washington State	Quarterly	
Cost Recovery from User Fees				
Category	Measurement	Goal	Measurement Frequency	
Fixed Route	Farebox Return	At least 20%	Quarterly	
Paratransit	Farebox Return	At least 5%	Quarterly	
Vanpool	Fare Revenue Compared to Operational and Administrative Expenses	100%	Quarterly	
Maintenance Cost				
Category	Measurement	Goal	Measurement Frequency	
Fixed Route	Cost per Total Mile by Fleet	\$1.22 per Mile	Quarterly	
Paratransit/ Vanpool	Cost per Total Mile	\$0.83 per Mile	Quarterly	
Financial Capacity				
Category	Measurement	Goal	Standard	Measurement Frequency
Financial Management	Adherence to Approved Operating Budget	Operate at, or Below, Budgeted Expenditures	N/A	Quarterly
Service Level Stability	Number of Years Current Service Level can be Sustained	6 Years	N/A	Annually
Ability to Sustain Essential Capital Investments	Fully Funded Capital Improvement Plan	6 Years	N/A	Annually
Public Perception	Answer to Question on Annual Community Survey: STA is Financially Responsible	5 on a Scale of 1 to 5	4.5	Annually

Appendix B – System Ridership, Miles & Hours 1994 - 2013

Fixed Route Ridership, Mile and Hours			
<u>Year</u>	<u>Annual Revenue Hours</u>	<u>Annual Revenue Miles</u>	<u>Total Passengers</u>
1994	355,890	5,045,803	7,485,275
1995	369,756	5,223,287	7,467,089
1996	371,431	5,330,929	7,831,964
1997	374,718	5,389,263	8,171,745
1998	377,509	5,411,212	7,944,416
1999	375,175	5,308,483	8,099,072
2000	356,977	4,962,786	8,512,225
2001	336,401	4,641,901	8,370,460
2002	348,675	4,753,745	7,522,394
2003	351,239	4,789,262	7,504,713
2004	354,985	4,839,102	7,740,360
2005	369,494	5,031,171	7,688,002
2006	402,533	5,570,692	8,408,678
2007	406,008	5,592,842	9,436,662
2008	414,751	5,718,006	11,110,476
2009	418,247	5,782,329	11,152,841
2010	414,364	5,772,668	10,710,528
2011	397,000	5,539,541	10,831,987
2012	381,167	5,313,529	11,031,338
2013	383,357	5,317,034	11,087,049

Paratransit Ridership, Miles and Hours; Combined Service			
<u>Year</u>	<u>Annual Revenue Hours</u>	<u>Annual Revenue Miles</u>	<u>Total Passengers</u>
1994	140,137	1,953,261	396,178
1995	159,214	2,269,217	442,334
1996	149,425	2,326,050	453,341
1997	150,178	2,523,866	437,155
1998	144,944	2,479,090	435,412
1999	149,508	2,449,312	435,153
2000	148,814	2,353,028	430,920
2001	153,565	2,349,728	431,210
2002	155,983	2,386,941	435,341
2003	159,421	2,462,488	454,503
2004	158,491	2,401,305	456,969
2005	158,744	2,333,365	463,207
2006	167,309	2,549,716	493,981
2007	172,776	2,675,985	506,710
2008	178,959	2,724,953	516,516
2009	175,081	2,685,157	521,578
2010	172,744	2,592,443	517,192
2011	166,263	2,368,569	485,551

Paratransit Ridership, Miles and Hours; Combined Service

<u>Year</u>	<u>Annual Revenue Hours</u>	<u>Annual Revenue Miles</u>	<u>Total Passengers</u>
2012	163,479	2,532,907	490,106
2013	163,222	2,517,992	483,038

Paratransit Ridership, Miles and Hours; Directly Operated

<u>Year</u>	<u>Annual Revenue Hours</u>	<u>Annual Revenue Miles</u>	<u>Total Passengers</u>
1994	97,993	1,371,257	279,737
1995	101,589	1,483,982	291,545
1996	93,601	1,489,913	289,274
1997	91,310	1,523,400	268,894
1998	89,671	1,526,709	275,330
1999	84,796	1,377,197	256,744
2000	86,281	1,334,007	259,370
2001	89,814	1,358,293	263,196
2002	93,638	1,377,785	273,496
2003	95,167	1,418,077	288,434
2004	89,156	1,286,478	274,634
2005	87,625	1,229,340	273,581
2006	89,590	1,280,784	276,408
2007	88,894	1,305,017	275,130
2008	91,129	1,337,188	277,528
2009	90,765	1,307,371	277,200
2010	84,769	1,213,471	258,640
2011	84,439	1,229,362	254,171
2012	85,246	1,272,186	257,891
2013	82,630	1,215,021	251,273

Paratransit Ridership, Miles and Hours; Purchased Transportation

<u>Year</u>	<u>Annual Revenue Hours</u>	<u>Annual Revenue Miles</u>	<u>Total Passengers</u>
1994	42,144	582,004	116,441
1995	57,625	785,235	150,789
1996	55,824	836,137	164,067
1997	58,868	1,000,466	168,261
1998	55,273	952,381	160,082
1999	64,712	1,072,115	178,409
2000	62,533	1,019,021	171,550
2001	63,751	991,435	168,014
2002	62,345	1,009,156	161,845
2003	64,254	1,044,411	166,069
2004	69,335	1,114,827	182,335
2005	71,119	1,104,025	189,626
2006	77,719	1,268,932	217,573
2007	83,882	1,370,968	231,580
2008	87,830	1,387,765	238,988
2009	84,316	1,377,786	244,378
2010	87,975	1,378,972	258,552
2011	81,824	1,275,612	231,380
2012	78,233	1,260,721	232,215

Paratransit Ridership, Miles and Hours; Purchased Transportation

<u>Year</u>	<u>Annual Revenue Hours</u>	<u>Annual Revenue Miles</u>	<u>Total Passengers</u>
2013	80,592	1,302,971	231,765

NOTE: Purchased Transportation figures include Special Use Van

Vanpool Ridership, Miles and Hours

<u>Year</u>	<u>Annual Revenue Hours</u>	<u>Annual Revenue Miles</u>	<u>Total Passengers</u>
1994	8,139	257,380	86,834
1995	7,219	233,767	73,641
1996	7,733	253,560	77,112
1997	8,414	277,711	89,167
1998	9,110	293,292	87,668
1999	7,165	236,335	68,559
2000	6,531	225,726	66,620
2001	8,221	299,738	85,500
2002	8,881	312,141	88,263
2003	10,334	352,741	102,426
2004	9,938	352,415	101,971
2005	15,157	490,835	129,548
2006	17,462	609,385	163,826
2007	18,720	686,661	166,996
2008	24,267	893,380	224,264
2009	23,703	888,699	209,822
2010	24,198	907,418	208,480
2011	27,304	1,025,192	232,816
2012	33,220	1,189,701	250,436
2013	34,313	1,126,943	241,257

Appendix C – Asset Management Plan

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

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

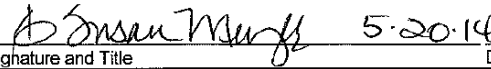
The AMP inventory includes:

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

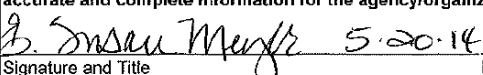
The inventory includes, but is not limited to, the asset’s Condition, Age, Remaining useful life and Replacement Cost.

Public Transportation Management System
Owned Rolling Stock Inventory

Fleet - Fixed Route

Spokane Transit Authority
12/31/2013I hereby certify that all information reported in this inventory reflects true,
accurate and complete information for the agency/organization listed.

 5.20.14
 Signature and Title Date

Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful life (years)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
1997 NEWFLYER	1	1FYD2LL12VU017228	9702	760754	50	17	0	550,543	YES	40 + 2	DF	NO
1997 NEWFLYER	1	1FYD2LL14VU017229	9703	734089	50	17	0	550,543	YES	40 + 2	DF	NO
1997 NEWFLYER	1	1FYD2LL12VU017231	9705	725301	50	17	0	550,543	YES	40 + 2	DF	NO
1997 NEWFLYER	1	1FYD2LL14VU017232	9708	710625	50	17	0	550,543	YES	40 + 2	DF	NO
1997 NEWFLYER	1	1FYD2LL16VU017233	9707	738831	50	17	0	550,543	YES	40 + 2	DF	NO
1997 NEWFLYER	1	1FYD2LL11VU017236	9710	710703	50	17	0	550,543	YES	40 + 2	DF	NO
1997 NEWFLYER	1	1FYD2LL17VU017239	9713	748050	50	17	0	550,543	YES	40 + 2	DF	NO
1997 NEWFLYER	1	1FYD2LL13VU017240	9714	751121	50	17	0	550,543	YES	40 + 2	DF	NO
1997 NEWFLYER	1	1FYD2LL19VU017243	9717	799015	50	17	0	550,543	YES	40 + 2	DF	NO
1997 NEWFLYER	1	1FYD2LL12VU017245	9719	785882	50	17	0	550,543	YES	40 + 2	DF	NO
1997 NEWFLYER	1	1FYD2LL14VU017246	9720	802704	50	17	0	550,543	YES	40 + 2	DF	NO
1997 NEWFLYER	1	1FYD2LL1XVU017249	9723	778180	50	17	0	550,543	YES	40 + 2	DF	NO
1997 NEWFLYER	1	1FYD2LL18VU017251	9725	770385	50	17	0	550,543	YES	40 + 2	DF	NO
2002 NEWFLYER 60'	5	2FYD2UM1X2U024373	2261	373349	60	12	3	26,089	YES	62+2	DF	NO
2002 NEWFLYER 60'	5	2FYD2UM112U024374	2262	414571	60	12	3	58,835	YES	62+2	DF	NO
2002 NEWFLYER 60'	5	2FYD2UM152U024541	2263	312613	60	12	3	26,334	YES	62+2	DF	NO
2003 GILLIG 35'	2	15GGB271X21073384	2301	464763	55	11	4	428,529	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271731073395	2302	446466	55	11	4	428,529	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271131073396	2303	452226	55	11	4	428,529	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271331073397	2304	503335	55	11	4	428,529	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271531073398	2305	455565	55	11	4	428,529	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271731073399	2306	490662	55	11	4	428,529	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271331073399	2307	474622	55	11	4	428,529	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271531073391	2308	479269	55	11	4	428,529	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271731073392	2309	482743	55	11	4	428,529	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271931073393	2310	484591	55	11	4	428,529	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271131073016	2311	477717	55	11	4	428,529	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271331073017	2312	482528	55	11	4	428,529	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271531073018	2313	482398	55	11	4	428,529	YES	30 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271231090818	2330	369321	55	11	4	401,271	YES	24 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271431090819	2331	382460	55	11	4	401,271	YES	24 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271031090820	2332	368416	55	11	4	401,271	YES	24 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271231090821	2333	331877	55	11	4	401,271	YES	24 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271431090822	2334	351671	55	11	4	401,271	YES	24 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271631090823	2335	341985	55	11	4	401,271	YES	24 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271831090824	2336	340602	55	11	4	401,271	YES	24 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271X31090825	2337	342939	55	11	4	401,271	YES	24 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271131090826	2338	347201	55	11	4	401,271	YES	24 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271331090827	2339	353079	55	11	4	401,271	YES	24 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291451074550	2501	378439	75	9	0	422,374	YES	30 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291651074551	2502	378100	75	9	0	422,374	YES	30 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291851074552	2503	381886	75	9	0	422,374	YES	30 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291X51074553	2504	358593	75	9	0	422,374	YES	30 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291151074554	2505	385349	75	9	0	422,374	YES	30 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291351074555	2506	367884	75	9	0	422,374	YES	30 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291551074556	2507	378492	75	9	0	422,374	YES	30 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291751074557	2508	381870	75	9	0	422,374	YES	30 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291951074558	2509	379844	75	9	0	422,374	YES	30 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291051074559	2510	365027	75	9	0	422,374	YES	30 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291761077750	2601	356283	80	8	7	446,756	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291961077751	2602	359422	80	8	7	446,756	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291061077752	2603	368254	80	8	7	446,756	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291261077753	2604	376174	80	8	7	446,756	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291461077754	2605	381627	80	8	7	446,756	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291661077755	2606	380836	80	8	7	446,756	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291861077756	2607	383346	80	8	7	446,756	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291X61077757	2608	356590	80	8	7	446,756	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291161077758	2609	368131	80	8	7	446,756	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291361077759	2610	347824	80	8	7	446,756	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291X61077760	2611	372579	80	8	7	446,756	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGB291861077761	2612	373662	80	8	7	446,756	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGB291X81077762	2613	369727	80	8	7	446,756	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGB291161077763	2614	362401	80	8	7	446,756	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGB291361077764	2615	377342	80	8	7	446,756	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291961077765	2616	374692	80	8	7	446,756	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291461077766	2617	371000	80	8	7	446,756	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291661077767	2618	371914	80	8	7	446,756	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291861077768	2619	362687	80	8	7	446,756	YES	40 + 2	DF	NO
2007 NEWFLYER 60'	5	5FYD4YS198C031037	2661	241921	80	7	8	688,792	YES	62+2	DF	NO
2007 NEWFLYER 60'	5	5FYD4YS106C031038	2662	250045	80	7	8	688,792	YES	62+2	DF	NO
2007 NEWFLYER 60'	5	5FYD4YS126C031039	2663	251639	80	7	8	688,792	YES	62+2	DF	NO
2007 NEWFLYER 60'	5	5FYD4YS196C031040	2664	242211	80	7	8	688,792	YES	62+2	DF	NO
2007 NEWFLYER 60'	5	5FYD4YS106C031041	2665	244624	80	7	8	688,792	YES	62+2	DF	NO
2007 NEWFLYER 60'	5	5FYD4YS126C031042	2666	250683	80	7	8	688,792	YES	62+2	DF	NO
Total			74	32927787				\$ 33,895,757				

Public Transportation Management System Owned Rolling Stock Inventory					I hereby certify that all information reported in this inventory reflects true, accurate and complete information for the agency/organization listed.							
Fleet - Fixed Route												
Spokane Transit Authority 12/31/2013												
					Signature and Title							
					Date							
Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful life (years)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
2007 GILLIG 35'	2	15GG8271571078435	2701	268775	80	7	10	463,263	YES	39+2	DF	NO
2007 GILLIG 35'	2	15GG8271771078436	2702	276260	80	7	10	463,263	YES	39+2	DF	NO
2007 GILLIG 35'	2	15GG8271971078437	2703	262682	80	7	10	463,263	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271271078418	2704	317541	80	7	10	474,123	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271471078419	2705	313367	80	7	10	474,123	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271071078420	2706	306195	80	7	10	474,123	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271271078421	2707	317644	80	7	10	474,123	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271471078422	2708	300757	80	7	10	474,123	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271671078423	2709	298938	80	7	10	474,123	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271871078424	2710	300599	80	7	10	474,123	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271X71078425	2711	291500	80	7	10	474,123	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271171078426	2712	300708	80	7	10	474,123	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271371078427	2713	313688	80	7	10	474,123	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271571078428	2714	312841	80	7	10	474,123	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271771078429	2715	304755	80	7	10	474,123	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271371078430	2716	302415	80	7	10	474,123	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271571078431	2717	303012	80	7	10	474,123	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD301771078432	7001	289882	80	7	10	768,721	YES	39+2	DE	NO
2007 GILLIG 40'	1	15GGD301971078433	7002	301730	80	7	10	768,721	YES	39+2	DE	NO
2007 GILLIG 40'	1	15GGD301071078434	7003	288899	80	7	10	768,721	YES	39+2	DE	NO
2007 ELDORADO VAN	11	1FDXE45PXDA56071	512	64040	90	7	10	88,282	YES	16+2	DF	NO
2007 ELDORADO VAN	11	1FDXE45P3DA56073	514	60508	90	7	10	88,282	YES	16+2	DF	NO
2008 GILLIG 40'	1	15GGD271081079603	2801	264950	85	6	11	472,803	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271281079604	2802	263005	85	6	11	472,803	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271481079605	2803	252442	85	6	11	472,803	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271681079606	2804	257860	85	6	11	472,803	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271881079607	2805	257046	85	6	11	472,803	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271X81079608	2806	253944	85	6	11	472,803	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271181079609	2807	253574	85	6	11	472,803	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271881079610	2808	256277	85	6	11	472,803	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271X81079611	2809	252123	85	6	11	472,803	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271181079612	2810	261625	85	6	11	472,803	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271381079613	2811	256739	85	6	11	472,803	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271581079614	2812	260389	85	6	11	472,803	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271781079615	2813	241807	85	6	11	472,803	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271981079616	2814	205412	85	6	11	472,803	YES	39+2	DF	NO
2008 GILLIG HEV 40'	1	15GGD301081079617	8001	248388	85	6	11	690,041	YES	39+2	DE	NO
2008 GILLIG HEV 40'	1	15GGD301281079618	8002	262536	85	6	11	690,041	YES	39+2	DE	NO
2008 GILLIG HEV 40'	1	15GGD301481079619	8003	243458	85	6	11	690,041	YES	39+2	DE	NO
2008 GILLIG HEV 40'	1	15GGD301081079620	8004	245594	85	6	11	690,041	YES	39+2	DE	NO
2008 GILLIG HEV 40'	1	15GGD301281079621	8005	246378	85	6	11	690,041	YES	39+2	DE	NO
2008 GILLIG HEV 40'	1	15GGD301481079622	8006	252562	85	6	11	690,041	YES	39+2	DE	NO
2009 NEW FLYER 60'	5	8FYD4YS1X9B038418	2961	161849	90	5	10	769,591	YES	62+2	DF	NO
2009 NEW FLYER 60'	5	8FYD4YS119B038419	2962	163188	90	5	10	769,591	YES	62+2	DF	NO
2009 NEW FLYER 60'	5	8FYD4YS189B038420	2963	158035	90	5	10	769,591	YES	62+2	DF	NO
2009 NEW FLYER 60'	5	8FYD4YS1X9B038421	2964	156429	90	5	10	769,591	YES	62+2	DF	NO
2009 GILLIG 40'	1	15GGD271191176245	2901	211182	90	5	10	428,805	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271391176246	2902	206412	90	5	10	428,805	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271591176247	2903	208443	90	5	10	428,805	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271791176248	2904	208781	90	5	10	428,805	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271991176249	2905	202227	90	5	10	428,805	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271591176250	2906	201367	90	5	10	428,805	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271791176251	2907	212470	90	5	10	428,805	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271991176252	2908	205463	90	5	10	428,805	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271091176253	2909	219529	90	5	10	428,805	YES	39+2	DF	NO
2009 GILLIG HEV 29'	4	15GGE301091091443	9031	64951	90	5	10	677,957	YES	26+2	DE	NO
2009 GILLIG HEV 29'	4	15GGE301291091444	9032	67542	90	5	10	677,957	YES	26+2	DE	NO
2009 GILLIG HEV 29'	4	15GGE301491091445	9033	66369	90	5	10	677,957	YES	26+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3017A1176254	10701	188702	90	4	11	667,639	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3018A1176255	10702	185203	90	4	11	667,639	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3019A1176256	10703	198121	90	4	11	667,639	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3012A1176257	10704	197431	90	4	11	667,639	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3014A1176258	10705	199669	90	4	11	667,639	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3016A1176259	10706	199364	90	4	11	667,639	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3012A1176260	10707	204628	90	4	11	667,639	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3014A1176261	10708	184569	90	4	11	667,639	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3016A1176262	10709	184959	90	4	11	667,639	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3018A1176263	10710	192509	90	4	11	667,639	YES	39+2	DE	NO
2012 GILLIG HEV 40'	4	15GGD3018C1180543	12701	55353	95	2	13	651,453	YES	39+2	DE	NO
2012 GILLIG HEV 40'	4	15GGD301XC1180544	12702	64017	95	2	13	651,453	YES	39+2	DE	NO
2012 GILLIG HEV 40'	4	15GGD3011C1180545	12703	63430	95	2	13	651,453	YES	39+2	DE	NO
2012 GILLIG HEV 40'	4	15GGD3013C1180546	12704	64515	95	2	13	635,970	YES	39+2	DE	NO
2012 GILLIG HEV 40'	4	15GGD3016C1180547	12705	61213	95	2	13	635,970	YES	39+2	DE	NO
2012 GILLIG HEV 40'	4	15GGD3017C1180548	12706	64475	95	2	13	635,970	YES	39+2	DE	NO
Total			74	16163220				\$ 40,779,930				

**Public Transportation Management System
Owned Rolling Stock Inventory**
Fleet - Demand Response
**Spokane Transit Authority
12/31/2013**
**I hereby certify that all information reported in this inventory reflects true,
accurate and complete information for the agency/organization listed.**
B. Susan Muff 5-20-14

Signature and Title

Date

Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful life (years)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
2005 Ford Senator Minibus	14	1FDXE45P55HA19452	S137	201140	70	9	0	84,439	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P75HA19453	S138	174008	70	9	0	84,439	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P05HA19455	S140	192144	70	9	0	84,439	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P25HA19456	S141	181563	70	9	0	84,439	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P45HA19457	S142	190116	70	9	0	84,439	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P65HA19458	S143	195746	70	9	0	84,439	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P85HA19459	S144	193548	70	9	0	84,439	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P65HA30797	S145	185056	70	9	0	84,439	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P85HA30798	S146	174862	70	9	0	84,439	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P95HA40840	S148	182390	70	9	0	84,439	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P05HA40841	S149	101418	70	9	0	84,439	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P45HA40843	S151	179136	70	9	0	84,439	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P45HA40844	S152	194658	70	9	0	84,439	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P85HA40845	S153	193287	70	9	0	84,439	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P55HA40846	S154	191779	70	9	0	84,439	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P15HA40847	S155	212464	70	9	0	84,439	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P35HA40848	S156	196891	70	9	0	84,439	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P55HA40849	S157	175083	70	9	0	84,439	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P15HA40850	S158	192444	70	9	0	84,439	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P35HA40851	S159	197810	70	9	0	84,439	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P55HA40852	S160	178777	70	9	0	84,439	YES	15+5	DF	NO
2005 FORD CUTAWAY	14	1FDXE45P25HB14033	S161	198682	80	9	0	98,610	YES	13 + 2	DF	NO
2005 FORD CUTAWAY	14	1FDXE45P45HB14034	S162	174789	80	9	0	98,610	YES	13 + 2	DF	NO
2005 FORD CUTAWAY	14	1FDXE45P95HB19957	S164	174955	80	9	0	98,610	YES	13 + 2	DF	NO
2005 FORD CUTAWAY	14	1FDXE45P05HB19958	S165	172080	80	9	0	98,610	YES	13 + 2	DF	NO
2005 FORD CUTAWAY	14	1FDXE45P55HB24889	S166	90519	80	9	0	98,610	YES	13 + 2	DF	NO
2005 FORD CUTAWAY	14	1FDXE45P65HB24890	S167	172462	80	9	0	98,610	YES	13 + 2	DF	NO
2008 Eldorado Cutaway	14	1FD4E45S98DB23414	S168	119529	90	6	1	82,908	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S08DB23415	S169	111691	90	6	1	82,908	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S28DB23416	S170	121862	90	6	1	82,908	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S48DB23417	S171	115082	90	6	1	82,908	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S68DB23418	S172	114147	90	6	1	82,908	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S88DB23419	S173	111233	90	6	1	82,908	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S48DB23420	S174	119369	90	6	1	82,908	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S68DB23421	S175	118582	90	6	1	82,908	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S88DB23422	S176	107760	90	6	1	82,908	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S08DB23423	S177	108948	90	6	1	82,908	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S18DB23424	S178	120983	90	6	1	82,908	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S38DB23425	S179	106385	90	6	1	83,784	YES	14 + 2	GA	NO
2012 Eldorado Cutaway	14	1GB6G5BL0B1183931	S180	52198	95	2	5	95,308	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL5B1187022	S181	51274	95	2	5	95,308	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL0B1188451	S182	41004	95	2	5	95,308	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL3B1189039	S183	47834	95	2	5	95,308	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL5B1189398	S184	51363	95	2	5	95,308	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL9B1189484	S185	48214	95	2	5	95,308	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL3B1189528	S186	49683	95	2	5	95,308	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL5B1189708	S187	51937	95	2	5	95,308	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL6B1190432	S188	49883	95	2	5	95,308	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL2B1190511	S189	44686	95	2	5	95,308	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL8B1190528	S190	50679	95	2	5	95,308	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL8B1190612	S191	45652	95	2	5	95,308	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL6B1190673	S192	22723	95	2	5	95,308	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL5B1190907	S193	51733	95	2	5	95,308	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL0B1190877	S194	47741	95	2	5	95,308	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL3C1160412	S195	31060	95	2	5	96,999	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL7C1180946	S196	27558	95	2	5	96,673	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL2C1180577	S197	31435	95	2	5	96,999	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL4C1180788	S198	24279	95	2	5	96,999	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL6C1180721	S199	31220	95	2	5	96,999	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL3C1180507	S200	30656	95	2	5	96,999	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL3C1181785	S201	29568	95	2	5	96,999	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL2C1182068	S202	30202	95	2	5	96,999	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL8C1183158	S203	27096	95	2	5	96,999	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL2C1182894	S204	28938	95	2	5	96,999	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL3C1182633	S205	27572	95	2	5	96,673	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL8C1182608	S206	29285	95	2	5	96,999	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL3C1182127	S207	26302	95	2	5	96,673	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL5C1182419	S208	25383	95	2	5	96,999	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL7C1180672	S209	28958	95	2	5	96,673	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL8C1182706	S210	27128	95	2	5	96,999	YES	14 + 2	DF	NO
Total			70	7,496,132				\$ 6,340,956				
NOTE:												
Usage is also considered as a reason for replacement. Due to mileage, newer vehicles may be replaced sooner than older vehicles.												

**Public Transportation Management System
Owned Rolling Stock Inventory**
Fleet - Demand Response
**Spokane Transit Authority
12/31/2013**
I hereby certify that all information reported in this inventory reflects true,
accurate and complete information for the agency/organization listed.

J. Susan Murphy 5.20.14
Signature and Title Date

Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful life (years)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
2013 Eldorado Cutaway	14	1GB8G5BL4D1188830	S211	5267	95	0	7	93,755	YES	14 + 2	DF	NO
2013 Eldorado Cutaway	14	1GB8G5BL0D1188503	S212	6578	95	0	7	93,755	YES	14 + 2	DF	NO
2013 Eldorado Cutaway	14	1GB8G5BL9D1188984	S213	6894	95	0	7	93,755	YES	14 + 2	DF	NO
2013 Eldorado Cutaway	14	1GB8G5BL5D1189842	S214	6719	95	0	7	93,755	YES	14 + 2	DF	NO
2013 Eldorado Cutaway	14	1GB8G5BL5D1189422	S215	6417	95	0	7	93,755	YES	14 + 2	DF	NO
2013 Eldorado Cutaway	14	1GB8G5BL6D1189753	S216	6332	95	0	7	93,755	YES	14 + 2	DF	NO
2013 Eldorado Cutaway	14	1GB8G5BL7D1189468	S217	4390	95	0	7	93,755	YES	14 + 2	DF	NO
2013 Eldorado Cutaway	14	1GB8G5BL5D1189307	S218	3968	95	0	7	93,755	YES	14 + 2	DF	NO
2013 Eldorado Cutaway	14	1GB8G5BL0D1190574	S219	4836	95	0	7	93,755	YES	14 + 2	DF	NO
2013 Eldorado Cutaway	14	1GB8G5BL5D1190005	S220	6709	95	0	7	93,755	YES	14 + 2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL8C1181667	601	37737	95	1	4	92,422	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL9C1180303	602	33629	95	1	4	92,422	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL6C1183451	603	40650	95	1	4	92,422	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL6C1184910	604	41514	95	1	4	92,422	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BLXC1184490	605	40371	95	1	4	92,422	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL6C1184857	606	43620	95	1	4	92,422	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL7C1183040	607	42841	95	1	4	92,422	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL8C1183709	608	33958	95	1	4	92,422	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL8C1183502	609	38192	95	1	4	92,422	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL4C1183495	610	31399	95	1	4	92,422	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BLXC1184686	611	38426	95	1	4	92,422	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL2C1184290	612	42297	95	1	4	92,422	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL5C1185241	613	39926	95	1	4	92,422	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL3C1183665	614	36760	95	1	4	92,422	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL7C1185404	615	34767	95	1	4	92,422	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL0C1185129	616	41403	95	1	4	92,422	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL6C1184583	617	42374	95	1	4	92,422	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL4C1184162	618	39865	95	1	4	92,422	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL8C1184052	619	36551	95	1	4	92,422	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL9C1184786	620	43223	95	1	4	92,422	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL5C1184137	621	38843	95	1	4	92,422	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL6C1184213	622	38025	95	1	4	92,422	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL9C1185338	623	38344	95	1	4	92,422	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL3C1181513	624	35428	95	1	4	92,422	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL3C1198263	625	37921	95	1	4	92,422	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL0C1198799	626	38743	95	1	4	92,422	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL2C1198190	627	35307	95	1	4	92,422	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL6C1198650	628	37768	95	1	4	92,422	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5DL9C1193448	629	34367	95	1	4	92,422	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL9C1198109	630	34753	95	1	4	92,422	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL7C1200029	631	35685	95	1	4	92,422	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL3C1198473	632	35945	95	1	4	92,422	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL6C1198645	633	27893	95	1	4	92,422	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL8C1198968	634	36458	95	1	4	92,422	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL5C1200093	635	33228	95	1	4	92,422	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL9C1198921	636	35856	95	1	4	92,422	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL4C1198809	637	37809	95	1	4	92,422	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL6C1198777	638	34512	95	1	4	92,422	YES	14+2	DF	NO
Total			48	1,484,758				\$ 4,449,589				
NOTE:												
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Public Transportation Management System
Owned Rolling Stock Inventory

Fleet - Vanpool

Spokane Transit Authority
12/31/2013I hereby certify that all information reported in this inventory reflects true,
accurate and complete information for the agency/organization listed.

S. Susan Muffl 5-20-14
Signature and Title Date

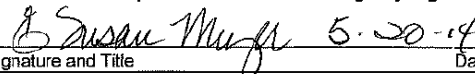
Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
2001 Ford E-450 Cutaways	13	1FDXE45S01HB00194	U4	230195	70	13	0	89,490	YES	15+3	GA	No
2001 Ford E-450 Cutaways	13	1FDXE45S01HB77517	U5	218804	70	13	0	89,490	YES	15+3	GA	No
2001 Ford E-450 Cutaways	13	1FDXE45S01HB75630	U6	226528	70	13	0	89,490	YES	15+3	GA	No
2001 Ford E-450 Cutaways	13	1FDXE45S01HB77520	U9	199858	70	13	0	89,490	YES	15+3	GA	No
2001 Ford E-450 Cutaways	13	1FDXE45S01HB77521	U10	155703	70	13	0	89,490	YES	15+3	GA	No
2001 Ford E-450 Cutaways	13	1FDXE45S01HB75629	U11	178314	70	13	0	89,490	YES	15+3	GA	No
2001 Ford E-450 Cutaways	13	1FDXE45S01HB75646	U12	172813	70	13	0	89,490	YES	15+3	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39U051160900	R62	91864	80	9	0	41,386	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39U051162727	R63	122841	80	9	0	41,386	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39U051163622	U65	76145	80	9	0	41,386	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39U051163801	R65	87703	80	9	0	41,386	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39U051162707	U71	124811	80	9	0	41,386	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39U051162741	U72	113965	80	9	0	41,386	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39U051161767	R74	58627	80	9	0	41,386	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39U051160855	U75	91041	80	9	0	41,386	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39U051163843	U77	111034	80	9	0	41,386	NO	15	GA	No
2005 DODGE CARAVAN	13	2D8GP44L5R544851	R80	90470	80	9	0	29,351	NO	7	GA	No
2005 DODGE CARAVAN	13	2D8GP44L5R544852	R91	71481	80	9	0	29,351	NO	7	GA	No
2005 DODGE CARAVAN	13	2D8GP44L5R544853	R92	71739	80	9	0	29,351	NO	7	GA	No
2005 DODGE CARAVAN	13	2D8GP44L5R544854	R93	57469	80	9	0	29,351	NO	7	GA	No
2005 DODGE CARAVAN	13	2D8GP44L5R544855	R94	64748	80	9	0	29,351	NO	7	GA	No
2005 CHEVROLET EXPRESS PASS	13	1GAHG39U051239033	R95	89045	80	9	0	40,375	NO	15	GA	No
2005 CHEVROLET EXPRESS PASS	13	1GAHG39U051255380	R96	113274	80	9	0	40,375	NO	15	GA	No
2005 CHEVROLET EXPRESS PASS	13	1GAHG39U051257416	R97	88166	80	9	0	40,375	NO	15	GA	No
2006 DODGE CARAVAN	13	2D8GP44L76R769083	R98	59814	85	8	0	33,205	NO	7	GA	No
2006 DODGE CARAVAN	13	2D8GP44L96R769084	R99	56782	85	8	0	33,205	NO	7	GA	No
2006 DODGE CARAVAN	13	2D8GP44L06R769085	R100	103350	80	8	0	33,205	NO	7	GA	No
2006 DODGE CARAVAN	13	2D8GP44L26R769086	R101	59397	85	8	0	33,205	NO	7	GA	No
2006 FORD EXT CLUB	13	1FDSS31L76DA26475	U102	103506	80	8	0	33,205	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L06DA26477	R103	64625	85	8	0	33,205	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L26DA26478	R104	58743	85	8	0	33,205	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L06DA26480	R105	64313	85	8	0	33,205	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L26DA26481	R106	59488	85	8	0	33,205	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L66DA26483	R107	81799	80	8	0	33,205	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L56DA26474	R108	61792	85	8	0	33,205	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L96DA26476	R109	64968	85	8	0	33,205	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L46DA26479	U110	90877	80	8	0	33,205	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L76DA26489	U111	87673	80	8	0	33,205	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L46DA26482	R112	59948	85	8	0	33,205	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L86DA26484	R113	42956	85	8	0	33,205	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31LX6DA26485	R114	69153	85	8	0	33,205	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L16DA26486	R115	53055	85	8	0	33,205	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L36DA26487	R116	90653	80	8	0	33,205	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L56DA26488	R117	53880	85	8	0	33,205	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U171182942	R118	58480	85	6	0	27,904	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U071182994	R119	90817	80	6	0	27,904	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U071183012	R120	58090	85	6	0	27,904	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U071183102	R121	60761	85	6	0	27,904	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U071183443	R122	71472	80	6	0	27,904	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U071184115	R123	52330	85	6	0	27,904	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U071184208	R124	75885	80	6	0	27,904	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U071184407	R125	47266	85	6	0	27,904	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U071185174	R126	78505	80	6	0	27,904	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U071185217	R127	101288	80	6	0	27,904	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U071185499	R128	43631	85	6	0	27,904	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U071185544	R129	75283	80	6	0	27,904	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U071185581	R130	80833	80	6	0	27,904	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U071185611	R131	85407	80	6	0	27,904	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U071184326	R132	47941	85	6	0	27,904	NO	15	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W07D216974	R133	55728	85	6	0	31,143	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W17D216115	R134	55512	85	6	0	31,143	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W57D216358	R135	58204	85	6	0	31,143	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W47D216484	R136	63529	85	6	0	31,143	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W67D216837	R137	41932	85	6	0	31,143	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W47D217145	R138	46250	85	6	0	31,143	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W27D217435	R139	68808	85	6	0	31,143	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W7D217554	R140	42700	85	6	0	31,143	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W7D217723	R141	60836	85	6	0	31,143	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W47D217890	R142	36649	90	6	0	31,143	NO	7	GA	No

Total			69	5,848,257				\$ 2,660,877				
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NOTES:
Usage is also considered as a reason for replacement. due to mileage, newer vehicles may be replaced sooner than older vehicles.

Public Transportation Management System
Owned Rolling Stock Inventory

Fleet - Vanpool

Spokane Transit Authority
12/31/2013I hereby certify that all information reported in this inventory reflects true,
accurate and complete information for the agency/organization listed.

 Signature and Title _____ Date 5-20-14

Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful life (years)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
2009 CHEVROLET VAN	13	1GAHG39K091154555	R143	38830	90	5	0	30,852	NO	15	GA	Yes
2009 CHEVROLET VAN	13	1GAHG39K091154700	R144	54282	85	5	0	30,852	NO	15	GA	Yes
2009 CHEVROLET VAN	13	1GAHG39K291155688	R145	27988	90	5	0	30,852	NO	15	GA	Yes
2009 CHEVROLET VAN	13	1GAHG39K591156488	R146	36886	90	5	0	30,852	NO	15	GA	Yes
2009 CHEVROLET VAN	13	1GAHG39KX91156597	R147	35312	90	5	0	30,852	NO	15	GA	Yes
2009 CHEVROLET VAN	13	1GAHG39K691156645	R148	48277	90	5	0	30,852	NO	15	GA	Yes
2009 CHEVROLET VAN	13	1GAHG39K901156770	R149	73051	85	5	0	30,852	NO	15	GA	Yes
2009 CHEVROLET VAN	13	1GAHG39K891154220	R150	38509	90	5	0	31,788	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K191154494	R151	32161	90	5	0	31,788	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K091154650	R152	77016	85	5	0	31,788	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39KX91154787	R153	67234	85	5	0	31,788	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K791154638	R154	68613	85	5	0	31,788	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K891154681	R155	68339	85	5	0	31,788	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K291155072	R156	45316	90	5	0	31,788	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K091155148	R157	62664	85	5	0	31,788	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39KX91155272	R158	70800	85	5	0	31,788	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K091155331	R159	66450	85	5	0	31,788	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K091155365	R160	28068	90	5	0	31,788	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K481155445	R161	68107	85	5	0	31,788	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K591155616	R162	29049	90	5	0	31,788	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K091155703	R163	48791	90	5	0	31,788	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K091155720	R164	59023	90	5	0	31,788	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K091155734	R165	79052	85	5	0	31,788	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K491155682	R166	35420	90	5	0	31,788	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39KX91156289	R167	32677	90	5	0	31,788	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K891156615	R168	28840	90	5	0	31,788	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K291156822	R169	46583	90	5	0	31,788	NO	15	GA	No
2010 CHEVROLET VAN	13	1GA2GYDGA1176133	R170	40414	90	4	1	30,328	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDGA1176182	R171	30239	90	4	1	30,328	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDGA1176216	R172	38475	90	4	1	30,328	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDGA1176298	R173	30011	90	4	1	30,328	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDGA1176630	R174	53851	85	4	1	30,328	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDGA1176742	R175	29878	90	4	1	30,328	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDGA1177007	R176	32789	90	4	1	30,328	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDGA1177014	R177	48000	90	4	1	30,328	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDGA1177113	R178	33881	90	4	1	30,328	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDGA1177242	R179	25912	90	4	1	30,328	NO	15	GA	Yes
2011 DODGE GRAND CARAVAN	13	2D4RN4DG8B732864	R180	21478	95	3	2	25,475	NO	15	GA	Yes
2011 DODGE GRAND CARAVAN	13	2D4RN4DGXBR732865	R181	20267	95	3	2	25,475	NO	15	GA	Yes
2011 DODGE GRAND CARAVAN	13	2D4RN4DG1BR732866	R182	23246	95	3	2	25,475	NO	15	GA	Yes
2011 DODGE GRAND CARAVAN	13	2D4RN4DG3BR732867	R183	14752	95	3	2	25,589	NO	15	GA	No
2011 DODGE GRAND CARAVAN	13	2D4RN4DG5BR732868	R184	17310	95	3	2	25,589	NO	15	GA	No
2011 DODGE GRAND CARAVAN	13	2D4RN4DG7BR732869	R185	24850	95	3	2	25,589	NO	15	GA	No
2011 DODGE GRAND CARAVAN	13	2D4RN4DG3BR732870	R186	37223	95	3	2	25,589	NO	15	GA	No
2011 DODGE GRAND CARAVAN	13	2D4RN4DG5BR732871	R187	41162	95	3	2	25,589	NO	15	GA	No
2011 DODGE GRAND CARAVAN	13	2D4RN4DG7BR732872	R188	24200	95	3	2	25,589	NO	15	GA	No
2012 DODGE GRAND CARAVAN	13	2C4RDGBG5CR374077	R189	9290	95	2	3	24,831	NO	15	GA	Yes
2012 DODGE GRAND CARAVAN	13	2C4RDGBG7CR374078	R190	10533	95	2	3	24,831	NO	15	GA	Yes
2012 DODGE GRAND CARAVAN	13	2C4RDGBG9CR374079	R191	7975	95	2	3	24,831	NO	15	GA	Yes
2012 DODGE GRAND CARAVAN	13	2C4RDGBG5CR374080	R192	8918	95	2	3	24,831	NO	15	GA	Yes
2012 DODGE GRAND CARAVAN	13	2C4RDGBG7CR374081	R193	10534	95	2	3	24,831	NO	15	GA	Yes
2012 DODGE GRAND CARAVAN	13	2C4RDGBG9CR374082	R194	11450	95	2	3	24,831	NO	15	GA	Yes
2012 DODGE GRAND CARAVAN	13	2C4RDGBG0CR374083	R195	11145	95	2	3	24,831	NO	15	GA	Yes
2012 DODGE GRAND CARAVAN	13	2C4RDGBG2CR374084	R196	18361	95	2	3	24,831	NO	15	GA	Yes
2013 FORD ECONOLINE XL VAN	13	1FBNE3BL1DDA49570	R197	8532	95	0	5	26,242	NO	12	GA	Yes
2013 FORD ECONOLINE XL VAN	13	1FBNE3BL0DDA49580	R198	966	95	0	5	26,242	NO	12	GA	Yes
2013 FORD ECONOLINE XL VAN	13	1FBNE3BLXDDA49581	R199	2719	95	0	5	26,242	NO	12	GA	Yes
2013 FORD ECONOLINE XL VAN	13	1FBNE3BL1DDA49582	R200	5375	95	0	5	26,242	NO	12	GA	Yes
2013 FORD ECONOLINE XL VAN	13	1FBNE3BL3DDA49583	R201	3117	95	0	5	26,242	NO	12	GA	Yes
2013 FORD ECONOLINE XL VAN	13	1FBNE3BL3DDA56341	R202	218	95	0	5	26,242	NO	12	GA	Yes
2013 FORD ECONOLINE XL VAN	13	1FBNE3BL5DDA56342	R203	1504	95	0	5	26,242	NO	12	GA	Yes
2013 FORD ECONOLINE XL VAN	13	1FBNE3BL7DDA56343	R204	120	95	0	5	26,242	NO	12	GA	Yes
2013 FORD ECONOLINE XL VAN	13	1FBNE3BL9DDA56344	R205	293	95	0	5	26,242	NO	12	GA	Yes
2013 FORD ECONOLINE XL VAN	13	1FBNE3BL0DDA56345	R206	657	95	0	5	26,242	NO	12	GA	Yes
Total			64	2,061,937				\$ 1,845,981				
NOTES:												
Usage is also considered as a reason for replacement. due to mileage, newer vehicles may be replaced sooner than older vehicles.												

Public Transportation Management System Owned Facilities Inventory						
Spokane Transit Authority						
12/31/2013						
Facility Code	Facility Name	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost	Comments
1. 23	Boone Street Avenue - 1997 & Prior	70	27	33	35,749,903	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
2. 06	Pence Cole Center - 1997 & Prior	70	24	26	5,328,654	The center is located at 4th and University, Spokane Valley, WA. The center contains a 580 sq. foot building which houses a security office and restrooms. The passenger waiting area is covered and heated. The Center will accommodate 236 cars. Security is provided by Spokane Transit to randomly check all park and ride lots.
3. 11	Charles Fleck Center - 1997 & Prior	70	23	27	5,869,796	This maintenance building is located at South 123 Bowditch, Spokane Valley, WA. The facility is a 21,300 sq. foot maintenance and operations building serving the Spokane Valley area.
4. 17	The Plaza - 1997 & Prior	80	18	32	35,472,032	The Plaza, a 79,417 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves both fixed route bus and paratransit riders of Spokane Transit.
5. 09	Park & Rides - 1997 & Prior	85	24	1	774,301	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
6. 16	Shelters - 1997 & Prior	85	22	0	1,288,410	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
7. 23	Boone Street Ave - 1998	85	15	33	21,592	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
8. 17	The Plaza - 1998	85	16	32	52,999	The Plaza, a 79,417 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves both fixed route bus and paratransit riders of Spokane Transit.
9. 09	Park & Rides - 1998	85	16	9	1,780,537	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
10. 16	Shelters - 1998	85	16	0	59,779	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
11. 17	The Plaza - 1999	85	15	32	53,210	The Plaza, a 79,417 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves both fixed route bus and paratransit riders of Spokane Transit.
12. 23	Boone Street Ave - 1999	85	15	33	19,558	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
13. 09	Park & Rides - 2000	85	13	2	141,142	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
14. 23	Boone Street Ave - 2000	85	13	34	72,874	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
15. 09	Park & Rides - 2001	85	13	2	737,524	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
16. 23	Boone Street Ave - 2001	85	13	34	18,704	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
17. 17	The Plaza - 2002	85	12	34	68,117	The Plaza, a 79,417 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves both fixed route bus and paratransit riders of Spokane Transit.
18. 09	Park & Rides - 2003	85	11	4	1,477,037	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
19. 23	Boone Street Ave - 2005	90	9	33	132,330	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
20. 23	Boone Street - 2006	90	8	33	78,153	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
21. 09	Park & Ride-Turnout - 2006	90	8	17	12,390	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
22. 16	Shelters - 2006	90	8	0	78,000	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
23. 09	Park & Rides - 2007	90	7	18	1,107,563	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
24. 23	Boone Street Ave - 2007	90	7	33	208,755	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
25. 17	The Plaza - 2007	90	7	32	31,715	The Plaza, a 79,417 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves both fixed route bus and paratransit riders of Spokane Transit.
26. 16	Shelters - 2007	90	7	1	11,352	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
27. 23	Boone Street Ave - 2008	90	6	34	470,888	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
28. 23	Boone Street Ave - 2009	95	5	34	542,882	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
29. 16	Shelters - 2009	95	5	1	19,492	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
30. 09	Park & Rides - 2009	100	5	0	2,628	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
31. 16	Shelters - 2010	100	4	2	33,241	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
32. 17	The Plaza - 2010	100	4	32	52,889	The Plaza, a 79,417 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves both fixed route bus and paratransit riders of Spokane Transit.
33. 23	Boone Street - 2010	100	4	34	3,730	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
34. 23	Boone Street - 2011	100	4	32	911,313	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
35. 23	Boone Street - 2012	100	2	32	2,254,297	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
36. 17	The Plaza - 2012	100	2	32	350,730	The Plaza, a 79,417 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves both fixed route bus and paratransit riders of Spokane Transit.
37. 09	Park & Rides - 2012	100	2	3	61,396	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
38. 16	Shelters - 2012	100	2	3	32,637	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
39. 17	The Plaza - 2013	100	0	15	21,707	The Plaza, a 79,417 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves both fixed route bus and paratransit riders of Spokane Transit.
40. 23	Boone Street - 2013	100	0	20	650,863	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
41. 16	Shelters - 2013	100	0	5	176,287	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
42. 09	Park & Rides - 2013	100	0	5	7,392	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
43. 06	Pence Cole Center - 2013	100	0	10	35,380	The center is located at 4th and University, Spokane Valley, WA. The center contains a 580 sq. foot building which houses a security office and restrooms. The passenger waiting area is covered and heated. The Center will accommodate 236 cars. Security is provided by Spokane Transit to randomly check all park and ride lots.
Total					\$ 96,274,179	

Public Transportation Management System						
Owned Equipment Inventory						
For Spokane Transit Authority						
12/31/2013						
Equipment Description	Equipment Code	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement cost	Comments
1. Tow Truck-1997 & Prior	05	70	20	5	517,027	Tow Truck, vehicle number 805, is a GMC/WHITE AUTOCAR tractor chassis with a Century tow package.
2. Computer Network-1997 & Prior	04	10	17	0	1,103,401	This computer system is a PC network made up of various types of printers, screens, and subsystems.
3. Bus Washer-1997 & Prior	21	50	23	0	1,098,074	The bus washer is a two lane system designed to last 25 years or the life of the building with routine maintenance.
4. Office Eqpt & furn-1997 & Prior	16	60	22	0	1,952,834	This is all other office equipment and furniture examples include calculators purchased in 1978 to workstations for the paratransit schedulers in 1998. Some of the file cabinets are worn out.
5. Maint Eqpt-1997 & Prior	09	60	20	0	2,892,482	This maintenance equipment varies in age and type and is used in support of all vehicles and building maintenance. Some examples include: mobile tool crabs, brake monitors, hand tools, and multi-meters.
6. Shop Vehicles-1997 & Prior	05	50	20	0	691,636	The shop vehicles vary from electric forklifts to floor scrubbers and age differs from a forklift purchased in 1987 to a floor scrubber purchased in 1995. This is not licensed equipment and is used in support of vehicle and building maintenance.
7. Shop Vehicles (lic)-1997 & Prior	05	50	20	0	1,198,990	The licensed shop vehicles vary from a 1980 Chevrolet truck to a 1995 Dodge Van. This fleet is used in support of all vehicles and building maintenance which also includes sanders used on the road in winter conditions and a van used for training. Usage is considered as a reason for replacement, due to mileage, newer vehicles may be replaced sooner than older vehicles.
8. Road Cars-1997 & Prior	05	60	20	0	409,669	The road car is a 1994 Dodge van. This equipment is used by supervisory staff and administration in support of Spokane Transit Authority operations. Usage is considered as a reason for replacement, due to mileage, newer vehicles may be replaced sooner than older vehicles.
9. AVI Info System-1997 & Prior	16	60	14	0	2,681,382	The AVI information system is located at The Plaza. Seem to be having problems-old technology.
10. Maint Eqpt-1998	09	50	15	0	172,924	Maintenance equipment in 1998 includes a set of 6 SEFAC Lifts for the Maintenance Department.
11. Office Eqpt & furn-1999	16	80	14	6	84,685	Office furniture & equipment in 1999 includes a projector and some workstations.
12. Maint Eqpt-1999	09	70	14	1	73,859	The maintenance equipment includes a portable air compressor.
13. Shop Vehicles (lic)-1999	05	70	14	1	162,547	A Ford truck to be used in the maintenance of shelters and park & rides.
14. Shop Vehicles-2001	09	70	12	0	163,516	The shop vehicles include a de-icer holding tank. This is not licensed equipment and is used in support of vehicle and building maintenance.
15. Radios-2001	08	80	12	3	1,079,003	Mobile Data Computer (MDC) System for Demand Response (DR) mode.
16. Computer Network-2002	04	60	11	0	22,573	The 2002 computer network is to upgrade system.
17. Shop Vehicles (lic)-2002	05	80	10	0	158,674	The shop vehicle is a 2002 Ford F550 truck replaces 1982 Chevy service truck.
18. Computer Network-2003	04	80	10	0	86,864	The 2003 computer network is to upgrade system.
19. Computer Network-2004	04	80	9	0	247,398	The 2004 computer network upgrade of system.
20. Maint Equip-2004	09	80	9	0	60,869	The Maintenance equip includes 2 roller jacks, vehicle lift hoist and a carpet extractor.
21. Steam Pit Lift-2004	09	80	9	0	388,416	Steam Pit Lift.
22. Road Cars-2004	05	70	9	0	142,328	Road cars are 2 15 passenger Chevrolet vans.
23. Computer Network-2005	04	80	8	0	49,709	The 2005 computer network is to upgrade systems.
24. Radios-2005	08	80	8	2	5,771,340	Replacement of fixed route radio system and radios.
25. Maint Equip-2005	09	85	8	0	32,059	The Maintenance equip is a brake lathe.
26. Road Cars-2005	05	80	8	0	290,044	Road Cars are 4 Chevy Colorado trucks for fixed route supervisors and one Dodge Caravan.
27. Computer Network-2006	04	80	7	0	169,622	The 2006 computer network is multiple new workstations.
28. Maint Equip-2006	09	80	7	1	74,197	Maintenance equipment includes a pressure washer and engine analyzer.
29. Road Cars-2006	05	80	7	0	95,749	Roads Cars are 1 Ford Taurus.
30. Computer Network-2007	04	80	6	0	415,857	The 2007 computer network is printers, network equipment and software, wi-fi switches, and fiber optic connectivity.
31. Maint Equip-2007	09	80	6	2	425,924	Maintenance equipment includes a six post hoist, air compressor, keywatch system, trash compactor, 4 post lift, transmission tools, and a wheel alignment machine.
32. Road Cars-2007	05	80	6	0	104,065	Roads Cars are a Toyota Prius and a Chevrolet Impala.
33. Fareboxes-2007	02	85	6	4	671,655	Fareboxes for additional fixed route coaches.
34. Computer Network-2008	04	80	5	0	932,323	The 2008 computer network includes multiple new workstations, wireless network equipment, several laptops, network storage equipment, printers, and a phone system.
35. Maint Equip-2008	09	80	5	3	825,121	Maintenance equipment includes a fuel injection cleaning kit, bus vacuum system, emergency generator, and king pin press.
36. Road Cars-2008	05	80	5	1	156,226	Road cars are 2 Chevy Uplanders and 2 Ford Focus.
37. Fareboxes-2008	02	85	5	5	70,088	Fareboxes include Mobile Data Terminals for paratransit vans.
38. Shop Vehicles-2008	05	80	5	3	70,897	Shop vehicles are a John Deere Tractor and a Tennant Floor Scrubber. These vehicles are not licensed.
39. Shop Vehicles(lic)-2008	05	80	5	3	167,062	Shop vehicles are 2 Ford F350 Trucks.
40. Computer Network-2009	04	80	4	0	462,261	The 2009 computer network includes several new servers, switches, routers, and storage arrays.
41. Office Equip & Furn-2009	16	90	4	2	63,166	Office equipment includes three currency counters.
42. Maint Equip-2009	09	90	4	4	99,334	Maintenance equipment includes two wheel balancers, and an ironworker machine.
43. Shop Vehicles-2009	05	90	4	3	8,026	Shop vehicle is a Noble Speed Scrubber. This vehicle is not licensed.
44. Shop Vehicles(lic)-2009	05	90	4	6	309,934	Shop vehicles are 2 Ford F450 Trucks.
45. Farebox Equip-2009	02	90	4	1	47,420	Five Mobile Data Terminals for additional paratransit vans.
46. Computer Network-2010	04	90	3	3	429,752	The 2010 computer network includes six laptops, 40 new workstations (including monitors), eleven new network switches, and some other miscellaneous computer items.
47. Maint Equip-2010	09	90	3	3	100,352	Maintenance equipment includes a diesel opacity tester and a trash compactor.
48. Road Cars-2010	05	90	3	3	294,289	Road cars include a Ford escape and Ford Pickup for Safety, and two Ford F350 trucks for maintenance.
49. Safety/Security Equip-2010	03	90	3	0	1,639,663	Safety and security equipment is the facility cameras installed at The Plaza, and on the north and south side of the Boone facility.
50. Computer Network-2011	04	95	3	0	1,102,312	The 2011 computer network includes six new network switches, two new network servers, four printers, nine Trapeze Software modules, an upgrade for the Fleet-Net Accounting Software, and some other miscellaneous computer software and equipment.
51. Maint Equip-2011	09	95	3	5	54,795	Maintenance equipment includes a tire changer and four mobile column lifts with lights.
52. Shop Vehicles-2011	05	95	3	4	21,824	Shop vehicles are 2 electric carts for use inside the shop. These vehicles are not licensed.
53. Shop Vehicles(lic)-2011	05	95	3	4	123,301	Shop vehicles are 2 Ford F450 Trucks.
54. Farebox Equipment-2011	02	95	3	3	4,308,251	Complete upgrade of the farebox system for fixed route and paratransit, including all fareboxes for coaches(qty-146), cash boxes for vans (qty-98), mobile data computers (qty-102), vaulting systems, three ticket vending machines, counting equipment, and other miscellaneous equipment.
55. Office Equip & Furn-2011	16	95	3	7	58,460	Office equipment includes two check scanners, eight chairs, and a deck sign for training.
56. Computer Network-2012	04	100	2	1	429,283	The 2012 computer network includes additional network storage, switches, and servers, as well as a digital scanner and Trapeze software.
57. Safety/Security Equip-2012	03	100	2	1	291,001	Safety and security equipment is additional facility cameras installed at Boone and facility cameras at The Valley Transit Center.
58. Shop Vehicles (lic)-2012	05	100	2	5	378,485	Shop vehicles are four Ford F150 trucks (including two snow blades), one F350 Ford Truck, one tow truck, and a Knapheide Body and Tommy lift for shop vehicle #808.
59. Computer Network-2013	04	100	1	2	2,999,483	The 2013 computer network includes additional network storage, switches, and servers, as well as a camera systems for all revenue vehicles, phone system upgrade and Trapeze Vanpool software.
60. Road Cars-2013	05	100	1	5	346,550	Road cars include two Ford Escapes.
61. Maint Equip-2013	09	100	1	19	442,589	Maintenance equipment includes a one primary and four secondary mobile lifts as well as two emergency generators.
Total					\$ 39,721,618	

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

Introduction

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

Policy Statement

STA will establish and maintain a contingency bus fleet as necessary. Such a fleet would be in addition to the normal spare ratio allowed by federal regulations and will only be used when circumstances warrant. The buses in this fleet will not be used for charter, school, or any other non-transit use, but only for emergency contingencies. Occasional use in service will occur only to the extent necessary to ensure mechanical reliability and fleet readiness.

Definitions

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

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

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

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

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

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

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

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

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