

Asset Management Plan

2018

Prepared for:

Draft

11/14/2017



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CHAPTER ONE: STA ASSET MANAGEMENT PLAN – POLICY

ASSET MANAGEMENT AND STATE OF GOOD REPAIR POLICY

Spokane Transit imbeds its asset management and state of good repair policy in the Board-approved comprehensive plan, Connect Spokane: A Comprehensive Plan for Public Transportation. Asset management and state of good repair are also reflected in Spokane Transit’s published Organization Priorities and supporting Performance Measures.

CONNECT SPOKANE: A COMPREHENSIVE PLAN FOR PUBLIC TRANSPORTATION

Connect Spokane is the foundation policy document for all facets of Spokane Transit operations. It contains fundamental principles, policies, and strategies that are fundamental to how the organization is managed. It also complies with the Washington State requirement under RCW 36.57A.050 for each public transportation entity to develop a comprehensive plan. The Board reviews the document at a minimum of every three years.

It is appropriate that the asset management and state of good repair policy is an integrated part of this important document. The entire document is available on STA’s website at the following link:

<https://www.spokanetransit.com/projects-plans/comprehensive-plan>.

Extracts from Connect Spokane that specifically address the policies pertinent to asset management and state of good repair are reiterated below:

Part III: Activities and Programs outlines the following in the section on System Infrastructure:

SYSTEM INFRASTRUCTURE

Transit agencies, including STA, use investments in built infrastructure to provide safe, reliable public transportation. As a part of its budget process, STA annually identifies needs for improvement to the system infrastructure. To ensure that these funds are spent responsibly and methodically, this element defines how decisions about system infrastructure are made and how projects become prioritized. Without following the policies contained within this element, investments in system infrastructure become piecemeal and often prove to be wasteful, resulting in losses of both time and financial resources.

SYSTEM INFRASTRUCTURE GOAL

Invest responsibly in infrastructure that supports STA’s Mission Statement and stated Comprehensive Plan goals and policies.

SYSTEM INFRASTRUCTURE PRINCIPLES

These principles are designed to help guide investment priorities are not intended to note specific projects or investments, but rather to help decision makers understand the context of system infrastructure prioritization within the whole of STA.

1. SUPPORT

Successful infrastructure investments align with the mission, long-term goals, and long-range plan of a transit agency.

To ensure that infrastructure investments are cost-effective, useful, and efficient, capital projects must support long-term agency objectives. Infrastructure built with the support of the transit agency's coordinated long-range vision is more likely to succeed than infrastructure built independent from system-wide goals.

2. OPERATING IMPLICATIONS

The development of system infrastructure has long-term implications for operational functionality.

Transit infrastructure projects can range in price and scope. Whether an investment is a large or small project, well-planned system infrastructure improvements have long-term implications for operating costs and efficiency.

3. FISCAL RESPONSIBILITY

The public expects transit agencies to improve its infrastructure in a fiscally responsible manner.

Customers and other non-riding taxpayers provide the funding necessary for all of STA's infrastructure improvements. Therefore, STA should ensure that infrastructure expenditures are made in a way that reduces waste and maximizes benefit.

4. STRATEGIC OPPORTUNISM

Transit agencies faced with free or low-cost capital opportunities should consider the long-term operating expenses to prevent those investments from becoming liabilities.

On the surface, any free or inexpensive land/facility offered to the transit agency may seem too good to pass up. However, if it is not part of a long-range plan or a strategic opportunity to improve service, seemingly excellent development opportunities can become burdensome investments.

Refusing donated/inexpensive capital may seem foolish, but it may prevent those projects from becoming an unnecessary strain on the transit agency's network and finances.

5. CAPITAL INVESTMENT YIELDS

Not every dollar of investment yields the same benefit.

Capital investments should be designed to provide the greatest benefit. Cost effectiveness will vary and may not be subject to the same metrics.

SYSTEM INFRASTRUCTURE POLICIES

SI-1.0 – Capital Investment Considerations

Use the following list of considerations to help evaluate the benefits of proposed capital projects.

Capital projects are required as a part of an assortment of services which are provided. STA does not have the resources to complete all of the capital projects identified. However, the following list of considerations help STA evaluate the benefits of each project. These considerations are in addition to the other policies in this plan.

- ***Impact to Operations***

Consider the impacts on operational cost, STA staff requirements, speed and reliability of service, and how the project supports the transit network and system.

- ***Impact to the Customer Experience***

Consider the impacts on ridership, customer comfort and usability of the system.

- ***Value Engineering/ Expected Lifetime***

Consider options which may increase durability, reduce maintenance needs and add value relative to the cost. Also consider the expected useful life span of the capital investment.

- ***Impact to Safety and the Environment***

Consider the safety, environmental and other impacts related to how the project will impact the surroundings of employees and customers.

SI-2.0 – Transit Asset Management Plan

In compliance with state and federal law, STA will maintain an asset management plan certified by the WSDOT Transportation Commission.

The asset management plan will include:

- An inventory of all transportation system assets
- A preservation plan based on state of good repairs methodologies

Part III: Activities and Programs outlines the following in the section on Sustainability:

SU-1.2 – Purchasing

Practice a sustainable purchasing policy.

The agency should have a holistic decision-making process for purchasing equipment and services.

- Conduct cost/benefit that considers lifespan costs and replacement strategy. Lower initial capital outlays may not be the best value when operations, maintenance, and replacement cycles are also factored as costs of ownership.
- Establish procurement decision process that considers costs involved at each stage of the entire lifecycle of goods purchased; e.g., resource extraction, material processing, product design and manufacturing, transportation and distribution, purchase and use, and end of life disposal or recycling.
- Evaluate the impact of staff resources required to support equipment or new capabilities

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SPOKANE TRANSIT ORGANIZATION PRIORITIES AND PERFORMANCE MEASURES

Spokane Transit formally established five Organization Priorities that reflect the concepts of Asset Management and the State of Good Repair.

The Organizational Priorities are:

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

Each of these Priorities is supported by a set of Performance Measures. The Board of Directors reviews, approves, and holds the agency responsible reporting the status of each Performance Measure annually.

Three Performance Measures in support of the priority to Exemplify Financial Stewardship are directly relevant to STA's TAM.

Financial Capacity / Financial Management

Measurement – Adherence to approved Operating Budget

Goal – Operate at, or below, budgeted expenditures

Measured – Quarterly

Service Level Stability

Measurement – Number of years current service level can be sustained

Goal – Minimum 6 years

Measured -- Annually

Ability to Sustain Essential Capital Investments

Measurement – Fully funded Capital Improvement Plan

Goal – 6 years

Measured – Annually

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CHAPTER TWO: STA ASSET MANAGEMENT PLAN – TARGETS

ASSET MANAGEMENT AND STATE OF GOOD REPAIR TARGETS

In January 2017, Spokane Transit’s CEO established Initial Asset Management Targets and forwarded those goals to Spokane Regional Transportation Council (SRTC). SRTC is our Metropolitan Planning Organization. These targets were modified slightly in January 2018 to better reflect our assessment methodology and have been forwarded to the SRTC.

Spokane Transit uses two measurement concepts to set these targets.

All vehicle targets, whether categorized under Equipment or Rolling Stock use four criteria: 1. Useful Life Benchmark (ULB) based on age; 2. ULB based on mileage; 3. safety condition assessment; and 4. a financial level of maintenance calculation.

All other Equipment and Facilities targets are determined using Federal Transit Administration Transit Economic Requirements Model (TERM) scale.

A verbatim copy of the SGR targets that STA filed with our MPO is included below.

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Spokane Transit Authority
Transit Asset Management Plan
State of Good Repair

Asset Management Targets

The Chief Executive Officer has approved the Asset Management Targets to satisfy the FTA's requirement to set SGR targets.

Date _____

E. Susan Meyer

Chief Executive Officer

To satisfy the requirements in FTA Final Rule 49 CFR Parts 625 and 630, the State of Good Repair Asset Management Targets for Spokane Transit Authority is stated below.

State of Good Repair (SGR) Targets

ROLLING STOCK

BUSES

Maintain the bus fleet to a degree that greater than or equal to ninety percent (90%) of these vehicles meet STA's SGR standard.

State of Good Repair standard is determined through an analysis of the following criteria:

1). Vehicle Service Life Useful Life Benchmark (ULB): Buses will experience a 15 and 20 (30' hybrids) year service life.

2). Vehicle Mileage Useful Life Benchmark (ULB): The medium-size 30' bus will experience a 350,000 mile service life. The 35', 40' and 60' buses will experience a 750,000 mile service life

3). Meets Financial Needs of SGR: Vehicle historical maintenance data indicates the maintenance cost (parts and labor) for a vehicle in its 15 year service life will equal approximately 80% of its purchase price. A vehicle performing within these criteria will meet the financial needs of a SGR.

4). Is the vehicle safe: STA is committed to providing safe public transportation services to the Spokane region and emphasize safety of our customers and employees in all aspects of our operations. Only safe operational vehicles are committed for public and employee transportation services. Vehicle Preventive Maintenance (PM) inspection intervals are monitored to ensure current inspections are completed and that our vehicles remain safe to operate.

PARATRANSIT VANS

Maintain the Paratransit Van fleet to a degree that greater than or equal to ninety percent (90%) of these vehicles meet STA's SGR standard.

State of Good Repair standard is determined through an analysis of the following criteria:

1). Vehicle Service Life Useful Life Benchmark (ULB): Paratransit Vans will experience a 9 year service life.

2). Vehicle Mileage Useful Life Benchmark (ULB): The Paratransit van will experience a 200,000-mile service life.

3). Meets Financial Needs of SGR: Vehicle historical maintenance data indicates the maintenance cost (parts and labor) for a vehicle in its 9 year service life will equal approximately 50% of its purchase price. A vehicle performing within these criteria will meet the financial needs of a SGR.

4). Is the vehicle safe: STA is committed to providing safe public transportation services to the Spokane region and emphasize safety of our customers and employees in all aspects of our operations. Only safe operational vehicles are committed for public and employee transportation services. Vehicle Preventive Maintenance (PM) inspection intervals are monitored to ensure current inspections are completed and that our vehicles remain safe to operate.

RIDESHARE VANS

Maintain the Rideshare Van fleet to a degree that greater than or equal to ninety percent (90%) of these vehicles meet STA's SGR standard.

State of Good Repair standard is determined through an analysis of the following criteria:

1). Vehicle Service Life Useful Life Benchmark (ULB): Rideshare Vans will experience a 10 year service life.

2). Vehicle Mileage Useful Life Benchmark (ULB): Service life mileage for Rideshare Vans will be 100,000 miles.

3). Meets Financial Needs of SGR: Vehicle historical maintenance data indicates the maintenance cost (parts and labor) for a vehicle in its 10 year service life will equal approximately 30% of its purchase price. A vehicle performing within these criteria will meet the financial needs of a SGR.

4). Is the vehicle safe: STA is committed to providing safe public transportation services to the Spokane region and emphasize safety of our customers and employees in all aspects of our operations. Only safe operational vehicles are committed for public and employee transportation services. Vehicle Preventive Maintenance (PM) inspection intervals are monitored to ensure current inspections are completed and that our vehicles remain safe to operate.

SPECIAL USE VANS

Maintain the Special Use Van fleet to a degree that greater than or equal to ninety percent (90%) of these vehicles meet STA's SGR standard.

State of Good Repair standard is determined through an analysis of the following criteria:

1). Vehicle Service Life Useful Life Benchmark (ULB): Special Use Vans will experience a 5 year service life. This will be in addition to their existing service life as a Paratransit or Rideshare van.

2). Vehicle Mileage Useful Life Benchmark (ULB): Mileage for Special Use Vans will be in addition to the existing mileage as a Paratransit or Rideshare van and be determined by average service miles per year.

Current Special Use average fleet mileage per year:

The Special Use Van average is 13,000 miles per vehicle per year and will experience an additional 65,000 mile service life.

3). Meets Financial Needs of SGR: Vehicle historical maintenance data indicates the maintenance cost (parts and labor) for a vehicle in its extended service life will equal approximately 80% of its purchase price. A vehicle performing within these criteria will meet the financial needs of a SGR.

4). Is the vehicle safe: STA is committed to providing safe public transportation services to the Spokane region and emphasize safety of our customers and employees in all aspects of our operations. Only safe operational vehicles are committed for public and employee transportation services. Vehicle Preventive Maintenance (PM) inspection intervals are monitored to ensure current inspections are completed and that our vehicles remain safe to operate.

EQUIPMENT

SUPPORT or NON-REVENUE VEHICLES

Maintain the Support or Non-Revenue Vehicles to a degree that greater than or equal to ninety percent (90%) of these vehicles meet STA's SGR standard.

State of Good Repair standard is determined through an analysis of the following criteria:

1). Vehicle Service Life Useful Life Benchmark (ULB): Support or Non-Revenue vehicles will have an service life specific to the mission requirements of the vehicle. The specific criteria for each vehicle is outlined in STA's Transit Asset Management Plan .

2). Vehicle Mileage Useful Life Benchmark (ULB): Mileage for General Service (Supervisor, Security, and Transportation) vehicles will have a service life of 200,000 miles. Facilities and Grounds service vehicles will have a service life of 150,000 miles. Fixed Route and Paratransit Maintenance Shop trucks (wreckers and maintenance service trucks) will have a service life of 100,000 miles.

3). Meets Financial Needs of SGR: Vehicle historical maintenance data indicates the maintenance cost (parts and labor) for a vehicle in an open service life will equal approximately 50% of its purchase price. A vehicle performing within these criteria will meet the financial needs of a SGR.

4). Is the vehicle safe: STA is committed to providing safe public transportation services to the Spokane region and emphasize safety of our customers and employees in all aspects of

our operations. Only safe operational vehicles are committed for public and employee transportation services. Vehicle Preventive Maintenance (PM) inspection intervals are monitored to ensure current inspections are completed and that our vehicles remain safe to operate.

ORGANIZATIONAL AND TECHNOLOGY EQUIPMENT

The condition of STA's technology and support equipment will be evaluated in accordance with the Federal Transit Agency's Transit Economic Requirements Model (TERM). STA will maintain the technology and support equipment such that greater than or equal to ninety percent (90%) of the equipment have a TERM condition rating of "3" (adequate) or better.

FACILITIES

STA will maintain all facilities (administration buildings, maintenance garages, and passenger and parking facilities) such that greater than or equal to ninety percent (90%) of the facilities have a TERM condition rating of "3" (adequate) or better. All facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described in the FTA Guidebook. Condition ratings are conducted in accordance with Appendix B of that document. S

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CHAPTER THREE: STA ASSET MANAGEMENT PLAN – ASSETS & CONDITION ASSESSMENT

ASSESSMENT PROCESS

This chapter covers how STA records: its asset inventory, the decision support tools to evaluate the condition of those assets, and the resulting condition assessments.

Assets are organized as logical groups within the FTA categories of: Rolling Stock, Organizational Equipment, and Facilities. The section for each logical group contains the list of assets, the decision support result for assets in that group, and the individual state of good repair assessments for that group. This group organization allows us to assess our state of good repair in operational terms. It not only categorizes assets by their functional area but also provides a coherent view of the conditions and investments needed in each functional area.

The assessment process identifies requirements for STA's Capital Improvement Program (CIP). The CIP articulates our investment prioritization, implementation strategy, and identifies resources to fund the implementation strategy.

This chapter of the TAM is organized by FTA-defined asset categories. Within each category, assets are divided into sections. The sections represent operational functions and include the specific asset list, the decision support tool calculations, and a scorecard that summarizes the overall state of good repair for that group of assets. STA uses these scorecards as our Evaluation Plan to determine our success in meeting the agency's state of good repair targets.

Asset Category 1 --Rolling Stock contains three sections.

Section 1A – Fixed Route Vehicles – All vehicles in fixed route revenue service.

- Asset inventory
- Decision support tool calculations
- Scorecard

Section 1B – Demand Response Vehicles –All vehicles in paratransit revenue service.

- Asset inventory
- Decision support tool calculations
- Scorecard

Section 1C - Vanpool Vehicles -- All vehicles in vanpool or “flexible service” revenue service.

- Asset inventory
- Decision support tool calculations
- Scorecard

Asset Category 2 -- *Organizational Equipment* contains three sections.

Section 2A – Support Vehicles – All vehicles in non-revenue service.

- Asset inventory
- Decision support tool calculations
- Scorecard

Section 2B – Owned Equipment – Major Subsystems - Owned equipment that represents a major subsystem in support of an operational mode or facility but is on a different replacement cycle than its host vehicle fleet or facility. For example: fueling system, radio system, maintenance lifts, etc.

- Asset inventory
- Decision support tool calculations
- Scorecard

Section 2C - Owned Equipment – Information Systems –Owned equipment/software that provides essential operational capability and is on a replacement cycle that requires recurring investments.

- Asset inventory
- Decision support tool calculations
- Scorecard

Asset Category 3 -- *Facilities* contains one section.

Section 3A – Owned Facilities -- Buildings to include their integrated subsystems (i.e. HVAC, Fire suppression, elevators, etc.)

- Asset inventory
- Decision support tool calculations
- Scorecard

Vehicles – Asset List, Decision Support Tools, and Assessment

Vehicle Asset Inventory. WSDOT Public Transportation Division establishes the format for this form. This form is used for all Rolling Stock.

Spokane Transit uses four elements of this inventory to determine the state of good repair for our vehicle fleets.

- The first element is the response to the column labeled; “Is the Vehicle Safe?” A “yes” or “no” response is required in this column.
 - The criteria for a “yes” rating is that the Preventative Maintenance schedule for the vehicle is current and no recurring issues of concern have been discovered through that program.
- The second element is the benchmark STA sets for “Agency’s ULB (Year).” STA determined the optimum ULB based on the characteristics of the vehicle as well as its duty cycle.
 - Heavy duty diesel vehicles = 15 years
 - Medium duty diesel vehicles = 20 years
 - Paratransit diesel vans = 9 years
 - Vanpool vans (all fuel sources) = 10 years
- The third element is the benchmark STA sets for “Agency’s ULB (Miles).” Similar to ULB (Year), STA has determined the optimum ULB based on the characteristics of the vehicle as well as its duty cycle.
 - Heavy duty diesel vehicles = 750,000 miles
 - Medium duty diesel vehicles = 350,000 miles
 - Paratransit vans (all fuel sources) = 200,000 miles
 - Vanpool vans (all fuel sources) = 100,000 miles
- The fourth element is the benchmark STA sets for “Meets Financial Needs of SGR” consists of a calculation of the maintenance investment compared to a vehicle's original purchase value. An annotated sample of this calculation is shown in Figure 1: Sample SGR Financial Needs Worksheet. A vehicle meets the financial needs criteria if the analysis of his historical and projected maintenance cost (Parts & Labor) is equal to a designated percentage of its original purchase value. The designated percentages are:
 - Heavy duty diesel vehicles = 80%
 - Medium duty diesel vehicles = 80%
 - Paratransit vans (all fuel sources) = 50%
 - Vanpool vans (all fuel sources) = 30%

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Fixed Route Fleet Methodology - Projected Vehicle Service Life Maintenance Cost - (Financial Needs of SGR)										
"maintenance cost per year" equals "total P+ L 12/31/16" divided by the "age of vet (yrs.)". Age of vehicle is calculated to 12/31/2016.				"Projected P& L in 15 yr. life" equals current "maintenance cost per year" multiplied by a 15 year service life.						
			in service date	reporting date		Replacement year	12/31/2018	=	15.92	Service life
			2/1/2003	12/31/2016			2/1/2003			
2301	age of vet (yrs.)		13.9		Projected					
vet #	total P+ L 12/31/16	vet cost 2/1/03	maintenance cost per year		P& L in 15 yr. life	End of life %				
2301	\$199,509	\$273,315	\$14,329.16		\$214,937	79%				
2302	\$201,500	\$273,315	\$14,472.16		\$217,082	79%				
2303	\$186,400	\$273,315	\$13,387.64		\$200,815	73%				
2304	\$197,700	\$273,315	\$14,199.23		\$212,988	78%				
2305	\$196,500	\$273,315	\$14,113.05		\$211,696	77%				
2306	\$198,750	\$273,315	\$14,274.65		\$214,120	78%				
2307	\$180,700	\$273,315	\$12,978.26		\$194,674	71%				
2308	\$216,000	\$273,315	\$15,513.58		\$232,704	85%				
2309	\$179,700	\$273,315	\$12,906.43		\$193,597	71%				
2310	\$224,900	\$273,315	\$16,152.79		\$242,292	89%				
2311	\$172,350	\$273,315	\$12,378.54		\$185,678	68%				
2312	\$212,500	\$273,315	\$15,262.20		\$228,933	84%				
2313	\$193,000	\$273,315	\$13,861.67		\$207,925	76%				
					\$2,757,440					
					13	\$212,111	78%	Avg. P& L cost		
Total P+ L (Parts + Labor) equals all consumed from the "in service date" of "2/1/03" to the "reporting date" of "12/31/16".				reporting date						
			date	date		Replacement year	12/31/2019	=	16.43	Service life
			8/1/2003	12/31/2016			8/1/2003			
2331	age of vet (yrs.)		13.4		Projected					
vet #	total P+ L 12/31/16	vet cost 8/1/03	maintenance cost per year		P& L in 15 yr. life	End of life %				
2333	\$122,000	\$256,000	\$9,085.90		\$136,289	53%				
2335	\$127,300	\$256,000	\$9,480.62		\$142,209	56%				
2336	\$111,300	\$256,000	\$8,289.02		\$124,335	49%				
					\$402,833					
					3	\$134,278	52%	Avg. P& L cost		

Figure 1: Sample SGR Financial Needs Worksheet

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Vehicles – Scorecard

Once the decision support tools and criteria are applied to each vehicle the results are compiled in a scorecard. Scoring is accomplished similar to how the TERM system is used for facilities and equipment.

Each vehicle must receive a “yes” in the Is the Vehicle Safe? element. If it passes that screen, it must then comply with at least two of the three remaining elements: below the ULB for years; below the ULB for miles; and/or receive a “yes” as meeting the Financial Needs of SGR.

- Vehicles meeting all four elements receive a score of “5”.
- Vehicles meeting the safety element and two of the three remaining elements receive a score of “3”.
- Vehicles that do not meet the safety element automatically receive as score of “1”.
- Vehicles that meet the safety element but fail to meet at least two of the remaining three elements receive a score of “1”.

Vehicles with scores of “3” or “5” are in a state of good repair and contribute to STA achieving its state of good repair targets. Vehicles with a score of “1” must be included as a funded replacement project in the current Capital Improvement Program (CIP). A CIP number annotated in the “Remarks” column of the scorecard reflects this. Vehicles with a score of “3” or “5” may also have a CIP number, but it is not mandatory.

Organizational Equipment – Asset List, Decision Support Tools, and Assessment

Owned Equipment Inventory. Washington State Department of Transportation (WSDOT) establishes the format for this form. This form is used for all owned equipment -- to include support vehicles. For STA’s TAM plan, Owned Equipment includes more than assets that are standalone systems. Owed Equipment also includes major subsystems within a vehicle fleet or a facility, but are on different replacement cycles than its host vehicle fleet or facility. Examples are radio system; farebox/fare collection system, etc.

Two assessment methodologies are used to evaluate this equipment.

- Support vehicles undergo the same assessment methodology as Rolling Stock vehicles. The ULB elements for mileage, years, and financial needs will vary for individual vehicles based on their duty cycles. However, the safety assessment uses the same standard as Rolling Stock.
- All other organizational equipment is assessed using the TERM methodology. This assessment matrix is shown in *Figure 2: Owned Equipment, Decision Support Tool, Condition Scoring Methodology*.

Figure 2: Owned Equipment, Decision Support Tool, Condition Scoring Methodology

Asset CONDITION CRITERIA				Asset RATING SCALE		
Asset Useful Life Benchmark (ULB)	Asset Condition	Asset Performance	Asset Level of Maintenance Required	Rating	Rating Description	Rating Range
Percent of ULB Based on Age Remaining	Quality, Level of Maintenance Required	Reliability, Safety, Meets Industry Standards	Level of Preventative and Corrective Maintenance			
Asset is new or nearly new 75% - 100%	Asset is new or like new	Asset meets or exceeds all performance and reliability metrics, industry standards	Asset requires routine preventative maintenance according to scheduled maintenance cycles	5	Excellent	4.8 -5.0
Asset is nearing or at its mid-point of ULB 50% - 75%	Asset is showing minimal signs of wear and deterioration	Asset generally meets performance and reliability, based on manufacturer's performance standards	Asset needs some minor repairs for minor subcomponents between maintenance cycles	4	Good	4.0 -4.7
Asset has passed its mid-point of ULB 25%- 50%	Asset is showing moderate signs of defective or deteriorated components	Asset's performance and reliability may decrease and cause service interruption for non-scheduled maintenance	Asset needs more frequent minor repairs on subcomponents	3	Adequate	3.0 - 3.9
Asset is nearing or at end of its ULB 0% - 25%	Asset's major subcomponents need to be rebuilt or replaced	Asset performance and reliability is becoming more substantial, but does not pose safety risk	Asset's maintenance is significant - increased repairs between preventative maintenance cycles	2	Marginal	2.0 - 2.9
Asset passed its ULB	Asset is no longer serviceable	Asset does not meet performance standards and would pose safety hazard if put in service	Major component failures	1	Poor	1.0 -1.9

STA’s organizational equipment methodology includes assessments of major assets that may be located in a facility but are on maintenance and replacement cycles that warrant focused management. Examples of these are: fueling systems, lifts, bus washers, etc. These items are assessed individually as organizational equipment. Their combined scores are then rolled up to calculate the “equipment” field for the requisite facility in which they are located.

Organizational Equipment – Scorecard

Once the decision support tools and criteria are applied to each piece of equipment, the results are compiled in a scorecard. Scoring uses the TERM system.

Equipment with a score of “3” or above are in a state of good repair and contribute to STA achieving its Asset Management Targets. Equipment with a score below “3” must be included in the current Capital Improvement Program (CIP) for replacement in a funded project. A CIP number annotated in the “Remarks” column of the scorecard reflects this. Equipment with a score of “3” or better may also have a scorecard annotation as being in the CIP, but it is not mandatory.

Facilities – Asset List, Decision Support Tools, and Assessment

Owned Facilities. FTA's TAM Facility Performance Measure Reporting Guidebook establishes

the format for this form. This form is used for all owned facilities. For STA’s TAM plan, facilities include their integrated subsystems (i.e. HVAC, Fire suppression, elevators, etc.). As mentioned in the Organizational Equipment section, major subsystems, which are on a separate replacement, cycles and managed individually, receive detailed assessments as Organizational Equipment. Their condition codes are cross-referenced in the Facilities report as appropriate.

All facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described in the FTA Guidebook. Condition ratings are conducted in accordance with Appendix B of that document. A sample assessment is shown in *Figure 3: Owned Facilities, Decision Support Tool, Condition Scoring Methodology*.

1230 W Boone Avenue					
All facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAM Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, April 2017. Also see Appendix B: Condition Rating Descriptions for Secondary scoring methodology.					
1).	Substructure				
	Secondary Score		Primary Score	3	
	Foundation: Walls, column, pilings, etc.	4			
	Basement: materials, insulation, slab, etc.	3			
2).	Shell				
	Secondary Score		Primary Score	3	
	Superstructure/structural frame: Columns, pillars, walls	3			
	Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	4			
	Exterior: Windows, doors and all finishes (paint, masonry)	3			
	Exterior: Windows, doors and all finishes (paint, masonry)	2			
3).	Interiors				
	Secondary Score		Primary Score	3	
	Partitions: Walls, interior doors, fittings and signage	3			
	Stairs: Interior stairs and landings	4			
	Finishes: Materials used on walls, floors and ceilings	3			
4).	Conveyance				
	Secondary Score		Primary Score	4	
	Elevators	4			
	Escalators	4			
	Lifts	3			

Primary Scores in Ascending Order	4	Aggregated rating
	4	
	4	
	4	
	3	
	3	
	3	
	3	
	3	
	3	

Figure 3: Owned Facilities, Decision Support Tool, Condition Scoring Methodology

5).	Plumbing		
	<i>Secondary Score</i>		<i>Primary Score</i> 4
	<i>Fixtures</i>	4	
	<i>Water distribution</i>	4	
	<i>Sanitary Waste</i>	4	
	<i>Rain water drainage</i>	3	
6).	HVAC		
	<i>Secondary Score</i>		<i>Primary Score</i> 4
	<i>Energy supply</i>	5	
	<i>Heat generation & distribution system</i>	4	
	<i>Cooling generation & distribution system</i>	4	
	<i>Testing, balancing, controls & instrumentation</i>	4	
7).	Fire Protection		
	<i>Secondary Score</i>		<i>Primary Score</i> 4
	<i>Sprinklers</i>	4	
	<i>Standpipes</i>	4	
	<i>Hydrants & other fire protection specialties</i>	4	
8).	Electrical		
	<i>Secondary Score</i>		<i>Primary Score</i> 3
	<i>Electrical service and distribution</i>	4	
	<i>Lighting & branch wiring (interior/external)</i>	3	
	<i>Communications & security</i>	3	
	<i>Lightning protection, generators and emergency lighting</i>	3	
9).	Equipment		
	<i>Secondary Score</i>		<i>Primary Score</i> 3
	<i>Equipment related to the function of the facility, including maintenance or vehicle service equipment</i>	3	
10).	Site		
	<i>Secondary Score</i>		<i>Primary Score</i> 3
	<i>Roadways/driveways & associated signage, markings & equipment.</i>	4	
	<i>Parking lots & associated signage, markings & equipment.</i>	3	
	<i>Pedestrian areas & associated signage, markings & equipment.</i>	3	
	<i>Site development, fences, walls and miscellaneous structures.</i>	3	
	<i>Landscaping and irrigation</i>	3	
	<i>Site utilities</i>	4	

Figure 3: Owned Facilities, Decision Support Tool, Condition Scoring Methodology, con't.

Facilities – Scorecard

Once the decision support tools and criteria are applied to each facility, the results are compiled in a scorecard. Scoring uses the TERM system.

Facilities with a score of “3” or above are in a state of good repair and contribute to STA achieving its Asset Management Targets. Facilities with a score below “3” must be addressed in the current Capital Improvement Program (CIP). A CIP number annotated in the “Remarks” column of the scorecard reflects this. Equipment with a score of “3” or better may also have a scorecard annotation as being in the CIP, but it is not mandatory.

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SECTION 1: ROLLING STOCK

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SECTION 1A: ROLLING STOCK – FIXED ROUTE VEHICLE ASSET INVENTORY

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FIXED ROUTE - OWNED ROLLING STOCK 12/31/2016

Transportation Management System
 Rolling Stock Inventory & Verification of Continued Use
 Fleet - Fixed Route
 Agency/Organization: Spokane Transit Authority
 Reporting Year: 2017 (12/31/2016)

I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the terms and conditions of the grant agreement.

Steve Blum
 Signature and Title: Director/OPS Date: 27 Feb 17

No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs of SGR (Yes/No)	Is the Vehicle Safe? (Yes/No)	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance Current (Yes/No)	Performs its Designed Function (Yes/No)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
1	2002	NEW FLYER 60'	5	2FYD2UM1X2U024373	2261	462736	Yes	Yes	15	655,000	Yes	Yes	29,857	YES	62+2	DF	NO
2	2002	NEW FLYER 60'	5	2FYD2UM112U024374	2262	510345	Yes	Yes	15	555,000	Yes	Yes	67,334	YES	62+2	DF	NO
3	2002	NEW FLYER 60'	5	2FYD2UM152U024541	2263	402618	Yes	Yes	15	555,000	Yes	Yes	30,138	YES	62+2	DF	NO
4	2003	GILLIG 35'	2	16GGB271X21073384	2301	672379	Yes	Yes	15	645,000	Yes	Yes	490,428	YES	30+2	DF	NO
5	2003	GILLIG 35'	2	16GGB271731073395	2302	599709	Yes	Yes	15	645,000	Yes	Yes	490,428	YES	30+2	DF	NO
6	2003	GILLIG 35'	2	16GGB271131073386	2303	668086	Yes	Yes	15	645,000	Yes	Yes	490,428	YES	30+2	DF	NO
7	2003	GILLIG 35'	2	16GGB271331073387	2304	618450	Yes	Yes	15	645,000	Yes	Yes	490,428	YES	30+2	DF	NO
8	2003	GILLIG 35'	2	16GGB271531073388	2305	592548	Yes	Yes	15	645,000	Yes	Yes	490,428	YES	30+2	DF	NO
9	2003	GILLIG 35'	2	16GGB271731073389	2306	597344	Yes	Yes	15	645,000	Yes	Yes	490,428	YES	30+2	DF	NO
10	2003	GILLIG 35'	2	16GGB271331073390	2307	592870	Yes	Yes	15	645,000	Yes	Yes	490,428	YES	30+2	DF	NO
11	2003	GILLIG 35'	2	16GGB271531073391	2308	594069	No	Yes	15	645,000	Yes	Yes	490,428	YES	30+2	DF	NO
12	2003	GILLIG 35'	2	16GGB271731073392	2309	595570	Yes	Yes	15	645,000	Yes	Yes	490,428	YES	30+2	DF	NO
13	2003	GILLIG 35'	2	16GGB271931073393	2310	594365	No	Yes	15	645,000	Yes	Yes	490,428	YES	30+2	DF	NO
14	2003	GILLIG 35'	2	16GGB271131073016	2311	593104	Yes	Yes	15	645,000	Yes	Yes	490,428	YES	30+2	DF	NO
15	2003	GILLIG 35'	2	16GGB271331073017	2312	591833	No	Yes	15	645,000	Yes	Yes	490,428	YES	30+2	DF	NO
16	2003	GILLIG 35'	2	16GGB271531073018	2313	588946	Yes	Yes	15	645,000	Yes	Yes	490,428	YES	30+2	DF	NO
17	2003	GILLIG 29'	4	16GGB271231090821	2333	374337	Yes	Yes	15	645,000	Yes	Yes	459,232	YES	24+2	DF	NO
18	2003	GILLIG 29'	4	16GGB271631090823	2335	386302	Yes	Yes	15	645,000	Yes	Yes	459,232	YES	24+2	DF	NO
19	2003	GILLIG 29'	4	16GGB271831090824	2338	390121	Yes	Yes	15	645,000	Yes	Yes	459,232	YES	24+2	DF	NO
20	2003	GILLIG 29'	4	16GGB271X31090825	2337	343495	Yes	Yes	15	645,000	Yes	Yes	459,232	YES	24+2	DF	NO
21	2003	GILLIG 29'	4	16GGB271131090826	2338	346133	Yes	Yes	15	645,000	Yes	Yes	459,232	YES	24+2	DF	NO
22	2005	GILLIG 35'	2	16GGB291451074550	2501	499476	Yes	Yes	15	645,000	Yes	Yes	483,384	YES	30+2	DF	NO
23	2005	GILLIG 35'	2	16GGB291651074551	2502	486313	Yes	Yes	15	645,000	Yes	Yes	483,384	YES	30+2	DF	NO
24	2005	GILLIG 35'	2	16GGB291851074552	2503	494004	Yes	Yes	15	645,000	Yes	Yes	483,384	YES	30+2	DF	NO
25	2005	GILLIG 35'	2	16GGB291X51074553	2504	478206	Yes	Yes	15	645,000	Yes	Yes	483,384	YES	30+2	DF	NO
26	2005	GILLIG 35'	2	16GGB291151074554	2505	485569	Yes	Yes	15	645,000	Yes	Yes	483,384	YES	30+2	DF	NO
27	2005	GILLIG 35'	2	16GGB291351074555	2506	479980	Yes	Yes	15	645,000	Yes	Yes	483,384	YES	30+2	DF	NO
28	2005	GILLIG 35'	2	16GGB291551074556	2507	486459	Yes	Yes	15	645,000	Yes	Yes	483,384	YES	30+2	DF	NO
29	2005	GILLIG 35'	2	16GGB291751074557	2508	468283	Yes	Yes	15	645,000	Yes	Yes	483,384	YES	30+2	DF	NO
30	2005	GILLIG 35'	2	16GGB291951074558	2509	482855	Yes	Yes	15	645,000	Yes	Yes	483,384	YES	30+2	DF	NO
31	2005	GILLIG 35'	2	16GGB291051074559	2510	478436	Yes	Yes	15	645,000	Yes	Yes	483,384	YES	30+2	DF	NO
32	2006	GILLIG 40'	1	16GGD291761077760	2601	501689	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO
33	2006	GILLIG 40'	1	16GGD291961077761	2602	507228	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO
34	2006	GILLIG 40'	1	16GGD291061077762	2603	519790	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO
35	2006	GILLIG 40'	1	16GGD291281077763	2604	532128	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO
36	2006	GILLIG 40'	1	16GGD291461077764	2605	536245	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO
37	2006	GILLIG 40'	1	16GGD291681077765	2606	535552	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO
38	2006	GILLIG 40'	1	16GGD291861077766	2607	538727	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO
39	2006	GILLIG 40'	1	16GGD291X61077767	2608	509567	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO
40	2006	GILLIG 40'	1	16GGD291161077768	2609	512216	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO
41	2006	GILLIG 40'	1	16GGD291361077769	2610	501053	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO
42	2006	GILLIG 40'	1	16GGD291X61077760	2611	526425	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO
43	2006	GILLIG 40'	1	16GGD291861077761	2612	517965	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO
44	2006	GILLIG 40'	1	16GGD291X61077762	2613	508535	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO
45	2006	GILLIG 40'	1	16GGD291161077763	2614	511076	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO
46	2006	GILLIG 40'	1	16GGD291361077764	2615	523580	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO
47	2006	GILLIG 40'	1	16GGD291961077765	2616	528051	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO
48	2006	GILLIG 40'	1	16GGD291461077766	2617	526464	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO
49	2006	GILLIG 40'	1	16GGD291661077767	2618	531989	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO
50	2006	GILLIG 40'	1	16GGD291861077768	2619	519593	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO
51	2007	NEW FLYER 60'	5	6FYD4YS186C031037	2661	351542	Yes	Yes	15	555,000	Yes	Yes	788,285	YES	62+2	DF	NO
52	2007	NEW FLYER 60'	5	6FYD4YS106C031038	2662	372703	Yes	Yes	15	555,000	Yes	Yes	788,285	YES	62+2	DF	NO
53	2007	NEW FLYER 60'	5	6FYD4YS126C031039	2663	384409	Yes	Yes	15	555,000	Yes	Yes	788,285	YES	62+2	DF	NO
54	2007	NEW FLYER 60'	5	6FYD4YS186C031040	2664	367127	Yes	Yes	15	555,000	Yes	Yes	788,285	YES	62+2	DF	NO
55	2007	NEW FLYER 60'	5	6FYD4YS106C031041	2665	373627	Yes	Yes	15	555,000	Yes	Yes	788,285	YES	62+2	DF	NO
56	2007	NEW FLYER 60'	5	6FYD4YS126C031042	2666	369165	Yes	Yes	15	555,000	Yes	Yes	788,285	YES	62+2	DF	NO
57	2007	GILLIG 35'	2	16GGB271571078435	2701	385619	Yes	Yes	15	645,000	Yes	Yes	530,202	YES	39+2	DF	NO
58	2007	GILLIG 35'	2	16GGB271771078436	2702	396910	Yes	Yes	15	645,000	Yes	Yes	530,202	YES	39+2	DF	NO
59	2007	GILLIG 35'	2	16GGB271971078437	2703	380440	Yes	Yes	15	645,000	Yes	Yes	530,202	YES	39+2	DF	NO
60	2007	GILLIG 40'	1	16GGD271271078418	2704	460538	Yes	Yes	15	750,000	Yes	Yes	542,608	YES	39+2	DF	NO
61	2007	GILLIG 40'	1	16GGD271471078419	2705	458140	Yes	Yes	15	750,000	Yes	Yes	542,608	YES	39+2	DF	NO
62	2007	GILLIG 40'	1	16GGD271071078420	2706	452768	Yes	Yes	15	750,000	Yes	Yes	542,608	YES	39+2	DF	NO
63	2007	GILLIG 40'	1	16GGD271271078421	2707	465477	Yes	Yes	15	750,000	Yes	Yes	542,608	YES	39+2	DF	NO
64	2007	GILLIG 40'	1	16GGD271471078422	2708	441409	Yes	Yes	15	750,000	Yes	Yes	542,608	YES	39+2	DF	NO
65	2007	GILLIG 40'	1	16GGD271671078423	2709	445687	Yes	Yes	15	750,000	Yes	Yes	542,608	YES	39+2	DF	NO
66	2007	GILLIG 40'	1	16GGD271871078424	2710	440769	Yes	Yes	15	750,000	Yes	Yes	542,608	YES	39+2	DF	NO
67	2007	GILLIG 40'	1	16GGD271X71078425	2711	432525	Yes	Yes	15	750,000	Yes	Yes	542,608	YES	39+2	DF	NO
68	2007	GILLIG 40'	1	16GGD271771078426	2712	446047	Yes	Yes	15	750,000	Yes	Yes	542,608	YES	39+2	DF	NO
69	2007	GILLIG 40'	1	16GGD271371078427	2713	462054	Yes	Yes	15	750,000	Yes	Yes	542,608	YES	39+2	DF	NO
70	2007	GILLIG 40'	1	16GGD271571078428	2714	462329	Yes	Yes	15	750,000	Yes	Yes	542,608	YES	39+2	DF	NO
71	2007	GILLIG 40'	1	16GGD271771078429	2715	442653	Yes	Yes	15	750,000	Yes	Yes	542,608	YES	39+2	DF	NO
72	2007	GILLIG 40'	1	16GGD271371078430	2716	438958	Yes	Yes	15	750,000	Yes	Yes	542,608	YES	39+2	DF	NO
73	2007	GILLIG 40'	1	16GGD271571078431	2717	435942	Yes	Yes	15	750,000	Yes	Yes	542,608	YES	39+2	DF	NO
Total					73	35312844							\$ 37,264,182				

FIXED ROUTE - OWNED ROLLING STOCK 12/31/2016

Public Transportation Management System
 I Rolling Stock Inventory & Verification of Continued Use
 Fleet - Fixed Route

Agency/Organization: Spokane Transit Authority
 Reporting Year: 2017 (12/31/2016)

I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the terms and conditions of the grant agreement.

[Signature]
 Signature and Title: Director/OPS
 Date: 27 Feb 17

No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs of SGR (Yes/No)	Is the Vehicle Safe? (Yes/No)	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance Current (Yes/No)	Performs its Designed Function (Yes/No)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
1	2007	GILLIG HEV 40'	1	15GGD301771078432	7001	424024	Yes	Yes	15	760,000	Yes	Yes	879,759	YES	39+2	DE	NO
2	2007	GILLIG HEV 40'	1	15GGD301971078433	7002	432422	Yes	Yes	15	760,000	Yes	Yes	879,759	YES	39+2	DE	NO
3	2007	GILLIG HEV 40'	1	15GGD301071078434	7003	432476	Yes	Yes	15	760,000	Yes	Yes	879,759	YES	39+2	DE	NO
4	2007	ELDORADO VAN	11	1FXDE46PX7DA56071	512	85988	Yes	Yes	10	221000	Yes	Yes	101,034	YES	16+2	DF	NO
5	2007	ELDORADO VAN	11	1FXDE46P37DA56073	514	80744	Yes	Yes	10	221000	Yes	Yes	101,034	YES	16+2	DF	NO
6	2008	GILLIG 40'	1	15GGD271081079603	2801	406043	Yes	Yes	15	750,000	Yes	Yes	541,098	YES	39+2	DF	NO
7	2008	GILLIG 40'	1	15GGD271281079604	2802	406937	Yes	Yes	15	750,000	Yes	Yes	541,098	YES	39+2	DF	NO
8	2008	GILLIG 40'	1	15GGD271481079605	2803	407299	Yes	Yes	15	750,000	Yes	Yes	541,098	YES	39+2	DF	NO
9	2008	GILLIG 40'	1	15GGD271681079606	2804	413900	Yes	Yes	15	750,000	Yes	Yes	541,098	YES	39+2	DF	NO
10	2008	GILLIG 40'	1	15GGD271881079607	2805	410614	Yes	Yes	15	750,000	Yes	Yes	541,098	YES	39+2	DF	NO
11	2008	GILLIG 40'	1	15GGD271X81079608	2806	405481	Yes	Yes	15	750,000	Yes	Yes	541,098	YES	39+2	DF	NO
12	2008	GILLIG 40'	1	15GGD271181079609	2807	401675	Yes	Yes	15	750,000	Yes	Yes	541,098	YES	39+2	DF	NO
13	2008	GILLIG 40'	1	15GGD271881079610	2808	409481	Yes	Yes	15	750,000	Yes	Yes	541,098	YES	39+2	DF	NO
14	2008	GILLIG 40'	1	15GGD271X91079611	2809	395674	Yes	Yes	15	750,000	Yes	Yes	541,098	YES	39+2	DF	NO
15	2008	GILLIG 40'	1	15GGD271181079612	2810	414019	Yes	Yes	15	750,000	Yes	Yes	541,098	YES	39+2	DF	NO
16	2008	GILLIG 40'	1	15GGD271381079613	2811	411328	Yes	Yes	15	750,000	Yes	Yes	541,098	YES	39+2	DF	NO
17	2008	GILLIG 40'	1	15GGD271581079614	2812	412278	Yes	Yes	15	750,000	Yes	Yes	541,098	YES	39+2	DF	NO
18	2008	GILLIG 40'	1	15GGD271781079615	2813	397983	Yes	Yes	15	750,000	Yes	Yes	541,098	YES	39+2	DF	NO
19	2008	GILLIG 40'	1	15GGD271981079616	2814	357090	Yes	Yes	15	750,000	Yes	Yes	541,098	YES	39+2	DF	NO
20	2008	GILLIG HEV 40'	1	15GGD301081079617	8001	392008	Yes	Yes	15	750,000	Yes	Yes	789,714	YES	39+2	DE	NO
21	2008	GILLIG HEV 40'	1	15GGD301281079618	8002	412855	Yes	Yes	15	750,000	Yes	Yes	789,714	YES	39+2	DE	NO
22	2008	GILLIG HEV 40'	1	15GGD301481079619	8003	389156	Yes	Yes	15	750,000	Yes	Yes	789,714	YES	39+2	DE	NO
23	2008	GILLIG HEV 40'	1	15GGD301681079620	8004	397930	Yes	Yes	15	750,000	Yes	Yes	789,714	YES	39+2	DE	NO
24	2008	GILLIG HEV 40'	1	15GGD301881079621	8005	398466	Yes	Yes	15	750,000	Yes	Yes	789,714	YES	39+2	DE	NO
25	2008	GILLIG HEV 40'	1	15GGD301481079622	8006	400025	Yes	Yes	15	750,000	Yes	Yes	789,714	YES	39+2	DE	NO
26	2009	NEW FLYER 60'	5	5FYD4Y81X9B036418	2961	303403	Yes	Yes	15	555,000	Yes	Yes	880,754	YES	62+2	DF	NO
27	2009	NEW FLYER 60'	5	5FYD4Y8119B036419	2962	298554	Yes	Yes	15	555,000	Yes	Yes	880,754	YES	62+2	DF	NO
28	2009	NEW FLYER 60'	5	5FYD4Y8189B036420	2963	279058	Yes	Yes	15	555,000	Yes	Yes	880,754	YES	62+2	DF	NO
29	2009	NEW FLYER 60'	5	5FYD4Y81X9B036421	2964	291269	Yes	Yes	15	555,000	Yes	Yes	880,754	YES	62+2	DF	NO
30	2009	GILLIG 40'	1	15GGD271191176245	2901	357074	Yes	Yes	15	750,000	Yes	Yes	490,744	YES	39+2	DF	NO
31	2009	GILLIG 40'	1	15GGD271391176246	2902	352998	Yes	Yes	15	750,000	Yes	Yes	490,744	YES	39+2	DF	NO
32	2009	GILLIG 40'	1	15GGD271591176247	2903	376087	Yes	Yes	15	750,000	Yes	Yes	490,744	YES	39+2	DF	NO
33	2009	GILLIG 40'	1	15GGD271791176248	2904	367781	Yes	Yes	15	750,000	Yes	Yes	490,744	YES	39+2	DF	NO
34	2009	GILLIG 40'	1	15GGD271991176249	2905	368260	Yes	Yes	15	750,000	Yes	Yes	490,744	YES	39+2	DF	NO
35	2009	GILLIG 40'	1	15GGD271591176250	2906	355417	Yes	Yes	15	750,000	Yes	Yes	490,744	YES	39+2	DF	NO
36	2009	GILLIG 40'	1	15GGD271791176251	2907	364998	Yes	Yes	15	750,000	Yes	Yes	490,744	YES	39+2	DF	NO
37	2009	GILLIG 40'	1	15GGD271991176252	2908	360462	Yes	Yes	15	750,000	Yes	Yes	490,744	YES	39+2	DF	NO
38	2009	GILLIG 40'	1	15GGD271091176253	2909	376628	Yes	Yes	15	750,000	Yes	Yes	490,744	YES	39+2	DF	NO
39	2009	GILLIG HEV 29'	4	15GGE301091091443	9031	112830	Yes	Yes	20	340,000	Yes	Yes	775,885	YES	26+2	DE	NO
40	2009	GILLIG HEV 29'	4	15GGE301291091444	9032	117624	Yes	Yes	20	340,000	Yes	Yes	775,885	YES	26+2	DE	NO
41	2009	GILLIG HEV 29'	4	15GGE301491091445	9033	116741	Yes	Yes	20	340,000	Yes	Yes	775,885	YES	26+2	DE	NO
42	2010	GILLIG HEV 40'	1	15GGD3017A1176254	10701	335083	Yes	Yes	15	750,000	Yes	Yes	764,077	YES	39+2	DE	NO
43	2010	GILLIG HEV 40'	1	15GGD3018A1176255	10702	337777	Yes	Yes	15	750,000	Yes	Yes	764,077	YES	39+2	DE	NO
44	2010	GILLIG HEV 40'	1	15GGD3010A1176256	10703	345828	Yes	Yes	15	750,000	Yes	Yes	764,077	YES	39+2	DE	NO
45	2010	GILLIG HEV 40'	1	15GGD3012A1176257	10704	353076	Yes	Yes	15	750,000	Yes	Yes	764,077	YES	39+2	DE	NO
46	2010	GILLIG HEV 40'	1	15GGD3014A1176258	10705	336387	Yes	Yes	15	750,000	Yes	Yes	764,077	YES	39+2	DE	NO
47	2010	GILLIG HEV 40'	1	15GGD3016A1176259	10706	345018	Yes	Yes	15	750,000	Yes	Yes	764,077	YES	39+2	DE	NO
48	2010	GILLIG HEV 40'	1	15GGD3012A1176260	10707	366684	Yes	Yes	15	750,000	Yes	Yes	764,077	YES	39+2	DE	NO
49	2010	GILLIG HEV 40'	1	15GGD3014A1176261	10708	331408	Yes	Yes	15	750,000	Yes	Yes	764,077	YES	39+2	DE	NO
50	2010	GILLIG HEV 40'	1	15GGD3016A1176262	10709	331862	Yes	Yes	15	750,000	Yes	Yes	764,077	YES	39+2	DE	NO
51	2010	GILLIG HEV 40'	1	15GGD3018A1176263	10710	344918	Yes	Yes	15	750,000	Yes	Yes	764,077	YES	39+2	DE	NO
52	2012	GILLIG HEV 40'	1	15GGD3018C1180543	12701	199372	Yes	Yes	15	750,000	Yes	Yes	745,553	YES	39+2	DE	NO
53	2012	GILLIG HEV 40'	1	15GGD301XC1180544	12702	216432	Yes	Yes	15	750,000	Yes	Yes	745,553	YES	39+2	DE	NO
54	2012	GILLIG HEV 40'	1	15GGD3011C1180545	12703	217364	Yes	Yes	15	750,000	Yes	Yes	745,553	YES	39+2	DE	NO
55	2012	GILLIG HEV 40'	1	15GGD3013C1180546	12704	195947	Yes	Yes	15	750,000	Yes	Yes	727,832	YES	39+2	DE	NO
56	2012	GILLIG HEV 40'	1	15GGD3015C1180547	12705	218070	Yes	Yes	15	750,000	Yes	Yes	727,832	YES	39+2	DE	NO
57	2012	GILLIG HEV 40'	1	15GGD3017C1180548	12706	207960	Yes	Yes	15	750,000	Yes	Yes	727,832	YES	39+2	DE	NO
58	2014	GILLIG 40'	1	15GGD271XE1183561	1401	113346	Yes	Yes	15	750,000	Yes	Yes	449,638	YES	39+2	DF	NO
59	2014	GILLIG 40'	1	15GGD2711E1183562	1402	140009	Yes	Yes	15	750,000	Yes	Yes	449,638	YES	39+2	DF	NO
60	2014	GILLIG 40'	1	15GGD2713E1183563	1403	138716	Yes	Yes	15	750,000	Yes	Yes	449,638	YES	39+2	DF	NO
61	2014	GILLIG 40'	1	15GGD2715E1183564	1404	151327	Yes	Yes	15	750,000	Yes	Yes	449,638	YES	39+2	DF	NO
62	2014	GILLIG 40'	1	15GGD2717E1183565	1405	151082	Yes	Yes	15	750,000	Yes	Yes	449,638	YES	39+2	DF	NO
63	2014	GILLIG 40'	1	15GGD2719E1183566	1406	141078	Yes	Yes	15	750,000	Yes	Yes	449,638	YES	39+2	DF	NO
64	2014	GILLIG 40'	1	15GGD2710E1183567	1407	147092	Yes	Yes	15	750,000	Yes	Yes	449,638	YES	39+2	DF	NO
65	2014	GILLIG 40'	1	15GGD2712E1183568	1408	145031	Yes	Yes	15	750,000	Yes	Yes	449,638	YES	39+2	DF	NO
66	2016	GILLIG 40'	1	15GGD2715G1187083	1601	2830	Yes	Yes	15	750,000	Yes	Yes	435,052	YES	39+2	DF	NO
67	2016	GILLIG 40'	1	15GGD2717G1187084	1602	2624	Yes	Yes	15	750,000	Yes	Yes	435,052	YES	39+2	DF	NO
68	2016	GILLIG 40'	1	15GGD2719G1187085	1603	2359	Yes	Yes	15	750,000	Yes	Yes	435,052	YES	39+2	DF	NO
69	2016	GILLIG 40'	1	15GGD2710G1187086	1604	2069	Yes	Yes	15	750,000	Yes	Yes	435,052	YES	39+2	DF	NO
70	2016	GILLIG 40'	1	15GGD2712G1187087	1605	1031	Yes	Yes	15	750,000	Yes	Yes	435,052	YES	39+2	DF	NO
71	2016	GILLIG 40'	1	15GGD2714G1187088	1606	916	Yes	Yes	15	750,000	Yes	Yes	435,052	YES	39+2	DF	NO
72	2016	GILLIG 40'	1	15GGD2716G1187089	1607	919	Yes	Yes	15	750,000	Yes	Yes	435,052	YES	39+2	DF	NO
Total					72	20067289							\$ 44,123,185				

Section 1 - Rolling Stock Asset Inventory

SECTION 1A: ROLLING STOCK – FIXED ROUTE VEHICLE DECISION SUPPORT CALCULATIONS

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Annotated Worksheet

Fixed Route Fleet Methodology - Projected Vehicle Service Life Maintenance Cost - (Financial Needs of SGR)

"maintenance cost per year" equals "total P+ L 12/31/16" divided by the "age of vet (yrs.)". Age of vehicle is calculated to 12/31/2016.

"Projected P& L in 15 yr. life" equals current "maintenance cost per year" multiplied by a 15 year service life.

		in service date	reporting date			Replacement year	12/31/2018	=	15.92	Service life
		2/1/2003	12/31/2016				2/1/2003			
2301	age of vet (yrs.)		13.9		Projected P& L in 15 yr. life	End of life %				
vet #	total P+ L 12/31/16	vet cost 2/1/03	maintenance cost per year		Projected P& L in 15 yr. life	End of life %				
2301	\$199,509	\$273,315	\$14,329.16		\$214,937	79%				
2302	\$201,500	\$273,315	\$14,472.16		\$217,082	79%				
2303	\$186,400	\$273,315	\$13,387.64		\$200,815	73%				
2304	\$197,700	\$273,315	\$14,199.23		\$212,988	78%				
2305	\$196,500	\$273,315	\$14,113.05		\$211,696	77%				
2306	\$198,750	\$273,315	\$14,274.65		\$214,120	78%				
2307	\$180,700	\$273,315	\$12,978.26		\$194,674	71%				
2308	\$216,000	\$273,315	\$15,513.58		\$232,704	85%				
2309	\$179,700	\$273,315	\$12,906.43		\$193,597	71%				
2310	\$224,900	\$273,315	\$16,152.79		\$242,292	89%				
2311	\$172,350	\$273,315	\$12,378.54		\$185,678	68%				
2312	\$212,500	\$273,315	\$15,262.20		\$228,933	84%				
2313	\$193,000	\$273,315	\$13,861.67		\$207,925	76%				
					\$2,757,440					
					13	\$212,111	78%	Avg. P& L cost		
<p>Total P+ L (Parts + Labor) equals all consumed from the "in service date" of "2/1/03" to the "reporting date" of "12/31/16".</p>										
		in service date	reporting date			Replacement year	12/31/2019	=	16.43	Service life
		8/1/2003	12/31/2016				8/1/2003			
2331	age of vet (yrs.)		13.4		Projected P& L in 15 yr. life	End of life %				
vet #	total P+ L 12/31/16	vet cost 8/1/03	maintenance cost per year		Projected P& L in 15 yr. life	End of life %				
2333	\$122,000	\$256,000	\$9,085.90		\$136,289	53%				
2335	\$127,300	\$256,000	\$9,480.62		\$142,209	56%				
2336	\$111,300	\$256,000	\$8,289.02		\$124,335	49%				
					\$402,833					
					3	\$134,278	52%	Avg. P& L cost		

"Avg. P& L cost" percentage is equal to the "Projected P& L in 15 yr. life" divided by the "vehicle cost 2/1/03".

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Meets Financial Needs of SGR Results

	Vehicle Model Year	12/31/2016 Total Parts & Labor	Vehicle Purchase Price	12/31/2016 Maint Percentage	Meets Financial Needs of SGR <80%
1	2301	\$199,509	\$273,315	73.00%	Yes
2	2302	\$201,500	\$273,315	73.72%	Yes
3	2303	\$186,400	\$273,315	68.20%	Yes
4	2304	\$197,700	\$273,315	72.33%	Yes
5	2305	\$196,500	\$273,315	71.90%	Yes
6	2306	\$198,750	\$273,315	72.72%	Yes
7	2307	\$180,700	\$273,315	66.11%	Yes
8	2308	\$216,000	\$273,315	79.03%	No
9	2309	\$179,700	\$273,315	65.75%	Yes
10	2310	\$224,900	\$273,315	82.29%	No
11	2311	\$172,350	\$273,315	63.06%	Yes
12	2312	\$212,500	\$273,315	77.75%	Yes
13	2313	\$193,000	\$273,315	70.61%	Yes
14	2333	\$122,000	\$256,000	47.66%	Yes
15	2335	\$127,300	\$256,000	49.73%	Yes
16	2336	\$111,300	\$256,000	43.48%	Yes
17	2337	\$100,571	\$256,000	39.29%	Yes
18	2338	\$117,371	\$256,000	45.85%	Yes
19	2501	\$166,800	\$269,000	62.01%	Yes
20	2502	\$141,700	\$269,000	52.68%	Yes
21	2503	\$143,200	\$269,000	53.23%	Yes
22	2504	\$173,200	\$269,000	64.39%	Yes
23	2505	\$166,900	\$269,000	62.04%	Yes
24	2506	\$143,700	\$269,000	53.42%	Yes
25	2507	\$157,900	\$269,000	58.70%	Yes
26	2508	\$152,800	\$269,000	56.80%	Yes
27	2509	\$147,300	\$269,000	54.76%	Yes
28	2510	\$159,400	\$269,000	59.26%	Yes
29	2601	\$156,700	\$299,400	52.34%	Yes
30	2602	\$159,700	\$299,400	53.34%	Yes
31	2603	\$147,200	\$299,400	49.16%	Yes
32	2604	\$151,400	\$299,400	50.57%	Yes
33	2605	\$137,500	\$299,400	45.93%	Yes
34	2606	\$169,700	\$299,400	56.68%	Yes
35	2607	\$150,000	\$299,400	50.10%	Yes
36	2608	\$184,500	\$299,400	61.62%	Yes
37	2609	\$149,500	\$299,400	49.93%	Yes
38	2610	\$162,600	\$299,400	54.31%	Yes
39	2611	\$143,400	\$299,400	47.90%	Yes
40	2612	\$148,000	\$299,400	49.43%	Yes
41	2613	\$151,000	\$299,400	50.43%	Yes
42	2614	\$166,000	\$299,400	55.44%	Yes
43	2615	\$160,600	\$299,400	53.64%	Yes

Meets Financial Needs of SGR Results

	Vehicle Model Year	12/31/2016 Total Parts & Labor	Vehicle Purchase Price	12/31/2016 Maint Percentage	Meets Financial Needs of SGR <80%	
	44	2616	\$152,000	\$299,400	50.77%	Yes
	45	2617	\$157,000	\$299,400	52.44%	Yes
	46	2618	\$151,600	\$299,400	50.63%	Yes
	47	2619	\$161,600	\$299,400	53.97%	Yes
	48	2661	\$166,330	\$499,873	33.27%	Yes
	49	2662	\$157,100	\$499,873	31.43%	Yes
	50	2663	\$143,300	\$499,873	28.67%	Yes
	51	2664	\$185,300	\$499,873	37.07%	Yes
	52	2665	\$152,500	\$499,873	30.51%	Yes
	53	2666	\$165,600	\$499,873	33.13%	Yes
	54	2701	\$103,800	\$325,000	31.94%	Yes
	55	2702	\$107,800	\$325,000	33.17%	Yes
	56	2703	\$109,700	\$325,000	33.75%	Yes
	57	2704	\$179,800	\$332,400	54.09%	Yes
	58	2705	\$141,300	\$332,400	42.51%	Yes
	59	2706	\$152,300	\$332,400	45.82%	Yes
	60	2707	\$160,700	\$332,400	48.35%	Yes
	61	2708	\$166,500	\$332,400	50.09%	Yes
	62	2709	\$167,200	\$332,400	50.30%	Yes
	63	2710	\$144,800	\$332,400	43.56%	Yes
	64	2711	\$166,700	\$332,400	50.15%	Yes
	65	2712	\$148,300	\$332,400	44.61%	Yes
	66	2713	\$134,500	\$332,400	40.46%	Yes
	67	2714	\$153,100	\$332,400	46.06%	Yes
	68	2715	\$165,200	\$332,400	49.70%	Yes
	69	2716	\$168,200	\$332,400	50.60%	Yes
	70	2717	\$155,200	\$332,400	46.69%	Yes
	71	7001	\$125,000	\$539,000	23.19%	Yes
	72	7002	\$146,500	\$539,000	27.18%	Yes
	73	7003	\$131,100	\$539,000	24.32%	Yes
	74	2801	\$122,200	\$346,400	35.28%	Yes
	75	2802	\$111,300	\$346,400	32.13%	Yes
	76	2803	\$135,900	\$346,400	39.23%	Yes
	77	2804	\$119,900	\$346,400	34.61%	Yes
	78	2805	\$127,700	\$346,400	36.86%	Yes
	79	2806	\$124,000	\$346,400	35.80%	Yes
	80	2807	\$122,300	\$346,400	35.31%	Yes
	81	2808	\$142,500	\$346,400	41.14%	Yes
	82	2809	\$130,900	\$346,400	37.79%	Yes
	83	2810	\$131,800	\$346,400	38.05%	Yes
	84	2811	\$132,300	\$346,400	38.19%	Yes
	85	2812	\$132,000	\$346,400	38.11%	Yes
	86	2813	\$129,400	\$346,400	37.36%	Yes

Meets Financial Needs of SGR Results

	Vehicle Model Year	12/31/2016 Total Parts & Labor	Vehicle Purchase Price	12/31/2016 Maint Percentage	Meets Financial Needs of SGR <80%
87	2814	\$125,300	\$346,400	36.17%	Yes
88	8001	\$114,300	\$506,000	22.59%	Yes
89	8002	\$99,200	\$506,000	19.60%	Yes
90	8003	\$100,400	\$506,000	19.84%	Yes
91	8004	\$105,700	\$506,000	20.89%	Yes
92	8005	\$103,400	\$506,000	20.43%	Yes
93	8006	\$105,100	\$506,000	20.77%	Yes
94	2961	\$102,400	\$592,000	17.30%	Yes
95	2962	\$100,400	\$592,000	16.96%	Yes
96	2963	\$109,200	\$592,000	18.45%	Yes
97	2964	\$94,600	\$592,000	15.98%	Yes
98	2901	\$105,700	\$329,000	32.13%	Yes
99	2902	\$109,800	\$329,000	33.37%	Yes
100	2903	\$100,200	\$329,000	30.46%	Yes
101	2904	\$99,100	\$329,000	30.12%	Yes
102	2905	\$115,000	\$329,000	34.95%	Yes
103	2906	\$98,900	\$329,000	30.06%	Yes
104	2907	\$101,300	\$329,000	30.79%	Yes
105	2908	\$97,300	\$329,000	29.57%	Yes
106	2909	\$100,500	\$329,000	30.55%	Yes
107	9031	\$47,800	\$520,000	9.19%	Yes
108	9032	\$36,900	\$520,000	7.10%	Yes
109	9033	\$38,400	\$520,000	7.38%	Yes
110	10701	\$79,300	\$533,200	14.87%	Yes
111	10702	\$88,900	\$533,200	16.67%	Yes
112	10703	\$85,100	\$533,200	15.96%	Yes
113	10704	\$83,700	\$533,200	15.70%	Yes
114	10705	\$67,000	\$533,200	12.57%	Yes
115	10706	\$81,000	\$533,200	15.19%	Yes
116	10707	\$58,100	\$533,200	10.90%	Yes
117	10708	\$83,400	\$533,200	15.64%	Yes
118	10709	\$76,700	\$533,200	14.38%	Yes
119	10710	\$32,400	\$533,200	6.08%	Yes
120	12701	\$44,900	\$571,300	7.86%	Yes
121	12702	\$39,800	\$571,300	6.97%	Yes
122	12703	\$35,800	\$571,300	6.27%	Yes
123	12704	\$62,100	\$558,000	11.13%	Yes
124	12705	\$42,400	\$558,000	7.60%	Yes
125	12706	\$44,700	\$558,000	8.01%	Yes
126	1401	\$73,700	\$378,000	19.50%	Yes
127	1402	\$24,600	\$378,000	6.51%	Yes
128	1403	\$22,800	\$378,000	6.03%	Yes
129	1404	\$29,900	\$378,000	7.91%	Yes

Meets Financial Needs of SGR Results

	Vehicle Model Year	12/31/2016 Total Parts & Labor	Vehicle Purchase Price	12/31/2016 Maint Percentage	Meets Financial Needs of SGR <80%	
	130	1405	\$23,600	\$378,000	6.24%	Yes
	131	1406	\$29,800	\$378,000	7.88%	Yes
	132	1407	\$29,200	\$378,000	7.72%	Yes
	133	1408	\$28,800	\$378,000	7.62%	Yes
	134	1601	\$4,550	\$435,052	1.05%	Yes
	135	1602	\$3,750	\$435,052	0.86%	Yes
	136	1603	\$4,100	\$435,052	0.94%	Yes
	137	1604	\$3,100	\$435,052	0.71%	Yes
	138	1605	\$2,500	\$435,052	0.57%	Yes
	139	1606	\$3,050	\$435,052	0.70%	Yes
	140	1607	\$2,025	\$435,052	0.47%	Yes

SECTION 1A ROLLING STOCK- FIXED ROUTE VEHICLE SCORECARD

Fixed Route Vehicle Condition Score Card

	Vehicle model year	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	Notes / CIP Project Number
1	2301	Yes	Yes	13	Y	572379	Y	5	
2	2302	Yes	Yes	13	Y	589709	Y	5	
3	2303	Yes	Yes	13	Y	569096	Y	5	
4	2304	Yes	Yes	13	Y	615450	Y	5	
5	2305	Yes	Yes	13	Y	592548	Y	5	365 - "18"
6	2306	Yes	Yes	13	Y	597344	Y	5	365 - "18"
7	2307	Yes	Yes	13	Y	592870	Y	5	365 - "18"
8	2308	Yes	No	13	Y	594069	Y	3	
9	2309	Yes	Yes	13	Y	595570	Y	5	365 - "18"
10	2310	Yes	No	13	Y	594365	Y	3	
11	2311	Yes	Yes	13	Y	593104	Y	5	
12	2312	Yes	Yes	13	Y	591833	Y	5	365 - "18"
13	2313	Yes	Yes	13	Y	588946	Y	5	365 - "18"
14	2333	Yes	Yes	13	Y	374337	N	3	361 - "19"
15	2335	Yes	Yes	13	Y	385302	N	3	361 - "19"
16	2336	Yes	Yes	13	Y	390121	N	3	361 - "19"
17	2337	Yes	Yes	13	Y	343495	N	5	
18	2338	Yes	Yes	13	Y	348133	N	5	
19	2501	Yes	Yes	11	Y	499476	Y	5	568 - "20"
20	2502	Yes	Yes	11	Y	486313	Y	5	568 - "20"
21	2503	Yes	Yes	11	Y	493004	Y	5	568 - "20"
22	2504	Yes	Yes	11	Y	478206	Y	5	568 - "20"
23	2505	Yes	Yes	11	Y	495569	Y	5	568 - "20"
24	2506	Yes	Yes	11	Y	479980	Y	5	568 - "20"
25	2507	Yes	Yes	11	Y	486459	Y	5	568 - "20"
26	2508	Yes	Yes	11	Y	468283	Y	5	568 - "20"
27	2509	Yes	Yes	11	Y	482855	Y	5	568 - "20"
28	2510	Yes	Yes	11	Y	478438	Y	5	568 - "20"
29	2601	Yes	Yes	10	Y	501689	Y	5	483 - "21"
30	2602	Yes	Yes	10	Y	507226	Y	5	483 - "21"
31	2603	Yes	Yes	10	Y	519790	Y	5	483 - "21"
32	2604	Yes	Yes	10	Y	532128	Y	5	483 - "21"
33	2605	Yes	Yes	10	Y	536245	Y	5	483 - "21"
34	2606	Yes	Yes	10	Y	535552	Y	5	483 - "21"
35	2607	Yes	Yes	10	Y	538727	Y	5	483 - "21"
36	2608	Yes	Yes	10	Y	508567	Y	5	483 - "21"
37	2609	Yes	Yes	10	Y	512216	Y	5	483 - "21"
38	2610	Yes	Yes	10	Y	501053	Y	5	483 - "21"
39	2611	Yes	Yes	10	Y	526425	Y	5	483 - "21"
40	2612	Yes	Yes	10	Y	517966	Y	5	483 - "21"
41	2613	Yes	Yes	10	Y	508635	Y	5	483 - "21"
42	2614	Yes	Yes	10	Y	511076	Y	5	483 - "21"
43	2615	Yes	Yes	10	Y	523560	Y	5	483 - "21"
44	2616	Yes	Yes	10	Y	526051	Y	5	483 - "21"

Fixed Route Vehicle Condition Score Card

Vehicle model year	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	Notes / CIP Project Number	
45	2617	Yes	Yes	10	Y	526464	Y	5	490 - "22"
46	2618	Yes	Yes	10	Y	531989	Y	5	490 - "22"
47	2619	Yes	Yes	10	Y	519693	Y	5	490 - "22"
48	2661	Yes	Yes	10	Y	361642	Y	5	533 - "22"
49	2662	Yes	Yes	10	Y	372703	Y	5	533 - "22"
50	2663	Yes	Yes	10	Y	384409	Y	5	533 - "22"
51	2664	Yes	Yes	10	Y	367127	Y	5	533 - "22"
52	2665	Yes	Yes	10	Y	373627	Y	5	533 - "22"
53	2666	Yes	Yes	10	Y	369165	Y	5	533 - "22"
54	2701	Yes	Yes	9	Y	385619	Y	5	486 - "23"
55	2702	Yes	Yes	9	Y	396910	Y	5	486 - "23"
56	2703	Yes	Yes	9	Y	380440	Y	5	486 - "23"
57	2704	Yes	Yes	9	Y	460538	Y	5	490 - "22"
58	2705	Yes	Yes	9	Y	456140	Y	5	490 - "22"
59	2706	Yes	Yes	9	Y	452768	Y	5	490 - "22"
60	2707	Yes	Yes	9	Y	465477	Y	5	490 - "22"
61	2708	Yes	Yes	9	Y	441409	Y	5	490 - "22"
62	2709	Yes	Yes	9	Y	445687	Y	5	490 - "22"
63	2710	Yes	Yes	9	Y	440769	Y	5	490 - "22"
64	2711	Yes	Yes	9	Y	432526	Y	5	490 - "22"
65	2712	Yes	Yes	9	Y	446047	Y	5	490 - "22"
66	2713	Yes	Yes	9	Y	462054	Y	5	490 - "22"
67	2714	Yes	Yes	9	Y	462329	Y	5	490 - "22"
68	2715	Yes	Yes	9	Y	442653	Y	5	490 - "22"
69	2716	Yes	Yes	9	Y	438958	Y	5	490 - "22"
70	2717	Yes	Yes	9	Y	435942	Y	5	486 - "23"
71	7001	Yes	Yes	9	Y	424024	Y	5	486 - "23"
72	7002	Yes	Yes	9	Y	432422	Y	5	486 - "23"
73	7003	Yes	Yes	9	Y	432476	Y	5	486 - "23"
74	2801	Yes	Yes	8	Y	406043	Y	5	486 - "23"
75	2802	Yes	Yes	8	Y	406937	Y	5	486 - "23"
76	2803	Yes	Yes	8	Y	407299	Y	5	486 - "23"
77	2804	Yes	Yes	8	Y	413900	Y	5	493 - "24"
78	2805	Yes	Yes	8	Y	410614	Y	5	493 - "24"
79	2806	Yes	Yes	8	Y	405481	Y	5	493 - "24"
80	2807	Yes	Yes	8	Y	401675	Y	5	493 - "24"
81	2808	Yes	Yes	8	Y	409481	Y	5	493 - "24"
82	2809	Yes	Yes	8	Y	395874	Y	5	493 - "24"
83	2810	Yes	Yes	8	Y	414019	Y	5	493 - "24"
84	2811	Yes	Yes	8	Y	411328	Y	5	493 - "24"
85	2812	Yes	Yes	8	Y	412278	Y	5	493 - "24"
86	2813	Yes	Yes	8	Y	397983	Y	5	493 - "24"
87	2814	Yes	Yes	8	Y	357090	Y	5	493 - "24"
88	8001	Yes	Yes	8	Y	392008	Y	5	493 - "24"

Fixed Route Vehicle Condition Score Card

	Vehicle model year	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	Notes / CIP Project Number	
89	8002	Yes	Yes	8	Y	412855	Y	5	493 - "24"	
90	8003	Yes	Yes	8	Y	389156	Y	5	493 - "24"	
91	8004	Yes	Yes	8	Y	397930	Y	5	493 - "24"	
92	8005	Yes	Yes	8	Y	398462	Y	5	493 - "24"	
93	8006	Yes	Yes	8	Y	400025	Y	5	493 - "24"	
94	2961	Yes	Yes	7	Y	303403	Y	5	533 - "22"	
95	2962	Yes	Yes	7	Y	298554	Y	5	570 - "25"	
96	2963	Yes	Yes	7	Y	279058	Y	5	570 - "25"	
97	2964	Yes	Yes	7	Y	291269	Y	5	570 - "25"	
98	2901	Yes	Yes	7	Y	357074	Y	5	494 - "25"	
99	2902	Yes	Yes	7	Y	352998	Y	5	494 - "25"	
100	2903	Yes	Yes	7	Y	376087	Y	5	494 - "25"	
101	2904	Yes	Yes	7	Y	367781	Y	5	494 - "25"	
102	2905	Yes	Yes	7	Y	358260	Y	5	494 - "25"	
103	2906	Yes	Yes	7	Y	355417	Y	5	494 - "25"	
104	2907	Yes	Yes	7	Y	364998	Y	5	494 - "25"	
105	2908	Yes	Yes	7	Y	360462	Y	5	494 - "25"	
106	2909	Yes	Yes	7	Y	376628	Y	5	494 - "25"	
107	9031	Yes	Yes	7	Y	112630	Y	5	"29"	
108	9032	Yes	Yes	7	Y	117524	Y	5	"29"	
109	9033	Yes	Yes	7	Y	116741	Y	5	"29"	
110	10701	Yes	Yes	6	Y	335083	Y	5	492 - "26"	
111	10702	Yes	Yes	6	Y	337777	Y	5	492 - "26"	
112	10703	Yes	Yes	6	Y	345828	Y	5	492 - "26"	
113	10704	Yes	Yes	6	Y	353876	Y	5	492 - "26"	
114	10705	Yes	Yes	6	Y	336387	Y	5	492 - "26"	
115	10706	Yes	Yes	6	Y	345918	Y	5	492 - "26"	
116	10707	Yes	Yes	6	Y	366684	Y	5	492 - "26"	
117	10708	Yes	Yes	6	Y	331408	Y	5	492 - "26"	
118	10709	Yes	Yes	6	Y	331862	Y	5	492 - "26"	
119	10710	Yes	Yes	6	Y	344918	Y	5	492 - "26"	
120	12701	Yes	Yes	4	Y	199372	Y	5	"27"	
121	12702	Yes	Yes	4	Y	216432	Y	5	"27"	
122	12703	Yes	Yes	4	Y	217364	Y	5	"27"	
123	12704	Yes	Yes	4	Y	195947	Y	5	"27"	
124	12705	Yes	Yes	4	Y	215070	Y	5	"27"	
125	12706	Yes	Yes	4	Y	207960	Y	5	"27"	
126	1401	Yes	Yes	2	Y	113346	Y	5	"29"	
127	1402	Yes	Yes	2	Y	140009	Y	5	"29"	
128	1403	Yes	Yes	2	Y	138716	Y	5	"29"	
129	1404	Yes	Yes	2	Y	151327	Y	5	"29"	
130	1405	Yes	Yes	2	Y	151082	Y	5	"29"	
131	1406	Yes	Yes	2	Y	141078	Y	5	"29"	
132	1407	Yes	Yes	2	Y	147092	Y	5	"29"	

Fixed Route Vehicle Condition Score Card

	Vehicle model year	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	Notes / CIP Project Number
133	1408	Yes	Yes	2	Y	145031	Y	5	"29"
134	1601	Yes	Yes	1	Y	2830	Y	5	"31"
135	1602	Yes	Yes	1	Y	2624	Y	5	"31"
136	1603	Yes	Yes	1	Y	2359	Y	5	"31"
137	1604	Yes	Yes	1	Y	2069	Y	5	"31"
138	1605	Yes	Yes	1	Y	1031	Y	5	"31"
139	1606	Yes	Yes	1	Y	916	Y	5	"31"
140	1607	Yes	Yes	1	Y	919	Y	5	"31"
Total Vehicles			140						
Total Vehicles in SGR			140						
Percentage meeting SGR			100%						
Notes:									
	5	Vehicles with scores of "3" or "5" are in a state of good repair and contribute to STA achieving its Asset Management Targets.							
	3								
	1	Vehicles with a score of "1" must be included in the current Capital Investment Plan (CIP) for replacement in a funded project.							
Scoring Methodology:									
1). Vehicle meeting all four elements receive a score of "5"									
2). Vehicles meeting the safety element and two of the three remaining elements receive a score of "3"									
3). Vehicles that do not meet the safety element automatically receive a score of "1"									
4). Vehicles that meet the safety element but fail to meet at least two of the remaining three elements receive a score of "1"									
Example:									
		Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	
		yes	yes	yes		yes		5	
		yes	yes	no		yes		3	
		no	yes	yes		yes		1	
		yes	no	no		yes		1	

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SECTION 1B: ROLLING STOCK – DEMAND RESPONSE VEHICLE ASSET INVENTORY

PARATRANSIT DIRECT AND CONTRACTED - OWNED ROLLING STOCK 12/31/2016

Public Transportation Management System
Owned Rolling Stock Inventory & Verification of Continued Use

Agency/Organization: Spokane Transit Authority Fleet - Paratransit Direct and Contracted
 Reporting Year: 2017 (12/31/2016)

I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the terms and conditions of the grant agreement.

[Signature] 27 FEB 17
 Signature and Title Date

No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs of SGR (Yes/No)	Is the Vehicle Safe? (Yes/No)	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance Current (Yes/No)	Performs its Designed Function (Yes/No)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
1	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL8C1181667	601	160143	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
2	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL9C1180303	602	140755	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
3	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL6C1183451	603	163190	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
4	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL6C1184910	604	147107	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
5	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BLXC1184490	605	156126	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
6	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL6C1184857	608	165409	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
7	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL7C1183040	607	165288	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
8	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL8C1183709	608	149233	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
9	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL8C1183502	609	142323	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
10	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL4C1183485	610	133789	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
11	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BLXC1184866	611	148257	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
12	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL2C1184290	612	154585	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
13	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL6C1185241	613	161191	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
14	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL3C1183665	614	120120	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
15	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL7C1185404	615	151871	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
16	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL0C1185129	616	165371	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
17	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL6C1184583	617	163115	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
18	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL4C1184162	618	145510	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
19	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL8C1184052	619	123718	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
20	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL8C1184786	620	147884	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
21	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL5C1184137	621	152003	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
22	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL8C1184213	622	136905	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
23	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL9C1185338	623	147849	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
24	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL3C1181513	624	144921	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
25	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL3C1199263	625	144714	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
26	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL0C1199799	626	147215	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
27	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL2C1199190	627	147247	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
28	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL6C1198859	628	153800	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
29	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL9C1199448	629	141294	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
30	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL9C1199109	630	124728	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
31	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL7C1200029	631	136525	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
32	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL3C1198473	632	145085	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
33	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL6C1198845	633	147200	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
34	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL8C1198968	634	144808	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
35	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL5C1200093	635	151361	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
36	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL8C1199921	636	155334	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
37	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL4C1199809	637	151240	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
38	2013	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL6C1199777	638	132305	Yes	Yes	9	202,500	Yes	Yes	105,772	YES	14+2	DF	NO
39	2015	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL0F1108345	S221	49046	Yes	Yes	9	202,500	Yes	Yes	102,989	YES	14+2	DF	NO
40	2015	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL6F1108003	S222	50626	Yes	Yes	9	202,500	Yes	Yes	102,989	YES	14+2	DF	NO
41	2015	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL2F1107441	S223	51073	Yes	Yes	9	202,500	Yes	Yes	102,989	YES	14+2	DF	NO
42	2015	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL5F1106574	S224	53013	Yes	Yes	9	202,500	Yes	Yes	102,989	YES	14+2	DF	NO
43	2015	Chevrolet Eldorado Aerotech Van	14	1GB8G5BLXP1108344	S225	48650	Yes	Yes	9	202,500	Yes	Yes	102,989	YES	14+2	DF	NO
44	2015	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL9F1106836	S226	48684	Yes	Yes	9	202,500	Yes	Yes	102,989	YES	14+2	DF	NO
45	2015	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL1F1106717	S227	51162	Yes	Yes	9	202,500	Yes	Yes	102,989	YES	14+2	DF	NO
46	2015	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL2F1107594	S228	48902	Yes	Yes	9	202,500	Yes	Yes	102,989	YES	14+2	DF	NO
47	2015	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL4F1106145	S229	43551	Yes	Yes	9	202,500	Yes	Yes	102,989	YES	14+2	DF	NO
48	2015	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL0F1105736	S230	51358	Yes	Yes	9	202,500	Yes	Yes	102,989	YES	14+2	DF	NO
49	2015	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL8F1284334	S231	24140	Yes	Yes	9	202,500	Yes	Yes	100,561	YES	14+2	DF	NO
50	2015	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL8F1284365	S232	21912	Yes	Yes	9	202,500	Yes	Yes	100,561	YES	14+2	DF	NO
51	2015	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL1F1284191	S233	23335	Yes	Yes	9	202,500	Yes	Yes	100,561	YES	14+2	DF	NO
52	2015	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL6F1285583	S234	22347	Yes	Yes	9	202,500	Yes	Yes	100,561	YES	14+2	DF	NO
53	2015	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL3F1286153	S235	18093	Yes	Yes	9	202,500	Yes	Yes	100,561	YES	14+2	DF	NO
54	2015	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL5F1284923	S236	23359	Yes	Yes	9	202,500	Yes	Yes	100,561	YES	14+2	DF	NO
55	2015	Chevrolet Eldorado Aerotech Van	14	1GB8G5BL0F1284075	S237	18077	Yes	Yes	9	202,500	Yes	Yes	97,869	YES	14+2	ROPAR	NO
Total					55	6,180,337							\$ 6,760,258				
NOTE: Usage is also considered as a reason for replacement. Due to mileage, newer vehicles may be replaced sooner than older vehicles.																	

PARATRANSIT DIRECT AND CONTRACTED - OWNED ROLLING STOCK 12/31/2016

Public Transportation Management System
Owned Rolling Stock Inventory & Verification of Continued Use

Fleet - Paratransit Direct and Contracted

Agency/Organization: Spokane Transit Authority
 Reporting Year: 2017 (12/31/2016)

I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the terms and conditions of the grant agreement.

Signature _____ Date: 27 Feb 17

No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs of SGR (Yes/No)	Is the Vehicle Safe? (Yes/No)	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance Current (Yes/No)	Performs its Designed Function (Yes/No)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
1	2005	CHEVROLET EX 3500	13	1GAHG39U251163922	P65	119350	Yes	Yes	10	100,000	Yes	Yes	47,364	NO	15	GA	No
2	2005	CHEVROLET EX 3500	13	1GAHG39U751161767	P74	100766	Yes	Yes	10	100,000	Yes	Yes	47,364	NO	15	GA	No
3	2006	DODGE CARAVAN	13	2D8GP44L78R769083	P98 - R98	66201	Yes	Yes	9	202,500	Yes	Yes	38,001	NO	7	GA	No
4	2006	DODGE CARAVAN	13	2D8GP44L88R769084	P99 - R99	67757	Yes	Yes	9	202,500	Yes	Yes	38,001	NO	7	GA	No
5	2008	Eldorado Cutaway	14	1FD4E45S88DB23414	S168	160891	Yes	Yes	9	202,500	Yes	Yes	94,883	YES	14+2	GA	NO
6	2008	Eldorado Cutaway	14	1FD4E45S08DB23415	S169	148114	Yes	Yes	9	202,500	Yes	Yes	94,883	YES	14+2	GA	NO
7	2008	Eldorado Cutaway	14	1FD4E45S28DB23416	S170	172284	Yes	Yes	9	202,500	Yes	Yes	94,883	YES	14+2	GA	NO
8	2008	Eldorado Cutaway	14	1FD4E45S48DB23417	S171	147039	No	Yes	9	202,500	Yes	Yes	94,883	YES	14+2	GA	NO
9	2008	Eldorado Cutaway	14	1FD4E45S68DB23418	S172	158331	Yes	Yes	9	202,500	Yes	Yes	94,883	YES	14+2	GA	NO
10	2008	Eldorado Cutaway	14	1FD4E45S88DB23419	S173	161497	Yes	Yes	9	202,500	Yes	Yes	94,883	YES	14+2	GA	NO
11	2008	Eldorado Cutaway	14	1FD4E45S48DB23420	S174	160137	Yes	Yes	9	202,500	Yes	Yes	94,883	YES	14+2	GA	NO
12	2008	Eldorado Cutaway	14	1FD4E45S68DB23421	S175	166326	Yes	Yes	9	202,500	Yes	Yes	94,883	YES	14+2	GA	NO
13	2008	Eldorado Cutaway	14	1FD4E45S88DB23422	S176	154804	No	Yes	9	202,500	Yes	Yes	94,883	YES	14+2	GA	NO
14	2008	Eldorado Cutaway	14	1FD4E45S08DB23423	S177	155881	Yes	Yes	9	202,500	Yes	Yes	94,883	YES	14+2	GA	NO
15	2008	Eldorado Cutaway	14	1FD4E45S18DB23424	S178	166809	Yes	Yes	9	202,500	Yes	Yes	94,883	YES	14+2	GA	NO
16	2008	Eldorado Cutaway	14	1FD4E45S38DB23425	S179	158881	Yes	Yes	9	202,500	Yes	Yes	95,885	YES	14+2	GA	NO
17	2012	Eldorado Cutaway	14	1GB6G5BL0B1180931	S180	114137	Yes	Yes	9	202,500	Yes	Yes	109,075	YES	14+2	DF	NO
18	2012	Eldorado Cutaway	14	1GB6G5BL5B1180722	S181	109384	Yes	Yes	9	202,500	Yes	Yes	109,075	YES	14+2	DF	NO
19	2012	Eldorado Cutaway	14	1GB6G5BL0B1180451	S182	106649	Yes	Yes	9	202,500	Yes	Yes	109,075	YES	14+2	DF	NO
20	2012	Eldorado Cutaway	14	1GB6G5BL3B1180989	S183	99573	Yes	Yes	9	202,500	Yes	Yes	109,075	YES	14+2	DF	NO
21	2012	Eldorado Cutaway	14	1GB6G5BL5B1180398	S184	116745	Yes	Yes	9	202,500	Yes	Yes	109,075	YES	14+2	DF	NO
22	2012	Eldorado Cutaway	14	1GB6G5BL9B1180484	S185	113531	Yes	Yes	9	202,500	Yes	Yes	109,075	YES	14+2	DF	NO
23	2012	Eldorado Cutaway	14	1GB6G5BL3B11809528	S186	113040	Yes	Yes	9	202,500	Yes	Yes	109,075	YES	14+2	DF	NO
24	2012	Eldorado Cutaway	14	1GB6G5BL5B11809709	S187	112522	Yes	Yes	9	202,500	Yes	Yes	109,075	YES	14+2	DF	NO
25	2012	Eldorado Cutaway	14	1GB6G5BL9B1190432	S188	113366	Yes	Yes	9	202,500	Yes	Yes	109,075	YES	14+2	DF	NO
26	2012	Eldorado Cutaway	14	1GB6G5BL2B1190511	S189	91046	Yes	Yes	9	202,500	Yes	Yes	109,075	YES	14+2	DF	NO
27	2012	Eldorado Cutaway	14	1GB6G5BL9B1180528	S190	109305	Yes	Yes	9	202,500	Yes	Yes	109,075	YES	14+2	DF	NO
28	2012	Eldorado Cutaway	14	1GB6G5BL9B1190912	S191	73868	Yes	Yes	9	202,500	Yes	Yes	109,075	YES	14+2	DF	NO
29	2012	Eldorado Cutaway	14	1GB6G5BL6B1180673	S192	68916	Yes	Yes	9	202,500	Yes	Yes	109,075	YES	14+2	DF	NO
30	2012	Eldorado Cutaway	14	1GB6G5BL5B1180907	S193	118531	Yes	Yes	9	202,500	Yes	Yes	109,075	YES	14+2	DF	NO
31	2012	Eldorado Cutaway	14	1GB6G5BL0B1190877	S194	113679	Yes	Yes	9	202,500	Yes	Yes	109,075	YES	14+2	DF	NO
32	2012	Eldorado Cutaway	14	1GB6G5BL3C1180412	S195	100190	Yes	Yes	9	202,500	Yes	Yes	111,011	YES	14+2	DF	NO
33	2012	Eldorado Cutaway	14	1GB6G5BL7C1180946	S196	91889	Yes	Yes	9	202,500	Yes	Yes	110,637	YES	14+2	DF	NO
34	2012	Eldorado Cutaway	14	1GB6G5BL2C1180577	S197	99195	Yes	Yes	9	202,500	Yes	Yes	111,011	YES	14+2	DF	NO
35	2012	Eldorado Cutaway	14	1GB6G5BL4C1180788	S198	90761	Yes	Yes	9	202,500	Yes	Yes	111,011	YES	14+2	DF	NO
36	2012	Eldorado Cutaway	14	1GB6G5BL5C1180721	S199	95905	Yes	Yes	9	202,500	Yes	Yes	111,011	YES	14+2	DF	NO
37	2012	Eldorado Cutaway	14	1GB6G5BL3C1180507	S200	101703	Yes	Yes	9	202,500	Yes	Yes	111,011	YES	14+2	DF	NO
38	2012	Eldorado Cutaway	14	1GB6G5BL3C1181785	S201	90874	Yes	Yes	9	202,500	Yes	Yes	111,011	YES	14+2	DF	NO
39	2012	Eldorado Cutaway	14	1GB6G5BL2C1182068	S202	83209	Yes	Yes	9	202,500	Yes	Yes	111,011	YES	14+2	DF	NO
40	2012	Eldorado Cutaway	14	1GB6G5BL8C1183158	S203	69402	Yes	Yes	9	202,500	Yes	Yes	111,011	YES	14+2	DF	NO
41	2012	Eldorado Cutaway	14	1GB6G5BL2C1182894	S204	97537	Yes	Yes	9	202,500	Yes	Yes	111,011	YES	14+2	DF	NO
42	2012	Eldorado Cutaway	14	1GB6G5BL3C1182633	S205	88772	Yes	Yes	9	202,500	Yes	Yes	110,637	YES	14+2	DF	NO
43	2012	Eldorado Cutaway	14	1GB6G5BL8C1182808	S206	101903	Yes	Yes	9	202,500	Yes	Yes	111,011	YES	14+2	DF	NO
44	2012	Eldorado Cutaway	14	1GB6G5BL3C1182127	S207	91931	Yes	Yes	9	202,500	Yes	Yes	110,637	YES	14+2	DF	NO
45	2012	Eldorado Cutaway	14	1GB6G5BL5C1182419	S208	92093	Yes	Yes	9	202,500	Yes	Yes	111,011	YES	14+2	DF	NO
46	2012	Eldorado Cutaway	14	1GB6G5BL7C1180672	S209-639	111142	Yes	Yes	9	202,500	Yes	Yes	110,637	YES	14+2	DF	NO
47	2012	Eldorado Cutaway	14	1GB6G5BL8C1182708	S210-640	107784	Yes	Yes	9	202,500	Yes	Yes	111,011	YES	14+2	DF	NO
48	2013	Eldorado Cutaway	14	1GB6G5BL4D1188830	S211	78078	Yes	Yes	9	202,500	Yes	Yes	107,298	YES	14+2	DF	NO
49	2013	Eldorado Cutaway	14	1GB6G5BL0D1188503	S212	78474	Yes	Yes	9	202,500	Yes	Yes	107,298	YES	14+2	DF	NO
50	2013	Eldorado Cutaway	14	1GB6G5BL9D1188894	S213	82257	Yes	Yes	9	202,500	Yes	Yes	107,298	YES	14+2	DF	NO
51	2013	Eldorado Cutaway	14	1GB6G5BL5D1188842	S214	76214	Yes	Yes	9	202,500	Yes	Yes	107,298	YES	14+2	DF	NO
52	2013	Eldorado Cutaway	14	1GB6G5BL6D1189422	S215	78077	Yes	Yes	9	202,500	Yes	Yes	107,298	YES	14+2	DF	NO
53	2013	Eldorado Cutaway	14	1GB6G5BL6D1189763	S216	83280	Yes	Yes	9	202,500	Yes	Yes	107,298	YES	14+2	DF	NO
54	2013	Eldorado Cutaway	14	1GB6G5BL7D1189468	S217	65477	Yes	Yes	9	202,500	Yes	Yes	107,298	YES	14+2	DF	NO
55	2013	Eldorado Cutaway	14	1GB6G5BL5D1189307	S218	77087	Yes	Yes	9	202,500	Yes	Yes	107,298	YES	14+2	DF	NO
56	2013	Eldorado Cutaway	14	1GB6G5BL0D1190574	S219	76461	Yes	Yes	9	202,500	Yes	Yes	107,298	YES	14+2	DF	NO
57	2013	Eldorado Cutaway	14	1GB6G5BL5D1190005	S220	78099	Yes	Yes	9	202,500	Yes	Yes	107,298	YES	14+2	DF	NO
Total						57	6,120,554						\$ 5,794,113				
NOTE: Usage is also considered as a reason for replacement. Due to mileage, newer vehicles may be replaced sooner than older vehicles.																	

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SECTION 1B: ROLLING STOCK – DEMAND RESPONSE VEHICLE DECISION SUPPORT CALCULATIONS

Meets Financial Needs of SGR Results

	Vehicle Number	12/31/2016 Total Parts & Labor	Vehicle Purchase Price	12/31/2016 Maint Percentage	Meets Financial Needs of SGR <50%
1	P65	\$5,050	\$27,610	18.29%	Yes
2	P74	\$5,300	\$27,610	19.20%	Yes
3	P98 - R98	\$5,800	\$24,237	23.93%	Yes
4	P99 - R99	\$6,050	\$24,237	24.96%	Yes
5	S168	\$29,200	\$66,212	44.10%	Yes
6	S169	\$25,900	\$66,212	39.12%	Yes
7	S170	\$30,100	\$66,212	45.46%	Yes
8	S171	\$31,600	\$66,212	47.73%	Yes
9	S172	\$28,200	\$66,212	42.59%	Yes
10	S173	\$28,600	\$66,212	43.19%	Yes
11	S174	\$28,400	\$66,212	42.89%	Yes
12	S175	\$30,600	\$66,212	46.22%	Yes
13	S176	\$26,200	\$66,212	39.57%	Yes
14	S177	\$32,100	\$66,212	48.48%	Yes
15	S178	\$16,800	\$66,212	25.37%	Yes
16	S179	\$26,300	\$66,212	39.72%	Yes
17	S180	\$16,500	\$91,120	18.11%	Yes
18	S181	\$17,200	\$91,120	18.88%	Yes
19	S182	\$18,100	\$91,120	19.86%	Yes
20	S183	\$22,900	\$91,120	25.13%	Yes
21	S184	\$20,100	\$91,120	22.06%	Yes
22	S185	\$16,700	\$91,120	18.33%	Yes
23	S186	\$20,200	\$91,120	22.17%	Yes
24	S187	\$17,200	\$91,120	18.88%	Yes
25	S188	\$19,200	\$91,120	21.07%	Yes
26	S189	\$14,500	\$91,120	15.91%	Yes
27	S190	\$17,000	\$91,120	18.66%	Yes
28	S191	\$11,500	\$91,120	12.62%	Yes
29	S192	\$12,600	\$91,120	13.83%	Yes
30	S193	\$17,900	\$91,120	19.64%	Yes
31	S194	\$16,500	\$91,120	18.11%	Yes
32	S195	\$14,900	\$92,735	16.07%	Yes
33	S196	\$15,000	\$92,735	16.18%	Yes
34	S197	\$13,900	\$92,735	14.99%	Yes
35	S198	\$13,700	\$92,735	14.77%	Yes
36	S199	\$13,300	\$92,735	14.34%	Yes
37	S200	\$14,200	\$92,735	15.31%	Yes
38	S201	\$11,200	\$92,735	12.08%	Yes
39	S202	\$20,800	\$92,735	22.43%	Yes
40	S203	\$9,300	\$92,735	10.03%	Yes
41	S204	\$12,300	\$92,735	13.26%	Yes
42	S205	\$13,800	\$92,735	14.88%	Yes
43	S206	\$14,100	\$92,735	15.20%	Yes

Meets Financial Needs of SGR Results

	Vehicle Number	12/31/2016 Total Parts & Labor	Vehicle Purchase Price	12/31/2016 Maint Percentage	Meets Financial Needs of SGR <50%
44	S207	\$11,000	\$92,735	11.86%	Yes
45	S208	\$10,000	\$92,735	10.78%	Yes
46	S209 - 639	\$11,850	\$92,735	12.78%	Yes
47	S210 - 640	\$14,900	\$92,735	16.07%	Yes
48	S211	\$7,900	\$93,755	8.43%	Yes
49	S212	\$8,100	\$93,755	8.64%	Yes
50	S213	\$10,500	\$93,755	11.20%	Yes
51	S214	\$8,800	\$93,755	9.39%	Yes
52	S215	\$10,000	\$93,755	10.67%	Yes
53	S216	\$8,500	\$93,755	9.07%	Yes
54	S217	\$10,200	\$93,755	10.88%	Yes
55	S218	\$10,200	\$93,755	10.88%	Yes
56	S219	\$9,000	\$93,755	9.60%	Yes
57	S220	\$8,600	\$93,755	9.17%	Yes
58	601	\$19,649	\$92,422	21.26%	Yes
59	602	\$17,733	\$92,422	19.19%	Yes
60	603	\$24,515	\$92,422	26.53%	Yes
61	604	\$24,970	\$92,422	27.02%	Yes
62	605	\$22,936	\$92,422	24.82%	Yes
63	606	\$25,495	\$92,422	27.59%	Yes
64	607	\$21,190	\$92,422	22.93%	Yes
65	608	\$18,729	\$92,422	20.26%	Yes
66	609	\$22,025	\$92,422	23.83%	Yes
67	610	\$20,131	\$92,422	21.78%	Yes
68	611	\$18,622	\$92,422	20.15%	Yes
69	612	\$24,468	\$92,422	26.47%	Yes
70	613	\$20,075	\$92,422	21.72%	Yes
71	614	\$18,186	\$92,422	19.68%	Yes
72	615	\$19,389	\$92,422	20.98%	Yes
73	616	\$22,320	\$92,422	24.15%	Yes
74	617	\$18,120	\$92,422	19.61%	Yes
75	618	\$20,123	\$92,422	21.77%	Yes
76	619	\$17,573	\$92,422	19.01%	Yes
77	620	\$21,422	\$92,422	23.18%	Yes
78	621	\$24,875	\$92,422	26.91%	Yes
79	622	\$17,366	\$92,422	18.79%	Yes
80	623	\$18,481	\$92,422	20.00%	Yes
81	624	\$21,416	\$92,422	23.17%	Yes
82	625	\$19,555	\$92,422	21.16%	Yes
83	626	\$21,314	\$92,422	23.06%	Yes
84	627	\$17,578	\$92,422	19.02%	Yes
85	628	\$23,150	\$92,422	25.05%	Yes
86	629	\$18,277	\$92,422	19.78%	Yes

Meets Financial Needs of SGR Results

	Vehicle Number	12/31/2016 Total Parts & Labor	Vehicle Purchase Price	12/31/2016 Maint Percentage	Meets Financial Needs of SGR <50%
87	630	\$18,042	\$92,422	19.52%	Yes
88	631	\$18,535	\$92,422	20.05%	Yes
89	632	\$17,766	\$92,422	19.22%	Yes
90	633	\$19,417	\$92,422	21.01%	Yes
91	634	\$19,338	\$92,422	20.92%	Yes
92	635	\$21,822	\$92,422	23.61%	Yes
93	636	\$20,145	\$92,422	21.80%	Yes
94	637	\$23,997	\$92,422	25.96%	Yes
95	638	\$23,858	\$92,422	25.81%	Yes
96	S221	\$4,600	\$94,130	4.89%	Yes
97	S222	\$4,100	\$94,130	4.36%	Yes
98	S223	\$4,600	\$94,130	4.89%	Yes
99	S224	\$4,800	\$94,130	5.10%	Yes
100	S225	\$4,800	\$94,130	5.10%	Yes
101	S226	\$6,600	\$94,130	7.01%	Yes
102	S227	\$5,600	\$94,130	5.95%	Yes
103	S228	\$4,800	\$94,130	5.10%	Yes
104	S229	\$5,200	\$94,130	5.52%	Yes
105	S230	\$3,800	\$94,130	4.04%	Yes
106	S231	\$1,700	\$96,137	1.77%	Yes
107	S232	\$2,000	\$96,137	2.08%	Yes
108	S233	\$1,500	\$96,137	1.56%	Yes
109	S234	\$1,300	\$96,137	1.35%	Yes
110	S235	\$2,300	\$96,137	2.39%	Yes
111	S236	\$2,000	\$96,137	2.08%	Yes
112	S237	\$2,550	\$97,669	2.61%	Yes
113	S238	No data available at time of calculation	\$96,137	#VALUE!	
114	S239		\$96,137	0.00%	
115	S240		\$96,137	0.00%	
116	S241		\$96,137	0.00%	
117	S242		\$96,137	0.00%	
118	S243		\$96,137	0.00%	
119	S244		\$96,137	0.00%	
120	S245		\$96,137	0.00%	
121	S246		\$96,137	0.00%	
122	S247		\$96,137	0.00%	
123	S248		\$96,137	0.00%	
124	S249		\$96,137	0.00%	

**SECTION 1B ROLLING STOCK - DEMAND RESPONSE
VEHICLE SCORECARD**

Paratransit Vehicle Condition Score Card

Vehicle Number	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	CIP Project Number	
1	P65	Yes	Yes	11	Y	119350	Y	5	Already replaced or moved to SUV Fleet
2	P74	Yes	Yes	11	Y	100766	Y	5	
3	P98 - R98	Yes	Yes	10	N	66201	Y	3	
4	P99 - R99	Yes	Yes	10	N	67757	Y	3	
5	S168	Yes	Yes	8	Y	150691	Y	5	
6	S169	Yes	Yes	8	Y	148114	Y	5	
7	S170	Yes	Yes	8	Y	172284	Y	5	
8	S171	Yes	Yes	8	Y	147039	Y	5	
9	S172	Yes	Yes	8	Y	158331	Y	5	
10	S173	Yes	Yes	8	Y	161497	Y	5	
11	S174	Yes	Yes	8	Y	160137	Y	5	
12	S175	Yes	Yes	8	Y	166326	Y	5	
13	S176	Yes	Yes	8	Y	154804	Y	5	
14	S177	Yes	Yes	8	Y	155681	Y	5	
15	S178	Yes	Yes	8	Y	166809	Y	5	
16	S179	Yes	Yes	8	Y	158681	Y	5	
17	S180	Yes	Yes	4	Y	114137	Y	5	567 -"19"
18	S181	Yes	Yes	4	Y	109384	Y	5	567 -"19"
19	S182	Yes	Yes	4	Y	106649	Y	5	567 -"19"
20	S183	Yes	Yes	4	Y	93573	Y	5	567 -"19"
21	S184	Yes	Yes	4	Y	118745	Y	5	567 -"19"
22	S185	Yes	Yes	4	Y	113531	Y	5	567 -"19"
23	S186	Yes	Yes	4	Y	113040	Y	5	567 -"19"
24	S187	Yes	Yes	4	Y	112522	Y	5	567 -"19"
25	S188	Yes	Yes	4	Y	113368	Y	5	567 -"19"
26	S189	Yes	Yes	4	Y	91045	Y	5	567 -"19"
27	S190	Yes	Yes	4	Y	109305	Y	5	412 -"20"
28	S191	Yes	Yes	4	Y	73868	Y	5	412 -"20"
29	S192	Yes	Yes	4	Y	68916	Y	5	412 -"20"
30	S193	Yes	Yes	4	Y	118531	Y	5	412 -"20"
31	S194	Yes	Yes	4	Y	113679	Y	5	412 -"20"
32	S195	Yes	Yes	4	Y	100190	Y	5	412 -"20"
33	S196	Yes	Yes	4	Y	91889	Y	5	412 -"20"
34	S197	Yes	Yes	4	Y	99195	Y	5	412 -"20"
35	S198	Yes	Yes	4	Y	90761	Y	5	412 -"20"
36	S199	Yes	Yes	4	Y	95905	Y	5	484 - "21"
37	S200	Yes	Yes	4	Y	101703	Y	5	484 - "21"
38	S201	Yes	Yes	4	Y	90874	Y	5	484 - "21"
39	S202	Yes	Yes	4	Y	83208	Y	5	484 - "21"
40	S203	Yes	Yes	4	Y	69402	Y	5	484 - "21"
41	S204	Yes	Yes	4	Y	97537	Y	5	484 - "21"
42	S205	Yes	Yes	4	Y	98772	Y	5	484 - "21"

Paratransit Vehicle Condition Score Card

	Vehicle Number	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	CIP Project Number
43	S206	Yes	Yes	4	Y	101903	Y	5	484 - "21"
44	S207	Yes	Yes	4	Y	91931	Y	5	484 - "21"
45	S208	Yes	Yes	4	Y	92093	Y	5	484 - "21"
46	S209 - 63	Yes	Yes	4	Y	111142	Y	5	????
47	S210 - 64	Yes	Yes	4	Y	107784	Y	5	????
48	S211	Yes	Yes	3	Y	76078	Y	5	485 - "22"
49	S212	Yes	Yes	3	Y	78474	Y	5	485 - "22"
50	S213	Yes	Yes	3	Y	82257	Y	5	485 - "22"
51	S214	Yes	Yes	3	Y	76214	Y	5	485 - "22"
52	S215	Yes	Yes	3	Y	79077	Y	5	485 - "22"
53	S216	Yes	Yes	3	Y	83280	Y	5	485 - "22"
54	S217	Yes	Yes	3	Y	65477	Y	5	485 - "22"
55	S218	Yes	Yes	3	Y	77087	Y	5	485 - "22"
56	S219	Yes	Yes	3	Y	75461	Y	5	485 - "22"
57	S220	Yes	Yes	3	Y	78099	Y	5	485 - "22"
58	601	Yes	Yes	3	Y	150143	Y	5	
59	602	Yes	Yes	3	Y	140755	Y	5	
60	603	Yes	Yes	3	Y	153190	Y	5	
61	604	Yes	Yes	3	Y	147107	Y	5	
62	605	Yes	Yes	3	Y	158126	Y	5	
63	606	Yes	Yes	3	Y	155409	Y	5	
64	607	Yes	Yes	3	Y	155288	Y	5	
65	608	Yes	Yes	3	Y	149233	Y	5	
66	609	Yes	Yes	3	Y	142325	Y	5	
67	610	Yes	Yes	3	Y	133789	Y	5	
68	611	Yes	Yes	3	Y	148257	Y	5	
69	612	Yes	Yes	3	Y	154565	Y	5	
70	613	Yes	Yes	3	Y	151191	Y	5	
71	614	Yes	Yes	3	Y	120120	Y	5	
72	615	Yes	Yes	3	Y	151871	Y	5	
73	616	Yes	Yes	3	Y	155371	Y	5	
74	617	Yes	Yes	3	Y	153115	Y	5	
75	618	Yes	Yes	3	Y	145510	Y	5	
76	619	Yes	Yes	3	Y	123718	Y	5	
77	620	Yes	Yes	3	Y	147684	Y	5	
78	621	Yes	Yes	3	Y	152003	Y	5	
79	622	Yes	Yes	3	Y	136906	Y	5	
80	623	Yes	Yes	3	Y	147949	Y	5	
81	624	Yes	Yes	3	Y	144921	Y	5	
82	625	Yes	Yes	3	Y	144714	Y	5	
83	626	Yes	Yes	3	Y	147215	Y	5	
84	627	Yes	Yes	3	Y	147247	Y	5	

Paratransit Vehicle Condition Score Card

	Vehicle Number	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	CIP Project Number
85	628	Yes	Yes	3	Y	153800	Y	5	
86	629	Yes	Yes	3	Y	141294	Y	5	
87	630	Yes	Yes	3	Y	124728	Y	5	
88	631	Yes	Yes	3	Y	136325	Y	5	
89	632	Yes	Yes	3	Y	145085	Y	5	
90	633	Yes	Yes	3	Y	147200	Y	5	
91	634	Yes	Yes	3	Y	144806	Y	5	
92	635	Yes	Yes	3	Y	151361	Y	5	
93	636	Yes	Yes	3	Y	155334	Y	5	
94	637	Yes	Yes	3	Y	151240	Y	5	
95	638	Yes	Yes	3	Y	132306	Y	5	
96	S221	Yes	Yes	1	Y	49046	Y	5	487 -"23"
97	S222	Yes	Yes	1	Y	50626	Y	5	487 -"23"
98	S223	Yes	Yes	1	Y	51013	Y	5	487 -"23"
99	S224	Yes	Yes	1	Y	53013	Y	5	487 -"23"
100	S225	Yes	Yes	1	Y	48650	Y	5	487 -"23"
101	S226	Yes	Yes	1	Y	48684	Y	5	487 -"23"
102	S227	Yes	Yes	1	Y	51162	Y	5	487 -"23"
103	S228	Yes	Yes	1	Y	48902	Y	5	487 -"23"
104	S229	Yes	Yes	1	Y	43551	Y	5	487 -"23"
105	S230	Yes	Yes	1	Y	51356	Y	5	487 -"23"
106	S231	Yes	Yes	1	Y	24140	Y	5	489 -"24"
107	S232	Yes	Yes	1	Y	21912	Y	5	489 -"24"
108	S233	Yes	Yes	1	Y	23335	Y	5	489 -"24"
109	S234	Yes	Yes	1	Y	22347	Y	5	489 -"24"
110	S235	Yes	Yes	1	Y	18963	Y	5	489 -"24"
111	S236	Yes	Yes	1	Y	23359	Y	5	489 -"24"
112	S237	Yes	Yes	1	Y	19077	Y	5	489 -"24"
113	S238	Yes	Yes	No data available at time of calculation	Y	No data available at time of calculation	Y	5	491 -"25"
114	S239	Yes	Yes		Y		Y	5	491 -"25"
115	S240	Yes	Yes		Y		Y	5	491 -"25"
116	S241	Yes	Yes		Y		Y	5	491 -"25"
117	S242	Yes	Yes		Y		Y	5	491 -"25"
118	S243	Yes	Yes		Y		Y	5	491 -"25"
119	S244	Yes	Yes		Y		Y	5	491 -"25"
120	S245	Yes	Yes		Y		Y	5	491 -"25"
121	S246	Yes	Yes		Y		Y	5	491 -"25"
122	S247	Yes	Yes		Y		Y	5	491 -"25"
123	S248	Yes	Yes		Y		Y	5	491 -"25"
124	S249	Yes	Yes		Y		Y	5	491 -"25"

Paratransit Vehicle Condition Score Card

	Total Vehicles		124						
	Total Meeting SGR		124						
	Percentage meeting SGR		100%						
Notes:									
	5	Vehicles with scores of "3" or "5" are in a state of good repair and contribute to STA							
	3	achieving its Asset Management Targets.							
	1	Vehicles with a score of "1" must be included in the current Capital Investment Plan (CIP) for replacement in a funded project.							
Scoring Methodology:									
	1). Vehicle meeting all four elements receive a score of "5"								
	2). Vehicles meeting the safety element and two of the three remaining elements receive								
	a score of "3"								
	3). Vehicles that do not meet the safety element automatically receive a score of "1"								
	4). Vehicles that meet the safety element but fail to meet at least two of the remaining								
	three elements receive a score of "1"								
Example:									
		Meets Financial Needs of SGR (Yes/No)	Is the Vehicle Safe? (Yes/No)	Actual Age Meets ULB (Y/N)	Actual Miles Meets ULB (Y/N)	*Point Score	CIP Project Number		
		yes	yes	yes	yes	5			
		yes	yes	no	yes	3			
		yes	no	yes	yes	1			
		no	yes	no	yes	1			

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SECTION 1C: ROLLING STOCK – VANPOOL VEHICLE ASSET INVENTORY

RIDESHARE AND SPECIAL USE - OWNED ROLLING STOCK 12/31/2016

Public Transportation Management System
 Owned Rolling Stock Inventory & Verification of Continued Use

Agency/Organization: Spokane Transit Authority
 Reporting Year: 2017 (12/31/2016)

Fleet - RideShare and Special Use

I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the terms and conditions of the grant agreement.

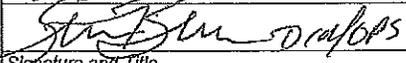
Stefan Diejors 27 Feb 17
 Signature and Title Date

No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs of SGR (Yes/No)	Is the Vehicle Safe? (Yes/No)	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance Current (Yes/No)	Performs its Designed Function (Yes/No)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
1	2010	CHEVROLET VAN	13	1GA2GYDGXA1176133	R170	73261	Yes	Yes	10	100,000	Yes	Yes	34,708	NO	15	GA	Yes
2	2010	CHEVROLET VAN	13	1GA2GYDGA1A1176162	R171	63199	Yes	Yes	10	100,000	Yes	Yes	34,708	NO	15	GA	Yes
3	2010	CHEVROLET VAN	13	1GA2GYDGA3A1176218	R172	50160	Yes	Yes	10	100,000	Yes	Yes	34,708	NO	15	GA	Yes
4	2010	CHEVROLET VAN	13	1GA2GYDGA1176238	R173	74159	Yes	Yes	10	100,000	Yes	Yes	34,708	NO	15	GA	Yes
5	2010	CHEVROLET VAN	13	1GA2GYDGA1176630	R174	88615	Yes	Yes	10	100,000	Yes	Yes	34,708	NO	15	GA	Yes
6	2010	CHEVROLET VAN	13	1GA2GYDGA1176742	R175	54382	Yes	Yes	10	100,000	Yes	Yes	34,708	NO	15	GA	Yes
7	2010	CHEVROLET VAN	13	1GA2GYDGA1177007	R176	50274	Yes	Yes	10	100,000	Yes	Yes	34,708	NO	15	GA	Yes
8	2010	CHEVROLET VAN	13	1GA2GYDGA1177014	R177	67976	Yes	Yes	10	100,000	Yes	Yes	34,708	NO	15	GA	Yes
9	2010	CHEVROLET VAN	13	1GA2GYDGA1177113	R178	50718	Yes	Yes	10	100,000	Yes	Yes	34,708	NO	15	GA	Yes
10	2010	CHEVROLET VAN	13	1GA2GYDGA1177242	R179	46002	Yes	Yes	10	100,000	Yes	Yes	34,708	NO	15	GA	Yes
11	2011	DODGE GRAND CARAVAN	13	2D4RN4DG88R732864	R180	43118	Yes	Yes	10	100,000	Yes	Yes	29,155	NO	15	GA	Yes
12	2011	DODGE GRAND CARAVAN	13	2D4RN4DG88R732865	R181	50003	Yes	Yes	10	100,000	Yes	Yes	29,155	NO	15	GA	Yes
13	2011	DODGE GRAND CARAVAN	13	2D4RN4DG88R732866	R182	38530	Yes	Yes	10	100,000	Yes	Yes	29,155	NO	15	GA	Yes
14	2011	DODGE GRAND CARAVAN	13	2D4RN4DG88R732867	R183	34489	Yes	Yes	10	100,000	Yes	Yes	29,285	NO	15	GA	No
15	2011	DODGE GRAND CARAVAN	13	2D4RN4DG88R732868	R184	39758	Yes	Yes	10	100,000	Yes	Yes	29,285	NO	15	GA	No
16	2011	DODGE GRAND CARAVAN	13	2D4RN4DG88R732869	R185	38872	Yes	Yes	10	100,000	Yes	Yes	29,285	NO	15	GA	No
17	2011	DODGE GRAND CARAVAN	13	2D4RN4DG88R732870	R186	63047	Yes	Yes	10	100,000	Yes	Yes	29,285	NO	15	GA	No
18	2011	DODGE GRAND CARAVAN	13	2D4RN4DG88R732871	R187	62104	Yes	Yes	10	100,000	Yes	Yes	29,285	NO	15	GA	No
19	2011	DODGE GRAND CARAVAN	13	2D4RN4DG88R732872	R188	43588	Yes	Yes	10	100,000	Yes	Yes	29,285	NO	15	GA	No
20	2012	DODGE GRAND CARAVAN	13	2C4RDGBG6CR374077	R189	34495	Yes	Yes	10	100,000	Yes	Yes	28,417	NO	15	GA	Yes
21	2012	DODGE GRAND CARAVAN	13	2C4RDGBG6CR374078	R190	42319	Yes	Yes	10	100,000	Yes	Yes	28,417	NO	15	GA	Yes
22	2012	DODGE GRAND CARAVAN	13	2C4RDGBG6CR374079	R191	21558	Yes	Yes	10	100,000	Yes	Yes	28,417	NO	15	GA	Yes
23	2012	DODGE GRAND CARAVAN	13	2C4RDGBG6CR374080	R192	23618	Yes	Yes	10	100,000	Yes	Yes	28,417	NO	15	GA	Yes
24	2012	DODGE GRAND CARAVAN	13	2C4RDGBG6CR374081	R193	31154	Yes	Yes	10	100,000	Yes	Yes	28,417	NO	15	GA	Yes
25	2012	DODGE GRAND CARAVAN	13	2C4RDGBG6CR374082	R194	33585	Yes	Yes	10	100,000	Yes	Yes	28,417	NO	15	GA	Yes
26	2012	DODGE GRAND CARAVAN	13	2C4RDGBG6CR374083	R195	37912	Yes	Yes	10	100,000	Yes	Yes	28,417	NO	15	GA	Yes
27	2012	DODGE GRAND CARAVAN	13	2C4RDGBG6CR374084	R196	62260	Yes	Yes	10	100,000	Yes	Yes	28,417	NO	15	GA	Yes
28	2013	FORD ECONOLINE XL VAN	13	1FBNE3BL1DDA49579	R197	25132	Yes	Yes	10	100,000	Yes	Yes	30,032	NO	12	GA	Yes
29	2013	FORD ECONOLINE XL VAN	13	1FBNE3BL1DDA49580	R198	15179	Yes	Yes	10	100,000	Yes	Yes	30,032	NO	12	GA	Yes
30	2013	FORD ECONOLINE XL VAN	13	1FBNE3BL1DDA49581	R199	17344	Yes	Yes	10	100,000	Yes	Yes	30,032	NO	12	GA	Yes
31	2013	FORD ECONOLINE XL VAN	13	1FBNE3BL1DDA49582	R200	35481	Yes	Yes	10	100,000	Yes	Yes	30,032	NO	12	GA	Yes
32	2013	FORD ECONOLINE XL VAN	13	1FBNE3BL1DDA49583	R201	25081	Yes	Yes	10	100,000	Yes	Yes	30,032	NO	12	GA	Yes
33	2013	FORD ECONOLINE XL VAN	13	1FBNE3BL1DDA49584	R202	29985	No	No	10	100,000	No	No	30,032	NO	12	GA	Yes
34	2013	FORD ECONOLINE XL VAN	13	1FBNE3BL1DDA49585	R203	88997	Yes	Yes	10	100,000	Yes	Yes	30,032	NO	12	GA	Yes
35	2013	FORD ECONOLINE XL VAN	13	1FBNE3BL1DDA49586	R204	25600	Yes	Yes	10	100,000	Yes	Yes	30,032	NO	12	GA	Yes
36	2013	FORD ECONOLINE XL VAN	13	1FBNE3BL1DDA49587	R205	21338	Yes	Yes	10	100,000	Yes	Yes	30,032	NO	12	GA	Yes
37	2013	FORD ECONOLINE XL VAN	13	1FBNE3BL1DDA49588	R206	14500	Yes	Yes	10	100,000	Yes	Yes	30,032	NO	12	GA	Yes
38	2014	DODGE GRAND CARAVAN	13	2C4RDGBG6CR374085	R207	19044	Yes	Yes	10	100,000	Yes	Yes	25,947	NO	15	GA	No
39	2014	DODGE GRAND CARAVAN	13	2C4RDGBG6CR374086	R208	13702	Yes	Yes	10	100,000	Yes	Yes	25,947	NO	15	GA	No
40	2014	DODGE GRAND CARAVAN	13	2C4RDGBG6CR374087	R209	30028	Yes	Yes	10	100,000	Yes	Yes	25,947	NO	15	GA	No
41	2014	DODGE GRAND CARAVAN	13	2C4RDGBG6CR374088	R210	47397	Yes	Yes	10	100,000	Yes	Yes	25,947	NO	15	GA	No
42	2014	DODGE GRAND CARAVAN	13	2C4RDGBG6CR374089	R211	26500	Yes	Yes	10	100,000	Yes	Yes	25,947	NO	15	GA	No
43	2014	DODGE GRAND CARAVAN	13	2C4RDGBG6CR374090	R212	30764	Yes	Yes	10	100,000	Yes	Yes	25,947	NO	15	GA	No
44	2014	DODGE GRAND CARAVAN	13	2C4RDGBG6CR374091	R213	28024	Yes	Yes	10	100,000	Yes	Yes	25,947	NO	15	GA	No
45	2014	DODGE GRAND CARAVAN	13	2C4RDGBG6CR374092	R214	11679	Yes	Yes	10	100,000	Yes	Yes	25,947	NO	15	GA	No
46	2014	DODGE GRAND CARAVAN	13	2C4RDGBG6CR374093	R215	21053	Yes	Yes	10	100,000	Yes	Yes	25,947	NO	15	GA	No
47	2014	FORD ECONOLINE XL VAN	13	1FBNE3BL1DDA49589	R216	20553	Yes	Yes	10	100,000	Yes	Yes	28,885	NO	12	GA	No
48	2014	FORD ECONOLINE XL VAN	13	1FBNE3BL1DDA49590	R217	17091	Yes	Yes	10	100,000	Yes	Yes	28,885	NO	12	GA	No
49	2014	FORD ECONOLINE XL VAN	13	1FBNE3BL1DDA49591	R218	15104	Yes	Yes	10	100,000	Yes	Yes	28,885	NO	12	GA	No
50	2014	FORD ECONOLINE XL VAN	13	1FBNE3BL1DDA49592	R219	18015	Yes	Yes	10	100,000	Yes	Yes	28,885	NO	12	GA	No
51	2014	FORD ECONOLINE XL VAN	13	1FBNE3BL1DDA49593	R220	5761	Yes	Yes	10	100,000	Yes	Yes	28,885	NO	12	GA	No
52	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG9E1212084	R221	16704	Yes	Yes	10	100,000	Yes	Yes	32,368	NO	15	GA	No
53	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG9E1212129	R222	13980	Yes	Yes	10	100,000	Yes	Yes	32,368	NO	15	GA	No
54	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG9E1211342	R223	28395	Yes	Yes	10	100,000	Yes	Yes	32,368	NO	15	GA	No
55	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG9E1211663	R224	11893	Yes	Yes	10	100,000	Yes	Yes	32,368	NO	15	GA	No
56	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG9E1211924	R225	26550	Yes	Yes	10	100,000	Yes	Yes	32,368	NO	15	GA	No
57	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG9E1212071	R226	30300	Yes	Yes	10	100,000	Yes	Yes	32,368	NO	15	GA	No
58	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG9E1212085	R227	12794	Yes	Yes	10	100,000	Yes	Yes	32,368	NO	15	GA	No
59	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG9E1212263	R228	22342	Yes	Yes	10	100,000	Yes	Yes	32,368	NO	15	GA	No
60	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG9E1212329	R229	32892	Yes	Yes	10	100,000	Yes	Yes	32,368	NO	15	GA	No
61	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG9E1212819	R230	34777	Yes	Yes	10	100,000	Yes	Yes	32,368	NO	15	GA	No
62	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG9E1212911	R231	56956	Yes	Yes	10	100,000	Yes	Yes	32,368	NO	15	GA	No
63	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG9E1213040	R232	24572	Yes	Yes	10	100,000	Yes	Yes	32,368	NO	15	GA	No
64	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG9E1213397	R233	7480	Yes	Yes	10	100,000	Yes	Yes	32,368	NO	15	GA	No
65	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG9E1213765	R234	36932	Yes	Yes	10	100,000	Yes	Yes	32,368	NO	15	GA	No
66	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG9E1213911	R235	29775	Yes	Yes	10	100,000	Yes	Yes	32,368	NO	15	GA	No
Total					66	2,328,948							\$ 2,001,990				

NOTES:
 Usage is also considered as a reason for replacement. Due to mileage, newer vehicles may be replaced sooner than older vehicles.

RIDESHARE AND SPECIAL USE - OWNED ROLLING STOCK 12/31/2016

Transportation Management System
 Rolling Stock Inventory & Verification of Continued Use
 Fleet - RideShare and Special Use
 Agency/Organization: Spokane Transit Authority
 Reporting Year: 2017 (12/31/2016)

I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the terms and conditions of the grant agreement.

 Signature and Title
 Date: 27 Feb 17

No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs of SGR (Yes/No)	Is the Vehicle Safe? (Yes/No)	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance Current (Yes/No)	Performs its Designed Function (Yes/No)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
1	2001	Ford E-450 Cutaways	14	1FDXE45S01H800194	U4	239106	Yes	Yes	14	267,500	Yes	Yes	102,417	YES	15+3	GA	No
2	2001	Ford E-450 Cutaways	14	1FDXE45S91H877517	U5	260733	Yes	Yes	14	267,500	Yes	Yes	102,417	YES	15+3	GA	No
3	2001	Ford E-450 Cutaways	14	1FDXE45S61H875630	U6	275135	Yes	Yes	14	267,500	Yes	Yes	102,417	YES	15+3	GA	No
4	2001	Ford E-450 Cutaways	14	1FDXE45S91H877520	U9	218258	Yes	Yes	14	267,500	Yes	Yes	102,417	YES	15+3	GA	No
5	2001	Ford E-450 Cutaways	14	1FDXE45S01H877521	U10	177712	Yes	Yes	14	267,500	Yes	Yes	102,417	YES	15+3	GA	No
6	2001	Ford E-450 Cutaways	14	1FDXE45S1H875829	U11	250140	Yes	Yes	14	267,500	Yes	Yes	102,417	YES	15+3	GA	No
7	2001	Ford E-450 Cutaways	14	1FDXE45S1H875846	U12	217841	Yes	Yes	14	267,500	Yes	Yes	102,417	YES	15+3	GA	No
8	2008	FORD EXT CLUB	14	1FDSS31L06DA26477	U103	90890	Yes	Yes	15	165,000	Yes	Yes	38,001	NO	15	GA	No
9	2008	FORD EXT CLUB	14	1FDSS31L26DA26478	U104	74188	Yes	Yes	15	165,000	Yes	Yes	38,001	NO	15	GA	No
10	2008	FORD EXT CLUB	14	1FDSS31L06DA26480	U105	78177	Yes	Yes	15	165,000	Yes	Yes	38,001	NO	15	GA	No
11	2008	FORD EXT CLUB	14	1FDSS31L26DA26481	U106	108717	Yes	Yes	15	165,000	Yes	Yes	38,001	NO	15	GA	No
12	2008	FORD EXT CLUB	13	1FDSS31L66DA26474	R108	86860	Yes	Yes	10	100,000	Yes	Yes	38,001	NO	15	GA	No
13	2008	FORD EXT CLUB	13	1FDSS31L46DA26482	R112	84524	Yes	Yes	10	100,000	Yes	Yes	38,001	NO	15	GA	No
14	2008	FORD EXT CLUB	14	1FDSS31L80DA26484	U113	108856	Yes	Yes	15	165,000	Yes	Yes	38,001	NO	15	GA	No
15	2008	FORD EXT CLUB	14	1FDSS31LX6DA26485	U114	80824	Yes	Yes	15	165,000	Yes	Yes	38,001	NO	15	GA	No
16	2008	FORD EXT CLUB	13	1FDSS31L16DA26486	R115	71834	Yes	Yes	10	100,000	Yes	Yes	38,001	NO	15	GA	No
17	2008	FORD EXT CLUB	14	1FDSS31L36DA26487	U116	116848	Yes	Yes	15	165,000	Yes	Yes	38,001	NO	15	GA	No
18	2008	FORD EXT CLUB	13	1FDSS31L66DA26488	R117	84668	Yes	Yes	10	100,000	Yes	Yes	38,001	NO	15	GA	No
19	2007	CHEVROLET 3500 VAN	13	1GAHG39U171182942	R118	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No
20	2007	CHEVROLET 3500 VAN	13	1GAHG39U171183012	R120	87620	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No
21	2007	CHEVROLET 3500 VAN	13	1GAHG39U171183102	R121	96967	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No
22	2007	CHEVROLET 3500 VAN	14	1GAHG39UX71183443	U122	96347	Yes	Yes	15	165,000	Yes	Yes	31,935	NO	15	GA	No
23	2007	CHEVROLET 3500 VAN	13	1GAHG39U971184115	R123	74115	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No
24	2007	CHEVROLET 3500 VAN	13	1GAHG39U671184208	R124	87374	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No
25	2007	CHEVROLET 3500 VAN	13	1GAHG39U071184407	R125	63701	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No
26	2007	CHEVROLET 3500 VAN	13	1GAHG39U871185174	R126	100532	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No
27	2007	CHEVROLET 3500 VAN	13	1GAHG39U371185499	R128	109379	No	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No
28	2007	CHEVROLET 3500 VAN	14	1GAHG39U471185611	U131	140877	Yes	Yes	15	165,000	Yes	Yes	31,935	NO	15	GA	No
29	2007	CHEVROLET 3500 VAN	13	1GAHG39U071184326	R132	97329	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No
30	2007	CHEVROLET UPLANDER	13	1GNDV33W07D215974	R133	78778	Yes	Yes	10	100,000	Yes	Yes	35,641	NO	7	GA	No
31	2007	CHEVROLET UPLANDER	13	1GNDV33W17D216116	R134	78977	Yes	Yes	10	100,000	Yes	Yes	35,641	NO	7	GA	No
32	2007	CHEVROLET UPLANDER	13	1GNDV33W57D216368	R136	78024	Yes	Yes	10	100,000	Yes	Yes	35,641	NO	7	GA	No
33	2007	CHEVROLET UPLANDER	13	1GNDV33W47D216464	R136	88645	Yes	Yes	10	100,000	Yes	Yes	35,641	NO	7	GA	No
34	2007	CHEVROLET UPLANDER	13	1GNDV33W67D216837	R137	64328	Yes	Yes	10	100,000	Yes	Yes	35,641	NO	7	GA	No
35	2007	CHEVROLET UPLANDER	13	1GNDV33W47D217145	R138	77002	Yes	Yes	10	100,000	Yes	Yes	35,641	NO	7	GA	No
36	2007	CHEVROLET UPLANDER	13	1GNDV33W27D217435	R139	102292	Yes	Yes	10	100,000	Yes	Yes	35,641	NO	7	GA	No
37	2007	CHEVROLET UPLANDER	13	1GNDV33WX7D217654	R140	49058	Yes	Yes	10	100,000	Yes	Yes	35,641	NO	7	GA	No
38	2007	CHEVROLET UPLANDER	13	1GNDV33W77D217723	R141	85570	Yes	Yes	10	100,000	Yes	Yes	35,641	NO	7	GA	No
39	2007	CHEVROLET UPLANDER	13	1GNDV33W47D217890	R142	61494	Yes	Yes	10	100,000	Yes	Yes	35,641	NO	7	GA	No
40	2009	CHEVROLET VAN	13	1GAHG39K691154555	R143	79099	Yes	Yes	10	100,000	Yes	Yes	35,308	NO	15	GA	Yes
41	2009	CHEVROLET VAN	13	1GAHG39K091154700	R144	86205	Yes	Yes	10	100,000	Yes	Yes	35,308	NO	15	GA	Yes
42	2009	CHEVROLET VAN	13	1GAHG39K291155668	R145	105819	Yes	Yes	10	100,000	Yes	Yes	35,308	NO	15	GA	Yes
43	2009	CHEVROLET VAN	13	1GAHG39K591158488	R146	62717	Yes	Yes	10	100,000	Yes	Yes	35,308	NO	15	GA	Yes
44	2009	CHEVROLET VAN	13	1GAHG39KX91156597	R147	85732	Yes	Yes	10	100,000	Yes	Yes	35,308	NO	15	GA	Yes
45	2009	CHEVROLET VAN	13	1GAHG39K691155645	R148	70874	Yes	Yes	10	100,000	Yes	Yes	35,308	NO	15	GA	Yes
46	2009	CHEVROLET VAN	13	1GAHG39K191154484	R151	73791	Yes	Yes	10	100,000	Yes	Yes	35,378	NO	15	GA	No
47	2009	CHEVROLET VAN	13	1GAHG39K091154850	R152	92194	Yes	Yes	10	100,000	Yes	Yes	35,378	NO	15	GA	No
48	2009	CHEVROLET VAN	13	1GAHG39K891154881	R155	86129	Yes	Yes	10	100,000	Yes	Yes	35,378	NO	15	GA	No
49	2009	CHEVROLET VAN	13	1GAHG39K291155072	R156	61807	Yes	Yes	10	100,000	Yes	Yes	35,378	NO	15	GA	No
50	2009	CHEVROLET VAN	13	1GAHG39KX91155272	R158	98018	Yes	Yes	10	100,000	Yes	Yes	35,378	NO	15	GA	No
51	2009	CHEVROLET VAN	13	1GAHG39K091155331	R159	93725	Yes	Yes	10	100,000	Yes	Yes	35,378	NO	15	GA	No
52	2009	CHEVROLET VAN	13	1GAHG39K691155365	R160	49280	Yes	Yes	10	100,000	Yes	Yes	35,378	NO	15	GA	No
53	2009	CHEVROLET VAN	13	1GAHG39K491155445	R161	88938	Yes	Yes	10	100,000	Yes	Yes	35,378	NO	15	GA	No
54	2009	CHEVROLET VAN	13	1GAHG39K591155616	R162	45918	Yes	Yes	10	100,000	Yes	Yes	35,378	NO	15	GA	No
55	2009	CHEVROLET VAN	13	1GAHG39K091155703	R163	101262	Yes	Yes	10	100,000	Yes	Yes	35,378	NO	15	GA	No
56	2009	CHEVROLET VAN	13	1GAHG39K091155734	R165	109913	No	Yes	10	100,000	Yes	Yes	35,378	NO	15	GA	No
57	2009	CHEVROLET VAN	13	1GAHG39K491155892	R166	62612	Yes	Yes	10	100,000	Yes	Yes	35,378	NO	15	GA	No
58	2009	CHEVROLET VAN	13	1GAHG39KX91156289	R167	55746	Yes	Yes	10	100,000	Yes	Yes	35,378	NO	15	GA	No
59	2009	CHEVROLET VAN	13	1GAHG39K891156615	R168	69681	Yes	Yes	10	100,000	Yes	Yes	35,378	NO	15	GA	No
60	2009	CHEVROLET VAN	13	1GAHG39K291156822	R169	99126	Yes	Yes	10	100,000	Yes	Yes	35,378	NO	15	GA	No

Total 60 6,097,626 \$2,600,142

NOTES:
 Usage is also considered as a reason for replacement, due to mileage, newer vehicles may be replaced sooner than older vehicles.

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SECTION 1C: ROLLING STOCK – VANPOOL VEHICLE DECISION SUPPORT CALCULATIONS

Meets Financial Needs of SGR Result

	Vehicle Number	12/31/2016 Total Parts & Labor	Vehicle Purchase Price	12/31/2016 Maint Percentage	Meets Financial Needs of SGR <30%
1	U4	\$30,500	\$24,237	125.84%	No
2	U5	\$39,700	\$24,237	163.80%	No
3	U6	\$34,800	\$24,237	143.58%	No
4	U9	\$29,400	\$24,237	121.30%	No
5	U10	\$29,100	\$24,237	120.06%	No
6	U11	\$42,700	\$24,237	176.18%	No
7	U12	\$33,100	\$24,237	136.57%	No
8	U103	\$4,800	\$24,237	19.80%	Yes
9	U104	\$5,100	\$24,237	21.04%	Yes
10	U105	\$3,630	\$24,237	14.98%	Yes
11	U106	\$5,200	\$24,237	21.45%	Yes
12	R108	\$5,225	\$24,237	21.56%	Yes
13	R112	\$6,050	\$24,237	24.96%	Yes
14	U113	\$11,550	\$24,237	47.65%	No
15	U114	\$4,400	\$24,237	18.15%	Yes
16	R115	\$4,500	\$24,237	18.57%	Yes
17	U116	\$4,770	\$24,237	19.68%	Yes
18	R117	\$4,600	\$24,237	18.98%	Yes
19	R118	\$4,200	\$21,305	19.71%	Yes
20	R120	\$4,000	\$21,305	18.77%	Yes
21	R121	\$5,200	\$21,305	24.41%	Yes
22	U122	\$5,700	\$21,305	26.75%	Yes
23	R123	\$5,000	\$21,305	23.47%	Yes
24	R124	\$3,300	\$21,305	15.49%	Yes
25	R125	\$3,500	\$21,305	16.43%	Yes
26	R126	\$4,650	\$21,305	21.83%	Yes
27	R128	\$8,600	\$21,305	40.37%	No
28	U131	\$7,500	\$21,305	35.20%	No
29	R132	\$4,850	\$21,305	22.76%	Yes
30	R133	\$5,050	\$23,777	21.24%	Yes
31	R134	\$5,700	\$23,777	23.97%	Yes
32	R135	\$5,250	\$23,777	22.08%	Yes
33	R136	\$4,150	\$23,777	17.45%	Yes
34	R137	\$2,700	\$23,777	11.36%	Yes
35	R138	\$4,800	\$23,777	20.19%	Yes
36	R139	\$5,900	\$23,777	24.81%	Yes
37	R140	\$4,350	\$23,777	18.29%	Yes
38	R141	\$5,500	\$23,777	23.13%	Yes
39	R142	\$3,500	\$23,777	14.72%	Yes
40	R143	\$3,900	\$25,772	15.13%	Yes
41	R144	\$4,200	\$25,772	16.30%	Yes
42	R145	\$4,500	\$25,772	17.46%	Yes
43	R146	\$3,400	\$25,772	13.19%	Yes

Meets Financial Needs of SGR Result

	Vehicle Number	12/31/2017 Total Parts & Labor	Vehicle Purchase Price	12/31/2017 Maint Percentage	Meets Financial Needs of SGR <30%
44	R147	\$5,300	\$25,772	20.56%	Yes
45	R148	\$4,000	\$25,772	15.52%	Yes
46	R151	\$5,000	\$25,772	19.40%	Yes
47	R152	\$3,800	\$25,772	14.74%	Yes
48	R155	\$3,400	\$25,772	13.19%	Yes
49	R156	\$4,100	\$25,772	15.91%	Yes
50	R158	\$3,600	\$25,772	13.97%	Yes
51	R159	\$2,550	\$25,772	9.89%	Yes
52	R160	\$2,800	\$25,772	10.86%	Yes
53	R161	\$5,800	\$25,772	22.51%	Yes
54	R162	\$2,700	\$25,772	10.48%	Yes
55	R163	\$5,100	\$26,553	19.21%	Yes
56	R165	\$7,900	\$26,553	29.75%	Yes
57	R166	\$2,700	\$26,553	10.17%	Yes
58	R167	\$3,700	\$26,553	13.93%	Yes
59	R168	\$5,000	\$26,553	18.83%	Yes
60	R169	\$4,300	\$26,553	16.19%	Yes
61	R170	\$2,400	\$26,500	9.06%	Yes
62	R171	\$4,200	\$26,500	15.85%	Yes
63	R172	\$2,150	\$26,500	8.11%	Yes
64	R173	\$2,225	\$26,500	8.40%	Yes
65	R174	\$3,800	\$26,500	14.34%	Yes
66	R175	\$2,200	\$26,500	8.30%	Yes
67	R176	\$1,325	\$26,500	5.00%	Yes
68	R177	\$2,400	\$26,500	9.06%	Yes
69	R178	\$2,700	\$26,500	10.19%	Yes
70	R179	\$5,800	\$26,500	21.89%	Yes
71	R180	\$2,400	\$23,300	10.30%	Yes
72	R181	\$2,950	\$23,300	12.66%	Yes
73	R182	\$2,000	\$23,300	8.58%	Yes
74	R183	\$1,500	\$23,300	6.44%	Yes
75	R184	\$1,850	\$23,300	7.94%	Yes
76	R185	\$1,950	\$23,300	8.37%	Yes
77	R186	\$3,400	\$23,300	14.59%	Yes
78	R187	\$3,500	\$23,300	15.02%	Yes
79	R188	\$3,000	\$23,300	12.88%	Yes
80	R189	\$1,950	\$23,739	8.21%	Yes
81	R190	\$1,575	\$23,739	6.63%	Yes
82	R191	\$750	\$23,739	3.16%	Yes
83	R192	\$1,100	\$23,739	4.63%	Yes
84	R193	\$1,125	\$23,739	4.74%	Yes
85	R194	\$1,200	\$23,739	5.05%	Yes
86	R195	\$1,800	\$23,739	7.58%	Yes

Meets Financial Needs of SGR Result

	Vehicle Number	12/31/2017 Total Parts & Labor	Vehicle Purchase Price	12/31/2017 Maint Percentage	Meets Financial Needs of SGR <30%
87	R196	\$3,000	\$23,739	12.64%	
88	R197	\$1,000	\$26,242	3.81%	Yes
89	R198	\$1,025	\$26,242	3.91%	Yes
90	R199	\$700	\$26,242	2.67%	Yes
91	R200	\$1,000	\$26,242	3.81%	Yes
92	R201	\$700	\$26,242	2.67%	Yes
93	R202	\$2,100	\$26,242	8.00%	
94	R203	\$2,550	\$26,242	9.72%	Yes
95	R204	\$1,275	\$26,242	4.86%	Yes
96	R205	\$1,200	\$26,242	4.57%	Yes
97	R206	\$725	\$26,242	2.76%	Yes
98	R207	\$900	\$23,715	3.80%	Yes
99	R208	\$650	\$23,715	2.74%	Yes
100	R209	\$1,200	\$23,715	5.06%	Yes
101	R210	\$1,600	\$23,715	6.75%	Yes
102	R211	\$1,200	\$23,715	5.06%	Yes
103	R212	\$1,800	\$23,715	7.59%	Yes
104	R213	\$1,025	\$23,715	4.32%	Yes
105	R214	\$450	\$23,715	1.90%	Yes
106	R215	\$1,100	\$23,715	4.64%	Yes
107	R216	\$825	\$26,400	3.13%	Yes
108	R217	\$900	\$26,400	3.41%	Yes
109	R218	\$775	\$26,400	2.94%	Yes
110	R219	\$1,700	\$26,400	6.44%	Yes
111	R220	\$1,000	\$26,400	3.79%	Yes
112	R221	\$700	\$29,584	2.37%	Yes
113	R222	\$750	\$29,584	2.54%	Yes
114	R223	\$2,100	\$29,584	7.10%	Yes
115	R224	\$700	\$29,584	2.37%	Yes
116	R225	\$1,600	\$29,584	5.41%	Yes
117	R226	\$1,200	\$29,584	4.06%	Yes
118	R227	\$860	\$29,584	2.91%	Yes
119	R228	\$775	\$29,584	2.62%	Yes
120	R229	\$1,400	\$29,584	4.73%	Yes
121	R230	\$1,350	\$29,584	4.56%	Yes
122	R231	\$2,800	\$29,584	9.46%	Yes
123	R232	\$850	\$29,584	2.87%	Yes
124	R233	\$900	\$29,584	3.04%	Yes
125	R234	\$1,425	\$29,584	4.82%	Yes
126	R235	\$1,450	\$29,584	4.90%	Yes

SECTION 1C ROLLING STOCK - VANPOOL VEHICLE SCORECARD

Ride Share Vehicle Condition Score Card

ID	Vehicle number	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	Notes / CIP Project Number		
1	U4	Yes	No	15	N	239106	N	1	Sent to Auction after replaced by retired Paratransit Vans		
2	U5	Yes	No	15	N	260733	N	1			
3	U6	Yes	No	15	N	275135	N	1			
4	U9	Yes	No	15	N	218258	N	1			
5	U10	Yes	No	15	N	177712	N	1			
6	U11	Yes	No	15	N	250140	N	1			
7	U12	Yes	No	15	N	217841	N	1			
8	U103	Yes	Yes	10	Y	90890	Y	5			
9	U104	Yes	Yes	10	Y	74188	Y	5			
10	U105	Yes	Yes	10	Y	79177	Y	5			
11	U106	Yes	Yes	10	Y	108717	Y	5			
12	R108	Yes	Yes	10	Y	85960	Y	5	2018		
13	R112	Yes	Yes	10	Y	84524	Y	5	590 -"18"		
14	U113	Yes	No	10	Y	108656	Y	5			
15	U114	Yes	Yes	10	Y	80824	Y	5			
16	R115	Yes	Yes	10	Y	71834	Y	5	590 -"18"		
17	U116	Yes	Yes	10	Y	116848	Y	5			
18	R117	Yes	Yes	10	Y	84658	Y	5	590 -"18"		
19	R118	Yes	Yes	9	Y	79240	Y	5	2017		
20	R120	Yes	Yes	9	Y	87820	Y	5	2017		
21	R121	Yes	Yes	9	Y	96957	Y	5	2017		
22	U122	Yes	Yes	9	Y	96347	Y	5	Trnsf to SU		
23	R123	Yes	Yes	9	Y	74115	Y	5	2017		
24	R124	Yes	Yes	9	Y	97374	Y	5	?????		
25	R125	Yes	Yes	9	Y	63701	Y	5	590 -"18"		
26	R126	Yes	Yes	9	Y	100532	N	3	590 -"18"		
27	R128	Yes	No	9	Y	109379	N	1	590 -"18"		
28	U131	Yes	No	9	Y	140877	Y	3	Trnsf to SU		
29	R132	Yes	Yes	9	Y	97329	Y	5	590 -"18"		
30	R133	Yes	Yes	9	Y	78778	Y	5	2017		
31	R134	Yes	Yes	9	Y	76977	Y	5	2017		
32	R135	Yes	Yes	9	Y	78024	Y	5	2017		
33	R136	Yes	Yes	9	Y	88645	Y	5	2017		
34	R137	Yes	Yes	9	Y	54328	Y	5	590 -"18"		
35	R138	Yes	Yes	9	Y	77002	Y	5	590 -"18"		
36	R139	Yes	Yes	9	Y	102292	N	3	590 -"18"		
37	R140	Yes	Yes	9	Y	49058	Y	5	590 -"18"		
38	R141	Yes	Yes	9	Y	85570	Y	5	590 -"18"		
39	R142	Yes	Yes	9	Y	61494	Y	5	590 -"18"		
40	R143	Yes	Yes	7	Y	79099	Y	5	2017		
41	R144	Yes	Yes	7	Y	86205	Y	5	2017		
42	R145	Yes	Yes	7	Y	105819	N	3	2017		

Ride Share Vehicle Condition Score Card

	Vehicle number	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	Notes / CIP Project Number
43	R146	Yes	Yes	7	Y	62717	Y	5	590 -"18"
44	R147	Yes	Yes	7	Y	85732	Y	5	590 -"18"
45	R148	Yes	Yes	7	Y	70874	Y	5	590 -"18"
46	R151	Yes	Yes	7	Y	73791	Y	5	591 -"19"
47	R152	Yes	Yes	7	Y	92194	Y	5	591 -"19"
48	R155	Yes	Yes	7	Y	86129	Y	5	591 -"19"
49	R156	Yes	Yes	7	Y	61807	Y	5	591 -"19"
50	R158	Yes	Yes	7	Y	98018	Y	5	591 -"19"
51	R159	Yes	Yes	7	Y	93725	Y	5	591 -"19"
52	R160	Yes	Yes	7	Y	49280	Y	5	591 -"19"
53	R161	Yes	Yes	7	Y	86938	Y	5	591 -"19"
54	R162	Yes	Yes	7	Y	45918	Y	5	591 -"19"
55	R163	Yes	Yes	7	Y	101262	N	3	591 -"19"
56	R165	Yes	Yes	7	Y	109913	N	3	591 -"19"
57	R166	Yes	Yes	7	Y	62612	Y	5	596 -"19"
58	R167	Yes	Yes	7	Y	55746	Y	5	596 -"19"
59	R168	Yes	Yes	7	Y	69681	Y	5	596 -"19"
60	R169	Yes	Yes	7	Y	99126	Y	5	596 -"19"
61	R170	Yes	Yes	6	Y	73261	Y	5	596 -"19"
62	R171	Yes	Yes	6	Y	63196	Y	5	596 -"19"
63	R172	Yes	Yes	6	Y	50160	Y	5	592 -"20"
64	R173	Yes	Yes	6	Y	74158	Y	5	592 -"20"
65	R174	Yes	Yes	6	Y	98615	Y	5	592 -"20"
66	R175	Yes	Yes	6	Y	64382	Y	5	592 -"20"
67	R176	Yes	Yes	6	Y	50274	Y	5	592 -"20"
68	R177	Yes	Yes	6	Y	67976	Y	5	592 -"20"
69	R178	Yes	Yes	6	Y	50718	Y	5	592 -"20"
70	R179	Yes	Yes	6	Y	46002	Y	5	592 -"20"
71	R180	Yes	Yes	5	Y	43118	Y	5	593 -"21"
72	R181	Yes	Yes	5	Y	50003	Y	5	593 -"21"
73	R182	Yes	Yes	5	Y	38530	Y	5	593 -"21"
74	R183	Yes	Yes	5	Y	34489	Y	5	593 -"21"
75	R184	Yes	Yes	5	Y	39758	Y	5	593 -"21"
76	R185	Yes	Yes	5	Y	38872	Y	5	593 -"21"
77	R186	Yes	Yes	5	Y	63047	Y	5	593 -"21"
78	R187	Yes	Yes	5	Y	62104	Y	5	593 -"21"
79	R188	Yes	Yes	5	Y	43588	Y	5	593 -"21"
80	R189	Yes	Yes	4	Y	34496	Y	5	2021
81	R190	Yes	Yes	4	Y	42310	Y	5	2021
82	R191	Yes	Yes	4	Y	21558	Y	5	594 -"22"
83	R192	Yes	Yes	4	Y	23618	Y	5	594 -"22"
84	R193	Yes	Yes	4	Y	31154	Y	5	594 -"22"

Ride Share Vehicle Condition Score Card

	Vehicle number	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	Notes / CIP Project Number	
85	R194	Yes	Yes	4	Y	33585	Y	5	594 -"22"	
86	R195	Yes	Yes	4	Y	37912	Y	5	594 -"22"	
87	R196	Yes	Yes	4	Y	62260	Y	5	594 -"22"	
88	R197	Yes	Yes	3	Y	25132	Y	5	594 -"22"	
89	R198	Yes	Yes	3	Y	15179	Y	5	594 -"22"	
90	R199	Yes	Yes	3	Y	17344	Y	5	595 -"23"	
91	R200	Yes	Yes	3	Y	35481	Y	5	595 -"23"	
92	R201	Yes	Yes	3	Y	25081	Y	5	595 -"23"	
93	R202	Yes	Yes	3		29985				
94	R203	Yes	Yes	3		88997	Y	5	595 -"23"	
95	R204	Yes	Yes	3	Y	25600	Y	5	595 -"23"	
96	R205	Yes	Yes	3	Y	21338	Y	5	595 -"23"	
97	R206	Yes	Yes	3	Y	14500	Y	5	595 -"23"	
98	R207	Yes	Yes	2	Y	19044	Y	5		
99	R208	Yes	Yes	2	Y	13702	Y	5		
100	R209	Yes	Yes	2	Y	30028	Y	5		
101	R210	Yes	Yes	2	Y	47397	Y	5		
102	R211	Yes	Yes	2	Y	26600	Y	5		
103	R212	Yes	Yes	2	Y	30764	Y	5		
104	R213	Yes	Yes	2	Y	29024	Y	5		
105	R214	Yes	Yes	2	Y	11679	Y	5		
106	R215	Yes	Yes	2	Y	21053	Y	5		
107	R216	Yes	Yes	2	Y	20053	Y	5		
108	R217	Yes	Yes	2	Y	17091	Y	5		
109	R218	Yes	Yes	2	Y	15104	Y	5		
110	R219	Yes	Yes	2	Y	18015	Y	5		
111	R220	Yes	Yes	2	Y	5761	Y	5		
112	R221	Yes	Yes	2	Y	16704	Y	5		
113	R222	Yes	Yes	2	Y	13980	Y	5		
114	R223	Yes	Yes	2	Y	28395	Y	5		
115	R224	Yes	Yes	2	Y	11893	Y	5		
116	R225	Yes	Yes	2	Y	26050	Y	5		
117	R226	Yes	Yes	2	Y	30300	Y	5		
118	R227	Yes	Yes	2	Y	12794	Y	5		
119	R228	Yes	Yes	2	Y	22342	Y	5		
120	R229	Yes	Yes	2	Y	32892	Y	5		
121	R230	Yes	Yes	2	Y	34777	Y	5		
122	R231	Yes	Yes	2	Y	56966	Y	5		
123	R232	Yes	Yes	2	Y	24572	Y	5		
124	R233	Yes	Yes	2	Y	7480	Y	5		
125	R234	Yes	Yes	2	Y	36932	Y	5		2014
126	R235	Yes	Yes	2		29775	Y	5		2014

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SECTION 2: ORGANIZATIONAL EQUIPMENT

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SECTION 2A: ORGANIZATIONAL EQUIPMENT – SUPPORT VEHICLE ASSET INVENTORY

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**Public Transportation Management System
Owned Equipment Inventory**

For Spokane Transit Authority

12/31/2016

I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the grant agreement.

Signature and Title

Date

NO.	Code	Equipment Description	Condition (Points)	Age (Years)	Depreciation	Remaining Useful Life (Years)	Replacement Cost	Comments
1	5	#805 1991 Heavy-Duty Tow Truck	3.1	25	0	8	\$ -	
2	16	Van Washer	3	22	0	8	-	
3	16	Historical Display	5	21	0	15	-	Various Inland Empire System, Spokane Street Railway Co., Spokane United Railways, Spokane Traction Co., Spokane City Lines and WWP, historical photographs.
4	16	Office Furniture	3	20	0	10	-	
5	4	Software-Licensing	3	19	0	8	-	
6	5	#808 1999 Ford F350 1 Ton	3	17	0	4	-	
7	8	Repeater Stations-Qty 3	1	15	0	0	-	Radio system retired in 2016/17
8	5	#810 2002 Ford Truck F550	3.4	14	0	8	-	
9	16	Steam Pit Lift	3.5	12	0	13	-	
10	8	Radio System-Infrastructure	1	11	0	0	-	Radio system retired in 2016/17
11	5	#89 2005 Dodge Grand Caravan	3.7	11	0	2	-	
12	5	#91 2005 Dodge Grand Caravan	3.3	11	0	8	-	
13	5	#94 2005 Dodge Grand Caravan	3.6	11	0	2	-	
14	5	#928 2005 Chevy Colorado Truck	3.3	11	0	1	-	
15	5	#925 2005 Chevy Colorado Truck	3	11	0	8	-	
16	5	#926 2005 Chevy Colorado Truck	3.9	11	0	1	-	
17	5	#101 2006 Caravan Grand Dodge	4	10	0	2	-	
18	5	#929 2007 Ford Taurus	4.1	10	0	3	-	
19	5	#932 2007 Toyota Prius	3.6	9	0	8	-	
20	5	R-119 2007 Chevrolet Express Passenger Van	4	9	0	4	-	
21	5	#933 2007 Chevrolet Impala	3.9	9	0	8	-	
22	2	Odyssey Fareboxes-Qty 22	3	9	1	2	-	To be replaced in 2018
23	16	Emergency Generator	4.5	8	12	22	-	2008/Cat at South Building
24	16	Bus Vacuum System	4	8	0	18	-	2008
25	5	#814 2008 Chevy Uplander	4.1	8	0	4	-	
26	5	#815 2008 Ford F350 Truck	3.4	8	0	2	-	
27	5	#816 Ford F350 Truck With	3.6	8	0	2	-	
28	5	#934 2008 Ford Focus SE	4	8	0	4	-	
29	5	#936 2008 Ford Focus SE	4.1	8	0	1	-	
30	5	#817 2008 Chevy Uplander	4.4	8	0	8	-	
31	16	Diesel Particulate Filter Cleaning Equipment	4	8	0	12	-	
32	5	#813 2009 F450 Ford Truck	4	7	0	4	-	
33	5	#818 2009 Ford F450	3.4	7	0	8	-	
34	4	POS Inventory Control System-Software	4	6	0	8	-	Upgrade in 2017
35	5	#939 2010 Ford Escape 4wd	3.7	6	1	1	-	
36	5	#940 2010 Ford Pickup	4	6	0	6	-	
37	5	#819 2011 Ford F350 Pickup	3.7	6	1	2	-	
38	5	#820 2010 Ford F350 Pickup	3.7	6	1	2	-	
39	3	Security Camera System-2010	3	6	0	8	-	
40	4	Printing & Encoding Machine-Qty 5	3	5	0	2	-	
41	2	Cash Boxes -Paratransit-Qty 98	3	5	1	2	-	
42	2	Vaulting System -FSC	3	5	1	8	-	
43	2	Vaulting System -Boone	3	5	1	8	-	
44	2	Ticket Vending Machine-Qty 3	3.25	5	1	1	-	Replacement assets already on site to be installed in early 2017
45	2	Farebox- 36" Odyssey-Qty 146	3	5	1	2	-	
46	5	#822 2011 Ford F450	4.3	5	2	4	-	
47	5	#821 2011 Ford F450	4.1	5	2	4	-	
48	4	Fleet-Net Software upgrade	3	5	0	2	-	To be retired in 2018
49	4	Trapeze Software	5	5	0	8	-	Including Scheduling Fx/Blockbuster, Plan, Agent, IVR, Web, Pass Cert, Pass-SPV, Utilities Mapmaker, Flexible Rt, and Pass Ops

50	3	Security Camera System-2012	4	4	0	8	-		
51	5	#941 2011 Ford F150 Pickup	3.9	4	3	2	-		
52	5	#943 2011 Ford F150 Pickup	4	4	3	2	-		
53	5	#942 2011 Ford F150 Pickup	4	4	3	2	-		
54	5	#944 2011 Ford F150 Pickup	3.7	4	3	2	-		
55	4	Network - Storage	4	4	0	8	-		
56	4	Trapeze Timekeeping System	5	4	0	8	-		
57	5	#824 2012 Tow Truck -Freightliner	4.4	4	8	8	-		
58	5	#823 2012 Ford F350 Truck	3.3	4	3	8	-	Includes Tommy Gate and Air Compressor on truck	
59	3	Smartbus Camera Systems	3.5	3	2	2	-		
60	5	#945 2013 Ford Escape SE	4.3	3	3	6	-		
61	5	#946 2013 Ford Escape SE	4.1	3	3	4	-		
62	4	Phone System-Upgrade Avaya	5	3	0	4	-		
63	16	Emergency Generator-Qty 2	4	3	17	27	-		
64	4	Software - Vanpool	4	3	0	8	-		
65	9	#318 Floor Scrubber	3	2	6	6	-	Scheduled to replace in 2020	
66	5	#947 2014 Ford Escape SE	4.6	2	4	7	-		
67	5	#948 2014 Ford Escape SE	3.3	2	4	7	-		
68	5	#949 2015 Ford Fusion	5	1	5	7	-		
69	8	Radio Communications Replacement	4.5	0	15	15	-		
70	4	Smart Bus CAD/AVL Software & Hardware	5	0	5	8	-		
71	5	#825 2016 Ford F-350 1 Ton Pickup	5	0	7	21	-		
72	5	#826 2016 Ford F450 1 Ton	5	0	7	21	-		
73	5	#950 2016 Ford Focus	4.6	0	6	12	-		
74	5	#827 2016 Chevrolet Colorado Truck	5	0	7	15	-		
75	4	1 CAD/AVL Equipment Kits plus support-Qty 7	5	0	5	8	-		
Total Replacement Cost							\$	-	

SECTION 2A: ORGANIZATIONAL EQUIPMENT – SUPPORT VEHICLE DECISION SUPPORT CALCULATIONS

Meets Financial Needs of SGR Result

	Vehicle Number	12/31/2016 Total Parts & Labor	Vehicle Purchase Price	12/31/2016 Maint Percentage	Meets Financial Needs of SGR <50%
1	805	\$39,400	\$24,237	162.56%	No
2	808	\$28,500	\$24,237	117.59%	No
3	810	\$14,200	\$24,237	58.59%	No
4	89	\$6,675	\$24,237	27.54%	Yes
5	91	\$4,600	\$24,237	18.98%	Yes
6	94	\$4,575	\$24,237	18.88%	Yes
7	928	\$13,100	\$24,237	54.05%	No
8	925	\$12,600	\$24,237	51.99%	No
9	926	\$11,400	\$24,237	47.04%	Yes
10	101	\$5,000	\$24,237	20.63%	Yes
11	929	\$2,080	\$24,237	8.58%	Yes
12	932	\$7,100	\$24,237	29.29%	Yes
13	R-119	\$2,000	\$24,237	8.25%	Yes
14	933	\$5,400	\$24,237	22.28%	Yes
15	814	\$6,150	\$24,237	25.37%	Yes
16	815	\$7,400	\$24,237	30.53%	Yes
17	816	\$7,475	\$24,237	30.84%	Yes
18	934	\$7,200	\$24,237	29.71%	Yes
19	936	\$5,750	\$21,305	26.99%	Yes
20	817	\$2,900	\$21,305	13.61%	Yes
21	813	\$5,050	\$21,305	23.70%	Yes
22	818	\$12,700	\$21,305	59.61%	No
23	939	\$9,500	\$21,305	44.59%	Yes
24	940	\$5,000	\$21,305	23.47%	Yes
25	819	\$7,500	\$21,305	35.20%	Yes
26	820	\$4,950	\$21,305	23.23%	Yes
27	822	\$3,600	\$21,305	16.90%	Yes
28	821	\$4,150	\$21,305	19.48%	Yes
29	941	\$3,600	\$21,305	16.90%	Yes
30	943	\$10,400	\$23,777	43.74%	Yes
31	942	\$11,000	\$23,777	46.26%	Yes
32	944	\$13,500	\$23,777	56.78%	No
33	824	\$1,075	\$23,777	4.52%	Yes
34	823	\$1,725	\$23,777	7.25%	Yes
35	945	\$2,850	\$23,777	11.99%	Yes
36	946	\$4,900	\$23,777	20.61%	Yes
37	947	\$1,300	\$23,777	5.47%	Yes
38	948	\$1,700	\$23,777	7.15%	Yes
39	949	\$340	\$25,772	1.32%	Yes
40	825	\$0	\$25,772	0.00%	Yes
41	826	\$0	\$25,772	0.00%	Yes
42	950	\$500	\$25,772	1.94%	Yes
43	827	\$0	\$25,772	0.00%	Yes
44					
45					

Decision Support Tool Calculation and Support Vehicle Condition Score Card

Asset level of maintenance required, LTD Maintenance Cost vs. Vehicles Purchase cost										Vehicle Useful Life Benchmark (ULB)			Vehicle Mileage (ULB)			Asset Condition (body, interior & overall condition)	Asset Performance (safe to operate)	WSDOT Final Score	SGR Score		
		in service date	current date																		
		8/1/1991	12/31/2016	12/31/2016 Miles		31,446															
805	current age of vet (yrs.)	25.4								12/31/2016 age	25.4	=	27.3%	12/31/2016 miles	31,446	=	68.6%	Good	Yes		
1991 Heavy-Duty Tow Truck				Projected main. cost at retirement	Total at ???%	Current spent															
vet yr.	total P+L	vet cost	maintenance cost per year																		
805	\$39,400	\$157,033	\$1,549.01			25.1%															
				Score	4													4	5	4.0	
				Yes															Yes	Yes	5
808	current age of vet (yrs.)	17.8								12/31/2016 age	17.8	=	11.2%	12/31/2016 miles	73,910	=	26.1%	Good	Yes		
1999 Ford F350 1 Ton				Projected main. cost at retirement	Total at ???%	Current spent															
vet yr.	total P+L	vet cost	maintenance cost per year																		
808	\$28,500	\$24,941	\$1,604.33			114.3%															
				Score	1													4	5	2.8	
				No															Yes	Yes	3
810	current age of vet (yrs.)	15.0								12/31/2016 age	15.0	=	25.0%	12/31/2016 miles	87,364	=	41.8%	Adequate	Yes		
2002 Ford Truck F550				Projected main. cost at retirement	Total at ???%	Current spent															
vet yr.	total P+L	vet cost	maintenance cost per year																		
810	\$14,200	\$49,650	\$946.15			28.6%															
				Score	4													3	5	3.6	
				Yes															Yes	Yes	5
89	current age of vet (yrs.)	22.4						R-89	89	12/31/2016 age	22.4	=	35.9%	12/31/2016 miles	101,555	=	49.2%	Adequate	Yes		
2005 Dodge Grand Caravan				Projected main. cost at retirement	Total at ???%	Current spent	total P+L	total P+L	Total												
vet yr.	total P+L	vet cost	maintenance cost per year																		
89	\$6,675	\$20,482	\$297.55			32.6%	\$3,400	\$3,275	\$6,675												
				Score	3													3	5	3.4	
				Yes															Yes	Yes	5
91	current age of vet (yrs.)	11.6						R-91	91	12/31/2016 age	11.6	=	53.6%	12/31/2016 miles	78,984	=	60.5%	Adequate	Yes		
2005 Dodge Grand Caravan				Projected main. cost at retirement	Total at ???%	Current spent	total P+L	total P+L	Total												
vet yr.	total P+L	vet cost	maintenance cost per year																		
91	\$4,600	\$20,482	\$396.83			22.5%	\$4,000	\$600	\$4,600												
				Score	4													4	5	4	
				Yes															Yes	Yes	5
94	current age of vet (yrs.)	11.6						R-94	94	12/31/2016 age	11.6	=	53.6%	12/31/2016 miles	80,531	=	59.7%	Adequate	Yes		
2005 Dodge Grand Caravan				Projected main. cost at retirement	Total at ???%	Current spent	total P+L	total P+L	Total												
vet yr.	total P+L	vet cost	maintenance cost per year																		
94	\$4,575	\$20,482	\$394.68			22.3%	\$2,625	\$1,950	\$4,575												
				Score	4													2	5	3.6	
				Yes															Yes	Yes	5

Decision Support Tool Calculation and Support Vehicle Condition Score Card

947	current age of vet (yrs.)	2.3	10/1/2014	12/31/2016	12/31/2016 Miles	16,594	12/31/2016 age	2.3	=	81.2%	12/31/2016 miles	16,594	=	91.7%	Excellent	Yes		
2014 Ford Escape SE					Projected main. cost at retirement	Total at ??%	Current spent	ULB years	12		ULB miles	200,000						
vet yr.	total P+L	vet cost	maintenance cost per year															
947	\$1,300	\$25,650	\$577.25															
					Score	5				5				5	5	5	5	5
					Yes					Yes				Yes	Yes	Yes	Yes	5
948	current age of vet (yrs.)	2.3	10/1/2014	12/31/2016	12/31/2016 Miles	3,104	12/31/2016 age	2.3	=	81.2%	12/31/2016 miles	3,104	=	98.4%	Excellent	Yes		
2014 Ford Escape SE					Projected main. cost at retirement	Total at ??%	Current spent	ULB years	12		ULB miles	200,000						
vet yr.	total P+L	vet cost	maintenance cost per year															
948	\$1,700	\$26,130	\$754.87															
					Score	5				5				5	5	5	5	5
					Yes					Yes				Yes	Yes	Yes	Yes	5
949	current age of vet (yrs.)	1.9	2/1/2015	12/31/2016	12/31/2016 Miles	12,026	12/31/2016 age	1.9	=	84.0%	12/31/2016 miles	12,026	=	94.0%	Excellent	Yes		
2015 Ford Fusion					Projected main. cost at retirement	Total at ??%	Current spent	ULB years	12		ULB miles	200,000						
vet yr.	total P+L	vet cost	maintenance cost per year															
949	\$340	\$19,925	\$177.54															
					Score	5				5				5	5	5	5	5
					Yes					Yes				Yes	Yes	Yes	Yes	5
825	current age of vet (yrs.)	0.5	7/1/2016	12/31/2016	12/31/2016 Miles	949	12/31/2016 age	0.5	=	#####	12/31/2016 miles	949	=	99.4%	Excellent	Yes		
2016 Ford F-350 1 Ton Pickup					Projected main. cost at retirement	Total at ??%	Current spent	ULB years	?		ULB miles	150,000						
vet yr.	total P+L	vet cost	maintenance cost per year															
825	\$0	\$45,070	\$0.00															
					Score	5				?				5	5	5	5	5
					Yes					Yes				Yes	Yes	Yes	Yes	5
826	current age of vet (yrs.)	0.5	7/1/2016	12/31/2016	12/31/2016 Miles	392	12/31/2016 age	0.5	=	#####	12/31/2016 miles	392	=	99.7%	Excellent	Yes		
2016 Ford F450 1 Ton					Projected main. cost at retirement	Total at ??%	Current spent	ULB years	?		ULB miles	150,000						
vet yr.	total P+L	vet cost	maintenance cost per year															
826	\$0	\$53,458	\$0.00															
					Score	5				?				5	5	5	5	5
					Yes					Yes				Yes	Yes	Yes	Yes	5
950	current age of vet (yrs.)	0.5	7/1/2016	12/31/2016	12/31/2016 Miles	4,557	12/31/2016 age	0.5	=	#####	12/31/2016 miles	4,557	=	97.7%	Excellent	Yes		
2016 Ford Focus					Projected main. cost at retirement	Total at ??%	Current spent	ULB years	?		ULB miles	200,000						
vet yr.	total P+L	vet cost	maintenance cost per year															
950	\$500	\$18,065	\$997.27															
					Score	5				?				5	5	5	5	5
					Yes					Yes				Yes	Yes	Yes	Yes	5

Decision Support Tool Calculation and Support Vehicle Condition Score Card

		11/1/2016	12/31/2016	12/31/2016 Miles		398														
827	current age of vet (yrs.)	0.2								12/31/2016 age	0.2	=	#####	12/31/2016 miles	398	=	99.6%	Excellent	Yes	
2016 Chevrolet Colorado Truck				Projected main. cost	Total at	Current					ULB years	?		ULB miles	100,000					
vet yr.	total P+L	vet cost	maintenance cost per year	at retirement	??%	spent														
827	\$0	\$28,640	\$0.00			0.0%														
						Score	5					?			5	5	5	5	5	5
						Yes					Yes			Yes	Yes	Yes	Yes	Yes	Yes	5
Note 1, Vehicle Condition Criteria - <u>Vehicle Useful Life Benchmark (ULB)</u>										Note 3, Vehicle Condition Criteria - <u>Vehicle Condition</u>										
Support and Non-Revenue vehicles will have an open service life due to unpredictable yearly mileage accumulation.										Overall condition of its interior and floor, body components and physical look of the vehicle.										
As an example:										5 - <i>Excellent</i> Vehicle is new or like new.										
Vehicle 817	As of 12/31/2016 vehicle 817 a 2008 Chevy Up lander had accumulated 56,638 miles, this projects a replacement schedule beyond 2023. For this scoring exercise its service life is assumed to be 16 years.									4 - <i>Good</i>	Vehicle is showing minimal signs of wear and deterioration.									
Vehicle 941	As of 12/31/2016 vehicle 941 a 2011 Ford F150 Pickup had accumulated 156,302 miles, this projects a replacement in 2018, a 7 year service life. Vehicle 941 is junior to vehicle 817 by 3 years, however, it will experience a much shorter service life.									3 - <i>Adequate</i>	Vehicle is showing moderate signs of wear and deterioration.									
										2 - <i>Marginal</i>	Vehicle components may need to be rebuilt or replaced.									
										1 - <i>Poor</i>	Vehicle is no longer serviceable.									
Note 2, Vehicle Condition Criteria - <u>Vehicle Mileage (ULB)</u>										Note 4, Vehicle Condition Criteria - <u>Vehicle Performance</u>										
Supervisor, Security and Transportation vehicles will have a service life of 200,000 miles										Is the Vehicle Safe to operate?										
Facilities and Grounds vehicles will have a service life of 150,000 miles										<i>Safe operation</i> All STA vehicles follow a comprehensive on time Preventive Maintenance schedule and are considered Safe to operate. All vehicles score a "5 - Excellent" is this scoring category.										
Fixed Route and Paratransit Maintenance service vehicles will have a service life of 100,000 miles.																				
5 - <i>Excellent</i>	This score is based on the 75% - 100% guideline given in the "Equipment (support vehicles) Condition Rating Scale" Table.									What is the Life to Date LTD maintenance cost										
4 - <i>Good</i>	This score is based on the 50% - 75% guideline (same Table).									<i>LTD Maintenance Cost vs. Vehicle purchase price.</i>										
3 - <i>Adequate</i>	This score is based on the 25% - 50% guideline (same Table).									Vehicle historical maintenance data indicates the maintenance cost (parts and labor) for a vehicle in an open service life will equal approximately 50% of its purchase price. A vehicle performing within these criteria will meet the financial needs of SGR.										
2 - <i>Marginal</i>	This score is based on the 0% - 25% guideline (same Table).									5 - <i>Excellent</i> This score is based on the 0% - 10% of the vehicles purchase price										
1 - <i>Poor</i>	This score is based on "Vehicle passed its ULB" guideline (same Table).									4 - <i>Good</i> This score is based on the 11% - 30% of the vehicles purchase price										
										3 - <i>Adequate</i> This score is based on the 31% - 49% of the vehicles purchase price										
										2 - <i>Marginal</i> This score is based on the 50% - 60% of the vehicles purchase price										
										1 - <i>Poor</i> Over 60% of vehicle purchase price										

SECTION 2A: ORGANIZATIONAL EQUIPMENT – SUPPORT VEHICLE SCORECARD

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Support Vehicle Condition Score Card

	Vehicle number	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	Notes / CIP Project Number
1	805	Yes	Yes	25	Y	31,446	Y	5	
2	808	Yes	No	17	Y	73,910	Y	3	349 -"20"
3	810	Yes	Yes	14	Y	87,364	Y	5	
4	89	Yes	Yes	11	Y	101,555	Y	5	
5	91	Yes	Yes	11	Y	78,984	Y	5	
6	94	Yes	Yes	11	Y	80,531	Y	5	
7	928	Yes	No	11	Y	205,373	N	1	
8	925	Yes	No	11	Y	162,707	N	1	
9	926	Yes	Yes	11	Y	173,538	Y	5	
10	101	Yes	Yes	10	Y	91,728	Y	5	
11	929	Yes	Yes	10	Y	47,169	Y	5	360 -"19"
12	932	Yes	Yes	9	Y	161,037	Y	5	
13	R-119	Yes	Yes	9	Y	110,207	Y	5	
14	933	Yes	No	9	Y	124,410	Y	5	
15	814	Yes	Yes	8	Y	84,983	Y	5	
16	815	Yes	Yes	8	Y	66,103	Y	5	231 -"18"
17	816	Yes	Yes	8	Y	84,222	Y	5	231 -"18"
18	934	Yes	No	8	Y	147,349	Y	3	559 -"22"
19	936	Yes	Yes	8	Y	149,311	Y	5	
20	817	Yes	Yes	8	Y	56,638	Y	5	
21	813	Yes	Yes	7	Y	87,940	Y	5	296 -"20"
22	818	Yes	No	7	Y	32,464	Y	3	
23	939	Yes	Yes	6	Y	193,811	Y	5	
24	940	Yes	Yes	6	Y	56,091	Y	5	535 -"20"
25	819	Yes	Yes	6	Y	84,575	Y	5	506 -"18"
26	820	Yes	Yes	6	Y	88,620	Y	5	506 -"18"
27	822	Yes	Yes	5	Y	85,772	Y	5	509 -"20"
28	821	Yes	Yes	5	Y	76,075	Y	5	509 -"20"
29	941	Yes	Yes	4	Y	156,302	Y	5	350 -"18"
30	943	Yes	Yes	4	Y	156,367	Y	5	350 -"18"
31	942	Yes	Yes	4	Y	148,757	Y	5	350 -"18"
32	944	Yes	Yes	4	Y	162,654	Y	5	350 -"18"
33	824	Yes	Yes	4	Y	8,689	Y	5	
34	823	Yes	Yes	4	Y	8,028	Y	5	
35	945	Yes	Yes	3	Y	54,832	Y	5	535 -"20"
36	946	Yes	Yes	3	Y	112,170	Y	5	559 -"22"
37	947	Yes	Yes	2	Y	16,594	Y	5	536 -"21"
38	948	Yes	Yes	2	Y	3,104	Y	5	
39	949	Yes	Yes	1	Y	12,026	Y	5	
40	825	Yes	Yes	0	Y	949	Y	5	
41	826	Yes	Yes	0	Y	392	Y	5	
42	950	Yes	Yes	0	Y	4,557	Y	5	
43	827	Yes	Yes	0	Y	398	Y	5	

**SECTION 2B: ORGANIZATIONAL EQUIPMENT – OWNED
EQUIPMENT – MAJOR SUBSYSTEMS ASSET INVENTORY**

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**Public Transportation Management System
Owned Equipment Inventory**

For Spokane Transit Authority

12/31/2016

I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the grant agreement.

Signature and Title

Date

NO.	Code	Equipment Description	Condition (Points)	Age (Years)	Depreciation	Remaining Useful Life (Years)	Replacement Cost	Comments
1	5	#805 1991 Heavy-Duty Tow Truck	3.1	25	0	8	\$ -	
2	16	Van Washer	3	22	0	8	-	
3	16	Historical Display	5	21	0	15	-	Various Inland Empire System, Spokane Street Railway Co., Spokane United Railways, Spokane Traction Co., Spokane City Lines and WWP, historical photographs.
4	16	Office Furniture	3	20	0	10	-	
5	4	Software-Licensing	3	19	0	8	-	
6	5	#808 1999 Ford F350 1 Ton	3	17	0	4	-	
7	8	Repeater Stations-Qty 3	1	15	0	0	-	Radio system retired in 2016/17
8	5	#810 2002 Ford Truck F550	3.4	14	0	8	-	
9	16	Steam Pit Lift	3.5	12	0	13	-	
10	8	Radio System-Infrastructure	1	11	0	0	-	Radio system retired in 2016/17
11	5	#89 2005 Dodge Grand Caravan	3.7	11	0	2	-	
12	5	#91 2005 Dodge Grand Caravan	3.3	11	0	8	-	
13	5	#94 2005 Dodge Grand Caravan	3.6	11	0	2	-	
14	5	#928 2005 Chevy Colorado Truck	3.3	11	0	1	-	
15	5	#925 2005 Chevy Colorado Truck	3	11	0	8	-	
16	5	#926 2005 Chevy Colorado Truck	3.9	11	0	1	-	
17	5	#101 2006 Caravan Grand Dodge	4	10	0	2	-	
18	5	#929 2007 Ford Taurus	4.1	10	0	3	-	
19	5	#932 2007 Toyota Prius	3.6	9	0	8	-	
20	5	R-119 2007 Chevrolet Express Passenger Van	4	9	0	4	-	
21	5	#933 2007 Chevrolet Impala	3.9	9	0	8	-	
22	2	Odyssey Fareboxes-Qty 22	3	9	1	2	-	To be replaced in 2018
23	16	Emergency Generator	4.5	8	12	22	-	2008/Cat at South Building
24	16	Bus Vacuum System	4	8	0	18	-	2008
25	5	#814 2008 Chevy Uplander	4.1	8	0	4	-	
26	5	#815 2008 Ford F350 Truck	3.4	8	0	2	-	
27	5	#816 Ford F350 Truck With	3.6	8	0	2	-	
28	5	#934 2008 Ford Focus SE	4	8	0	4	-	
29	5	#936 2008 Ford Focus SE	4.1	8	0	1	-	
30	5	#817 2008 Chevy Uplander	4.4	8	0	8	-	
31	16	Diesel Particulate Filter Cleaning Equipment	4	8	0	12	-	
32	5	#813 2009 F450 Ford Truck	4	7	0	4	-	
33	5	#818 2009 Ford F450	3.4	7	0	8	-	
34	4	POS Inventory Control System-Software	4	6	0	8	-	Upgrade in 2017
35	5	#939 2010 Ford Escape 4wd	3.7	6	1	1	-	
36	5	#940 2010 Ford Pickup	4	6	0	6	-	
37	5	#819 2011 Ford F350 Pickup	3.7	6	1	2	-	
38	5	#820 2010 Ford F350 Pickup	3.7	6	1	2	-	
39	3	Security Camera System-2010	3	6	0	8	-	
40	4	Printing & Encoding Machine-Qty 5	3	5	0	2	-	
41	2	Cash Boxes -Paratransit-Qty 98	3	5	1	2	-	
42	2	Vaulting System -FSC	3	5	1	8	-	
43	2	Vaulting System -Boone	3	5	1	8	-	
44	2	Ticket Vending Machine-Qty 3	3.25	5	1	1	-	Replacement assets already on site to be installed in early 2017
45	2	Farebox- 36" Odyssey-Qty 146	3	5	1	2	-	
46	5	#822 2011 Ford F450	4.3	5	2	4	-	
47	5	#821 2011 Ford F450	4.1	5	2	4	-	
48	4	Fleet-Net Software upgrade	3	5	0	2	-	To be retired in 2018
49	4	Trapeze Software	5	5	0	8	-	Including Scheduling Fx/Blockbuster, Plan, Agent, IVR, Web, Pass Cert, Pass-SPV, Utilities Mapmaker, Flexible Rt, and Pass Ops

50	3	Security Camera System-2012	4	4	0	8	-		
51	5	#941 2011 Ford F150 Pickup	3.9	4	3	2	-		
52	5	#943 2011 Ford F150 Pickup	4	4	3	2	-		
53	5	#942 2011 Ford F150 Pickup	4	4	3	2	-		
54	5	#944 2011 Ford F150 Pickup	3.7	4	3	2	-		
55	4	Network - Storage	4	4	0	8	-		
56	4	Trapeze Timekeeping System	5	4	0	8	-		
57	5	#824 2012 Tow Truck -Freightliner	4.4	4	8	8	-		
58	5	#823 2012 Ford F350 Truck	3.3	4	3	8	-	Includes Tommy Gate and Air Compressor on truck	
59	3	Smartbus Camera Systems	3.5	3	2	2	-		
60	5	#945 2013 Ford Escape SE	4.3	3	3	6	-		
61	5	#946 2013 Ford Escape SE	4.1	3	3	4	-		
62	4	Phone System-Upgrade Avaya	5	3	0	4	-		
63	16	Emergency Generator-Qty 2	4	3	17	27	-		
64	4	Software - Vanpool	4	3	0	8	-		
65	9	#318 Floor Scrubber	3	2	6	6	-	Scheduled to replace in 2020	
66	5	#947 2014 Ford Escape SE	4.6	2	4	7	-		
67	5	#948 2014 Ford Escape SE	3.3	2	4	7	-		
68	5	#949 2015 Ford Fusion	5	1	5	7	-		
69	8	Radio Communications Replacement	4.5	0	15	15	-		
70	4	Smart Bus CAD/AVL Software & Hardware	5	0	5	8	-		
71	5	#825 2016 Ford F-350 1 Ton Pickup	5	0	7	21	-		
72	5	#826 2016 Ford F450 1 Ton	5	0	7	21	-		
73	5	#950 2016 Ford Focus	4.6	0	6	12	-		
74	5	#827 2016 Chevrolet Colorado Truck	5	0	7	15	-		
75	4	1 CAD/AVL Equipment Kits plus support-Qty 7	5	0	5	8	-		
Total Replacement Cost							\$	-	

**SECTION 2B: ORGANIZATIONAL EQUIPMENT – OWNED
EQUIPMENT – MAJOR SUBSYSTEMS DECISION SUPPORT
CALCULATIONS**

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Facility Owned Equipment, Decision Support Tool, Condition Scoring Methodology

Asset CONDITION CRITERIA				Asset RATING SCALE		
Asset Useful Life Benchmark (ULB)	Asset Condition	Asset Performance	Asset Level of Maintenance Required	Rating	Rating Description	Rating Range
Percent of ULB Based on Age Remaining	Quality , Level of Maintenance Required	Reliability, Safety, Meets Industry Standards	Level of Preventative and Corrective Maintenance			
Asset is new or nearly new 75% - 100%	Asset is new or like new	Asset meets or exceeds all performance and reliability metrics, industry standards	Asset requires routine preventative maintenance according to scheduled maintenance cycles	5	Excellent	4.8 -5.0
Asset is nearing or at its mid-point of ULB 50% - 75%	Asset is showing minimal signs of wear and deterioration	Asset generally meets performance and reliability, based on manufacturer's performance standards	Asset needs some minor repairs for minor subcomponents between maintenance cycles	4	Good	4.0 -4.7
Asset has passed its mid-point of ULB 25%- 50%	Asset is showing moderate signs of defective or deteriorated components	Asset's performance and reliability may decrease and cause service interruption for non-scheduled maintenance	Asset needs more frequent minor repairs on subcomponents	3	Adequate	3.0 - 3.9
Asset is nearing or at end of its ULB 0% - 25%	Asset's major subcomponents need to be rebuilt or replaced	Asset performance and reliability is becoming more substantial, but does not pose safety risk	Asset's maintenance is significant - increased repairs between preventative maintenance cycles	2	Marginal	2.0 - 2.9
Asset passed its ULB	Asset is no longer serviceable	Asset does not meet performance standards and would pose safety hazard if put in service	Major component failures	1	Poor	1.0 -1.9
					Score	
Van Washer(Para)	3	3	3	3	3	3
Historical Display	5	5	5	5	5	5
Office Furniture	3	3	3	3	3	3
Steam Pit	4	3	4	3	3.5	3.5
Emergency Generator	5	4	5	4	4.5	4.5
Bus Vac System	4	4	4	4	4	4
Diesel Particulate Filter	4	4	4	4	4	4
Emergency Generator (2)	4	4	4	4	4	4
#318 Floor Scrubber	3	3	3	3	3	3

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**SECTION 2B: ORGANIZATIONAL EQUIPMENT – OWNED
EQUIPMENT – MAJOR SUBSYSTEMS SCORE CARD**

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EQUIPMENT CONDITION/ MEETS SGR SCORE CARD

OWNED EQUIPMENT MAJOR SUBSYSTEMS, "FACILITY"								Notes: Asset Replace CIP Number
	Equipment Description					Condition Score	Meets SGR	
1	Van Washer					3	Yes	
2	Historical Display					5	Yes	
3	Office Furniture					3	Yes	
4	Steam Pit lift					3.5	Yes	
5	Emergency Generator					4.5	Yes	
6	Bus Vacuum System					4	Yes	
7	Diesel Particulate Filter Cleaning Station					4	Yes	
8	Emergency Generator-Qty 2					4	Yes	
9	#318 Floor Scrubber					3	Yes	
10								
11								
12								
13								
14								
15								
Equipment Aggregate Score for 1230 W. Boone Facility								
	Historical Display					5		
	Emergency Generator					4.5		
	Bus Vacuum System					4		
	Diesel Particulate Filter Cleaning Station					4	4	
	Emergency Generator-Qty 2					4		
	Steam Pit lift					3.5		
	Office Furniture					3		
	#318 Floor Scrubber					3		
Equipment Aggregate Score for 1229 W. Boone Facility								
	Emergency Generator-Qty 2					4		
	Van Washer					3	3	
	Office Furniture					3		
Total Equipment Assets					9			
Total Assets Meeting SGR					9			
Percentage Meeting SGR					100.00%			

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SECTION 2C: ORGANIZATIONAL EQUIPMENT – OWNED
EQUIPMENT – INFORMATION SYSTEMS ASSET
INVENTORY

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**Public Transportation Management System
Owned Equipment Inventory**

For Spokane Transit Authority

12/31/2016

I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the grant agreement.

Signature and Title

Date

NO.	Code	Equipment Description	Condition (Points)	Age (Years)	Depreciation	Remaining Useful Life (Years)	Replacement Cost	Comments
1	5	#805 1991 Heavy-Duty Tow Truck	3.1	25	0	8	\$ -	
2	16	Van Washer	3	22	0	8	-	
3	16	Historical Display	5	21	0	15	-	Various Inland Empire System, Spokane Street Railway Co., Spokane United Railways, Spokane Traction Co., Spokane City Lines and WWP, historical photographs.
4	16	Office Furniture	3	20	0	10	-	
5	4	Software-Licensing	3	19	0	8	-	
6	5	#808 1999 Ford F350 1 Ton	3	17	0	4	-	
7	8	Repeater Stations-Qty 3	1	15	0	0	-	Radio system retired in 2016/17
8	5	#810 2002 Ford Truck F550	3.4	14	0	8	-	
9	16	Steam Pit Lift	3.5	12	0	13	-	
10	8	Radio System-Infrastructure	1	11	0	0	-	Radio system retired in 2016/17
11	5	#89 2005 Dodge Grand Caravan	3.7	11	0	2	-	
12	5	#91 2005 Dodge Grand Caravan	3.3	11	0	8	-	
13	5	#94 2005 Dodge Grand Caravan	3.6	11	0	2	-	
14	5	#928 2005 Chevy Colorado Truck	3.3	11	0	1	-	
15	5	#925 2005 Chevy Colorado Truck	3	11	0	8	-	
16	5	#926 2005 Chevy Colorado Truck	3.9	11	0	1	-	
17	5	#101 2006 Caravan Grand Dodge	4	10	0	2	-	
18	5	#929 2007 Ford Taurus	4.1	10	0	3	-	
19	5	#932 2007 Toyota Prius	3.6	9	0	8	-	
20	5	R-119 2007 Chevrolet Express Passenger Van	4	9	0	4	-	
21	5	#933 2007 Chevrolet Impala	3.9	9	0	8	-	
22	2	Odyssey Fareboxes-Qty 22	3	9	1	2	-	To be replaced in 2018
23	16	Emergency Generator	4.5	8	12	22	-	2008/Cat at South Building
24	16	Bus Vacuum System	4	8	0	18	-	2008
25	5	#814 2008 Chevy Uplander	4.1	8	0	4	-	
26	5	#815 2008 Ford F350 Truck	3.4	8	0	2	-	
27	5	#816 Ford F350 Truck With	3.6	8	0	2	-	
28	5	#934 2008 Ford Focus SE	4	8	0	4	-	
29	5	#936 2008 Ford Focus SE	4.1	8	0	1	-	
30	5	#817 2008 Chevy Uplander	4.4	8	0	8	-	
31	16	Diesel Particulate Filter Cleaning Equipment	4	8	0	12	-	
32	5	#813 2009 F450 Ford Truck	4	7	0	4	-	
33	5	#818 2009 Ford F450	3.4	7	0	8	-	
34	4	POS Inventory Control System-Software	4	6	0	8	-	Upgrade in 2017
35	5	#939 2010 Ford Escape 4wd	3.7	6	1	1	-	
36	5	#940 2010 Ford Pickup	4	6	0	6	-	
37	5	#819 2011 Ford F350 Pickup	3.7	6	1	2	-	
38	5	#820 2010 Ford F350 Pickup	3.7	6	1	2	-	
39	3	Security Camera System-2010	3	6	0	8	-	
40	4	Printing & Encoding Machine-Qty 5	3	5	0	2	-	
41	2	Cash Boxes -Paratransit-Qty 98	3	5	1	2	-	
42	2	Vaulting System -FSC	3	5	1	8	-	
43	2	Vaulting System -Boone	3	5	1	8	-	
44	2	Ticket Vending Machine-Qty 3	3.25	5	1	1	-	Replacement assets already on site to be installed in early 2017
45	2	Farebox- 36" Odyssey-Qty 146	3	5	1	2	-	
46	5	#822 2011 Ford F450	4.3	5	2	4	-	
47	5	#821 2011 Ford F450	4.1	5	2	4	-	
48	4	Fleet-Net Software upgrade	3	5	0	2	-	To be retired in 2018
49	4	Trapeze Software	5	5	0	8	-	Including Scheduling Fx/Blockbuster, Plan, Agent, IVR, Web, Pass Cert, Pass-SPV, Utilities Mapmaker, Flexible Rt, and Pass Ops

50	3	Security Camera System-2012	4	4	0	8	-		
51	5	#941 2011 Ford F150 Pickup	3.9	4	3	2	-		
52	5	#943 2011 Ford F150 Pickup	4	4	3	2	-		
53	5	#942 2011 Ford F150 Pickup	4	4	3	2	-		
54	5	#944 2011 Ford F150 Pickup	3.7	4	3	2	-		
55	4	Network - Storage	4	4	0	8	-		
56	4	Trapeze Timekeeping System	5	4	0	8	-		
57	5	#824 2012 Tow Truck -Freightliner	4.4	4	8	8	-		
58	5	#823 2012 Ford F350 Truck	3.3	4	3	8	-	Includes Tommy Gate and Air Compressor on truck	
59	3	Smartbus Camera Systems	3.5	3	2	2	-		
60	5	#945 2013 Ford Escape SE	4.3	3	3	6	-		
61	5	#946 2013 Ford Escape SE	4.1	3	3	4	-		
62	4	Phone System-Upgrade Avaya	5	3	0	4	-		
63	16	Emergency Generator-Qty 2	4	3	17	27	-		
64	4	Software - Vanpool	4	3	0	8	-		
65	9	#318 Floor Scrubber	3	2	6	6	-	Scheduled to replace in 2020	
66	5	#947 2014 Ford Escape SE	4.6	2	4	7	-		
67	5	#948 2014 Ford Escape SE	3.3	2	4	7	-		
68	5	#949 2015 Ford Fusion	5	1	5	7	-		
69	8	Radio Communications Replacement	4.5	0	15	15	-		
70	4	Smart Bus CAD/AVL Software & Hardware	5	0	5	8	-		
71	5	#825 2016 Ford F-350 1 Ton Pickup	5	0	7	21	-		
72	5	#826 2016 Ford F450 1 Ton	5	0	7	21	-		
73	5	#950 2016 Ford Focus	4.6	0	6	12	-		
74	5	#827 2016 Chevrolet Colorado Truck	5	0	7	15	-		
75	4	1 CAD/AVL Equipment Kits plus support-Qty 7	5	0	5	8	-		
Total Replacement Cost							\$	-	

SECTION 2C: ORGANIZATIONAL EQUIPMENT – OWNED
EQUIPMENT – INFORMATION SYSTEMS DECISION
SUPPORT CALCULATIONS

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Information/Comm Systems Equipment, Decision support Tool, Condition Scoring Methodology

Asset CONDITION CRITERIA				Asset RATING SCALE		
Asset Useful Life Benchmark (ULB)	Asset Condition	Asset Performance	Asset Level of Maintenance Required	Rating	Rating Description	Rating Range
Percent of ULB Based on Age Remaining	Quality , Level of Maintenance Required	Reliability, Safety, Meets Industry Standards	Level of Preventative and Corrective Maintenance			
Asset is new or nearly new 75% - 100%	Asset is new or like new	Asset meets or exceeds all performance and reliability metrics, industry standards	Asset requires routine preventative maintenance according to scheduled maintenance cycles	5	Excellent	4.8 - 5.0
Asset is nearing or at its mid-point of ULB 50% - 75%	Asset is showing minimal signs of wear and deterioration	Asset generally meets performance and reliability, based on manufacturer's performance standards	Asset needs some minor repairs for minor subcomponents between maintenance cycles	4	Good	4.0 - 4.7
Asset has passed its mid-point of ULB 25%- 50%	Asset is showing moderate signs of defective or deteriorated components	Asset's performance and reliability may decrease and cause service interruption for non-scheduled maintenance	Asset needs more frequent minor repairs on subcomponents	3	Adequate	3.0 - 3.9
Asset is nearing or at end of its ULB 0% - 25%	Asset's major subcomponents need to be rebuilt or replaced	Asset performance and reliability is becoming more substantial, but does not pose safety risk	Asset's maintenance is significant - increased repairs between preventative maintenance cycles	2	Marginal	2.0 - 2.9
Asset passed its ULB	Asset is no longer serviceable	Asset does not meet performance standards and would pose safety hazard if put in service	Major component failures	1	Poor	1.0 - 1.9
				Average Score		

1	Software-Licensing	3	3	3	3	3
2	Repeater Stations-Qty 3	1	1	1	1	1
3	Radio System-Infrastructure	1	1	1	1	1
4	Odyssey Fareboxes-Qty 22	3	3	3	3	3
5	POS Inventory Control System-Software	4	3	4	5	4
6	Security Camera System-2010	3	3	3	3	3
7	Printing & Encoding Machine-Qty 5	3	3	3	3	3
8	Cash Boxes - Paratransit-Qty 98	3	3	3	3	3
9	Vaulting System -FSC	3	3	3	3	3
10	Vaulting System - Boone	3	3	3	3	3
11	Ticket Vending mach	4	3	3	3	3.25
12	Farebox- 36" Odyssey-Qty 146	3	3	3	3	3
13	Fleet-Net Software upgrade	3	3	3	3	3
14	Trapeze Software	5	5	5	5	5
15	Security Camera System-2012	3	4	4	5	4
16	Network - Storage	4	4	4	4	4
17	Trapeze Timekeeping System	5	5	5	5	5
18	Smart Bus camera systems	4	4	3	3	3.5
19	Phone System-Upgrade Avaya	5	5	5	5	5
20	Software - Vanpool	4	4	4	4	4

Information/Comm Systems Equipment, Decision support Tool, Condition Scoring Methodology

21	Radio Communications Replacement	4	4	5	5	4.5
22	Smart Bus CAD/AVL Software & Hardware	5	5	5	5	5
23	1 CAD/AVL Equipment Kits plus support-Qty 7	5	5	5	5	5

SECTION 2C: ORGANIZATIONAL EQUIPMENT – OWNED EQUIPMENT – INFORMATION SYSTEMS SCORE CARD

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INFORMATION SYSTEM CONDITION/ MEETS SGR SCORE CARD

OWNED EQUIPMENT INFORMATION SYSTEMS							Notes: CIP Number
	Equipment Description				Condition Score	Meets SGR	
1	Sofeware-Licensing				3	Yes	
2	Repeater Stations				1	No	Retired/ Replcd 2016
3	Radio System-Infrastructure				1	No	
4	Odyssey Fare Boxes-Qty 22				3	Yes	
5	POS Inventory Control System-Software				4	Yes	
6	Security Camera System-2010				3	Yes	
7	Printing and Encoding Machine				3	Yes	
8	Cash Boxes -Paratransit-Qty 98				3	Yes	
9	Vaulting System -FSC				3	Yes	
10	Vaulting System -Boone				3	Yes	
11	Ticket Vending Machine -Qty 3				3.25	Yes	
12	Fare Box 36" Odyssey -Qty 146				3	Yes	
13	Fleet-Net Software upgrade				3	Yes	
14	Trapeze Software				5	Yes	
15	Security Camera System-2012				4	Yes	
16	Network - Storage				4	Yes	
17	Trapeze Timekeeping System				5	Yes	
18	SmartBus Camera Systems				3.5	Yes	
19	Phone System-Upgrade Avaya				5	Yes	
20	Software - Vanpool				4	Yes	
21	Radio Communications Replacement				4.5	Yes	
22	Smart Bus CAD/AVL Software & Hardware				5	Yes	
23	1 CAD/AVL Equipment Kits plus support-Qty 7				5	Yes	
24							
25							
Total Information Systems Equipment				23			
Total Inform Sys Equip Meeting SGR				21			
Percentage Meeting SGR				91.3%			

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SECTION 3 FACILITIES

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SECTION 3A: FACILITIES – OWNED FACILITIES ASSET INVENTORY

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**Public Transportation Management System
Owned Facilities Inventory**

I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the grant agreement.

Spokane Transit Authority

12/31/2016

Signature and Title

Date

Facility Code	Facility Name	Acquisition Year	Condition (points)	Age (years)	Depreciation	Remaining Useful Life (years)	Replacement Cost	Comments						
23	Boone Street Avenue	1997 and Prior	3.875	30	30	30	40,913,810	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. This facility went through an extensive upgrade during 2015 and 2016 to make it more energy efficient. Facility has had over \$8 million in facility upgrades or replacement since built with another \$2.4 million scheduled to be expensed over the years 2017-2022. Asset meets or exceeds all performance standards and requires only Preventative Maintenance and corrective maintenance.						
		1998			30		24,710							
		1999			30		22,384							
		2000			31		83,400							
		2001			31		21,406							
		2005			30		151,444							
		2006			30		89,441							
		2007			30		238,908							
		2008			31		538,906							
		2009			31		621,298							
		2010			31		4,268							
		2011			29		1,042,948							
		2012			29		2,579,920							
21	Bus Washer	2016	4.75	1	10	25	1,038,232	Bus Washer located within the maintenance facility at 1230 W Boone Ave. Installed in 2016, only requires normal preventative maintenance. .						
		11			24		6,717,661							
		2016			19		215,687							
		9			Park & Rides		1997 and Prior		3.75	27	0	8	886,146	Spokane Transit currently serves 12 park and ride lots. These park and ride lots are located throughout the transit service area. STA has \$150 thousand dollars slated for preservation of existing park and rides through 2022. Facilities are holding up very well, they are all cinderblock construction that require little maintenance. Asset meets normal performance standards.
							1998				6		2,037,728	
							2000				0		161,529	
							2001				0		844,056	
							2003				1		1,690,388	
							2007				15		1,267,545	
							2009				0		3,008	
							2012				0		70,264	
							2013				2		8,459	
							2014				3		32,461	
2015	18		37,252											
2016	9		296,639											
6	Pence Cole Center		1997 and Prior	3.5		27	23	27			6,098,354		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. This center had its bathrooms and waiting area redone in 2015. There is little maintenance required to this facility with an occasional glass replacement due to vandalism. this facility meets normal performance standards.	
		2013	40,491											
		2014	390,184											
		2015	2		10,573									
		2016	18		10,573									
16	Shelters	1997 and Prior	3.0	25	0	8	1,474,515	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit. STA has \$500 thousand dollars scheduled for shelter preservation and replacement.						
		1998			0		68,414							
		2006			0		89,267							
		2007			0		12,992							
		2009			0		22,308							
		2010			0		38,043							
		2012			0		37,352							
		2013			2		201,751							
		2014			3		274,333							
		2015			3		38,205							
		2016			4		16,491							
		17			The Plaza		1997 and Prior		4.0	21	29	30	40,595,801	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. STA has \$2.17 Million slated for Plaza preservation through 2022. This facility shows minimal signs of wear and tear, asset meets performance standards and requires only preventative maintenance and minor repairs.
							1998				29		60,654	
1999	29		60,896											
2002	31		77,956											
2007	29		36,296											
2010	29		60,528											
2012	29		401,391											
2013	12		24,842											
2016	14		39,380											
23	Sharp Street		2014	4		2	13	14			1,101,487		Sharp Avenue Administration and Operations Facility for Paratransit and Vanpool Divisions. This facility is located at 1212 W. Sharp Avenue. This is a 6,384 square foot facility.	
Total							\$ 116,060,654							

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**SECTION 3A: FACILITIES – OWNED FACILITIES
DECISION SUPPORT CALCULATIONS**

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1212 Sharp/Para Operation

All facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAM Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, April 2017

1).

Substructure		
<i>Secondary Score</i>		<i>Primary Score</i> 4
<i>Foundation: Walls, column, slab, pilings, etc.</i>	3	

2).

Shell		
<i>Secondary Score</i>		<i>Primary Score</i> 4
<i>Superstructure/structural frame: Columns, pillars, walls</i>	4	
<i>Roof: Roof surfaces, drains, crickets, skylights, vents surrounds</i>	4	
<i>Exterior: Windows, doors and all finishes (paint, masonry)</i>	3	
<i>Deck: Structure, railings</i>	3	

3).

Interiors		
<i>Secondary Score</i>		<i>Primary Score</i> 4
<i>Partitions: Walls, interior doors, fittings and signage</i>	4	
<i>Stairs: Interior stairs and landings</i>	4	
<i>Finishes: Materials used on walls, floors and ceilings</i>	4	

4).

Conveyance		
<i>Secondary Score</i>		<i>Primary Score</i>
N/A		

5).

Plumbing		
<i>Secondary Score</i>		<i>Primary Score</i> 4
<i>Fixtures</i>	3	
<i>Water distribution</i>	4	
<i>Sanitary Waste</i>	4	
<i>Rain water drainage</i>	3	

6).

HVAC		
<i>Secondary Score</i>		<i>Primary Score</i> 3
<i>Energy supply</i>	4	
<i>Heat generation & distribution system</i>	4	
<i>Cooling generation & distribution system</i>	3	
<i>Testing, balancing, controls & instrumentation</i>	3	

Primary Scores in Ascending Order	
	4
	4
	4
	4
	4
	4
	3
	NA
	NA
NA	
Aggregated rating	

7).

Fire Protection		
<i>Secondary Score</i>		<i>Primary Score</i>
<i>N/A</i>		

8).

Electrical		
<i>Secondary Score</i>		<i>Primary Score</i>
<i>Electrical service and distribution</i>	4	4
<i>Lighting & branch wiring (interior/exterior)</i>	3	
<i>Communications & security</i>	4	
<i>Lightning protection, generators and emergency lighting</i>	4	

9).

Equipment		
<i>Secondary Score</i>		<i>Primary Score</i>

10).

Site		
<i>Secondary Score</i>		<i>Primary Score</i>
<i>Roadways/driveways & associated signage, markings & equipment.</i>	4	4
<i>Parking lots & associated signage, markings & equipment.</i>	4	
<i>Pedestrian areas & associated signage, markings & equipment.</i>	3	
<i>Site development, fences, walls and miscellaneous structures.</i>	3	
<i>Landscaping and irrigation</i>	4	
<i>Site utilities</i>	4	

1229 W Boone Avenue

All facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAM Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, April 2017

1).

Substructure			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Foundation: Walls, column, slab, pilings, etc.</i>	4		

2).

Shell			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Superstructure/structural frame: Columns, pillars, walls</i>	4		
<i>Roof: Roof surfaces, drains, crickets, skylights, vents surrounds</i>	4		
<i>Exterior: Windows, doors and all finishes (paint, masonry)</i>	3		
<i>Sky walk: Windows, doors, beams and all finishes (paint, masonry)</i>	4		

3).

Interiors			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Partitions: Walls, interior doors, fittings and signage</i>	4		
<i>Stairs: Interior stairs and landings</i>	4		
<i>Finishes: Materials used on walls, floors and ceilings</i>	4		

4).

Conveyance			
<i>Secondary Score</i>		<i>Primary Score</i>	3
<i>Elevators</i>	3		
<i>Hoists</i>	3		
<i>Lifts</i>	4		

5).

Plumbing			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Fixtures</i>	4		
<i>Water distribution</i>	4		
<i>Sanitary Waste</i>	4		
<i>Rain water drainage</i>	4		

6).

HVAC			
<i>Secondary Score</i>		<i>Primary Score</i>	3
<i>Energy supply</i>	4		
<i>Heat generation & distribution system</i>	3		
<i>Cooling generation & distribution system</i>	3		
<i>Testing, balancing, controls & instrumentation</i>	3		

Primary Scores in Ascending Order	4	Aggregated rating
	4	
	4	
	4	
	4	
	4	
	3	
	3	
	3	
	3	
4		

7).

Fire Protection			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Sprinklers</i>	4		
<i>Standpipes</i>	4		
<i>Hydrants & other fire protection specialties</i>	4		

8).

Electrical			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Electrical service and distribution</i>	4		
<i>Lighting & branch wiring (interior/exterior)</i>	3		
<i>Communications & security</i>	4		
<i>Lightning protection, generators and emergency lighting</i>	4		

9).

Equipment			
<i>Secondary Score</i>		<i>Primary Score</i>	3
<i>Emergency Generator</i>	4		
<i>Van Wash</i>	3		
<i>Office Furniture</i>	3		

10).

Site			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Roadways/driveways & associated signage, markings & equipment.</i>	4		
<i>Parking lots & associated signage, markings & equipment.</i>	4		
<i>Pedestrian areas & associated signage, markings & equipment.</i>	4		
<i>Site development, fences, walls and miscellaneous structures.</i>	3		
<i>Landscaping and irrigation</i>	4		
<i>Site utilities</i>	4		

1230 W Boone Avenue

All facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAM Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, April 2017

1).

Substructure			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Foundation: Walls, column, slab, pilings, etc.</i>	4		

2).

Shell			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Superstructure/structural frame: Columns, pillars, walls</i>	4		
<i>Roof: Roof surfaces, drains, crickets, skylights, vents surrounds</i>	4		
<i>Exterior: Windows, doors and all finishes (paint, masonry)</i>	3		
<i>Sky walk: Windows, doors, beams and all finishes (paint, masonry)</i>	4		

3).

Interiors			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Partitions: Walls, interior doors, fittings and signage</i>	4		
<i>Stairs: Interior stairs and landings</i>	4		
<i>Finishes: Materials used on walls, floors and ceilings</i>	4		

4).

Conveyance			
<i>Secondary Score</i>		<i>Primary Score</i>	3
<i>Elevators</i>	3		
<i>Hoists</i>	3		
<i>Lifts</i>	4		

5).

Plumbing			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Fixtures</i>	4		
<i>Water distribution</i>	4		
<i>Sanitary Waste</i>	4		
<i>Rain water drainage</i>	4		

6).

HVAC			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Energy supply</i>	4		
<i>Heat generation & distribution system</i>	4		
<i>Cooling generation & distribution system</i>	4		
<i>Testing, balancing, controls & instrumentation</i>	4		

Primary Scores in Ascending Order	4	Aggregated rating
	4	
	4	
	4	
	4	
	4	
	4	
	4	
	4	
	3	
	4	

7).

Fire Protection			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Sprinklers</i>	4		
<i>Standpipes</i>	4		
<i>Hydrants & other fire protection specialties</i>	4		

8).

Electrical			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Electrical service and distribution</i>	4		
<i>Lighting & branch wiring (interior/exterior)</i>	4		
<i>Communications & security</i>	4		
<i>Lightning protection, generators and emergency lighting</i>	4		

9).

Equipment			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Bus wash</i>	4		
<i>Historical Displays</i>	4		
<i>Office Furniture</i>	3		
<i>Steam Pit</i>	3		
<i>Emergency Generator</i>	4		
<i>Bus Vac System</i>	4		
<i>Diesel Particulate Filter</i>	4		
<i>Floor Scrubber</i>	3		

10).

Site			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Roadways/driveways & associated signage, markings & equipment.</i>	4		
<i>Parking lots & associated signage, markings & equipment.</i>	4		
<i>Pedestrian areas & associated signage, markings & equipment.</i>	4		
<i>Site development, fences, walls and miscellaneous structures.</i>	3		
<i>Landscaping and irrigation</i>	4		
<i>Site utilities</i>	4		

Charles "Fleck" Center

All facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAM Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, April 2017

1).

Substructure			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Foundation: Walls, column, slab, pilings, etc.</i>	4		

2).

Shell			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Superstructure/structural frame: Columns, pillars, walls</i>	4		
<i>Roof: Roof surfaces, drains, crickets, skylights, vents surrounds</i>	5		
<i>Exterior: Windows, doors and all finishes (paint, masonry)</i>	3		

3).

Interiors			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Partitions: Walls, interior doors, fittings and signage</i>	4		
<i>Stairs: Interior stairs and landings</i>	4		
<i>Finishes: Materials used on walls, floors and ceilings</i>	4		

4).

Conveyance			
<i>Secondary Score</i>		<i>Primary Score</i>	3
<i>Elevators</i>	3		

5).

Plumbing			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Fixtures</i>	4		
<i>Water distribution</i>	4		
<i>Sanitary Waste</i>	4		
<i>Rain water drainage</i>	4		

6).

HVAC			
<i>Secondary Score</i>		<i>Primary Score</i>	2
<i>Energy supply</i>	4		
<i>Heat generation & distribution system</i>	2		
<i>Cooling generation & distribution system</i>	2		
<i>Testing, balancing, controls & instrumentation</i>	2		

Primary Scores in Ascending Order	4
	4
	4
	4
	4
	4
	4
	3
	3
	2
NA	

Aggregated rating

7).

Fire Protection			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Sprinklers</i>	4		
<i>Standpipes</i>	4		
<i>Hydrants & other fire protection specialties</i>	4		

8).

Electrical			
<i>Secondary Score</i>		<i>Primary Score</i>	3
<i>Electrical service and distribution</i>	4		
<i>Lighting & branch wiring (interior/exterior)</i>	3		
<i>Communications & security</i>	3		
<i>Lightning protection, generators and emergency lighting</i>	3		

9).

Equipment			
<i>Secondary Score</i>		<i>Primary Score</i>	
N/A			

10).

Site			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Roadways/driveways & associated signage, markings & equipment.</i>	4		
<i>Parking lots & associated signage, markings & equipment.</i>	4		
<i>Pedestrian areas & associated signage, markings & equipment.</i>	3		
<i>Site development, fences, walls and miscellaneous structures.</i>	4		
<i>Landscaping and irrigation</i>	3		
<i>Site utilities</i>	4		

Indian Trail EOL

All facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAM Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, April 2017

1).

Substructure			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Foundation: Walls, column, slab, pilings, etc.</i>	4		

2).

Shell			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Superstructure/structural frame: Columns, pillars, walls</i>	4		
<i>Roof: Roof surfaces, drains, crickets, skylights, vents surrounds</i>	4		
<i>Exterior: Windows, doors and all finishes (paint, masonry)</i>	4		

3).

Interiors			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Partitions: Walls, interior doors, fittings and signage</i>	4		
<i>Finishes: Materials used on walls, floors and ceilings</i>	4		

4).

Conveyance			
<i>Secondary Score</i>		<i>Primary Score</i>	
N/A			

5).

Plumbing			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Fixtures</i>	4		
<i>Water distribution</i>	4		
<i>Sanitary Waste</i>	4		
<i>Rain water drainage</i>	4		

6).

HVAC			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Energy supply</i>	4		
<i>Heat generation & distribution system</i>	4		

Primary Scores in Ascending Order	
	4
	4
	4
	4
	4
	4
	4
	NA
	NA
NA	
Aggregated rating	

7).

Fire Protection		
<i>Secondary Score</i>		<i>Primary Score</i>
N/A		

8).

Electrical		
<i>Secondary Score</i>		<i>Primary Score</i>
		4
<i>Electrical service and distribution</i>	4	
<i>Lighting & branch wiring (interior/exterior)</i>	4	

9).

Equipment		
<i>Secondary Score</i>		<i>Primary Score</i>
N/A		

10).

Site		
<i>Secondary Score</i>		<i>Primary Score</i>
		4
<i>Roadways/driveways & associated signage, markings & equipment.</i>	3	
<i>Parking lots & associated signage, markings & equipment.</i>	4	
Site utilities	4	

STA Plaza

All passenger and parking facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAM Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, April 2017

1).

Substructure			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Foundation: Walls, column, pilings, etc.</i>	4		
<i>Basement: materials, insulation, slab, etc.</i>	4		

2).

Shell			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Superstructure/structural frame: Columns, pillars, walls</i>	4		
<i>Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds</i>	4		
<i>Exterior: doors and all finishes (paint, masonry)</i>	4		

3).

Interiors			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Partitions: Walls, interior doors, fittings and signage</i>	4		
<i>Stairs: Interior stairs and landings</i>	4		
<i>Finishes: Materials used on walls, floors and ceilings</i>	4		

4).

Conveyance			
<i>Secondary Score</i>		<i>Primary Score</i>	5
<i>Escalators</i>	5		
<i>Ellevators</i>	5		

5).

Plumbing			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Water distribution</i>	4		
<i>Sanitary Waste</i>	4		
<i>Rain water drainage</i>	4		

6).

HVAC			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Energy supply</i>	4		
<i>Heat generation & distribution system</i>	4		
<i>Cooling systems, chiller cooling towers</i>	4		

7).

Fire Protection			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Sprinklers</i>	4		
<i>Standpipes</i>	4		
<i>Hydrants & other fire protection specialties</i>	4		

Primary Scores in Ascending Order	
	Aggregated rating
5	
4	
4	
4	
4	4
4	
4	
4	
4	
NA	

8).	Electrical		
	<i>Secondary Score</i>		<i>Primary Score</i> 4
	<i>Electrical service and distribution</i>	4	
	<i>Lighting & branch wiring (interior/exterior)</i>	4	
	<i>Communications & security</i>	4	
	<i>Lightning protection, generators and emergency lighting</i>	4	

9).	Fare Collection Equipment		
	<i>Secondary Score</i>		<i>Primary Score</i>
	N/A		

10).	Site		
	<i>Secondary Score</i>		<i>Primary Score</i> 4
	<i>Roadways/driveways & associated signage, markings & equipment.</i>	4	
	<i>Parking lots & associated signage, markings & equipment.</i>	4	
	<i>Pedestrian areas & associated signage, markings & equipment.</i>	4	
	<i>Site development, fences, walls and miscellaneous structures.</i>	3	
	<i>Site utilities</i>	4	

5 Mile Park and Ride

All passenger and parking facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAM Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, April 2017

1).

Substructure			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Foundation: Walls, column, pilings, etc.</i>	4		
<i>Basement: materials, insulation, slab, etc.</i>	4		

2).

Shell			
<i>Secondary Score</i>		<i>Primary Score</i>	3
<i>Superstructure/structural frame: Columns, pillars, walls</i>	4		
<i>Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds</i>	4		
<i>Exterior: doors and all finishes (paint, masonry)</i>	2		

3).

Interiors			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Partitions: Walls, interior doors, fittings and signage</i>	4		
<i>Finishes: Materials used on walls, floors and ceilings</i>	4		

4).

Conveyance			
<i>Secondary Score</i>		<i>Primary Score</i>	
N/A			

5).

Plumbing			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Water distribution</i>	4		
<i>Sanitary Waste</i>	4		
<i>Rain water drainage</i>	4		

6).

HVAC			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Energy supply</i>	4		
<i>Heat generation & distribution system</i>	4		

7).

Fire Protection			
<i>Secondary Score</i>		<i>Primary Score</i>	
N/A			

8).

Electrical			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Electrical service and distribution</i>	4		
<i>Lighting & branch wiring (interior/exterior)</i>	4		
<i>Communications & security</i>	4		
<i>Lightning protection, generators and emergency lighting</i>	4		

Primary Scores in Ascending Order	
4	
4	
4	
4	
4	
4	
4	
4	
3	
NA	
NA	
NA	
Aggregated rating	4

9).	Fare Collection Equipment		
	<i>Secondary Score</i>		<i>Primary Score</i>
	N/A		

10).	Site		
	<i>Secondary Score</i>		<i>Primary Score</i>
			4
	<i>Roadways/driveways & associated signage, markings & equipment.</i>	4	
	<i>Parking lots & associated signage, markings & equipment.</i>	4	
	<i>Pedestrian areas & associated signage, markings & equipment.</i>	4	
	<i>Site development, fences, walls and miscellaneous structures.</i>	3	
	<i>Landscaping and irrigation</i>	3	
	<i>Site utilities</i>	4	

Hastings Park and Ride

All passenger and parking facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAM Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, April 2017

1).

Substructure			
Secondary Score		Primary Score	4
Foundation: Walls, column, pilings, etc.	4		
Basement: materials, insulation, slab, etc.	4		

2).

Shell			
Secondary Score		Primary Score	4
Superstructure/structural frame: Columns, pillars, walls	4		
Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	4		
Exterior: doors and all finishes (paint, masonry)	4		

3).

Interiors			
Secondary Score		Primary Score	4
Partitions: Walls, interior doors, fittings and signage	4		
Finishes: Materials used on walls, floors and ceilings	4		

4).

Conveyance			
Secondary Score		Primary Score	
N/A			

5).

Plumbing			
Secondary Score		Primary Score	4
Water distribution	4		
Sanitary Waste	4		
Rain water drainage	4		

6).

HVAC			
Secondary Score		Primary Score	4
Energy supply	4		
Heat generation & distribution system	4		

7).

Fire Protection			
Secondary Score		Primary Score	
N/A			

8).

Electrical			
Secondary Score		Primary Score	4
Electrical service and distribution	4		
Lighting & branch wiring (interior/exterior)	4		
Communications & security	4		
Lightning protection, generators and emergency lighting	4		

Primary Scores in Ascending Order	
4	
4	
4	
4	
4	
4	
4	
4	
4	
4	
NA	
NA	
NA	
Aggregated rating	4

9).	Fare Collection Equipment		
	<i>Secondary Score</i>		<i>Primary Score</i>
	N/A		

10).	Site		
	<i>Secondary Score</i>		<i>Primary Score</i>
			4
	<i>Roadways/driveways & associated signage, markings & equipment.</i>	4	
	<i>Parking lots & associated signage, markings & equipment.</i>	4	
	<i>Pedestrian areas & associated signage, markings & equipment.</i>	4	
	<i>Site development, fences, walls and miscellaneous structures.</i>	3	
	<i>Landscaping and irrigation</i>	3	
<i>Site utilities</i>	4		

Jefferson Lot Park and Ride

All passenger and parking facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAM Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, April 2017

1). Substructure			
Secondary Score		Primary Score	4
Foundation: Walls, column, pilings, etc.	4		
Basement: materials, insulation, slab, etc.	4		

2). Shell			
Secondary Score		Primary Score	4
Superstructure/structural frame: Columns, pillars, walls	4		
Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	4		
Exterior: doors and all finishes (paint, masonry)	4		

3). Interiors			
Secondary Score		Primary Score	
N/A			

4). Conveyance			
Secondary Score		Primary Score	
N/A			

5). Plumbing			
Secondary Score		Primary Score	4
Rain water drainage	4		

6). HVAC			
Secondary Score		Primary Score	
N/A			

7). Fire Protection			
Secondary Score		Primary Score	
N/A			

8). Electrical			
Secondary Score		Primary Score	4
Electrical service and distribution	4		
Lighting & branch wiring (interior/exterior)	4		
Communications & security	4		
Lightning protection, generators and emergency lighting	4		

9). Fare Collection Equipment			
Secondary Score		Primary Score	
N/A			

Primary Scores in Ascending Order	
Aggregated rating	4
4	
4	
4	
4	
4	
4	
NA	

10).	Site		
	<i>Secondary Score</i>		<i>Primary Score</i>
			4
	<i>Roadways/driveways & associated signage, markings & equipment.</i>	4	
	<i>Parking lots & associated signage, markings & equipment.</i>	4	
	<i>Pedestrian areas & associated signage, markings & equipment.</i>	4	
	<i>Site development, fences, walls and miscellaneous structures.</i>	3	
	<i>Site utilities</i>	4	

9).	Fare Collection Equipment		
	<i>Secondary Score</i>		<i>Primary Score</i>
	N/A		

10).	Site		
	<i>Secondary Score</i>		<i>Primary Score</i>
			4
	<i>Roadways/driveways & associated signage, markings & equipment.</i>	4	
	<i>Parking lots & associated signage, markings & equipment.</i>	4	
	<i>Pedestrian areas & associated signage, markings & equipment.</i>	4	
	<i>Site development, fences, walls and miscellaneous structures.</i>	3	
	<i>Landscaping and irrigation</i>	3	
	<i>Site utilities</i>	4	

Liberty Lake Park and Ride

All passenger and parking facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAM Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, April 2017

1).

Substructure			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Foundation: Walls, column, pilings, etc.</i>	4		
<i>Basement: materials, insulation, slab, etc.</i>	4		

2).

Shell			
<i>Secondary Score</i>		<i>Primary Score</i>	3
<i>Superstructure/structural frame: Columns, pillars, walls</i>	4		
<i>Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds</i>	4		
<i>Exterior: doors and all finishes (paint, masonry)</i>	2		

3).

Interiors			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Partitions: Walls, interior doors, fittings and signage</i>	4		
<i>Finishes: Materials used on walls, floors and ceilings</i>	4		

4).

Conveyance			
<i>Secondary Score</i>		<i>Primary Score</i>	
N/A			

5).

Plumbing			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Water distribution</i>	4		
<i>Sanitary Waste</i>	4		
<i>Rain water drainage</i>	4		

6).

HVAC			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Energy supply</i>	4		
<i>Heat generation & distribution system</i>	4		

7).

Fire Protection			
<i>Secondary Score</i>		<i>Primary Score</i>	
N/A			

8).

Electrical			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Electrical service and distribution</i>	4		
<i>Lighting & branch wiring (interior/exterior)</i>	4		
<i>Communications & security</i>	4		
<i>Lightning protection, generators and emergency lighting</i>	4		

Primary Scores in Ascending Order	
4	
4	
4	
4	
4	
4	
4	
4	
4	
3	
NA	
NA	
NA	
Aggregated rating	4

9).	Fare Collection Equipment		
	<i>Secondary Score</i>		<i>Primary Score</i>
	N/A		

10).	Site		
	<i>Secondary Score</i>		<i>Primary Score</i>
			4
	<i>Roadways/driveways & associated signage, markings & equipment.</i>	4	
	<i>Parking lots & associated signage, markings & equipment.</i>	4	
	<i>Pedestrian areas & associated signage, markings & equipment.</i>	4	
	<i>Site development, fences, walls and miscellaneous structures.</i>	3	
	<i>Landscaping and irrigation</i>	3	
	<i>Site utilities</i>	4	

9).	Fare Collection Equipment		
	<i>Secondary Score</i>		<i>Primary Score</i>
	N/A		

10).	Site		
	<i>Secondary Score</i>		<i>Primary Score</i>
			4
	<i>Roadways/driveways & associated signage, markings & equipment.</i>	4	
	<i>Parking lots & associated signage, markings & equipment.</i>	4	
	<i>Pedestrian areas & associated signage, markings & equipment.</i>	4	
	<i>Site development, fences, walls and miscellaneous structures.</i>	3	
	<i>Landscaping and irrigation</i>	3	
	<i>Site utilities</i>	4	

Mirabueau Park and Ride

All passenger and parking facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAM Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, April 2017

1).

Substructure			
<i>Secondary Score</i>		<i>Primary Score</i>	4
Foundation: Walls, column, pilings, etc.	4		
Basement: materials, insulation, slab, etc.	4		

2).

Shell			
<i>Secondary Score</i>		<i>Primary Score</i>	3
Superstructure/structural frame: Columns, pillars, walls	4		
Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	4		
Exterior: doors and all finishes (paint, masonry)	2		

3).

Interiors			
<i>Secondary Score</i>		<i>Primary Score</i>	4
Partitions: Walls, interior doors, fittings and signage	4		
Finishes: Materials used on walls, floors and ceilings	4		

4).

Conveyance			
<i>Secondary Score</i>		<i>Primary Score</i>	
N/A			

5).

Plumbing			
<i>Secondary Score</i>		<i>Primary Score</i>	4
Water distribution	4		
Sanitary Waste	4		
Rain water drainage	4		

6).

HVAC			
<i>Secondary Score</i>		<i>Primary Score</i>	4
Energy supply	4		
Heat generation & distribution system	4		

7).

Fire Protection			
<i>Secondary Score</i>		<i>Primary Score</i>	
N/A			

8).

Electrical			
<i>Secondary Score</i>		<i>Primary Score</i>	4
Electrical service and distribution	4		
Lighting & branch wiring (interior/exterior)	4		
Communications & security	4		
Lightning protection, generators and emergency lighting	4		

Primary Scores in Ascending Order	
4	
4	
4	
4	
4	
4	
4	
4	
3	
NA	
NA	
NA	
Aggregated rating	4

9).	Fare Collection Equipment		
	<i>Secondary Score</i>		<i>Primary Score</i>
	N/A		

10).	Site		
	<i>Secondary Score</i>		<i>Primary Score</i>
			4
	<i>Roadways/driveways & associated signage, markings & equipment.</i>	4	
	<i>Parking lots & associated signage, markings & equipment.</i>	4	
	<i>Pedestrian areas & associated signage, markings & equipment.</i>	4	
	<i>Site development, fences, walls and miscellaneous structures.</i>	3	
	<i>Landscaping and irrigation</i>	3	
	<i>Site utilities</i>	4	

South Hill Park and Ride

All passenger and parking facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAM Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, April 2017

1).

Substructure			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Foundation: Walls, column, pilings, etc.</i>	4		
<i>Basement: materials, insulation, slab, etc.</i>	4		

2).

Shell			
<i>Secondary Score</i>		<i>Primary Score</i>	3
<i>Superstructure/structural frame: Columns, pillars, walls</i>	4		
<i>Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds</i>	4		
<i>Exterior: doors and all finishes (paint, masonry)</i>	2		

3).

Interiors			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Partitions: Walls, interior doors, fittings and signage</i>	4		
<i>Finishes: Materials used on walls, floors and ceilings</i>	4		

4).

Conveyance			
<i>Secondary Score</i>		<i>Primary Score</i>	
N/A			

5).

Plumbing			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Water distribution</i>	4		
<i>Sanitary Waste</i>	4		
<i>Rain water drainage</i>	4		

6).

HVAC			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Energy supply</i>	4		
<i>Heat generation & distribution system</i>	4		

7).

Fire Protection			
<i>Secondary Score</i>		<i>Primary Score</i>	
N/A			

8).

Electrical			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Electrical service and distribution</i>	4		
<i>Lighting & branch wiring (interior/exterior)</i>	4		
<i>Communications & security</i>	4		
<i>Lightning protection, generators and emergency lighting</i>	4		

Primary Scores in Ascending Order	
4	
4	
4	
4	
4	
4	
4	
4	
3	
NA	
NA	
NA	
Aggregated rating	4

9).	Fare Collection Equipment		
	<i>Secondary Score</i>		<i>Primary Score</i>
	N/A		

10).	Site		
	<i>Secondary Score</i>		<i>Primary Score</i>
			4
	<i>Roadways/driveways & associated signage, markings & equipment.</i>	4	
	<i>Parking lots & associated signage, markings & equipment.</i>	4	
	<i>Pedestrian areas & associated signage, markings & equipment.</i>	4	
	<i>Site development, fences, walls and miscellaneous structures.</i>	3	
	<i>Landscaping and irrigation</i>	4	
	<i>Site utilities</i>	4	

9).	Fare Collection Equipment		
	<i>Secondary Score</i>		<i>Primary Score</i>
	N/A		

10).	Site		
	<i>Secondary Score</i>		<i>Primary Score</i>
			4
	<i>Roadways/driveways & associated signage, markings & equipment.</i>	4	
	<i>Parking lots & associated signage, markings & equipment.</i>	4	
	<i>Pedestrian areas & associated signage, markings & equipment.</i>	4	
	<i>Site development, fences, walls and miscellaneous structures.</i>	4	
	<i>Landscaping and irrigation</i>	3	
<i>Site utilities</i>	4		

SECTION 3A: FACILITIES – OWNED FACILITIES SCORECARD

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FACILITIES CONDITION/ MEETS SGR SCORE CARD

OWNED MAINTENANCE, ADMINISTRATION and PASSENGER and PARKING FACILITIES						Notes / Facility Preservation and Improvement CIP Number		
	Equipment Description				Condition Score		Meets SGR	
Maintenance and Administrative Facilities								
1	Fleck Center, 127 W. Bowdish					Yes	354, 424, 463, 507, 508	
2	Indian Trial EOL, W. Blackfoot and Indian Trail Rd.					Yes		
3	Para Operations, 1212 N. Sharp Ave.					Yes	547, 580, 557	
4	Plaza, 107 W. Riverside					Yes	471, 514, 515, 564, 612, 495	
5	STA N. Boone, 1230 W. Boone Ave.					Yes	207, 298, 332, 429, 502, 189, 324, 345, 351, 376, 377, 378, 454, 458, 460, 505, 556, 587	
6	STA S. Boone, 1229 W. Boone Ave.					Yes		
Passenger and Parking Facilities								
1	Cheney K St. P&R, K Street and 1st					Yes	383, 384, 385, 510, 513, 613, 405, 406, 407, 464, 480, 519, 520, 521, 522, 523, 524, 525, 526, 548, 550, 551, 552, 553, 555, 571, 573, 574, 732	
2	Five Mile P&R, Ash and Five Mile Rd.					Yes		
3	Hastings P&R, Mayfair and Hastings Rd.					Yes		
4	Jefferson Lot P&R, Jefferson ST. and I-90					Yes		569 &
5	Liberty Lake P&R, Mission Ave.					Yes		477 &
6	Medical Lake Transit Center, Broad Street and Lake					Yes		
7	Mirabeau P&R, 13209 E. Indiana Ave.					Yes		469 &
8	South Hill P&R, 31st Ave. and Southwest Blvd.					Yes		
9	Valley Transfer Center, 4th Ave. and University					Yes		
10								
11								
12								
13								
14								
15								
Total Facilities				15				
Total Facilities Meeting SGR				15				
Percentage Meeting SGR				100.0%				

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CHAPTER FOUR: STA ASSET MANAGEMENT PLAN – INVESTMENT PRIORITIZATION, IMPLEMENTATION STRATEGY, AND IDENTIFICATION OF RESOURCES

INVESTMENT PRIORITIZATION PROCESS

Spokane Transit updates its capital program annually. The planning horizon covers the upcoming budget year plus five program years. This planning horizon complies with Washington State Department of Transportation’s current requirements for transit agencies to submit a Transit Development Plan by September of each year.

STA’s Capital Projects Committee is the entity charged with developing the plan. The committee chair is STA’s Deputy Director for Capital Development. Every department has at least one member on this committee. The Capital Projects Committee reviews all new and replacement capital projects. It also considers major maintenance projects that may be funded by either capital or operational resources.

The Capital Project Committee then lists all projects in STA’s Capital Improvement Program (CIP).

- Assets identified through the TAM assessment process as not meeting the established SGR standard must be included in the CIP. These assets would receive the highest priority in terms of timing. As a cross reference, the resulting CIP number is listed on the relevant TAM Scorecard.
- Other replacement/repair projects in the CIP are prioritized based on the projected timeframe an asset is expected to exceed one or more SGR criteria.
- The timing for new, additional assets/projects is based on when those capabilities must be available to meet operational requirements.

Some assets are managed beyond the CIP six year planning horizon.

- STA’s Facility Master Plan anticipates facility expansion requirements for the next 20 years.
- STA’s Vehicle Replacement Plan anticipates vehicle requirements for the lifecycle of each vehicle in the current fleet. This replacement plan (Enclosure 1: Fleet Replacement Plans) is based on the expected time a vehicle will meet its ULB in years.

Enclosure 1: Fleet Replacement Plans

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Paratransit - Fleet Replacement Plan

	LATE 2014	LATE 2015	LATE 2016	LATE 2017	LATE 2018	LATE 2019	LATE 2020	LATE 2021	LATE 2022	LATE 2023	LATE 2024	LATE 2025	LATE 2026	LATE 2027
"05" Cut-away fleet # 17		-7 0 10y												
"08" Eldorado 13 12		12	149* 15** -12 0 8y											
"11" Chev Aerote 14 15		15	15	15	15	146 19 -10 5 8y	165 19 -5 0 9y							
"12" Chev Aerote 15 16		16	-2* 14	14	14	14	162 21.5 -4 10 8y	183 21.5 -10 0 9y						
"13" Chev Aerote 16 10		10	10	10	10	10	10	203 24 -10 0 9y						
"14" Chev Aerote 12 10	-1 1	10	10	10	10	10	10	10	178 21 -10 0 9y					
"15" Chev Aerote 20 7		-15 7 70	7	7	7	7	7	7	7	-7 0 9y				
"16" ????? 12			-16 12 68	12	12	12	12	12	12	12	-12 0 9y			
"19" ????? 10						-19 10 68	10	10	10	10	10	10	10	10
"20" ????? 11							-20 9 68	9	9	9	9	9	9	9
"21" ????? 10								-21 10 68	10	10	10	10	10	10
"22" ????? 10									-22 10 68	10	10	10	10	10
"23" ????? 10										-23 10 68	10	10	10	10
"24" ????? 7			*2 vans to MV								-24 7 68	7	7	7
"25" ????? 12												-25 12 68	12	12
STA Fleet														
Vehicle Replacement Total		7	12	0	0	10	9	10	10	10	7	12		
Estimated Replacement Cost			\$1,176,000	\$0	\$0	\$1,112,390	\$1,031,193	\$1,180,140	\$1,215,550	\$1,252,010	\$902,699	\$1,593,912	\$0	\$0
Estimated Replacement Totals			\$1,176,000	\$0	\$0	\$1,112,390	\$1,031,193	\$1,180,140	\$1,215,550	\$1,252,010	\$902,699	\$1,593,912	\$0	\$0
Contractors Fleet														
Vehicle Replacement Total							44							
Estimated Replacement Cost							\$5,041,388						\$5,041,388	
					CIP 567	CIP 412	CIP 484	CIP 485	CIP 487	CIP 489	CIP 491	CIP 567	\$14,505,282	

* Estimated LTD vehicle mileage x 1,000

149* 15**

** Estimated miles /year based on 2015 experience x 1,000

All future LTD vehicle miles are based on 2015's miles/ fleet/ year rate.

- "16" \$98 k
- "17" \$101 k
- "18" \$104 k
- "19" \$111 k
- "20" \$114 k
- "21" \$118 k
- "22" \$121 k
- "23" \$125 k
- "24" \$129 k
- "25" \$133 k
- "26" \$137 k

Future van prices beyond 2020 are based on Don's new 2020 price times a 3% inflation rate each year, see "para to 2036" tab.

	Avg miles/vehicle (3/10/16)	Avg miles/vehicle in 2015
Fleet 12	31,000	21,000
Fleet 13	149,000	15,000
Fleet 14	89,000	19,000
Fleet 15	76,000	21,500
Fleet 16	59,000	24,000

	LATE 2028	LATE 2029	LATE 2030	LATE 2031	LATE 2032	LATE 2033	LATE 2034	LATE 2035	LATE 2036
	-10 0 9y 9 10 10 10 7 12	-9 0 9y 10 10 10 7 12	-10 0 9y 10 10 10 7 12	-10 0 9y 10 10 7 12	-10 0 9y 10 7 12	-7 0 9y 12	-12 0 9y 10 9 10 10 10 10 7 12	10 9 10 10 10 10 7 12	10 11 10 10 10 7 12
	"28" 10 68	"29" 9 68	"30" 10 68	"31" 10 68	"32" 10 68	"33" 7 68	"34" 12 68	68	70
	10	9	10	10	10	7	12		
	\$1,451,430	\$1,345,473	\$1,539,820	\$1,586,010	\$1,633,590	\$1,177,820	\$2,079,696	\$0	\$0
	\$1,451,430	\$2,796,903	\$4,336,723	\$5,922,733	\$7,556,323	\$8,734,143	\$10,813,839	\$10,813,839	\$0
		44							
		\$6,577,868						\$6,577,868	\$0
								\$17,391,707	\$0
	28	29	30	31	32	33	34	35	36

"27" \$141 k
 "28" \$145 k
 "29" \$149 k
 "30" \$154 k
 "31" \$158 k
 "32" \$163 k
 "33" \$168 k
 "34" \$173 k
 "35" \$178 k
 "36" \$183 k

Future van prices beyond 2020 are based on Don's new 2020 price times a 3% inflation rate each year, see "para to 2036" tab.

Rideshare: Fleet Replacement Plan

	2017 starts with	LATE 2017			LATE 2018			LATE 2019			LATE 2020			LATE 2021			LATE 2022			LATE 2023						
		7 pass	12 pass	14 & 15	7 pass	12 pass	15 pass	7 pass	12 pass	15 pass	7 pass	12 pass	15 pass	7 pass	12 pass	15 pass	7 pass	12 pass	15 pass	7 pass	12 pass	15 pass				
"06" Dodge, 7 pass	2		2		-2	0																				
"06" Ford, 14 pass	4		4		-4	0																				
"07" Chevy, 15 pass	8	-4	4		-4	0																				
"07" Chevy, Uplander 7 pass	10	-4	6	6	-6	0																				
"09" Chevy, 15 pass	21	-3	18		-3	15																				
"10" Chevy, 12 pass	10		10		10		-2	0																		
"11" Dodge, 7 pass	9		9	9	9		9		8		-8	0														
"12" Dodge, 7 pass	8		8	8	8		8		8			8		-2	6											
"13" Ford, 12 pass	9		9	9	9		9		9			9			9											
"14" Dodge, 7 pass	9		9	9	9		9		9			9			9											
"14" Ford, 12 pass	5		5	5	5		5		5			5			5											
"14" Chevy, 15 pass	15		15		15		15		15			15			15											
"17" - 4 at 15p, 8 at 7p	12	"17"	12	?	?	?	12		?	?	?	12		?	?	?	12		?	?	?	12				
"18" - 6 at 7p 10 at 15p	16	-11	111	26	24	33	"18"	16	?	?	?	16		?	?	?	16		?	?	?	16				
"19" based on 15 pass	19						-19	108	26	24	30	"19"	19	?	?	?	19		?	?	?	19				
"20" based on 15 pass	16													"20"	16	?	?	?	16		?	?	16			
"21" based on 15 pass	9													-8	118	26	14	15	"21"	9	?	?	9			
"22" based on 15 pass	18													-11	116	13	14	15	"22"	18	?	?	18			
"23" based on 15 pass	7																		"23"	7	9	5	15			
SPECIAL USE																										
"06" Ford, Special Use			5			5		5		5		5		5		5		5		5		5				
"07" Chevy, 15 pass (R121, 124)			3			3		3		3		3		3		3		3		3		3				
"08" Ford Cutaway (Para)			7			7		7		7		7		7		7		7		7		7				
			15	Total Special Use				15	Total Special Use				15	Total Special Use				15	Total Special Use				15	Total Special Use		
Replacement CIP budget number		Replacement CIP budget number, 590			Replacement CIP budget number, 591			Replacement CIP budget number, 592			Replacement CIP budget number, 593			Replacement CIP budget number, 594			Replacement CIP budget number, 595									
NOTE: All Rideshare vans are on a flexible 10 year replacement schedule		15 pass Unit cost	\$33,176	15 pass Unit cost	\$34,171	15 pass Unit cost	\$35,196	15 pass Unit cost	\$36,252	15 pass Unit cost	\$37,340	15 pass Unit cost	\$38,460	15 pass Unit cost	\$39,614											
		Replacement units	4	Replacement units	10	Replacement units	11	Replacement units	10	Replacement units	9	Replacement units	8	Replacement units	7											
			\$132,704		\$341,713		\$387,161		\$362,523		\$336,059		\$307,681		\$277,297											
2017 is actual pricing, 2018 through 2023 is 2017 cost plus 3% per year		7 pass Unit cost	\$27,662	7 pass Unit cost	\$28,492	7 pass Unit cost	\$29,347	7 pass Unit cost	\$30,227	7 pass Unit cost	\$31,134	7 pass Unit cost	\$32,068	7 pass Unit cost	\$33,030											
		Replacement units	8	Replacement units	6	Replacement units	0	Replacement units	0	Replacement units	0	Replacement units	0	Replacement units	0											
			\$221,296		\$170,951		\$0		\$0		\$0		\$0		\$0											
		Total	\$354,000	Total	\$512,664	Total	\$387,161	Total	\$362,523	Total	\$336,059	Total	\$307,681	Total	\$277,297											
		2017			2018			2019			2020			2021			2022			2023						
		Expansion CIP budget number, 596			Expansion CIP budget number, 597			Expansion CIP budget number, 598			Expansion CIP budget number, 599			Expansion CIP budget number, 600			Expansion CIP budget number, 601									
		15 pass Unit cost	\$35,196	15 pass Unit cost	\$36,252	15 pass Unit cost	\$37,340	15 pass Unit cost	\$38,460	15 pass Unit cost	\$39,614	15 pass Unit cost	\$40,788	15 pass Unit cost	\$42,000											
		Replacement units	8	Replacement units	6	Replacement units	0	Replacement units	0	Replacement units	0	Replacement units	0	Replacement units	0											
			\$281,571		\$217,514		\$0		\$0		\$0		\$0		\$0											
		Total	\$281,571	Total	\$217,514	Total	\$0	Total	\$0	Total	\$0	Total	\$0	Total	\$0											
		Total total	\$668,732	Total total	\$580,037	Total total	\$0	Total total	\$0	Total total	\$0	Total total	\$0	Total total	\$0											

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IMPLEMENTATION STRATEGY AND IDENTIFICATION OF RESOURCES

The Capital Project Committee completes the CIP by assigning a projected budget to each project. STA's Finance Department maintains a financial projection model that anticipates revenue for the CIP timeframe. Budgets are then matched to revenue to identify funding status for each project. Projects that exceed revenue are carried as "unfunded" CIP items. The Board of Directors approves the entire CIP in June/July. In November, they adopt the first year of the CIP as the Capital Budget for the upcoming year

In this manner, the CIP becomes the single source document that reflects the prioritization, strategy and resource plan that supports STA's TAM Plan. The current STA CIP is attached as Enclosure 2: Capital Programs: 2018-2023.

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Capital Programs: 2018-2023 by Program and Project
 Supplemental Information for Capital Programs included in TDP

Indicates New Project Added

										2018 by Funding Source			Capital Program 2018-2023						
Program Category	Program Name	ID	Project Name	Project Status	Financial Status	Budget Control	Expenditure PTD	Remaining Balance	2018 -			2018 Total	2019 Total	2020 Total	2021 Total	2022 Total	2023 Total	2018-2023	
									Local	2018 - State	2018 - Federal								
Vehicles	Fixed Route Coaches - Replacement	361	Bus Replacement-2019	Preliminary	Funded	1,487,792	0	1,487,792	0	0	0	0	1,487,792	0	0	0	0	1,487,792	
		365	Diesel Coach Replacements-2016 & 2018	Preliminary	Funded	8,151,891	3,047,942	5,103,949	1,466,261	0	1,353,471	2,819,732	0	0	0	0	0	2,819,732	
		483	Fixed Route Fleet Replacement-2021	Not started	Funded	8,680,938	0	8,680,938	0	0	0	0	0	8,680,938	0	0	0	8,680,938	
		486	Fixed Route Fleet Replacement-2023	Not started	Funded	5,756,004	0	5,756,004	0	0	0	0	0	0	0	5,756,004	0	5,756,004	
		490	Fixed Route Fleet Replacement-2022	Not started	Funded	8,941,366	0	8,941,366	0	0	0	0	0	0	8,941,366	0	0	8,941,366	
		492	Fixed Route Fleet Replacement-2026	Not started	Funded	6,258,072	0	6,258,072	0	0	0	0	0	0	0	0	0	0	
		493	Fixed Route Fleet Replacement-2024	Not started	Funded	10,078,756	0	10,078,756	0	0	0	0	0	0	0	0	0	0	
		494	Fixed Route Fleet Replacement-2025	Not started	Funded	8,549,163	0	8,549,163	0	0	0	0	0	0	0	0	0	0	
		568	Fixed Route Coaches - 2020	Not started	Funded	5,267,559	0	5,267,559	0	0	0	0	0	5,267,559	0	0	0	5,267,559	
Fixed Route Coaches - Replacement Total						63,171,541	3,047,942	60,123,599	1,466,261	0	1,353,471	2,819,732	1,487,792	5,267,559	8,680,938	8,941,366	5,756,004	32,953,391	
Fixed Route Fleet - Expansion	Electric Coach Expansion - Moving Forward	530		Not started	Funded-MF	5,426,307	0	5,426,307	0	0	0	0	5,426,307	0	0	0	0	5,426,307	
	Diesel Coach Expansion - Moving Forward	531		Not started	Funded-MF	5,770,802	0	5,770,802	4,570,802	0	1,200,000	5,770,802	0	0	0	0	0	5,770,802	
	Electric Coach Expansion- Moving Forward	532		Not started	Funded-MF	6,107,357	0	6,107,357	0	0	0	0	0	0	0	6,107,357	0	6,107,357	
	Signature Coaches - Moving Forward	533		Not started	Funded-MF	7,781,025	0	7,781,025	0	0	0	0	0	0	7,781,025	0	0	7,781,025	
	Diesel Coach Expansion- Moving Forward	541		Not started	Funded-MF	2,964,340	0	2,964,340	0	0	0	0	0	0	0	0	0	0	
	Diesel Coach Expansion- Moving Forward	570		Not started	Funded-MF	3,050,948	0	3,050,948	0	0	0	0	0	0	0	0	0	0	
Fixed Route Fleet - Expansion Total						31,100,779	0	31,100,779	4,570,802	0	1,200,000	5,770,802	5,426,307	0	0	7,781,025	6,107,357	25,085,491	
Non-Revenue Vehicles	Service Trucks #815 & #816	231		Preliminary	Funded	147,000	0	147,000	147,000	0	0	147,000	0	0	0	0	0	147,000	
	Replace shelter cleaning truck #813	296		Preliminary	Funded	90,000	0	90,000	0	0	0	0	90,000	0	0	0	0	90,000	
	2020 Service Vehicles (previously 2017)	349		Not started	Funded	76,500	0	76,500	0	0	0	0	76,500	0	0	0	0	76,500	
	2018 Service Vehicles	350		Not started	Funded	120,000	0	120,000	120,000	0	0	120,000	0	0	0	0	0	120,000	
	Service Vehicle Replacement (PT Supervisors)-2019	360		Preliminary	Funded	133,000	0	133,000	0	0	0	0	30,000	0	0	0	0	30,000	
	Facilities Service/Plow Truck Replacement	506		Not started	Funded	146,000	0	146,000	146,000	0	0	146,000	0	0	0	0	0	146,000	

Program Category	Program Name	ID	Project Name	Project Status	Financial Status	Budget	Expenditure	Remaining	2018 -	2018 -		2018 Total	2019 Total	2020 Total	2021 Total	2022 Total	2023 Total	2018-2023	
						Control	PTD	Balance	Local	2018 - State	Federal								
Vehicles	Non-Revenue Vehicles	509	Facilities Shelter Cleaning Truck Replacements	Not started	Funded	160,000	0	160,000	0	0	0	0	0	160,000	0	0	0	160,000	
		535	Service Vehicle Replacement 2020	Not started	Funded	60,000	0	60,000	0	0	0	0	0	60,000	0	0	0	60,000	
		536	Service Vehicle Replacement 2021	Not started	Funded	70,000	0	70,000	0	0	0	0	0	0	70,000	0	0	70,000	
		558	Service Vehicle Expansion 2017	Not started	Funded	45,000	0	45,000	0	0	0	0	0	0	0	0	0	0	
		559	Service Vehicle Replacement 2022	Not started	Funded	90,000	0	90,000	0	0	0	0	0	0	0	90,000	0	90,000	
		563	Utility Trailer	Not started	Funded	13,500	0	13,500	0	0	0	0	0	0	0	0	0	0	0
		Non-Revenue Vehicles Total						1,151,000	0	1,151,000	413,000	0	0	413,000	30,000	386,500	70,000	90,000	0
Paratransit Vans	411	Replacement Vans-2016	Preliminary	Funded	1,179,500	0	1,179,500	0	0	0	0	0	0	0	0	0	0	0	
	412	Replacement Vans-2020	Preliminary	Funded	1,031,193	0	1,031,193	0	0	0	0	0	0	1,031,193	0	0	0	1,031,193	
	484	Paratransit Fleet Replacement-2021	Not started	Funded	1,180,143	0	1,180,143	0	0	0	0	0	0	0	1,180,143	0	0	1,180,143	
	485	Paratransit Fleet Replacement-2022	Not started	Funded	1,215,547	0	1,215,547	0	0	0	0	0	0	0	0	1,215,547	0	1,215,547	
	487	Paratransit Fleet Replacement-2023	Not started	Funded	1,252,014	0	1,252,014	0	0	0	0	0	0	0	0	0	1,252,014	1,252,014	
	489	Paratransit Fleet Replacement-2024	Not started	Funded	902,702	0	902,702	0	0	0	0	0	0	0	0	0	0	0	
	491	Paratransit Fleet Replacement-2025	Not started	Funded	1,593,914	0	1,593,914	0	0	0	0	0	0	0	0	0	0	0	
	567	Paratransit Vans - 2019	Not started	Funded	1,112,390	0	1,112,390	0	0	0	0	0	0	1,112,390	0	0	0	0	1,112,390
Paratransit Vans Total						9,467,403	0	9,467,403	0	0	0	0	1,112,390	1,031,193	1,180,143	1,215,547	1,252,014	5,791,287	
Vanpool Vans	370	Replacement Vans-2017	Not started	Funded	443,072	0	443,072	0	0	0	0	0	0	0	0	0	0	0	
	590	Vanpool Replacement 2018	Not started	Funded	512,664	0	512,664	512,664	0	0	0	512,664	0	0	0	0	0	0	512,664
	591	Vanpool Replacement 2019	Not started	Funded	387,161	0	387,161	0	0	0	0	0	387,161	0	0	0	0	387,161	
	592	Vanpool Replacement 2020	Not started	Funded	362,523	0	362,523	0	0	0	0	0	0	362,523	0	0	0	362,523	
	593	Vanpool Replacement 2021	Not started	Funded	336,059	0	336,059	0	0	0	0	0	0	0	336,059	0	0	336,059	
	594	Vanpool Replacement 2022	Not started	Funded	307,681	0	307,681	0	0	0	0	0	0	0	0	307,681	0	307,681	
	595	Vanpool Replacement 2023	Not started	Funded	277,297	0	277,297	0	0	0	0	0	0	0	0	0	277,297	277,297	
	596	Vanpool Expansion 2019	Not started	Funded	281,571	0	281,571	0	0	0	0	0	281,571	0	0	0	0	281,571	
	597	Vanpool Expansion 2020	Not started	Funded	217,514	0	217,514	0	0	0	0	0	0	217,514	0	0	0	217,514	
598	Vanpool Expansion 2022	Not started	Funded	384,601	0	384,601	0	0	0	0	0	0	0	0	384,601	0	384,601		
Vanpool Vans Total						3,510,143	0	3,510,143	512,664	0	0	512,664	668,732	580,037	336,059	692,282	277,297	3,067,071	
Vehicles Total						108,400,866	3,047,942	105,352,924	6,962,727	0	2,553,471	9,516,198	8,725,221	7,265,289	10,267,140	18,720,220	13,392,672	67,886,740	
Facilities - Maintenance & Administration	Boone - Facility Master Plan Program	207	Refueling Facility Replacement	Pre-Design	Funded	4,828,000	139,666	4,688,334	0	0	0	0	0	0	600,000	4,088,334	0	4,688,334	

Program Category	Program Name	ID	Project Name	Project Status	Financial Status	Budget	Expenditure	Remaining	2018 -	2018 -	2018 Total	2019 Total	2020 Total	2021 Total	2022 Total	2023 Total	2018-2023	
						Control	PTD	Balance	Local	State								Federal
Facilities - Maintenance & Administration	Boone - Facility Master Plan Program	298	Replace paint booth and lift systems	Not started	Funded	990,000	0	990,000	990,000	0	0	990,000	0	0	0	0	0	990,000
		332	Fencing and Gating of STA's Boone Campus		Funded	206,000	0	206,000	0	0	0	0	0	206,000	0	0	0	206,000
		429	2014 Boone Facilities Renovation Project	Not started Work in progre	Funded	750,000	511,326	238,674	0	0	0	0	0	0	0	0	0	0
		502	Boone NW Garage		Funded-MF	16,500,000	0	16,500,000	11,950,000	0	0	11,950,000	4,400,000	0	0	0	0	16,350,000
		504	Mission & Green Acquisition Due-Diligence	Work in progre	Funded	250,000	0	250,000	0	0	0	0	0	0	0	0	0	0
		538	Boone NW Garage- Design	Work in progre Design	Funded-MF	946,079	19,364	926,715	0	0	0	0	0	0	0	0	0	0
		547	W. Sharp Avenue Acquisition	Work in progre	Funded	300,000	0	300,000	0	0	0	0	300,000	0	0	0	0	300,000
		580	1212 Parking Expansion	Not started	Funded-MF	205,000	0	205,000	0	0	0	0	205,000	0	0	0	0	205,000
Boone - Facility Master Plan Program Total						24,975,079	670,356	24,304,723	12,940,000	0	0	12,940,000	4,905,000	206,000	600,000	4,088,334	0	22,739,334
Boone - Preservation and Enhancements		189	Re-landscaping with sustainable type and correct tree grates	Not started	Funded	130,000	0	130,000	0	0	0	0	0	0	0	130,000	0	130,000
		324	Boone Facility Fire Alarm Replacement	On hold	Funded	467,610	0	467,610	0	0	0	0	0	0	0	0	467,610	467,610
		345	Floor Drain Grate Replacement Paratransit	Not started	Funded	144,200	0	144,200	0	0	0	0	144,200	0	0	0	0	144,200
		351	Landscape Monroe Frontage	Not started	Funded	50,000	0	50,000	0	0	0	0	0	0	0	50,000	0	50,000

Program Category	Program Name	ID	Project Name	Project Status	Financial Status	Budget	Expenditure	Remaining	2018 -	2018 -	2018 Total	2019 Total	2020 Total	2021 Total	2022 Total	2023 Total	2018-2023		
						Control	PTD	Balance	Local	State								Federal	
Facilities - Maintenance &	Boone - Preservation	376	HVAC Unit Maintenance and Replacements-2017	Work in progre	Funded	15,000	0	15,000	0	0	0	0	0	0	0	0	0		
		377	HVAC Unit Maintenance and Replacements-2018	Not started	Funded	12,000	0	12,000	12,000	0	0	12,000	0	0	0	0	0	12,000	
		378	HVAC Unit Maintenance and Replacements-2019	Not started	Funded	10,000	0	10,000	0	0	0	0	10,000	0	0	0	0	10,000	
		454	H & V Replacement Project Boone Ave	Construction	Funded	2,212,754	2,203,754	9,000	9,000	0	0	9,000	0	0	0	0	0	0	9,000
		458	Passenger Elevator Replacement Boone Ave	Not started	Funded	380,000	0	380,000	0	0	0	0	0	380,000	0	0	0	0	380,000
		460	UST Non-Diesel Replacement Boone Ave	Not started	Funded	1,480,000	0	1,480,000	0	0	0	0	0	1,480,000	0	0	0	0	1,480,000
		505	HVAC Unit Maintenance and Replacements - 2021	Not started	Funded	25,000	0	25,000	0	0	0	0	0	0	25,000	0	0	0	25,000
		556	Miscellaneous Equipment and Fixtures	Not started	Funded	20,000	0	20,000	0	0	0	0	0	0	0	20,000	0	0	20,000
		557	Back-up Generator for 1212 Sharp	Design	Funded	95,000	0	95,000	0	0	0	0	0	0	0	0	0	0	0
		587	Air Compressor upgrade	Not started	Funded	75,000	0	75,000	0	0	0	0	0	75,000	0	0	0	0	75,000
Boone - Preservation and Enhancements Total						5,116,564	2,203,754	2,912,810	21,000	0	0	21,000	154,200	1,935,000	25,000	200,000	467,610	2,802,810	
Fleck Center Preservation and Improvements		354	Overhead Door Replacement - FSC	Not started	Funded	125,000	0	125,000	0	0	0	0	125,000	0	0	0	0	125,000	
		424	Emergency Generator Replacement @ FSC	Not started	Funded	180,000	0	180,000	0	0	0	0	180,000	0	0	0	0	180,000	
		463	Floor Scrubber Replacement @ Fleck Service Center	Not started	Funded	64,000	0	64,000	0	0	0	0	0	64,000	0	0	0	64,000	
		507	Fuel Dispensers & Monitor Replacement Fleck Center	Not started	Funded	65,000	0	65,000	0	0	0	0	65,000	0	0	0	0	65,000	
		508	Makeup Air Unit Replacement Fleck Service Center	Not started	Funded	625,000	0	625,000	0	0	0	0	625,000	0	0	0	0	625,000	
Fleck Center Preservation and Improvements Total						1,059,000	0	1,059,000	0	0	0	995,000	64,000	0	0	0	0	1,059,000	
Miscellaneous Equipment and Fixtures		390	Miscellaneous Equipment and Fixtures-2017	Not started	Funded	20,000	0	20,000	0	0	0	0	0	0	0	0	0	0	
		391	Miscellaneous Equipment and Fixtures-2018	Not started	Funded	20,000	0	20,000	20,000	0	0	20,000	0	0	0	0	0	0	20,000
		392	Miscellaneous Equipment and Fixtures-2019	Not started	Funded	20,000	0	20,000	0	0	0	0	20,000	0	0	0	0	0	20,000
		393	Miscellaneous Equipment and Fixtures-2020	Not started	Funded	20,000	0	20,000	0	0	0	0	0	20,000	0	0	0	0	20,000
		511	Cabinet Parts Washer	Not started	Funded	80,000	0	80,000	0	0	0	0	0	0	80,000	0	0	0	80,000
		512	Miscellaneous Equipment and Fixtures	Not started	Funded	20,000	0	20,000	0	0	0	0	0	0	20,000	0	0	0	20,000
		581	Bobcat 5600 Toolcat	Not started	Funded	80,000	0	80,000	80,000	0	0	80,000	0	0	0	0	0	0	80,000
		582	Forklift	Not started	Funded	24,000	0	24,000	0	0	0	0	24,000	0	0	0	0	0	24,000
583	HVAC Replacement/upgrades	Not started	Funded	25,000	0	25,000	0	0	0	0	0	0	0	0	25,000	0	25,000		

Program Category	Program Name	ID	Project Name	Project Status	Financial Status	Budget	Expenditure	Remaining	2018 -			2018 Total	2019 Total	2020 Total	2021 Total	2022 Total	2023 Total	2018-2023	
						Control	PTD	Balance	Local	2018 - State	Federal								
Facilities -	Miscellaneous	584	Portable Paint Station	Not started	Funded	8,000	0	8,000	8,000	0	0	8,000	0	0	0	0	0	8,000	
		585	Miscellaneous Equipment and Fixtures-2023	Not started	Funded	20,000	0	20,000	0	0	0	0	0	0	0	0	20,000	20,000	
		586	Spray Skid Assembly	Not started	Funded	6,250	0	6,250	0	0	0	0	6,250	0	0	0	0	6,250	
		588	High Rise Wheel Dolly	Not started	Funded	6,000	0	6,000	6,000	0	0	6,000	0	0	0	0	0	6,000	
		589	TIG Welder, Miller Dynasty 280 DX	Not started	Funded	8,400	0	8,400	8,400	0	0	8,400	0	0	0	0	0	8,400	
		Miscellaneous Equipment and Fixtures Total						357,650	0	357,650	122,400	0	0	122,400	50,250	20,000	100,000	0	45,000
Facilities - Maintenance & Administration Total						31,508,293	2,874,110	28,634,183	13,083,400	0	0	13,083,400	6,104,450	2,225,000	725,000	4,288,334	512,610	26,938,794	
Facilities - Passenger & Operational	Park and Ride Development	466	Moran Prairie Park and Ride Design & Engineering	Not started	Funded-MF	245,000	14,956	230,044	135,044	0	0	135,044	0	0	0	0	0	135,044	
		477	Liberty Lake Park & Ride	Not started	Funded-MF	5,562,000	0	5,562,000	0	0	0	0	0	412,000	2,575,000	2,575,000	5,562,000		
		542	Moran Prairie Park and Ride Construction	Not started	Funded-MF	2,325,000	0	2,325,000	125,000	250,000	0	375,000	1,860,000	90,000	0	0	0	2,325,000	
	Park and Ride Development Total						8,132,000	14,956	8,117,044	260,044	250,000	0	510,044	1,860,000	90,000	412,000	2,575,000	2,575,000	8,022,044
	Park and Ride Upgrades	383	Maintenance of current Park & Ride facilities-2017	Work in progre	Funded	25,000	0	25,000	0	0	0	0	0	0	0	0	0	0	
		384	Maintenance of current Park & Ride facilities-2018	Not started	Funded	25,000	0	25,000	25,000	0	0	25,000	0	0	0	0	0	25,000	
		385	Maintenance of current Park & Ride facilities-2019	Not started	Funded	25,000	0	25,000	0	0	0	0	25,000	0	0	0	0	25,000	
		469	Mirabeau Transit Center Improvements	Not started	Funded-MF	8,488,000	0	8,488,000	0	0	0	0	0	424,400	1,698,200	5,941,000	424,400	8,488,000	
510		Park and Ride Lot Major Preservation	Not started	Funded	25,000	0	25,000	0	0	0	0	0	25,000	0	0	0	25,000		
513		Park and Ride Lot Major Preservation	Not started	Funded	25,000	0	25,000	0	0	0	0	0	0	25,000	0	0	25,000		
569		Jefferson Lot Improvements	Work in progre	Funded	554,052	460,689	93,363	0	0	0	0	0	0	0	0	0	0		
Park and Ride Upgrades Total						9,187,052	460,689	8,726,363	25,000	0	0	25,000	25,000	449,400	1,723,200	5,941,000	444,400	8,608,000	
Plaza Preservation and Improvements	471	Plaza Zone 4-5 Consolidation	Not started	Funded-MF	55,620	0	55,620	55,620	0	0	55,620	0	0	0	0	0	0		
		514	2018 Skywalk Roof Replacement Plaza	Not started	Funded	40,000	0	40,000	40,000	0	0	40,000	0	0	0	0	0	40,000	

Program Category	Program Name	ID	Project Name	Project Status	Financial Status	Budget	Expenditure	Remaining	2018 -	2018 -		2018 Total	2019 Total	2020 Total	2021 Total	2022 Total	2023 Total	2018-2023	
						Control	PTD	Balance	Local	2018 - State	Federal								
Facilities - Passenger & Operational	Plaza Preservation and Improvements	515	2019 Cooling Tower Replacement, Plaza		Funded	30,000	0	30,000	0	0	0	0	30,000	0	0	0	0	0	30,000
		564	Re plumb boilers to operate in parallel	Not started	Funded	85,000	0	85,000	85,000	0	0	85,000	0	0	0	0	0	0	85,000
		612	Security Suite - stand-by power	Not started	Funded	25,000	0	25,000	25,000	0	0	25,000	0	0	0	0	0	0	25,000
Plaza Preservation and Improvements Total						235,620	0	235,620	205,620	0	0	205,620	30,000	0	0	0	0	0	235,620
Plaza Renovation	495	Plaza Renovation	Construction	Funded	4,950,000	2,946,380	2,003,620	0	0	0	0	0	0	0	0	0	0	0	
Plaza Renovation Total						4,950,000	2,946,380	2,003,620	0	0	0	0	0	0	0	0	0	0	
Route & Stop Facility Improvements	398	Operational Improvements-2017	Work in progre	Funded	200,000	0	200,000	0	0	0	0	0	0	0	0	0	0	0	
	399	Operational Improvements-2018	Not started	Funded	100,000	0	100,000	100,000	0	0	100,000	0	0	0	0	0	0	100,000	
	400	Operational Improvements-2019	Not started	Funded	200,000	0	200,000	0	0	0	0	200,000	0	0	0	0	0	200,000	
	401	Operational Improvements-2020	Not started	Funded	200,000	0	200,000	0	0	0	0	0	200,000	0	0	0	0	200,000	
	405	Outyear Transit Enhancements-2017	Work in progre	Funded	30,000	0	30,000	0	0	0	0	0	0	0	0	0	0	0	
	406	Outyear Transit Enhancements-2018	Preliminary	Funded	100,000	0	100,000	20,000	0	80,000	100,000	0	0	0	0	0	0	100,000	
	407	Outyear Transit Enhancements-2019	Preliminary	Funded	100,000	0	100,000	0	0	0	0	100,000	0	0	0	0	0	100,000	
	464	Rural Highway Stop Improvements	Not started	Funded-MF	3,360,000	0	3,360,000	168,000	0	0	168,000	1,176,000	1,848,000	168,000	0	0	0	3,360,000	
	480	Downtown Layover Upgrades	Not started	Funded-MF	515,000	0	515,000	437,000	0	0	437,000	0	0	0	0	0	0	437,000	
	519	Traveler Information & Infrastructure	Work in progre	Funded	1,000,000	47,707	952,293	652,293	0	0	652,293	0	0	0	0	0	0	652,293	
	520	Bus Stop Improvements-2017	Not started	Funded	100,000	0	100,000	0	0	0	0	0	0	0	0	0	0	0	

Program Category	Program Name	ID	Project Name	Project Status	Financial Status	Budget	Expenditure	Remaining	2018 -			2018 Total	2019 Total	2020 Total	2021 Total	2022 Total	2023 Total	2018-2023		
						Control	PTD	Balance	Local	2018 - State	2018 - Federal									
Facilities - Passenger &	Route & Stop Facility	521	Bus Stop Improvements-2018	Not started	Funded	100,000	0	100,000	100,000	0	0	100,000	0	0	0	0	0	100,000		
		522	Bus Stop Improvements-2019	Not started	Funded	100,000	0	100,000	0	0	0	0	100,000	0	0	0	0	100,000		
		523	Bus Stop Improvements-2020	Not started	Funded	100,000	0	100,000	0	0	0	0	0	100,000	0	0	0	100,000		
		524	Bus Stop Improvements-2021	Not started	Funded	100,000	0	100,000	0	0	0	0	0	0	100,000	0	0	100,000		
		525	Operational Improvements - 2021	Not started	Funded	200,000	0	200,000	0	0	0	0	0	0	200,000	0	0	200,000		
		526	Outyear Transit Enhancements - 2021	Not started	Funded	100,000	0	100,000	0	0	0	0	0	0	100,000	0	0	100,000		
		548	Indiana East of Pines Sidewalk Extention	Work in progre	Funded	70,000	0	70,000	0	0	0	0	0	0	0	0	0	0	0	
		550	Trent Avenue and Sunset Boulevard Improvements	Not started	Funded	215,000	0	215,000	20,000	0	80,000	100,000	115,000	0	0	0	0	0	215,000	
		551	Transit Shelter Replacement	Work in progre	Funded	200,000	0	200,000	38,500	0	0	38,500	40,000	40,750	43,250	0	0	0	162,500	
		552	University District South Bridge Landing	Not started	Funded	100,000	0	100,000	100,000	0	0	100,000	0	0	0	0	0	0	100,000	
		553	Bus Stop Improvements	Not started	Funded	100,000	0	100,000	0	0	0	0	0	0	0	100,000	0	0	100,000	
		554	Operational Improvements - 2022	Not started	Funded	200,000	0	200,000	0	0	0	0	0	0	0	200,000	0	0	200,000	
		555	Outyear Transit Enhancements - 2022	Not started	Funded	100,000	0	100,000	0	0	0	0	0	0	0	100,000	0	0	100,000	
		571	Bus Stop Improvements-2023	Not started	Funded	100,000	0	100,000	0	0	0	0	0	0	0	0	0	100,000	100,000	
		572	Operational Improvements - 2023	Not started	Funded	200,000	0	200,000	0	0	0	0	0	0	0	0	0	200,000	200,000	
		573	Outyear Transit Enhancements - 2023	Not started	Funded	100,000	0	100,000	0	0	0	0	0	0	0	0	100,000	100,000		
		574	Outyear Transit Enhancements - 2020	Not started	Funded	100,000	0	100,000	0	0	0	0	0	100,000	0	0	0	0	100,000	
		732	Greene and Ermina Traffic Signal Cooperative Project	Not started	Funded-MF	667,000	0	667,000	667,000	0	0	667,000	0	0	0	0	0	0	667,000	
		Route & Stop Facility Improvements Total						8,757,000	47,707	8,709,293	2,302,793	0	160,000	2,462,793	1,731,000	2,288,750	611,250	400,000	400,000	7,893,793
			Upriver Transit Center	475	Upriver Transit Center	Not started	Funded-MF	5,000,000	0	5,000,000	717,000	250,000	0	967,000	4,003,000	0	0	0	0	4,970,000
Upriver Transit Center Total						5,000,000	0	5,000,000	717,000	250,000	0	967,000	4,003,000	0	0	0	0	4,970,000		
	SFCC Transit Station	575	Spokane Falls Community College Transit Station	Not started	Funded	2,963,000	0	2,963,000	150,000	200,000	0	350,000	2,613,000	0	0	0	0	2,963,000		
SFCC Transit Station Total						2,963,000	0	2,963,000	150,000	200,000	0	350,000	2,613,000	0	0	0	0	2,963,000		
Facilities - Passenger & Operational Total						39,224,672	3,469,732	35,754,940	3,660,457	700,000	160,000	4,520,457	10,262,000	2,828,150	2,746,450	8,916,000	3,419,400	32,692,457		
Technology	Business Systems Replacement	206	Financial, Budget, HR, & Maintenance	Work in progre	Funded	1,782,642	1,408,679	373,964	80,000	0	0	80,000	0	0	0	0	0	80,000		
		261	Document Management	Not started	Funded	300,000	0	300,000	300,000	0	0	300,000	0	0	0	0	0	300,000		

Program Category	Program Name	ID	Project Name	Project Status	Financial Status	Budget	Expenditure	Remaining	2018 -	2018 -		2018 Total	2019 Total	2020 Total	2021 Total	2022 Total	2023 Total	2018-2023
						Control	PTD	Balance	Local	2018 - State	Federal							
Technology	Business Systems	459	Fluid Management System	Not started	Funded	550,000	0	550,000	0	0	0	0	0	0	0	0	0	0
Business Systems Replacement Total						2,632,642	1,408,679	1,223,964	380,000	0	0	380,000	0	0	0	0	0	380,000
	Communications Technology Upgrades	517	Digital Signage for Communications - STA Plaza	Not started	Funded	100,000	0	100,000	0	0	0	0	0	0	0	0	0	0
		562	Mobil Data Computer - Replacement	Not started	Funded	770,000	0	770,000	0	0	0	0	0	0	770,000	0	0	770,000
		565	Communications Infrastructure Assessment and Upgrade	Not started	Funded	250,000	0	250,000	100,000	0	0	100,000	0	0	0	0	0	100,000
		602	Network switches (5)	Not started	Funded	40,500	0	40,500	40,500	0	0	40,500	0	0	0	0	0	40,500
		604	Network firewall	Not started	Funded	7,500	0	7,500	7,500	0	0	7,500	0	0	0	0	0	7,500
		605	Network equipment-West Plains	Not started	Funded-MF	25,000	0	25,000	25,000	0	0	25,000	0	0	0	0	0	25,000
Communications Technology Upgrades Total						1,193,000	0	1,193,000	173,000	0	0	173,000	0	0	770,000	0	0	943,000
	Computer Equipment	417	Computer Equipment-2017	Not started	Funded	225,000	0	225,000	0	0	0	0	0	0	0	0	0	0
		418	Computer Equipment-2018	Not started	Funded	150,000	0	150,000	150,000	0	0	150,000	0	0	0	0	0	150,000
		419	Computer Equipment-2019	Not started	Funded	150,000	0	150,000	0	0	0	0	150,000	0	0	0	0	150,000
		527	Computer Equipment - 2020	Not started	Funded	150,000	0	150,000	0	0	0	0	0	150,000	0	0	0	150,000
		528	Computer Equipment - 2021	Not started	Funded	175,000	0	175,000	0	0	0	0	0	0	175,000	0	0	175,000
		566	Computer Equipment - 2022	Not started	Funded	175,000	0	175,000	0	0	0	0	0	0	0	175,000	0	175,000
		603	Computer Equipment-2023	Not started	Funded	150,000	0	150,000	0	0	0	0	0	0	0	0	150,000	150,000
Computer Equipment Preservation and Upgrades Total						1,175,000	0	1,175,000	150,000	0	0	150,000	150,000	150,000	175,000	175,000	150,000	950,000
	Fare Collection and Sales Technology	430	Fixed Route Fare Vending Machine Update	Work in progre	Funded	240,000	239,187	813	0	0	0	0	0	0	0	0	0	0
		431	Fixed Route Fare Collection System Update	Preliminary	Funded	3,000,000	0	3,000,000	2,012,500	0	662,500	2,675,000	250,000	0	0	0	0	2,925,000
Fare Collection and Sales Technology Total						3,240,000	239,187	3,000,813	2,012,500	0	662,500	2,675,000	250,000	0	0	0	0	2,925,000
	Operating & Customer Service Software	238	Ops, Info Pub, Com, Pass Web modules	Work in progre	Funded	512,244	246,775	265,469	0	0	0	0	0	0	0	0	0	0
		561	Call Center Software Upgrade	Not started	Funded	35,000	0	35,000	8,000	0	0	8,000	0	0	0	0	0	8,000
		576	Trapeze EZ Wallet	Not started	Funded	331,500	0	331,500	331,500	0	0	331,500	0	0	0	0	0	331,500
		577	Trapeze OPS-Web	Not started	Funded	175,000	0	175,000	116,000	0	0	116,000	59,000	0	0	0	0	175,000
		578	Trapeze ParaCutter	Not started	Funded	120,000	0	120,000	60,000	0	0	60,000	60,000	0	0	0	0	120,000

Program Category	Program Name	ID	Project Name	Project Status	Financial Status	Budget	Expenditure	Remaining	2018 -	2018 -	2018 Total	2019 Total	2020 Total	2021 Total	2022 Total	2023 Total	2018-2023	
						Control	PTD	Balance	Local	State								Federal
Technology	Operating & Customer Service	579	Trapeze ViewPoint - Business Intelligence Solution	Not started	Funded	220,000	0	220,000	220,000	0	0	220,000	0	0	0	0	0	220,000
Operating & Customer Service Software Total						1,393,744	246,775	1,146,969	735,500	0	0	735,500	119,000	0	0	0	0	854,500
Security and Access Technology	OnBoard Camera Upgrade	468	OnBoard Camera Upgrade	Not started	Funded	4,000,000	0	4,000,000	0	0	0	0	0	4,000,000	0	0	0	4,000,000
	Driver's Room/Administrative Area Access Control Project	600	Driver's Room/Administrative Area Access Control Project	Not started	Funded	25,000	0	25,000	25,000	0	0	25,000	0	0	0	0	0	25,000
	Park and Ride Camera System - Five Mile	601	Park and Ride Camera System - Five Mile	Not started	Funded	59,500	0	59,500	0	0	0	0	0	59,500	0	0	0	59,500
	Park and Ride Camera System - Hastings	608	Park and Ride Camera System - Hastings	Not started	Funded	71,500	0	71,500	0	0	0	0	71,500	0	0	0	0	71,500
	Park and Ride Camera System - Liberty Lake	609	Park and Ride Camera System - Liberty Lake	Not started	Funded	85,900	0	85,900	0	0	0	0	0	0	85,900	0	0	85,900
	Park and Ride Camera System - South Hill	610	Park and Ride Camera System - South Hill	Not started	Funded	74,600	0	74,600	0	0	0	0	0	0	0	74,600	0	74,600
	Park and Ride Camera System - Mirabeau	611	Park and Ride Camera System - Mirabeau	Not started	Funded	78,100	0	78,100	78,100	0	0	78,100	0	0	0	0	0	78,100
Security and Access Technology Total						4,394,600	0	4,394,600	103,100	0	0	103,100	71,500	4,059,500	85,900	74,600	0	4,394,600
Smart Bus Implementation	Smart Bus CAD/AVL Implementation	237	Smart Bus CAD/AVL Implementation	Work in progre	Funded	6,850,000	6,809,519	40,481	0	0	0	0	0	0	0	0	0	0
	Fiber Communications	336	Fiber Communications	Work in progre	Funded	869,528	27,755	841,773	0	0	0	0	141,773	100,000	100,000	100,000	100,000	541,773
Smart Bus Implementation Total						7,719,528	6,837,274	882,254	0	0	0	0	141,773	100,000	100,000	100,000	100,000	541,773
Technology Total						21,748,514	8,731,914	13,016,600	3,554,100	0	662,500	4,216,600	732,273	4,309,500	1,130,900	349,600	250,000	10,988,873
High Performance Transit Implementation	Central City Line	347	Design and Construction	Not started	Funded-MF	65,425,000	0	65,425,000	0	0	780,000	780,000	13,373,500	20,995,500	29,276,000	1,000,000	0	65,425,000
	Preliminary Engineering and Environmental Review (Phase C)	435	Preliminary Engineering and Environmental Review (Phase C)	Work in progre	Funded-MF	1,875,000	1,146,076	728,924	0	0	0	0	0	0	0	0	0	0
	Project Development (Phase D)	546	Project Development (Phase D)	Not started	Funded-MF	4,700,000	0	4,700,000	0	2,800,000	0	2,800,000	500,000	0	0	0	0	3,300,000
Central City Line Total						72,000,000	1,146,076	70,853,924	0	2,800,000	780,000	3,580,000	13,873,500	20,995,500	29,276,000	1,000,000	0	68,725,000
Cheney High Performance Transit	Four Lakes Station	465	Four Lakes Station	Not started	Funded-MF	390,500	608	389,892	79,232	0	200,768	280,000	70,500	0	0	0	0	350,500
	Elm Street Station and Improvements	473	Elm Street Station and Improvements	Not started	Funded-MF	800,000	0	800,000	0	0	0	0	158,000	245,000	353,000	44,000	0	800,000
	Jefferson Station Bus way and Facility Upgrades	474	Jefferson Station Bus way and Facility Upgrades	Not started	Funded-MF	725,000	0	725,000	0	0	0	0	144,000	222,000	320,000	39,000	0	725,000
	SR 904 Station and Improvements	476	SR 904 Station and Improvements	Not started	Funded-MF	1,986,000	0	1,986,000	155,000	0	0	155,000	0	871,000	920,000	40,000	0	1,986,000
Cheney High Performance Transit Corridor Total						3,901,500	608	3,900,892	234,232	0	200,768	435,000	372,500	1,338,000	1,593,000	123,000	0	3,861,500
HPT Program Development	HPT Passenger Facilities Design and Communications Standards	427	HPT Passenger Facilities Design and Communications Standards	Work in progre	Funded	618,750	567,894	50,856	0	0	0	0	0	0	0	0	0	0
HPT Program Development Total						618,750	567,894	50,856	0	0	0	0	0	0	0	0	0	0

Program Category	Program Name	ID	Project Name	Project Status	Financial Status	Budget	Expenditure	Remaining	2018 -	2018 -		2018 Total	2019 Total	2020 Total	2021 Total	2022 Total	2023 Total	2018-2023
						Control	PTD	Balance	Local	2018 - State	Federal							
High Performance Transit Implementation	Incremental HPT Investments	467	29th/Regal Intersection Improvements - Design and Construction	Not started	Funded-MF	551,120	5,120	546,000	45,000	0	0	45,000	501,000	0	0	0	0	546,000
		470	Plaza HPT Platforms	Not started	Funded-MF	1,545,000	0	1,545,000	299,000	0	0	299,000	0	0	1,158,750	77,250	0	1,535,000
		472	Division Passenger and Operational Treatments	Design	Funded-MF	2,000,000	0	2,000,000	401,500	220,000	778,500	1,400,000	0	0	0	0	0	1,400,000
		478	Division HPT Design Study	Not started	Funded-MF	500,000	0	500,000	10,000	0	50,000	60,000	440,000	0	0	0	0	500,000
		479	Monroe-Regal Shelter and Stop Enhancements	Not started	Funded-MF	4,270,250	348	4,269,902	850,000	1,350,000	0	2,200,000	1,849,902	0	0	0	0	4,049,902
		540	Sprague HPT Lite Improvements	Not started	Funded-MF	6,556,000	0	6,556,000	0	0	0	0	0	500,000	850,000	2,406,000	2,600,000	6,356,000
		543	North Monroe Bus Stop Infrastructure	Not started	Funded-MF	620,187	0	620,187	54,000	62,594	379,555	496,149	124,038	0	0	0	0	620,187
		545	Preliminary Engineering I-90 HPT Corridor Facilities	Not started	Funded-MF	812,500	0	812,500	0	0	0	0	0	362,500	450,000	0	0	812,500
Incremental HPT Investments Total						16,855,057	5,468	16,849,589	1,659,500	1,632,594	1,208,055	4,500,149	2,914,940	862,500	2,458,750	2,483,250	2,600,000	15,819,589
	West Plains Transit Center	438	Design and Engineering	Work in progre	Funded-MF	2,662,393	2,089,664	572,729	0	0	0	0	0	0	0	0	0	0
		503	West Plains Transit Center - Final Design & Construction	Not started	Funded-MF	7,708,000	0	7,708,000	0	3,207,500	473,000	3,680,500	560,500	250,000	0	0	0	4,491,000
West Plains Transit Center Total						10,370,393	2,089,664	8,280,729	0	3,207,500	473,000	3,680,500	560,500	250,000	0	0	0	4,491,000
High Performance Transit Implementation Total						103,745,700	3,809,710	99,935,990	1,893,732	7,640,094	2,661,823	12,195,649	17,721,440	23,446,000	33,327,750	3,606,250	2,600,000	92,897,089

Program Category	Program Name	ID	Project Name	Project Status	Financial Status	Budget Control	Expenditure PTD	Remaining Balance	2018 - Local	2018 - State	2018 - Federal	2018 Total	2019 Total	2020 Total	2021 Total	2022 Total	2023 Total	2018-2023		
Grand Total						304,628,045	21,933,407	282,694,638	29,154,416	8,340,094	6,037,794	43,532,304	43,545,384	40,073,939	48,197,240	35,880,404	20,174,682	231,403,953		
Allocation by Financial Status																				
Local												29,154,416	18,056,313	16,508,824	16,343,640	27,564,967	15,363,536	122,991,696		
State												8,340,094	15,680,749	3,789,012	1,000,000	307,681	-	29,117,536		
Federal												6,037,794	9,808,322	19,776,103	30,853,600	8,007,756	4,811,146	79,294,721		
Total												43,532,304	43,545,384	40,073,939	48,197,240	35,880,404	20,174,682	231,403,953		
Status Quo												10,846,189	9,193,637	14,265,539	12,591,290	15,977,129	8,467,925	71,341,709		
Moving Forward												32,686,115	34,351,747	25,808,400	35,605,950	19,903,275	11,706,757	160,062,244		
Total												43,532,304	43,545,384	40,073,939	48,197,240	35,880,404	20,174,682	231,403,953		

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CHAPTER FIVE: STA ASSET MANAGEMENT PLAN – LIST OF KEY ACTIVITIES

BOARD GUIDANCE

On April 20, 2017, the STA Board of Directors set forth the following six-year planning guidance statements:

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

MAJOR ACTIVITIES 2017-2023

Customer and Community Outreach

- Expand the employer-sponsored bus pass program
- Expand the Universal Transit Access Pass (UTAP)
- Expand the number of retail bus pass outlets
- Continue the surplus van grant program

Service Development

- Procure a new contract for supplemental paratransit service (as early as 2020)
- Implement HPT “Lite” - North Monroe to South Regal
- Implement the Central City Line and restructure service in Spokane
- Implement Cheney HPT and restructure service on the West Plains

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Facilities and Fleet

- Complete the Plaza renovation
- Fleet replacement (2017-2023)
- 3-position bicycle racks for fixed-route coaches
- Complete the West Plains Transit Center
- Construct new maintenance facility on Boone Campus
- Construct Upriver Transit Center at Spokane Community College
- Construct Moran Prairie Park & Ride
- Division HPT "Lite" improvements
- Implement Mirabeau Transit Center
- East Sprague HPT "Lite" improvements

System Management

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

Technology

- Fixed-route and paratransit camera systems upgrade 2020
- Smart Card upgrade/farebox upgrade
- Vanpool financial software implementation

Planning

- 2016/2017 update to *Connect Spokane: A Comprehensive Plan for Public Transportation*
- Conduct Division HPT study to define elements of future Bus Rapid Transit (BRT) investments
- Conduct I-90 HPT preliminary engineering
- Bus Stop Accessibility Improvement Plan
- Study strategies to address gaps in services to populations with unmet mobility needs
- Prepare Transit Asset Management Plan pursuant to new federal requirements
- Title VI Program update (every three years)

The following section provides a general summary of STA's proposed strategic actions for meeting WSDOT's State Transportation Goals for 2017 – 2023:

- **Economic Vitality:** STA will continue facilitate commerce by offering an affordable transportation option for people traveling to work, recreation or to conduct business. STA will continue to coordinate with local jurisdictions and regional partners to plan for economically vibrant communities.

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

SERVICE IMPLEMENTATION PLAN

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

A copy of the complete SIP is available at Spokane Transit's website. <https://www.spokanetransit.com/>