Transit Asset Management Plan

2024

Prepared for:

E. Susan Meyer, CEO

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Spokane Transit

Date: **3/12/2024**

Submitted by: Brian Conley, Maintenance Analyst

Subject: **TRANSIT ASSET MANAGEMENT PLAN**

Background: The Transit Asset Management Plan (TAMP) has been developed and is ready for departmental and divisional review.

Request: Please review and approve the attached TAMP. Once approved, please forward to next person on acknowledgement list (below). Once fully approved, please forward to Brian Conley for further processing.

Signatures:

2/9/24
Josh Stoddard, Senior Vehicle Maint. Manager Date

2/9/24
Brandon Rapez-Betty, Chief Operations Officer Date

3/12/2024
Karl Otterstrom Date
Chief Planning & Development Officer

3/6/2024
Monique Liard, Chief Financial Officer Date

Approval:

E. Susan Meyer, Chief Executive Officer

3/12/2024
Date

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Table of Contents

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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 Organizational 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 essential 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 and updates 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.

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

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 could become piecemeal, 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 and 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.

SUPPORT

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

To ensure that infrastructure investments are sustainable, cost-effective, useful, equitable, 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.

*SU-1.*3 Purchasing

Establish a sustainable purchasing policy.

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

- Conduct cost/benefit analysis 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.

SPOKANE TRANSIT ORGANIZATIONAL PRIORITIES AND PERFORMANCE MEASURES

Spokane Transit formally established five Organizational Priorities.

- 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 for 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 Plan.

Financial Capacity / Financial Management

Measurement – Adherence to approved Operating Budget
Goal – Operate at, or below, budgeted expenditures
Measured – Quarterly

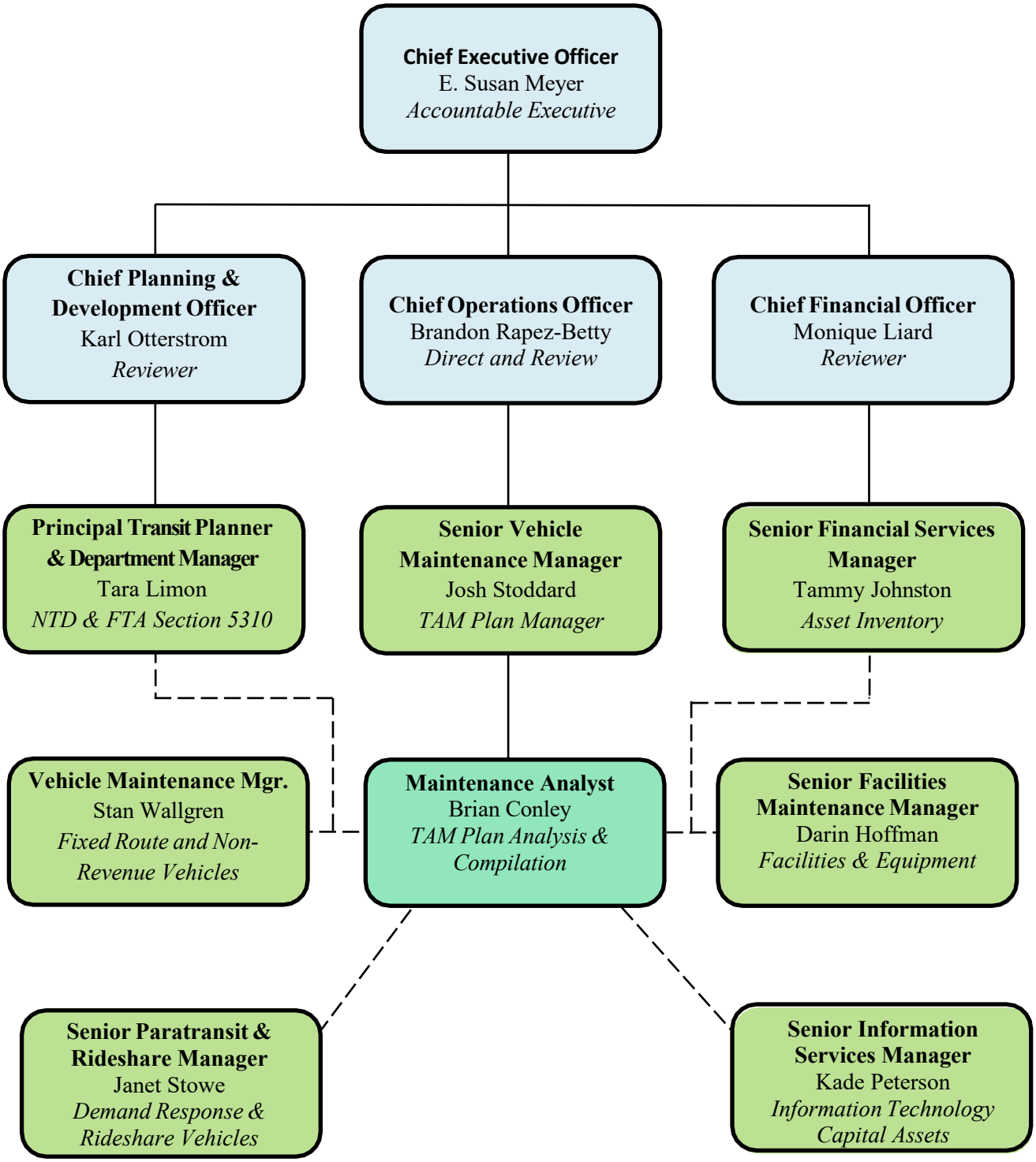
Service Level Stability

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

TAM PLAN PERSONNEL ROLES AND RESPONSIBILITIES



Explanation of Personnel Roles

CEO (Chief Executive Officer): As the Accountable Executive of Spokane Transit's TAM Plan, the CEO approves asset condition benchmarks to the minimum or beyond FTA requirements for reporting to the State of Washington, FTA and the local MPO. The CEO has the final approval before submission to the MPO (SRTC), State of Washington and FTA.

COO (Chief Operations Officer): The COO directs all scoring personnel to facilitate in the development of the TAM Plan and relay the asset conditions as they relate to replacement or overall health of the capital assets to the rest of the Executive Team.

CPDO (Chief Planning & Development Officer): The CPDO coordinates with all planning staff to ensure that all NTD reporting and 5310 requirements are being met. This role also uses key asset information found within the TAM Plan to aid in forecasting future plans and procurements.

CFO (Chief Financial Officer): The CFO oversees and coordinates with the SFSM and other financial staff to ensure the asset inventories are verified through each department and categorized accordingly.

SVMM (Senior Vehicle Maintenance Manager): The SVMM works with the Maintenance Analyst, the Vehicle Maintenance Manager, Senior Facilities Maintenance Manager, and other maintenance administrative staff as a team to pull all the asset information together for reporting.

PPDM (Principal Planner & Department Manager): The PPDM works with their staff and various other reporting departments to ensure that NTD reporting and FTA 5310 criteria are being met.

SFSM (Senior Financial Services Manager): The SFSM and staff certify and categorize all capital assets in an official inventory. This inventory is sent to the State of Washington yearly and is included in the TAM Plan as the building block for scoring the assets.

SFMM (Senior Facilities Maintenance Manager): Utilizing FTA guidelines, the SFMM and staff are key in assisting the Maintenance Analyst in identifying and scoring all facilities and facility related capital equipment within Spokane Transit Authority. This includes sub assets that are essential to a building's overall function but can be replaced separately from the facility.

SPVM (Senior Paratransit & Rideshare Manager): The SPVM assists the MA in identifying and scoring all Demand Response and Rideshare vehicles. The final assessments made in the TAM Plan help guide replacement and procurement decisions directly related to services being provided to the public.

SISM (Senior Information Services Manager): The SISM utilizes FTA's TERM scale to score all Information Services capital assets to forecast the replacement of these assets utilizing our CIP (Capital Improvement Program).

VMM (Vehicle Maintenance Manager): The VMM and other maintenance staff are key in assisting the Maintenance Analyst in identifying and scoring all assets within the F/R Fleet and Maintenance Shops. Aside from Fixed Route vehicles and equipment, this role is also responsible in assisting with all non- revenue vehicles.

MA (Maintenance Analyst): The MA is responsible for collecting asset information from all parties involved to conduct analysis through established methods within FTA requirements to score and report the assets to the COO and CEO for financial and long-term decision making; as well as to the State of Washington, FTA and the local MPO.

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SPOKANE TRANSIT TAM PLAN TIMELINE

Timeline	*Activity*	*Assigned Personnel*
2023 Q2	Begin facilities asset assessments and scoring	Senior Facilities Maintenance Manager, Maintenance Analyst
2023 Q4	Begin State of Good Repair (SGR) analysis for rolling stock and assessments of capital equipment	Senior Vehicle Maintenance Manager, Senior Paratransit & Rideshare Manager, Senior Information Services Manager, Maintenance
January 2024	Provide asset inventory lists from the Finance Department to the State	Senior Financial Services Manager
January 2024	Compile draft TAM Plan;;initiate internal review	Maintenance Analyst, reviewers, contributors
2nd Week of February 2024	CEO review and approval of the TAM Plan	CEO
February 15, 2024	Submit TAM Plan information to WSDOT	Maintenance Analyst, Senior Financial Services Manager
2024 Q1	Submit requests for capital projects for asset replacement and upgrades consistent with the TAM Plan	Senior Facilities Maintenance Manager, Senior Vehicle Maintenance Manager
July 2024	Include TAM Plan as an appendix to the Transit Development Plan as approved by the STA Board of Directors	Principal Planner & Development Manager, Chief Planning & Development Officer
August 2024	Transmit updated TAM Plan to MPO	Principal Planner & Development Manager

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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 the Metropolitan Planning Organization (MPO) in Spokane County. These targets were modified slightly in January 2018 to better reflect STA's assessment methodology and have been forwarded to SRTC. In February of 2020, STA notified SRTC of another small change to the Rideshare Useful Life Benchmark (ULB) targets to better represent the current needs of the program.

Spokane Transit uses two measurement concepts to set these targets.

1. 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.
2. All other Equipment and Facilities targets are determined using Federal Transit Administration Transit Economic Requirements Model (TERM) scale.

Copies of the SGR targets that STA filed with the MPO are included on the following pages.

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(Example Cover Sheet)

Spokane Transit Authority

Transit Asset Management Plan

State of Good Repair

Asset Management Targets

The Chief Executive Officer has approved the Asset Management Plan Targets to satisfy the FTA's requirement to set State of Good Repair (SGR) targets.

E. Susan Meyer
Chief Executive Officer

Date

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 provided in the following pages.

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STATE OF GOOD REPAIR (SGR) VEHICLE CONDITION TARGETS

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 Useful Life Benchmark (ULB):** Support or Non-Revenue vehicles will have an open service life (see Vehicle Mileage(ULB)).

2). **Vehicle Mileage (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. Mileage thresholds for the three classifications listed above are determined by typical use and wear-and-tear patterns from services rendered by the various departments.

3). **Meets Financial Needs of SGR:** Historic vehicle maintenance data indicates the annual 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 an SGR.

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

TECHNOLOGY and SUPPORT EQUIPMENT

The condition of STA's technology and support equipment will be evaluated in accordance with FTA s Transit Economic Requirements Model (TERM). STA will maintain the technology and support equipment (office management systems, CAD/AVL dispatch systems, etc.) such that greater than or equal to ninety percent (90%) of the technology and support equipment have a TERM condition rating of "3" (adequate) or better.

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

2). **Vehicle Mileage (ULB):** The medium-size 30' bus will experience a 20 year /350,000-mile service life. The 35', 40' and 60' buses will experience a 15 year /750,000-mile service life.

3). **Meets Financial Needs of SGR:** Bus historical maintenance data indicates the maintenance cost (parts and labor) for a vehicle in its 15 or 20-year service life will equal approximately 80% of its purchase price. A vehicle performing within these criteria will meet the financial needs of an SGR.

4). **Is the vehicle safe:** STA is committed to providing safe public transportation services to the Spokane region and emphasizes the 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 the vehicles meet STA's SGR standard.

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

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

2). **Vehicle Mileage (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 an SGR.

4). **Is the vehicle safe:** STA is committed to providing safe public transportation services to the Spokane region and emphasizes 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 VEHICLES

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

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

1). **Vehicle Useful Life Benchmark (ULB):** Rideshare vehicles will experience an 11-year servicelife.

2). **Vehicle Mileage (ULB):** Service life mileage for Rideshare vehicles will be 110,000 miles.

3). **Meets Financial Needs of SGR:** Vehicle historical maintenance data indicates the maintenance cost (parts and labor) for a vehicle in its 11-year service life will equal approximately 30% of its purchase price. A vehicle performing within these criteria will meet the financial needs of an 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 the 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

the vehicles meet STA's SGR standard.

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

1). **Vehicle 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 (ULB):** Mileage for Special Use Vans will be in addition to the existing mileage as a Paratransit or Rideshare vehicle and be determined by average service miles peryear.

Current Special Use vans average fleet mileage per year:

Special Use vans will be given an additional 65,000 mile service life beyond the ULB of their original mode. The Special Use Vans average 13,000 miles per vehicle per year.

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 an 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.

FACILITIES

The condition of STA's facilities will be evaluated in accordance with the Federal Transit Administration's Transit Economic Requirements Model (TERM). STA will maintain the 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.

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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 within the FTA categories of: Rolling Stock, Organizational Equipment, and Facilities. The section for each 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 organization allows the assessment of the 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.

This assessment process identifies the requirements for our Capital Improvement Program (CIP). The CIP is the document that articulates our investment prioritization, implementation strategy, and identifies resources to fund the implementation strategy.

This chapter of the TAM Plan 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 to judge 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 including prior Demand Response Vehicles that have been converted to SUV (Special Use Vehicle)

- Asset inventory
- Decision support tool calculations
- Scorecard

Section 1C - Rideshare Vehicles including prior Rideshare Vehicles that have been converted to SUV (Special Use Vehicle)

- 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 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 or concerns 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 dutycycle.
  - Heavy duty diesel vehicles = 15 years
  - Medium duty diesel vehicles = 20 years
  - Paratransit vans (all fuel sources) = 9 years
  - Rideshare vehicles (all fuel sources) = 11 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 = 750,000miles
  - Medium duty diesel vehicles = 350,000 miles
  - Paratransit vans (all fuel sources) = 200,000 miles
  - Rideshare vehicles (all fuel sources) = 110,000 miles
- The fourth element is the benchmark STA sets for "Meets Financial Needs of SGR" consists of a calculation of the maintenance investment in a specific vehicle compared to its original purchase value. A vehicle meets the financial needs criteria if the analysis of its 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%
  - Rideshare vehicles (all fuel sources) ≤ 30%

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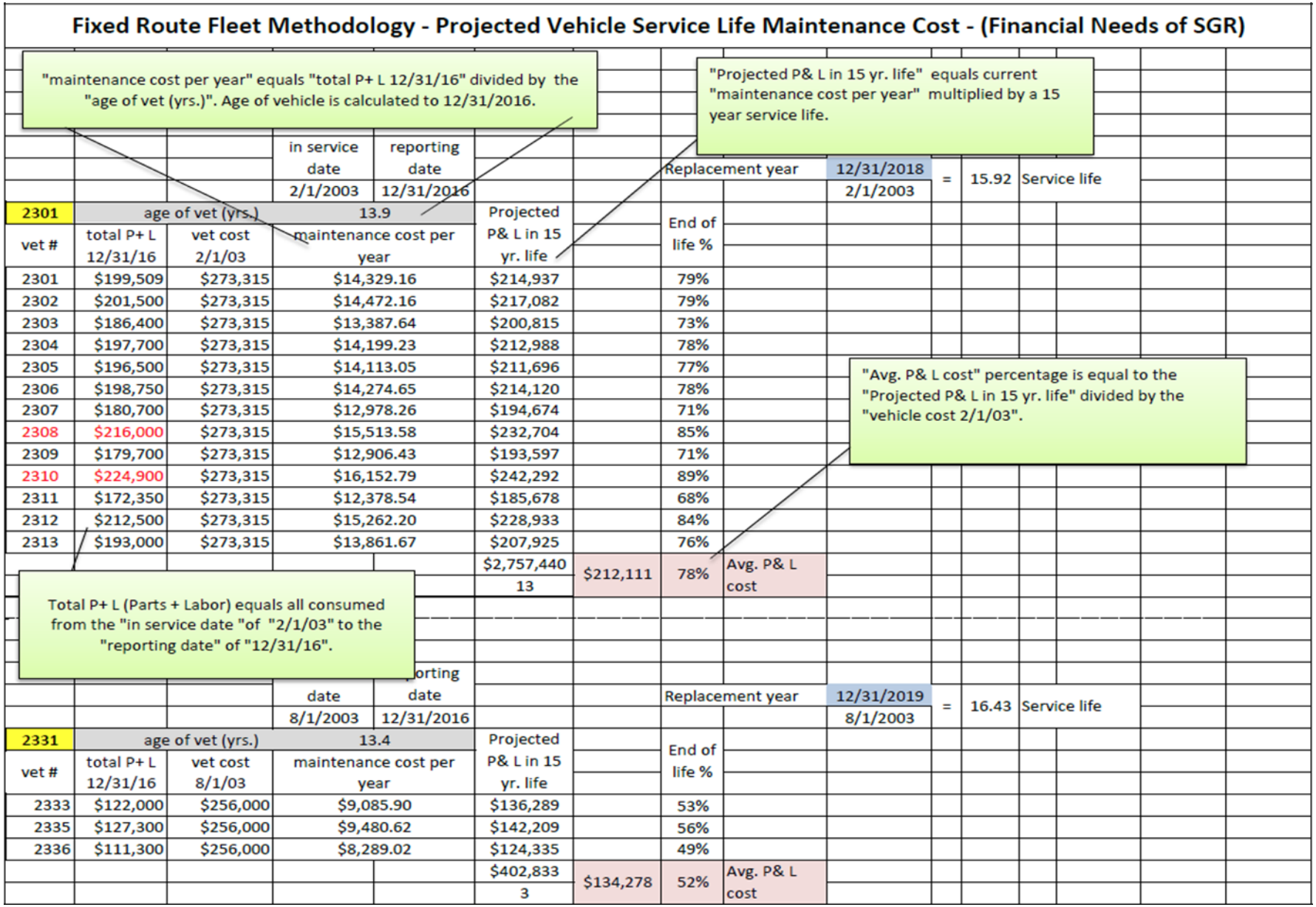

Fixed Route Fleet Methodology - Projected Vehicle Service Life Maintenance Cost - (Financial Needs of SGR)

"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								
			2/1/2003	12/31/2016			Replacement year	12/31/2018	=	15.92	Service life	
2301	age of vet (yrs.)		13.9		Projected P& L in 15 yr. life			2/1/2003				
vet #	total P+ L 12/31/16	vet cost 2/1/03	maintenance cost per year				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	$212,111	78%	Avg. P& L cost				
					13							

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

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".

			date	orting date								
			8/1/2003	12/31/2016			Replacement year	12/31/2019	=	16.43	Service life	
2331	age of vet (yrs.)		13.4		Projected P& L in 15 yr. life			8/1/2003				
vet #	total P+ L 12/31/16	vet cost 8/1/03	maintenance cost per year				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	$134,278	52%	Avg. P& L cost				
					3							

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 a 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 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. Vehicles with a score of "3" or "5" may also have a scorecard annotation as being in the CIP, 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 -- including support vehicles. For STA's TAM Plan, Owned Equipment includes more than assets that are stand-alone systems. Owned 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, underground fuel storage tanks, etc.

Two assessment methodologies are used to evaluate this equipment.

- Support vehicles undergo the same assessment methodology as Rolling Stock vehicles in conjunction with the WSDOT TERM scale for equipment. 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 RollingStock.
- All other organizational equipment is assessed using the TERM methodology. This assessment matrix is shown in Figure 2.

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

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

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 Plan 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 above, major subsystems, which are on a separate replacement cycle 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 by calculating the average scores of each substructure. The substructure scores are used to compile an average, overall score for each facility. As subcomponents degrade or are updated, it is reflected in the average score of each facility.

(Example Facility Scorecard)

1229 W Boone Avenue

All facilities are assessed by calculating the average scores of each substructure. These scores are then used to compile a mean, overall score for each facility. As subcomponents degrade or are updated, it is reflected in the overall rating of the facility.

1).

Substructure			
Secondary Score		*Primary Score*	4
Foundation: Walls, column, slab, pilings, etc.			
	4		

2).

Shell			
Secondary Score		*Primary Score*	3.75
Superstructure/structural frame: Columns, pillars, walls	4		
Roof: Roof surfaces, drains, crickets, skylights, vents surrounds	4		
Exterior: Windows, doors and all finishes (paint, masonry)	3		
Sky walk: Windows, doors , beams and all finishes (paint, masonry)	4		

3).

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

4) *Conveyance*

	Primary Scores in Ascending Order	Aggregated rating
1	4.0	
2	3.8	
3	4.0	
4	4.0	
5	4.0	4.0
6	3.8	
7	4.0	
8	4.0	
9	4.0	
10	4.0	
11	4.8	

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

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.

SECTION 1: ROLLING STOCK

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

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Washington State Department of Transportation

Owned Rolling Stock Inventory & Verification of Continued Use Form
Fleet-Fixed Route

Agency/Organization: Spokane Transit Authority **Inventory Year:** 2023

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 ($)	Planned Replacement Year	Planned Replacement Fuel Type	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (Yes/No)
1	2003	GILLIG 29'	4	15GGE271231090821	2333	485688	No	Yes	20	350,000	Yes	Yes	432,521	2023	BEB	Yes	24 + 2	D	No
2	2003	GILLIG 29'	4	15GGE271631090823	2335	501009	No	Yes	20	350,000	Yes	Yes	432,521	2023	BEB	Yes	24 + 2	D	No
3	2003	GILLIG 29'	4	15GGE271831090824	2336	509787	Yes	Yes	20	350,000	Yes	Yes	432,521	2023	BEB	Yes	24 + 2	D	No
4	2006	GILLIG 40'	1	15GGD291761077750	2601	802232	No	Yes	15	750,000	Yes	Yes	505,452	2023	BEB	Yes	40 + 2	D	No
5	2006	GILLIG 40'	1	15GGD291961077751	2602	826412	No	Yes	15	750,000	Yes	Yes	505,452	2023	BEB	Yes	40 + 2	D	No
6	2006	GILLIG 40'	1	15GGD29106077752	2603	855527	No	Yes	15	750,000	Yes	Yes	505,452	2023	BEB	Yes	40 + 2	D	No
7	2006	GILLIG 40'	1	15GGD29126077753	2604	832477	No	Yes	15	750,000	Yes	Yes	505,452	2023	BEB	Yes	40 + 2	D	No
8	2006	GILLIG 40'	1	15GGD291461077754	2605	901127	No	Yes	15	750,000	Yes	Yes	505,452	2023	BEB	Yes	40 + 2	D	No
9	2006	GILLIG 40'	1	15GGD29166077755	2606	823975	No	Yes	15	750,000	Yes	Yes	505,452	2023	BEB	Yes	40 + 2	D	No
10	2006	GILLIG 40'	1	15GGD291861077756	2607	875869	No	Yes	15	750,000	Yes	Yes	505,452	2023	BEB	Yes	40 + 2	D	No
11	2006	GILLIG 40'	1	15GGD291X61077757	2608	791754	No	Yes	15	750,000	Yes	Yes	505,452	2023	BEB	Yes	40 + 2	D	No
12	2006	GILLIG 40'	1	15GGD291161077758	2609	846168	No	Yes	15	750,000	Yes	Yes	505,452	2023	BEB	Yes	40 + 2	D	No
13	2006	GILLIG 40'	1	15GGD291361077759	2610	816641	No	Yes	15	750,000	Yes	Yes	505,452	2023	BEB	Yes	40 + 2	D	No
14	2006	GILLIG 40'	1	15GGD291X61077760	2611	850467	No	Yes	15	750,000	Yes	Yes	505,452	2023	BEB	Yes	40 + 2	D	No
15	2006	GILLIG 40'	1	15GGB291X61077762	2613	835188	No	Yes	15	750,000	Yes	Yes	505,452	2023	BEB	Yes	40 + 2	D	No
16	2006	GILLIG 40'	1	15GGB29116077763	2614	794369	No	Yes	15	750,000	Yes	Yes	505,452	2023	BEB	Yes	40 + 2	D	No
17	2006	GILLIG 40'	1	15GGB29136077764	2615	829213	No	Yes	15	750,000	Yes	Yes	505,452	2023	BEB	Yes	40 + 2	D	No
18	2006	GILLIG 40'	1	15GGD291961077765	2616	836373	No	Yes	15	750,000	Yes	Yes	505,452	2023	BEB	Yes	40 + 2	D	No
19	2006	GILLIG 40'	1	15GGD291461077766	2617	890327	No	Yes	15	750,000	Yes	Yes	505,452	2023	BEB	Yes	40 + 2	D	No
20	2006	GILLIG 40'	1	15GGD29166077767	2618	871890	No	Yes	15	750,000	Yes	Yes	505,452	2023	BEB	Yes	40 + 2	D	No
21	2006	GILLIG 40'	1	15GGD291861077768	2619	873679	No	Yes	15	750,000	Yes	Yes	505,452	2023	BEB	Yes	40 + 2	D	No
22	2006	NEW FLYER 60'	5	5FYD4YS196C031037	2661	657293	Yes	Yes	15	750,000	Yes	Yes	815,136	2024	Diesel	Yes	62+2	D	No
23	2006	NEW FLYER 60'	5	5FYD4YS106C031038	2662	648715	Yes	Yes	15	750,000	Yes	Yes	815,136	2024	Diesel	Yes	62+2	D	No
24	2006	NEW FLYER 60'	5	5FYD4YS126C031039	2663	639010	Yes	Yes	15	750,000	Yes	Yes	815,136	2024	Diesel	Yes	62+2	D	No
25	2006	NEW FLYER 60'	5	5FYD4YS196C031040	2664	632897	Yes	Yes	15	750,000	Yes	Yes	815,136	2024	Diesel	Yes	62+2	D	No
26	2006	NEW FLYER 60'	5	5FYD4YS106C031041	2665	637549	Yes	Yes	15	750,000	Yes	Yes	815,136	2024	Diesel	Yes	62+2	D	No
27	2006	NEW FLYER 60'	5	5FYD4YS126C031042	2666	639577	Yes	Yes	15	750,000	Yes	Yes	815,136	2024	Diesel	Yes	62+2	D	No
28	2007	GILLIG 35'	2	15GGB271571078435	2701	690072	Yes	Yes	15	750,000	Yes	Yes	537,650	2023	BEB	Yes	39+2	D	No
29	2007	GILLIG 35'	2	15GGB271771078436	2702	687918	Yes	Yes	15	750,000	Yes	Yes	537,650	2023	BEB	Yes	39+2	D	No
30	2007	GILLIG 35'	2	15GGB271971078437	2703	685101	Yes	Yes	15	750,000	Yes	Yes	537,650	2023	BEB	Yes	39+2	D	No
31	2007	GILLIG 40'	1	15GGD271271078418	2704	777792	No	Yes	15	750,000	Yes	Yes	550,230	2023	BEB	Yes	39+2	D	No
32	2007	GILLIG 40'	1	15GGD271471078419	2705	793522	No	Yes	15	750,000	Yes	Yes	550,230	2023	BEB	Yes	39+2	D	No
33	2007	GILLIG 40'	1	15GGD271071078420	2706	805155	No	Yes	15	750,000	Yes	Yes	550,230	2023	BEB	Yes	39+2	D	No
34	2007	GILLIG 40'	1	15GGD271271078421	2707	816038	No	Yes	15	750,000	Yes	Yes	550,230	2023	BEB	Yes	39+2	D	No
35	2007	GILLIG 40'	1	15GGD271471078422	2708	807197	No	Yes	15	750,000	Yes	Yes	550,230	2023	BEB	Yes	39+2	D	No
36	2007	GILLIG 40'	1	15GGD271671078423	2709	796983	No	Yes	15	750,000	Yes	Yes	550,230	2023	BEB	Yes	39+2	D	No
37	2007	GILLIG 40'	1	15GGD271871078424	2710	786256	No	Yes	15	750,000	Yes	Yes	550,230	2023	BEB	Yes	39+2	D	No
38	2007	GILLIG 40'	1	15GGD271X71078425	2711	801792	No	Yes	15	750,000	Yes	Yes	550,230	2023	BEB	Yes	39+2	D	No
39	2007	GILLIG 40'	1	15GGD271171078426	2712	801334	No	Yes	15	750,000	Yes	Yes	550,230	2023	BEB	Yes	39+2	D	No
40	2007	GILLIG 40'	1	15GGD271371078427	2713	829500	No	Yes	15	750,000	Yes	Yes	550,230	2023	BEB	Yes	39+2	D	No
41	2007	GILLIG 40'	1	15GGD271571078428	2714	823785	No	Yes	15	750,000	Yes	Yes	550,230	2024	Diesel	Yes	39+2	D	No
42	2007	GILLIG 40'	1	15GGD271771078429	2715	799214	No	Yes	15	750,000	Yes	Yes	550,230	2024	Diesel	Yes	39+2	D	No
43	2007	GILLIG 40'	1	15GGD271371078430	2716	794030	No	Yes	15	750,000	Yes	Yes	550,230	2024	Diesel	Yes	39+2	D	No
44	2007	GILLIG 40'	1	15GGD271571078431	2717	790089	No	Yes	15	750,000	Yes	Yes	550,230	2024	Diesel	Yes	39+2	D	No
45	2007	GILLIG HEV 40'	1	15GGD301771078432	7001	781012	Yes	Yes	15	750,000	Yes	Yes	892,118	2023	BEB	Yes	39+2	DE	No
46	2007	GILLIG HEV 40'	1	15GGD301971078433	7002	767865	Yes	Yes	15	750,000	Yes	Yes	892,118	2023	BEB	Yes	39+2	DE	No
47	2007	GILLIG HEV 40'	1	15GGD301071078434	7003	736615	Yes	Yes	15	750,000	Yes	Yes	892,118	2023	BEB	Yes	39+2	DE	No
48	2008	GILLIG 40'	1	15GGD271081079603	2801	748940	No	Yes	15	750,000	Yes	Yes	547,508	2024	Diesel	Yes	39+2	D	No
49	2008	GILLIG 40'	1	15GGD271281079604	2802	768922	No	Yes	15	750,000	Yes	Yes	547,508	2024	Diesel	Yes	39+2	D	No
50	2008	GILLIG 40'	1	15GGD271481079605	2803	759880	No	Yes	15	750,000	Yes	Yes	547,508	2024	Diesel	Yes	39+2	D	No
51	2008	GILLIG 40'	1	15GGD271681079606	2804	780021	No	Yes	15	750,000	Yes	Yes	547,508	2024	Diesel	Yes	39+2	D	No
52	2008	GILLIG 40'	1	15GGD271881079607	2805	759017	No	Yes	15	750,000	Yes	Yes	547,508	2024	Diesel	Yes	39+2	D	No
53	2008	GILLIG 40'	1	15GGD271X81079608	2806	773236	No	Yes	15	750,000	Yes	Yes	547,508	2025	Diesel	Yes	39+2	D	No
54	2008	GILLIG 40'	1	15GGD271181079609	2807	740012	No	Yes	15	750,000	Yes	Yes	547,508	2025	Diesel	Yes	39+2	D	No
55	2008	GILLIG 40'	1	15GGD271881079610	2808	769285	No	Yes	15	750,000	Yes	Yes	547,508	2025	Diesel	Yes	39+2	D	No
56	2008	GILLIG 40'	1	15GGD271X81079611	2809	734978	No	Yes	15	750,000	Yes	Yes	547,508	2025	Diesel	Yes	39+2	D	No
57	2008	GILLIG 40'	1	15GGD271181079612	2810	769431	No	Yes	15	750,000	Yes	Yes	547,508	2025	Diesel	Yes	39+2	D	No
58	2008	GILLIG 40'	1	15GGD271381079613	2811	756821	No	Yes	15	750,000	Yes	Yes	547,508	2025	Diesel	Yes	39+2	D	No
59	2008	GILLIG 40'	1	15GGD271581079614	2812	772705	No	Yes	15	750,000	Yes	Yes	547,508	2025	Diesel	Yes	39+2	D	No
60	2008	GILLIG 40'	1	15GGD271781079615	2813	754384	No	Yes	15	750,000	Yes	Yes	547,508	2025	Diesel	Yes	39+2	D	No
61	2008	GILLIG 40'	1	15GGD271981079616	2814	719355	No	Yes	15	750,000	Yes	Yes	547,508	2025	Diesel	Yes	39+2	D	No
62	2008	GILLIG HEV 40'	1	15GGD301081079617	8001	741651	Yes	Yes	15	750,000	Yes	Yes	799,070	2023	Diesel	Yes	39+2	DE	No
63	2008	GILLIG HEV 40'	1	15GGD301281079618	8002	751051	Yes	Yes	15	750,000	Yes	Yes	799,070	2023	Diesel	Yes	39+2	DE	No
64	2008	GILLIG HEV 40'	1	15GGD301081079620	8004	724335	Yes	Yes	15	750,000	Yes	Yes	799,070	2023	Diesel	Yes	39+2	DE	No
65	2008	GILLIG HEV 40'	1	15GGD301281079621	8005	745619	Yes	Yes	15	750,000	Yes	Yes	799,070	2023	Diesel	Yes	39+2	DE	No
66	2008	GILLIG HEV 40'	1	15GGD301481079622	8006	757575	Yes	Yes	15	750,000	Yes	Yes	799,070	2023	Diesel	Yes	39+2	DE	No
67	2009	NEW FLYER 60'	5	5FYD4YS1X9B036418	2961	594775	Yes	Yes	15	750,000	Yes	Yes	948,732	2026	Diesel	Yes	62+2	D	No
68	2009	NEW FLYER 60'	5	5FYD4YS119B036419	2962	569483	Yes	Yes	15	750,000	Yes	Yes	932,183	2026	Diesel	Yes	62+2	D	No

No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Financial Needs of SGR (Yes/No)	Vehicle Safe? (Yes/No)	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance Current (Yes/No)	Designed Function (Yes/No)	Replacement Cost ($)	Planned Replacement Year	Planned Replacement Fuel Type	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (Yes/No)
69	2009	NEW FLYER 60'	5	5FYD4YS189B036420	2963	537353	Yes	Yes	15	750,000	Yes	Yes	948,732	2026	Diesel	Yes	62+2	D	No
70	2009	NEW FLYER 60'	5	5FYD4YS1X9B036421	2964	581055	Yes	Yes	15	750,000	Yes	Yes	948,732	2026	Diesel	Yes	62+2	D	No
71	2009	GILLIG 40'	1	15GGD271191176245	2901	722259	No	Yes	15	750,000	Yes	Yes	535,948	2025	Diesel	Yes	39+2	D	No
72	2009	GILLIG 40'	1	15GGD271391176246	2902	702190	Yes	Yes	15	750,000	Yes	Yes	535,948	2025	Diesel	Yes	39+2	D	No
73	2009	GILLIG 40'	1	15GGD271591176247	2903	736918	No	Yes	15	750,000	Yes	Yes	535,948	2025	Diesel	Yes	39+2	D	No
74	2009	GILLIG 40'	1	15GGD271791176248	2904	729942	Yes	Yes	15	750,000	Yes	Yes	535,948	2025	Diesel	Yes	39+2	D	No
75	2009	GILLIG 40'	1	15GGD271991176249	2905	700890	No	Yes	15	750,000	Yes	Yes	535,948	2025	Diesel	Yes	39+2	D	No
76	2009	GILLIG 40'	1	15GGD271591176250	2906	705507	No	Yes	15	750,000	Yes	Yes	535,948	2025	Diesel	Yes	39+2	D	No
77	2009	GILLIG 40'	1	15GGD271791176251	2907	713803	No	Yes	15	750,000	Yes	Yes	535,948	2025	Diesel	Yes	39+2	D	No
78	2009	GILLIG 40'	1	15GGD271991176252	2908	726698	No	Yes	15	750,000	Yes	Yes	535,948	2025	Diesel	Yes	39+2	D	No
79	2009	GILLIG 40'	1	15GGD271091176253	2909	709748	No	Yes	15	750,000	Yes	Yes	535,948	2025	Diesel	Yes	39+2	D	No
80	2009	GILLIG HEV 29'	4	15GGE301091091443	9031	234109	Yes	Yes	20	350,000	Yes	Yes	821,190	2029	ZEB	Yes	26+2	DE	No
81	2009	GILLIG HEV 29'	4	15GGE301291091444	9032	238136	Yes	Yes	20	350,000	Yes	Yes	821,190	2029	ZEB	Yes	26+2	DE	No
82	2009	GILLIG HEV 29'	4	15GGE301491091445	9033	229717	Yes	Yes	20	350,000	Yes	Yes	821,190	2029	ZEB	Yes	26+2	DE	No
83	2010	GILLIG HEV 40'	1	15GGD3017A1176254	10701	670600	Yes	Yes	15	750,000	Yes	Yes	844,598	2026	Diesel	Yes	39+2	DE	No
84	2010	GILLIG HEV 40'	1	15GGD3019A1176255	10702	677300	Yes	Yes	15	750,000	Yes	Yes	844,598	2026	Diesel	Yes	39+2	DE	No
85	2010	GILLIG HEV 40'	1	15GGD3010A1176256	10703	674457	Yes	Yes	15	750,000	Yes	Yes	844,598	2026	Diesel	Yes	39+2	DE	No
86	2010	GILLIG HEV 40'	1	15GGD3012A1176257	10704	715392	Yes	Yes	15	750,000	Yes	Yes	844,598	2026	Diesel	Yes	39+2	DE	No
87	2010	GILLIG HEV 40'	1	15GGD3014A1176258	10705	673328	Yes	Yes	15	750,000	Yes	Yes	844,598	2026	Diesel	Yes	39+2	DE	No
88	2010	GILLIG HEV 40'	1	15GGD3016A1176259	10706	707714	Yes	Yes	15	750,000	Yes	Yes	844,598	2026	Diesel	Yes	39+2	DE	No
89	2010	GILLIG HEV 40'	1	15GGD3012A1176260	10707	686641	Yes	Yes	15	750,000	Yes	Yes	844,598	2026	Diesel	Yes	39+2	DE	No
90	2010	GILLIG HEV 40'	1	15GGD3014A1176261	10708	690645	Yes	Yes	15	750,000	Yes	Yes	844,598	2026	Diesel	Yes	39+2	DE	No
91	2010	GILLIG HEV 40'	1	15GGD3016A1176262	10709	678319	Yes	Yes	15	750,000	Yes	Yes	844,598	2026	Diesel	Yes	39+2	DE	No
92	2010	GILLIG HEV 40'	1	15GGD3018A1176263	10710	707758	Yes	Yes	15	750,000	Yes	Yes	844,598	2026	Diesel	Yes	39+2	DE	No
93	2012	GILLIG HEV 40'	1	15GGD3018C1180543	12701	520025	Yes	Yes	15	750,000	Yes	Yes	840,786	2027	Diesel	Yes	39+2	DE	No
94	2012	GILLIG HEV 40'	1	15GGD301XC1180544	12702	559115	Yes	Yes	15	750,000	Yes	Yes	840,786	2027	Diesel	Yes	39+2	DE	No
95	2012	GILLIG HEV 40'	1	15GGD3011C1180545	12703	531429	Yes	Yes	15	750,000	Yes	Yes	840,786	2027	Diesel	Yes	39+2	DE	No
96	2012	GILLIG HEV 40'	1	15GGD3013C1180546	12704	514689	Yes	Yes	15	750,000	Yes	Yes	849,626	2027	Diesel	Yes	39+2	DE	No
97	2012	GILLIG HEV 40'	1	15GGD3015C1180547	12705	553649	Yes	Yes	15	750,000	Yes	Yes	849,626	2027	Diesel	Yes	39+2	DE	No
98	2012	GILLIG HEV 40'	1	15GGD3017C1180548	12706	547258	Yes	Yes	15	750,000	Yes	Yes	849,626	2027	Diesel	Yes	39+2	DE	No
99	2014	GILLIG 40'	1	15GGD271XE1183561	1401	458871	Yes	Yes	15	750,000	Yes	Yes	538,357	2029	ZEB	Yes	39+2	D	No
100	2014	GILLIG 40'	1	15GGD2711E1183562	1402	504259	Yes	Yes	15	750,000	Yes	Yes	538,357	2029	ZEB	Yes	39+2	D	No
101	2014	GILLIG 40'	1	15GGD2713E1183563	1403	497082	Yes	Yes	15	750,000	Yes	Yes	538,357	2029	ZEB	Yes	39+2	D	No
102	2014	GILLIG 40'	1	15GGD2715E1183564	1404	512340	Yes	Yes	15	750,000	Yes	Yes	538,357	2029	ZEB	Yes	39+2	D	No
103	2014	GILLIG 40'	1	15GGD2717E1183565	1405	505552	Yes	Yes	15	750,000	Yes	Yes	538,357	2029	ZEB	Yes	39+2	D	No
104	2014	GILLIG 40'	1	15GGD2719E1183566	1406	494297	Yes	Yes	15	750,000	Yes	Yes	537,589	2029	ZEB	Yes	39+2	D	No
105	2014	GILLIG 40'	1	15GGD2710E1183567	1407	489109	Yes	Yes	15	750,000	Yes	Yes	537,589	2029	ZEB	Yes	39+2	D	No
106	2014	GILLIG 40'	1	15GGD2712E1183568	1408	506700	Yes	Yes	15	750,000	Yes	Yes	537,589	2029	ZEB	Yes	39+2	D	No
107	2016	GILLIG 40'	1	15GGD2715G1187083	1601	371139	Yes	Yes	15	750,000	Yes	Yes	561,217	2031	ZEB	Yes	39+2	D	No
108	2016	GILLIG 40'	1	15GGD2717G1187084	1602	360583	Yes	Yes	15	750,000	Yes	Yes	561,217	2031	ZEB	Yes	39+2	D	No
109	2016	GILLIG 40'	1	15GGD2719G1187085	1603	368314	Yes	Yes	15	750,000	Yes	Yes	561,217	2031	ZEB	Yes	39+2	D	No
110	2016	GILLIG 40'	1	15GGD2710G1187086	1604	362474	Yes	Yes	15	750,000	Yes	Yes	561,217	2031	ZEB	Yes	39+2	D	No
111	2016	GILLIG 40'	1	15GGD2712G1187087	1605	378344	Yes	Yes	15	750,000	Yes	Yes	561,217	2031	ZEB	Yes	39+2	D	No
112	2016	GILLIG 40'	1	15GGD2714G1187088	1606	372294	Yes	Yes	15	750,000	Yes	Yes	561,217	2031	ZEB	Yes	39+2	D	No
113	2016	GILLIG 40'	1	15GGD2716G1187089	1607	377321	Yes	Yes	15	750,000	Yes	Yes	561,217	2031	ZEB	Yes	39+2	D	No
114	2017	NEW FLYER 60'	5	5FYD8YU18HC051154	1761	298753	Yes	Yes	15	750,000	Yes	Yes	958,433	2032	ZEB	Yes	62+2	D	No
115	2017	NEW FLYER 60'	5	5FYD8YU1XHC051155	1762	294777	Yes	Yes	15	750,000	Yes	Yes	958,433	2032	ZEB	Yes	62+2	D	No
116	2017	NEW FLYER 60'	5	5FYD8YU11HC051156	1763	271919	Yes	Yes	15	750,000	Yes	Yes	958,433	2032	ZEB	Yes	62+2	D	No
117	2017	GILLIG 40'	1	15GGD2710H3188311	1801	304656	Yes	Yes	15	750,000	Yes	Yes	588,898	2033	ZEB	Yes	39+2	D	No
118	2017	GILLIG 40'	1	15GGD2712H3188312	1802	315751	Yes	Yes	15	750,000	Yes	Yes	588,898	2033	ZEB	Yes	39+2	D	No
119	2017	GILLIG 40'	1	15GGD2714H3188313	1803	313382	Yes	Yes	15	750,000	Yes	Yes	588,898	2033	ZEB	Yes	39+2	D	No
120	2017	GILLIG 40'	1	15GGD2716H3188314	1804	317888	Yes	Yes	15	750,000	Yes	Yes	588,898	2033	ZEB	Yes	39+2	D	No
121	2017	GILLIG 40'	1	15GGD2718H3188315	1805	318338	Yes	Yes	15	750,000	Yes	Yes	588,898	2033	ZEB	Yes	39+2	D	No
122	2017	GILLIG 40'	1	15GGD271XH3188316	1806	319513	Yes	Yes	15	750,000	Yes	Yes	588,898	2033	ZEB	Yes	39+2	D	No
123	2018	NEW FLYER 60'	5	5FYD8YU11JB052853	1861	269567	Yes	Yes	15	750,000	Yes	Yes	999,724	2033	ZEB	Yes	62+2	D	No
124	2018	NEW FLYER 60'	5	5FYD8YU13JB052854	1862	255301	Yes	Yes	15	750,000	Yes	Yes	999,724	2033	ZEB	Yes	62+2	D	No
125	2018	NEW FLYER 60'	5	5FYD8YU15JB052855	1863	272488	Yes	Yes	15	750,000	Yes	Yes	999,724	2033	ZEB	Yes	62+2	D	No
126	2018	NEW FLYER 60'	5	5FYD8YU17JB052856	1864	243671	Yes	Yes	15	750,000	Yes	Yes	999,724	2033	ZEB	Yes	62+2	D	No
127	2018	NEW FLYER 60'	5	5FYD8YU19JB052857	1865	292505	Yes	Yes	15	750,000	Yes	Yes	999,724	2033	ZEB	Yes	62+2	D	No
128	2018	NEW FLYER 60'	5	5FYD8YU10JB052858	1866	287711	Yes	Yes	15	750,000	Yes	Yes	999,724	2033	ZEB	Yes	62+2	D	No
129	2018	NEW FLYER 60'	5	5FYD8YU12JB052859	1867	298440	Yes	Yes	15	750,000	Yes	Yes	999,724	2033	ZEB	Yes	62+2	D	No
130	2019	GILLIG 40'	1	15GGD2717K3192931	1901	226636	Yes	Yes	15	750,000	Yes	Yes	622,108	2034	ZEB	Yes	39+2	D	No
131	2019	GILLIG 40'	1	15GGD2719K3192932	1902	222383	Yes	Yes	15	750,000	Yes	Yes	622,108	2034	ZEB	Yes	39+2	D	No
132	2019	GILLIG 40'	1	15GGD2710K3192933	1903	231531	Yes	Yes	15	750,000	Yes	Yes	622,108	2034	ZEB	Yes	39+2	D	No
133	2019	GILLIG 40'	1	15GGD2712K3192934	1904	229254	Yes	Yes	15	750,000	Yes	Yes	622,108	2034	ZEB	Yes	39+2	D	No
134	2019	GILLIG 40'	1	15GGD2714K3192935	1905	216631	Yes	Yes	15	750,000	Yes	Yes	622,108	2034	ZEB	Yes	39+2	D	No
135	2019	GILLIG 40'	1	15GGD2716K3192936	1906	238169	Yes	Yes	15	750,000	Yes	Yes	622,108	2034	ZEB	Yes	39+2	D	No
136	2021	GILLIG 40'	1	15GGD2712M3195822	2101	144127	Yes	Yes	15	750,000	Yes	Yes	625,196	2036	ZEB	Yes	37+2	D	No
137	2021	GILLIG 40'	1	15GGD2714M3195823	2102	140411	Yes	Yes	15	750,000	Yes	Yes	625,196	2036	ZEB	Yes	37+2	D	No
138	2021	GILLIG 40'	1	15GGD2716M3195824	2103	152539	Yes	Yes	15	750,000	Yes	Yes	625,196	2036	ZEB	Yes	37+2	D	No
139	2021	GILLIG 40'	1	15GGD2718M3195825	2104	152214	Yes	Yes	15	750,000	Yes	Yes	625,196	2036	ZEB	Yes	37+2	D	No
140	2021	GILLIG 40'	1	15GGD271XM3195826	2105	142961	Yes	Yes	15	750,000	Yes	Yes	625,196	2036	ZEB	Yes	37+2	D	No
141	2021	GILLIG 40'	1	15GGD2711M3195827	2106	150362	Yes	Yes	15	750,000	Yes	Yes	625,196	2036	ZEB	Yes	37+2	D	No
142	2021	GILLIG 40'	1	15GGD2713M3195828	2107	147030	Yes	Yes	15	750,000	Yes	Yes	625,196	2036	ZEB	Yes	37+2	D	No
143	2021	GILLIG 40'	1	15GGD2715M3195829	2108	145675	Yes	Yes	15	750,000	Yes	Yes	625,196	2036	ZEB	Yes	37+2	D	No
144	2021	GILLIG 40'	1	15GGD2711M3195830	2109	141225	Yes	Yes	15	750,000	Yes	Yes	626,170	2036	ZEB	Yes	37+2	D	No
145	2021	GILLIG 40'	1	15GGD2713M3195831	2110	145589	Yes	Yes	15	750,000	Yes	Yes	626,170	2036	ZEB	Yes	37+2	D	No
146	2021	GILLIG 40'	1	15GGD2715M3195832	2111	155247	Yes	Yes	15	750,000	Yes	Yes	626,170	2036	ZEB	Yes	37+2	D	No
147	2021	GILLIG 40'	1	15GGD2717M3195833	2112	127966	Yes	Yes	15	750,000	Yes	Yes	626,170	2036	ZEB	Yes	37+2	D	No
148	2021	GILLIG 40'	1	15GGD2719M3195834	2113	151638	Yes	Yes	15	750,000	Yes	Yes	626,170	2036	ZEB	Yes	37+2	D	No
149	2021	GILLIG 40'	1	15GGD2710M3195835	2114	147352	Yes	Yes	15	750,000	Yes	Yes	626,170	2036	ZEB	Yes	37+2	D	No
150	2021	GILLIG 40'	1	15GGD2712M3195836	2115	143563	Yes	Yes	15	750,000	Yes	Yes	626,170	2036	ZEB	Yes	37+2	D	No

No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Financial Needs of SGR (Yes/No)	Vehicle Safe? (Yes/No)	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance Current (Yes/No)	Designed Function (Yes/No)	Replacement Cost ($)	Planned Replacement Year	Planned Replacement Fuel Type	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (Yes/No)
151	2021	GILLIG 40'	1	15GGD2714M3195837	2116	133584	Yes	Yes	15	750,000	Yes	Yes	626,170	2036	ZEB	Yes	37+2	D	No
152	2021	NEW FLYER 40' BEB	1	5FYB8FJ17MB075445	E4001	37462	Yes	Yes	15	750,000	Yes	Yes	1,113,673	2036	ZEB	Yes	39+2	E	No
153	2021	NEW FLYER 40' BEB	1	5FYB8FJ19MB075446	E4002	57331	Yes	Yes	15	750,000	Yes	Yes	1,113,673	2036	ZEB	Yes	39+2	E	No
154	2021	PROTERRA 40' BEB	1	7JZTH13J4ML000444	E4003	22207	Yes	Yes	15	750,000	Yes	Yes	1,083,382	2036	ZEB	Yes	40+2	E	No
155	2021	PROTERRA 40' BEB	1	7JZTH13J6ML000445	E4004	21739	Yes	Yes	15	750,000	Yes	Yes	1,084,347	2036	ZEB	Yes	40+2	E	No
156	2021	NEW FLYER 60' BEB	5	5FYB8YJ17MB075361	E6001	19140	Yes	Yes	15	750,000	Yes	Yes	1,550,040	2036	ZEB	Yes	41+2	E	No
157	2021	NEW FLYER 60' BEB	5	5FYB8YJ19MB075362	E6002	18453	Yes	Yes	15	750,000	Yes	Yes	1,550,040	2036	ZEB	Yes	41+2	E	No
158	2021	NEW FLYER 60' BEB	5	5FYB8YJ10MB075363	E6003	18048	Yes	Yes	15	750,000	Yes	Yes	1,550,040	2036	ZEB	Yes	41+2	E	No
159	2021	NEW FLYER 60' BEB	5	5FYB8YJ12MB075364	E6004	21990	Yes	Yes	15	750,000	Yes	Yes	1,550,040	2036	ZEB	Yes	41+2	E	No
160	2021	NEW FLYER 60' BEB	5	5FYB8YJ14MB075365	E6005	22175	Yes	Yes	15	750,000	Yes	Yes	1,550,040	2036	ZEB	Yes	41+2	E	No
161	2021	NEW FLYER 60' BEB	5	5FYB8YJ16MB075366	E6006	13572	Yes	Yes	15	750,000	Yes	Yes	1,550,040	2036	ZEB	Yes	41+2	E	No
162	2021	NEW FLYER 60' BEB	5	5FYB8YJ18MB075367	E6007	21271	Yes	Yes	15	750,000	Yes	Yes	1,550,040	2036	ZEB	Yes	41+2	E	No
163	2021	NEW FLYER 60' BEB	5	5FYB8YJ1XMB075368	E6008	21395	Yes	Yes	15	750,000	Yes	Yes	1,550,040	2036	ZEB	Yes	41+2	E	No
164	2021	NEW FLYER 60' BEB	5	5FYB8YJ11MB075369	E6009	20811	Yes	Yes	15	750,000	Yes	Yes	1,550,040	2036	ZEB	Yes	41+2	E	No
165	2021	NEW FLYER 60' BEB	5	5FYB8YJ18MB075370	E6010	21575	Yes	Yes	15	750,000	Yes	Yes	1,550,040	2036	ZEB	Yes	41+2	E	No
166	2022	NEW FLYER 40' DIESEL	1	5FYD8FV10NF105558	2201	54796	Yes	Yes	15	750,000	Yes	Yes	604,810	2037	ZEB	Yes	37+2	D	No
167	2022	NEW FLYER 40' DIESEL	1	5FYD8FV12NF105559	2202	42466	Yes	Yes	15	750,000	Yes	Yes	604,810	2037	ZEB	Yes	37+2	D	No
168	2022	NEW FLYER 40' DIESEL	1	5FYD8FV19NF105560	2203	57143	Yes	Yes	15	750,000	Yes	Yes	604,810	2037	ZEB	Yes	37+2	D	No
169	2022	NEW FLYER 40' DIESEL	1	5FYD8FV10NF105561	2204	51255	Yes	Yes	15	750,000	Yes	Yes	604,810	2037	ZEB	Yes	37+2	D	No
170	2022	NEW FLYER 40' DIESEL	1	5FYD8FV12NF105562	2205	48599	Yes	Yes	15	750,000	Yes	Yes	604,810	2037	ZEB	Yes	37+2	D	No
171	2022	NEW FLYER 40' DIESEL	1	5FYD8FV14NF105563	2206	35012	Yes	Yes	15	750,000	Yes	Yes	604,810	2037	ZEB	Yes	37+2	D	No
172	2022	NEW FLYER 40' DIESEL	1	5FYD8FV16NF105564	2207	43903	Yes	Yes	15	750,000	Yes	Yes	604,810	2037	ZEB	Yes	37+2	D	No
173	2022	NEW FLYER 40' DIESEL	1	5FYD8FV18NF105565	2208	27467	Yes	Yes	15	750,000	Yes	Yes	604,810	2037	ZEB	Yes	37+2	D	No
174	2022	NEW FLYER 40' DIESEL	1	5FYD8FV1XNF105566	2209	34126	Yes	Yes	15	750,000	Yes	Yes	620,696	2037	ZEB	Yes	37+2	D	No
175	2022	NEW FLYER 40' DIESEL	1	5FYD8FV11NF105567	2210	23976	Yes	Yes	15	750,000	Yes	Yes	620,696	2037	ZEB	Yes	37+2	D	No
176	2022	PROTERRA 40' BEB	1	7JZTH13J8NL000724	22241	5217	Yes	Yes	15	750,000	Yes	Yes	1,207,355	2037	ZEB	Yes	40+2	E	Yes
177	2022	PROTERRA 40' BEB	1	7JZTH13JXNL000725	22242	5813	Yes	Yes	15	750,000	Yes	Yes	1,207,355	2037	ZEB	Yes	40+2	E	Yes
178	2022	PROTERRA 40' BEB	1	7JZTH13J1NL000726	22243	3574	Yes	Yes	15	750,000	Yes	Yes	1,207,355	2037	ZEB	Yes	40+2	E	No
179	2022	PROTERRA 40' BEB	1	7JZTH13J3NL000727	22244	1705	Yes	Yes	15	750,000	Yes	Yes	1,207,355	2037	ZEB	Yes	40+2	E	No
180	2022	PROTERRA 40' BEB	1	7JZTH13J5NL000728	22245	5546	Yes	Yes	15	750,000	Yes	Yes	1,207,355	2037	ZEB	Yes	40+2	E	No
181	2022	PROTERRA 40' BEB	1	7JZTH13J7NL000729	22246	3483	Yes	Yes	15	750,000	Yes	Yes	1,207,355	2037	ZEB	Yes	40+2	E	No
182	2022	PROTERRA 40' BEB	1	7JZTH13J3NL000730	22247	3073	Yes	Yes	15	750,000	Yes	Yes	1,207,355	2037	ZEB	Yes	40+2	E	No
183	2022	PROTERRA 40' BEB	1	7JZTH13J5NL000731	22248	3204	Yes	Yes	15	750,000	Yes	Yes	1,207,355	2037	ZEB	Yes	40+2	E	No
184	2022	PROTERRA 40' BEB	1	7JZTH13J7NL000732	22249	3408	Yes	Yes	15	750,000	Yes	Yes	1,207,355	2037	ZEB	Yes	40+2	E	No
185	2022	PROTERRA 40' BEB	1	7JZTH13J9NL000733	22250	5147	Yes	Yes	15	750,000	Yes	Yes	1,207,355	2037	ZEB	Yes	40+2	E	No
186	2023	NEW FLYER 60' BEB	5	5FYB8YJ15PB107552	23261	3025	Yes	Yes	15	750,000	Yes	Yes	1,333,960	2038	ZEB	Yes	53+2	E	No
187	2023	NEW FLYER 60' BEB	5	5FYB8YJ17PB107553	23262	3014	Yes	Yes	15	750,000	Yes	Yes	1,333,960	2038	ZEB	Yes	53+2	E	No
188	2023	NEW FLYER 60' BEB	5	5FYB8YJ19PB107554	23263	3651	Yes	Yes	15	750,000	Yes	Yes	1,331,039	2038	ZEB	Yes	53+2	E	No
189	2023	NEW FLYER 40' BEB	1	5FYB8FJ11PB108007	E4005	2464	Yes	Yes	15	750,000	Yes	Yes	1,044,983	2038	ZEB	Yes	39+2	E	No
190	2023	NEW FLYER 40' BEB	1	5FYB8FJ13PB108008	E4006	549	Yes	Yes	15	750,000	Yes	Yes	1,044,983	2038	ZEB	Yes	39+2	E	No
191	2023	NEW FLYER 40' BEB	1	5FYB8FJ15PB108009	E4007	864	Yes	Yes	15	750,000	Yes	Yes	1,044,983	2038	ZEB	Yes	39+2	E	No
192	2023	NEW FLYER 40' BEB	1	5FYB8FJ11PB108010	E4008	320	Yes	Yes	15	750,000	Yes	Yes	1,044,983	2038	ZEB	Yes	39+2	E	No
193	2023	NEW FLYER 40' BEB	1	5FYB8FJ13PB108011	E4009	483	Yes	Yes	15	750,000	Yes	Yes	1,044,983	2038	ZEB	Yes	39+2	E	No
194	2023	NEW FLYER 40' BEB	1	5FYB8FJ15PB108012	E4010	462	Yes	Yes	15	750,000	Yes	Yes	1,044,983	2038	ZEB	Yes	39+2	E	No
195	2023	NEW FLYER 35' BEB	2	5FYB8KJ15PB108049	23221	393	Yes	Yes	15	750,000	Yes	Yes	1,008,044	2038	ZEB	Yes	31+2	E	Yes
196	2023	NEW FLYER 35' BEB	2	5FYB8KJ11PB108050	23222	324	Yes	Yes	15	750,000	Yes	Yes	1,010,256	2038	ZEB	Yes	31+2	E	Yes
197	2023	NEW FLYER 35' BEB	2	5FYB8KJ13PB108051	23223	323	Yes	Yes	15	750,000	Yes	Yes	1,010,256	2038	ZEB	Yes	31+2	E	Yes
198	2023	NEW FLYER 40' BEB	1	5FYB8FJ13PB107991	23241	321	Yes	Yes	15	750,000	Yes	Yes	1,072,632	2038	ZEB	Yes	39+2	E	Yes
199	2023	NEW FLYER 40' BEB	1	5FYB8FJ15PB107992	23242	353	Yes	Yes	15	750,000	Yes	Yes	1,072,632	2038	ZEB	Yes	39+2	E	Yes
200	2023	NEW FLYER 40' BEB	1	5FYB8FJ17PB107993	23243	443	Yes	Yes	15	750,000	Yes	Yes	1,072,632	2038	ZEB	Yes	39+2	E	Yes
201	2023	NEW FLYER 60' BEB	5	5FYB8YJ0XPB107599	E6011	456	Yes	Yes	15	750,000	Yes	Yes	1,560,920	2038	ZEB	Yes	41+2	E	No
		Total			**201**	**85,619,934**							**$ 124,880,940**						

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

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Figure 1: Sample SGR Financial Needs 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							
			2/1/2003	12/31/2016				Replacement year	12/31/2018	=	15.92 Service life
									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								
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	$212,111	78%	Avg. P& L cost			
					13						

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

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".

			in service date	reporting date							
			8/1/2003	12/31/2016				Replacement year	12/31/2019	=	16.43 Service life
									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								
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	$134,278	52%	Avg. P& L cost			
					3						

2018 SGR.xlsxFixed Route Methodology

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2024 TAM Plan F/R Coach SGR Calculations

	Vehicle Model Year	12/31/2022 Total Parts & Labor	Vehicle Purchase Price	12/31/2023 Avg. Total Parts & Labor*	2022 LTD Plus 2023 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <80%
1	2333	$183,532	$256,000	$27,465	$210,996	82%	No
2	2335	$202,337	$256,000	$15,214	$217,551	85%	No
3	2336	$174,901	$256,000	$12,892	$187,794	73%	Yes
4	2601	$279,138	$299,400	$20,448	$299,586	100%	No
5	2602	$269,077	$299,400	$8,718	$277,795	93%	No
6	2603	$266,903	$299,400	$7,488	$274,390	92%	No
7	2604	$263,972	$299,400	$20,374	$284,346	95%	No
8	2605	$251,645	$299,400	$21,773	$273,419	91%	No
9	2606	$266,791	$299,400	$13,520	$280,311	94%	No
10	2607	$256,616	$299,400	$16,077	$272,694	91%	No
11	2608	$275,298	$299,400	$8,157	$283,455	95%	No
12	2609	$271,120	$299,400	$10,479	$281,599	94%	No
13	2610	$261,895	$299,400	$21,530	$283,425	95%	No
14	2611	$265,394	$299,400	$17,567	$282,960	95%	No
15	2613	$276,068	$299,400	$8,860	$284,929	95%	No
16	2614	$264,736	$299,400	$12,088	$276,824	92%	No
17	2615	$279,127	$299,400	$5,389	$284,516	95%	No
18	2616	$270,252	$299,400	$4,133	$274,385	92%	No
19	2617	$276,532	$299,400	$35,873	$312,405	104%	No
20	2618	$278,223	$299,400	$15,726	$293,949	98%	No
21	2619	$275,143	$299,400	$20,090	$295,234	99%	No
22	2661	$321,331	$499,873	$16,878	$338,209	68%	Yes
23	2662	$341,902	$499,873	$23,928	$365,830	73%	Yes
24	2663	$313,403	$499,873	$29,238	$342,641	69%	Yes
25	2664	$357,065	$499,873	$24,065	$381,131	76%	Yes
26	2665	$332,238	$499,873	$19,655	$351,893	70%	Yes
27	2666	$330,871	$499,873	$26,725	$357,596	72%	Yes
28	2701	$206,958	$325,000	$17,004	$223,963	69%	Yes
29	2702	$215,511	$325,000	$28,454	$243,966	75%	Yes
30	2703	$216,603	$325,000	$14,229	$230,832	71%	Yes
31	2704	$327,088	$332,400	$14,162	$341,250	103%	No
32	2705	$276,458	$332,400	$14,291	$290,750	87%	No
33	2706	$284,914	$332,400	$23,514	$308,428	93%	No
34	2707	$294,537	$332,400	$20,562	$315,099	95%	No
35	2708	$292,194	$332,400	$17,828	$310,021	93%	No
36	2709	$312,779	$332,400	$27,555	$340,334	102%	No
37	2710	$278,774	$332,400	$33,482	$312,256	94%	No
38	2711	$286,344	$332,400	$19,910	$306,254	92%	No
39	2712	$271,714	$332,400	$18,425	$290,139	87%	No
40	2713	$275,504	$332,400	$32,918	$308,422	93%	No
41	2714	$287,850	$332,400	$15,941	$303,791	91%	No

2024 TAM Plan F/R Coach SGR Calculations

	Vehicle Model Year	12/31/2022 Total Parts & Labor	Vehicle Purchase Price	12/31/2023 Avg. Total Parts & Labor*	2022 LTD Plus 2023 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <80%
42	2715	$288,418	$332,400	$17,692	$306,110	92%	No
43	2716	$302,372	$332,400	$19,152	$321,524	97%	No
44	2717	$288,378	$332,400	$13,909	$302,287	91%	No
45	7001	$236,875	$539,000	$20,815	$257,690	48%	Yes
46	7002	$266,353	$539,000	$35,268	$301,621	56%	Yes
47	7003	$251,745	$539,000	$32,996	$284,741	53%	Yes
48	2801	$252,241	$346,400	$51,882	$304,124	88%	No
49	2802	$264,298	$346,400	$19,812	$284,110	82%	No
50	2803	$272,875	$346,400	$39,622	$312,497	90%	No
51	2804	$270,246	$346,400	$22,184	$292,430	84%	No
52	2805	$289,056	$346,400	$14,168	$303,223	88%	No
53	2806	$279,965	$346,400	$38,193	$318,158	92%	No
54	2807	$277,947	$346,400	$25,774	$303,720	88%	No
55	2808	$304,910	$346,400	$28,653	$333,563	96%	No
56	2809	$279,719	$346,400	$15,618	$295,337	85%	No
57	2810	$265,766	$346,400	$21,145	$286,911	83%	No
58	2811	$276,350	$346,400	$49,571	$325,921	94%	No
59	2812	$292,734	$346,400	$22,921	$315,655	91%	No
60	2813	$270,364	$346,400	$41,039	$311,403	90%	No
61	2814	$270,340	$346,400	$23,958	$294,298	85%	No
62	8001	$245,386	$506,000	$28,182	$273,568	54%	Yes
63	8002	$236,383	$506,000	$24,968	$261,351	52%	Yes
64	8004	$287,551	$506,000	$14,713	$302,264	60%	Yes
65	8005	$241,449	$506,000	$26,638	$268,086	53%	Yes
66	8006	$240,536	$506,000	$24,142	$264,679	52%	Yes
67	2961	$256,531	$592,000	$27,764	$284,295	48%	Yes
68	2962	$272,142	$592,000	$34,432	$306,574	52%	Yes
69	2963	$289,866	$592,000	$31,359	$321,225	54%	Yes
70	2964	$263,595	$592,000	$62,950	$326,545	55%	Yes
71	2901	$265,324	$329,000	$34,791	$300,115	91%	No
72	2902	$226,829	$329,000	$20,679	$247,508	75%	Yes
73	2903	$253,679	$329,000	$19,519	$273,198	83%	No
74	2904	$234,389	$329,000	$21,962	$256,351	78%	Yes
75	2905	$267,165	$329,000	$34,782	$301,947	92%	No
76	2906	$265,024	$329,000	$31,835	$296,859	90%	No
77	2907	$253,596	$329,000	$20,923	$274,519	83%	No
78	2908	$257,948	$329,000	$26,643	$284,591	87%	No
79	2909	$254,250	$329,000	$23,867	$278,117	85%	No
80	9031	$113,367	$520,000	$17,434	$130,801	25%	Yes
81	9032	$107,223	$520,000	$66,469	$173,692	33%	Yes
82	9033	$110,212	$520,000	$15,249	$125,461	24%	Yes

2024 TAM Plan F/R Coach SGR Calculations

	Vehicle Model Year	12/31/2022 Total Parts & Labor	Vehicle Purchase Price	12/31/2023 Avg. Total Parts & Labor*	2022 LTD Plus 2023 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <80%
83	10701	$197,324	$533,200	$74,251	$271,575	51%	Yes
84	10702	$209,214	$533,200	$24,634	$233,848	44%	Yes
85	10703	$203,515	$533,200	$26,180	$229,695	43%	Yes
86	10704	$196,757	$533,200	$15,912	$212,669	40%	Yes
87	10705	$177,060	$533,200	$18,520	$195,580	37%	Yes
88	10706	$192,302	$533,200	$34,199	$226,501	42%	Yes
89	10707	$190,127	$533,200	$36,438	$226,565	42%	Yes
90	10708	$201,530	$533,200	$23,596	$225,125	42%	Yes
91	10709	$192,828	$533,200	$21,781	$214,609	40%	Yes
92	10710	$139,491	$533,200	$16,854	$156,344	29%	Yes
93	12701	$180,629	$571,300	$14,751	$195,380	34%	Yes
94	12702	$179,344	$571,300	$20,691	$200,036	35%	Yes
95	12703	$184,033	$571,300	$18,024	$202,056	35%	Yes
96	12704	$205,788	$558,000	$20,518	$226,306	41%	Yes
97	12705	$178,919	$558,000	$39,702	$218,620	39%	Yes
98	12706	$175,569	$558,000	$15,780	$191,349	34%	Yes
99	1401	$216,704	$378,000	$15,418	$232,121	61%	Yes
100	1402	$166,167	$378,000	$32,902	$199,069	53%	Yes
101	1403	$160,156	$378,000	$42,717	$202,873	54%	Yes
102	1404	$169,684	$378,000	$15,854	$185,538	49%	Yes
103	1405	$156,943	$378,000	$25,599	$182,542	48%	Yes
104	1406	$181,360	$378,000	$10,268	$191,628	51%	Yes
105	1407	$178,014	$378,000	$19,846	$197,860	52%	Yes
106	1408	$173,563	$378,000	$8,180	$181,743	48%	Yes
107	1601	$89,729	$435,052	$24,148	$113,876	26%	Yes
108	1602	$87,688	$435,052	$15,802	$103,490	24%	Yes
109	1603	$90,671	$435,052	$24,423	$115,094	26%	Yes
110	1604	$84,819	$435,052	$22,310	$107,128	25%	Yes
111	1605	$90,126	$435,052	$16,304	$106,430	24%	Yes
112	1606	$88,918	$435,052	$24,937	$113,855	26%	Yes
113	1607	$86,798	$435,052	$21,015	$107,813	25%	Yes
114	1761	$81,662	$758,868	$31,221	$112,883	15%	Yes
115	1762	$84,955	$758,868	$33,008	$117,963	16%	Yes
116	1763	$81,385	$758,868	$25,968	$107,353	14%	Yes
117	1801	$66,697	$431,355	$32,771	$99,468	23%	Yes
118	1802	$64,359	$431,355	$27,231	$91,590	21%	Yes
119	1803	$64,421	$431,355	$21,658	$86,079	20%	Yes
120	1804	$62,770	$431,355	$21,175	$83,945	19%	Yes
121	1805	$65,554	$431,355	$48,890	$114,445	27%	Yes
122	1806	$66,088	$431,355	$22,292	$88,380	20%	Yes
123	1861	$72,216	$762,000	$17,594	$89,810	12%	Yes
124	1862	$70,991	$762,000	$70,029	$141,021	19%	Yes

2024 TAM Plan F/R Coach SGR Calculations

	Vehicle Model Year	12/31/2022 Total Parts & Labor	Vehicle Purchase Price	12/31/2023 Avg. Total Parts & Labor*	2022 LTD Plus 2023 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <80%
125	1863	$74,265	$762,000	$25,741	$100,007	13%	Yes
126	1864	$74,345	$762,000	$12,891	$87,236	11%	Yes
127	1865	$71,848	$762,000	$27,054	$98,902	13%	Yes
128	1866	$75,240	$762,000	$17,799	$93,039	12%	Yes
129	1867	$72,910	$762,000	$22,301	$95,211	12%	Yes
130	1901	$48,139	$509,925	$12,546	$60,685	12%	Yes
131	1902	$48,139	$509,925	$24,521	$72,659	14%	Yes
132	1903	$48,139	$509,925	$32,813	$80,952	16%	Yes
133	1904	$48,139	$509,925	$18,647	$66,786	13%	Yes
134	1905	$48,139	$509,925	$25,095	$73,234	14%	Yes
135	1906	$48,139	$509,925	$21,677	$69,816	14%	Yes
136	2101	$19,847	$534,355	$15,807	$35,654	7%	Yes
137	2102	$16,908	$534,355	$23,928	$40,836	4%	Yes
138	2103	$16,996	$534,355	$14,448	$31,444	6%	Yes
139	2104	$17,902	$534,355	$19,017	$36,919	7%	Yes
140	2105	$17,072	$534,355	$11,773	$28,846	2%	Yes
141	2106	$20,831	$534,355	$17,592	$38,423	7%	Yes
142	2107	$21,253	$534,355	$16,015	$37,268	7%	Yes
143	2108	$24,761	$534,355	$12,721	$37,483	2%	Yes
144	2109	$20,631	$534,355	$13,952	$34,583	6%	Yes
145	2110	$15,899	$534,355	$26,566	$42,465	8%	Yes
146	2111	$20,078	$534,355	$18,546	$38,624	3%	Yes
147	2112	$15,427	$534,355	$13,528	$28,955	5%	Yes
148	2113	$19,781	$534,355	$15,890	$35,671	7%	Yes
149	2114	$17,748	$534,355	$11,349	$29,097	2%	Yes
150	2115	$17,967	$534,355	$16,311	$34,278	6%	Yes
151	2116	$16,616	$534,355	$16,360	$32,977	6%	Yes
152	E4001	$3,990	$949,065	$18,362	$22,352	2%	Yes
153	E4002	$3,272	$949,065	$9,655	$12,926	1%	Yes
154	E4003	$2,309	$923,176	$6,685	$8,994	1%	Yes
155	E4004	$2,309	$923,176	$6,865	$9,174	1%	Yes
156	E6001	$1,713	$1,323,263	$4,849	$6,562	0%	Yes
157	E6002	$1,741	$1,323,263	$4,990	$6,730	1%	Yes
158	E6003	$1,713	$1,323,263	$5,498	$7,211	1%	Yes
159	E6004	$1,713	$1,323,263	$5,069	$6,782	1%	Yes
160	E6005	$1,713	$1,323,263	$4,525	$6,238	0%	Yes
161	E6006	$1,713	$1,323,263	$6,491	$8,204	1%	Yes
162	E6007	$1,713	$1,323,263	$10,390	$12,103	1%	Yes
163	E6008	$1,713	$1,323,263	$2,798	$4,511	0%	Yes
164	E6009	$1,713	$1,323,263	$3,617	$5,330	0%	Yes
165	E6010	$1,713	$1,323,263	$4,088	$5,801	0%	Yes
166	2201	$3,425	$507,759	$8,980	$12,404	2%	Yes

2024 TAM Plan F/R Coach SGR Calculations

	Vehicle Model Year	12/31/2022 Total Parts & Labor	Vehicle Purchase Price	12/31/2023 Avg. Total Parts & Labor*	2022 LTD Plus 2023 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <80%
167	2202	$482	$507,759	$14,103	$14,585	3%	Yes
168	2203	$316	$507,759	$15,330	$15,646	3%	Yes
169	2204	$273	$507,759	$13,507	$13,780	3%	Yes
170	2205	$508	$507,759	$11,840	$12,348	2%	Yes
171	2206	$426	$507,759	$12,751	$13,177	3%	Yes
172	2207	$363	$507,759	$8,907	$9,269	2%	Yes
173	2208	$283	$507,759	$8,352	$8,635	2%	Yes
174	2209	$472	$507,759	$10,841	$11,313	2%	Yes
175	2210	$0	$507,759	$13,508	$13,508	3%	Yes
176	22241	$0	$1,099,711	$1,639	$1,639	0%	Yes
177	22242	$0	$1,099,711	$1,072	$1,072	0%	Yes
178	22243	$0	$1,099,711	$835	$835	0%	Yes
179	22244	$0	$1,099,711	$2,069	$2,069	0%	Yes
180	22245	$0	$1,099,711	$203	$203	0%	Yes
181	22246	$0	$1,099,711	$648	$648	0%	Yes
182	22247	$0	$1,099,711	$327	$327	0%	Yes
183	22248	$0	$1,099,711	$661	$661	0%	Yes
184	22249	$0	$1,099,711	$1,087	$1,087	0%	Yes
185	22250	$0	$1,099,711	$627	$627	0%	Yes
186	23261	$0	$1,332,740	$500	$500	0%	Yes
187	23262	$0	$1,332,740	$2,972	$2,972	0%	Yes
188	23263	$0	$1,329,819	$1,712	$1,712	0%	Yes
189	E4005	$0	$1,025,266	$381	$381	0%	Yes
190	E4006	$0	$1,025,266	$343	$343	0%	Yes
191	E4007	$0	$1,025,266	$484	$484	0%	Yes
192	E4008	$0	$1,025,266	$0	$0	0%	Yes
193	E4009	$0	$1,025,266	$0	$0	0%	Yes
194	E4010	$0	$1,025,266	$0	$0	0%	Yes
195	23221	$0	$1,006,825	$0	$0	0%	Yes
196	23222	$0	$1,006,825	$0	$0	0%	Yes
197	23223	$0	$1,006,825	$0	$0	0%	Yes
198	E6011	$0	$1,559,701	$0	$0	0%	Yes
199	23241	$0	$1,071,412	$0	$0	0%	Yes
200	23242	$0	$1,071,412	$0	$0	0%	Yes
201	23243	$0	$1,071,412	$0	$0	0%	Yes

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SECTION 1A: ROLLING STOCK - FIXED ROUTE VEHICLE SCORECARD

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2024 TAM Plan F/R Coach 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	CIP Project Number
1	2333	Yes	No	20	Y	485,688	N	1	361 -"22"
2	2335	Yes	No	20	Y	501,009	N	1	361 -"22"
3	2336	Yes	Yes	20	Y	509,787	N	3	361 -"22"
4	2601	Yes	No	17	N	802,232	N	1	483-"21"
5	2602	Yes	No	17	N	826,412	N	1	"Contingency"
6	2603	Yes	No	17	N	855,527	N	1	"Conting./Train"
7	2604	Yes	No	17	N	832,477	N	1	483-"21"
8	2605	Yes	No	17	N	901,127	N	1	"Contingency"
9	2606	Yes	No	17	N	823,975	N	1	"Conting./Train"
10	2607	Yes	No	17	N	875,869	N	1	"Conting./Train"
11	2608	Yes	No	17	N	791,754	N	1	"Conting./Train"
12	2609	Yes	No	17	N	846,168	N	1	"Conting./Train"
13	2610	Yes	No	17	N	816,641	N	1	483-"21"
14	2611	Yes	No	17	N	850,467	N	1	"Conting./Train"
-	2612	Yes	No	17	N	858,299	N	1	Disposed 2023
15	2613	Yes	No	17	N	835,188	N	1	"Contingency"
16	2614	Yes	No	17	N	794,369	N	1	"Contingency"
17	2615	Yes	No	17	N	829,213	N	1	"Contingency"
18	2616	Yes	No	17	N	836,373	N	1	"Contingency"
19	2617	Yes	No	17	N	890,327	N	1	490-"22"
20	2618	Yes	No	17	N	871,890	N	1	"Conting./Train"
21	2619	Yes	No	17	N	873,679	N	1	"Contingency"
22	2661	Yes	Yes	17	N	657,293	Y	3	836 - "22"
23	2662	Yes	Yes	17	N	648,715	Y	3	836 - "22"
24	2663	Yes	Yes	17	N	639,010	Y	3	836 - "22"
25	2664	Yes	Yes	17	N	632,897	Y	3	836 - "22"
26	2665	Yes	Yes	17	N	637,549	Y	3	836 - "22"
27	2666	Yes	Yes	17	N	639,577	Y	3	836 - "22"
28	2701	Yes	Yes	16	N	690,072	Y	3	568 - "22"
29	2702	Yes	Yes	16	N	687,918	Y	3	568 - "22"
30	2703	Yes	Yes	16	N	685,101	Y	3	568 - "22"
31	2704	Yes	No	16	N	777,792	N	1	490 - "22"
32	2705	Yes	No	16	N	793,522	N	1	568 - "22"
33	2706	Yes	No	16	N	805,155	N	1	568 - "22"
34	2707	Yes	No	16	N	816,038	N	1	568 - "22"
35	2708	Yes	No	16	N	807,197	N	1	486 - "23"
36	2709	Yes	No	16	N	796,983	N	1	486 - "23"
37	2710	Yes	No	16	N	786,256	N	1	486 - "23"
38	2711	Yes	No	16	N	801,792	N	1	486 - "23"
39	2712	Yes	No	16	N	801,334	N	1	486 - "23"

CIP numbers associated with coaches are subject to change due to replacement decisions that may occur prior to scheduled replacement. Coaches highlighted in "yellow" were placed into contingency and are now being utilized in temporary service.

2024 TAM Plan F/R Coach 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	CIP Project Number
40	2713	Yes	No	16	N	829,500	N	1	486 - "23"
41	2714	Yes	No	16	N	823,785	N	1	486 - "23"
42	2715	Yes	No	16	N	799,214	N	1	486 - "23"
43	2716	Yes	No	16	N	794,030	N	1	486 - "23"
44	2717	Yes	No	16	N	790,089	N	1	486 - "23"
45	7001	Yes	Yes	16	N	781,012	N	1	533- "23"
46	7002	Yes	Yes	16	N	767,865	N	1	533- "23"
47	7003	Yes	Yes	16	N	736,615	Y	3	533- "23"
48	2801	Yes	No	15	Y	748,940	Y	3	533- "23"
49	2802	Yes	No	15	Y	768,922	N	1	533- "23"
50	2803	Yes	No	15	Y	759,880	N	1	533- "23"
51	2804	Yes	No	15	Y	780,021	N	1	533- "23"
52	2805	Yes	No	15	Y	759,017	N	1	493-"24"
53	2806	Yes	No	15	Y	773,236	N	1	493-"24"
54	2807	Yes	No	15	Y	740,012	Y	3	493-"24"
55	2808	Yes	No	15	Y	769,285	N	1	493-"24"
56	2809	Yes	No	15	Y	734,978	Y	3	493-"24"
57	2810	Yes	No	15	Y	769,431	N	1	493-"24"
58	2811	Yes	No	15	Y	756,821	N	1	493-"24"
59	2812	Yes	No	15	Y	772,705	N	1	493-"24"
60	2813	Yes	No	15	Y	754,384	N	1	493-"24"
61	2814	Yes	No	15	Y	719,355	Y	3	493-"24"
62	8001	Yes	Yes	15	Y	741,651	Y	5	493-"24"
63	8002	Yes	Yes	15	Y	751,051	N	3	493-"24"
64	8004	Yes	Yes	15	Y	724,335	Y	5	493-"24"
65	8005	Yes	Yes	15	Y	745,619	Y	5	493-"24"
66	8006	Yes	Yes	15	Y	757,575	N	3	493-"24"
67	2961	Yes	Yes	14	Y	594,775	Y	5	494-"25"
68	2962	Yes	Yes	14	Y	569,483	Y	5	494-"25"
69	2963	Yes	Yes	14	Y	537,353	Y	5	494-"25"
70	2964	Yes	Yes	14	Y	581,055	Y	5	494-"25"
71	2901	Yes	No	14	Y	722,259	Y	3	494-"25"
72	2902	Yes	Yes	14	Y	702,190	Y	5	494-"25"
73	2903	Yes	No	14	Y	736,918	Y	3	494-"25"
74	2904	Yes	Yes	14	Y	729,942	Y	5	494-"25"
75	2905	Yes	No	14	Y	700,890	Y	3	494-"25"
76	2906	Yes	No	14	Y	705,507	Y	3	494-"25"
77	2907	Yes	No	14	Y	713,803	Y	3	494-"25"
78	2908	Yes	No	14	Y	726,698	Y	3	494-"25"
79	2909	Yes	Yes	14	Y	709,748	Y	5	570-"25"

CIP numbers associated with coaches are subject to change due to replacement decisions that may occur prior to scheduled replacement.

2024 TAM Plan F/R Coach 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	CIP Project Number
80	9031	Yes	Yes	14	Y	234,109	Y	5	"29"
81	9032	Yes	Yes	14	Y	238,136	Y	5	"29"
82	9033	Yes	Yes	14	Y	229,717	Y	5	"29"
83	10701	Yes	Yes	13	Y	670,600	Y	5	492-"26"
84	10702	Yes	Yes	13	Y	677,300	Y	5	492-"26"
85	10703	Yes	Yes	13	Y	674,457	Y	5	492-"26"
86	10704	Yes	Yes	13	Y	715,392	Y	5	492-"26"
87	10705	Yes	Yes	13	Y	673,328	Y	5	492-"26"
88	10706	Yes	Yes	13	Y	707,714	Y	5	492-"26"
89	10707	Yes	Yes	13	Y	686,641	Y	5	492-"26"
90	10708	Yes	Yes	13	Y	690,645	Y	5	492-"26"
91	10709	Yes	Yes	13	Y	678,319	Y	5	492-"26"
92	10710	Yes	Yes	13	Y	707,758	Y	5	492-"26"
93	12701	Yes	Yes	11	Y	520,025	Y	5	877-"27"
94	12702	Yes	Yes	11	Y	559,115	Y	5	877-"27"
95	12703	Yes	Yes	11	Y	531,429	Y	5	877-"27"
96	12704	Yes	Yes	11	Y	514,689	Y	5	877-"27"
97	12705	Yes	Yes	11	Y	553,649	Y	5	877-"27"
98	12706	Yes	Yes	11	Y	547,258	Y	5	877-"27"
99	1401	Yes	Yes	9	Y	458,871	Y	5	"29"
100	1402	Yes	Yes	9	Y	504,259	Y	5	"29"
101	1403	Yes	Yes	9	Y	497,082	Y	5	"29"
102	1404	Yes	Yes	9	Y	512,340	Y	5	"29"
103	1405	Yes	Yes	9	Y	505,552	Y	5	"29"
104	1406	Yes	Yes	9	Y	494,297	Y	5	"29"
105	1407	Yes	Yes	9	Y	489,109	Y	5	"29"
106	1408	Yes	Yes	9	Y	506,700	Y	5	"29"
107	1601	Yes	Yes	7	Y	371,139	Y	5	"31"
108	1602	Yes	Yes	7	Y	360,583	Y	5	"31"
109	1603	Yes	Yes	7	Y	368,314	Y	5	"31"
110	1604	Yes	Yes	7	Y	362,474	Y	5	"31"
111	1605	Yes	Yes	7	Y	378,344	Y	5	"31"
112	1606	Yes	Yes	7	Y	372,294	Y	5	"31"
113	1607	Yes	Yes	7	Y	377,321	Y	5	"31"
114	1761	Yes	Yes	6	Y	298,753	Y	5	"32"
115	1762	Yes	Yes	6	Y	294,777	Y	5	"32"
116	1763	Yes	Yes	6	Y	271,919	Y	5	"32"
117	1801	Yes	Yes	5	Y	304,656	Y	5	"33"
118	1802	Yes	Yes	5	Y	315,751	Y	5	"33"
119	1803	Yes	Yes	5	Y	313,382	Y	5	"33"

CIP numbers associated with coaches are subject to change due to replacement decisions that may occur prior to scheduled replacement. CIP project numbers with the last two digits of the year are projected replacement years that do not currently have an associated CIP number.

2024 TAM Plan F/R Coach 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	CIP Project Number
120	1804	Yes	Yes	5	Y	317,888	Y	5	"33"
121	1805	Yes	Yes	5	Y	318,338	Y	5	"33"
122	1806	Yes	Yes	5	Y	319,513	Y	5	"33"
123	1861	Yes	Yes	5	Y	269,567	Y	5	"33"
124	1862	Yes	Yes	5	Y	255,301	Y	5	"33"
125	1863	Yes	Yes	5	Y	272,488	Y	5	"33"
126	1864	Yes	Yes	5	Y	243,671	Y	5	"33"
127	1865	Yes	Yes	5	Y	292,505	Y	5	"33"
128	1866	Yes	Yes	5	Y	287,711	Y	5	"33"
129	1867	Yes	Yes	5	Y	298,440	Y	5	"33"
130	1901	Yes	Yes	4	Y	226,636	Y	5	"34"
131	1902	Yes	Yes	4	Y	222,383	Y	5	"34"
132	1903	Yes	Yes	4	Y	231,531	Y	5	"34"
133	1904	Yes	Yes	4	Y	229,254	Y	5	"34"
134	1905	Yes	Yes	4	Y	216,631	Y	5	"34"
135	1906	Yes	Yes	4	Y	238,169	Y	5	"34"
136	2101	Yes	Yes	2	Y	144,127	Y	5	"36"
137	2102	Yes	Yes	2	Y	140,411	Y	5	"36"
138	2103	Yes	Yes	2	Y	152,539	Y	5	"36"
139	2104	Yes	Yes	2	Y	152,214	Y	5	"36"
140	2105	Yes	Yes	2	Y	142,961	Y	5	"36"
141	2106	Yes	Yes	2	Y	150,362	Y	5	"36"
142	2107	Yes	Yes	2	Y	147,030	Y	5	"36"
143	2108	Yes	Yes	2	Y	145,675	Y	5	"36"
144	2109	Yes	Yes	2	Y	141,225	Y	5	"36"
145	2110	Yes	Yes	2	Y	145,589	Y	5	"36"
146	2111	Yes	Yes	2	Y	155,247	Y	5	"36"
147	2112	Yes	Yes	2	Y	127,966	Y	5	"36"
148	2113	Yes	Yes	2	Y	151,638	Y	5	"36"
149	2114	Yes	Yes	2	Y	147,352	Y	5	"36"
150	2115	Yes	Yes	2	Y	143,563	Y	5	"36"
151	2116	Yes	Yes	2	Y	133,584	Y	5	"36"
152	E4001	Yes	Yes	2	Y	37,462	Y	5	"36"
153	E4002	Yes	Yes	2	Y	57,331	Y	5	"36"
154	E4003	Yes	Yes	2	Y	22,207	Y	5	"36"
155	E4004	Yes	Yes	2	Y	21,739	Y	5	"36"
156	E6001	Yes	Yes	2	Y	19,140	Y	5	"36"
157	E6002	Yes	Yes	2	Y	18,453	Y	5	"36"
158	E6003	Yes	Yes	2	Y	18,048	Y	5	"36"
159	E6004	Yes	Yes	2	Y	21,990	Y	5	"36"

CIP numbers associated with coaches are subject to change due to replacement decisions that may occur prior to scheduled replacement.

2024 TAM Plan F/R Coach 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	CIP Project Number
160	E6005	Yes	Yes	2	Y	22,175	Y	5	"36"
161	E6006	Yes	Yes	2	Y	13,572	Y	5	"36"
162	E6007	Yes	Yes	2	Y	21,271	Y	5	"36"
163	E6008	Yes	Yes	2	Y	21,395	Y	5	"36"
164	E6009	Yes	Yes	2	Y	20,811	Y	5	"36"
165	E6010	Yes	Yes	2	Y	21,575	Y	5	"36"
166	2201	Yes	Yes	1	Y	54,796	Y	5	"37"
167	2202	Yes	Yes	1	Y	42,466	Y	5	"37"
168	2203	Yes	Yes	1	Y	57,143	Y	5	"37"
169	2204	Yes	Yes	1	Y	51,255	Y	5	"37"
170	2205	Yes	Yes	1	Y	48,599	Y	5	"37"
171	2206	Yes	Yes	1	Y	35,012	Y	5	"37"
172	2207	Yes	Yes	1	Y	43,903	Y	5	"37"
173	2208	Yes	Yes	1	Y	27,467	Y	5	"37"
174	2209	Yes	Yes	1	Y	34,126	Y	5	"37"
175	2210	Yes	Yes	1	Y	23,976	Y	5	"37"
176	22241	Yes	Yes	0	Y	5,217	Y	5	"37"
177	22242	Yes	Yes	0	Y	5,813	Y	5	"37"
178	22243	Yes	Yes	0	Y	3,574	Y	5	"37"
179	22244	Yes	Yes	0	Y	1,705	Y	5	"37"
180	22245	Yes	Yes	0	Y	5,546	Y	5	"37"
181	22246	Yes	Yes	0	Y	3,483	Y	5	"37"
182	22247	Yes	Yes	0	Y	3,073	Y	5	"37"
183	22248	Yes	Yes	0	Y	3,204	Y	5	"37"
184	22249	Yes	Yes	0	Y	3,408	Y	5	"37"
185	22250	Yes	Yes	0	Y	5,147	Y	5	"37"
186	23261	Yes	Yes	0	Y	3,025	Y	5	"38"
187	23262	Yes	Yes	0	Y	3,014	Y	5	"38"
188	23263	Yes	Yes	0	Y	3,651	Y	5	"38"
189	E4005	Yes	Yes	0	Y	2,464	Y	5	"38"
190	E4006	Yes	Yes	0	Y	549	Y	5	"38"
191	E4007	Yes	Yes	0	Y	864	Y	5	"38"
192	E4008	Yes	Yes	0	Y	320	Y	5	*
193	E4009	Yes	Yes	0	Y	483	Y	5	*
194	E4010	Yes	Yes	0	Y	462	Y	5	*
195	23221	Yes	Yes	0	Y	393	Y	5	*
196	23222	Yes	Yes	0	Y	324	Y	5	*
197	23223	Yes	Yes	0	Y	323	Y	5	*
198	E6011	Yes	Yes	0	Y	456	Y	5	*
199	23241	Yes	Yes	0	Y	321	Y	5	*
200	23242	Yes	Yes	0	Y	353	Y	5	*
201	23243	Yes	Yes	0	Y	443	Y	5	*

2024 TAM Plan F/R Coach Score Card

*These coaches were received at the end of 2023 and are going into revenue service in 2024. Asterisks annotated in “CIP Project Number” column per corresponding coach.
CIP numbers associated with vehicles may change due to replacement decisions that may occur prior to scheduled replacement.

Notes:

5 3	Vehicles with scores of "3" or "5" are in a state of good repair and contribute to STA achieving its Asset Management Targets.
1	Vehicles with a score of "1" must be accompanied by a Capital Investment Plan (CIP) for replacement in a funded project.

Scoring Methodology:

Four Targets

Is the vehicle safe? (yes/no)	Does the vehicle meet the financial needs of SGR? (yes/no)	Is the vehicle at or below its established age target? (yes/no)	Is the vehicle at or below its established mileage target? (yes/no)	Point Score
Yes	Yes	Yes	Yes	5
Yes	Yes	No	Yes	3
No	Yes	Yes	Yes	1
Yes	No	No	Yes	1

1 Vehicles 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 the do not meet the safety element automatically receive a score of "1" regardless of scoring in the remaining three categories.

4 Vehicles the meet the safety element but fail to meet at least two of the remaining three elements receive a score of "1".

Total Meeting SGR	154
Total Vehicles	201
Percentage Meeting SGR	**77%**

Contributing Factors Leading to Reduced SGR Percentage

1 Late arrival of battery electric coaches due to supply chain contraints and labor shortages required retention of buses scheduled for replacement to fulfill service requirements.

2 Older coaches retained to conduct reliability testing for battery electric coach route feasibility.

3 Bulk arrival of new battery electric coaches coinciding with bulk arrival of new Demand Response vans (30) straining maintenance resources to ready vehicles for service.

4 These mitigating factors will be corrected by the next TAM Plan report following FY 2024. The coaches are maintained to ensure safety and drivability.

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

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Washington State Department of Transportation

Owned Rolling Stock Inventory & Verification of Continued Use Form

Fleet - Paratransit

Agency/Organization: Spokane Transit Authority **Inventory Year:** 2023

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 ($)	Planned Replacement Year	Planned Replacement Fuel Type	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (Yes/No)
1	2008	Eldorado Cutaway	14	1FD4E45S38DB23425	S179	181,692	No	Yes	9	200,000	Yes	Yes	97,022	2023	Gasoline	Yes	14 + 2	G	No
2	2011	Eldorado Cutaway	14	1GB6G5BL0B1183931	S180	192,231	Yes	Yes	9	200,000	Yes	Yes	126,653	2024	Gasoline	Yes	14 + 2	D	No
3	2011	Eldorado Cutaway	14	1GB6G5BL5B1187022	S181	221,422	Yes	Yes	9	200,000	Yes	Yes	126,653	2023	Gasoline	Yes	14 + 2	D	No
4	2011	Eldorado Cutaway	14	1GB6G5BL0B1188451	S182	200,762	Yes	Yes	9	200,000	Yes	Yes	126,653	2023	Gasoline	Yes	14 + 2	D	No
5	2011	Eldorado Cutaway	14	1GB6G5BL3B1189089	S183	203,510	No	Yes	9	200,000	Yes	Yes	126,653	2024	Gasoline	Yes	14 + 2	D	No
6	2011	Eldorado Cutaway	14	1GB6G5BL9B1189484	S185	237,445	Yes	Yes	9	200,000	Yes	Yes	126,652	2023	Gasoline	Yes	14 + 2	D	No
7	2011	Eldorado Cutaway	14	1GB6G5BL3B1189528	S186	213,658	Yes	Yes	9	200,000	Yes	Yes	126,653	2024	Gasoline	Yes	14 + 2	D	No
8	2011	Eldorado Cutaway	14	1GB6G5BL5B1189708	S187	206,860	Yes	Yes	9	200,000	Yes	Yes	126,652	2024	Gasoline	Yes	14 + 2	D	No
9	2011	Eldorado Cutaway	14	1GB6G5BL6B1190432	S188	158,687	Yes	Yes	9	200,000	Yes	Yes	126,652	2024	Gasoline	Yes	14 + 2	D	No
10	2011	Eldorado Cutaway	14	1GB6G5BL2B1190511	S189	210,165	Yes	Yes	9	200,000	Yes	Yes	126,652	2023	Gasoline	Yes	14 + 2	D	No
11	2011	Eldorado Cutaway	14	1GB6G5BL8B1190528	S190	238,462	Yes	Yes	9	200,000	Yes	Yes	126,653	2023	Gasoline	Yes	14 + 2	D	No
12	2011	Eldorado Cutaway	14	1GB6G5BL8B1190612	C191	228,079	Yes	Yes	9	265,000	Yes	Yes	126,652	2023	Gasoline	Yes	14 + 2	D	No
13	2011	Eldorado Cutaway	14	1GB6G5BL6B1190673	C192	231,788	Yes	Yes	9	265,000	Yes	Yes	126,652	2023	Gasoline	Yes	14 + 2	D	No
14	2011	Eldorado Cutaway	14	1GB6G5BL5B1190907	S193	222,049	Yes	Yes	9	200,000	Yes	Yes	126,652	2024	Gasoline	Yes	14 + 2	D	No
15	2012	Eldorado Cutaway	14	1GB6G5BL3C1180412	C195	240,048	Yes	Yes	9	200,000	Yes	Yes	125,190	2023	Gasoline	Yes	14 + 2	D	No
16	2012	Eldorado Cutaway	14	1GB6G5BL7C1180946	S196	222,288	Yes	Yes	9	200,000	Yes	Yes	124,770	2024	Gasoline	Yes	14 + 2	D	No
17	2012	Eldorado Cutaway	14	1GB6G5BL2C1180577	C197	134,314	Yes	Yes	9	265,000	Yes	Yes	125,190	2024	Gasoline	Yes	14 + 2	D	No
18	2012	Eldorado Cutaway	14	1GB6G5BL4C1180788	S198	215,055	Yes	Yes	9	200,000	Yes	Yes	125,190	2024	Gasoline	Yes	14 + 2	D	No
19	2012	Eldorado Cutaway	14	1GB6G5BL5C1180721	S199	225,093	Yes	Yes	9	200,000	Yes	Yes	125,190	2023	Gasoline	Yes	14 + 2	D	No
20	2012	Eldorado Cutaway	14	1GB6G5BL3C1181785	S201	241,236	Yes	Yes	9	200,000	Yes	Yes	125,190	2024	Gasoline	Yes	14 + 2	D	No
21	2012	Eldorado Cutaway	14	1GB6G5BL2C1182068	S202	215,238	No	Yes	9	200,000	Yes	Yes	125,190	2024	Gasoline	Yes	14 + 2	D	No
22	2012	Eldorado Cutaway	14	1GB6G5BL2C1182894	S204	225,277	Yes	Yes	9	200,000	Yes	Yes	125,190	2023	Gasoline	Yes	14 + 2	D	No
23	2012	Eldorado Cutaway	14	1GB6G5BL3C1182533	S205	211,451	Yes	Yes	9	200,000	Yes	Yes	124,770	2024	Gasoline	Yes	14 + 2	D	No
24	2012	Eldorado Cutaway	14	1GB6G5BL8C1182608	S206	233,211	Yes	Yes	9	200,000	Yes	Yes	125,190	2024	Gasoline	Yes	14 + 2	D	No
25	2012	Eldorado Cutaway	14	1GB6G5BL5C1182419	S208	207,342	Yes	Yes	9	200,000	Yes	Yes	125,190	2023	Gasoline	Yes	14 + 2	D	No
26	2013	Eldorado Cutaway	14	1GB6G5BL9D1188984	S213	209,634	Yes	Yes	9	200000	Yes	Yes	124,695	2023	Gasoline	Yes	14 + 2	D	No
27	2013	Eldorado Cutaway	14	1GB6G5BL5D1189422	S215	207,754	Yes	Yes	9	200000	Yes	Yes	124,695	2024	Gasoline	Yes	14 + 2	D	No
28	2013	Eldorado Cutaway	14	1GB6G5BL6D1189753	S216	203,386	Yes	Yes	9	200000	Yes	Yes	124,695	2024	Gasoline	Yes	14 + 2	D	No
29	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL0F1108345	C221	235,562	Yes	Yes	9	200,000	Yes	Yes	123,310	2023	Gasoline	Yes	14+2	D	No
30	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL6F1106003	C222	233,589	Yes	Yes	9	200,000	Yes	Yes	123,310	2024	Gasoline	Yes	14+2	D	No
31	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL2F1107441	C223	236,272	Yes	Yes	9	200,000	Yes	Yes	123,310	2023	Gasoline	Yes	14+2	D	No
32	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL5F1106574	C224	235,494	Yes	Yes	9	200,000	Yes	Yes	123,310	2023	Gasoline	Yes	14+2	D	No
33	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BLXF1106344	C225	231,300	Yes	Yes	9	200,000	Yes	Yes	123,310	2024	Gasoline	Yes	14+2	D	No
34	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL9F1106836	C226	202,383	Yes	Yes	9	200,000	Yes	Yes	123,310	2024	Gasoline	Yes	14+2	D	No
35	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL1F1106717	C227	237,535	Yes	Yes	9	200,000	Yes	Yes	123,310	2023	Gasoline	Yes	14+2	D	No
36	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL2F1107584	C228	181,455	Yes	Yes	9	200,000	Yes	Yes	123,310	2024	Gasoline	Yes	14+2	D	No
37	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL4F1106145	C229	226,911	Yes	Yes	9	200,000	Yes	Yes	123,310	2024	Gasoline	Yes	14+2	D	No
38	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL0F1105736	C230	207,299	Yes	Yes	9	200,000	Yes	Yes	123,310	2024	Gasoline	Yes	14+2	D	No
39	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BB0F1284075	S237	79,582	Yes	Yes	9	200,000	Yes	Yes	127,946	2024	Gasoline	Yes	14+2	LP	No
40	2016	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL8F1284334	C231	204,126	Yes	Yes	9	200,000	Yes	Yes	124,019	2025	Gasoline	Yes	14+2	D	No
41	2016	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL8F1284365	C232	211,970	Yes	Yes	9	200,000	Yes	Yes	124,019	2025	Gasoline	Yes	14+2	D	No
42	2016	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL1F1284191	C233	208,317	Yes	Yes	9	200,000	Yes	Yes	124,019	2025	Gasoline	Yes	14+2	D	No
43	2016	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL6F1285563	C234	210,992	Yes	Yes	9	200,000	Yes	Yes	124,019	2025	Gasoline	Yes	14+2	D	No
44	2016	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL3F1286153	C235	217,797	Yes	Yes	9	265,000	Yes	Yes	124,019	2025	Gasoline	Yes	14+2	D	No
45	2016	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL5F1284923	C236	209,257	Yes	Yes	9	265,000	Yes	Yes	124,019	2025	Gasoline	Yes	14+2	D	No
46	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBL6G1298096	C238	173,335	Yes	Yes	9	265,000	Yes	Yes	123,597	2026	Gasoline	Yes	14+2	D	No
47	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBL6G1296770	C239	168,161	Yes	Yes	9	265,000	Yes	Yes	123,597	2026	Gasoline	Yes	14+2	D	No
48	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBL5G1297151	C240	172,638	Yes	Yes	9	265,000	Yes	Yes	123,597	2026	Gasoline	Yes	14+2	D	No
49	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBL9G1297816	C241	161,581	Yes	Yes	9	265,000	Yes	Yes	123,597	2026	Gasoline	Yes	14+2	D	No
50	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBLXG1300576	C242	173,288	Yes	Yes	9	265,000	Yes	Yes	123,597	2026	Gasoline	Yes	14+2	D	No
51	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBL1G1299303	C243	161,329	Yes	Yes	9	265,000	Yes	Yes	123,597	2026	Gasoline	Yes	14+2	D	No
52	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBLIG1302295	C245	159,622	Yes	Yes	9	265,000	Yes	Yes	123,597	2026	Gasoline	Yes	14+2	D	No
53	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBL5G1302669	C246	107,957	Yes	Yes	9	200,000	Yes	Yes	123,597	2026	Gasoline	Yes	14+2	D	No
54	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBL2G1303360	C247	150,337	Yes	Yes	9	265,000	Yes	Yes	123,597	2026	Gasoline	Yes	14+2	D	No
55	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBL6G1305256	C248	163,596	Yes	Yes	9	265,000	Yes	Yes	123,597	2026	Gasoline	Yes	14+2	D	No
56	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBL0G1306077	C249	164,957	Yes	Yes	9	265,000	Yes	Yes	123,597	2026	Gasoline	Yes	14+2	D	No
57	2019	Ford Starcraft	14	1FDES8PMXKKA41083	S250	74,125	Yes	Yes	9	200,000	Yes	Yes	79,743	2028	Gasoline	Yes	10+2	G	No
58	2019	Ford Starcraft	14	1FDES8PM3KKA86009	S251	68,756	Yes	Yes	9	200,000	Yes	Yes	79,743	2028	Gasoline	Yes	10+2	G	No
59	2019	Ford Starcraft	14	1FDES8PM7KKA95375	S252	97,385	Yes	Yes	9	200,000	Yes	Yes	79,743	2028	Gasoline	Yes	10+2	G	No
60	2019	Ford Starcraft	14	1FDES8PM0KKA95363	S253	54,510	Yes	Yes	9	200,000	Yes	Yes	79,743	2028	Gasoline	Yes	10+2	G	No
61	2019	Ford Starcraft	14	1FDES8PM4KKA86004	C254	80,459	Yes	Yes	9	200,000	Yes	Yes	79,743	2028	Gasoline	Yes	10+2	G	No
62	2019	Ford Starcraft	14	1FDES8PM7KKA86000	S255	43,577	Yes	Yes	9	200,000	Yes	Yes	79,743	2028	Gasoline	Yes	10+2	G	No
63	2019	Ford Starcraft	14	1FDES8PM0KKA86002	S256	102,891	Yes	Yes	9	200,000	Yes	Yes	79,743	2028	Gasoline	Yes	10+2	G	No
64	2019	Ford Starcraft	14	1FDES8PM8KKA95370	S257	100,818	Yes	Yes	9	200,000	Yes	Yes	79,743	2028	Gasoline	Yes	10+2	G	No

65	2019	Ford Starcraft	14	1FDES8PM9KKA95376	S258	101,028	Yes	Yes	9	200,000	Yes	Yes	79,743	2028	Gasoline	Yes	10+2	G	No
66	2019	Ford Starcraft	14	1FDES8PM2KKA85997	S259	96,416	Yes	Yes	9	200,000	Yes	Yes	79,743	2028	Gasoline	Yes	10+2	G	No
67	2019	Ford Starcraft	14	1FDES8PM1KKA86008	C260	91,748	Yes	Yes	9	200,000	Yes	Yes	79,743	2028	Gasoline	Yes	10+2	G	No
68	2019	Ford Starcraft	14	1FDES8PM8KKA86006	S261	102,660	Yes	Yes	9	200,000	Yes	Yes	79,743	2028	Gasoline	Yes	10+2	G	No
69	2019	Ford Starcraft	14	1FDES8PM1KKA95372	S262	92,372	Yes	Yes	9	200,000	Yes	Yes	79,743	2028	Gasoline	Yes	10+2	G	No
70	2019	Ford Starcraft	14	1FDES8PM3KKA95373	S263	96,302	Yes	Yes	9	200,000	Yes	Yes	79,743	2028	Gasoline	Yes	10+2	G	No
71	2019	Ford Starcraft	14	1FDES8PM0KKA95377	S264	97,357	Yes	Yes	9	200,000	Yes	Yes	79,743	2028	Gasoline	Yes	10+2	G	No
72	2019	Ford Starcraft	14	1FDES8PM6KKA86005	S265	100,012	Yes	Yes	9	200,000	Yes	Yes	79,743	2028	Gasoline	Yes	10+2	G	No
73	2019	Ford Starcraft	14	1FDES8PM2KKA95378	S266	97,144	Yes	Yes	9	200,000	Yes	Yes	79,743	2028	Gasoline	Yes	10+2	G	No
74	2019	Ford Starcraft	14	1FDES8PM0KKA95380	C267	89,848	Yes	Yes	9	200,000	Yes	Yes	79,743	2028	Gasoline	Yes	10+2	G	No
75	2019	Ford Starcraft	14	1FDES8PM5KKA95374	S268	91,851	Yes	Yes	9	200,000	Yes	Yes	79,743	2028	Gasoline	Yes	10+2	G	No
76	2019	Ford Starcraft	14	1FDES8PM2KKA95381	S269	99,603	Yes	Yes	9	200,000	Yes	Yes	79,743	2028	Gasoline	Yes	10+2	G	No
77	2019	Ford Starcraft	14	1FDES8PM1KKA95369	S270	100,256	Yes	Yes	9	200,000	Yes	Yes	79,743	2029	Gasoline	Yes	10+2	G	No
78	2019	Ford Starcraft	14	1FDES8PM9KKA95362	C271	104,911	Yes	Yes	9	200,000	Yes	Yes	79,743	2029	Gasoline	Yes	10+2	G	No
79	2019	Ford Starcraft	14	1FDES8PM4KKA95382	S272	97,553	Yes	Yes	9	200,000	Yes	Yes	79,743	2029	Gasoline	Yes	10+2	G	No
80	2019	Ford Starcraft	14	1FDES8PMXKKA95368	S273	96,095	Yes	Yes	9	200,000	Yes	Yes	79,743	2029	Gasoline	Yes	10+2	G	No
81	2019	Ford Starcraft	14	1FDES8PM2KKA95364	C274	93,041	Yes	Yes	9	200,000	Yes	Yes	79,743	2029	Gasoline	Yes	10+2	G	No
82	2019	Ford Starcraft	14	1FDES8PM6KKA95383	S275	99,793	Yes	Yes	9	200,000	Yes	Yes	79,743	2029	Gasoline	Yes	10+2	G	No
83	2019	Ford Starcraft	14	1FDES8PM4KKA95365	C276	90,612	Yes	Yes	9	200,000	Yes	Yes	79,743	2029	Gasoline	Yes	10+2	G	No
84	2019	Ford Starcraft	14	1FDES8PMXKKA95371	S277	96,671	Yes	Yes	9	200,000	Yes	Yes	79,743	2029	Gasoline	Yes	10+2	G	No
85	2019	Ford Starcraft	14	1FDES8PMXKKA86007	S278	91,672	Yes	Yes	9	200,000	Yes	Yes	79,743	2029	Gasoline	Yes	10+2	G	No
86	2019	Ford Starcraft	14	1FDES8PM4KKA85998	C279	85,366	Yes	Yes	9	200,000	Yes	Yes	79,743	2029	Gasoline	Yes	10+2	G	No
87	2019	Ford Starcraft	14	1FDES8PM8KKA95367	S280	103,093	Yes	Yes	9	200,000	Yes	Yes	79,743	2029	Gasoline	Yes	10+2	G	No
88	2019	Ford Starcraft	14	1FDES8PM4KKA95379	C281	78,210	Yes	Yes	9	200,000	Yes	Yes	79,743	2029	Gasoline	Yes	10+2	G	No
89	2019	Ford Starcraft	14	1FDES8PM2KKA86003	S282	99,546	Yes	Yes	9	200,000	Yes	Yes	79,743	2029	Gasoline	Yes	10+2	G	No
90	2019	Ford Starcraft	14	1FDES8PMXKKA78148	S283	94,810	Yes	Yes	9	200,000	Yes	Yes	79,743	2029	Gasoline	Yes	10+2	G	No
91	2019	Ford Starcraft	14	1FDES8PM7KKA95361	S284	71,238	Yes	Yes	9	200,000	Yes	Yes	79,743	2029	Gasoline	Yes	10+2	G	No
92	2019	Ford Starcraft	14	1FDES8PM4KKA78145	C285	91,931	Yes	Yes	9	200,000	Yes	Yes	79,743	2029	Gasoline	Yes	10+2	G	No
93	2019	Ford Starcraft	14	1FDES8PM8KKA95384	C286	91,430	Yes	Yes	9	200,000	Yes	Yes	79,743	2029	Gasoline	Yes	10+2	G	No
94	2019	Ford Starcraft	14	1FDES8PM9KKA78142	S287	96,769	Yes	Yes	9	200,000	Yes	Yes	79,743	2029	Gasoline	Yes	10+2	G	No
95	2019	Ford Starcraft	14	1FDES8PM6KKA95366	S288	92,166	Yes	Yes	9	200,000	Yes	Yes	79,743	2029	Gasoline	Yes	10+2	G	No
96	2019	Ford Starcraft	14	1FDES8PM9KKA86001	S289	90,550	Yes	Yes	9	200,000	Yes	Yes	79,743	2029	Gasoline	Yes	10+2	G	No
97	2022	Forest River Senator II	14	1FDFE4FNXNDC31554	S290	38,069	Yes	Yes	9	200,000	Yes	Yes	95,970	2031	Gasoline	Yes	12+2	G	No
98	2022	Forest River Senator II	14	1FDFE4FN5NDC34278	S291	38,213	Yes	Yes	9	200,000	Yes	Yes	95,970	2031	Gasoline	Yes	12+2	G	No
99	2022	Forest River Senator II	14	1FDFE4FN6NDC27470	S292	33,977	Yes	Yes	9	200,000	Yes	Yes	95,970	2031	Gasoline	Yes	12+2	G	No
100	2022	Forest River Senator II	14	1FDFE4FN8NDC31553	S293	18,838	Yes	Yes	9	200,000	Yes	Yes	95,970	2031	Gasoline	Yes	12+2	G	No
101	2022	Forest River Senator II	14	1FDFE4FN3NDC29015	S294	38,473	Yes	Yes	9	200,000	Yes	Yes	95,970	2031	Gasoline	Yes	12+2	G	No
102	2022	Forest River Senator II	14	1FDFE4FNXNDC32655	S295	37,179	Yes	Yes	9	200,000	Yes	Yes	95,970	2031	Gasoline	Yes	12+2	G	No
103	2022	Forest River Senator II	14	1FDFE4FN7NDC29017	S296	32,091	Yes	Yes	9	200,000	Yes	Yes	95,970	2031	Gasoline	Yes	12+2	G	No
104	2022	Forest River Senator II	14	1FDFE4FN1NDC31555	S297	39,866	Yes	Yes	9	200,000	Yes	Yes	95,970	2031	Gasoline	Yes	12+2	G	No
105	2022	Forest River Senator II	14	1FDFE4FN9NDC31559	S298	38,876	Yes	Yes	9	200,000	Yes	Yes	95,970	2031	Gasoline	Yes	12+2	G	No
106	2022	Forest River Senator II	14	1FDFE4FN7NDC31558	S299	37,206	Yes	Yes	9	200,000	Yes	Yes	95,970	2031	Gasoline	Yes	12+2	G	No
107	2022	Forest River Senator II	14	1FDFE4FN8NDC33514	S300	39,832	Yes	Yes	9	200,000	Yes	Yes	95,970	2031	Gasoline	Yes	12+2	G	No
108	2022	Forest River Senator II	14	1FDFE4FN0NDC33510	S301	33,988	Yes	Yes	9	200,000	Yes	Yes	95,970	2031	Gasoline	Yes	12+2	G	No
109	2022	Forest River Senator II	14	1FDFE4FN8NDC32654	S302	28,642	Yes	Yes	9	200,000	Yes	Yes	95,970	2031	Gasoline	Yes	12+2	G	No
110	2022	Forest River Senator II	14	1FDFE4FN2NDC33511	S303	39,049	Yes	Yes	9	200,000	Yes	Yes	95,970	2031	Gasoline	Yes	12+2	G	No
111	2022	Forest River Senator II	14	1FDFE4FN5NDC31560	S304	41,280	Yes	Yes	9	200,000	Yes	Yes	95,970	2031	Gasoline	Yes	12+2	G	No
112	2022	Forest River Senator II	14	1FDFE4FN5NDC31557	S305	35,594	Yes	Yes	9	200,000	Yes	Yes	95,970	2031	Gasoline	Yes	12+2	G	No
113	2023	Ford Starcraft Allstar	14	1FDFE4FN8PDD34958	S306	4,642	Yes	Yes	9	200,000	Yes	Yes	126,000	2032	Gasoline	Yes	14+2	G	No
114	2023	Ford Starcraft Allstar	14	1FDFE4FN9PDD37402	S307	19	Yes	Yes	9	200,000	Yes	Yes	126,000	2032	Gasoline	Yes	14+2	G	No
115	2023	Ford Starcraft Allstar	14	1FDFE4FN8PDD37472	S308	8,408	Yes	Yes	9	200,000	Yes	Yes	126,000	2032	Gasoline	Yes	14+2	G	No
116	2023	Ford Starcraft Allstar	14	1FDFE4FN4PDD34908	S309	5,156	Yes	Yes	9	200,000	Yes	Yes	126,000	2032	Gasoline	Yes	14+2	G	No
117	2023	Ford Starcraft Allstar	14	1FDFE4FN8PDD38332	S310	32	Yes	Yes	9	200,000	Yes	Yes	126,000	2032	Gasoline	Yes	14+2	G	No
118	2023	Ford Starcraft Allstar	14	1FDFE4FN6PDD38233	S311	2,363	Yes	Yes	9	200,000	Yes	Yes	126,000	2032	Gasoline	Yes	14+2	G	No
119	2023	Ford Starcraft Allstar	14	1FDFE4FN1PDD34879	S312	35	Yes	Yes	9	200,000	Yes	Yes	126,000	2032	Gasoline	Yes	14+2	G	No
120	2023	Ford Starcraft Allstar	14	1FDFE4FN1PDD34865	S313	12,928	Yes	Yes	9	200,000	Yes	Yes	126,000	2032	Gasoline	Yes	14+2	G	No
121	2023	Ford Starcraft Allstar	14	1FDFE4FN2PDD37404	S314	50	Yes	Yes	9	200,000	Yes	Yes	126,000	2032	Gasoline	Yes	14+2	G	No
122	2023	Ford Starcraft Allstar	14	1FDFE4FN0PDD34906	S315	1,472	Yes	Yes	9	200,000	Yes	Yes	126,000	2032	Gasoline	Yes	14+2	G	No
123	2023	Ford Starcraft Allstar	14	1FDFE4FN2PDD38293	S316	2,564	Yes	Yes	9	200,000	Yes	Yes	126,000	2032	Gasoline	Yes	14+2	G	No
124	2023	Ford Starcraft Allstar	14	1FDFE4FN9PDD34919	S317	45	Yes	Yes	9	200,000	Yes	Yes	126,000	2032	Gasoline	Yes	14+2	G	No
125	2023	Ford Starcraft Allstar	14	1FDFE4FN9PDD34872	S318	50	Yes	Yes	9	200,000	Yes	Yes	126,000	2032	Gasoline	Yes	14+2	G	No
126	2023	Ford Starcraft Allstar	14	1FDFE4FN2PDD38214	S319	579	Yes	Yes	9	200,000	Yes	Yes	126,000	2032	Gasoline	Yes	14+2	G	No
127	2023	Ford Starcraft Allstar	14	1FDFE4FN4PDD34954	S320	2,728	Yes	Yes	9	200,000	Yes	Yes	126,000	2032	Gasoline	Yes	14+2	G	No
128	2023	Ford Starcraft Allstar	14	1FDFE4FN1PDD34929	S321	42	Yes	Yes	9	200,000	Yes	Yes	126,000	2032	Gasoline	Yes	14+2	G	No
129	2023	Ford Starcraft Allstar	14	1FDFE4FN7PDD34935	S322	3,954	Yes	Yes	9	200,000	Yes	Yes	126,000	2032	Gasoline	Yes	14+2	G	No
130	2023	Ford Starcraft Allstar	14	1FDFE4FN3PDD38318	S323	45	Yes	Yes	9	200,000	Yes	Yes	126,000	2032	Gasoline	Yes	14+2	G	No
131	2023	Ford Starcraft Allstar	14	1FDFE4FN1PDD38236	S324	53	Yes	Yes	9	200,000	Yes	Yes	126,000	2032	Gasoline	Yes	14+2	G	No
132	2023	Ford Starcraft Allstar	14	1FDFE4FNXPDD38221	S325	42	Yes	Yes	9	200,000	Yes	Yes	126,000	2032	Gasoline	Yes	14+2	G	No
133	2023	Ford Starcraft Allstar	14	1FDFE4FN0PDD38258	S326	2,635	Yes	Yes	9	200,000	Yes	Yes	126,000	2032	Gasoline	Yes	14+2	G	No
134	2023	Ford Starcraft Allstar	14	1FDFE4FN0PDD38339	S327	50	Yes	Yes	9	200,000	Yes	Yes	126,000	2032	Gasoline	Yes	14+2	G	No
135	2024	Ford Starcraft Allstar	14	1FDFE4FN7RDD17670	S329	45	Yes	Yes	9	200,000	Yes	Yes	130,237	2033	Gasoline	Yes	14+2	G	No
136	2024	Ford Starcraft Allstar	14	1FDFE4FN7RDD17653	S330	1,477	Yes	Yes	9	200,000	Yes	Yes	130,237	2033	Gasoline	Yes	14+2	G	No
137	2024	Ford Starcraft Allstar	14	1FDFE4FN9RDD16908	S331	36	Yes	Yes	9	200,000	Yes	Yes	130,237	2033	Gasoline	Yes	14+2	G	No
138	2024	Ford Starcraft Allstar	14	1FDFE4FNXRDD16870	S332	39	Yes	Yes	9	200,000	Yes	Yes	130,237	2033	Gasoline	Yes	14+2	G	No
139	2024	Ford Starcraft Allstar	14	1FDFE4FN1RDD16885	S333	47	Yes	Yes	9	200,000	Yes	Yes	130,237	2033	Gasoline	Yes	14+2	G	No
140	2024	Ford Starcraft Allstar	14	1FDFE4FN4RDD20381	S334	35	Yes	Yes	9	200,000	Yes	Yes	130,237	2033	Gasoline	Yes	14+2	G	No
141	2024	Ford Starcraft Allstar	14	1FDFE4FN7RDD17703	S335	71	Yes	Yes	9	200,000	Yes	Yes	130,237	2033	Gasoline	Yes	14+2	G	No
142	2024	Ford Starcraft Allstar	14	1FDFE4FNXRDD16867	S336	35	Yes	Yes	9	200,000	Yes	Yes	130,237	2033	Gasoline	Yes	14+2	G	No
		Total			**142**	**15,530,201**							**$ 15,497,731**						

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

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

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2024 TAM Plan Demand Response SGR Calculations

	Vehicle Number	12/31/2022 Total Parts & Labor	Vehicle Purchase Price	12/31/2023 Avg. Total Parts & Labor*	2022 LTD Plus 2023 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <50%
1	S179	$44,971	$66,212	$0	$44,971	68%	No
2	S180	$39,551	$91,120	$74	$39,625	43%	Yes
3	S181	$39,098	$91,120	$2,156	$41,253	45%	Yes
4	S182	$37,086	$91,120	$4,433	$41,518	46%	Yes
5	S183	$41,923	$91,120	$7,055	$48,978	54%	No
6	S185	$35,026	$91,120	$1,783	$36,808	40%	Yes
7	S186	$37,329	$91,120	$8,324	$45,652	50%	Yes
8	S187	$39,123	$91,120	$4,012	$43,135	47%	Yes
9	S188	$38,378	$91,120	$0	$38,378	42%	Yes
10	S189	$32,334	$91,120	$1,633	$33,967	37%	Yes
11	S190	$34,164	$91,120	$2,427	$36,590	40%	Yes
12	S193	$34,829	$91,120	$3,563	$38,392	42%	Yes
13	S196	$36,090	$92,735	$3,739	$39,830	43%	Yes
14	S198	$34,863	$92,735	$3,878	$38,741	42%	Yes
15	S199	$36,551	$92,735	$2,432	$38,983	42%	Yes
16	S201	$32,773	$92,735	$4,401	$37,174	40%	Yes
17	S202	$45,013	$92,735	$4,811	$49,823	54%	No
18	S204	$33,868	$92,735	$2,334	$36,202	39%	Yes
19	S205	$39,538	$92,735	$2,682	$42,219	46%	Yes
20	S206	$35,965	$92,735	$3,004	$38,969	42%	Yes
21	S208	$32,459	$92,735	$1,796	$34,255	37%	Yes
22	S213	$34,495	$93,755	$0	$34,495	37%	Yes
23	S215	$29,690	$93,755	$2,635	$32,325	34%	Yes
24	S216	$32,516	$93,755	$1,603	$34,119	36%	Yes
25	S237	$7,732	$97,669	$0	$7,732	8%	Yes
26	S250	$6,835	$65,363	$0	$6,835	10%	Yes
27	S251	$6,936	$65,363	$2,085	$9,021	14%	Yes
28	S252	$6,423	$65,363	$2,084	$8,507	13%	Yes
29	S253	$11,042	$65,363	$2,131	$13,173	20%	Yes
30	S255	$11,098	$65,363	$0	$11,098	17%	Yes
31	S256	$6,538	$65,363	$2,131	$8,669	13%	Yes
32	S257	$6,247	$65,363	$1,201	$7,447	11%	Yes
33	S258	$6,139	$65,363	$1,472	$7,611	12%	Yes
34	S259	$6,097	$65,363	$2,042	$8,139	12%	Yes
35	S261	$6,044	$65,363	$1,433	$7,477	11%	Yes
36	S262	$6,021	$65,363	$926	$6,947	11%	Yes
37	S263	$6,034	$65,363	$1,058	$7,092	11%	Yes
38	S264	$6,107	$65,363	$2,721	$8,829	14%	Yes
39	S265	$5,987	$65,363	$1,598	$7,585	12%	Yes
40	S266	$6,004	$65,363	$1,363	$7,367	11%	Yes
41	S268	$6,236	$65,363	$461	$6,697	10%	Yes
42	S269	$5,854	$65,363	$1,485	$7,340	11%	Yes
43	S270	$6,046	$65,363	$366	$6,413	10%	Yes

2024 TAM Plan Demand Response SGR Calculations

	Vehicle Number	12/31/2022 Total Parts & Labor	Vehicle Purchase Price	12/31/2023 Avg. Total Parts & Labor*	2022 LTD Plus 2023 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <50%
44	S272	$5,774	$65,363	$1,750	$7,524	12%	Yes
45	S273	$6,136	$65,363	$1,687	$7,823	12%	Yes
46	S275	$5,789	$65,363	$1,180	$6,970	11%	Yes
47	S277	$5,789	$65,363	$1,606	$7,395	11%	Yes
48	S278	$5,843	$65,363	$2,926	$8,769	13%	Yes
49	S280	$5,843	$65,363	$1,994	$7,837	12%	Yes
50	S282	$5,800	$65,363	$1,247	$7,046	11%	Yes
51	S283	$5,816	$65,363	$1,693	$7,509	11%	Yes
52	S284	$5,870	$65,363	$450	$6,320	10%	Yes
53	S287	$5,665	$65,363	$1,970	$7,635	12%	Yes
54	S288	$5,665	$65,363	$1,779	$7,445	11%	Yes
55	S289	$5,692	$65,363	$2,187	$7,879	12%	Yes
56	S290	$76	$88,046	$423	$499	1%	Yes
57	S291	$81	$88,046	$521	$602	1%	Yes
58	S292	$433	$88,046	$489	$922	1%	Yes
59	S293	$50	$88,046	$1,797	$1,847	2%	Yes
60	S294	$144	$88,046	$875	$1,019	1%	Yes
61	S295	$56	$88,046	$748	$804	1%	Yes
62	S296	$559	$88,046	$804	$1,363	2%	Yes
63	S297	$172	$88,046	$63	$236	0%	Yes
64	S298	$71	$88,046	$449	$520	1%	Yes
65	S299	$352	$88,046	$529	$880	1%	Yes
66	S300	$502	$88,046	$108	$611	1%	Yes
67	S301	$83	$88,046	$440	$523	1%	Yes
68	S302	$305	$88,046	$406	$712	1%	Yes
69	S303	$647	$88,046	$1,011	$1,658	2%	Yes
70	S304	$75	$88,046	$1,572	$1,647	2%	Yes
71	S305	$120	$88,046	$202	$322	0%	Yes
72	S306	$0	$126,000	$4	$4	0%	Yes
73	S307	$0	$126,000	$0	$0	0%	Yes
74	S308	$0	$126,000	$4	$4	0%	Yes
75	S309	$0	$126,000	$60	$60	0%	Yes
76	S310	$0	$126,000	$0	$0	0%	Yes
77	S311	$0	$126,000	$48	$48	0%	Yes
78	S312	$0	$126,000	$4,846	$4,846	4%	Yes
79	S313	$0	$126,000	$10	$10	0%	Yes
80	S314	$0	$126,000	$0	$0	0%	Yes
81	S315	$0	$126,000	$0	$0	0%	Yes
82	S316	$0	$126,000	$42	$42	0%	Yes
83	S317	$0	$126,000	$0	$0	0%	Yes
84	S318	$0	$126,000	$0	$0	0%	Yes
85	S319	$0	$126,000	$0	$0	0%	Yes

2024 TAM Plan Demand Response SGR Calculations

	Vehicle Number	12/31/2022 Total Parts & Labor	Vehicle Purchase Price	12/31/2023 Avg. Total Parts & Labor*	2022 LTD Plus 2023 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <50%
86	S320	$0	$126,000	$0	$0	0%	Yes
87	S321	$0	$126,000	$0	$0	0%	Yes
88	S322	$0	$126,000	$0	$0	0%	Yes
89	S323	$0	$126,000	$0	$0	0%	Yes
90	S324	$0	$126,000	$0	$0	0%	Yes
91	S325	$0	$126,000	$0	$0	0%	Yes
92	S326	$0	$126,000	$0	$0	0%	Yes
93	S327	$0	$126,000	$0	$0	0%	Yes
94	S329	$0	$130,237	$0	$0	0%	Yes
95	S330	$0	$130,237	$0	$0	0%	Yes
96	S331	$0	$130,237	$0	$0	0%	Yes
97	S332	$0	$130,237	$0	$0	0%	Yes
98	S333	$0	$130,237	$0	$0	0%	Yes
99	S334	$0	$130,237	$0	$0	0%	Yes
100	S335	$0	$130,237	$0	$0	0%	Yes
101	S336	$0	$130,237	$0	$0	0%	Yes

2024 TAM Plan Contracted Demand Response SGR Calculations

	Vehicle Number	12/31/2022 Total Parts & Labor	Vehicle Purchase Price	12/31/2023 Avg. Total Parts & Labor*	2022 LTD Plus 2023 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <50%
1	C191/S191	$36,028	$91,120	$5,346	$41,374	45%	Yes
2	C192/S192	$29,351	$91,120	$3,923	$33,274	37%	Yes
3	C195/S195	$33,246	$92,735	$4,440	$37,686	41%	Yes
4	C197/S197	$35,222	$92,735	$0	$35,222	38%	Yes
5	C221/S221	$25,407	$94,130	$3,570	$28,977	31%	Yes
6	C222/S222	$25,324	$94,130	$4,103	$29,427	31%	Yes
7	C223/S223	$25,728	$94,130	$3,339	$29,066	31%	Yes
8	C224/S224	$25,665	$94,130	$3,970	$29,635	31%	Yes
9	C225/S225	$25,786	$94,130	$5,216	$31,002	33%	Yes
10	C226/S226	$26,818	$94,130	$2,497	$29,315	31%	Yes
11	C227/S227	$26,166	$94,130	$2,763	$28,928	31%	Yes
12	C228/S228	$28,576	$94,130	$5,900	$34,476	37%	Yes
13	C229/S229	$26,207	$94,130	$2,753	$28,960	31%	Yes
14	C230/S230	$24,753	$94,130	$3,935	$28,687	30%	Yes
15	C231/S231	$19,802	$96,137	$6,269	$26,071	27%	Yes
16	C232/S232	$19,899	$96,137	$7,332	$27,231	28%	Yes
17	C233/S233	$19,521	$96,137	$4,484	$24,004	25%	Yes
18	C234/S234	$18,732	$96,137	$5,086	$23,818	25%	Yes
19	C235/S235	$20,986	$96,137	$3,078	$24,063	25%	Yes
20	C236/S236	$20,245	$96,137	$5,091	$25,336	26%	Yes
21	C238/S238	18,657	$98,093	$2,488	$21,146	22%	Yes

2024 TAM Plan Demand Response SGR Calculations

2024 TAM Plan Contracted Demand Response SGR Calculations (continued)

	Vehicle Number	12/31/2022 Total Parts & Labor	Vehicle Purchase Price	12/31/2023 Avg. Total Parts & Labor*	2022 LTD Plus 2023 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <50%
22	C239/S239	17,051	$98,093	$2,662	$19,713	20%	Yes
23	C240/S240	17,917	$98,093	$5,816	$23,734	24%	Yes
24	C241/S241	18,957	$98,093	$7,814	$26,771	27%	Yes
25	C242/S242	18,670	$98,093	$4,626	$23,296	24%	Yes
26	C243/S243	22,743	$98,093	$2,992	$25,735	26%	Yes
27	C245/S245	18,189	$98,093	$3,957	$22,146	23%	Yes
28	C246/S246	12,580	$98,093	$3,576	$16,156	16%	Yes
29	C247/S247	22,916	$98,093	$2,991	$25,907	26%	Yes
30	C248/S248	22,098	$98,093	$6,718	$28,816	29%	Yes
31	C249/S249	22,167	$98,093	$9,957	$32,124	33%	Yes
32	C254/S254	$5,736	$65,363	$1,656	7,391	11%	Yes
33	C260/S260	$6,151	$65,363	$1,817	7,968	12%	Yes
34	C267/S267	$5,972	$65,363	$2,635	8,607	13%	Yes
35	C271/S271	$5,762	$65,363	$1,750	7,512	11%	Yes
36	C274/S274	$5,933	$65,363	$1,606	7,539	12%	Yes
37	C276/S276	$5,795	$65,363	$2,126	7,921	12%	Yes
38	C279/S279	$5,917	$65,363	$1,141	7,058	11%	Yes
39	C281/S281	$6,207	$65,363	$1,421	7,627	12%	Yes
40	C285/S285	$5,638	$65,363	$1,769	7,408	11%	Yes
41	C286/S286	$5,736	$65,363	$3,030	8,766	13%	Yes

SECTION 1B: ROLLING STOCK - DEMAND RESPONSE VEHICLE SCORECARD

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2024 TAM Plan Demand Response Vehicle 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	S179	Yes	No	15	N	181,692	Y	1	487/"23"
2	S180	Yes	Yes	12	N	192,231	Y	3	Out of Serv.
3	S181	Yes	Yes	12	N	221,422	N	1	Out of Serv.
4	S182	Yes	Yes	12	N	200,762	N	1	Out of Serv.
5	S183	Yes	No	12	N	203,510	N	1	487/"23"
6	S185	Yes	Yes	12	N	237,445	N	1	Out of Serv.
7	S186	Yes	Yes	12	N	213,658	N	1	487/"23"
8	S187	Yes	Yes	12	N	206,860	N	1	487/"23"
9	S188	Yes	Yes	12	N	158,687	Y	3	Out of Serv.
10	S189	Yes	Yes	12	N	210,165	N	1	Out of Serv.
11	S190	Yes	Yes	12	N	238,462	N	1	Out of Serv.
12	S193	Yes	Yes	12	N	222,049	N	1	487/"23"
13	S196	Yes	Yes	11	N	222,288	N	1	487/"23"
14	S198	Yes	Yes	11	N	215,055	N	1	487/"23"
15	S199	Yes	Yes	11	N	225,093	N	1	Out of Serv.
16	S201	Yes	Yes	11	N	241,236	N	1	487/"23"
17	S202	Yes	No	11	N	215,238	N	1	487/"23"
18	S204	Yes	Yes	11	N	225,277	N	1	Out of Serv.
19	S205	Yes	Yes	11	N	211,451	N	1	489/"24"
20	S206	Yes	Yes	11	N	233,211	N	1	489/"24"
21	S208	Yes	Yes	11	N	207,342	N	1	Out of Serv.
22	S213	Yes	Yes	10	N	209,634	N	1	Out of Serv.
23	S215	Yes	Yes	10	N	207,754	N	1	489/"24"
24	S216	Yes	Yes	10	N	203,386	N	1	489/"24"
25	S237	Yes	Yes	8	Y	79,582	Y	5	491/"25"
26	S250	Yes	Yes	4	Y	74,125	Y	5	878-"27"
27	S251	Yes	Yes	4	Y	68,756	Y	5	878-"27"
28	S252	Yes	Yes	4	Y	97,385	Y	5	878-"27"
29	S253	Yes	Yes	4	Y	54,510	Y	5	878-"27"
30	S255	Yes	Yes	4	Y	43,577	Y	5	878-"27"
31	S256	Yes	Yes	4	Y	102,891	Y	5	878-"27"
32	S257	Yes	Yes	4	Y	100,818	Y	5	878-"27"
33	S258	Yes	Yes	4	Y	101,028	Y	5	878-"27"
34	S259	Yes	Yes	4	Y	96,416	Y	5	878-"27"
35	S261	Yes	Yes	4	Y	102,660	Y	5	878-"27"
36	S262	Yes	Yes	4	Y	92,372	Y	5	878-"27"
37	S263	Yes	Yes	4	Y	96,302	Y	5	878-"27"
38	S264	Yes	Yes	4	Y	97,357	Y	5	878-"27"
39	S265	Yes	Yes	4	Y	100,012	Y	5	878-"27"
40	S266	Yes	Yes	4	Y	97,144	Y	5	878-"27"

CIP numbers associated with vans are subject to change due to replacement decisions that may occur prior to scheduled replacement.

2024 TAM Plan Demand Response Vehicle 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
41	S268	Yes	Yes	4	Y	91,851	Y	5	961-"28"
42	S269	Yes	Yes	4	Y	99,603	Y	5	961-"28"
43	S270	Yes	Yes	4	Y	100,256	Y	5	961-"28"
44	S272	Yes	Yes	4	Y	97,553	Y	5	961-"28"
45	S273	Yes	Yes	4	Y	96,095	Y	5	961-"28"
46	S275	Yes	Yes	4	Y	99,793	Y	5	961-"28"
47	S277	Yes	Yes	4	Y	96,671	Y	5	961-"28"
48	S278	Yes	Yes	4	Y	91,672	Y	5	961-"28"
49	S280	Yes	Yes	4	Y	103,093	Y	5	961-"28"
50	S282	Yes	Yes	4	Y	99,546	Y	5	961-"28"
51	S283	Yes	Yes	4	Y	94,810	Y	5	961-"28"
52	S284	Yes	Yes	4	Y	71,238	Y	5	961-"28"
53	S287	Yes	Yes	4	Y	96,769	Y	5	961-"28"
54	S288	Yes	Yes	4	Y	92,166	Y	5	961-"28"
55	S289	Yes	Yes	4	Y	90,550	Y	5	961-"28"
56	S290	Yes	Yes	2	Y	38,069	Y	5	"31"
57	S291	Yes	Yes	2	Y	38,213	Y	5	"31"
58	S292	Yes	Yes	2	Y	33,977	Y	5	"31"
59	S293	Yes	Yes	2	Y	18,838	Y	5	"31"
60	S294	Yes	Yes	2	Y	38,473	Y	5	"31"
61	S295	Yes	Yes	2	Y	37,179	Y	5	"31"
62	S296	Yes	Yes	2	Y	32,091	Y	5	"31"
63	S297	Yes	Yes	2	Y	39,866	Y	5	"31"
64	S298	Yes	Yes	2	Y	38,876	Y	5	"31"
65	S299	Yes	Yes	2	Y	37,206	Y	5	"31"
66	S300	Yes	Yes	2	Y	39,832	Y	5	"31"
67	S301	Yes	Yes	2	Y	33,988	Y	5	"31"
68	S302	Yes	Yes	2	Y	28,642	Y	5	"31"
69	S303	Yes	Yes	2	Y	39,049	Y	5	"31"
70	S304	Yes	Yes	2	Y	41,280	Y	5	"31"
71	S305	Yes	Yes	2	Y	35,594	Y	5	"31"
72	S306	Yes	Yes	0	Y	4,642	Y	5	"32"
73	S307	Yes	Yes	0	Y	19	Y	5	*
74	S308	Yes	Yes	0	Y	8,408	Y	5	"32"
75	S309	Yes	Yes	0	Y	5,156	Y	5	"32"
76	S310	Yes	Yes	0	Y	32	Y	5	*
77	S311	Yes	Yes	0	Y	2,363	Y	5	"32"
78	S312	Yes	Yes	0	Y	35	Y	5	"32"
79	S313	Yes	Yes	0	Y	12,928	Y	5	"32"
80	S314	Yes	Yes	0	Y	50	Y	5	*
81	S315	Yes	Yes	0	Y	1,472	Y	5	"32"
82	S316	Yes	Yes	0	Y	2,564	Y	5	"32"

2024 TAM Plan Demand Response Vehicle 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
83	S317	Yes	Yes	0	Y	45	Y	5	*
84	S318	Yes	Yes	0	Y	50	Y	5	*
85	S319	Yes	Yes	0	Y	579	Y	5	*
86	S320	Yes	Yes	0	Y	2,728	Y	5	"32"
87	S321	Yes	Yes	0	Y	42	Y	5	*
88	S322	Yes	Yes	0	Y	3,954	Y	5	"32"
89	S323	Yes	Yes	0	Y	45	Y	5	*
90	S324	Yes	Yes	0	Y	53	Y	5	*
91	S325	Yes	Yes	0	Y	42	Y	5	*
92	S326	Yes	Yes	0	Y	2,635	Y	5	"32"
93	S327	Yes	Yes	0	Y	50	Y	5	*
94	S329	Yes	Yes	0	Y	45	Y	5	*
95	S330	Yes	Yes	0	Y	1,477	Y	5	"33"
96	S331	Yes	Yes	0	Y	36	Y	5	*
97	S332	Yes	Yes	0	Y	39	Y	5	*
98	S333	Yes	Yes	0	Y	47	Y	5	*
99	S334	Yes	Yes	0	Y	35	Y	5	*
100	S335	Yes	Yes	0	Y	71	Y	5	*
101	S336	Yes	Yes	0	Y	35	Y	5	*

CIP numbers associated with vans are subject to change due to replacement decisions that may occur prior to scheduled replacement.

2024 TAM Plan Contracted Demand Response Vehicle Score Card

	Vehicle number	Is the Vehicle Safe? (Yes/No	Meets Financial SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	CIP Project Number
1	C191/S191	Yes	Yes	12	N	228,079	N	1	Out of Serv.
2	C192/S192	Yes	Yes	12	N	231,788	N	1	OOS 2024
3	C195/S195	Yes	Yes	12	N	240,048	N	1	OOS 2024
4	C197/S197	Yes	Yes	12	N	134,314	Y	3	OOS 2023
5	C221/S221	Yes	Yes	12	N	235,562	N	1	OOS 2024
6	C222/S222	Yes	Yes	9	Y	233,589	N	3	489/"24"
7	C223/S223	Yes	Yes	9	Y	236,272	N	3	OOS 2024
8	C224/S224	Yes	Yes	9	Y	235,494	N	3	OOS 2024
9	C225/S225	Yes	Yes	9	Y	231,300	N	3	489/"24"
10	C226/S226	Yes	Yes	9	Y	202,383	N	3	491/"25"
11	C227/S227	Yes	Yes	9	Y	237,535	N	3	OOS 2024
12	C228/S228	Yes	Yes	9	Y	181,455	Y	5	491/"25"
13	C229/S229	Yes	Yes	9	Y	226,911	N	3	491/"25"

2024 TAM Plan Demand Response Vehicle Score Card

2024 TAM Plan Contracted Demand Response Vehicle Score Card (continued)

	Vehicle number	Is the Vehicle Safe? (Yes/No	Meets Financial SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	CIP Project Number
14	C230/S230	Yes	Yes	9	Y	207,299	N	3	491/"25"
15	C231/S231	Yes	Yes	8	Y	204,126	N	3	491/"25"
16	C232/S232	Yes	Yes	8	Y	211,970	N	3	491/"25"
17	C233/S233	Yes	Yes	8	Y	208,317	N	3	491/"25"
18	C234/S234	Yes	Yes	8	Y	210,992	N	3	491/"25"
19	C235/S235	Yes	Yes	8	Y	217,797	N	3	491/"25"
20	C236/S236	Yes	Yes	8	Y	209,257	N	3	491/"25"
21	C238/S238	Yes	Yes	6	Y	173,335	Y	5	491/"25"
22	C239/S239	Yes	Yes	6	Y	168,161	Y	5	491/"25"
23	C240/S240	Yes	Yes	6	Y	172,638	Y	5	491/"25"
24	C241/S241	Yes	Yes	6	Y	161,581	Y	5	491/"25"
25	C242/S242	Yes	Yes	6	Y	173,288	Y	5	837-"26"
26	C243/S243	Yes	Yes	6	Y	161,329	Y	5	837-"26"
27	C245/S245	Yes	Yes	6	Y	159,622	Y	5	837-"26"
28	C246/S246	Yes	Yes	6	Y	107,957	Y	5	837-"26"
29	C247/S247	Yes	Yes	6	Y	150,337	Y	5	837-"26"
30	C248/S248	Yes	Yes	6	Y	163,596	Y	5	837-"26"
31	C249/S249	Yes	Yes	6	Y	164,957	Y	5	837-"26"
32	C254/S254	Yes	Yes	4	Y	80,459	Y	5	"29"
33	C260/S260	Yes	Yes	4	Y	91,748	Y	5	"29"
34	C267/S267	Yes	Yes	4	Y	89,848	Y	5	"29"
35	C271/S271	Yes	Yes	4	Y	104,911	Y	5	"29"
36	C274/S274	Yes	Yes	4	Y	93,041	Y	5	"29"
37	C276/S276	Yes	Yes	4	Y	90,612	Y	5	"29"
38	C279/S279	Yes	Yes	4	Y	85,366	Y	5	"29"
39	C281/S281	Yes	Yes	4	Y	78,210	Y	5	"29"
40	C285/S285	Yes	Yes	4	Y	91,931	Y	5	"29"
41	C286/S286	Yes	Yes	4	Y	91,430	Y	5	"29"

CIP numbers associated with vehicles may change due to replacement decisions that may occur prior to scheduled replacement.

*These vans were received at the end of 2023 but won't go into service until 2024.

Notes:

5	Vehicles with scores of "3" or "5" are in a state of good repair and contribute to STA achieving its Asset
3	Management Targets.
1	Vehicles with a score of "1" must be accompanied by a Captial Investment Plan (CIP) for replacement in a

2024 TAM Plan Demand Response Vehicle Score Card

Scoring Methodology:

Four Targets

Is the vehicle safe? (yes/no)	Does the vehicle meet the financial needs of SGR? (yes/no)	Is the vehicle at or below its established age target? (yes/no)	Is the vehicle at or below its established mileage target? (yes/no)	Point Score
Yes	Yes	Yes	Yes	5
Yes	Yes	No	Yes	3
No	Yes	Yes	Yes	1
Yes	No	No	Yes	1

1 Vehicles 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 the do not meet the safety element automatically receive a score of "1" regardless of scoring in the remaining three categories.

4 Vehicles the meet the safety element but fail to meet at least two of the remaining three elements receive a score of "1".

Total Meeting SGR	116
Total Vehicles	142
Percentage Meeting SGR	**82%**

Contributing Factor Leading to Reduced SGR Percentage

Due to supply chain contraints related to available chassis and longer than normal build schedules, thirty new demand response vans arrived at once. This is the equivalent of two replacement cycles. The delivery of these vans coincided with the bulk delivery of purchased battery electric coaches. This created a bottleneck of service readiness due to an overload on maintenance resources.

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SECTION 1C: ROLLING STOCK – RIDESHARE VEHICLE ASSET INVENTORY

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Washington State Department of Transportation

Owned Rolling Stock Inventory & Verification of Continued Use Form
Fleet - RideShare and Special Use

Agency/Organization: Spokane Transit Authority **Inventory Year:** 2023

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 ($)	Planned Replacement Year	Planned Replacement Fuel Type	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (Yes/No)
1	2008	Eldorado Cutaway	14	1FD4E45S48DB23417	U71	163,731	Yes	Yes	14	265,000	Yes	Yes	96,007	2024	Gasoline	Yes	14+2	G	NO
2	2008	Eldorado Cutaway	14	1FD4E45S68DB23421	U75	184,357	Yes	Yes	14	265,000	Yes	Yes	96,007	2024	Gasoline	Yes	14+2	G	NO
3	2008	Eldorado Cutaway	14	1FD4E45SX8DB23423	U77	184,626	Yes	Yes	14	265,000	Yes	Yes	96,007	2024	Gasoline	Yes	14+2	G	NO
4	2008	Eldorado Cutaway	14	1FD4E45S18DB23424	U78	113,073	Yes	Yes	14	265,000	Yes	Yes	96,007	2024	Gasoline	Yes	14+2	G	NO
5	2010	CHEVROLET VAN	14	1GA2GYDGXA1176133	U170	86,144	Yes	Yes	11	110,000	Yes	Yes	37,630	2026	Gasoline	No	12	G	No
6	2010	CHEVROLET VAN	14	1GA2GYDG2A1176742	U175	77,884	Yes	Yes	11	110,000	Yes	Yes	37,630	2026	Gasoline	No	12	G	No
7	2010	CHEVROLET VAN	14	1GA2GYDGXA1177007	U176	80,410	Yes	Yes	11	110,000	Yes	Yes	37,630	2026	Gasoline	No	12	G	No
8	2010	CHEVROLET VAN	14	1GA2GYDG7A1177014	U177	88,467	Yes	Yes	11	110,000	Yes	Yes	37,630	2026	Gasoline	No	12	G	No
9	2010	CHEVROLET VAN	14	1GA2GYDG9A1177113	U178	113,073	Yes	Yes	11	110,000	Yes	Yes	37,630	2026	Gasoline	No	12	G	No
10	2010	CHEVROLET VAN	14	1GA2GYDG9A1177242	U179	92,750	Yes	Yes	11	110,000	Yes	Yes	37,630	2026	Gasoline	No	12	G	No
11	2011	DODGE GRAND CARAVAN	13	2D4RN4DGXBR732865	R181	87,739	Yes	Yes	11	110,000	Yes	Yes	32,365	2024	Gasoline	No	7	G	No
12	2011	DODGE GRAND CARAVAN	13	2D4RN4DG1BR732866	R182	77,423	Yes	Yes	11	110,000	Yes	Yes	32,365	2024	Gasoline	No	7	G	No
13	2011	DODGE GRAND CARAVAN	13	2D4RN4DG3BR732867	R183	74,397	Yes	Yes	11	110,000	Yes	Yes	32,509	2024	Gasoline	No	7	G	No
14	2011	DODGE GRAND CARAVAN	13	2D4RN4DG5BR732868	R184	97,845	Yes	Yes	11	110,000	Yes	Yes	32,509	2024	Gasoline	No	7	G	No
15	2011	Eldorado Cutaway	14	1GB6G5BL5B1189398	U184	228,318	Yes	Yes	9	200,000	Yes	Yes	126,653	2026	Gasoline	Yes	14+2	D	No
16	2011	DODGE GRAND CARAVAN	13	2D4RN4DG7BR732869	R185	91,279	Yes	Yes	11	110,000	Yes	Yes	32,509	2024	Gasoline	No	7	G	No
17	2011	DODGE GRAND CARAVAN	13	2D4RN4DG3BR732870	R186	98,249	No	Yes	11	110,000	Yes	Yes	32,509	2024	Gasoline	No	7	G	No
18	2011	DODGE GRAND CARAVAN	13	2D4RN4DG5BR732871	R187	107,386	Yes	Yes	11	110,000	Yes	Yes	32,509	2024	Gasoline	No	7	G	No
19	2011	DODGE GRAND CARAVAN	13	2D4RN4DG7BR732872	R188	94,586	No	Yes	11	110,000	Yes	Yes	32,509	2024	Gasoline	No	7	G	No
20	2012	DODGE GRAND CARAVAN	13	2C4RDGBG5CR374077	R189	104,116	No	Yes	11	110,000	Yes	Yes	32,047	2024	Gasoline	No	7	G	No
21	2012	DODGE GRAND CARAVAN	13	2C4RDGBG7CR374078	R190	117,867	Yes	Yes	11	110,000	Yes	Yes	32,047	2024	Gasoline	No	7	G	No
22	2012	DODGE GRAND CARAVAN	13	2C4RDGBG9CR374079	R191	102,109	Yes	Yes	11	110,000	Yes	Yes	32,047	2024	Gasoline	No	7	G	No
23	2012	DODGE GRAND CARAVAN	13	2C4RDGBG5CR374080	R192	72,031	Yes	Yes	11	110,000	Yes	Yes	32,047	2025	Gasoline	No	7	G	No
24	2012	DODGE GRAND CARAVAN	13	2C4RDGBG7CR374081	R193	78,548	Yes	Yes	11	110,000	Yes	Yes	32,047	2025	Gasoline	No	7	G	No
25	2012	DODGE GRAND CARAVAN	13	2C4RDGBG9CR374082	R194	72,240	Yes	Yes	11	110,000	Yes	Yes	32,047	2025	Gasoline	No	7	G	No
26	2012	DODGE GRAND CARAVAN	13	2C4RDGBG0CR374083	R195	77,405	Yes	Yes	11	110,000	Yes	Yes	32,047	2025	Gasoline	No	7	G	No
27	2012	CHEVROLET ELDORADO CUTAW/	14	1GB6G5BL8C1182706	U640/S210	224,259	Yes	Yes	14	265,000	Yes	Yes	125,190	2026	Gasoline	Yes	14+2	D	No
28	2012	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL6C1198645	U633	251,194	Yes	Yes	14	265,000	Yes	Yes	124,770	2026	Gasoline	Yes	14+2	D	No
29	2012	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL5C1200093	U635	283,940	Yes	Yes	14	265,000	Yes	Yes	124,770	2026	Gasoline	Yes	14+2	D	No
30	2013	FORD ECONOLINE XL VAN	13	1FBNE3BL1DDA49579	U197	77,917	Yes	Yes	11	110,000	Yes	Yes	34,901	2029	Gasoline	No	12	G	No
31	2013	FORD ECONOLINE XL VAN	13	1FBNE3BL8DDA49580	R198	45,214	Yes	Yes	11	110,000	Yes	Yes	34,901	2026	Gasoline	No	12	G	No
32	2013	FORD ECONOLINE XL VAN	13	1FBNE3BLXDDA49581	R199	65,546	Yes	Yes	11	110,000	Yes	Yes	34,901	2026	Gasoline	No	12	G	No
33	2013	FORD ECONOLINE XL VAN	13	1FBNE3BL1DDA49582	R200	55,843	Yes	Yes	11	110,000	Yes	Yes	34,901	2026	Gasoline	No	12	G	No
34	2013	FORD ECONOLINE XL VAN	13	1FBNE3BL3DDA49583	R201	69,407	Yes	Yes	11	110,000	Yes	Yes	34,901	2026	Gasoline	No	12	G	No
35	2013	FORD ECONOLINE XL VAN	14	1FBNE3BL7DDA56343	U204	89,261	Yes	Yes	11	110,000	Yes	Yes	34,901	2029	Gasoline	No	12	G	No
36	2013	FORD ECONOLINE XL VAN	13	1FBNE3BL9DDA56344	U205	78,791	Yes	Yes	11	110,000	Yes	Yes	34,901	2029	Gasoline	No	12	G	No
37	2013	FORD ECONOLINE XL VAN	14	1FBNE3BL0DDA56345	U206	85,157	Yes	Yes	11	110,000	Yes	Yes	34,901	2029	Gasoline	No	12	G	No
38	2013	Eldorado Cutaway	14	1GB6G5BL0D1190574	U219	209,726	Yes	Yes	9	200000	Yes	Yes	124,695	2027	Gasoline	Yes	14+2	D	No
39	2013	Eldorado Cutaway	14	1GB6G5BL5D1190005	U220	224,259	Yes	Yes	9	200,000	Yes	Yes	124,695	2027	Gasoline	Yes	14+2	D	No
40	2013	FORD ECONOLINE VAN	14	1FDEE3FL3DDB12781	U741	96,798	Yes	Yes	14	265,000	Yes	Yes	24,584	2027	Gasoline	Yes	15	G	No
41	2014	DODGE GRAND CARAVAN	13	2C4RDGBGXER263110	R207	63,512	Yes	Yes	11	110,000	Yes	Yes	31,067	2027	Gasoline	No	7	G	No
42	2014	DODGE GRAND CARAVAN	13	2C4RDGBG1ER263111	R208	47,951	Yes	Yes	11	110,000	Yes	Yes	31,067	2027	Gasoline	No	7	G	No
43	2014	DODGE GRAND CARAVAN	13	2C4RDGBG3ER263112	R209	98,391	Yes	Yes	11	110,000	Yes	Yes	31,067	2026	Gasoline	No	7	G	No
44	2014	DODGE GRAND CARAVAN	13	2C4RDGBG5ER263113	R210	109,405	Yes	Yes	11	110,000	Yes	Yes	31,067	2026	Gasoline	No	7	G	No
45	2014	DODGE GRAND CARAVAN	13	2C4RDGBG7ER263114	R211	118,188	Yes	Yes	11	110,000	Yes	Yes	31,067	2026	Gasoline	No	7	G	No
46	2014	DODGE GRAND CARAVAN	13	2C4RDGBG9ER263115	R212	97,621	Yes	Yes	11	110,000	Yes	Yes	31,067	2026	Gasoline	No	7	G	No
47	2014	DODGE GRAND CARAVAN	13	2C4RDGBG0ER263116	R213	94,877	Yes	Yes	11	110,000	Yes	Yes	31,067	2026	Gasoline	No	7	G	No
48	2014	DODGE GRAND CARAVAN	13	2C4RDGBG2ER263117	R214	47,926	Yes	Yes	11	110,000	Yes	Yes	31,067	2027	Gasoline	No	7	G	No
49	2014	DODGE GRAND CARAVAN	13	2C4RDGBG4ER263118	R215	68,851	Yes	Yes	11	110,000	Yes	Yes	31,067	2026	Gasoline	No	7	G	No
50	2014	FORD ECONOLINE XL VAN	13	1FBNE3BL7EDA71782	U216	81,920	Yes	Yes	11	110,000	Yes	Yes	34,584	2030	Gasoline	No	12	G	No
51	2014	FORD ECONOLINE XL VAN	13	1FBNE3BL9EDA71783	R217	54,565	Yes	Yes	11	110,000	Yes	Yes	34,584	2027	Gasoline	No	12	G	No
52	2014	FORD ECONOLINE XL VAN	13	1FBNE3BL0EDA71784	R218	62,993	Yes	Yes	11	110,000	Yes	Yes	34,584	2027	Gasoline	No	12	G	No
53	2014	FORD ECONOLINE XL VAN	13	1FBNE3BL4EDA71786	R219	55,932	Yes	Yes	11	110,000	Yes	Yes	34,584	2027	Gasoline	No	12	G	No
54	2014	FORD ECONOLINE XL VAN	13	1FBNE3BL6EDA71787	R220	54,928	Yes	Yes	11	110,000	Yes	Yes	34,584	2027	Gasoline	No	12	G	No
55	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG4E1210964	R221	56,622	Yes	Yes	11	110,000	Yes	Yes	38,755	2027	Gasoline	No	15	G	No
56	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG6E1211663	R224	53,334	Yes	Yes	11	110,000	Yes	Yes	38,755	2027	Gasoline	No	15	G	No
57	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG8E1211924	R225	100,197	Yes	Yes	11	110,000	Yes	Yes	38,755	2025	Gasoline	No	15	G	No
58	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG8E1212071	R226	80,553	Yes	Yes	11	110,000	Yes	Yes	38,755	2025	Gasoline	No	15	G	No
59	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG8E1212085	R227	78,790	Yes	Yes	11	110,000	Yes	Yes	38,755	2025	Gasoline	No	15	G	No

60	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG1E1212283	R228	69,337	Yes	Yes	11	110,000	Yes	Yes	38,755	2027	Gasoline	No	15	G	No
61	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG5E1212819	R230	90,083	Yes	Yes	11	110,000	Yes	Yes	38,755	2025	Gasoline	No	15	G	No
62	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG2E1213040	R232	77,258	Yes	Yes	11	110,000	Yes	Yes	38,755	2025	Gasoline	No	15	G	No
63	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FGXE1213397	R233	88,467	Yes	Yes	11	110,000	Yes	Yes	38,755	2025	Gasoline	No	15	G	No
64	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG9E1213911	R235	74,931	Yes	Yes	11	110,000	Yes	Yes	38,755	2025	Gasoline	No	15	G	No
65	2017	TOYOTA SIENNA	13	5TDZZ3DC8HS856285	R236	70,890	Yes	Yes	11	110,000	Yes	Yes	40,642	2028	Gasoline	No	7	G	No
66	2017	TOYOTA SIENNA	13	5TDZZ3DCOHS8647O5	R237	56,901	Yes	Yes	11	110,000	Yes	Yes	40,642	2028	Gasoline	No	7	G	No
67	2017	TOYOTA SIENNA	13	5TDZZ3DCXHS869006	R238	42,850	Yes	Yes	11	110,000	Yes	Yes	40,642	2028	Gasoline	No	7	G	No
68	2017	TOYOTA SIENNA	13	5TDZZ3DC7HS869433	R239	62,688	Yes	Yes	11	110,000	Yes	Yes	40,642	2028	Gasoline	No	7	G	No
69	2017	TOYOTA SIENNA	13	5TDZZ3DC2HS870070	R240	37,720	Yes	Yes	11	110,000	Yes	Yes	40,642	2028	Gasoline	No	7	G	No
70	2017	TOYOTA SIENNA	13	5TDZZ3DC5HS870208	R241	43,617	Yes	Yes	11	110,000	Yes	Yes	40,642	2028	Gasoline	No	7	G	No
71	2017	TOYOTA SIENNA	13	5TDZZ3DC5HS870905	R242	53,113	Yes	Yes	11	110,000	Yes	Yes	40,642	2028	Gasoline	No	7	G	No
72	2017	TOYOTA SIENNA	13	5TDZZ3DC4HS871057	R243	55,449	Yes	Yes	11	110,000	Yes	Yes	40,642	2028	Gasoline	No	7	G	No
73	2017	FORD ECONOLINE XL VAN	13	1FBAX2CM4HKB35495	R244*	74,304	Yes	Yes	11	110,000	Yes	Yes	47,922	2024	Gasoline	No	15	G	No
74	2017	FORD ECONOLINE XL VAN	13	1FBAX2CM3HKB58024	R246	109,668	Yes	Yes	11	110,000	Yes	Yes	47,922	2024	Gasoline	No	15	G	No
75	2017	FORD ECONOLINE XL VAN	13	1FBAX2CMXHKB57615	R247	105,832	Yes	Yes	11	110,000	Yes	Yes	47,922	2024	Gasoline	No	15	G	No
76	2018	TOYOTA SIENNA	13	5TDZZ3DC1JS953608	R248	37,686	Yes	Yes	11	110,000	Yes	Yes	40,080	2029	Gasoline	No	7	G	No
77	2018	TOYOTA SIENNA	13	5TDZZ3DC8JS954058	R249	48,853	Yes	Yes	11	110,000	Yes	Yes	40,080	2029	Gasoline	No	7	G	No
78	2018	TOYOTA SIENNA	13	5TDZZ3DC6JS954267	R250	52,222	Yes	Yes	11	110,000	Yes	Yes	40,080	2029	Gasoline	No	7	G	No
79	2018	TOYOTA SIENNA	13	5TDZZ3DC7JS954293	R251	60,967	Yes	Yes	11	110,000	Yes	Yes	40,080	2029	Gasoline	No	7	G	No
80	2018	TOYOTA SIENNA	13	5TDZZ3DC3JS954596	R252	82,349	Yes	Yes	11	110,000	Yes	Yes	40,080	2029	Gasoline	No	7	G	No
81	2018	TOYOTA SIENNA	13	5TDZZ3DC0JS954684	R253	52,498	Yes	Yes	11	110,000	Yes	Yes	40,080	2029	Gasoline	No	7	G	No
82	2018	FORD X2C TRANSIT 15-PASS MR	13	1FBAX2CM5JKB21904	R254	74,954	Yes	Yes	11	110,000	Yes	Yes	49,416	2027	Gasoline	No	15	G	No
83	2018	FORD X2C TRANSIT 15-PASS MR	13	1FBAX2CM7JKB21905	R255	34,947	Yes	Yes	11	110,000	Yes	Yes	49,308	2029	Gasoline	No	15	G	No
84	2019	CHEVROLET EXPRESS VAN	13	1GAZGPFG3K1348509	R256	53,293	Yes	Yes	11	110,000	Yes	Yes	42,804	2030	Gasoline	No	15	G	No
85	2019	CHEVROLET EXPRESS VAN	13	1GAZGPFG6K1348908	R257	30,960	Yes	Yes	11	110,000	Yes	Yes	42,804	2030	Gasoline	No	15	G	No
86	2019	CHEVROLET EXPRESS VAN	13	1GAZGPFG1K1349027	R258	35,644	Yes	Yes	11	110,000	Yes	Yes	42,804	2030	Gasoline	No	15	G	No
87	2019	CHEVROLET EXPRESS VAN	13	1GAZGPFG9K1349258	R259	50,326	Yes	Yes	11	110,000	Yes	Yes	42,804	2030	Gasoline	No	15	G	No
88	2019	CHEVROLET EXPRESS VAN	13	1GAZGPFG0K1349536	R260	57,639	Yes	Yes	11	110,000	Yes	Yes	42,804	2030	Gasoline	No	15	G	No
89	2019	CHEVROLET EXPRESS VAN	13	1GAZGPFG4K1350317	R261	56,737	Yes	Yes	11	110,000	Yes	Yes	42,804	2030	Gasoline	No	15	G	No
90	2019	CHEVROLET EXPRESS VAN	13	1GAZGPFG8K1350417	R262	47,200	Yes	Yes	11	110,000	Yes	Yes	42,804	2030	Gasoline	No	15	G	No
91	2019	CHEVROLET EXPRESS VAN	13	1GAZGPFG9K1350636	R263	86,454	Yes	Yes	11	110,000	Yes	Yes	42,804	2026	Gasoline	No	15	G	No
92	2019	CHEVROLET EXPRESS VAN	13	1GAZGPFG1K1350792	R264	78,316	Yes	Yes	11	110,000	Yes	Yes	42,804	2030	Gasoline	No	15	G	No
93	2019	CHEVROLET EXPRESS VAN	13	1GAZGPFG1K1351084	R265	46,036	Yes	Yes	11	110,000	Yes	Yes	42,804	2030	Gasoline	No	15	G	No
94	2019	CHEVROLET EXPRESS VAN	13	1GAZGPFGXK1352203	R266	49,423	Yes	Yes	11	110,000	Yes	Yes	42,804	2030	Gasoline	No	15	G	No
95	2020	Ford X2C Transit	13	1FBAX2C88LKB40744	R267	55,430	Yes	Yes	11	110,000	Yes	Yes	50,705	2031	Gasoline	No	15	G	No
96	2020	Ford X2C Transit	13	1FBAX2C8XLKB40745	R268	43,279	Yes	Yes	11	110,000	Yes	Yes	50,705	2031	Gasoline	No	15	G	No
97	2020	Ford X2C Transit	13	1FBAX2C81LKB40746	R269	25,126	Yes	Yes	11	110,000	Yes	Yes	50,705	2031	Gasoline	No	15	G	No
98	2020	Ford X2C Transit	13	1FBAX2C83LKB40747	R270	52,065	Yes	Yes	11	110,000	Yes	Yes	50,705	2031	Gasoline	No	15	G	No
99	2020	Ford X2C Transit	13	1FBAX2C85LKB40748	R271	53,862	Yes	Yes	11	110,000	Yes	Yes	50,705	2031	Gasoline	No	15	G	No
100	2022	CHEVROLET TRAVERSE	13	1GNEVLKW4NJ188816	R272	26,427	Yes	Yes	11	110,000	Yes	Yes	38,753	2033	Gasoline	No	8	G	No
101	2022	CHEVROLET TRAVERSE	13	1GNEVLKW2NJ188944	R273	28,294	Yes	Yes	11	110,000	Yes	Yes	38,753	2033	Gasoline	No	8	G	No
102	2022	CHEVROLET TRAVERSE	13	1GNEVLKW0NJ189042	R274	20,032	Yes	Yes	11	110,000	Yes	Yes	38,753	2033	Gasoline	No	8	G	No
103	2022	CHEVROLET TRAVERSE	13	1GNEVLKW7NJ189054	R275	15,496	Yes	Yes	11	110,000	Yes	Yes	38,753	2033	Gasoline	No	8	G	No
104	2022	CHEVROLET TRAVERSE	13	1GNEVLKW7NJ189264	R276	20,304	Yes	Yes	11	110,000	Yes	Yes	38,753	2033	Gasoline	No	8	G	No
105	2022	CHEVROLET TRAVERSE	13	1GNEVLKW5NJ189330	R277	13,729	Yes	Yes	11	110,000	Yes	Yes	38,753	2033	Gasoline	No	8	G	No
106	2022	CHEVROLET TRAVERSE	13	1GNEVLKW4NJ189500	R278	21,350	Yes	Yes	11	110,000	Yes	Yes	38,753	2033	Gasoline	No	8	G	No
107	2022	CHEVROLET TRAVERSE	13	1GNEVLKW4NJ189576	R279	22,191	Yes	Yes	11	110,000	Yes	Yes	38,753	2033	Gasoline	No	8	G	No
108	2022	CHEVROLET TRAVERSE	13	1GNEVLKW3NJ189911	R280	22,734	Yes	Yes	11	110,000	Yes	Yes	38,753	2033	Gasoline	No	8	G	No
109	2022	CHEVROLET TRAVERSE	13	1GNEVLKW7NJ189944	R281	23,221	Yes	Yes	11	110,000	Yes	Yes	38,753	2033	Gasoline	No	8	G	No
110	2022	CHEVROLET TRAVERSE	13	1GNEVLKW0NJ189963	R282	11,129	Yes	Yes	11	110,000	Yes	Yes	38,753	2033	Gasoline	No	8	G	No
111	2023	CHEVROLET TRAVERSE	13	1GNEVLKW7PJ195164	R283	1,710	Yes	Yes	11	110,000	Yes	Yes	35,303	2034	Gasoline	No	8	G	No
112	2023	CHEVROLET TRAVERSE	13	1GNEVLKW9PJ195182	R284	8,507	Yes	Yes	11	110,000	Yes	Yes	35,303	2034	Gasoline	No	8	G	No
113	2023	CHEVROLET TRAVERSE	13	1GNEVLKW5PJ195194	R285	4,469	Yes	Yes	11	110,000	Yes	Yes	35,303	2034	Gasoline	No	8	G	No
114	2023	CHEVROLET TRAVERSE	13	1GNEVLKW2PJ195198	R286	5,017	Yes	Yes	11	110,000	Yes	Yes	35,303	2034	Gasoline	No	8	G	No
115	2023	CHEVROLET TRAVERSE	13	1GNEVLKWXPJ195241	R287	4,590	Yes	Yes	11	110,000	Yes	Yes	35,303	2034	Gasoline	No	8	G	No
116	2023	CHEVROLET TRAVERSE	13	1GNEVLKW9PJ195795	R288	3,382	Yes	Yes	11	110,000	Yes	Yes	35,303	2034	Gasoline	No	8	G	No
117	2023	CHEVROLET TRAVERSE	13	1GNEVLKW5PJ195793	R289	2,085	Yes	Yes	11	110,000	Yes	Yes	35,303	2034	Gasoline	No	8	G	No
118	2023	CHEVROLET TRAVERSE	13	1GNEVLKW2PJ195797	R290	2,785	Yes	Yes	11	110,000	Yes	Yes	35,303	2034	Gasoline	No	8	G	No
119	2023	CHEVROLET TRAVERSE	13	1GNEVLKW3PJ195825	R291	2,626	Yes	Yes	11	110,000	Yes	Yes	35,303	2034	Gasoline	No	8	G	No
120	2023	CHEVROLET TRAVERSE	13	1GNEVLKW1PJ195838	R292	3,090	Yes	Yes	11	110,000	Yes	Yes	35,303	2034	Gasoline	No	8	G	No
		Total			**120**	**8,692,463**							**$ 5,300,339**						

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

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

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2024 TAM Plan Rideshare Vehicle SGR Calculations

	Vehicle Number	12/31/2022 Total Parts and Labor	Vehicle Purchase Price	12/31/2023 Avg. Total Parts and Labor	2022 LTD Plus 2023 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <30%
1	R181	$6,770	$23,300	$146	$6,915	30%	Yes
2	R182	$4,692	$23,300	$264	$4,956	21%	Yes
3	R183	$4,703	$23,300	$238	$4,942	21%	Yes
4	R184	$4,858	$23,300	$358	$5,216	22%	Yes
5	R185	$4,793	$23,300	$1,109	$5,903	25%	Yes
6	R186	$6,802	$23,300	$1,619	$8,421	36%	No
7	R187	$6,796	$23,300	$0	$6,796	29%	Yes
8	R188	$6,258	$23,300	$1,550	$7,808	34%	No
9	R189	$7,326	$23,739	$1,273	$8,599	36%	No
10	R190	$5,686	$23,739	$1,281	$6,968	29%	Yes
11	R191	$4,388	$23,739	$1,065	$5,453	23%	Yes
12	R192	$4,431	$23,739	$815	$5,247	22%	Yes
13	R193	$4,388	$23,739	$2,137	$6,525	27%	Yes
14	R194	$4,972	$23,739	$598	$5,570	23%	Yes
15	R195	$5,221	$23,739	$258	$5,480	23%	Yes
16	R198	$3,268	$26,242	$801	$4,068	16%	Yes
17	R199	$2,890	$26,242	$1,075	$3,965	15%	Yes
18	R200	$2,839	$26,242	$110	$2,949	11%	Yes
19	R201	$2,606	$26,242	$688	$3,293	13%	Yes
20	R207	$2,966	$23,715	$429	$3,395	14%	Yes
21	R208	$2,711	$23,715	$271	$2,983	13%	Yes
22	R209	$3,478	$23,715	$774	$4,253	18%	Yes
23	R210	$3,629	$23,715	$1,833	$5,462	23%	Yes
24	R211	$3,342	$23,715	$875	$4,217	18%	Yes
25	R212	$3,944	$23,715	$579	$4,523	19%	Yes
26	R213	$3,207	$23,715	$296	$3,503	15%	Yes
27	R214	$2,586	$23,715	$673	$3,259	14%	Yes
28	R215	$3,190	$23,715	$730	$3,920	17%	Yes
29	R217	$2,703	$26,400	$377	$3,080	12%	Yes
30	R218	$3,579	$26,400	$437	$4,017	15%	Yes
31	R219	$4,931	$26,400	$1,005	$5,937	22%	Yes
32	R220	$3,739	$26,400	$1,249	$4,988	19%	Yes
33	R221	$3,645	$29,584	$1,544	$5,189	18%	Yes
34	R224	$3,380	$29,584	$659	$4,038	14%	Yes
35	R225	$4,631	$29,584	$471	$5,101	17%	Yes
36	R226	$3,965	$29,584	$163	$4,128	14%	Yes
37	R227	$3,605	$29,584	$0	$3,605	12%	Yes
38	R228	$3,594	$29,584	$431	$4,025	14%	Yes
39	R230	$4,028	$29,584	$384	$4,412	15%	Yes
40	R232	$3,777	$29,584	$1,035	$4,812	16%	Yes
41	R233	$3,897	$29,584	$2,538	$6,435	22%	Yes
42	R235	$4,431	$29,584	$364	$4,795	16%	Yes

2024 TAM Plan Rideshare Vehicle SGR Calculations

	Vehicle Number	12/31/2022 Total Parts and Labor	Vehicle Purchase Price	12/31/2023 Avg. Total Parts and Labor	2022 LTD Plus 2023 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <30%
43	R236	$2,573	$32,255	$927	$3,500	11%	Yes
44	R237	$2,196	$32,255	$575	$2,771	9%	Yes
45	R238	$2,102	$32,255	$564	$2,667	8%	Yes
46	R239	$1,941	$32,255	$507	$2,448	8%	Yes
47	R240	$1,564	$32,255	$801	$2,365	7%	Yes
48	R241	$1,997	$32,255	$409	$2,406	7%	Yes
49	R242	$2,308	$32,255	$894	$3,202	10%	Yes
50	R243	$2,218	$32,255	$663	$2,881	9%	Yes
51	R244	$3,090	$38,032	$0	$3,090	8%	Awa. Disp.
52	R246	$4,068	$38,032	$892	$4,961	13%	Yes
53	R247	$4,856	$38,032	$190	$5,046	13%	Yes
54	R248	$1,850	$32,323	$588	$2,438	8%	Yes
55	R249	$2,272	$32,323	$370	$2,641	8%	Yes
56	R250	$2,050	$32,323	$387	$2,436	8%	Yes
57	R251	$2,272	$32,323	$660	$2,931	9%	Yes
58	R252	$2,148	$32,323	$723	$2,871	9%	Yes
59	R253	$2,019	$32,323	$1,045	$3,064	9%	Yes
60	R254	$1,975	$39,851	$1,409	$3,385	8%	Yes
61	R255	$2,009	$39,764	$186	$2,195	6%	Yes
62	R256	$1,948	$35,085	$1,071	$3,019	9%	Yes
63	R257	$1,948	$35,085	$858	$2,806	8%	Yes
64	R258	$1,948	$35,085	$1,266	$3,213	9%	Yes
65	R259	$2,026	$35,085	$462	$2,488	7%	Yes
66	R260	$1,948	$35,085	$363	$2,311	7%	Yes
67	R261	$1,948	$35,085	$474	$2,422	7%	Yes
68	R262	$1,948	$35,085	$1,086	$3,034	9%	Yes
69	R263	$1,948	$35,085	$1,699	$3,647	10%	Yes
70	R264	$1,948	$35,085	$1,326	$3,274	9%	Yes
71	R265	$1,948	$35,085	$745	$2,693	8%	Yes
72	R266	$1,948	$35,085	$658	$2,606	7%	Yes
73	R267	$1,428	$40,698	$1,528	$2,956	7%	Yes
74	R268	$1,385	$40,698	$897	$2,282	6%	Yes
75	R269	$1,237	$40,698	$531	$1,768	4%	Yes
76	R270	$1,295	$40,698	$1,342	$2,637	6%	Yes
77	R271	$1,403	$40,698	$1,613	$3,017	7%	Yes
78	R272	$99	$35,553	$970	$1,069	3%	Yes
79	R273	$0	$35,553	$972	$972	3%	Yes
80	R274	$0	$35,553	$686	$686	2%	Yes
81	R275	$0	$35,553	$603	$603	2%	Yes
82	R276	$0	$35,533	$515	$515	1%	Yes

2024 TAM Plan Rideshare Vehicle SGR Calculations

	Vehicle Number	12/31/2022 Total Parts and Labor	Vehicle Purchase Price	12/31/2023 Avg. Total Parts and Labor	2022 LTD Plus 2023 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <30%
83	R277	$0	$35,533	$542	$542	2%	Yes
84	R278	$0	$35,533	$524	$524	1%	Yes
85	R279	$0	$35,533	$759	$759	2%	Yes
86	R280	$0	$35,533	$671	$671	2%	Yes
87	R281	$0	$35,533	$736	$736	2%	Yes
88	R282	$0	$35,533	$375	$375	1%	Yes
89	R283	$0	$35,303	$68	$68	0%	Yes
90	R284	$0	$35,303	$139	$139	0%	Yes
91	R285	$0	$35,303	$4	$4	0%	Yes
92	R286	$0	$35,303	$0	$0	0%	Yes
93	R287	$0	$35,303	$0	$0	0%	Yes
94	R288	$0	$35,303	$0	$0	0%	Yes
95	R289	$0	$35,303	$0	$0	0%	Yes
96	R290	$0	$35,303	$0	$0	0%	Yes
97	R291	$0	$35,303	$0	$0	0%	Yes
98	R292	$0	$35,303	$0	$0	0%	Yes

2024 TAM Plan Special Use Vehicle SGR Calculations

	Vehicle Number	12/31/2022 Total Parts and Labor	Vehicle Purchase Price	12/31/2023 Total Parts and Labor	2022 LTD Plus 2023 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <80%
1	U71/S171	$36,561	$66,212	$1,939	$38,500	58%	Yes
2	U75/S175	$36,578	$66,212	$2,190	$38,768	59%	Yes
3	U77/S177	$37,554	$66,212	$0	$37,554	57%	Yes
4	U78/S178	$21,907	$66,212	$0	$21,907	33%	Yes
5	U170/R170	$4,063	$26,500	$326	$4,389	17%	Yes
6	U175/R175	$3,778	$26,500	$939	$4,717	18%	Yes
7	U176/R176	$3,211	$26,500	$357	$3,568	13%	Yes
8	U177/R177	$4,127	$26,500	$287	$4,413	17%	Yes
9	U178/R178	$4,348	$26,500	$491	$4,839	18%	Yes
10	U179/R179	$7,567	$26,500	$190	$7,757	29%	Yes
11	U184/S184	$4,319	$23,300	$2,003	$6,323	27%	Yes
12	U197/R197	$3,316	$26,242	$1,176	$4,492	17%	Yes
13	U204/R204	$2,411	$26,242	$827	$3,238	12%	Yes
14	U205/R205	$4,175	$26,242	$769	$4,943	19%	Yes
15	U206/R206	$2,172	$26,242	$1,524	$3,696	14%	Yes
16	U216/R216	$3,667	$26,400	$524	$4,191	16%	Yes
17	U219/S219	$25,547	$93,755	$1,668	$27,215	29%	Yes
18	U220/S220	$24,046	$93,755	$3,768	$27,814	30%	Yes
19	U633/633	$37,320	$92,422	$0	$37,320	40%	Yes
20	U635/635	$40,670	$92,422	$991	$41,661	45%	Yes

2024 TAM Plan Rideshare Vehicle SGR Calculations

2024 TAM Plan Special Use Vehicle SGR Calculations (continued)

	Vehicle Number	12/31/2022 Total Parts and Labor	Vehicle Purchase Price	12/31/2023 Total Parts and Labor	2022 LTD Plus 2023 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <80%
21	U640/S210	$27,651	$92,735	$4,809	$32,460	35%	Yes
22	U741/741	$1,509	$18,484	$190	$1,698	9%	Yes

NOTE:

Service life for vans transferred to Special Use mode will be extended 5 years and 65,000 additional miles from their original mode ULB targets. The SUV fleet will have an SGR target of 80%. SUV stands for "Special Use Vehicles" (self directed service for qualified external recipients)

SECTION 1C ROLLING STOCK - RIDESHARE VEHICLE SCORECARD

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2024 TAM Plan Rideshare Vehicle 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	R181	Yes	Yes	12	N	87,739	Y	3	595-"23"
2	R182	Yes	Yes	12	N	77,423	Y	3	595-"23"
3	R183	Yes	Yes	12	N	74,397	Y	3	595-"23"
4	R184	Yes	Yes	12	N	97,845	Y	3	595-"23"
5	R185	Yes	Yes	12	N	91,279	Y	3	595-"23"
6	R186	Yes	No	12	N	98,249	Y	1	595-"23"
7	R187	Yes	Yes	12	N	107,386	Y	3	595-"23"
8	R188	Yes	No	12	N	94,586	Y	1	595-"23"
9	R189	Yes	No	11	Y	104,116	Y	3	595-"23"
10	R190	Yes	Yes	11	Y	117,867	N	3	595-"23"
11	R191	Yes	Yes	11	Y	102,109	Y	5	595-"23"
12	R192	Yes	Yes	11	Y	72,031	Y	5	595-"23"
13	R193	Yes	Yes	11	Y	78,548	Y	5	791-"24"
14	R194	Yes	Yes	11	Y	72,240	Y	5	791-"24"
15	R195	Yes	Yes	11	Y	77,405	Y	5	791-"24"
16	R198	Yes	Yes	10	Y	45,214	Y	5	791-"24"
17	R199	Yes	Yes	10	Y	65,546	Y	5	791-"24"
18	R200	Yes	Yes	10	Y	55,843	Y	5	791-"24"
19	R201	Yes	Yes	10	Y	69,407	Y	5	791-"24"
20	R207	Yes	Yes	9	Y	63,512	Y	5	791-"24"
21	R208	Yes	Yes	9	Y	47,951	Y	5	826-"25"
22	R209	Yes	Yes	9	Y	98,391	Y	5	826-"25"
23	R210	Yes	Yes	9	Y	109,405	Y	5	826-"25"
24	R211	Yes	Yes	9	Y	118,188	N	3	826-"25"
25	R212	Yes	Yes	9	Y	97,621	Y	5	826-"25"
26	R213	Yes	Yes	9	Y	94,877	Y	5	826-"25"
27	R214	Yes	Yes	9	Y	47,926	Y	5	826-"25"
28	R215	Yes	Yes	9	Y	68,851	Y	5	826-"25"
29	R217	Yes	Yes	9	Y	54,565	Y	5	826-"25"
30	R218	Yes	Yes	9	Y	62,993	Y	5	826-"25"
31	R219	Yes	Yes	9	Y	55,932	Y	5	827-"26"
32	R220	Yes	Yes	9	Y	54,928	Y	5	827-"26"
33	R221	Yes	Yes	9	Y	56,622	Y	5	827-"26"
34	R224	Yes	Yes	9	Y	53,334	Y	5	827-"26"
35	R225	Yes	Yes	9	Y	100,197	Y	5	827-"26"
36	R226	Yes	Yes	9	Y	80,553	Y	5	827-"26"
37	R227	Yes	Yes	9	Y	78,790	Y	5	827-"26"
38	R228	Yes	Yes	9	Y	69,337	Y	5	827-"26"
39	R230	Yes	Yes	9	Y	90,083	Y	5	827-"26"
40	R232	Yes	Yes	9	Y	77,258	Y	5	881-"27"
41	R233	Yes	Yes	9	Y	88,467	Y	5	881-"27"

CIP numbers associated with vehicles are subject to change due to replacement decisions that may occur

2024 TAM Plan Rideshare Vehicle Score Card

prior to scheduled replacement.

	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
42	R235	Yes	Yes	9	Y	74,931	Y	5	881-"27"
43	R236	Yes	Yes	6	Y	70,890	Y	5	947-"28"
44	R237	Yes	Yes	6	Y	56,901	Y	5	947-"28"
45	R238	Yes	Yes	6	Y	42,850	Y	5	947-"28"
46	R239	Yes	Yes	6	Y	62,688	Y	5	947-"28"
47	R240	Yes	Yes	6	Y	37,720	Y	5	947-"28"
48	R241	Yes	Yes	6	Y	43,617	Y	5	947-"28"
49	R242	Yes	Yes	6	Y	53,113	Y	5	947-"28"
50	R243	Yes	Yes	6	Y	55,449	Y	5	947-"28"
51	R244	No	Yes	6	Y	74,304	Y	1	Awa Disp.
52	R246	Yes	Yes	6	Y	109,668	Y	5	947-"28"
53	R247	Yes	Yes	6	Y	105,832	Y	5	947-"28"
54	R248	Yes	Yes	5	Y	37,686	Y	5	"29"
55	R249	Yes	Yes	5	Y	48,853	Y	5	"29"
56	R250	Yes	Yes	5	Y	52,222	Y	5	"29"
57	R251	Yes	Yes	5	Y	60,967	Y	5	"29"
58	R252	Yes	Yes	5	Y	82,349	Y	5	"29"
59	R253	Yes	Yes	5	Y	52,498	Y	5	"29"
60	R254	Yes	Yes	5	Y	74,954	Y	5	"29"
61	R255	Yes	Yes	5	Y	34,947	Y	5	"29"
62	R256	Yes	Yes	4	Y	53,293	Y	5	"30"
63	R257	Yes	Yes	4	Y	30,960	Y	5	"30"
64	R258	Yes	Yes	4	Y	35,644	Y	5	"30"
65	R259	Yes	Yes	4	Y	50,326	Y	5	"30"
66	R260	Yes	Yes	4	Y	57,639	Y	5	"30"
67	R261	Yes	Yes	4	Y	56,737	Y	5	"30"
68	R262	Yes	Yes	4	Y	47,200	Y	5	"30"
69	R263	Yes	Yes	4	Y	86,454	Y	5	"30"
70	R264	Yes	Yes	4	Y	78,316	Y	5	"30"
71	R265	Yes	Yes	4	Y	46,036	Y	5	"30"
72	R266	Yes	Yes	4	Y	49,423	Y	5	"30"
73	R267	Yes	Yes	3	Y	55,430	Y	5	"31"
74	R268	Yes	Yes	3	Y	43,279	Y	5	"31"
75	R269	Yes	Yes	3	Y	25,126	Y	5	"31"
76	R270	Yes	Yes	3	Y	52,065	Y	5	"31"
77	R271	Yes	Yes	3	Y	53,862	Y	5	"31"
78	R272	Yes	Yes	2	Y	26,427	Y	5	"33"
79	R273	Yes	Yes	2	Y	28,294	Y	5	"33"
80	R274	Yes	Yes	2	Y	20,032	Y	5	"33"

CIP numbers associated with vehicles are subject to change due to replacement decisions that may occur prior to scheduled replacement.

2024 TAM Plan Rideshare Vehicle 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
81	R275	Yes	Yes	2	Y	15,496	Y	5	"33"
82	R276	Yes	Yes	2	Y	20,304	Y	5	"33"
83	R277	Yes	Yes	2	Y	13,729	Y	5	"33"
84	R278	Yes	Yes	2	Y	21,350	Y	5	"33"
85	R279	Yes	Yes	2	Y	22,191	Y	5	"33"
86	R280	Yes	Yes	2	Y	22,734	Y	5	"33"
87	R281	Yes	Yes	2	Y	23,221	Y	5	"33"
88	R282	Yes	Yes	2	Y	11,129	Y	5	"33"
89	R283	Yes	Yes	0	Y	1,710	Y	5	"34"
90	R284	Yes	Yes	0	Y	8,507	Y	5	"34"
91	R285	Yes	Yes	0	Y	4,469	Y	5	"34"
92	R286	Yes	Yes	0	Y	5,017	Y	5	"34"
93	R287	Yes	Yes	0	Y	4,590	Y	5	"34"
94	R288	Yes	Yes	0	Y	3,382	Y	5	"34"
95	R289	Yes	Yes	0	Y	2,085	Y	5	"34"
96	R290	Yes	Yes	0	Y	2,785	Y	5	"34"
97	R291	Yes	Yes	0	Y	2,626	Y	5	"34"
98	R292	Yes	Yes	0	Y	3,090	Y	5	"34"

CIP numbers associated with vehicles are subject to change due to replacement decisions that may occur prior to scheduled replacement.

2024 TAM Plan Special Use Vehicle 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
1	U71/S171	Yes	Yes	15	N	163,731	Y	3	SUV
2	U75/S175	Yes	Yes	15	N	184,357	Y	3	SUV
3	U77/S177	Yes	Yes	15	N	184,626	Y	3	SUV
4	U78/S178	Yes	Yes	15	N	113,073	Y	3	SUV
5	U170/R170	Yes	Yes	12	Y	86,144	Y	5	SUV
6	U175/R175	Yes	Yes	12	Y	77,884	Y	5	SUV
7	U176/R176	Yes	Yes	12	Y	80,410	Y	5	SUV
8	U177/R177	Yes	Yes	12	Y	88,467	Y	5	SUV
9	U178/R178	Yes	Yes	12	Y	113,073	Y	5	SUV
10	U179/R179	Yes	Yes	12	Y	92,750	Y	5	SUV
11	U184/S184	Yes	Yes	12	Y	228,318	Y	5	SUV
12	U197/R197	Yes	Yes	10	Y	77,917	Y	5	SUV
13	U204/R204	Yes	Yes	10	Y	89,261	Y	5	SUV
14	U205/R205	Yes	Yes	10	Y	78,791	Y	5	SUV
15	U206/R206	Yes	Yes	10	Y	85,157	Y	5	SUV

2024 TAM Plan Rideshare Vehicle Score Card

2024 TAM Plan Special Use Vehicle Score Card (continued)

	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
16	U216/R216	Yes	Yes	9	Y	81,920	Y	5	SUV
17	U219/S219	Yes	Yes	10	Y	209,726	Y	5	SUV
18	U220/S220	Yes	Yes	10	Y	224,259	Y	5	SUV
19	U633/633	Yes	Yes	10	Y	251,194	N	3	SUV
20	U635/635	Yes	Yes	10	Y	283,940	N	3	SUV
21	U640/S210	Yes	Yes	10	Y	224,259	Y	5	SUV
22	U741/741	Yes	Yes	9	Y	96,798	Y	5	SUV

5 3	Vehicles with scores of "3" or "5" are in a state of good repair and contribute to STA 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:

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

Total Meeting SGR	117
Total Vehicles	120
Percentage Meeting SGR	**98%**

SECTION 2: ORGANIZATIONAL EQUIPMENT

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SECTION 2A: ORGANIZATIONAL EQUIPMENT – SUPPORT VEHICLE ASSET INVENTORY

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Washington State Department of Transportation

Owned Equipment Inventory

Agency/Org: Spokane Transit Authority **Inventory Year:** 2023

NO.	Code	Equipment Description	Condition (Points)	Age (Years)	Remaining Useful Life (Years)	Replacement Cost	Comments
1	5	#805 1991 Heavy-Duty Tow Truck	3.4	32	0	447,380.44	
2	5	#808 1999 Ford F350 1 Ton	2.2	24	0	58,856.12	CIP 349 (Purchased 843 as replacement)
3	5	#818 2009 Ford F450	3.0	14	0	94,419.58	
4	5	#821 2011 Ford F450	2.2	12	0	78,642.29	disposal in 2024 CIP 509 (Purchased 844 as replacement)
5	5	#822 2011 Ford F450	2.2	12	0	78,003.10	disposal in 2024 CIP 509 (Purchased 845 as replacement)
6	5	#823 2012 Ford F350 Truck	4.6	11	0	91,306.33	Includes Tommy Gate and Air Compressor on truck
7	5	#824 2012 Tow Truck -Freightliner	4.8	11	1	185,401.29	
8	5	#825 - 2016 FORD F-350 1 TON PICKUP	5.0	7	1	58,139.81	
9	5	#826 2016 Ford F450 1 Ton	4.4	7	0	67,356.58	
10	5	#828 2017 FORD S8Z	3.8	6	2	54,221.00	
11	5	#833 2019 Ford F550 Dump Truck	5.0	4	3	76,582.63	
12	5	#834 2019 Ford F550 FLAT BED	5.0	4	3	92,324.42	
13	5	#835 F750 Crane Shelter Response Vehicle	5.0	3	4	266,679.88	
14	5	#836 2020 Ford Shelter Response Truck	4.8	4	4	55,861.02	
15	5	#837 2020 Ford Shelter Response Truck	4.6	4	4	55,463.71	
16	5	#838 2022 Ford F350 4X4	5.0	2	5	57,855.10	
17	5	#839 2022 Ford F350 4X4	5.0	2	5	57,491.18	
18	5	#840 2022 Ford F350 4X4	5.0	2	5	57,491.18	
19	5	#841 2022 Ford F350 4X4 SRW	5.0	2	5	57,491.18	
20	5	#842 2021 Ford F150 4X4	5.0	3	7	51,377.36	
21	5	#843 2022 Ford F350 4X4	5.0	1	6	92,287.04	
22	5	#844 2023 Ford T350	5.0	0	7	69,576.13	
23	5	#845 2023 Ford T350	5.0	0	7	69,445.09	
		Total Replacement Cost				2,273,652.45	

Non-Revenue/Service Vehicles below the $50,000 replacement cost listed in the TAM Plan

NO.	Code	Equipment Description	Condition (Points)	Age (Years)	Remaining Useful Life (Years)	Replacement Cost	Comments
1	5	62/R162 2009 Chevrolet Van	3.0	14	0	38,501.66	
2	5	74/R174 2010 Chevrolet Van	3.4	13	0	37,629.79	
3	5	80/R180 2011 Dodge Grand Caravan	3.4	12	0	32,364.61	
4	5	89/R89 2005 DODGE CARAVAN	2.0	18	0	32,976.04	CIP 778 (2025 for two F/R Transportation vehicles)
5	5	91/R91 2005 DODGE CARAVAN	3.2	18	0	32,976.04	CIP 817 (still funded)
6	5	94/R94 2005 DODGE CARAVAN	2.6	18	0	31,747.15	based on condition score may need near future funding consideration
7	5	96/R196 2012 Dodge Grand Caravan	3.0	11	0	32,047.10	
8	5	101/R101 2006 CARAVAN DODGE	2.8	17	0	36,840.32	
9	5	119/R119 2007 Chevrolet Van	2.2	16	0	32,383.60	CIP 778 (2025 for two F/R Transportation vehicles)
10	5	170/R170 2010 Chevrolet Van	4.0	13	0	37,629.79	transitioned to SUV fleet in January 2024
11	5	203/R203 2013 Ford Econoline	3.4	10	0	34,901.33	
12	5	#814 2008 Chevy Uplander	2.8	15	0	28,370.22	based on condition score may need near future funding consideration
13	5	#817 2008 Chevy Uplander	3.0	15	0	28,370.22	
14	5	#827 2016 Chevrolet Colorado Truck	4.2	7	1	36,946.37	
15	5	#829 2018 FORD F350	4.6	5	3	41,545.29	
16	5	#830 2018 Ford F350	4.8	5	3	41,545.29	
17	5	#831 2018 Ford F350	4.6	5	3	41,545.29	
18	5	#832 2018 FORD F350	4.6	5	3	41,545.29	
19	5	#932 2007 Toyota Prius	2.4	16	0	36,750.50	could utilized CIP 817 instead of for vehicle 91 at an acceptable score condition
20	5	#940 2010 Ford Pickup	3.2	13	0	33,540.49	
21	5	#947 Ford Escape SE 2014	3.8	9	0	33,601.67	
22	5	#948 Ford Escape SE 2014	4.8	9	0	33,601.67	

23	5	#949 2015 FORD FUSION	4.4	8	0	24,789.93	
24	5	#950 2016 FORD FOCUS	3.6	7	0	23,303.59	
25	5	#951 - 2017 FORD POLICE INTERCEPTOR AWD	3.6	6	2	38,240.79	
26	5	#952 2018 Ford F150 CC 4X4	2.6	5	3	45,628.33	CIP 760 (2024) still open for (2) Supervisor Vehicles
27	5	#953 2018 Ford F150 4X4	3.0	5	3	46,461.56	
28	5	#954 2018 Ford F150 4X4	3.0	5	3	46,047.56	
29	5	#955 2018 Ford F150 4X4	3.0	5	3	46,047.56	
30	5	#956 2018 Ford F150 4X4	3.0	5	3	46,047.56	
31	5	#958 2019 Ford Escape AWD	4.0	4	3	31,197.30	
32	5	#959 2019 Ford Escape SE AWD	4.2	4	3	31,604.62	
33	5	#960 2019 Ford Escape SE AWD	5.0	4	3	31,197.30	
34	5	#961 2021 Ford Escape SE AWD	4.6	3	5	32,650.61	
35	5	#962 2021 Ford Escape SE AWD	4.6	3	5	32,650.61	
36	5	#963 2022 Ford Escape SE	5.0	2	6	32,175.06	
37	5	#964 2022 Ford Escape SE	5.0	2	6	32,538.99	
		Total Replacement Cost				1,317,941.09	

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

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Non-Revenue/Support Vehicle Equipment TERM Methodology

1	2	3	4	5			
Vehicle condition criteria					Vehicle rating scale		
Vehicle useful life benchmark (ULB) Percent of ULB based on age remaining	**Vehicle mileage (ULB)** Percent of ULB based on mileage remaining	**Vehicle condition** Quality, level of maintenance required	**Vehicle performance** Reliability, safety, meets industry standards	**Vehicle level of maintenance required** Level of preventive and corrective maintenance	**Rating**	**Rating description**	**Rating range**
Vehicle is new or nearly new 75% - 100%	Vehicle is new or nearly new 75% - 100%	Vehicle is new or like new	Vehicle meets or exceeds all performance and reliability metrics, industry standards	Vehicle requires routine preventative maintenance according to scheduled maintenance cycles.	5	Excellent	4.8 to 5.0
Vehicle is nearing or at its mid-point of ULB 50%-75%	Vehicle is nearing or at its mid-point of ULB 50%-75%	Vehicle is showing minimal signs of wear and deterioration	Vehicle generally meets performance and reliability, based on manufacturer's performance standards	Vehicle needs some minor repairs for minor subcomponents between maintenance cycles	4	Good	4.0 to 4.7
Vehicle has passed its mid-point of ULB 25%-50%	Vehicle has passed its mid-point of ULB 25%-50%	Vehicle is showing moderately signs of defective or deteriorated components	Vehicle's performance and reliability may decrease and cause service interruption for none schedule maintenance	Vehicle needs more frequent minor repairs on subcomponents.	3	Adequate	3.0 to 3.9
Vehicle nearing or at end of its ULB 0%-25%	Vehicle nearing or at end of its ULB 0%-25%	Vehicle's major subcomponents needs to be rebuilt or replace	Vehicle performance and reliability is becoming more substantial, but does not pose safety risk	Vehicle's maintenance is significant increased in repairs between preventative maintenance cycles	2	Marginal	2.5 to 2.9 / 2.0 to 2.4
Vehicle passed its ULB	Vehicle passed its ULB	Vehicle is no longer serviceable	Vehicle does not meet performance standards and would pose safety hazard if put in service	Major component failures	1	Poor	1.0 to 1.9
Asset non-operable or unsafe. Spare parts					0		0

Greater than 2.5 rating, the asset is in SGR

Planning for asset replacement

Less than 2.5 rating, the Asset is NOT in SGR

1. **Percent of ULB based on age remaining**: Spokane Transit has set an open age for our non-revenue support vehicle equipment. In order to establish an age metric, the age of the vehicle is calculated and divided into the (LTD) life to date mileage. This establishes an average annual mileage for the vehicle. The average annual mileage is then divided into the established ULB mileage to establish a projected age for the vehicle. The reasonable projected age is then divided into quarters to set an age range that corresponds with the rubric scoring above. (See example below)

Age calcs for non Revenue vehicles				1/20/2023						5	4	3	2	1	Final
Veh	in service date	end report year date	age	LTD Miles	ULB Miles	Calculated age by miles	Calc age Rounded	Reason based	Remain Life	75-100%	50-75%	25-50%	25-0%	Beyond Age	Age Score
62	5/6/2009	12/31/2022	13.6	82214.3	150000	24.8	25	25	11.2	0-6.25	6.25-12.50	12.5-18.75	18.75-25	25+	3
74	9/28/2010	12/31/2022	12.3	117980.8	200000	20.8	21	21	8.5	0-5.25	5.25-10.5	10.5-15.75	15.75-21	21+	3

2. **Percent of ULB based on mileage remaining**: Spokane Transit has established mileage ULB performance targets based on departmental usage of the vehicle. Supervisor, Security, Transportation and General Administrative vehicles have a 200,000-mile threshold. Facilities and Grounds vehicles have a 150,000-mile threshold, and Vehicle Maintenance vehicles have a 100,000-mile threshold. The mileage thresholds are divided into quarters and to establish a numeric rating metric. The LTD mileage is then scored based on where it falls within this metric. (See example below)

Age calcs for non Revenue vehicle			1/20/2023		5	4	3	2	1	Final
Veh	in service date	end report year date	LTD Miles	ULB Miles	75-100%	50-75%	25-50%	25-0%	Beyond Miles	Mileage Score
119	4/5/2007	12/31/2022	153019.6	150000	0-37.5k	37.5k+-75k	75k+-112.5k	112.5k+-150k	150k+	1
170	9/8/2010	12/31/2022	83142.7	200000	0-50k	50k+-100k	100k+-150k	150k+-200k	200k+	4
805	7/25/1991	12/31/2022	36366.4	100000	0-25k	25k+-50k	50k+-75k	75k+-100k	100k+	4

3./4. **Quality, level of maint required/Reliability, safety, meets industry standards**: These two criteria are scored by the Maintenance Foreman responsible for the non-revenue/support vehicle fleet utilizing the above rubric.

5. **Level of preventative and corrective maintenance**: By dividing the (LTD) maintenance cost of each vehicle by its acquisition cost, we establish maintenance percentages and compare them to established performance targets. The non-revenue/support vehicle maintenance percentage has been set at 50%. By quartering the percentage threshold, we can establish a point rating and score the vehicle. (See example below)

SGR Maint calcs for non Revenue			1/20/2023		5	4	3	2	1	Final
Veh	in service date	end report year date	SGR Maint %	SGR ULB Target	75-100%	50-75%	25-50%	25-0%	Beyond SGR	SGR Score
826	7/13/2016	12/31/2022	21%	50%	0-12.5%	12.5%+-25%	25%+-37.5%	37.5%+-50%	50%+	4
827	11/15/2016	12/31/2022	33%	50%	0-12.5%	12.5%+-25%	25%+-37.5%	37.5%+-50%	50%+	3

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2024 TAM Plan Non-Revenue Vehicle SGR Calculations

	Vehicle Number	2022 LTD Total Parts & Labor	Vehicle Purchase Price	12/31/2023 Total Parts and Labor	2022 LTD Plus 2023 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <50%
1	62	$4,879	$26,553	$160	$5,039	19%	Yes
2	74	$2,823	$26,500	$333	$3,156	12%	Yes
3	80	$7,358	$23,284	$560	$7,918	34%	Yes
4	89	$9,827	$20,482	$0	$9,827	48%	Yes
5	91	$6,226	$20,482	$56	$6,282	31%	Yes
6	94	$12,694	$20,482	$151	$12,845	63%	No
7	96	$6,105	$23,739	$0	$6,105	26%	Yes
8	101	$7,342	$24,237	$239	$7,581	31%	Yes
9	119	$5,040	$21,305	$212	$5,252	25%	Yes
10	203/R203	$5,631	$26,242	$2,188	$7,818	30%	Yes
11	805	$44,359	$157,033	$2,140	$46,499	30%	Yes
12	808	$32,446	$24,941	$14	$32,460	130%	No
13	814	$9,345	$19,565	$2,742	$12,087	62%	No
14	817	$5,751	$19,565	$2,675	$8,426	43%	Yes
15	818	$15,317	$19,565	$77	$15,394	79%	No
16	821	$12,661	$56,577	$249	$12,910	23%	Yes
17	822	$12,396	$56,117	$267	$12,664	23%	Yes
18	823	$3,197	$67,635	$184	$3,381	5%	Yes
19	824	$2,195	$137,335	$0	$2,195	2%	Yes
20	825	$4,150	$45,070	$118	$4,268	9%	Yes
21	826	$11,308	$53,458	$0	$11,308	21%	Yes
22	827	$9,407	$28,640	$22	$9,429	33%	Yes
23	828	$2,987	$43,040	$1,489	$4,475	10%	Yes
24	829	$3,000	$33,500	$148	$3,148	9%	Yes
25	830	$2,974	$33,500	$145	$3,119	9%	Yes
26	831	$3,288	$33,500	$147	$3,435	10%	Yes
27	832	$2,920	$33,500	$156	$3,076	9%	Yes
28	833	$248	$62,773	$157	$404	1%	Yes
29	834	$108	$75,676	$295	$403	1%	Yes
30	835	$1,011	$224,101	$819	$1,830	1%	Yes
31	836	$1,527	$46,942	$403	$1,930	4%	Yes
32	837	$1,589	$46,608	$231	$1,820	4%	Yes
33	838	$494	$38,131	$31	$524	1%	Yes
34	839	$972	$37,797	$30	$1,002	3%	Yes
35	840	$338	$37,797	$97	$435	1%	Yes
36	841	$1,482	$37,797	$60	$1,541	4%	Yes
37	842	$100	$47,135	$0	$100	0%	Yes
38	843	$1,238	$50,927	$28	$1,266	2%	Yes
39	844	$0	$69,576	$0	$0	0%	Yes
40	845	$0	$69,445	$0	$0	0%	Yes
41	932	$8,739	$25,345	$681	$9,420	37%	Yes
42	940	$8,679	$19,565	$141	$8,820	45%	Yes

2024 TAM Plan Non-Revenue Vehicle SGR Calculations

	Vehicle Number	2022 LTD Total Parts & Labor	Vehicle Purchase Price	12/31/2023 Total Parts and Labor	2022 LTD Plus 2023 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <50%
43	947	$7,228	$25,650	$76	$7,304	28%	Yes
44	948	$2,979	$25,650	$0	$2,979	12%	Yes
45	949	$1,242	$18,925	$242	$1,484	8%	Yes
46	950	$2,898	$18,065	$3,554	$6,452	36%	Yes
47	951	$11,362	$30,400	$326	$11,689	38%	Yes
48	952	$10,911	$36,800	$409	$11,320	31%	Yes
49	953	$5,992	$37,135	$212	$6,204	17%	Yes
50	954	$6,800	$37,135	$854	$7,654	21%	Yes
51	955	$4,788	$37,135	$496	$5,284	14%	Yes
52	956	$4,883	$37,135	$5,192	$10,075	27%	Yes
53	958	$1,184	$25,572	$64	$1,248	5%	Yes
54	959	$1,020	$25,905	$62	$1,082	4%	Yes
55	960	$217	$25,572	$201	$419	2%	Yes
56	961	$598	$27,907	$442	$1,040	4%	Yes
57	962	$638	$27,907	$176	$814	3%	Yes
58	963	$0	$29,518	$22	$22	0%	Yes
59	964	$0	$29,852	$47	$47	0%	Yes

2024 TAM Plan Non-Revenue Vehicle TERM Scoring

#	Veh	Custodian	ULB Age Score	ULB Mileage Score	Vehicle Condition (int/ext, floor, etc.)	Vehicle Performance (safe to operate)	Vehicle Level of Maint Req (SGR %)	Final Score	CIP/Notes
1	**62**	**Fac/Trans**	3	3	2	3	4	3.0	Dual service Fac/Trans
2	**74**	**Trans.**	3	3	3	3	5	3.4	
3	**80**	**Trans.**	3	3	4	4	3	3.4	
4	**89**	**Trans.**	3	3	1	1	2	2.0	CIP 778
5	**91**	**IS Dept.**	3	4	3	3	3	3.2	
6	**94**	**Trans.**	3	3	3	3	1	2.6	Close (2025)
7	**96**	**General**	3	3	3	3	3	3.0	
8	**101**	**Trans.**	3	3	2	3	3	2.8	Close (2025)
9	**119**	**Facilities**	1	1	2	3	4	2.2	CIP 778
10	**170**	**Trans.**	4	4	4	4	4	4.0	
11	**203**	**Trans.**	3	3	4	4	3	3.4	
12	**805**	**F/R Maint**	2	4	4	4	3	3.4	rear body upgrade 2023
13	**808**	**F/R Maint**	2	2	3	3	1	2.2	replaced by 843
14	**814**	**Trans.**	3	3	3	4	1	2.8	Close (2025)
15	**817**	**Trans.**	3	3	3	4	2	3.0	
16	**818**	**F/R Maint**	3	3	4	4	1	3.0	
17	**821**	**Facilities**	1	1	2	3	4	2.2	Jan 2024 Auction
18	**822**	**Facilities**	1	1	2	3	4	2.2	Jan 2024 Auction
19	**823**	**Para Maint**	4	5	5	4	5	4.6	
20	**824**	**Para Maint**	4	5	5	5	5	4.8	
21	**825**	**Facilities**	5	5	5	5	5	5.0	
22	**826**	**Facilities**	5	5	4	4	4	4.4	
23	**827**	**F/R Maint**	4	4	5	5	3	4.2	
24	**828**	**Facilities**	3	3	4	4	5	3.8	
25	**829**	**Facilities**	4	4	5	5	5	4.6	
26	**830**	**Facilities**	5	4	5	5	5	4.8	
27	**831**	**Facilities**	4	4	5	5	5	4.6	
28	**832**	**Facilities**	4	4	5	5	5	4.6	
29	**833**	**Facilities**	5	5	5	5	5	5.0	
30	**834**	**Facilities**	5	5	5	5	5	5.0	
31	**835**	**Facilities**	5	5	5	5	5	5.0	

A score of 2.4 or lower constitutes a vehicle that is not in an overall state of good repair (SGR).

2024 TAM Plan Non-Revenue Vehicle TERM Scoring

#	Veh	Custodian	ULB Age Score	ULB Mileage Score	Vehicle Condition (int/ext, floor, etc.)	Vehicle Performance (safe to operate)	Vehicle Level of Maint Req (SGR %)	Final Score	CIP/Notes
32	**836**	**Facilities**	5	4	5	5	5	4.8	
33	**837**	**Facilities**	4	4	5	5	5	4.6	
34	**838**	**Facilities**	5	5	5	5	5	5.0	
35	**839**	**Facilities**	5	5	5	5	5	5.0	
36	**840**	**Facilities**	5	5	5	5	5	5.0	
37	**841**	**Facilities**	5	5	5	5	5	5.0	
38	**842**	**IS Dept.**	5	5	5	5	5	5.0	
39	**843**	**F/R Maint**	5	5	5	5	5	5.0	
40	**844**	**Facilities**	5	5	5	5	5	5.0	replaced 821
41	**845**	**Facilities**	5	5	5	5	5	5.0	replaced 822
42	**932**	**Trans.**	2	2	2	3	3	2.4	could use CIP 817
43	**940**	**Security**	3	3	4	4	2	3.2	
44	**947**	**Trans.**	4	4	4	4	3	3.8	
45	**948**	**Para Supv.**	4	5	5	5	5	4.8	
46	**949**	**Gen Admin**	4	5	4	4	5	4.4	
47	**950**	**Trans.**	4	3	4	4	3	3.6	
48	**951**	**Security**	4	4	4	4	2	3.6	
49	**952**	**Trans.**	2	2	3	3	3	2.6	CIP 760 (2) veh. Funded
50	**953**	**Trans.**	3	3	2	3	4	3.0	
51	**954**	**Trans.**	3	3	2	3	4	3.0	
52	**955**	**Trans.**	3	3	2	3	4	3.0	
53	**956**	**Trans.**	3	3	3	3	3	3.0	
54	**958**	**Security**	4	4	3	4	5	4.0	
55	**959**	**Trans.**	4	4	4	4	5	4.2	
56	**960**	**Planning**	5	5	5	5	5	5.0	
57	**961**	**Security**	5	5	4	4	5	4.6	
58	**962**	**Security**	5	5	4	4	5	4.6	
59	**963**	**Planning**	5	5	5	5	5	5.0	
60	**964**	**Security**	5	5	5	5	5	5.0	

A score of 2.4 or lower constitutes a vehicle that is not in an overall state of good repair (SGR).

SECTION 2A: ORGANIZATIONAL EQUIPMENT – SUPPORT VEHICLE SCORECARD

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2024 TAM Plan Non-Revenue Vehicle Score Card

	Vehicle number	Is the Vehicle Safe? (Yes/No	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N) Non Revenue and Service Vehicles do not have a defined service life.		Actual Miles Meets ULB (Y/N)		TERM Point Score	CIP & Notes
						All Others	200,000		
						Facilities	150,000		
						Veh Maint	100,000		
1	62	Yes	Yes	14	Y	88,017	Y	3.0	
2	74	Yes	Yes	13	Y	120,842	Y	3.4	
3	80	Yes	Yes	12	Y	125,985	Y	3.4	
4	89	Yes	Yes	18	Y	142,352	Y	2.0	CIP 778
5	91	Yes	Yes	18	Y	82,496	Y	3.2	
6	94	Yes	No	18	Y	144,412	Y	2.6	
7	96	Yes	Yes	11	Y	113,179	Y	3.0	
8	101	Yes	Yes	17	Y	143,787	Y	2.8	
9	119	Yes	Yes	16	Y	160,557	N	2.2	CIP 778
10	203/R203	Yes	Yes	10	Y	125,719	Y	3.4	
11	805	Yes	Yes	32	Y	37,060	Y	3.4	upg CIP 874
12	808	Yes	No	24	Y	97,038	Y	2.2	CIP 349
13	814	Yes	Yes	15	Y	141,811	Y	2.8	
14	817	Yes	Yes	15	Y	130,192	Y	3.0	
15	818	Yes	No	13	Y	58,656	Y	3.0	
16	821	Yes	Yes	12	Y	172,706	N	2.2	dispose '24
17	822	Yes	Yes	12	Y	181,404	N	2.2	dispose '24
18	823	Yes	Yes	11	Y	23,779	Y	4.8	
19	824	Yes	Yes	10	Y	17,827	Y	4.8	
20	825	Yes	Yes	7	Y	36,073	Y	5.0	
21	826	Yes	Yes	6	Y	21,424	Y	4.4	
22	827	Yes	Yes	7	Y	45,229	Y	4.2	
23	828	Yes	Yes	6	Y	106,052	Y	3.8	
24	829	Yes	Yes	5	Y	39,712	Y	4.6	
25	830	Yes	Yes	5	Y	38,423	Y	4.8	
26	831	Yes	Yes	5	Y	46,808	Y	4.6	
27	832	Yes	Yes	5	Y	39,948	Y	4.6	
28	833	Yes	Yes	4	Y	14,691	Y	5.0	
29	834	Yes	Yes	4	Y	8,984	Y	5.0	
30	835	Yes	Yes	4	Y	4,154	Y	5.0	
31	836	Yes	Yes	4	Y	37,089	Y	4.8	
32	837	Yes	Yes	4	Y	41,067	Y	4.6	
33	838	Yes	Yes	3	Y	12,442	Y	5.0	
34	839	Yes	Yes	3	Y	11,631	Y	5.0	
35	840	Yes	Yes	3	Y	14,750	Y	5.0	
36	841	Yes	Yes	3	Y	11,920	Y	5.0	
37	842	Yes	Yes	3	Y	2,487	Y	5.0	
38	843	Yes	Yes	2	Y	6,528	Y	5.0	
39	844	Yes	Yes	0	Y	4479	Y	5.0	
40	845	Yes	Yes	0	Y	46	Y	5.0	
41	932	Yes	Yes	16	Y	194,588	Y	2.4	CIP 817
42	940	Yes	Yes	13	Y	133,153	Y	3.2	

2024 TAM Plan Non-Revenue Vehicle Score Card

	Vehicle number	Is the Vehicle Safe? (Yes/No	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N) Non Revenue and Service Vehicles do not have a defined service life.		Actual Miles Meets ULB (Y/N)		TERM Point Score	CIP & Notes
						All Others	200,000		
						Facilities	150,000		
						Veh Maint	100,000		
43	947	Yes	Yes	9	Y	75,098	Y	3.8	
44	948	Yes	Yes	9	Y	12,918	Y	4.8	
45	949	Yes	Yes	8	Y	35,130	Y	4.4	
46	950	Yes	Yes	7	Y	102,958	Y	3.6	
47	951	Yes	Yes	6	Y	91,109	Y	3.6	
48	952	Yes	Yes	5	Y	152,933	Y	2.6	CIP 760
49	953	Yes	Yes	5	Y	144,077	Y	3.0	
50	954	Yes	Yes	5	Y	133,413	Y	3.0	
51	955	Yes	Yes	5	Y	148,603	Y	3.0	
52	956	Yes	Yes	5	Y	147,606	Y	3.0	
53	958	Yes	Yes	4	Y	81,754	Y	4.0	
54	959	Yes	Yes	4	Y	69,491	Y	4.2	
55	960	Yes	Yes	4	Y	13,119	Y	5.0	
56	961	Yes	Yes	3	Y	41,219	Y	4.6	
57	962	Yes	Yes	3	Y	42,029	Y	4.6	
58	963	Yes	Yes	2	Y	5,474	Y	5.0	
59	964	Yes	Yes	2	Y	18,195	Y	5.0	

Non-revenue/support vehicles scoring at a 2.5 or greater are considered in a state of good repair.

Total Meeting SGR	53
Total Vehicles	59
Percentage Meeting SGR	**90%**

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

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Washington State Department of Transportation

Owned Equipment Inventory

Agency/Org: Spokane Transit Authority **Inventory Year:** 2023

NO.	Code	Equipment Description	Condition (Points)	Age (Years)	Remaining Useful Life (Years)	Replacement Cost	Comments
1	16	Historical Display	4.0	28	0	134,361.11	Various Inland Empire System, Spokane Street Railway Co., Spokane United Railways, Spokane Traction Co., Spokane City Lines and WWP, historical photographs.
2	16	Steam Pit Lift	2.0	19	0	250,156.26	**2026 CIP will be moved to 2025 for replacement**
3	2	Odyssey Fareboxes-Qty 22	3.0	16	0	425,984.80	
4	16	Emergency Generator	4.0	15	5	134,063.88	Located on Boone Campus
5	16	Bus Vacuum System	4.0	15	0	185,602.29	
6	9	FSX Machine	4.0	15	0	83,459.10	
7	2	Cash Boxes -Paratransit-Qty 98	3.0	12	0	145,952.67	
8	2	Vaulting System -FSC	3.0	12	0	200,227.53	
9	2	Vaulting System -Boone	3.0	12	0	264,426.62	
10	2	Coin Sorter/Counter/Computer/Conveyor Belt/Audit U	4.0	12	0	88,361.09	
11	2	Farebox- 36" Odyssey-Qty 146	3.0	12	0	3,294,366.96	
12	9	3 sets-Lifts 1 Primary & 4 secondary	4.0	10	0	161,656.41	Lift sets replacement value exceeded 50K in 2022
13	16	Emergency Generator-Qty 2	4.0	10	10	426,986.80	Located at South Boone building 1230 W. Boone Ave.
14	9	2 sets- 4 column Lifts/Ramp/Lift Anchor Kit	4.0	9	0	111,372.14	
15	9	#321 Tennant Floor Scrubber	3.0	9	0	77,205.37	
16	4	Smart Bus CAD/AVL Software & Hardware	4.0	7	0	7,042,113.83	
17	9	#325 Bobcat Toolcat Utility work machine	4.0	6	2	96,291.82	
18	16	Emergency Generator	4.0	5	15	129,390.01	Located at 1212 Sharp Ave
19	9	2019 Toyota Forklift	4.0	4	4	68,337.80	
20	16	Emergency Generator	4.0	4	4	532,840.59	Located in Boone NW Garage, 1224 Cedar St.
21	2	Vaulting System- Boone NW Garage	4.0	4	2	129,347.13	
22	9	M30 TENNANT FLOOR SCRUBBER	3.8	3	0	119,772.07	
23	4	TSI On-board camera project-HW/SW	4.0	2	5	2,846,911.41	
24	9	New Flyer BEB Tooling Kit & Accessories	5.0	2	6	262,311.15	
25	16	Stingray Cabinet parts Washer	4.0	2	6	117,490.08	
26	9	Set of 6 mobile column bus lifts	4.0	2	6	84,322.09	
27	16	Latex Wrap Printer/Laminator/Plotter/Applicator	4.0	1	7	61,470.23	Tracked due to service criticality for producing route/info signage and vehicle wraps
28	2	Farebox- 8 @ 36", 3 @ 41" Odyssey 2023	5.0	0	6	141,171.80	
29	12	Vapor Driver Barrier Door System-2023	5.0	0	8	1,078,338.71	
30	11	Paratransit MDC Navigation System SW	4.0	4	0	395,785.57	
31	9	#308 Boom Aerial Lift Platform	3.0	37	0	83,881.34	
32	9	Double Spindle Brake Lathe	2.0	35	0	96,441.30	
33	9	Six Post Hoist	3.0	15	0	70,009.95	
34	9	Tennant Floor Scrubber	3.0	15	0	72,400.39	
35	9	4 mobile column lifts w/lights	3.5	12	0	58,285.63	
36	9	2015 Genie Boom-Towable	3.0	4	5	58,895.40	
37	4	Fare Collection System HW/SW 2023	5.0	0	3	6,452,725.40	
		Total Replacement Cost				25,982,716.73	

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

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OWNED EQUIPMENT SUB ASSET CONDITION SCORING METHODOLOGY, ASSET CONDITION CRITERIA RATING

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**

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2024 TAM Plan Owned Equipment Maintenance/Facilities Scorecard

#	Model Year	Scoring Cust.	EAM STA Asset #	Asset	Percent of ULB Based on age remaining	Quality , Level of Maint Required	Reliability, Safety, Meets Industry Standards	Level of PM & Corrective Maint	Mean Score	Assoc. CIP
1	1986	Fac	00242	#308 Boom Aerial Lift Platform	3	3	3	3	3.0	
2	1987	Maint	00258	Double Spindle Brake Drum Lathe	2	2	2	2	2.0	see *
3	1995	Fac	00309	Historical Display	2.5	4.5	4.5	4.5	4.0	
4	2004	Fac	00467	Steam Pit Lift	2	2	2	2	2.0	CIP 876
5	2007	Fac	00681	Six Post Hoist	3	3	3	3	3.0	
6	2013	Fac	01417, 01418	Emergency Generator N. Boone	4	4	4	4	4.0	
7	2008	Fac	00921	Bus Vacuum System	4	4	4	4	4.0	
8	2008	Maint	00817	FSX Machine	4	4	4	4	4.0	
9	2008	Fac	00819	Tennant Floor Scrubber	3	3	3	3	3.0	
10	2007	Maint	00700, 00702	Odyssey Fareboxes-Qty 22	3	3	3	3	3.0	
11	2011	Maint	00172-00174	Cash Boxes-Paratransit-Qty 98	3	3	3	3	3.0	
12	2011	Maint	00147-00150	Farebox-36" Odyssey-Qty 146	3	3	3	3	3.0	
13	2011	Fac	00151-00153	Vaulting System-Boone	3	3	3	3	3.0	
14	2011	Fac	00154-00157	Vaulting System-FSC	3	3	3	3	3.0	
15	2011	Finance	00160-00164	Coin Sorter Counter/CPU Conv Belt	4	4	4	4	4.0	
16	2011	Fac	01099	4 Mobile Column Lifts W/Lights	4	4	4	4	4.0	
17	2013	Fac	01390-01392	3 sets-Lifts 1 Primary & 4 Secondary	4	4	4	4	4.0	
18	2013	Fac	01422, 01423	Emergency Generator-Boone/SW	4	4	4	4	4.0	
19	2014	Fac	01431	#321 Tennant Floor Scrubber	3	3	3	3	3.0	
20	2014	Fac	01487, 01489	4 Column Lifts/Ramp/Lift Anchor Kit	4	4	4	4	4.0	
21	2015	Fac	01542	2015 Genie Boom-Towable	3	3	3	3	3.0	
22	2016	Maint	1611, 1670	Smart Bus CAD/AVL Softw/Hardw	4	4	4	4	4.0	

2024 TAM Plan Owned Equipment Maintenance/Facilities Scorecard

#	Model Year	Scoring Cust.	EAM STA Asset #	Asset	Percent of ULB Based on age remaining	Quality , Level of Maint Required	Reliability, Safety, Meets Industry Standards	Level of PM & Corrective Maint	Mean Score	Assoc. CIP
23	2017	Fac	1705	#325 Bobcat Toolcat	4	4	4	4	4.0	
24	2018	Fac	1642	Emergency Generator 1212 Sharp	4	4	4	4	4.0	
25	2019	Fac	1841	2019 Toyota Forklift	4	4	4	4	4.0	
26	2019	Fac	1927	Vaulting System-Boone NW Garage	4	4	4	4	4.0	
27	2019	Maint	1952	Paratransit MCD Navigation System SW	4	4	4	4	4.0	
28	2019	Fac	1967	Emergency Generator BNWG	4	4	4	4	4.0	
29	2020	Fac	2055	M30 Tennant Floor Scrubber	4	4	3	4	3.8	
30	2021	Maint	2148	New Flyer BEB Tooling Kit & Acc	5	5	5	5	5.0	
31	2021	Fac	2206	Stingray Cabinet Parts Washer	4	4	4	4	4.0	
32	2021	Fac	2231	Set of 6 Mobile Column Bus Lifts	4	4	4	4	4.0	
33	2021	Maint	2066	TSI On-Board Camera Project-HS/SW	4	4	4	4	4.0	
34	2022	Fac	2301-2304	Latex Wrap HP Printer/Plotter Laminator/Applicator	4	4	4	4	4.0	
35	2023	Maint	1640, 2480	Fare Collection System-HW/SW	5	5	5	5	5.0	
36	2023	Maint	2371	Farebox-36" Odyssey-Qty 8	5	5	5	5	5.0	
37	2023	Maint	2395	Farebox-41" Odyssey Qty 3	5	5	5	5	5.0	
38	2023	Maint	2435	Vapor Driver Barrier Door Systems	5	5	5	5	5.0	

* The double spindle brake drum lathe still functions and is maintained but is no longer supported by the manufacturer. Once this piece of equipment is no longer serviceable, F/R Maintenance plans on purchasing standard, non-serviceable brake components to perform the required maintenance.

Owned Maintenance Equipment Asset Scorecard 2024 TAMP

Equipment scoring below a 2.5 must be assigned a CIP or submitted for replacement in the next CIP cycle.

Total Meeting SGR	36
Total Maint Equipment	38
Percentage Meeting SGR	95%

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

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Washington State Department of Transportation

Owned Equipment Inventory

Agency/Org: Spokane Transit Authority **Inventory Year:** 2023

NO.	Code	Equipment Description	Condition (Points)	Age (Years)	Remaining Useful Life (Years)	Replacement Cost	Comments
1	4	Software-Licensing Trapeze	3.0	26	0	244,678.32	1997 Licensing Trapeze Phase 1
2	4	Fiberoptic Connection	4.0	16	0	66,719.90	Plaza
3	4	POS Inventory Control System-Software	1.8	13	0	161,534.49	scheduled for replacement 2024
4	3	Security Camera System-2010	1.8	13	0	1,040,096.95	
5	4	Trapeze Software-2011	3.0	12	0	1,075,928.22	Including Scheduling Fx/Blockbuster, Plan, Agent, IVR, Web, Pass Cert, Pass-SPV, Utilities Mapmaker, Flexible Rt, and Pass Ops ***Due for upgrade 2024***
6	4	Trapeze Software-Info Com	3.0	11	0	45,824.60	Upgrade/addition to original Trapeze software-Com ***Due for upgrade 2024***
7	3	Security Camera System-2012	1.8	11	0	375,574.95	Security Camera System-Boone & VTC ***Due for upgrade 2024***
8	4	Trapeze Timekeeping System-2012 Module adds	3.0	11	0	312,074.03	
9	4	Software - Rideshare	5.0	10	0	85,462.25	software upgraded
10	4	Trapeze-Info IVR Update	3.0	9	0	58,351.97	Upgrade/addition to original Trapeze software-IVR ***Due for upgrade 2024***
11	8	Radio Communications Replacement	4.5	7	8	7,232,791.80	
12	4	Trapeze Software- Ridepro, Pass SUS	5.0	6	0	134,275.44	upgraded
13	4	Tyler Munis ERP Software	4.5	6	0	1,726,242.25	
14	10	Digital Signs and Software-WPTC 2018	2.0	5	0	120,289.44	Located at West Plains Transit Center ***Due for 2024 replacement***
15	4	Network Storage-Pure Storage Flash-2018	4.3	5	0	164,161.67	
16	4	Cisco Blade Chassis	4.8	5	0	105,843.41	
17	4	Trapeze-INFO-Web G3 Responsive Migrati	3.0	4	0	29,163.70	Upgrade/addition to original Trapeze software-Web G3 Responsive Migration
18	4	EMC Unity 300 video storage server	2.8	4	0	114,037.21	**CIP 935 scheduled for 2024**
19	4	Cisco ASR1001-HX Router	4.8	3	0	87,264.40	
20	4	Cisco IP Phone Equipment/Software	4.8	3	0	281,509.80	
21	4	Cisco S3260 Storage Server	4.0	3	0	95,198.06	
22	4	Pure Storage Flash Blade-HW/SW	4.8	2	1	152,406.87	
23	4	Beyond Trust Remote Access SW	4.3	2	1	89,407.81	
24	4	Cisco Blade Server & Chassis (2)-2021	4.8	2	1	138,689.33	
25	4	Trapeze PASS enhancement module	4.0	2	1	466,049.21	
26	4	Trapeze Viewpoint module	4.0	2	1	234,638.09	
27	10	City Line digital displays	5.0	1	2	763,931.88	
28	4	Trapeze Paracutter module	3.5	1	2	136,733.70	
29	4	Pure Storage Flash Array Server	4.8	1	2	95,914.69	
30	4	Trapeze OPS-Web Module	4.0	1	2	235,024.84	
31	4	Desktop/Laptop equipment/refresh project 2023	5.0	0	3	374,783.46	
32	4	Cellular Fixed Route Mobile Router project-2023	5.0	0	3	306,011.33	
33	4	Palo Alto Network Edge Firewalls-Qty 2	4.8	2	1	79,977.14	
34	4	Pure Storage Flash Blade 17TB	4.8	1	2	35,964.41	
35	4	Catalyst 8500 Secondary Edge Router	4.0	1	2	54,440.70	
36	4	Cisco SFP Optical Transceivers	4.8	1	2	53,545.28	
37	4	Trapeze-Mobile Mapping Module	5.0	0	3	152,299.16	
38	4	Trapeze-DriverMate Solution	5.0	0	3	114,615.68	
39	4	APC Software & NTD Certification	5.0	0	3	103,575.00	
40	3	Plaza Security Camera System Upgrade	5.0	0	5	169,077.97	
		Total Replacement Cost				17,314,109.41	

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

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OWNED EQUIPMENT SUB ASSET CONDITION SCORING METHODOLOGY, ASSET CONDITION CRITERIA RATING

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**

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2024 TAM Plan Owned Equipment Information Services Scorecards

#	Model Year	Scoring Cust.	EAM STA Asset #	Asset	Percent of ULB Based on age remaining	Quality , Level of Maint Required	Reliability, Safety, Meets Industry Standards	Level of PM & Corrective Maint	Mean Score	CIP & Notes
1	1997	IS	00373	1997 SW-Trapeze Phase 1	3	3	3	3	3.0	Upgrade 2024
2	2007	IS	00112	Plaza 2007 Fiberoptic Connectivity	4	4	4	4	4.0	
3	2010	Fin	00128	POS Inventory Control Sys-Software	2	2	1	2	1.8	Being Replaced
4	2010	Safe	00122-00125	Security Camera System 2010	2	2	1	2	1.8	Upgrade 2024
5	2011	IS	00183-00202	Trapeze Software 2011	3	3	3	3	3.0	Upgrade 2024
6	2012	IS	00205	Trapeze-Info Com	3	3	3	3	3.0	Upgrade 2024
7	2012	Safe	00226	Security Camera System 2012	2	2	1	2	1.8	Upgrade 2024
8	2012	IS	00203, 00204	Trapeze Timekeeping Sys	3	3	3	3	3.0	
9	2013	IS	01424	Software-Rideshare	5	5	5	5	5.0	upgraded
10	2014	IS	00206, 00207	Trapeze-Info IVR Update	3	3	3	3	3.0	Upgrade 2028
11	2016	IS	01528, 1671	Radio Comm Sys/SW	5	4	4	5	4.5	
12	2017	IS	1656	Trapeze SW-Ridepro, PASS SUS	5	5	5	5	5.0	
13	2017	IS	01527	Tyler Munis ERP/EAM SW	4	5	5	4	4.5	
14	2018	IS	1829-1833	Digital Signs and SW-WPTC 2018	2	2	2	2	2.0	Replace 2024
15	2018	IS	1723	Network Storage-Pure Storage Flash-2018	4	5	4	4	4.3	
16	2018	IS	1774	Cisco Blade Chassis	4	5	5	5	4.8	
17	2019	IS	1668	Trapeze-INFO-Web G3 Resp. Migration	3	3	3	3	3.0	
18	2019	IS	1842	EMC Unity 300 video storage server	2	3	3	3	2.8	CIP 935
19	2020	IS	1994	Cisco ASR1001-HX Router	4	5	5	5	4.8	
20	2020	IS	2056, 2057	Cisco IP Phone Equipment/Software	4	5	5	5	4.8	
21	2020	IS	2136	Cisco S3260 Storage Server	4	4	4	4	4.0	
22	2021	IS	2159, 2160	Pure Storage Flash Blade-HW/SW	4	5	5	5	4.8	
23	2021	IS	2230	Beyond Trust Remote Access SW	4	4	5	4	4.3	
24	2021	IS	2239, 2240	Cisco Blade Server & Chassis (2)	4	5	5	5	4.8	
25	2021	IS	1953	Trapeze PASS Enhancement Module	4	4	4	4	4.0	
26	2021	IS	1811	Trapeze Viewpoint Module	4	4	4	4	4.0	

2024 TAM Plan Owned Equipment Information Services Scorecards

#	Model Year	Scoring Cust.	EAM STA Asset #	Asset	Percent of ULB Based on age remaining	Quality , Level of Maint Required	Reliability, Safety, Meets Industry Standards	Level of PM & Corrective Maint	Mean Score	CIP & Notes
27	2021	IS	2176, 2177	Palo Alto Network Edge Firewalls-Qty 2	4	5	5	5	4.8	
28	2022	IS	2291	Pure Storage Flash Array Server	4	5	5	5	4.8	
29	2022	IS	2292	Pure Storage Flash Blade 17TB	4	5	5	5	4.8	
30	2022	IS	2330	Catalyst 8500 Secondary Edge Router	4	4	4	4	4.0	
31	2022	IS	2327	Cisco SFP Optical Transceivers	4	5	5	5	4.8	
32	2022	IS	2157	Trapeze-Paracutter Module	3	4	3	4	3.5	
33	2022	IS	2175	Trapeze OPS-Web Module	4	4	4	4	4.0	
34	2022	Comm	2352	City Line Digital Display	5	5	5	5	5.0	
35	2023	IS	2401	Desktop/Laptop refresh project	5	5	5	5	5.0	
36	2023	IS	2363	Cellular FR Mobile Router Project	5	5	5	5	5.0	
37	2023	IS	2355	Trapeze-Mobile Mapping Module	5	5	5	5	5.0	
38	2023	IS	2449	Trapeze-DriverMate Solution	5	5	5	5	5.0	
39	2023	IS	2491	APC Software & NTD Certification	5	5	5	5	5.0	
40	2023	IS	2391	Plaza Security Camera System Upgrade	5	5	5	5	5.0	

Owned IS Equipment Asset Scorecard 2024 TAMP

*Equipment scoring below a 2.5 must be assigned a CIP or submitted for replacement in the next CIP cycle.

Total Meeting SGR	36
Total IS Equipment	40
Percentage Meeting SGR	90%

SECTION 3: FACILITIES

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SECTION 3A: FACILITIES – OWNED FACILITIES ASSET INVENTORY

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Washington State Department of Transportation

Owned Facilities Inventory (2 pages)

Agency/Org: Spokane Transit Authority **Inventory Year:** 2023

NO.	Facility Code	Facility Name	Acquisition Year	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost	Comments
1	23	Boone Avenue	1997 and Prior		36	24	30,827,269	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. In 2018, STA placed in service a renovation of office space and reception area providing better accessibility, safety and security. A new fueling system was also installed in the maintenance facility. In 2020 Boone campus energy savings project completed along with permanent fencing and gating improvements. In 2021 Boone improvement projects consisted of: elevator repair/replacement, energy savings upgrades, in-ground lighted pit repair, installation of railed fall protection for battery electric bus maintenance, body shop door upgrade to accomodate future double decker buses and installation of a single mode fiber optic cable. In 2023 Boone sunroom remodel was completed. Overhead tire shop door replaced to accomodate future double decker buses plus shipping and receiving doors also replaced. Asset meets or exceeds all performance standards and requires only Preventative Maintenance and corrective maintenance.
			1998				23,492	
			1999				19,486	
			2000				126,797	
			2001				19,081	
			2005				148,672	
			2006				62,888	
			2007				242,264	
			2008				494,607	
			2009				657,577	
			2010				4,628	
			2011				1,157,761	
			2012				2,909,466	
			2013				865,648	
			2014				72,128	
			2016				3,448,193	
			2017				142,724	
			2018				974,010	
			2020				1,115,086	
			2021				588,910	
			2023	4.1			493,179	
2	21	Fleetwatch Fueling System	2018	4.5	5	10	675,481	Fleetwatch Fueling System located within the maintenance facility at 1230 W Boone. Added Boone NW Garage to Fleetwatch Fueling System in 2019.
3	23	Paint Booth	2019	4.8	4	11	1,827,502	Vehicle Paint Booth located within the South Boone building bus garage.
4	21	Bus Washer	2016	4.0	7	3	1,339,320	Bus Washer located within the maintenance facility at 1230 W Boone Ave. Installed in 2016, only requires normal preventative maintenance. .
5	24	Boone Non-Diesel Underground Fuel Storage Tanks	2021	5.0	2	18	1,848,656	Replacement of non-diesel underground storage tanks located on the 1230 West Boone campus.
6	24	Boone Diesel Underground Fuel Storage Tanks	2023	5.0	0	20	6,255,241	Diesel underground storage tanks removed and relocated to an owned adjacent outdoor parcel located at 1105 W. Boone Ave.
7	11	Charles Fleck Center	1997 and Prior	4.0	32	11	5,042,083	This maintenance building is located at South 123 Bowdish, Spokane Valley, WA. The facility is a 21,300 sq. foot maintenance and operations building serving the Spokane Valley area. The roof was replaced and insulation upgraded in 2016. A chain link fence was added in 2017. STA has $8.5 Million slated for upgrades to Fleck center preservation through 2022, many of the components are slated for replacement in 2020, including HVAC, Garage doors, and Emergency Generator. In 2020 ESCO, energy savings upgrades project completed.
			2016				278,236	
			2017				24,314	
			2020				1,986,342	
8	9	Park & Ride Lots	1997 and Prior		33	variable	563,723	Spokane Transit currently serves 12 park and ride lots. These park and ride lots are located throughout the transit service area. Facilities are holding up very well. They are all cinderblock construction that require little maintenance. In 2018, STA placed in service a new park & ride in the West Plains area providing direct connections between the cities of Medical Lake, Cheney, Eastern Washington University, Airway Heights and the City of Spokane. In 2019, STA began construction on a new transit center at Spokane Falls Community College which replaced existing shelters & amenities. In 2020, STA placed in service a new park & ride in South Spokane (Moran Prairie) on 57th and Palouse Highway. This facility is expected to draw commuters from southeast Spokane traveling to employment centers within Spokane and act as a gathering point for Rideshare commuters traveling throughout the region. In 2023 updated shelters and amenities were installed at Moran Prairie. Assets meets normal performance standards.
			1998				1,733,285	
			2000				245,581	
			2001				752,375	
			2003				1,592,067	
			2007				1,285,352	
			2009				3,183	
			2012				79,239	
			2013				9,831	
			2014				38,866	
			2015				46,655	
			2016				154,237	
			2017				588,156	
			2018				8,209,267	
			2019				3,530,374	
			2020				4,687,650	
			2023	4.2			812,743	
	9	SCC Transfer Center	2020	4.7			2,290,306	In 2019, STA began construction on a replacement transit center at Spokane Community College. The transfer center was put into service in 2020. This transfer center was previously reported above in the Park & Ride category.
9	1	Moran P&R BEB Charging Station	2021	5.0	2	10	1,332,152	Moran Park & Ride battery electric bus charging station project completed and put into service in 2021. Spokane Transit currently has a fleet of 40 battery electric buses.
10	1	Spokane Community College Transfer Center BEB Charging Station	2021	5.0	2	10	1,387,321	Spokane Community College Transfer Center and battery electric bus charging station project completed and put into service in 2021. This charging station will also serve the City Line HPT project upon HPT completion. Spokane Transit currently has a fleet of 40 battery electric buses.
11	6	Pence Cole Center	1997 and Prior	4.1	33	21	4,577,249	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. In 2020 parking lot lighting was installed. There is little maintenance required to this facility with an occasional glass replacement due to vandalism. This facility meets normal performance standards.
			2013				47,056	
			2014				467,173	
			2015				13,241	
			2020				34,194	

Owned Facilities Inventory (2 pages)

Agency/Org: Spokane Transit Authority **Inventory Year:** 2023

NO.	Facility Code	Facility Name	Acquisition Year	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost	Comments
12	16	Shelters	1997 and Prior	0.5	31	0	357,781	Spokane Transit maintains 166 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit. In 2023 shelters & amenities were installed along the Monroe/Regal corridor.
			1998	1.0	25	0	14,737	
			2006	2.5	17	0	62,430	
			2012	3.0	11	0	7,136	
			2013	3.5	10	0	7,872	
			2014	3.5	9	1	37,127	
			2015	4.0	8	2	27,040	
			2016	4.0	7	3	14,454	
			2017	4.0	6	4	43,453	
			2018	4.5	5	5	178,375	
			2019	4.5	4	6	225,460	
			2020	5.0	3	2	201,777	
			2021	5.0	2	3	60,001	
			2022	5.0	1	4	14,242	
			2023	5.0	0	5	1,799,514	
13	17	The Plaza	1997 and Prior		26	24	30,574,377	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. In 2018, STA placed in service a renovation project which brought transit operation, customer amenities and retail shops to the first floor while enhancing accessibility, safety and security. In 2020 The Plaza's garage doors were replaced. In 2021 The Plaza was improved with HPT Platforms, remodel of 1st floor restrooms and interior escalator wall guard. In 2022 the Plaza's cooling towers were replaced and interior signage upgraded. Upgraded shelters/markers/amenities in Plaza bays and completed the security camera system upgrade in 2023.
			1998				51,291	
			1999				53,015	
			2002				71,854	
			2007				36,806	
			2010				65,623	
			2012				452,663	
			2013				28,870	
			2016				51,024	
			2018				6,377,251	
			2020				165,973	
			2021				1,258,849	
			2022				472,321	
			2023	4.1			1,169,041	
14	24	The Plaza Automated Control System	2019	5.0	4	3	302,467	The Plaza building automated control system installed in 2019.
15	23	1212 Sharp Ave	2014		9	11	1,318,825	Sharp Avenue Administration and Operations Facility for Paratransit and Rideshare Divisions. This facility is located at 1212 W. Sharp Avenue. This is a 6,384 square foot facility. In 2019 improvements were added including external stair replacement and West Annex sidewalk access. In 2020 three heat/air units were installed.
			2018				31,030	
			2019				147,309	
			2020				35,836	
			2023	3.9				
16	11	Boone NW Garage	2019		4	21	10,637,669	Boone NW Garage is a 68,640 sq. foot vehicle storage and maintenance facility located at 1224 Cedar St. (Across the street from Boone Administration building.) This building has restrooms, bus washer, battery electric bus charging station and capacity to house a variable number of vehicles depending on vehicle size. Included in this total is Boone NWG Garage access system, land improvements, permanent fencing, and the security system. In 2020 mechanical service improvements projects completed. In 2021 Key Watcher Mgmt System installed.
			2020				9,100	
			2021				14,418	
			2022					
			2023	4.9				
17	24	BNWG Underground Fuel Storage Tanks	2019	5.0	4	21	307,506	The Boone NW Garage new construction underground fuel storage tank installation.
18	21	BNWG Bus Washer	2019	5.0	4	6	397,320	Bus Washer located within the vehicle storage and maintenance facility at 1224 Cedar St. Installed in 2019, requires normal preventative maintenance.
19	1	BNWG BEB Charging Station	2021	5.0	2	10	4,161,982	Battery electric bus charging station located within the vehicle storage and maintenance facility at 1224 Cedar St. Project completed and put into service in 2021. Spokane Transit currently has a fleet of 14 battery electric buses.
20	16	City Line Bus Rapid Transit Line	2022	5.0	1	14	56,546,051	City Line is Spokane's first Bus Rapid Transit line. City Line combines frequency and efficiency in a modern streetcar-like experience. By providing a faster and more convenient transportation option, City Line will improve the downtown Spokane experience without increasing congestion. City line benefits outlined as follows: Enhanced Amenities: Near-level boarding, off-board ticketing, real-time signage and distinctively-branded buses and 24 boarding stations. Next-Level Service: 15-minute frequency, six days a week except in early morning and late night hours, and 30 minute frequency on Sundays. Higher frequency coming in 2024. Reduced Congestion: City Line's 60-foot buses will help mitigate traffic congestion and reduce expensive wear and tear on city streets. City Line's economic impact will bring an estimated $175 million into the Spokane region over twenty years.
		Total Replacement Cost					**$ 215,942,186**	

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, March 2018

1).

Substructure			
Secondary Score		*Primary Score*	4
Foundation: Walls, column, slab, pilings, etc.	4		

2).

Shell			
Secondary Score		*Primary Score*	3.25
Superstructure/structural frame: Columns, pillars, walls	4	Deck scheduled for removal. Spring 2024	
Roof: Roof surfaces, drains, crickets, skylights, vents surrounds	4		
Exterior: Windows, doors and all finishes (paint, masonry)	3		
Deck: Structure, railings	2		

3).

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

4).

Conveyance			
Secondary Score		*Primary Score*	N/A
N/A			

5).

Plumbing			
Secondary Score		*Primary Score*	3.75
Fixtures	3		
Water distribution	4		
Sanitary Waste	4		
Rain water drainage	4		

	Primary Scores in Ascending Order	Aggregated rating
1	4.0	
2	3.3	
3	4.0	
4	N/A	**3.9**
5	3.8	
6	4.0	
7	N/A	
8	4.3	
9	4.0	
10	3.7	

6).

HVAC			
Secondary Score		*Primary Score*	4
Energy supply	3	Rooftop units old (EOL) but well maintained. Basement heat pumps < 2yrs old.	
Heat generation & distribution system	4		
Cooling generation & distribution system	5		
Testing, balancing, controls & instrumentation	4		

7).

Fire Protection			
Secondary Score		*Primary Score*	N/A
N/A			

8).

Electrical			
Secondary Score		*Primary Score*	4.25
Electrical service and distribution	4		
Lighting & branch wiring (interior/exterior)	5		
Communications & security	4		
Lightning protection, generators and emergency lighting	4		

9).

Equipment			
Secondary Score		*Primary Score*	4
Emergency Generator	4		

10).

Site			
Secondary Score		*Primary Score*	3.67
Roadways/driveways & associated signage, markings & equipment.	4		
Parking lots & associated signage, markings & equipment.	4		
Pedestrian areas & associated signage, markings & equipment.	3		
Site development, fences, walls and miscellaneous structures.	3		
Landscaping and irrigation	4		
Site utilities	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, March 2018

1).

Substructure			
Secondary Score		*Primary Score*	4
Foundation: Walls, column, slab, pilings, etc.			
	4		

2).

Shell			
Secondary Score		*Primary Score*	3.75
Superstructure/structural frame: Columns, pillars, walls	4		
Roof: Roof surfaces, drains, crickets, skylights, vents surrounds	4		
Exterior: Windows, doors and all finishes (paint, masonry)	3		
Sky walk: Windows, doors , beams and all finishes (paint, masonry)	4		

3).

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

4).

Conveyance			
Secondary Score		*Primary Score*	4
Elevators	5	Elevator new 2021	
Hoists	3		
Lifts	4		

5).

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

	Primary Scores in Ascending Order	Aggregated rating
1	4.0	
2	3.8	
3	4.0	
4	4.0	
5	4.0	**4.0**
6	3.8	
7	4.0	
8	4.0	
9	4.0	
10	4.0	
11	4.8	

6).

HVAC			
Secondary Score		*Primary Score*	4
Energy supply	4		
Heat generation & distribution system	4		
Cooling generation & distribution system	3		
Testing, balancing, controls & instrumentation	4		

7).

Fire Protection			
Secondary Score		*Primary Score*	4
Sprinklers	4		
Standpipes	4		
Hydrants & other fire protection specialties	4		

8).

Electrical			
Secondary Score		*Primary Score*	4
Electrical service and distribution	3	Age and restricted capacity of current electrical infrastructure to accommodate future expansion of the system needs. Lighting upgrade 2021.	
Lighting & branch wiring (interior/exterior)	5		
Communications & security	4		
Lightning protection, generators and emergency lighting	4		

9).

Equipment			
Secondary Score		*Primary Score*	4
Emergency Generator	4		
Transit Vehicle Washer	4		

10).

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

11

Maintenance Bays and Pits			
Secondary Score		*Primary Score*	5
Maint. Pit 1 Concrete Walls/Flooring/Stairs	5		
Maint. Pit 1 Metal Supports/Grates/Oil Catch	5		
Maint. Pit 2 Concrete Walls/Flooring/Stairs	5		

Maint. Pit 2 Metal Supports/Grates/Oil Catch	5
Maint. Pit 3 Concrete Walls/Flooring/Stairs	5
Maint. Pit 3 Metal Supports/Grates/Oil Catch	5
Maint. Pit BS Concrete Walls/Flooring/Stairs	4
Maint. Pit BS Metal Supports/Grates/Oil Catch	4

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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, March 2018

1).

Substructure			
Secondary Score		*Primary Score*	4.00
Foundation: Walls, column, slab, pilings, etc.			
	4		

2).

Shell			
Secondary Score		*Primary Score*	3.75
Superstructure/structural frame: Columns, pillars, walls	4		
Roof: Roof surfaces, drains, crickets, skylights, vents surrounds	4		
Exterior: Windows, doors and all finishes (paint, masonry)	3		
Sky walk: Windows, doors , beams and all finishes (paint, masonry)	4		

3).

Interiors			
Secondary Score		*Primary Score*	4.00
Partitions: Walls, interior doors, fittings and signage	4		
Stairs: Interior stairs and landings	4		
Finishes: Materials used on walls, floors and ceilings	4		

4).

Conveyance			
Secondary Score		*Primary Score*	5.00
Elevators	5	Elevator new 2021	
Hoists	N/A		
Lifts	N/A		

5).

Plumbing			
Secondary Score		*Primary Score*	4.00
Fixtures	4		
Water distribution	4		
Sanitary Waste	4		
Rain water drainage	4		

	Primary Scores in Ascending Order	Aggregated rating
1	4.0	
2	3.8	
3	4.0	
4	5.0	
5	4.0	**4.2**
6	4.8	
7	4.0	
8	4.3	
9	4.0	
10	3.8	

6).

HVAC			
Secondary Score		*Primary Score*	4.75
Energy supply	4		
Heat generation & distribution system	5		
Cooling generation & distribution system	5		
Testing, balancing, controls & instrumentation	5		

7).

Fire Protection			
Secondary Score		*Primary Score*	4.00
Sprinklers	4		
Standpipes	4		
Hydrants & other fire protection specialties	4		

8).

Electrical			
Secondary Score		*Primary Score*	4.25
Electrical service and distribution	3	Age and restricted capacity of current electrical infrastructure to accommodate future expansion of the system needs. Lighting upgrade 2021.	
Lighting & branch wiring (interior/exterior)	5		
Communications & security	4		
Lightning protection, generators and emergency lighting	5		

9).

Equipment			
Secondary Score		*Primary Score*	4.00
Bus wash	3		
Historical Displays	5		
Emergency Generator	4		

10).

Site			
Secondary Score		*Primary Score*	3.80
Roadways/driveways & associated signage, markings & equipment.	4	Parking lot was crack sealed and recoated in 2021.	
Pedestrian areas & associated signage, markings & equipment.	4		
Site development, fences, walls and miscellaneous structures.	3		
Landscaping and irrigation	4		
Site utilities	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, March 2018

1).

Substructure			
Secondary Score		*Primary Score*	4.00
Foundation: Walls, column, slab, pilings, etc.			
	4		

2).

Shell			
Secondary Score		*Primary Score*	4.67
Superstructure/structural frame: Columns, pillars, walls	4	Garage doors replaced in 2021	
Roof: Roof surfaces, drains, crickets, skylights, vents surrounds	5		
Exterior: Windows, doors and all finishes (paint, masonry)	5		

3).

Interiors			
Secondary Score		*Primary Score*	4.00
Partitions: Walls, interior doors, fittings and signage	4		
Stairs: Interior stairs and landings	4		
Finishes: Materials used on walls, floors and ceilings	4		

4).

Conveyance			
Secondary Score		*Primary Score*	3.00
Elevators	3		

5).

Plumbing			
Secondary Score		*Primary Score*	4.00
Fixtures	4		
Water distribution	4		
Sanitary Waste	4		
Rain water drainage	4		

6).

HVAC			
Secondary Score		*Primary Score*	4.75
Energy supply	4	New units in 2021.	
Heat generation & distribution system	5		
Cooling generation & distribution system	5		

	Primary Scores in Ascending Order	Aggregated rating
1	4.0	
2	4.7	
3	4.0	
4	3.0	
5	4.0	4.0
6	4.8	
7	4.0	
8	4.8	
9	3.5	
10	3.5	

Testing, balancing, controls & instrumentation	5

7).

Fire Protection			
Secondary Score		*Primary Score*	4.00
Sprinklers	4		
Standpipes	4		
Hydrants & other fire protection specialties	4		

8).

Electrical			
Secondary Score		*Primary Score*	4.75
Electrical service and distribution	4	LED replacement in 2021.	
Lighting & branch wiring (interior/exterior)	5	Generator replaced 2021. Dialer	
Communications & security	5	replaced in 2022.	
Lightning protection, generators and emergency lighting	5		

9).

Site			
Secondary Score		*Primary Score*	3.50
Roadways/driveways & associated signage, markings & equipment.	4	Sinking areas around vault at fuel island. CIP in process. CIP	
Parking lots & associated signage, markings & equipment.	3	scheduled for 2024. 2 of 3 ASTs decomissioned in 2023.	
Pedestrian areas & associated signage, markings & equipment.	3	**CIP of replacement scheduled for Spring 2024**	
Site development, fences, walls and miscellaneous structures.	4		
Landscaping and irrigation	3		
Site utilities	4.0		

10).

Maintenance Bays and Pits			
Secondary Score		*Primary Score*	3.50
Maint. Pit Concrete Walls/Flooring/Stairs	4		
Maint. Pit Metal Supports/Grates/Oil Catch	3	Bus wash replacement **CIP**	
Bus Wash	3	**scheduled for Sept 2024**	

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, March 2018

1).

Substructure			
Secondary Score		*Primary Score*	4.00
Foundation: Walls, column, slab, pilings, etc.	4		

2).

Shell			
Secondary Score		*Primary Score*	4.00
Superstructure/structural frame: Columns, pillars, walls	4		
Roof: Roof surfaces, drains, crickets, skylights, vents surrounds	4		
Exterior: Windows, doors and all finishes (paint, masonry)	4		

3).

Interiors			
Secondary Score		*Primary Score*	4.00
Partitions: Walls, interior doors, fittings and signage	4		
Finishes: Materials used on walls, floors and ceilings	4		

4).

Plumbing			
Secondary Score		*Primary Score*	4.00
Fixtures	4		
Water distribution	4		
Sanitary Waste	4		
Rain water drainage	4		

5).

HVAC			
Secondary Score		*Primary Score*	4.00
Energy supply	4		
Heat generation & distribution system	4		

6).

Electrical			
Secondary Score		*Primary Score*	4.00
Electrical service and distribution	4		
Lighting & branch wiring (interior/exterior)	4		

7).

Site			
Secondary Score		*Primary Score*	4.00

	Primary Scores in Ascending Order	**Aggregated rating**
1	4.0	
2	4.0	
3	4.0	
4	4.0	**4.0**
5	4.0	
6	4.0	
7	4.0	

Roadways/driveways & associated signage, markings & equipment.	4
Parking lots & associated signage, markings & equipment.	4
Site utilities	4

STA Plaza-701 W Riverside Avenue

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, March 2018

1).

Substructure			
Secondary Score		*Primary Score*	4.00
Foundation: Walls, column, pilings, etc.	4		
Basement: materials, insulation, slab,etc.	4		

2).

Shell			
Secondary Score		*Primary Score*	3.67
Superstructure/structural frame: Columns, pillars, walls	4		
Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	3		
Exterior: doors and all finishes (paint, masonry)	4		

3).

Interiors			
Secondary Score		*Primary Score*	3.67
Partitions: Walls, interior doors, fittings and signage	4		
Stairs: Interior stairs and landings	3		
Finishes: Materials used on walls, floors and ceilings	4		

4).

Conveyance			
Secondary Score		*Primary Score*	5.00
Escalators	5		
Elvevators	5		

5).

Plumbing			
Secondary Score		*Primary Score*	4.00
Water distribution	4		
Sanitary Waste	4		
Rain water drainage	4		

6).

HVAC			
Secondary Score		*Primary Score*	4.00
Energy supply	4		
Heat generation & distribution system	4		
Cooling systems, chiller cooling towers	4		

	Primary Scores in Ascending Order	Aggregated rating
1	4.0	
2	3.7	
3	3.7	
4	5.0	**4.1**
5	4.0	
6	4.0	
7	4.0	
8	4.0	
9	N/A	
10	4.4	

7).

Fire Protection			
Secondary Score		*Primary Score*	4.00
Sprinklers	4		
Standpipes	4		
Hydrants & other fire protection specialties	4		

8).

Electrical			
Secondary Score		*Primary Score*	4.00
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
N/A			

10).

Site			
Secondary Score		*Primary Score*	4.40
Roadways/driveways & associated signage, markings & equipment.	5		
Parking lots & associated signage, markings & equipment.	4		
Pedestrian areas & associated signage, markings & equipment.	5		
Site development, fences, walls and miscellaneous structures.	4		
Site utilities	4		

new markers and City Line shelters intalled this year. Heating loop for snow melt system was repaired (2023).

5-Mile Park and Ride

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, March 2018

1).

Substructure			
Secondary Score		*Primary Score*	4.00
Foundation: Walls, column, pilings, etc.	4		
Landing, shelters materials, slab,etc.	4		

2).

Shell			
Secondary Score		*Primary Score*	4.33
Superstructure/structural frame: Columns, pillars, walls	4		
Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	4		
Exterior: doors and all finishes (paint, masonry)	5		

3).

Interiors			
Secondary Score		*Primary Score*	3.50
Partitions: Walls, interior doors, fittings and signage	4	Floors need refinished	
Finishes: Materials used on walls, floors and ceilings	3		

4).

Plumbing			
Secondary Score		*Primary Score*	4.00
Water distribution	4		
Sanitary Waste	4		
Rain water drainage	4		

5).

HVAC			
Secondary Score		*Primary Score*	4.00
Energy supply	4		
Heat generation & distribution system	4		
Ventilation	4		

6).

Electrical			
Secondary Score		*Primary Score*	4.25
Electrical service and distribution	4		
Lighting & branch wiring (interior/exterior)	5		
Communications & security	4		
Lightning protection, generators and emergency lighting	4		

	Primary Scores in Ascending Order	Aggregated rating
1	4.0	
2	4.3	
3	3.5	
4	4.0	**4.0**
5	4.0	
6	4.3	
7	4.0	

7).

Site			
Secondary Score		*Primary Score*	4.00
Roadways/driveways & associated signage, markings & equipment.	4		
Parking lots & associated signage, markings & equipment.	5		
Pedestrian areas & associated signage, markings & equipment.	4	Spalling of concrete outside mechanical room door.	
Site development, fences, walls and miscellaneous structures.	4		
Landscaping and irrigation	3		
Site utilities	4		

West Plains Park and Ride

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, March 2018

1).

Substructure			
Secondary Score		*Primary Score*	5.00
Foundation: Walls, column, pilings, etc.	5		
Landing, shelters materials, slab,etc.	5		

2).

Shell			
Secondary Score		*Primary Score*	5.00
Superstructure/structural frame: Columns, pillars, walls	5		
Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	5		
Exterior: doors and all finishes (paint, masonry)	5		

3).

Interiors			
Secondary Score		*Primary Score*	5.00
Partitions: Walls, interior doors, fittings and signage	5		
Finishes: Materials used on walls, floors and ceilings	5		

4).

Plumbing			
Secondary Score		*Primary Score*	4.75
Fixtures	4		
Water distribution	5		
Sanitary Waste	5		
Rain water drainage	5		

5).

HVAC			
Secondary Score		*Primary Score*	5.00
Energy supply	5		
Heat generation & distribution system	5		
Ventilation	5		

	Primary Scores in Ascending Order	Aggregated rating
1	5.0	
2	5.0	
3	5.0	
4	4.8	**4.9**
5	5.0	
6	4.5	
7	4.8	

6).

Electrical			
Secondary Score		*Primary Score*	4.50
Electrical service and distribution	5	Displays burned in. Received and scheduled for replacement.	
Lighting & branch wiring (interior/exterior)	5		
Communications & security	3		
Lightning protection, generators and emergency lighting	5		

7).

Site			
Secondary Score		*Primary Score*	4.83
Roadways/driveways & associated signage, markings & equipment.	5	Chipped curb on the platform.	
Parking lots & associated signage, markings & equipment.	5		
Pedestrian areas & associated signage, markings & equipment.	4		
Site development, fences, walls and miscellaneous structures.	5		
Landscaping and irrigation	5		
Site utilities	5		

Hastings Park and Ride

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, March 2018

1).

Substructure			
Secondary Score		*Primary Score*	4.00
Foundation: Walls, column, pilings, etc.	4		
Landing, shelters materials, slab,etc.	4		

2).

Shell			
Secondary Score		*Primary Score*	4.33
Superstructure/structural frame: Columns, pillars, walls	4		
Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	4		
Exterior: doors and all finishes (paint, masonry)	5		

3).

Interiors			
Secondary Score		*Primary Score*	4.00
Partitions: Walls, interior doors, fittings and signage	4		
Finishes: Materials used on walls, floors and ceilings	4		

4).

Plumbing			
Secondary Score		*Primary Score*	4.00
Fixtures	4		
Water distribution	4		
Sanitary Waste	4		
Rain water drainage	4		

5).

HVAC			
Secondary Score		*Primary Score*	4.00
Energy supply	4		
Heat generation & distribution system	4		
Ventilation	4		

	Primary Scores in Ascending Order	Aggregated rating
1	4.0	
2	4.3	
3	4.0	
4	4.0	**4.1**
5	4.0	
6	4.3	
7	3.8	

6).

Electrical			
Secondary Score		*Primary Score*	4.25
Electrical service and distribution	4		
Lighting & branch wiring (interior/exterior)	5		
Communications & security	4		
Lightning protection, generators and emergency lighting	4		

7).

Site			
Secondary Score		*Primary Score*	3.83
Roadways/driveways & associated signage, markings & equipment.	4		
Parking lots & associated signage, markings & equipment.	5		
Pedestrian areas & associated signage, markings & equipment.	3		
Site development, fences, walls and miscellaneous structures.	3		
Landscaping and irrigation	4		
Site utilities	4		

Northwest Boone Garage Maintenance/Parking Facility

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, March 2018

1).

Substructure			
Secondary Score		*Primary Score*	5.00
Foundation: Walls, column, pilings, etc.	5		
Landing, shelters materials, slab,etc.	5		

2).

Shell			
Secondary Score		*Primary Score*	5.00
Superstructure/structural frame: Columns, pillars, walls	5		
Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	5		
Exterior: doors and all finishes (paint, masonry)	5		

3).

Interiors			
Secondary Score		*Primary Score*	4.00
Partitions: Walls, interior doors, fittings and signage	5		
Finishes: Materials used on walls, floors and ceilings	3		

4).

Plumbing			
Secondary Score		*Primary Score*	4.80
Fixtures	5.0		
Water distribution	5		
Sanitary Waste	5		
Rain water drainage	5		

5).

HVAC			
Secondary Score		*Primary Score*	5.00
Energy supply	5		
Heat generation & distribution system	5		
Testing, balancing, controls and instrmtn	5		
Vents	5		

6).

Fire Protection			
Secondary Score		*Primary Score*	5.00
Sprinklers	5		
Stand Pipes	*5*		
Hydrants & other fire protection specialties	*5*		

	Primary Scores in Ascending Order	Aggregated rating
1	5.0	
2	5.0	
3	4.0	
4	4.8	**4.9**
5	5.0	
6	5.0	
7	5.0	
8	5.0	
9	5.0	

7).

Electrical			
Secondary Score		*Primary Score*	5.00
Electrical service and distribution	5		
Lighting & branch wiring (interior/exterior)	5		
Communications & security	5		
Lightning protection	5		

8).

Equipment			
Secondary Score		*Primary Score*	5.00
Bus wash	5		
Emergency Generator	5		
Diesel Fueling Station	*5*		

9).

Site			
Secondary Score		*Primary Score*	5.00
Roadways/driveways & associated signage, markings & equipment.	5		
Parking lots & associated signage, markings & equipment.	5		
Pedestrian areas & associated signage, markings & equipment.	5		
Site development, fences, walls and miscellaneous structures.	5		
Landscaping and irrigation	5		
Site utilities	5		

Jefferson Park and Ride

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, March 2018

1).

Substructure			
Secondary Score		*Primary Score*	4.00
Foundation: Walls, column, pilings, etc.	4		
Landing, shelters materials, slab,etc.	4		

2).

Shell			
Secondary Score		*Primary Score*	4.33
Superstructure/structural frame: Columns, pillars, walls	5	Columns and walls were painted 2022	
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
Partitions: Walls, interior doors, fittings and signage			
Finishes: Materials used on walls, floors and ceilings			

4).

Plumbing			
Secondary Score		*Primary Score*	N/A
Fixtures			
Water distribution			
Sanitary Waste			
Rain water drainage			

5).

HVAC			
Secondary Score		*Primary Score*	N/A
Energy supply			
Heat generation & distribution system			
Ventilation			

	Primary Scores in Ascending Order	Aggregated rating
1	4.0	
2	4.3	
3	N/A	
4	N/A	**4.0**
5	N/A	
6	4.0	
7	3.6	

6).

Electrical			
Secondary Score		*Primary Score*	4.00
Electrical service and distribution	4		
Lighting & branch wiring (interior/exterior)	4		
Communications & security	4		
Lightning protection, generators and emergency lighting	4		

7).

Site			
Secondary Score		*Primary Score*	3.60
Roadways/driveways & associated signage, markings & equipment.	4	Wall repair needed,	
Parking lots & associated signage, markings & equipment.	4		
Pedestrian areas & associated signage, markings & equipment.	4		
Site development, fences, walls and miscellaneous structures.	2		
Site utilities	4		

K St Park and Ride

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, March 2018

1).

Substructure			
Secondary Score		*Primary Score*	4.00
Foundation: Walls, column, pilings, etc.	4		
Landing, shelters materials, slab,etc.	4		

2).

Shell			
Secondary Score		*Primary Score*	4.33
Superstructure/structural frame: Columns, pillars, walls	4		
Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	4		
Exterior: doors and all finishes (paint, masonry)	5		

3).

Interiors			
Secondary Score		*Primary Score*	4.00
Partitions: Walls, interior doors, fittings and signage	4		
Finishes: Materials used on walls, floors and ceilings	4		

4).

Plumbing			
Secondary Score		*Primary Score*	4.00
Fixtures	4		
Water distribution	4		
Sanitary Waste	4		
Rain water drainage	4		

5).

HVAC			
Secondary Score		*Primary Score*	4.00
Energy supply	4		
Heat generation & distribution system	4		
Ventilation	4		

	Primary Scores in Ascending Order	Aggregated rating
1	4.0	
2	4.3	
3	4.0	
4	4.0	**4.1**
5	4.0	
6	4.3	
7	4.2	

6).

Electrical				
Secondary Score			*Primary Score*	4.25
Electrical service and distribution	4			
Lighting & branch wiring (interior/exterior)	5			
Communications & security	4			
Lightning protection, generators and emergency lighting	4			

7).

Site				
Secondary Score			*Primary Score*	4.17
Roadways/driveways & associated signage, markings & equipment.	4			
Parking lots & associated signage, markings & equipment.	5			
Pedestrian areas & associated signage, markings & equipment.	4	Platform is under construction		
Site development, fences, walls and miscellaneous structures.	4			
Landscaping and irrigation	4			
Site utilities	4			

Liberty Lake Park and Ride

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, March 2018

1).

Substructure			
Secondary Score		*Primary Score*	4.00
Foundation: Walls, column, pilings, etc.	4		
Landing, shelters materials, slab,etc.	4		

2).

Shell			
Secondary Score		*Primary Score*	4.33
Superstructure/structural frame: Columns, pillars, walls	4		
Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	4		
Exterior: doors and all finishes (paint, masonry)	5		

3).

Interiors			
Secondary Score		*Primary Score*	4.00
Partitions: Walls, interior doors, fittings and signage	4		
Finishes: Materials used on walls, floors and ceilings	4		

4).

Plumbing			
Secondary Score		*Primary Score*	4.00
Fixtures	4		
Water distribution	4		
Sanitary Waste	4		
Rain water drainage	4		

5).

HVAC			
Secondary Score		*Primary Score*	4.00
Energy supply	4		
Heat generation & distribution system	4		
Ventilation	4		

	Primary Scores in Ascending Order	Aggregated rating
1	4.0	
2	4.3	
3	4.0	
4	4.0	**4.0**
5	4.0	
6	4.3	
7	3.5	

6).

Electrical			
Secondary Score		*Primary Score*	4.25
Electrical service and distribution	4		
Lighting & branch wiring (interior/exterior)	5		
Communications & security	4		
Lightning protection, generators and emergency lighting	4		

7).

Site			
Secondary Score		*Primary Score*	3.50
Roadways/driveways & associated signage, markings & equipment.	4	Variances in sidewalks at joints from settling.	
Parking lots & associated signage, markings & equipment.	5		
platforms/sidwalks & associated signage, markings & equipment.	2	Multiple damages require repair@ front sidewalk, curb, and brick inlays. Sidewalk repair is contracted to the city.	
Site development, fences, walls and miscellaneous structures.	3		
Landscaping and irrigation	3		
Site utilities	4		

Medical Lake Park and Ride

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, March 2018

1).

Substructure			
Secondary Score		*Primary Score*	4.00
Foundation: Walls, column, pilings, etc.	4		
Landing, shelters materials, slab,etc.	4		

2).

Shell			
Secondary Score		*Primary Score*	4.33
Superstructure/structural frame: Columns, pillars, walls	4		
Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	4		
Exterior: doors and all finishes (paint, masonry)	5		

3).

Interiors			
Secondary Score		*Primary Score*	4.00
Partitions: Walls, interior doors, fittings and signage	4		
Finishes: Materials used on walls, floors and ceilings	4		

4).

Plumbing			
Secondary Score		*Primary Score*	4.00
Fixtures	4		
Water distribution	4		
Sanitary Waste	4		
Rain water drainage	4		

5).

HVAC			
Secondary Score		*Primary Score*	4.00
Energy supply	4		
Heat generation & distribution system	4		
Ventilation	4		

	Primary Scores in Ascending Order	Aggregated rating
1	4.0	
2	4.3	
3	4.0	
4	4.0	**4.0**
5	4.0	
6	4.0	
7	3.5	

6).

Electrical			
Secondary Score		*Primary Score*	4.00
Electrical service and distribution	4		
Lighting & branch wiring (interior/exterior)	4		
Communications & security	4		
Lightning protection, generators and emergency lighting	4		

7).

Site			
Secondary Score		*Primary Score*	3.50
Roadways/driveways & associated signage, markings & equipment.	4	Variances in sidewalks at joints from settling. Shelter has settled respectively.	
Parking lots & associated signage, markings & equipment.	4		
Pedestrian areas & associated signage, markings & equipment.	3		
Site development, fences, walls and miscellaneous structures.	3		
Landscaping and irrigation	3		
Site utilities	4		

Mirabeau Park and Ride

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, March 2018

1).

Substructure			
Secondary Score		*Primary Score*	4.00
Foundation: Walls, column, pilings, etc.	4		
Landing, shelters materials, slab,etc.	4		

2).

Shell			
Secondary Score		*Primary Score*	4.33
Superstructure/structural frame: Columns, pillars, walls	4		
Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	4		
Exterior: doors and all finishes (paint, masonry)	5		

3).

Interiors			
Secondary Score		*Primary Score*	3.00
Partitions: Walls, interior doors, fittings and signage	4	**Floors need refinished, and walls painted. CIP moved to 2024.**	
Finishes: Materials used on walls, floors and ceilings	2		

4).

Plumbing			
Secondary Score		*Primary Score*	3.75
Fixtures	4	Water heater is at EOL. **SOW in CIP scheduled for 2024.**	
Water distribution	3		
Sanitary Waste	4		
Rain water drainage	4		

5).

HVAC			
Secondary Score		*Primary Score*	4.00
Energy supply	4	Mechanical room heater replaced January 2023	
Heat generation & distribution system	4		
Ventilation	4		

	Primary Scores in Ascending Order	Aggregated rating
1	4.0	
2	4.3	
3	3.0	
4	3.8	**3.9**
5	4.0	
6	4.3	
7	3.7	

6).

Electrical			
Secondary Score		*Primary Score*	4.25
Electrical service and distribution	4		
Lighting & branch wiring (interior/exterior)	5		
Communications & security	4		
Lightning protection, generators and emergency lighting	4		

7).

Site			
Secondary Score		*Primary Score*	3.67
Roadways/driveways & associated signage, markings & equipment.	4	**SOW in CIP scheduled for 2024.**	
Parking lots & associated signage, markings & equipment.	5	Drain grates on platforms are breaking loose at the corners. Welded to repair, but advise	
Pedestrian areas & associated signage, markings & equipment.	3	Old landscape needs replaced (not detrimental). Loss in pressure in 1 zone of irrigation noted at end of season, will be assessed at start up.	
Site development, fences, walls and miscellaneous structures.	3		
Landscaping and irrigation	3		
Site utilities	4		

South Hill Park and Ride

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, March 2018

1).

Substructure			
Secondary Score		*Primary Score*	4.00
Foundation: Walls, column, pilings, etc.	4		
Landing, shelters materials, slab,etc.	4		

2).

Shell			
Secondary Score		*Primary Score*	4.33
Superstructure/structural frame: Columns, pillars, walls	4	Doors replaced in 2019. Door closure being persistant failure.	
Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	4		
Exterior: doors and all finishes (paint, masonry)	5		

3).

Interiors			
Secondary Score		*Primary Score*	3.50
Partitions: Walls, interior doors, fittings and signage	4	Floor need refinished. *SOW was not approved in CIP. Still needs completion*	
Finishes: Materials used on walls, floors and ceilings	3		

4).

Plumbing			
Secondary Score		*Primary Score*	4.25
Fixtures	4	DHW replaced 2022	
Water distribution	5		
Sanitary Waste	4		
Rain water drainage	4		

5).

HVAC			
Secondary Score		*Primary Score*	4.00
Energy supply	4		
Heat generation & distribution system	4		
Ventilation	4		

	Primary Scores in Ascending Order	Aggregated rating
1	4.0	
2	4.3	
3	3.5	
4	4.3	**4.1**
5	4.0	
6	4.3	
7	4.5	

6).

Electrical			
Secondary Score		*Primary Score*	4.25
Electrical service and distribution	4		
Lighting & branch wiring (interior/exterior)	5		
Communications & security	4		
Lightning protection, generators and emergency lighting	4		

7).

Site			
Secondary Score		*Primary Score*	4.50
Roadways/driveways & associated signage, markings & equipment.	5	drainage trench at north end has been replaced.	
Parking lots & associated signage, markings & equipment.	5		
Pedestrian areas & associated signage, markings & equipment.	5		
Site development, fences, walls and miscellaneous structures.	4		
Landscaping and irrigation	4	pit on S side of building was	
Site utilities	4	graded and concreted with CIP	

Valley Transfer Station Park and Ride

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, March 2018

1).

Substructure			
Secondary Score		*Primary Score*	4.00
Foundation: Walls, column, pilings, etc.	4		
Landing, shelters materials, slab,etc.	4		

2).

Shell			
Secondary Score		*Primary Score*	4.33
Superstructure/structural frame: Columns, pillars, walls	4		
Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	4		
Exterior: doors and all finishes (paint, masonry)	5		

3).

Interiors			
Secondary Score		*Primary Score*	4.00
Partitions: Walls, interior doors, fittings and signage	4		
Finishes: Materials used on walls, floors and ceilings	4		

4).

Plumbing			
Secondary Score		*Primary Score*	4.00
Fixtures	4	DHW EOL, needs replaced.	
Water distribution	4		
Sanitary Waste	4		
Rain water drainage	4		

5).

HVAC			
Secondary Score		*Primary Score*	4.00
Energy supply	4	ventelation fans are nearing EOL.	
Heat generation & distribution system	4		
Ventilation	4		

	Primary Scores in Ascending Order	Aggregated rating
1	4.0	
2	4.3	
3	4.0	
4	4.0	**4.1**
5	4.0	
6	4.3	
7	4.2	

6).

Electrical			
Secondary Score		*Primary Score*	4.25
Electrical service and distribution	4		
Lighting & branch wiring (interior/exterior)	5		
Communications & security	4		
Lightning protection, generators and emergency lighting	4		

7).

Site			
Secondary Score		*Primary Score*	4.17
Roadways/driveways & associated signage, markings & equipment.	4		
Parking lots & associated signage, markings & equipment.	5	Shelters referbished, benches and	
Pedestrian areas & associated signage, markings & equipment.	5	trash cans replaced in 2021	
Site development, fences, walls and miscellaneous structures.	4		
Landscaping and irrigation	3	irrigation is old and requires	
Site utilities	4	frequent repairs.	

Moran Prarie Park and Ride

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, March 2018

1).

Substructure			
Secondary Score		*Primary Score*	5.00
Foundation: Walls, column, pilings, etc.	5		
Landing, shelters materials, slab,etc.	5		

2).

Shell			
Secondary Score		*Primary Score*	4.67
Superstructure/structural frame: Columns, pillars, walls	5		
Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	5		
Exterior: doors and all finishes (paint, masonry)	4		

3).

Interiors			
Secondary Score		*Primary Score*	5.00
Partitions: Walls, interior doors, fittings and signage	5		
Finishes: Materials used on walls, floors and ceilings	5		

4).

Plumbing			
Secondary Score		*Primary Score*	4.25
Fixtures	4	Sump pump needs reengineered to perform effectively.	
Water distribution	5		
Sanitary Waste	5		
Rain water drainage	3		

5).

HVAC			
Secondary Score		*Primary Score*	5.00
Energy supply	5		
Heat generation & distribution system	5		
Ventilation	5		

	Primary Scores in Ascending Order	Aggregated rating
1	5.0	
2	4.7	
3	5.0	
4	4.3	**4.8**
5	5.0	
6	5.0	
7	4.7	

6).

Electrical			
Secondary Score		*Primary Score*	5.00
Electrical service and distribution	5		
Lighting & branch wiring (interior/exterior)	5		
Communications & security	5		
Lightning protection, generators and emergency lighting	5		

7).

Site			
Secondary Score		*Primary Score*	4.67
Roadways/driveways & associated signage, markings & equipment.	5		
Parking lots & associated signage, markings & equipment.	5		
Pedestrian areas & associated signage, markings & equipment.	5		
Site development, fences, walls and miscellaneous structures.	5		
Landscaping and irrigation	3	several trees need replaced	
Site utilities	5		

SCC Transfer 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, March 2018

1).

Substructure			
Secondary Score		*Primary Score*	5.00
Foundation: Walls, column, pilings, etc.	5		
Landing, shelters materials, slab,etc.	5		

2).

Shell			
Secondary Score		*Primary Score*	5.00
Superstructure/structural frame: Columns, pillars, walls	5		
Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	5		
Exterior: doors and all finishes (paint, masonry)	5		

3).

Interiors			
Secondary Score		*Primary Score*	3.50
Partitions: Walls, interior doors, fittings and signage	5	window sill was damaged from water.	
Finishes: Materials used on walls, floors and ceilings	2	Public bathroom renovation in progress.	

4).

Plumbing			
Secondary Score		*Primary Score*	4.75
Fixtures	4		
Water distribution	5		
Sanitary Waste	5		
Rain water drainage	5		

5).

HVAC			
Secondary Score		*Primary Score*	4.67
Energy supply	5	heat pumps are discontinued, but	
Heat generation & distribution system	4	well maintained.	
Ventilation	5		

	Primary Scores in Ascending Order	Aggregated rating
1	5.0	
2	5.0	
3	3.5	
4	4.8	**4.7**
5	4.7	
6	5.0	
7	4.8	

6).

Electrical			
Secondary Score		*Primary Score*	5.00
Electrical service and distribution	5		
Lighting & branch wiring (interior/exterior)	5		
Communications & security	5		
Lightning protection, generators and emergency lighting	5		

7).

Site			
Secondary Score		*Primary Score*	4.83
Roadways/driveways & associated signage, markings & equipment.	5		
Parking lots & associated signage, markings & equipment.	5		
Pedestrian areas & associated signage, markings & equipment.	4		
Site development, fences, walls and miscellaneous structures.	5		
Landscaping and irrigation	5		
Site utilities	5		

OWNED EQUIPMENT SUB ASSET CONDITION SCORING METHODOLOGY, ASSET CONDITION CRITERIA RATING

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**

2024 TAMP Qualifying Sub Assets Associated with a Facility Score Card

Asset	Percent of ULB Based on age remaining	Quality , Level of Maintenance Required	Reliability, Safety, Meets Industry Standards	Level of Preventative and Corrective Maintenance	Aggregated Score
1229 W. Boone Avenue					
Paint Booth	5	5	5	5	4.8
Bus Washer	4	4	4	4	4.0
Fleetwatch Fueling System (BNWG also)	4	4	5	5	4.5
Boone Diesel Underground Fuel Storage Tanks	5	5	5	5	5.0
1230 W. Boone Avenue					
Boone Non Diesel Underground Fuel Storage Tanks	5	5	5	5	5.0
Boone Northwest Garage, 1224 Cedar St.					
Boone NWG Underground Fuel Storage Tanks	5	5	5	5	5.0
Boone NWG Bus Washer	5	5	5	5	5.0
Boone NWG BEB Charging Stations	5	5	5	5	5.0
STA Plaza, 701 West Riverside Avenue					
Plaza Automated Control System	5	5	5	5	5.0
SCC Transfer Center, 1810 N. Greene St. Campus					
Spokane Community Center T/C BEB Charging Station	5	5	5	5	5.0
Moran Prairie Park and Ride, 5625 S. Palouse Hwy					
Moran Prairie Park & Ride BEB Charging Station	5	5	5	5	5.0
Charles Fleck Center, 127 W. Bowdish Rd.					
Valley Service Center Above Ground Fuel Storage Tanks	1	1	1	1	1.0*
City Line Bus Rapid Transit Line					
City Line Passenger Infrastructure (Shelters, Loading Station, supporting electrical equipment)	5	5	5	5	5.0

*This asset is being replaced in 2024.

SECTION 3A: FACILITIES – OWNED FACILITIES SCORECARD

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2024 TAM Plan Owned Maintenance, Administrative, Passenger and Parking Facilities Scorecard

#	Maintenance and Administrative Facilities	Mean Condition Score	Meets SGR	Associated Improvement CIP
1	Para Operations, 1212 N. Sharp Ave. Spokane, WA 99201 (Administrative)	3.9	Yes	920 921 943 1024
2	STA South, 1229 W. Boone Ave. Spokane, WA 99201 (Maintenance and Administrative)	4.0	Yes	New 859 860 862-866 869 870 876 908 207 (2023) 324 745 829 917 918 920 921 926 927 943 963 1024
3	STA North, 1230 W. Boone Ave. Spokane, WA 99201 (Maintenance and Administrative)	4.2	Yes	New 859 860 862-866 869 870 876 908 324 460 (2023) 745 917 918 920 921 926 927 943 963 1024
4	Charles Fleck Center, 127 W. Bowdish Rd. Spokane Valley, WA 99206 (Maintenance)	4.0	Yes	New 787 858 861 862 867 868 871 873 875 809 1024
5	STA Plaza, 107 W. Riverside Ave. Spokane, WA 99201 (Administrative)	4.1	Yes	854-857 951 1026 1027
6	NW Boone Garage, 1224 Cedar St. Spokane, WA 99201 (Maintenance and Parking)	4.9	Yes	New 858 861 867 868 871 873 875 766 779 908 971 1024 1025
#	**Passenger and Parking Facilities**	**Mean Condition Score**	**Meets SGR**	**Associated Improvement CIP**
7	Indian Trail End of Line, Blackfoot Ave. and Indian Trail Rd. Spokane, WA 99208	4.0	Yes	872 896
8	Cheney K Street Station, corner of K Street and Hwy. 904 Cheney, WA 99004	4.1	Yes	872
9	5 Mile Park & Ride, 1762 W. 5 Mile Rd. Spokane, WA 99205	4.0	Yes	754 872
10	Hastings Park & Ride, 200-254 E. Hastings Rd. Spokane, WA 99218	4.1	Yes	872
11	Jefferson Lot Park & Ride, 410 S. Jefferson St. Spokane, WA 99204	4.0	Yes	872
12	Liberty Lake Park & Ride, E. Mission Ave. & N. Meadowwood Ln. Liberty Lake, WA 99019	4.0	Yes	872
13	Medical Lake Transfer Center, Broad Street and Lake Street, Medical Lake, WA 99022	4.0	Yes	872
14	Mirabeau Park & Ride, 13209 E. Indiana Ave. Spokane Valley, WA 99216	3.9	Yes	872
15	South Hill Park & Ride, 2502 E. 31st Ave. Spokane, WA 99223	4.1	Yes	872 900
16	Pence Cole Valley Transfer Center, E. 4th Ave. Spokane, WA 99206	4.1	Yes	872
17	West Plains Transit Center, 10810 W. Westbow Rd. Spokane, WA 99224	4.9	Yes	872 902
18	Moran Prairie Park & Ride, 5626 S. Palouse Hwy. Spokane, WA 99223	4.8	Yes	872
19	Spokane Community College Transfer Center, SCC Campus, E. Mission Ave. Spokane, WA 99202	4.7	Yes	872

2024 TAM Plan Owned Maintenance, Administrative, Passenger and Parking Facilities Scorecard

#	Passenger and Parking Facilities	Mean Condition Score	Meets SGR	Associated Improvement CIP
1	Paint Booth, 1229 W. Boone Ave.	4.8	Yes	
2	Bus Washer, 1229 W. Boone Ave.	4.0	Yes	
3	Fleetwatch Fueling System, 1229 W. Boone Ave, BNWG	4.5	Yes	
4	1230 W.Boone Non Diesel Underground Fuel Storage Tanks	5.0	Yes	
5	Boone NWG Underground Diesel Fuel Storage Tank	5.0	Yes	
6	Boone NWG Bus Washer	5.0	Yes	
7	Boone NWG BEB Charging Stations	5.0	Yes	
8	STA Plaza Automated Control System	5.0	Yes	
9	Spokane Community College BEB Charging Stations	5.0	Yes	
10	Moran Prairie Park & Ride BEB Charging Stations	5.0	Yes	
11	Charles Fleck Center Above Ground Fuel Storage Tanks	1.0	No	Replacement Q1/Q2 2024
12	City Line Passenger Station Infrastructure	5.0	Yes	

Facilities and sub assets above a 3.0 are in a state of good repair.

Total Facilities Meeting SGR	19
Total Facilities	19
Percentage Meeting SGR	100%

Total Sub Assets Meeting SGR	11
Total Sub Assets	12
Percentage Meeting SGR	92%

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

INVESTMENT PRIORITIZATION PROCESS

Spokane Transit updates its capital program annually. It is approved by the CEO for Board approval. 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.

The entity charged with developing the plan is STA's Projects Committee. The committee chair is STA's Chief Financial Officer. Every department has at least one member on this committee. The 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 Project Committee then lists all projects in STA's Capital Improvement Program (CIP).

- Assets identified through the TAM Plan assessment process as not meeting the established 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 Plan Scorecard.
- Their replacement/repair projects in the CIP are prioritized based on the projected time frame an asset will no longer meet the established TAM Plan standard.
- 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 projects facility expansion requirements for the next 20 years.
- STA's Vehicle Replacement Plan projects vehicle requirements for the lifecycle of each vehicle in the current fleet. This replacement plan (Enclosure 1) is based on the expected time a vehicle will meet its ULB in years.

Enclosure 1: Fleet Replacement Plans

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Fixed Route Fleet Replacement 2023 through 2029

F/R 2023				F/R 2024				F/R 2025				F/R 2026				F/R 2027				F/R 2028				F/R 2029			
Fleet	Length	Fuel	Qty	Fleet	Length	Fuel	Qty	Fleet	Length	Fuel	Qty	Fleet	Length	Fuel	Qty	Fleet	Length	Fuel	Qty	Fleet	Length	Fuel	Qty	Fleet	Length	Fuel	Qty
2006 NF	60'	Diesel	6	2006 NF	60'	Diesel	6	2008 GG	40'	Diesel	9	2009 NF	60'	Diesel	4	2009 GG	30'	Hybrid	3	2009 GG	30'	Hybrid	3	2009 GG	30'	Hybrid	3
2007 GG	40'	Diesel	4	2007 GG	40'	Diesel	4	2009 GG	40'	Diesel	9	2010 GG	40'	Hybrid	10	2012 GG	40'	Hybrid	6	2014 GG	40'	Diesel	8	2014 GG	40'	Diesel	8
2008 GG	40'	Diesel	14	2008 GG	40'	Hybrid	5	2009 NF	60'	Diesel	4	2009 GG	30'	Hybrid	3	2014 GG	40'	Diesel	8	2016 GG	40'	Diesel	7	2016 GG	40'	Diesel	7
2008 GG	40'	Hybrid	5	2008 GG	40'	Diesel	5	2009 GG	30'	Hybrid	3	2012 GG	40'	Hybrid	6	2016 GG	40'	Diesel	7	2017 NF	60'	Diesel	3	2017 NF	60'	Diesel	3
2009 GG	40'	Diesel	9	2008 GG	40'	Diesel	9	2010 GG	40'	Hybrid	10	2014 GG	40'	Diesel	8	2017 NF	60'	Diesel	3	2018 GG	40'	Diesel	6	2018 GG	40'	Diesel	6
2009 NF	60'	Diesel	4	2009 GG	40'	Diesel	9	2012 GG	40'	Hybrid	6	2016 GG	40'	Diesel	7	2018 GG	40'	Diesel	6	2018 NF	60'	Diesel	7	2018 NF	60'	Diesel	7
2009 GG	30'	Hybrid	3	2009 NF	60'	Diesel	4	2014 GG	40'	Diesel	8	2017 NF	60'	Diesel	3	2018 NF	60'	Diesel	7	2019 GG	40'	Diesel	6	2019 GG	40'	Diesel	6
2010 GG	40'	Hybrid	10	2009 GG	30'	Hybrid	3	2016 GG	40'	Diesel	7	2018 GG	40'	Diesel	6	2019 GG	40'	Diesel	6	2021 GG	40'	Diesel	16	2021 GG	40'	Diesel	16
2012 GG	40'	Hybrid	6	2010 GG	40'	Hybrid	10	2017 NF	60'	Diesel	3	2018 NF	60'	Diesel	7	2021 GG	40'	Diesel	16	2021 NF	40'	BEB	2	2021 NF	40'	BEB	2
2014 GG	40'	Diesel	8	2012 GG	40'	Hybrid	6	2018 GG	40'	Diesel	6	2019 GG	40'	Diesel	6	2021 NF	40'	BEB	2	2021 PRT	40'	BEB	2	2021 PRT	40'	BEB	2
2016 GG	40'	Diesel	7	2014 GG	40'	Diesel	8	2018 NF	60'	Diesel	7	2021 GG	40'	Diesel	16	2021 PRT	40'	BEB	2	2021 NF	60'	BEB CL	10	2021 NF	60'	BEB CL	10
2017 NF	60'	Diesel	3	2016 GG	40'	Diesel	7	2019 GG	40'	Diesel	6	2021 NF	40'	BEB	2	2021 NF	60'	BEB CL	10	2022 NF	40'	Diesel	10	2022 NF	40'	Diesel	10
2018 GG	40'	Diesel	6	2017 NF	60'	Diesel	3	2021 GG	40'	Diesel	16	2021 PRT	40'	BEB	2	2022 NF	40'	Diesel	10	2022 PRT	40'	BEB 675	5	2022 PRT	40'	BEB 675	5
2018 NF	60'	Diesel	7	2018 GG	40'	Diesel	6	2021 NF	40'	BEB	2	2021 NF	60'	BEB CL	10	2022 PRT	40'	BEB 675	5	2022 PRT	40'	BEB 675	5	2022 PRT	40'	BEB 675	5
2019 GG	40'	Diesel	6	2018 NF	60'	Diesel	7	2021 PRT	40'	BEB	2	2022 NF	40'	Diesel	10	2022 PRT	40'	BEB 675	5	2023 NF	35'	BEB	3	2023 NF	35'	BEB	3
2021 GG	40'	Diesel	16	2019 GG	40'	Diesel	6	2021 NF	60'	BEB CL	10	2022 PRT	40'	BEB 675	5	2023 NF	35'	BEB	3	2023 NF	40'	BEB	3	2023 NF	40'	BEB	3
2021 NF	40'	BEB	2	2021 GG	40'	Diesel	16	2022 NF	40'	Diesel	10	2022 PRT	40'	BEB 675	5	2023 NF	40'	BEB	3	2023 NF	40'	BEB	6	2023 NF	40'	BEB	6
2021 PRT	40'	BEB	2	2021 NF	40'	BEB	2	2022 PRT	40'	BEB 675	5	2023 NF	35'	BEB	3	2023 NF	40'	BEB	6	2023 NF	60'	BEB	3	2023 NF	60'	BEB	3
2021 NF	60'	BEB CL	10	2021 PRT	40'	BEB	2	2022 PRT	40'	BEB 675	5	2023 NF	40'	BEB	3	2023 NF	60'	BEB	3	2023 NF	60' CL	BEB	1	2023 NF	60' CL	BEB	1
2022 NF	40'	Diesel	10	2021 NF	60'	BEB CL	10	2023 NF	35'	BEB	3	2023 NF	40'	BEB	6	2023 NF	60' CL	BEB	1	2024 NF	40'	Diesel	20	2024 NF	40'	Diesel	20
2022 PRT	40'	BEB 675k	**5**	2022 NF	40'	Diesel	10	2023 NF	40'	BEB	3	2023 NF	60'	BEB	3	2024 NF	40'	Diesel	20	2025 Unk	40'	Diesel	18	2025 Unk	40'	Diesel	18
2022 PRT	40'	BEB 675k	**5**	2022 PRT	40'	BEB 675	5	2023 NF	40'	BEB	6	2023 NF	60' CL	BEB	1	2025 Unk	40'	Diesel	18	2025 AD	42'	Diesel DD	7	2025 AD	42'	Diesel DD	7
2023 NF	60'	BEB CL	**1**	2022 PRT	40'	BEB 675	5	2023 NF	60'	BEB	3	2024 NF	40'	Diesel	20	2025 AD	42'	Diesel DD	7	2025 Unk	Unk	Unk	5	2025 Unk	Unk	Unk	5
2023 NF	60'	BEB 520k	**3**	2023 NF	35'	BEB	3	2023 NF	60' CL	BEB	1	2025 Unk	40'	Diesel	18	2025 Unk	Unk	Unk	5	2026 Unk	Unk	Unk	14	2026 Unk	Unk	Unk	14
2023 NF	40'	BEB 440k	**6**	2023 NF	40'	BEB	3	2024 NF	40'	Diesel	20	2025 AD	42'	Diesel DD	7	2026 Unk	Unk	Unk	14	2026 Unk	Unk	Unk	3	2026 Unk	Unk	Unk	3
2023 NF	40'	BEB 520k	**3**	2023 NF	40'	BEB	6	2025 NF	40'	Diesel	18	2025 Unk	Unk	Unk	5	2026 Unk	Unk	Unk	3	2027 Unk	Unk	Unk	6	2027 Unk	Unk	Unk	6
2023 NF	35'	BEB 440k	**3**	2023 NF	60'	BEB	3	2025 AD	42'	Diesel DD	7	2026 Unk	Unk	Unk	14	2027 Unk	Unk	Unk	6			TDP Ttl Flt	179	2029 ZEB	35'	ZEB	3
		TDP Ttl Flt	164	2023 NF	60' CL	BEB	1	2025 NF	40'	Diesel	5	2026 Unk	Unk	Unk	3			TDP Ttl Flt	179					Non BRT Fleet Total			**171**
				2024 NF	40'	Diesel	20			TDP Ttl Flt	176			TDP Ttl Flt	179									**2029 BRT Coaches**			
						TDP Ttl Flt	164																	2029 NF	60'	BEB	16
																								BRT Fleet Total			**16**
																								Complete Fleet Total			187

CIP Financials

CIP 361	
35' New Flyer BEB 440 kW	3
Total Budgeted	$3,093,000
CIP 486	
40' Proterra BEB 675 kW	10
Total Budgeted	$12,100,000
CIP 568	
40' New Flyer BEB 440 kW	6
Total Budgeted	$6,937,401
CIP 836	
60' New Flyer BEB 520 kW	3
Total Budgeted	$2,165,416
CIP 962	
40' New Flyer BEB 520 kW	3
Total Budgeted	$3,447,000
$27,742,817	

Contingency Fleet:
(8) 06 Gillig Diesels (6-7) for Coach Training
(10) 07 Gillig Diesels

CIP 493 Replacement	
40' New Flyer Diesel	20
Total	$14,279,442
$14,279,442	

Contingency Fleet:
The continency fleet will remain fluid and as long as it is deemed necessary to provide emergency use for the service fleet. This fleet is subject to change based on coaches being replaced in any given year.

updated 05/09/2023

CIP 904 Replacement	
40' New Flyer Diesel	18
Total	$12,816,176
CIP 533 Expansion	
42' Alexander Dennis DD Diesel	7
CIP Available	$8,854,885
CIP 905 Expansion	
Assumption is 40' Diesel NF	5
Total	$3,560,049
$25,231,110	

updated 05/09/2023

CIP 492 Replacement	
40' New Flyer Diesel	10
Total	$7,314,074
CIP 494 Replacement	
60' New Flyer Diesel	4
Total	$4,364,853
CIP XXX Expansion	
40' New Flyer Diesel	3
Total	$2,194,222
$13,873,149	

updated 05/09/2023

CIP 877 Replacement	
40' New Flyer Diesel	6
Total	$4,385,388
$4,508,329	

updated 05/09/2023

No replacements slated for 2028
$0

updated 05/09/2023

CIP 2326 Expansion	
60' 5 door BEB New Flyer	16
Provided cost per coach	$2,079,339
Total	$33,269,424
CIP 2327 Replacement	
35' NF ZEB Coaches	3
Total	$3,840,735
$37,110,159	

updated 05/09/2023

Notes:

*Cost projections from 2024 through 2028 are based on diesel coach pricing with 3% compounding inflation from recently increased WA DES base pricing, average configurable cost and Washington State sales tax (9%).

**Coach pricing calculated based on 3% compounding inflation per year utilizing latest Washington State DES price increase of 15% effective April 1, 2023.

***Washington State sales tax not currently applied to replacement years 2029 through 2040 for ZEB (zero emission buses). This tax will be evaluated yearly to coincide with the following year TDP replacement based on the assumption that the state may or may choose not to extend the tax exemption.

****A 3% rolling contingency cost will be evaluated/added to the following year TDP replacement cycle annually.

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Paratransit Fleet Replacement 2023 through 2029

Para 2023		
Fleet	Fuel	Qty
2008 Ford	Gasoline	1
2011 Chevy Aerotech	Diesel	7
2012 Chevy Aerotech	Diesel	7
2015 chevy Aerotech	Diesel	1
2011 Chevy Aerotech	Diesel	4
2012 Chevy Aerotech	Diesel	3
2013 Chevy Aerotech	Diesel	3
2015 Chevy Aerotech	Propane	1
2015 Chevy Aerotech	Diesel	9
2016 Chevy Aerotech	Diesel	6
2017 Chevy Aerotech	Diesel	11
2019 Ford Starcraft	Gasoline	40
2022 Ford Senator II	Gasoline	16
2023 Ford Starcraft	Gasoline	30
Ttl Fleet		139
TAM score of 1		-16
Total Fleet Needed		123
Para DO Ttl Fleet Need	74	123
Para CT Ttl Fleet Need	49	

Para 2024		
Fleet	Fuel	Qty
2011 Chevy Aerotech	Diesel	4
2012 Chevy Aerotech	Diesel	3
2013 Chevy Aerotech	Diesel	3
2015 Chevy Aerotech	Propane	1
2015 Chevy Aerotech	Diesel	9
2016 Chevy Aerotech	Diesel	6
2017 Chevy Aerotech	Diesel	11
2019 Ford Starcraft	Gasoline	40
2022 Ford Senator II	Gasoline	16
2023 Ford Starcraft	Gasoline	30
2024 Unknown	Gasoline	20
Ttl Fleet		123
Para DO Ttl Fleet Need	74	123
Para CT Ttl Fleet Need	49	

Para 2025		
Fleet	Fuel	Qty
2016 Chevy Aerotech	Diesel	6
2017 Chevy Aerotech	Diesel	11
2019 Ford Starcraft	Gasoline	40
2022 Ford Senator II	Gasoline	16
2023 Ford Starcraft	Gasoline	30
2024 Unknown	Gasoline	20
2025 Unknown	Gasoline	6
Ttl Fleet		123
Para DO Ttl Fleet Need	74	123
Para CT Ttl Fleet Need	49	

Para 2026		
Fleet	Fuel	Qty
2017 Chevy Aerotech	Diesel	11
2019 Ford Starcraft	Gasoline	40
2022 Ford Senator II	Gasoline	16
2023 Ford Starcraft	Gasoline	30
2024 Unknown	Unk	20
2025 Unknown	Unk	6
2026 Unknown	Unk	11
Ttl Fleet		123
Para DO Ttl Fleet Need	74	123
Para CT Ttl Fleet Need	49	

Para 2027		
Fleet	Fuel	Qty
2019 Ford Starcraft	Gasoline	40
2022 Ford Senator II	Gasoline	16
2023 Ford Starcraft	Gasoline	30
2024 Unknown	Unk	20
2025 Unknown	Unk	6
2026 Unknown	Unk	11
Ttl Fleet		123
Para DO Ttl Fleet Need	74	123
Para CT Ttl Fleet Need	49	

Para 2028		
Fleet	Fuel	Qty
2019 Ford Starcraft	Gasoline	20
2019 Ford Starcraft	Gasoline	20
2022 Ford Senator II	Gasoline	16
2023 Ford Starcraft	Gasoline	30
2024 Unknown	Unk	20
2025 Unknown	Unk	6
2026 Unknown	Unk	11
2028 Unknown	Unk	20
Ttl Fleet		123
Para DO Ttl Fleet Need	74	123
Para CT Ttl Fleet Need	49	

Para 2029		
Fleet	Fuel	Qty
2019 Ford Starcraft	Gasoline	20
2022 Ford Senator II	Gasoline	16
2023 Ford Starcraft	Gasoline	30
2024 Unknown	Unk	20
2025 Unknown	Unk	6
2026 Unknown	Unk	11
2028 Unknown	Unk	20
2029 Unknown	Unk	20
Ttl Fleet		123
Para DO Ttl Fleet Need	74	123
Para CT Ttl Fleet Need	49	

CIP Financials

CIP 485 (2022)	
Total Vans	15
CIP Total	**$1,338,793**

CIP 487 (2023)	
Total Vans	15
CIP Total	**$1,979,133**
$3,317,926	

CIP 489 Replacement	
Total Vans	20
CIP Total	**$3,063,933**

CIP 491 Replacement	
Total Vans	6
CIP Total	**$965,139**

CIP 837 Replacement	
Total Vans	11
CIP Total	**$1,857,892**

No Scheduled Replacements

CIP 961 Replacement	
Total Vans	20
CIP Total	**$3,724,229**

CIP 2329 Replacement	
Total Vans	20
CIP Total	**$3,910,441**

Notes:

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Rideshare Fleet Replacement 2023 through 2029

2023			2024			2025			2026			2027			2028			2029		
Fleet	Fuel	Qty	Fleet	Fuel	Qty	Fleet	Fuel	Qty	Fleet	Fuel	Qty	Fleet	Fuel	Qty	Fleet	Fuel	Qty	Fleet	Fuel	Qty
Chevy 12 pax		3	2011 Dodge Caravan		8	2012 Dodge Caravan		4	2013 Ford 12 pax		4	2014 Dodge Caravan		3	2017 Toyota Sienna		8	2018 Toyota Sienna		6
Ford 12 pax		1	2012 Dodge Caravan		3	2014 Chevy 15 pax		7	2014 Dodge Caravan		6	2014 Ford 12 pax		4	2018 Toyota Sienna		6	2018 Ford Transit 15p		1
2017 Ford Transit 15p		1	2017 Ford Transit 15p		2	2013 Ford 12 pax		4	2019 Chevy 15pax		1	2014 Chevy 15 pax		3	2018 Ford Transit 15p		1	2019 Chevy 15pax		10
2011 Dodge Caravan		8	2012 Dodge Caravan		4	2014 Dodge Caravan		9	2014 Dodge Caravan		3	2018 Ford Transit 15p		1	2019 Chevy 15pax		10	2020 Ford Transit 15p		5
2012 Dodge Caravan		7	2013 Ford 12 pax		4	2014 Ford 12 pax		4	2014 Ford 12 pax		4	2017 Toyota Sienna		8	2020 Ford Transit 15p		5	2022 Chevy Traverse		11
2013 Ford 12 pax		4	2014 Dodge Caravan		9	2014 Chevy 15 pax		3	2014 Chevy 15 pax		3	2018 Toyota Sienna		6	2022 Chevy Traverse		11	2023 Chevy Traverse		10
2014 Dodge Caravan		9	2014 Ford 12 pax		4	2017 Toyota Sienna		8	2017 Toyota Sienna		8	2018 Ford Transit 15p		1	2023 Chevy Traverse		10	2024 Mini Van		6
2014 Ford 12 pax		4	2014 Chevy 15 pax		10	2018 Toyota Sienna		6	2018 Toyota Sienna		6	2019 Chevy 15pax		10	2024 Mini Van		6	2024 SUV		5
2014 Chevy 15 pax		10	2017 Toyota Sienna		8	2018 Ford Transit 15p		2	2018 Ford Transit 15p		2	2020 Ford Transit 15p		5	2024 SUV		5	2024 12 pax		5
2017 Ford Transit 15p		2	2018 Toyota Sienna		6	2019 Chevy 15pax		11	2019 Chevy 15pax		10	2022 Chevy Traverse		11	2024 12 pax		5	2025 Mini Van		6
2017 Toyota Sienna		8	2018 Ford Transit 15p		2	2020 Ford Transit 15p		5	2020 Ford Transit 15p		5	2023 Chevy Traverse		10	2025 Mini Van		6	2025 12 pax		5
2018 Toyota Sienna		6	2019 Chevy 15pax		11	2022 Chevy Traverse		11	2022 Chevy Traverse		11	2024 Mini Van		6	2025 12 pax		5	2026 SUV		6
2018 Ford Transit 15p		2	2020 Ford Transit 15p		5	2023 Chevy Traverse		10	2023 Chevy Traverse		10	2024 SUV		5	2026 SUV		6	2026 12 pax		5
2019 Chevy 15pax		11	2022 Chevy Traverse		11	2024 Mini Van		6	2024 Mini Van		6	2024 12 pax		5	2026 12 pax		5	2027 Mini Van		6
2020 Ford Transit 15p		5	2023 Chevy Traverse		10	2024 SUV		5	2024 SUV		5	2025 Mini Van		6	2027 Mini Van		6	2027 12 pax		5
2022 Chevy Traverse		11	2024 Mini Van		6	2024 12 pax		5	2024 12 pax		5	2025 12 pax		5	2027 12 pax		5	2028 Mini Van		4
2023 Chevy Traverse		10	2024 SUV		5	2025 Mini Van		6	2025 Mini Van		6	2026 SUV		6	2028 Mini Van		4	2028 SUV		4
			2024 12 pax		5	2025 12 pax		5	2025 12 pax		5	2026 12 pax		5	2028 SUV		4	2029 Mini Van		6
Ttl Fleet	102			Ttl Fleet	113		Ttl Fleet	111	2026 SUV		6	2027 Mini Van		6				2029 12 pax		5
TAM score of 1									2026 12 pax		5	2027 12 pax		5						
Total Fleet Needed	123									Ttl Fleet	111									
													Ttl Fleet	111		Ttl Fleet	108		Ttl Fleet	111

CIP Financials

CIP 595		CIP 761 Replacement		CIP 826 Replacement		CIP 827 Replacement		CIP 881 Replacement		CIP 947 Replacement		CIP 1030 Replacement	
Total Vans	7	Total Vans	16	Total Vans	11	Total Vans	11	Total Vans	11	Total Vans	11	Total Vans	11
CIP Total	**$550,000**	CIP Total	**$852,000**	CIP Total	**$605,000**	CIP Total	**$635,000**	CIP Total	**$665,000**	CIP Total	**$700,000**	CIP Total	**$714,000**

CIP XXX	
Total Vans	
CIP Total	
$550,000	

= vehicles purchased

= vehicles retired

Notes:

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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.

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2023 Forecast with 2024-2029 CIP with Quantities (Expenditure PTD as of 12/31/2022)

New Projects
New Projects - Connect 2035
Near Term Investments

Program Category	Program Name	ID	Project Name	Project Status	Financial Status	Budget Control	Expenditure PTD	Remaining Balance	Qty	2023 Total Forecast	2024 Total	2025 Total	2026 Total	2027 Total	2028 Total	2029 Total	Total 2023 Forecast to 2029
Vehicles	Fixed Route Fleet - Expansion	533	MF: Fixed Route Fleet Expansion-2025-Signature Coaches	Not Started-MF	Funded-MF	8,854,885	-	8,854,885	7	-	-	8,854,885	-	-	-	-	8,854,885
		570	MF: Fixed Route Fleet Expansion-2026	Not Started	Funded-MF	2,194,222	-	2,194,222	3	-	-	-	2,194,222	-	-	-	2,194,222
		905	MF: Fixed Route Fleet Expansion-2025	Not Started	Funded-MF	3,560,049	-	3,560,049	5	-	-	3,560,049	-	-	-	-	3,560,049
	Fixed Route Fleet - Expansion Total					**14,609,156**	**-**	**14,609,156**	**15**	**-**	**-**	**12,414,934**	**2,194,222**	**-**	**-**	**-**	**14,609,156**
	Fixed Route Fleet - Replacement	361	Fixed Route Fleet Replacement (BEB)-2023	Work in progress	Funded	3,433,230	-	3,433,230	3	3,433,230	-	-	-	-	-	-	3,433,230
		486	Fixed Route Fleet Replacement (BEB)-2023	Not Started	Funded	12,757,745	-	12,757,745	10	12,757,745	-	-	-	-	-	-	12,757,745
		492	Fixed Route Fleet Replacement-2026	Not Started	Funded	7,314,074	-	7,314,074	10	-	-	-	7,314,074	-	-	-	7,314,074
		493	Fixed Route Fleet Replacement-2024	Not Started	Funded	14,279,442	-	14,279,442	20	-	14,279,442	-	-	-	-	-	14,279,442
		494	Fixed Route Fleet Replacement-2026	Not Started	Funded	4,364,853	-	4,364,853	4	-	-	-	4,364,853	-	-	-	4,364,853
		568	Fixed Route Fleet Replacement (BEB)-2021/2023	Work in progress	Funded	10,691,768	3,763,441	6,928,327	6	6,937,401	-	-	-	-	-	-	6,937,401
		836	Fixed Route Fleet Replacement (BEB)-2023	Not Started	Funded	4,204,359	-	4,204,359	3	4,204,359	-	-	-	-	-	-	4,204,359
		877	Fixed Route Fleet Replacement-2027	Not Started	Funded	4,508,329	-	4,508,329	6	-	-	-	-	4,508,329	-	-	4,508,329
		904	Fixed Route Fleet Replacement-2025	Not Started	Funded	12,816,176	-	12,816,176	18	-	-	12,816,176	-	-	-	-	12,816,176
		962	Fixed Route Fleet Replacement (BEB)-2023	Not Started	Funded	3,447,000	-	3,447,000	3	3,447,000	-	-	-	-	-	-	3,447,000
		1029	Fixed Route Fleet Replacement-2029	Not Started	Funded	3,840,735	-	3,840,735	3	-	-	-	-	-	-	3,840,735	3,840,735
	Fixed Route Fleet - Replacement Total					**81,657,711**	**3,763,441**	**77,894,270**	**86**	**30,779,735**	**14,279,442**	**12,816,176**	**11,678,927**	**4,508,329**	**-**	**3,840,735**	**77,903,344**
	Non-Revenue Vehicles	509	Facilities Shelter Cleaning Truck Replacements	Work in progress	Funded	192,000	93,550	98,450	1	98,450	-	-	-	-	-	-	98,450
		760	F/R Supervisor Vehicles	Not Started	Funded	75,000	-	75,000	2	-	-	-	-	-	-	-	-
		775	MF: F/R Supervisor Vehicles	Not Started-MF	Funded-MF	80,000	-	80,000	2	99,846	-	-	-	-	-	-	99,846
		776	Security Vehicles	Not Started	Funded	80,000	-	80,000	2	-	-	80,000	-	-	-	-	80,000
		778	F/R Service Vehicles	Not Started	Funded	90,000	-	90,000	2	-	-	90,000	-	-	-	-	90,000
		818	Supervisor Support Vehicles	Not Started	Funded	90,000	-	90,000	2	-	-	-	90,000	-	-	-	90,000
		838	F&G Shelter Service Trucks	Not Started	Funded	115,000	-	115,000	2	-	-	-	-	-	-	-	-
		874	Fixed Route Tow Truck Upgrades	Not Started	Funded	98,763	-	98,763	-	98,763	-	-	-	-	-	-	98,763
		879	Security Patrol Vehicles	Not Started	Funded	90,000	-	90,000	5	-	-	-	-	90,000	-	-	90,000
		880	Supervisor Support Vehicles	Not Started	Funded	300,000	-	300,000	5	-	-	-	-	300,000	-	-	300,000
		932	Shelter Response Truck	Not Started	Funded	52,000	-	52,000	1	-	-	-	52,000	-	-	-	52,000
		944	Security Support Vehicle	Not Started	Funded	50,000	-	50,000	1	-	-	-	-	-	50,000	-	50,000
	Non-Revenue Vehicles Total					**1,312,763**	**93,550**	**1,219,213**	**25**	**297,059**	**-**	**170,000**	**142,000**	**390,000**	**50,000**	**-**	**1,049,059**
	Paratransit Vans	485	Paratransit Fleet Replacement-2022	Not Started	Funded	1,338,793	-	1,338,793	15	2,772,000	-	-	-	-	-	-	2,772,000
		487	Paratransit Fleet Replacement-2023	Not Started	Funded	1,979,133	-	1,979,133	15	1,979,133	-	-	-	-	-	-	1,979,133
		489	Paratransit Fleet Replacement-2024	Not Started	Funded	3,063,933	-	3,063,933	20	-	3,063,933	-	-	-	-	-	3,063,933
		491	Paratransit Fleet Replacement-2025	Not Started	Funded	965,139	-	965,139	6	-	-	965,139	-	-	-	-	965,139
		837	Paratransit Fleet Replacement-2026	Not Started	Funded	1,857,892	-	1,857,892	11	-	-	-	1,857,892	-	-	-	1,857,892
		961	Paratransit Fleet Replacement-2028	Not Started	Funded	3,724,229	-	3,724,229	20	-	-	-	-	-	3,724,229	-	3,724,229
		1031	Paratransit Fleet Replacement-2029	Not Started	Funded	3,910,441	-	3,910,441	20	-	-	-	-	-	-	3,910,441	3,910,441
	Paratransit Vans Total					**16,839,560**	**-**	**16,839,560**	**107**	**4,751,133**	**3,063,933**	**965,139**	**1,857,892**	**-**	**3,724,229**	**3,910,441**	**18,272,767**
	Rideshare Vans	595	Rideshare Replacement 2023	Not Started	Funded	550,000	-	550,000	11	550,000	-	-	-	-	-	-	550,000
		761	Rideshare Replacement 2024	Not Started	Funded	852,000	-	852,000	16	-	852,000	-	-	-	-	-	852,000
		826	Rideshare Replacement 2025	Not Started	Funded	605,000	-	605,000	11	-	-	605,000	-	-	-	-	605,000
		827	Rideshare Replacement 2026	Not Started	Funded	635,000	-	635,000	11	-	-	-	635,000	-	-	-	635,000
		881	Rideshare Replacement 2027	Not Started	Funded	665,000	-	665,000	11	-	-	-	-	665,000	-	-	665,000
		947	Rideshare New/ Replacement 2028	Not Started	Funded	700,000	-	700,000	11	-	-	-	-	-	700,000	-	700,000
		1030	Rideshare Replacement 2029	Not Started	Funded	714,000	-	714,000	11	-	-	-	-	-	-	714,000	714,000
	Rideshare Vans Total					**4,721,000**	**-**	**4,721,000**	**82**	**550,000**	**852,000**	**605,000**	**635,000**	**665,000**	**700,000**	**714,000**	**4,721,000**
	Rolling Stock Miscellaneous Equip	910	Driver Barriers	Not Started	Funded	995,776	-	995,776	-	995,776	-	-	-	-	-	-	995,776
		911	MG90 Router Retrofit	Not Started	Funded	315,000	-	315,000	-	315,000	-	-	-	-	-	-	315,000
	Rolling Stock Miscellaneous Equipment and Fixtures Total					**1,310,776**	**-**	**1,310,776**	**-**	**1,310,776**	**-**	**-**	**-**	**-**	**-**	**-**	**1,310,776**
Vehicles Total						**120,450,966**	**3,856,991**	**116,593,975**	**315**	**37,688,703**	**18,195,375**	**26,971,249**	**16,508,041**	**5,563,329**	**4,474,229**	**8,465,176**	**117,866,102**
Facilities - Maintenance & Administrat	Boone - Preservation and Enhanc	207	Diesel Underground Storage Tank (UST) Replacement and Grounds Landscaping	Work in progress	Funded	8,008,000	4,210,348	3,797,652	-	3,937,318	-	-	-	-	-	-	3,937,318
		324	Boone Facility Fire Alarm Upgrade	Not Started	Funded	350,000	153	349,847	-	349,847	175,000	-	-	-	-	-	524,847
		460	UST Non-Diesel Replacement Boone Ave	Work in progress	Funded	2,100,000	1,627,547	472,453	-	5,000	-	-	-	-	-	-	5,000
		745	West Boone Avenue Crosswalk	Work in progress	Funded	150,000	-	150,000	-	50,000	150,000	-	-	-	-	-	200,000
		766	MF: Boone Campus Battery Electric Bus (BEB) Charging Infrastructure	Work in Progress-MF	Funded-MF	5,700,000	3,686,093	2,013,907	-	21,973	-	-	-	-	-	-	21,973
		779	Capital Replacement of BEB Electric Charging-2023-2027	Not Started	Funded	530,914	-	530,914	-	100,000	103,000	106,090	109,273	112,551	-	-	530,914
		809	Overhead Garage Door Replacement - 2022	Not Started	Funded	71,500	-	71,500	-	71,500	-	-	-	-	-	-	71,500
		829	Sun Room Removal	Work in progress	Funded	750,000	78,908	671,092	-	671,092	-	-	-	-	-	-	671,092
		869	Fall Protection - 2022	Work in progress	Funded	203,897	18,601	185,296	-	185,296	-	-	-	-	-	-	185,296
		876	Steam Pit Lift	Not Started	Funded	150,500	-	150,500	-	-	-	-	-	150,500	-	-	150,500
		908	Boone NWG Battery Electric Bus (BEB) Charging Infrastructure Additions	Work in progress	Funded	2,800,000	-	2,800,000	-	12,000	2,745,000	600,000	-	-	-	-	3,357,000
		917	Audit, Electrical System for N&S Boone	Not Started	Funded	300,000	-	300,000	-	-	300,000	-	-	-	-	-	300,000
		918	Electrical System Upgrade N/S Boone 2026	Not Started	Funded	2,890,000	-	2,890,000	-	-	-	1,390,000	1,500,000	-	-	-	2,890,000
		920	HVAC, Capital Replacement M&A Facilities 2023-2027	Not Started	Funded	177,350	-	177,350	-	25,000	26,250	40,000	42,000	44,100	-	-	177,350
		921	HVAC, Capital Replacement M&A Facilities 2028-2032	Not Started	Funded	365,520	-	365,520	-	-	-	-	-	-	66,150	69,458	135,608
		926	Overhead Garage Door Replacement 2023-27	Work in progress	Funded	350,943	-	350,943	-	70,850	66,950	68,958	71,027	73,158	-	-	350,943
		927	Overhead Garage Door Replacement 2028 -32	Not Started	Funded	400,058	-	400,058	-	-	-	-	-	-	75,353	77,613	152,966
		943	Facility Access Security System	Not Started	Funded	90,000	-	90,000	-	98,715	-	-	-	-	-	-	98,715
		963	Capital Replacement of BEB Electric Charging-2028-2032	Not Started	Funded	615,474	-	615,474	-	-	-	-	-	-	115,928	119,405	235,333
		971	Automated Load Management	Not Started	Funded	300,000	-	300,000	-	-	100,000	40,000	40,000	40,000	40,000	40,000	300,000
		1024	Boone Clean Buildings- Dept of Commerce Work	Not Started	Funded	1,350,000	-	1,350,000	-	-	250,000	250,000	250,000	200,000	200,000	200,000	1,350,000
		1025	NW Boone Fire Suppression Upgrade	Not Started	Funded	1,600,000	-	1,600,000	-	-	-	1,600,000	-	-	-	-	1,600,000
	Boone - Preservation and Enhancements Total					**29,254,156**	**9,621,650**	**19,632,506**	**-**	**5,598,591**	**3,916,200**	**4,095,048**	**2,012,300**	**620,309**	**497,431**	**506,476**	**17,246,355**

Facilities - Maintenance & Administrat	Facility Master Plan Program	549	Mission & Green Acquisition	Work in progress	Funded	478,000	47,800	430,200	-	430,200	-	-	-	-	-	-	430,200
		828	Facilities Master Plan Update	Not Started	Funded	600,000	-	600,000	-	150,000	500,000	-	-	-	-	-	650,000
	Facility Master Plan Program Total					**1,078,000**	**47,800**	**1,030,200**	**-**	**580,200**	**500,000**	**-**	**-**	**-**	**-**	**-**	**1,080,200**
	Fleck Center - Preservation and Ir	787	Fleck Center Drain/Slab UST	Work in progress	Funded	1,500,000	16,332	1,483,668	-	1,050,000	2,685,000	-	-	-	-	-	3,735,000
		862	Fleck Bus/Van Wash Replacement	Not Started	Funded	895,000	-	895,000	-	-	662,000	295,000	-	-	-	-	957,000
	Fleck Center - Preservation and Improvements Total					**2,395,000**	**16,332**	**2,378,668**	**-**	**1,050,000**	**3,347,000**	**295,000**	**-**	**-**	**-**	**-**	**4,692,000**
	Miscellaneous Equipment and Fix	858	Mobile Aerial Work Platform	Not Started	Funded	17,510	-	17,510	-	17,500	17,500	-	-	-	-	-	35,010
		861	Big Fan Install	Not Started	Funded	100,000	-	100,000	-	100,000	37,233	-	-	-	-	-	137,233
		867	Drill Press Replacements	Not Started	Funded	30,000	-	30,000	-	-	-	-	30,000	-	-	-	30,000
		875	Walk-behind Scrubber	Not Started	Funded	16,895	-	16,895	1	16,895	-	-	-	-	-	-	16,895
		913	Bandsaw, Industrial	Not Started	Funded	10,000	-	10,000	-	-	10,000	-	-	-	-	-	10,000
		915	Main Boone TI Projects 2023-2027	Not Started	Funded	530,914	-	530,914	-	100,000	203,000	106,090	109,273	112,551	-	-	630,914
		916	Main Boone TI Projects 2028-2032	Not Started	Funded	615,477	-	615,477	-	-	-	-	-	-	115,928	119,406	235,334
		919	Hunter Front End Alignment System	Not Started	Funded	118,000	-	118,000	-	118,000	-	-	-	-	-	-	118,000
		922	Lift, six post replacement	Not Started	Funded	87,500	-	87,500	-	-	-	-	-	87,500	-	-	87,500
		923	Milling Machine, Industrial Variable Speed	Not Started	Funded	26,000	-	26,000	-	26,000	-	-	-	-	-	-	26,000
		924	Miscellaneous Equipment and Fixtures 2023-2027	Not Started	Funded	214,980	-	214,980	-	40,000	41,200	42,436	44,558	46,786	-	-	214,980
		925	Miscellaneous Equipment and Fixtures 2028-2032	Not Started	Funded	255,844	-	255,844	-	-	-	-	-	-	48,189	49,635	97,824
		930	Press	Not Started	Funded	25,000	-	25,000	-	-	-	25,000	-	-	-	-	25,000
		931	Shear, Metal Power	Not Started	Funded	34,500	-	34,500	-	34,500	-	-	-	-	-	-	34,500
	Miscellaneous Equipment and Fixtures Total					**2,082,620**	**-**	**2,082,620**	**1**	**452,905**	**308,933**	**173,526**	**183,831**	**246,837**	**164,117**	**169,041**	**1,699,190**
Facilities - Maintenance & Administration Total						**34,809,776**	**9,685,782**	**25,123,994**	**1**	**7,681,696**	**8,072,133**	**4,563,574**	**2,196,131**	**867,146**	**661,548**	**675,517**	**24,717,745**
Facilities - Passenger & Operational	Near Term Investments	948	Bus Stops for Hayford & McFarlane (West Plains)	Not Started	Funded-NT	600,000	-	600,000	-	20,000	479,000	198,000	23,000	-	-	-	720,000
		949	New Bus Stops & Comfort Stn -Spokane Valley	Work in progress	Funded-NT	794,000	-	794,000	-	479,400	766,962	38,000	-	-	-	-	1,284,362
		950	East Fifth Avenue Bus Stop Accessibility & Improvements	Work in progress	Funded-NT	348,000	-	348,000	-	211,700	175,690	29,580	-	-	-	-	416,970
		951	Implement Capital Improvements for Plaza/Arena Service	Work in progress	Funded-NT	1,246,000	-	1,246,000	-	755,390	1,246,000	109,430	-	-	-	-	2,110,820
		1011	Airway Heights Connector	Not Started	Funded-NT	2,000,000	-	2,000,000	-	-	2,000,000	-	-	-	-	-	2,000,000
	Near Term Investments Total					**4,988,000**	**-**	**4,988,000**	**-**	**1,466,490**	**4,667,652**	**375,010**	**23,000**	**-**	**-**	**-**	**6,532,152**
	Park and Ride Upgrades	754	Five Mile Mobility Hub Preliminary Design	Not Started	Funded	235,000	15,915	219,085	-	80,000	259,489	-	-	-	-	-	339,489
		900	South Hill P&R Improvements	Work in progress	Funded	700,000	50,072	649,928	-	575,000	74,928	-	-	-	-	-	649,928
		902	West Plains Transit Center Retrofit & Layover	Work in progress	Funded	208,811	14,611	194,200	-	194,200	60,000	-	-	-	-	-	254,200
		928	Park and Ride Major Preservation 2023-2027	Not Started	Funded	106,182	-	106,182	-	20,000	20,600	21,218	21,854	22,510	-	-	106,182
		929	Park and Ride Major Preservation 2028-2032	Not Started	Funded	123,091	-	123,091	-	-	-	-	-	-	23,185	23,880	47,065
	Park and Ride Upgrades Total					**1,373,084**	**80,598**	**1,292,486**	**-**	**869,200**	**415,017**	**21,218**	**21,854**	**22,510**	**23,185**	**23,880**	**1,396,864**
	Plaza Preservation and Improvem	515	2019 Cooling Tower Replacement, Plaza	Work in progress	Funded	550,000	455,872	94,128	-	5,000	-	-	-	-	-	-	5,000
		765	STA Plaza Loudspeaker System Replacement	Not Started	Funded	45,000	-	45,000	-	-	45,000	-	-	-	-	-	45,000
		794	Plaza Exterior Signage	Completed	Funded	80,000	6,465	73,535	-	-	-	73,535	-	-	-	-	73,535
		845	Plaza Preservation and Improvements 2023-2027	Not Started	Funded	273,420	-	273,420	-	51,500	130,000	54,636	56,275	57,964	-	-	350,375
		958	Plaza Preservation & Improvements 2028-2032	Not Started	Funded	316,971	-	316,971	-	-	-	-	-	-	59,703	61,494	121,197
		959	Plaza Building and Systems Assessment	Not Started	Funded	300,000	-	300,000	-	300,000	299,216	-	-	-	-	-	599,216
		1026	Plaza Clean Buildings- Dept of Commerce Work	Not Started	Funded	1,657,690	-	1,657,690	-	-	800,000	315,000	330,750	347,288	364,652	-	2,157,690
		1027	Plaza Automatic Door Replacement	Not Started	Funded	300,000	-	300,000	-	-	300,000	-	-	-	-	-	300,000
	Plaza Preservation and Improvements Total					**3,523,081**	**462,337**	**3,060,744**	**-**	**356,500**	**1,574,216**	**443,171**	**387,025**	**405,252**	**424,355**	**61,494**	**3,652,013**
	Route & Stop Facility Improveme	464	MF: Rural Highway Stop Improvements 2022-2025	Work in Progress-MF	Funded-MF	700,000	-	700,000	-	250,000	693,371	300,000	-	-	-	-	1,243,371
		480	MF: Downtown Layover Upgrades	Work in Progress-MF	Funded-MF	515,000	164,028	350,972	-	-	-	-	-	-	-	-	-
		551	Transit Shelter Replacement	Work in progress	Funded	200,000	162,690	37,310	-	37,310	-	-	-	-	-	-	37,310
		743	MF: Service Change Bus Stops 2021-2023	Work in Progress-MF	Funded-MF	1,850,940	1,134,605	716,335	-	681,335	104,741	-	-	-	-	-	786,076
		753	Transit Shelter Lighting Retrofits 2020-2024	Work in progress	Funded	175,000	-	175,000	-	35,000	155,000	20,000	-	-	-	-	210,000
		789	North Havana Street Sidewalk Improvement Project	Work in progress	Funded	270,000	-	270,000	-	35,000	85,000	150,000	-	-	-	-	270,000
		791	MF: 2024 Service Change Operational Requirements	Not Started-MF	Funded-MF	215,000	-	215,000	-	-	215,000	205,000	-	-	-	-	420,000
		822	Bus Stop Improvements - 2026	Not Started	Funded	100,000	-	100,000	-	-	-	-	100,000	-	-	-	100,000
		823	Operational Improvements - 2026	Not Started	Funded	200,000	-	200,000	-	-	-	-	200,000	-	-	-	200,000
		824	Transit Shelter Replacement - 2022-2026	Work in progress	Funded	207,500	51,084	156,416	-	40,000	156,416	43,000	44,500	-	-	-	283,916
		887	2023 Bus Stop Accessibility Improvement Project	Not Started	Funded	205,250	-	205,250	-	128,750	205,250	-	-	-	-	-	334,000
		888	Bus Stop Accessibility Improvement Project 2024-2028	Not Started	Funded	1,116,250	-	1,116,250	-	51,500	185,500	218,000	224,000	230,000	177,000	30,250	1,116,250
		894	Cooperative Projects 2022-2027	Work in progress	Funded	3,000,000	5,890	2,994,110	-	500,000	994,110	500,000	500,000	500,000	-	-	2,994,110
		896	Indian Trail Layover Improvement Project	Not Started	Funded	225,000	-	225,000	-	75,000	75,000	25,000	-	-	-	-	175,000
		898	Route Segment Investment Projects	Work in progress	Funded	1,767,500	-	1,767,500	-	309,000	1,500,000	354,250	364,000	395,750	-	-	2,923,000
		899	Shelters & Lighting Program	Work in progress	Funded	991,200	-	991,200	-	226,300	417,359	249,800	200,400	71,500	-	-	1,165,359
		903	Whitworth University Comfort Station	On Hold	Funded	354,257	-	354,257	-	-	315,000	284,172	25,000	-	-	-	624,172
		957	Mead & East Hillyard	Not Started	Funded	436,500	-	436,500	-	-	-	21,825	65,475	261,900	87,300	-	436,500
		965	Cheney Eagle Station Bay 1	Work in progress	Funded	300,000	-	300,000	-	50,000	298,811	25,000	-	-	-	-	373,811
		1013	Portable Restrooms	Not Started	Funded	1,100,000	-	1,100,000	-	-	-	800,000	100,000	-	-	-	900,000
		1014	North Freya Corridor Bus Stops	Not Started	Funded	400,000	-	400,000	-	-	75,000	200,000	-	-	-	-	275,000
		1015	North Spokane Bus Stops (2027-2029)	Not Started	Funded	1,580,000	-	1,580,000	-	-	-	-	85,000	515,000	515,000	465,000	1,580,000
		1016	South Spokane Bus Stops (2027-2029)	Not Started	Funded	1,580,000	-	1,580,000	-	-	-	-	85,000	515,000	515,000	465,000	1,580,000
		1017	Spokane Valley Bus Stops (2027-2029)	Not Started	Funded	1,580,000	-	1,580,000	-	-	-	-	85,000	515,000	515,000	465,000	1,580,000
		1018	West Plains Bus Stops (2027-2029)	Not Started	Funded	1,580,000	-	1,580,000	-	-	-	-	85,000	515,000	515,000	465,000	1,580,000
		1019	Sprague-Bernard to Division	Not Started	Funded	3,700,000	-	3,700,000	-	-	500,000	3,000,000	200,000	-	-	-	3,700,000
		1022	Veterans Administration -Bus Stop & Crosswalk	Not Started	Funded	500,000	-	500,000	-	-	75,000	400,000	25,000	-	-	-	500,000
	Route & Stop Facility Improvements Total					**24,849,397**	**1,518,297**	**23,331,100**	**-**	**2,419,195**	**6,050,558**	**6,796,047**	**2,388,375**	**3,519,150**	**2,324,300**	**1,890,250**	**25,387,875**
	Hillyard Station	1012	Hillyard Station	Not Started	Funded	7,200,000	-	7,200,000	-	-	-	-	860,000	6,140,000	200,000	-	7,200,000
	Hillyard Station Total					**7,200,000**	**-**	**7,200,000**	**-**	**-**	**-**	**-**	**860,000**	**6,140,000**	**200,000**	**-**	**7,200,000**
	Transit Center Upgrades	1023	West Plains Transit Center- Operational Expansion & Enhancements	Not Started	Funded	7,000,000	-	7,000,000	-	-	1,200,000	5,400,000	100,000	-	-	-	6,700,000
	Transit Center Upgrades Total					**7,000,000**	**-**	**7,000,000**	**-**	**-**	**1,200,000**	**5,400,000**	**100,000**	**-**	**-**	**-**	**6,700,000**
Facilities - Passenger & Operational Total						**48,933,562**	**2,061,232**	**46,872,330**	**-**	**5,111,385**	**13,907,443**	**13,035,446**	**3,780,254**	**10,086,912**	**2,971,840**	**1,975,624**	**50,868,904**
High Performance Transit Implementa	Central City Line	347	MF: Design and Construction	Work in Progress-MF	Funded-MF	85,410,407	59,587,979	25,822,428	-	11,013,995	6,678,532	-	-	-	-	-	17,692,527
		893	City Line - Neighborhood Station Identification	Work in progress	Funded	750,000	118,012	631,988	-	631,988	-	-	-	-	-	-	631,988
	Central City Line Total					**86,160,407**	**59,705,991**	**26,454,416**	**-**	**11,645,983**	**6,678,532**	**-**	**-**	**-**	**-**	**-**	**18,324,515**
	Cheney Line	465	MF: Four Lakes Station	Work in Progress-MF	Funded-MF	1,440,000	1,444,710	-4,710	-	40,977	-	-	-	-	-	-	40,977

High Performance Transit Implementa	Cheney Line	764	MF: Cheney Corridor Improvements	Work in Progress-MF	Funded-MF	4,490,000	1,758,624	2,731,376	-	2,696,376	778,000	-	-	-	-	-	3,474,376
	Cheney Line Total					**5,930,000**	**3,203,334**	**2,726,666**	**-**	**2,737,353**	**778,000**	**-**	**-**	**-**	**-**	**-**	**3,515,353**
	I-90/Valley Line	469	MF: Mirabeau Transit Center Improvements	Work in Progress-MF	Funded-MF	6,360,000	2,822	6,357,178	-	1,867,400	4,265,289	224,489	-	-	-	-	6,357,178
		477	MF: Appleway Station Park and Ride	Work in Progress-MF	Funded-MF	10,388,000	-	10,388,000	-	500,000	1,200,000	5,000,000	2,888,000	-	-	-	9,588,000
		545	MF: Preliminary Engineering I-90 HPT Corridor Facilities	Work in Progress-MF	Funded-MF	707,516	652,516	55,000	-	50,000	-	-	-	-	-	-	50,000
		955	Argonne Station Park and Ride	Not Started	Funded	13,000,000	-	13,000,000	-	-	500,000	2,500,000	6,250,000	3,750,000	-	-	13,000,000
		1020	1-90/Valley HPT, Route 7	Not Started	Funded	3,100,000	-	3,100,000	-	-	700,000	2,400,000	-	-	-	-	3,100,000
		1021	Valley Transit Center-BEB Charging Infrastructure	Not Started	Funded	3,200,000	-	3,200,000	-	-	300,000	2,800,000	100,000	-	-	-	3,200,000
	I-90/Valley Line Total					**36,755,516**	**655,338**	**36,100,178**	**-**	**2,417,400**	**6,965,289**	**12,924,489**	**9,238,000**	**3,750,000**	**-**	**-**	**35,295,178**
	Incremental HPT Investments	470	MF: Plaza HPT Platforms	Work in Progress-MF	Funded-MF	2,317,217	1,760,452	556,765	-	556,765	-	-	-	-	-	-	556,765
		805	MF: Eastbound Riverside Avenue HPT Improvements	Work in Progress-MF	Funded-MF	1,000,000	70,342	929,658	-	929,658	-	-	-	-	-	-	929,658
	Incremental HPT Investments Total					**3,317,217**	**1,830,794**	**1,486,423**	**-**	**1,486,423**	**-**	**-**	**-**	**-**	**-**	**-**	**1,486,423**
	Monroe-Regal Line	479	MF: Monroe-Regal Shelter and Stop Enhancements	Work in Progress-MF	Funded-MF	5,810,798	3,217,508	2,593,290	-	1,500,000	1,093,290	-	-	-	-	-	2,593,290
		542	MF: Moran Prairie Park and Ride Construction	Work in Progress-MF	Funded-MF	5,352,718	4,894,455	458,263	-	458,263	-	-	-	-	-	-	458,263
		839	Moran Station BEB Infrastructure	Work in progress	Funded	1,400,000	1,074,783	325,217	-	-	-	-	-	-	-	-	-
		897	Monroe-Regal Line HPT Branding	Work in progress	Funded	688,937	-	688,937	-	638,937	500,000	-	-	-	-	-	1,138,937
	Monroe-Regal Line Total					**13,252,453**	**9,186,746**	**4,065,707**	**-**	**2,597,200**	**1,593,290**	**-**	**-**	**-**	**-**	**-**	**4,190,490**
	Sprague Line	540	MF: Sprague HPT Improvements	Work in Progress-MF	Funded-MF	6,556,000	1,224,559	5,331,441	-	4,050,707	4,324,672	-	-	-	-	-	8,375,379
		901	Sprague Line HPT Branding	Work in progress	Funded	1,207,607	-	1,207,607	-	51,500	1,207,607	545,000	81,107	-	-	-	1,885,214
	Sprague Line Total					**7,763,607**	**1,224,559**	**6,539,048**	**-**	**4,102,207**	**5,532,279**	**545,000**	**81,107**	**-**	**-**	**-**	**10,260,593**
	West Broadway Line	952	West Broadway Line Improvements	Not Started	Funded-NT	1,880,000	-	1,880,000	-	564,000	340,000	376,000	-	-	-	-	1,280,000
		953	Broadway Cooperative Reconstruction Infrastructure	Not Started	Funded-NT	400,000	-	400,000	-	40,000	240,000	120,000	-	-	-	-	400,000
		954	Broadway Supporting Amenities	Not Started	Funded-NT	200,000	-	200,000	-	-	60,000	100,000	40,000	-	-	-	200,000
	West Broadway Line Total					**2,480,000**	**-**	**2,480,000**	**-**	**604,000**	**640,000**	**596,000**	**40,000**	**-**	**-**	**-**	**1,880,000**
High Performance Transit Implementation Total						**155,659,200**	**75,806,762**	**79,852,438**	**-**	**25,590,566**	**22,187,390**	**14,065,489**	**9,359,107**	**3,750,000**	**-**	**-**	**74,952,552**
Technology	Business Systems Replacement	841	Enterprise Asset Management System Implementation	Not Started	Funded	1,100,000	-	1,100,000	-	-	-	350,000	-	-	-	-	350,000
	Business Systems Replacement Total					**1,100,000**	**-**	**1,100,000**	**-**	**-**	**-**	**350,000**	**-**	**-**	**-**	**-**	**350,000**
	Capital Program Management So	763	Project Management Software	Not Started	Funded	306,000	-	306,000	-	206,000	306,000	-	-	-	-	-	512,000
	Capital Program Management Software Total					**306,000**	**-**	**306,000**	**-**	**206,000**	**306,000**	**-**	**-**	**-**	**-**	**-**	**512,000**
	Communications Technology Upg	517	Digital Monitors Content Mgmt Software-Systemwide	Work in progress	Funded	172,777	22,777	150,000	5	150,000	-	-	-	-	-	-	150,000
		796	Digital Monitors for Customer Information	Work in progress	Funded	745,000	279,644	465,356	-	400,000	175,854	-	-	-	-	-	575,854
		942	Conference Room Updates	Not Started	Funded	250,000	-	250,000	-	250,000	-	-	-	-	-	-	250,000
		946	MDC Replacement	Not Started	Funded	360,000	-	360,000	-	-	-	-	-	-	-	-	-
	Communications Technology Upgrades Total					**1,527,777**	**302,421**	**1,225,356**	**5**	**800,000**	**175,854**	**-**	**-**	**-**	**-**	**-**	**975,854**
	Computer Equipment Preservatio	972	Mobile Data Router Replacement 2024	Not Started	Funded	427,500	-	427,500	-	-	427,500	-	-	-	-	-	427,500
		1007	Mobile Data Router Replacement 2028	Not Started	Funded	500,000	-	500,000	-	-	-	-	-	-	500,000	-	500,000
		1008	Mobile Data Router Replacement 2029-All except FR	Not Started	Funded	513,000	-	513,000	-	-	-	-	-	-	-	513,000	513,000
	Computer Equipment Preservation and Updates Total					**1,440,500**	**-**	**1,440,500**	**-**	**-**	**427,500**	**-**	**-**	**-**	**500,000**	**513,000**	**1,440,500**
	Fare Collection and Sales Technol	431	Fixed Route Fare Collection System Update	Work in progress	Funded	5,890,000	3,916,026	1,973,974	-	1,973,974	-	-	-	-	-	-	1,973,974
		907	Genfare Farebox Upgrade	Not Started	Funded	500,000	-	500,000	-	500,000	-	-	-	-	-	-	500,000
	Fare Collection and Sales Technology Total					**6,390,000**	**3,916,026**	**2,473,974**	**-**	**2,473,974**	**-**	**-**	**-**	**-**	**-**	**-**	**2,473,974**
	IS Infrastructure and End User Eq	336	Fiber Communications	Work in progress	Funded	1,213,455	547,155	666,300	-	103,000	-	109,300	112,600	115,900	119,400	-	560,200
		834	STA Campus Network Equipment - 2022	Not Started	Funded	35,738	-	35,738	-	35,738	-	-	-	-	-	-	35,738
		835	STA Campus Network Equipment - 2023	Not Started	Funded	40,000	-	40,000	-	40,000	-	-	-	-	-	-	40,000
		882	Data Center Switches - Boone & Plaza	Not Started	Funded	80,000	-	80,000	-	80,000	-	-	-	-	-	-	80,000
		883	Interior Firewalls	Not Started	Funded	300,000	-	300,000	-	300,000	300,000	-	-	-	-	-	600,000
		886	Wi-Fi Controllers	Not Started	Funded	40,000	-	40,000	-	40,000	-	-	-	-	-	-	40,000
		934	Network Switch Replacement	Not Started	Funded	720,000	-	720,000	-	-	-	-	720,000	-	-	-	720,000
		935	Storage Appliance Update	Not Started	Funded	140,000	-	140,000	-	-	140,000	-	-	-	-	-	140,000
		936	Cyber Security Technologies	Not Started	Funded	290,000	-	290,000	-	140,000	-	75,000	-	-	-	-	215,000
		937	Desktop and Laptop Refresh	Not Started	Funded	620,000	-	620,000	-	420,000	250,000	-	-	-	-	-	670,000
		938	Plaza Network Additions	Not Started	Funded	300,000	-	300,000	-	300,000	275,000	-	-	-	-	-	575,000
		939	Plaza Infrastructure Upgrades	Not Started	Funded	110,000	-	110,000	-	110,000	-	-	-	-	-	-	110,000
		940	Plaza Data Center Build Out	Not Started	Funded	220,000	-	220,000	-	220,000	-	-	-	-	-	-	220,000
		941	Desktop and Laptop Refresh	Not Started	Funded	653,000	-	653,000	-	-	-	-	428,000	225,000	-	-	653,000
		1009	Network Access Controls	Not Started	Funded	150,000	-	150,000	-	-	150,000	-	-	-	-	-	150,000
		1034	Northside Conference Room Equipment	Not Started	Funded	25,000	-	25,000	-	-	25,000	-	-	-	-	-	25,000
		1036	Southside Conference Room Equipment	Not Started	Funded	150,000	-	150,000	-	-	150,000	-	-	-	-	-	150,000
	IS Infrastructure and End User Equipment Total					**5,087,193**	**547,155**	**4,540,038**	**-**	**1,788,738**	**1,290,000**	**184,300**	**1,260,600**	**340,900**	**119,400**	**-**	**4,983,938**
	Operating & Customer Service So	825	Trapeze - Mobile Mapping & Turn-by-Turn Navigation	Not Started	Funded	155,000	-	155,000	-	155,000	-	-	-	-	-	-	155,000
		964	Trapeze Driver Mate Software	Not Started	Funded	0	-	0	-	-	-	-	-	-	-	-	-
		1032	PASS Web Trip Booking and PASS App	Not Started	Funded	334,808	-	334,808	-	-	217,833	-	-	-	-	-	217,833
		1038	Fare Collection System Upgrades - 2024-2028	Not Started	Funded	1,000,000	-	1,000,000	-	-	200,000	-	-	-	-	-	200,000
	Operating & Customer Service Software Total					**1,489,808**	**-**	**1,489,808**	**-**	**155,000**	**417,833**	**-**	**-**	**-**	**-**	**-**	**572,833**
	Security and Access Technology	608	Park and Ride Camera System - Hastings	Not Started	Funded	71,500	-	71,500	-	-	71,500	-	-	-	-	-	71,500
		609	Park and Ride Camera System - Liberty Lake	Not Started	Funded	85,900	-	85,900	-	-	-	-	-	-	-	-	-
		610	Park and Ride Camera System - South Hill	Not Started	Funded	74,600	-	74,600	-	-	74,600	-	-	-	-	-	74,600
		832	Facility Camera Replacement-Plaza	Work in progress	Funded	100,000	-	100,000	-	100,000	-	-	-	-	-	-	100,000
		1010	Security Camera System Refresh - Boone	Not Started	Funded	250,000	-	250,000	-	-	250,000	-	-	-	-	-	250,000
		1037	Security Camera Upgrade - VTC	Not Started	Funded	100,000	-	100,000	-	-	100,000	-	-	-	-	-	100,000
	Security and Access Technology Total					**682,000**	**-**	**682,000**	**-**	**100,000**	**496,100**	**-**	**-**	**-**	**-**	**-**	**596,100**
Technology Total						**18,023,278**	**4,765,602**	**13,257,676**	**5**	**5,523,712**	**3,113,287**	**534,300**	**1,260,600**	**340,900**	**619,400**	**513,000**	**11,905,199**
Connect 2035	BRT Fleet	1028	2035: BRT Fleet -2029	Not Started	Funded-2035	33,269,424	-	33,269,424	16	-	-	-	-	-	-	33,269,424	33,269,424
	BRT Fleet Total					**33,269,424**	**-**	**33,269,424**	**16**	**-**	**-**	**-**	**-**	**-**	**-**	**33,269,424**	**33,269,424**
	Connect 2035 Future Initiatives	1033	2035: Future Projects, including Facilities	Not Started	Funded-2035	160,000,000	-	160,000,000	-	-	2,500,000	25,000,000	25,000,000	10,000,000	10,000,000	10,000,000	82,500,000
	Connect 2035 Future Initiatives Total					**160,000,000**	**-**	**160,000,000**	**-**	**-**	**2,500,000**	**25,000,000**	**25,000,000**	**10,000,000**	**10,000,000**	**10,000,000**	**82,500,000**
	Division Street BRT	830	2035: Division Line - PE and NEPA Scoping	Work in progress	Funded-2035	2,642,715	542,715	2,100,000	-	2,100,000	464,149	-	-	-	-	-	2,564,149
		895	2035: Division Line BRT: Project Development	Not Started	Funded-2035	15,000,000	-	15,000,000	-	606,000	5,541,302	4,500,000	4,750,000	894,000	-	-	16,291,302
		956	2035: Division BRT Construction and Implementation	Not Started	Funded-2035	154,476,082	-	154,476,082	-	-	-	-	-	54,000,000	90,000,000	10,476,082	154,476,082
	Division Street BRT Total					**172,118,797**	**542,715**	**171,576,082**	**-**	**2,706,000**	**6,005,451**	**4,500,000**	**4,750,000**	**54,894,000**	**90,000,000**	**10,476,082**	**173,331,533**

Connect 2035 Total	**365,388,221**	**542,715**	**364,845,506**	**16**	**2,706,000**	**8,505,451**	**29,500,000**	**29,750,000**	**64,894,000**	**100,000,000**	**53,745,506**	**289,100,957**
Grand Total	**743,265,003**	**96,719,084**	**646,545,919**	**337**	**84,302,062**	**73,981,079**	**88,670,058**	**62,854,133**	**85,502,287**	**108,727,017**	**65,374,823**	**569,411,459**

Allocation by Funding Source								
Local	54,240,850	54,998,313	61,571,669	45,193,973	37,006,287	35,221,057	34,464,803	322,696,952
State	10,127,435	12,178,184	17,618,389	9,872,192	15,000,000	20,000,000	6,394,000	91,190,200
Federal	19,933,777	8,104,582	9,480,000	7,787,968	33,496,000	53,505,960	24,516,020	156,824,307
Total	84,302,062	75,281,079	88,670,058	62,854,133	85,502,287	108,727,017	65,374,823	570,711,459
Allocation by Financial Status								
Status Quo	54,808,277	35,227,773	22,849,625	25,613,161	11,820,999	5,362,365	551,141	156,233,341
Moving Forward	24,717,295	19,352,895	18,144,423	5,082,222	-	-	-	67,296,835
Connect 2035	2,706,000	(16,494,549)	4,500,000	4,750,000	54,894,000	90,000,000	43,745,506	184,100,957
Connect 2035 - Pending Approval	-	25,000,000	25,000,000	25,000,000	10,000,000	10,000,000	10,000,000	105,000,000
Near Term Investments	2,070,490	5,307,652	971,010	63,000	-	-	-	8,412,152
New Projects	-	5,587,308	17,205,000	2,345,750	8,787,288	3,364,652	11,078,176	48,368,174
Total	84,302,062	73,981,079	88,670,058	62,854,133	85,502,287	108,727,017	65,374,823	569,411,459
Allocation by Procured/Managed								
Procured	39,123,809	22,827,724	27,721,685	17,815,099	5,962,615	5,178,346	42,456,640	161,085,918
Managed	45,178,253	52,453,355	60,948,373	45,039,034	79,539,672	103,548,671	22,918,183	409,625,541
Total	84,302,062	75,281,079	88,670,058	62,854,133	85,502,287	108,727,017	65,374,823	570,711,459

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

BOARD GUIDANCE

Tactical Framework for the 2024-2029 TDP

The STA Board of Directors set forth the following six-year planning tactical framework that reflects the goals established in Connect 2035 Phase 1 as a first step in developing the TDP.

Elevate the customer experience.

- Finish delivery of *STA Moving Forward* to expand ridership and deliver on commitments.
- Advance Division Street BRT through Project Development toward a future FTA capital investment grant.
- Advance development of Sprague and I-90/Valley High Performance Transit (HPT) lines, including supporting cross-state service to Idaho on a pilot basis.
- Expand and enhance the Connect fare system for a seamless transit experience.

Lead and collaborate with community partners to enhance the quality of life in our region.

- Partner in developing and implementing the regional transportation and land use visions.
    - Establish a new Community Development Department to advance land use support for transit investments.
    - Engage in updates to the Urban Growth Areas (UGA) and Horizon 2045, the Metropolitan Transportation Plan (MTP).
    - Plan and implement a pilot Transit Oriented Development (TOD) program.
- Implement STA's fleet replacement plan, including acquisition of diesel, battery electric buses and double-decker buses while preparing for the next steps in transitioning of the fleet toward zero emission vehicles in the future.
- Expand opportunities for community partners, especially community-based organizations, to collaborate with STA on key efforts such as Connect Spokane and the STA's Title VI Program.

Strengthen our capacity to anticipate and respond to the demands of the region.

- Prepare and finalize the ten-year strategic plan, *Connect 2035*, to identify critical initiatives to execute STA's vision of connecting everyone to opportunity.
- Develop and implement the Facilities Master Plan to position STA for strategic growth that supports STA's growing and changing role in the region.

Actions and Activities

Action 1: Deliver Core Infrastructure and Service

STA will continue to design and deliver infrastructure that ensures a state of good repair and improves public transportation service for the community as set forth in the agency's transit development plan and the approved operating and capital budgets. STA's ability to deliver this infrastructure and service is dependent on maintaining and growing a qualified workforce, from capital planning managers to coach operators.

Battery electric technology-STA's battery electric bus (BEB) fleet is now comprised of 14 coaches, including 10 City Line vehicles, with an additional 26 currently on order for delivery in 2023. STA will complete build-out of charging infrastructure in the Boone Northwest Garage to support this fleet. In conjunction with facilities master planning, STA will complete a fleet transition plan to identify the steps and requirements in transitioning more of the fleet away from carbon-based fuels.

New and improved service as well as passenger and operational facilities-In addition to launching the City Line, service improvements include more frequency on northeast Spokane (Route 27), the East Central neighborhood (Route 94) and new service connecting the Minnehaha neighborhood with developed areas north of Millwood. Additional ADA-accessible bus stops, bus layovers and other operators' support facilities will be designed and constructed to support these service improvements. STA will also improve service to the North Bank entertainment and athletic venues (Route 11) and improve job access on the West Plains.

Action 2: Advance and Implement High Performance Transit (HPT)

Since 2010, STA's central vision for its fixed route network has included a series of connected corridors with frequent, easy to use service with enhanced amenities. Six corridors in that network are included in the STA Moving Forward plan with varying levels of improvements planned. The following summary outlines the current status and planned activities on these lines during 2023.

City Line-The construction of the 5.8-mile corridor-based Bus Rapid Transit project is nearing completion. Systems testing and training of operations and maintenance staff will comprise most of our efforts on the project in early 2023. The launch of the City Line on July 15, 2023, will be a momentous milestone for STA and the region. We expect to engage with our customers and partners in recognizing and celebrating the City Line. STA will continue to partner with the City of Spokane in its efforts to implement transit-oriented development (TOD) along the City Line.

Monroe-Regal Line-Route 4 launched in September 2019. Infrastructure improvements to provide operational capacity at South Hill Park and Ride and remaining stop elements are expected to be completed in 2023.

Sprague Line-STA expects to complete the first phase of station and stop improvements in 2023. STA will continue to partner with the cities of Spokane and Spokane Valley on locations that can be integrated into other road improvements to the greatest extent possible. In 2021, funding was set aside to support HPT along the West Broadway route, a logical westward extension of the Sprague Line. STA expects to undertake corridor development planning for this segment prior to beginning design work in 2024.

I-90/Valley Corridor-Interstate 90 represents a major east-west axis for regional trip-making. With an approved corridor development plan in late 2022, STA expects to make progress in 2023 on multiple elements and facilities in this corridor. This includes design work on improvements at the Mirabeau Point Park and Ride, the defining of station and stop improvements along arterial segments in the corridor, and the acquisition of property for a future Appleway Station near I-90 east of Barker Road. STA is seeking funding from the Washington State Regional Mobility grant program to support the implementation of the Argonne Station Park and Ride, an investment incorporated into the corridor development plan, and will likely seek other funds to advance continued buildout of the corridor.

Division Street BRT-Division Street Bus Rapid Transit is a crucial multimodal project complementary to the North Spokane Corridor and supportive of continued transit effectiveness and community vitality in north Spokane. Significant state funding is programmed in the Move Ahead Washington legislation to contribute $50 million to the costs of the project. STA is currently undertaking preliminary engineering activities and is targeting entry into the Federal Transit Administration's Project Development phase associated with Capital Investment Grant projects during the second half of 2023.

Action 3: Improve the Customer Experience

STA strives to improve our customers' experience in every interaction they have with us. From how to plan a trip, pay a fare, and provide feedback, we want every interaction to reinforce the value we place on our riders.

Expand digital signage and customer communications-STA has laid the foundation for a proliferation of digital signage at a variety of stations and facilities to improve customer knowledge of the system and real time conditions. In 2023 we will make progress in expanding the number of installations.

Expand use of the Connect Card-STA will expand the number of retail outlets where Connect cards can be purchased. We will create new partnerships with groups who will benefit from transit access. We will also transition partners to the new system, including most if not all partners in the Universal Transit Access Pass (UTAP) program. We will deliver added functionality to our system by offering contactless credit card payment on the bus.

Introduce new onboard fare support program-With the expected launch of the City Line, STA will introduce fare support officers to support fare payment and customer security. Their presence will help all feel welcome using transit and educate our customers about their rights and responsibilities. We are committed to providing a safe riding experience for all.

Explore micro-mobility and on-demand possibilities-Several years ago, STA secured a grant to explore transforming the Five Mile Park and Ride to a mobility hub that could expand transit access to areas beyond fixed route service by way of micro-mobility and other on-demand options. The study is expected to be completed near the end of 2023 and will inform the development of future, more flexible service models.

Action 4: Look to the Future

Launch the next phase in our strategic planning journey-The STA Board of Directors is expected to adopt the first phase of a new strategic plan in late 2022 that will define goals and strategies for improving public transportation and fulfilling STA's vision through 2035. The next phase of planning is not expected to begin until the second half of 2023 and will identify key actions and projects to advance the goals and strategies.

Undertake the second phase of a major update to Connect Spokane-STA's comprehensive plan, Connect Spokane, has been instrumental in a visionary, policy-grounded framework for planning decisions. We completed the first phase of the plan in 2022 with the expectation of further revisions informed by the goals and strategies of the new strategic plan.

Define and advance an agency role in transit-oriented development (TOD)- STA's comprehensive plan, Connect Spokane, has been instrumental in a visionary, policy-grounded framework for planning decisions. We completed the first phase of the plan in 2022 with the expectation of further revisions informed by the goals and strategies of the new strategic plan.

Prepare master plan for maintenance and administration facilities-STA's last facilities master plan was completed in 2015. A new planning effort should begin in 2023 and be informed by the zero-emission fleet transition plan and the goals and strategies of the new strategic plan.

2023 Actions and Activities

Action 1: Deliver Core Infrastructure & Service

- **Battery electric technology** – STA's battery electric bus (BEB) fleet is now comprised of 14 coaches, including 10 City Line vehicles, with an additional 26 currently on order for delivery in 2023. STA will complete build-out of charging infrastructure in the Boone Northwest Garage to support this fleet. In conjunction with facilities master planning, STA will complete a fleet transition plan to identify the steps and requirements in transitioning more of the fleet away from carbon-based fuels.
- **New and improved service as well as passenger and operational facilities** – In addition to launching the City Line, service improvements include more frequency on northeast Spokane (Route 27), the East Central neighborhood (Route 94) and new service connecting the Minnehaha neighborhood with developed areas north of Millwood. Additional ADA-accessible bus stops, bus layovers and other operators' support facilities will be designed and constructed to support these service improvements. STA also will improve service to the North Bank entertainment and athletic venues (Route 11) and improve job access on the West Plains.
- **Expansion and retention of qualified workforce** – Labor shortages are impacting all facets of our community and STA has not been immune to changing workforce dynamics. Our ability to continue our improvement and expansion efforts is dependent on our ability to attract and retain qualified employees who are invested in our success. STA will focus its efforts for 2023 on staff retention and recruiting.

Action 2: Advance and Implement High Performance Transit (HPT)

Since 2010, STA's central vision for its fixed route network has included a series of connected corridors with frequent, easy to use service with enhanced amenities. Six corridors in that network are included in the *STA Moving Forward* plan with varying levels of improvements planned. The following summary outlines the current status and planned activities on these lines during 2023.

- **City Line** – The construction of the 5.8-mile corridor-based Bus Rapid Transit project is nearing completion. Systems testing and training of operations and maintenance staff will comprise most of our efforts on the project in early 2023. The launch of the City Line on July 15, 2023 will be a momentous milestone for STA and the region. We expect to engage with our customers and partners in recognizing and celebrating the City Line. STA will continue to partner with the City of Spokane in its efforts to implement transit-oriented development (TOD) along the City Line.
- **Cheney Line** – The Cheney Line extends across a regional corridor to connect Cheney and the West Plains to Spokane. The service architecture (routes 6 and 66) was instituted in September 2021 and several station improvements are already in place including Eagle Station next to the Eastern Washington University Cheney Campus. Capital investments on the Cheney Line will conclude in 2023. Supply chain challenges have delayed delivery of new double decker buses for the route until 2025.
- **Monroe-Regal Line** – Route 4 launched in September 2019. Infrastructure improvements to provide operational capacity at South Hill Park and Ride and remaining stop elements are expected to be completed in 2023.
- **Sprague Line** – STA expects to complete the first phase of station and stop improvements in 2023. STA will continue to partner with the cities of Spokane and Spokane Valley on locations that can be integrated into

other road improvements to the greatest extent possible. In 2021, funding was set aside to support HPT along the West Broadway route, a logical westward extension of the Sprague Line. STA expects to undertake corridor development planning for this segment prior to beginning design work in 2024.

- **I-90/Valley Corridor** – Interstate 90 represents a major east-west axis for regional trip-making. With an approved corridor development plan in late 2022, STA expects to make progress in 2023 on multiple elements and facilities in this corridor. This includes design work on improvements at the Mirabeau Point Park and Ride, the defining of station and stop improvements along arterial segments in the corridor, and the acquisition of property for a future Appleway Station near I-90 east of Barker Road. STA is seeking funding from the Washington State Regional Mobility grant program to support the implementation of the Argonne Station Park and Ride, an investment incorporated into the corridor development plan, and will likely seek other funds to advance continued buildout of the corridor.
- **Division Street BRT** – Division Street Bus Rapid Transit is a crucial multimodal project complementary to the North Spokane Corridor and supportive of continued transit effectiveness and community vitality in north Spokane. Significant state funding is programmed in the Move Ahead Washington legislation to contribute $50 million to the costs of the project. STA is currently undertaking preliminary engineering activities and is targeting entry into the Federal Transit Administration's Project Development phase associated with Capital Investment Grant projects during the second half of 2023.

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- **Expand use of the Connect card** – STA will expand the number of retail outlets where Connect cards can be purchased. We will create new partnerships with groups who will benefit from transit access. We will also transition partners to the new system, including most if not all partners in the Universal Transit Access Pass (UTAP) program. We will deliver added functionality to our system by offering contactless credit card payment on the bus.
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- **Explore micro-mobility and on-demand possibilities** – Several years ago, STA secured a grant to explore transforming the Five Mile Park and Ride to a mobility hub that could expand transit access to areas beyond fixed route service by way of micro-mobility and other on-demand options. The study is expected to be completed near the end of 2023 and will inform the development of future, more flexible service models.

Action 4: Look to the Future

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- **Undertake the second phase of a major update to *Connect Spokane*** – STA's comprehensive plan, *Connect Spokane*, has been instrumental in a visionary, policy-grounded framework for planning decisions. We completed the first phase of the plan in 2022 with the expectation of further revisions informed by the goals and strategies of the new strategic plan.
- **Define and advance an agency role in transit-oriented development (TOD)** – STA has programmed funds to advance TOD in support of ridership growth and community development. In 2023 we expect to define this pilot program in further detail and present options for the board for implementation.
- **Prepare master plan for maintenance and administration facilities** – STA's last facilities master plan was completed in 2015. A new planning effort should begin in 2023 and be informed by the zero-emission fleet transition plan and the goals and strategies of the new strategic plan.

Conclusion

The future of public transportation in the Spokane region is bright. We look forward to the significant milestones in 2023 and the new opportunities these will afford us to connect everyone to opportunities.

WSDOT State Transportation System Policy Goals

Per RCW 47.04.280, the Washington State Legislature has outlined policy goals for the planning, operation, performance of, and investment in, the state's transportation system. As the 2023 Board-adopted Annual Action Plan (Appendix A, 2024 -2029 TDP) notes, STA's overarching goal is to implement *STA Moving Forward* and exemplify resiliency and excellence. The table below shows how STA's local priorities align with state goals established in the Washington State Transportation Plan.

Goal: Implement STA Moving Forward

Strategies and Actions	State Area Goals					
	Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
***Strategy 1: Deliver Core Infrastructure* & Service**						
Action 1.1: Battery Electric Technology						
Action 1.2: New and improved service and passenger and operational facilities	✓			✓	✓	✓
Action 1.3 Expansion and retention of qualified workforce						
Strategy 2: Advance and Implement High Performance Transit (HPT)						
Action 2.1: Continue planning and implementation of the identified HPT projects – City Line, Cheney Line, Monroe-Regal Line, Sprague Line, I-90/Valley Corridor, and Division Street BRT	✓	✓	✓	✓		
Strategy 3: Improve the Customer Experience						
Action 3.1: Expand digital signage and customer communications						
Action 3.2: Expand use of the Connect card	✓		✓	✓		
Action 3.3: Introduce new onboard fare support						
Action 3.4: Explore micro-mobility and on-demand possibilities						
Strategy 4: Look to the Future						
Action 4.1: Launch the next phase in our strategic planning journey						
Action 4.2: Undertake the second phase of a major update to *Connect Spokane*	✓	✓		✓	✓	✓
Action 4.3: Define and advance an agency role in transit-oriented development (TOD)						
Action 4.4: Prepare master plan for maintenance and administration facilities						

SERVICE IMPLEMENTATION PLAN

The Service Implementation Program (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