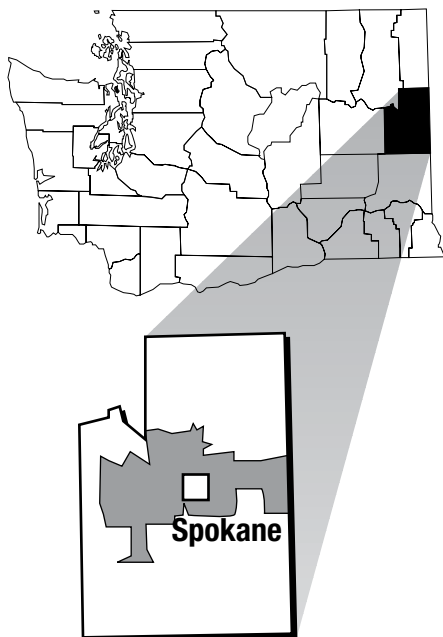




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System Snapshot

- Operating Name: Spokane Transit Authority (STA)
- Service Area: Most of Spokane County
- Congressional District: 5
- Legislative Districts: 3, 4, 6, and 9
- Type of Government: Public Transportation Benefit Area
- Governing Body: Spokane Transit Authority (STA) is a Public Transportation Benefit Area (PTBA) created by public vote in March of 1981. It is governed by a nine member board of directors comprising two Spokane County Commissioners, three Spokane City Council members, two City of Spokane Valley council members, two members appointed on a rotating basis by the smaller cities and town of Cheney, Airway Heights, Medical Lake, Liberty Lake, and Millwood.
- Tax Authorized: 0.3 percent sales and use tax approved in March 1981. Additional authorization up to 0.3 percent sales and use tax approved in May 2004 with a sunset clause of June 30, 2009.

Performance Measures for 2006 Operations

| | Fixed Route Services | | Demand Response Services | |
|--|---------------------------|--------------------|---------------------------|--------------------|
| | Spokane Transit Authority | Urbanized Averages | Spokane Transit Authority | Urbanized Averages |
| Fares/Operating Cost | 16.48% | 16.18% | 2.02% | 1.93% |
| Operating Cost/Passenger Trip | \$4.19 | \$4.84 | \$20.15 | \$28.91 |
| Operating Cost/Revenue Vehicle Mile | \$6.32 | \$7.74 | \$3.90 | \$4.95 |
| Operating Cost/Revenue Vehicle Hour | \$87.48 | \$110.67 | \$59.44 | \$72.16 |
| Operating Cost/Total Vehicle Hour | \$82.11 | \$96.64 | \$50.33 | \$63.95 |
| Revenue Vehicle Hours/Total Vehicle Hour | 93.86% | 88.30% | 84.67% | 88.56% |
| Revenue Vehicle Hours/FTE | 1,079 | 907 | 1,871 | 1,496 |
| Revenue Vehicle Miles/Revenue Vehicle Hour | 13.84 | 14.61 | 15.22 | 14.80 |
| Passenger Trips/Revenue Vehicle Hour | 20.9 | 23.5 | 2.9 | 2.5 |
| Passenger Trips/Revenue Vehicle Mile | 1.51 | 1.70 | 0.19 | 0.18 |

- Types of Service: 39 fixed routes and paratransit service, Monday through Friday; 29 fixed routes with paratransit service on Saturdays; and 27 fixed routes with paratransit service on Sundays.
- Days of Service: Weekdays, generally between 5:30 a.m. and midnight; Saturdays, generally between 5:30 a.m. and 10:00 p.m.; and Sundays, generally between 8:00 a.m. and 8:00 p.m.
- Base Fare: \$1.00 per boarding for fixed route and \$0.50 per boarding for paratransit services.

Transit Development Plan Status and Transit 2020

The 2008 – 2014 Transit Development Plan was adopted by the Spokane Transit Board of Directors in May of this year. It reflects an increase of 4.5 percent of fixed route service in 2008. Spokane Transit is in the process of developing a long range plan (Transit 2020). The plan should be completed by December of 2007 and will highlight future service options as well as an assessment of our current operation.

Current Operations

STA operates 39 routes, Mondays through Fridays, as follows:

- 24 central city local routes.
- Two shuttle routes using trolley replicas in downtown Spokane.

- Six suburban routes (Spokane urbanized area).
- Four suburban commuter routes (Spokane urbanized area).
- Three rural intercity routes (Spokane/Medical Lake and Spokane/Cheney).

The commuter routes, the downtown Spokane shuttle, a central city local route, and a rural intercity route do not operate on Saturdays or Sundays. On Sundays, an additional central city local route and three suburban routes do not operate.

STA also provides paratransit service for individuals with disabilities seven days a week. STA purchases a portion of its paratransit services from a private contractor during weekday peak overload periods, weekdays after 6:00 p.m., and all day Saturdays, Sundays, and holidays.

STA provides rideshare vanpool service and special use van services.

Revenue Service Vehicles

Fixed Route – 142 total, 142 ADA accessible, 121 equipped with bicycle racks; model years ranging from 1990 to 2006.

Paratransit – 68 total, all ADA accessible; model years ranging from 1990 to 2007. In addition, a private contractor provides 33 vans.

Vanpool – 68 total, one wheelchair lift equipped; model years ranging from 1984 to 2006.

Rubber Tire Trolley Replicas – six total, all ADA accessible; model years ranging from 1994 to 2000.

Facilities

Most operational, maintenance, and administrative functions of STA, including covered parking for agency vehicles, are in a facility on an 11.4-acre site in Spokane. A second service and garaging facility, the Charles H. Fleck Service Center, is located in the Spokane Valley with space for 18 buses and 12 paratransit vans.

“The STA Plaza” in downtown Spokane serves as a civic facility, the transit security station (including police substations), and the passenger hub. Buses operate on two parallel streets; passengers access buses at the center on a high frequency schedule. Shuttle services use rubber tire trolley replicas with passenger access on a third (east) side of the facility.

In addition to the STA Plaza, STA has eight community transit centers, 102 separate shelter locations, and 12 park and ride lots with a total of 2,115 vehicle parking spaces. Ten park and ride lots have bus shelters, and five have bicycle lockers.

There are two customer information facilities, eight pass sales outlets, and 166 passenger schedule outlets located throughout the service area.

Intermodal Connections

STA provides service to the Intermodal Center during STA service hours to provide connections to intercity bus, Amtrak, and taxi services.

STA operates a fixed route and paratransit service between downtown Spokane and the Spokane International Airport.

STA provides scheduled service to all of the public elementary, middle, and high schools in the service area. In addition, STA serves the area’s colleges and universities, including Gonzaga University in Spokane; Whitworth College, north of Spokane; Eastern Washington University in Cheney; the Spokane campuses of Washington State University and Eastern Washington University; Spokane Community College; and Spokane Falls Community College.



2006 Achievements

- Received 20 rideshare vehicles for fleet expansion.
- Completed implementation of a new fare collection system.
- Received 17, 40-foot fixed route coaches.
- Received six, 60-foot fixed route coaches.

2007 Objectives

- Complete the long range plan (Transit 2020).
- Implement new phone system and new safety and security system.
- Complete Boone Facility (Phase One) paving project.
- Begin design for Mission and Greene Transit Center.
- Hire consultant for Smart Bus Technology implementation.
- Purchase up to three hybrid electric fixed route vehicles.

Long-range Plans (2008 through 2012)

- Purchase and install Smart Bus Technology.
- Construct other park and ride facilities to continue service plan implementation.
- Upgrade future purchase of 75 fixed route coaches with hybrid electric technology.
- Complete Boone Facility (Phase Two and Three) paving project.
- Complete construction of Mission and Greene Community Transit Center.



Spokane Transit Authority

| | 2004 | 2005 | 2006 | % Change | 2007 | 2008 | 2009 | 2012 |
|-------------------------------------|--------------|--------------|---------------------|----------|--------------|--------------|--------------|--------------|
| Annual Operating Information | | | | | | | | |
| Service Area Population | 382,670 | 381,426 | 387,635 | 1.63% | N.A. | N.A. | N.A. | N.A. |
| Fixed Route Services | | | | | | | | |
| Revenue Vehicle Hours | 354,985 | 369,494 | 402,533 | 8.94% | 408,353 | 426,663 | 428,796 | 435,260 |
| Total Vehicle Hours | 378,564 | 393,257 | 428,879 | 9.06% | 435,080 | 454,588 | 456,861 | 463,748 |
| Revenue Vehicle Miles | 4,863,419 | 5,031,171 | 5,570,692 | 10.72% | 5,688,227 | 5,943,279 | 5,972,996 | 6,063,040 |
| Total Vehicle Miles | 5,266,109 | 5,456,420 | 6,056,478 | 11.00% | 6,184,263 | 6,461,556 | 6,493,864 | 6,591,761 |
| Passenger Trips | 7,740,360 | 7,688,002 | 8,408,678 | 9.37% | 8,745,025 | 9,182,276 | 9,641,390 | 11,161,114 |
| Diesel Fuel Consumed (gallons) | 1,205,551 | 1,218,639 | 1,168,176 | -4.14% | N.A. | N.A. | N.A. | N.A. |
| Fatalities | 0 | 1 | 0 | N.A. | N.A. | N.A. | N.A. | N.A. |
| Reportable Injuries | 9 | 10 | 9 | -10.00% | N.A. | N.A. | N.A. | N.A. |
| Collisions | 0 | 25 | 8 | -68.00% | N.A. | N.A. | N.A. | N.A. |
| Employees FTEs | 317.0 | 333.4 | 373.0 | 11.88% | N.A. | N.A. | N.A. | N.A. |
| Operating Expenses | \$27,336,673 | \$31,604,725 | \$35,214,363 | 11.42% | \$38,194,440 | \$41,104,138 | \$42,548,948 | \$47,195,293 |
| Farebox Revenues | \$5,343,235 | \$5,411,522 | \$5,801,634 | 7.21% | \$6,247,070 | \$6,527,164 | \$6,559,800 | \$7,533,696 |
| Demand Response Services | | | | | | | | |
| Revenue Vehicle Hours | 158,491 | 158,744 | 167,479 | 5.50% | 170,418 | 173,826 | 177,303 | 188,155 |
| Total Vehicle Hours | 187,386 | 187,201 | 197,792 | 5.66% | 201,263 | 205,288 | 209,394 | 222,210 |
| Revenue Vehicle Miles | 2,401,305 | 2,333,365 | 2,549,716 | 9.27% | 2,587,878 | 2,642,321 | 2,697,918 | 2,871,442 |
| Total Vehicle Miles | 2,721,390 | 2,627,606 | 2,894,777 | 10.17% | 2,938,104 | 2,999,915 | 3,063,036 | 3,260,043 |
| Passenger Trips | 456,969 | 463,207 | 493,981 | 6.64% | 513,740 | 534,290 | 555,661 | 625,044 |
| Diesel Fuel Consumed (gallons) | 155,393 | 108,607 | 128,323 | 18.15% | N.A. | N.A. | N.A. | N.A. |
| Gasoline Fuel Consumed (gallons) | 171,382 | 51,310 | 39,721 | -22.59% | N.A. | N.A. | N.A. | N.A. |
| Fatalities | 0 | 0 | 0 | N.A. | N.A. | N.A. | N.A. | N.A. |
| Reportable Injuries | 0 | 2 | 3 | 50.00% | N.A. | N.A. | N.A. | N.A. |
| Collisions | 2 | 0 | 2 | N.A. | N.A. | N.A. | N.A. | N.A. |
| Employees FTEs | 137.0 | 140.2 | 89.5 | -36.16% | N.A. | N.A. | N.A. | N.A. |
| Operating Expenses | \$8,425,940 | \$9,245,906 | \$9,954,842 | 7.67% | \$10,998,086 | \$11,554,589 | \$12,139,251 | \$14,076,805 |
| Farebox Revenues | \$192,004 | \$199,256 | \$201,094 | 0.92% | \$198,728 | \$227,643 | \$232,195 | \$278,788 |

| | 2004 | 2005 | 2006 | % Change | 2007 | 2008 | 2009 | 2012 |
|----------------------------------|-----------|-----------|------------------|----------|-----------|-----------|-----------|-----------|
| Vanpooling Services | | | | | | | | |
| Revenue Vehicle Miles | 352,415 | 490,835 | 609,371 | 24.15% | 793,157 | 856,601 | 882,321 | 1,008,732 |
| Total Vehicle Miles | 358,675 | 493,633 | 621,368 | 25.88% | 808,772 | 873,465 | 899,692 | 1,028,591 |
| Passenger Trips | 101,971 | 129,548 | 163,826 | 26.46% | 214,080 | 227,460 | 254,220 | 309,780 |
| Vanpool Fleet Size | 44 | 49 | 75 | 53.06% | N.A. | N.A. | N.A. | N.A. |
| Vans in Operation | 37 | 44 | 68 | 54.55% | N.A. | N.A. | N.A. | N.A. |
| Gasoline Fuel Consumed (gallons) | 28,576 | 41,964 | 56,397 | 34.39% | N.A. | N.A. | N.A. | N.A. |
| Fatalities | 0 | 0 | 0 | N.A. | N.A. | N.A. | N.A. | N.A. |
| Reportable Injuries | 0 | 2 | 3 | 50.00% | N.A. | N.A. | N.A. | N.A. |
| Collisions | 0 | 1 | 4 | 300.00% | N.A. | N.A. | N.A. | N.A. |
| Employees FTEs | 1.2 | 1.3 | 2.0 | 53.85% | N.A. | N.A. | N.A. | N.A. |
| Operating Expenses | \$220,890 | \$285,405 | \$449,208 | 57.39% | \$511,911 | \$569,450 | \$604,129 | \$684,574 |
| Vanpooling Revenue | \$181,344 | \$244,850 | \$335,041 | 36.84% | \$390,268 | \$421,489 | \$434,134 | \$450,197 |



Spokane Transit Authority

| | 2004 | 2005 | 2006 | % Change | 2007 | 2008 | 2009 | 2012 |
|--|---------------------|---------------------|---------------------|----------|---------------------|---------------------|---------------------|---------------------|
| Annual Revenues | | | | | | | | |
| Sales Tax | \$23,316,177 | \$40,332,560 | \$43,533,775 | 7.94% | \$45,188,058 | \$46,543,700 | \$47,940,011 | \$52,385,345 |
| Farebox Revenues | \$5,535,239 | \$5,610,778 | \$6,002,728 | 6.99% | \$6,445,798 | \$6,754,807 | \$6,791,995 | \$7,812,484 |
| Vanpooling Revenue | \$181,344 | \$244,850 | \$335,041 | 36.84% | \$390,268 | \$421,489 | \$434,134 | \$450,197 |
| Federal Section 5307 Preventive | \$10,074,611 | \$5,413,238 | \$9,064,122 | 67.44% | \$10,063,500 | \$6,276,600 | \$6,464,700 | \$7,032,218 |
| FTA JARC Program | \$0 | \$0 | \$40,331 | N.A. | \$81,861 | \$0 | \$0 | \$0 |
| State Special Needs Grants | \$0 | \$1,279,175 | \$779,617 | -39.05% | \$876,369 | \$875,500 | \$888,633 | \$929,224 |
| Other | \$1,400,008 | \$1,441,274 | \$1,969,913 | 36.68% | \$2,849,906 | \$2,085,572 | \$2,154,506 | \$1,411,159 |
| Total | \$40,507,379 | \$54,321,875 | \$61,725,527 | 13.63% | \$65,895,760 | \$62,957,668 | \$64,673,980 | \$70,020,626 |
| Annual Operating Expenses | | | | | | | | |
| Annual Operating Expenses | \$35,983,503 | \$41,136,036 | \$45,618,413 | 10.90% | \$49,704,437 | \$53,228,177 | \$55,292,329 | \$61,956,672 |
| Other | \$709,562 | \$0 | \$0 | N.A. | \$0 | \$0 | \$0 | \$0 |
| Total | \$36,693,065 | \$41,136,036 | \$45,618,413 | 10.90% | \$49,704,437 | \$53,228,177 | \$55,292,329 | \$61,956,672 |
| Annual Capital Purchase Obligations | | | | | | | | |
| Federal Section 5309 Capital Grants | \$1,587,493 | \$1,084,044 | \$1,095,302 | N.A. | \$2,511,643 | \$2,795,197 | \$600,000 | \$0 |
| CM/AQ and Other Federal Grants | \$1,185,055 | \$0 | \$0 | N.A. | \$0 | \$0 | \$0 | \$0 |
| Federal Section 5307 Capital Grants | \$0 | \$4,732,486 | \$5,805,298 | N.A. | \$872,000 | \$88,000 | \$160,000 | \$80,000 |
| State Vanpool Grants | \$0 | \$0 | \$484,741 | N.A. | \$0 | \$0 | \$0 | \$0 |
| Other State Capital Grants | \$0 | \$0 | \$0 | N.A. | \$268,631 | \$2,716,722 | \$0 | \$0 |
| Local Funds | \$1,293,101 | \$1,743,329 | \$2,965,903 | N.A. | \$17,589,530 | \$5,850,803 | \$17,492,500 | \$12,343,000 |
| Total | \$4,065,649 | \$7,559,859 | \$10,351,244 | 36.92% | \$21,241,804 | \$11,450,722 | \$18,252,500 | \$12,423,000 |
| Ending Balances, December 31 | | | | | | | | |
| Unrestricted Cash and Investments | \$4,507,368 | \$3,352,663 | \$23,684,794 | 606.45% | \$24,469,403 | \$25,015,653 | \$13,917,175 | \$1,307,656 |
| Operating Reserve | \$0 | \$11,267,292 | \$11,824,852 | 4.95% | \$4,142,036 | \$4,435,681 | \$4,607,694 | \$5,163,056 |
| Capital Reserve Funds | \$4,244,044 | \$1,868,487 | \$0 | N.A. | \$0 | \$0 | \$0 | \$0 |
| Insurance Fund | \$7,459,312 | \$5,459,312 | \$5,500,000 | 0.75% | \$5,500,000 | \$5,500,000 | \$5,500,000 | \$5,500,000 |
| Other | \$3,000,000 | \$7,938,500 | \$0 | N.A. | \$0 | \$0 | \$0 | \$0 |
| Total | \$19,210,724 | \$29,886,254 | \$41,009,646 | 37.22% | \$34,111,439 | \$34,951,335 | \$24,024,869 | \$11,970,712 |