

2015 Annual Report

2016-2021 Transit Development Plan



Prepared by RiverCities Transit Staff
For the Cowlitz Transit Authority
August 2016

Table of Contents

INTRODUCTION	1
SECTION 1: Organization.....	1
2015 Cowlitz Transit Authority Organizational Structure	2
SECTION 2: Physical Plant	3
SECTION 3: Service Characteristics	4
Overview	4
Fixed Route Services	4
RiverCities LIFT	5
Fares.....	5
<i>Passes</i>	6
Vanpool.....	6
SECTION 4: Service Connections.....	7
SECTION 5: Activities and Accomplishments in 2015	9
Fixed-Route	9
RCT LIFT ADA Paratransit Service.....	10
Fleet Statistics	10
2015 Accomplishments.....	11
SECTION 6: Proposed Action Strategies, 2016-2021	12
SECTION 7: Proposed Changes, 2016– 2021.....	13
SECTION 8: Operating Data 2015-2020	14
SECTION 9: Revenues and Expenditures for 6 year Capital Plan	15
Appendix A.....	17
Appendix B	18
Appendix C.....	19

2015 Cowlitz Transit Authority:

Todd McDaniel, Chair - City of Kelso
Rick Roberson, Vice Chair - City of Kelso
Don Jensen – City of Longview
Mary Jane Melink - City of Longview
Dennis Weber - Cowlitz County
Tony Harris - Labor Representative

Corey Aldridge –Manager (January)
Jeff Cameron – Interim Manager (February-July)
Amy Asher – Manager (July-December)

RiverCities Transit
PO Box 128
Longview, WA 98632
360-442-5663

INTRODUCTION

The Transit Development Plan (TDP) is drafted by RiverCities Staff and approved by the Cowlitz Transit Authority annually. It serves to fulfill both RCW's 35.58.2795 and 35.58.2796 which requires the creation of a *Public Transportation System Six-year Transit Plan and Annual Report*, respectively.

The Washington State Department of Transportation is required to develop an annual report that summarizes the status of public transportation systems in the state for the previous calendar year. RiverCities Transit is required to submit this annual report to assist in the development of that statewide plan. The report also serves as a tool to communicate our past accomplishments and future goals for our transit system to the community. It outlines our organizational structure, transportation services, major accomplishments, and proposed future action strategies and a program for funding those strategies.

The DRAFT TDP will be posted on the RiverCities Transit website July 31, 2016. Hard copies will be made available at the RiverCities Transit Administration office to allow for public comments prior to the Cowlitz Transit Authority Public hearing to be held on August 10, 2016 at 4:00pm at Longview City Hall Council Chambers.

SECTION 1: Organization

RiverCities Transit has a long history in the communities of Longview and Kelso. It began over 85 years ago serving mill workers as they traveled to their work. The bus service was run by several private owners until 1975 when the City of Longview purchased the operation.

In 1987, the voters of Longview and Kelso elected to create a taxing authority, the Cowlitz Transit Authority (CTA), to fund the system. The agency received a one-tenth of one percent sales tax until 2008 when voters approved a two-tenths of one percent increase bringing the total to three-tenths of a percent.

Incorporated as a Public Transportation Benefit Area (PTBA) under authority of Chapter 36.57A of the Revised Code of Washington, CTA is governed by a five member board consisting of two members of the Longview City Council, two members of the Kelso City Council, one Cowlitz County Commissioner, and one non-voting union representative. The public transportation governed by CTA operates under the name RiverCities Transit (RCT). The CTA operates as a taxing authority only and has no staff. They contract all transit related functions including management, administration, drivers, and maintenance to the City of Longview (Figure 1).

CTA's Mission

"To enhance the quality of life in our area, the Cowlitz Transit Authority provides safe, reliable, and efficient transit services that link people, jobs and communities." CTA

2015 Cowlitz Transit Authority Organizational Structure

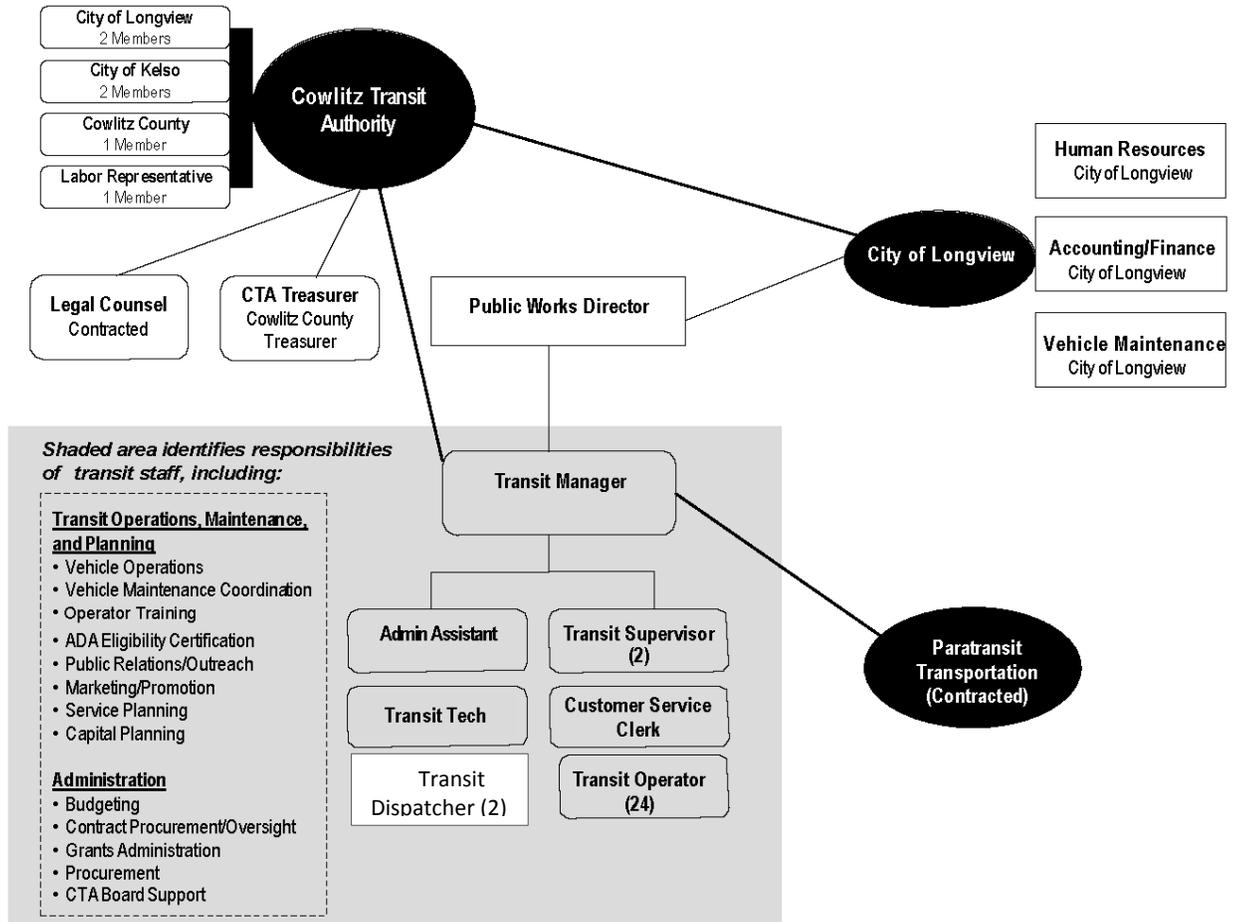


Figure 1

SECTION 2: Physical Plant

RiverCities Transit operates out of the Longview City Shop, located at 254 Oregon Way, Longview, Washington. The facility is approximately 8,000 sf and houses all transit administrative staff, driver break rooms and contracted Paratransit Services staff. The fleet maintenance functions that support the entire city are also housed here. RiverCities has outgrown this facility and is in need of a replacement. The CTA commissioned a study in 2013 to begin looking at possible facilities alternatives. In 2015, the study was re-evaluated as funding constraints would not allow the construction of a new stand-alone facility. The study began to focus on an expansion of the downtown transit center to accommodate administrative staff and provide for an operator break room.



Longview City Shop

RiverCities Transit Center is located in downtown Longview, Washington at 1135 12th Avenue. The Transit Center provides customer service including RCT system information, pass sales, shelters, indoor waiting area, and restrooms. The Transit Center also houses a small two person break room for operators to use on lunch breaks.



Downtown Transit Center

In addition to these two facilities, RCT rents space from the City of Kelso at the Kelso Multimodal Transportation Center. The rented space serves as a break room for drivers and as a meeting room when all staff are required to be present.

In addition to these facilities, RCT also maintains 40 bus shelters and/or benches at major service stops.

SECTION 3: Service Characteristics

Overview

RiverCities Transit operates seven (7) fixed routes within the urban areas of Longview and Kelso, Washington. Figure 2 illustrates the 2015 fixed-route service area for the PTBA. This service area encompasses approximately 27 square miles and contains a population of approximately 50,000 people. RCT's fixed routes circulate through most urbanized neighborhoods in Longview and Kelso Monday –Friday 6:30am to 7:00pm and five routes Saturday from 8am to 6pm. Four of the routes are designed to complete a round trip in fifty minutes, allowing the routes to operate on sixty minute headways, and to provide transfer connections at the RCT Transit Center, Kelso Amtrak or Three Rivers Mall. This provides simplicity and convenience for customers, allowing them to travel between almost any two points in the Longview-Kelso region with a maximum of one transfer and little wait time for transfers. Three of our most heavily travelled routes offer service every 30 minutes Monday through Friday.

Fixed Route Services

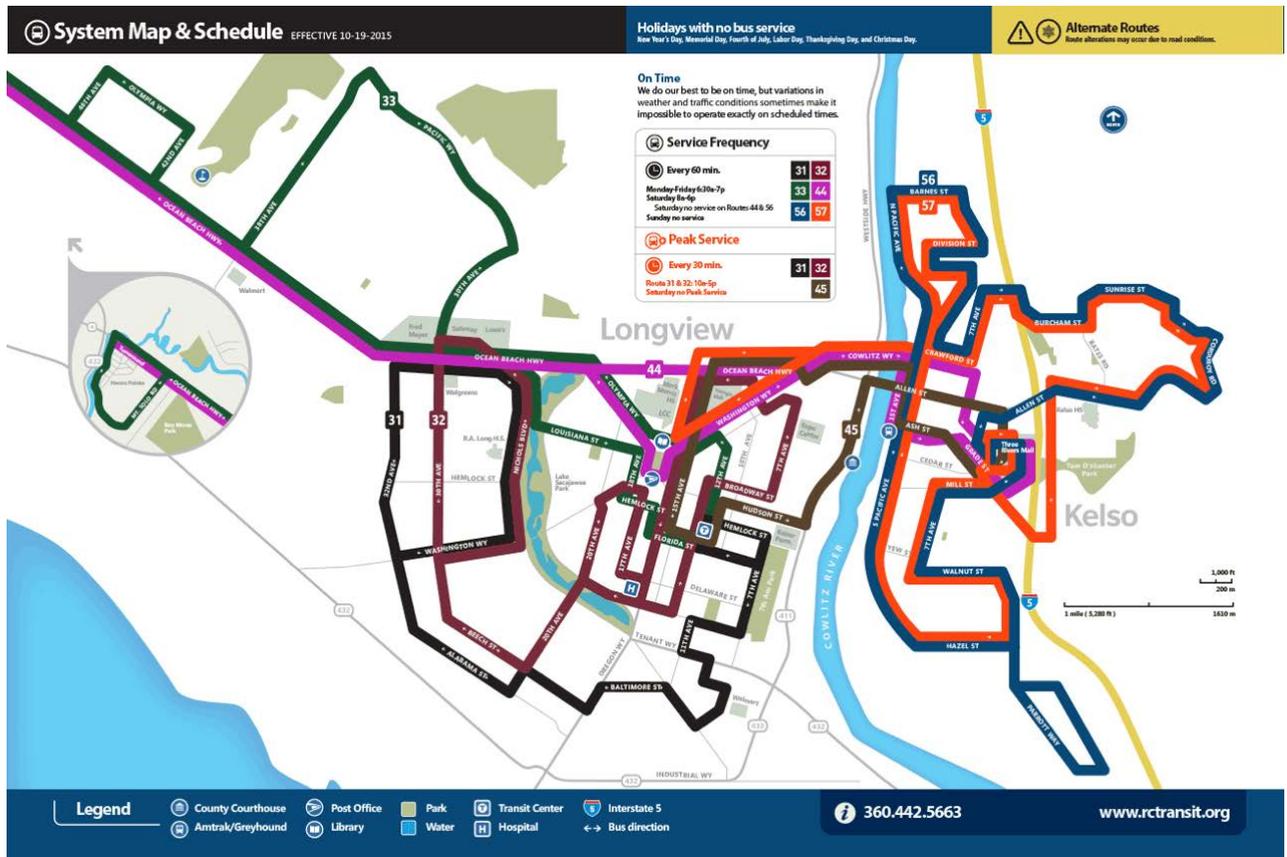


Figure 2

RiverCities LIFT

RCT provides federally mandated complementary Paratransit service within $\frac{3}{4}$ mile of all fixed-routes in accordance with the requirements of the Americans with Disabilities Act (ADA) for those functionally unable to use the fixed-route service (see Figure 3 for service area map). This service operates as RiverCities LIFT and is operated under contract with Paratransit Services Inc. To qualify, individuals must complete an application form and be certified as being unable to utilize regular fixed-route transportation. Paratransit service is offered on a next-day reservation basis. In addition, RiverCities LIFT offers same-day response service as a "premium" service at an additional cost. RiverCities LIFT operates on the same schedule as fixed-route service; weekdays from 6:30 a.m. to 7:00 p.m. and Saturday from 8:00 a.m. to 6:00 p.m.

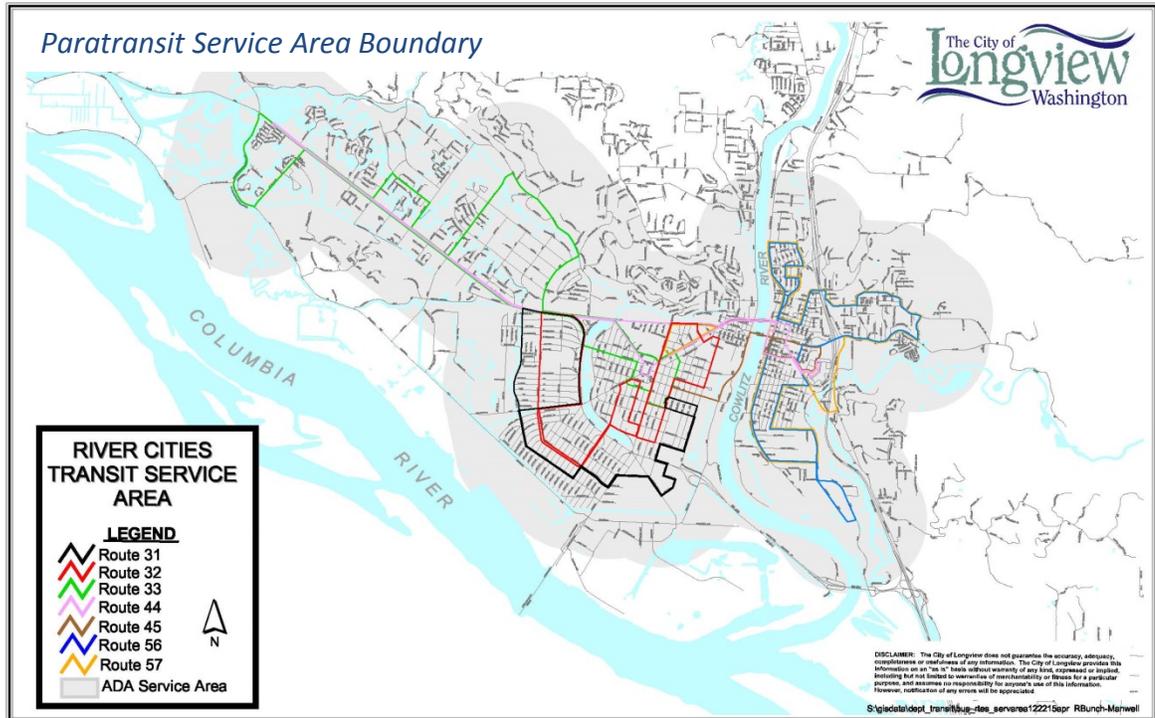


Figure 3

Fares

Fares for adults, students, disabled and seniors are listed in Figure 4. Monthly, quarterly and yearly passes are listed in Figure 5 and are sold at the following locations:

RiverCities Transit Center | 1135 12th Ave: monthly and three month passes available.

Longview City Hall | 1525 Broadway St: monthly passes only.

Kelso City Hall | 203 S. Pacific Way: monthly and three month passes available.

Rider	One Way	Day Pass	Month Pass	3 Month Pass
 Adult	.60¢	\$1.20	\$10.00	\$30.00
 Student	.60¢	\$1.20	\$6.00	\$18.00
 Disabled	.30¢	.60¢	\$5.00	\$15.00
 Senior(62+)	.30¢	.60¢	\$5.00	\$15.00

Figure 4

Passes

	<u>Monthly</u>	<u>Quarterly</u>	<u>Yearly</u>
Fixed-route, age 18-61 years	\$10.00	\$30.00	\$120.00
Fixed-route, age 62 or more years	\$ 5.00	\$15.00	\$ 60.00
Fixed-route, students	\$ 6.00	\$18.00	\$ 72.00
Fixed-route and Paratransit, ADA Certified	\$ 5.00	\$15.00	\$ 60.00

Figure 5

More information about RiverCities Transit and RiverCities LIFT can be found on our website at www.rctransit.org.

Vanpool

RCT was the recipient of Washington State Vanpool Investment funds in 2015 and purchased the agency's first vanpool vehicles. Staff began drafting a vanpool program, establishing policies and procedures, fare structures and training modules. The program was fully developed by the fall of 2015 and staff began heavily marketing the program to the community. Vanpool vans are available to a group of 5 to 12 citizens commuting to or from a Longview or Kelso zip code and have a minimum of a 20 mile round trip commute. Vanpool riders pay a low monthly fare based on the number of miles traveled and number of riders. Fares cover all maintenance, insurance, and fuel. RCT enrolled its first vanpool group in 2016.

SECTION 4: Service Connections

In addition to services provided by RCT, a number of regional programs operate services from outlying areas to the Kelso-Longview area. Longview and Kelso serves as a regional destination to for medical appointments, shopping, employment, school and other transportation connections. These connections are described below. RCT is a partner with many of these agencies as they utilize the downtown transit center as a connection hub.

Columbia County Rider

Columbia County Rider (CC Rider) is a public transportation program administered and funded by Columbia County, Oregon. CC Rider provides three routes per weekday into Longview-Kelso, making connections with RCT at the Kelso Train Depot and RCT Transit Center. They also stop at Holtz Mini-Mart, St. Johns Medical Center and the Triangle Mall. CC Rider passengers come to Longview-Kelso for shopping, medical appointments, and to access Lower Columbia Community College from across several Oregon counties.

Wahkiakum on the Move

Wahkiakum on the Move (WOTM) provides service between Cathlamet and Longview-Kelso on a daily basis and between Naselle (with connections to Pacific Transit in Pacific County) and Longview-Kelso three days a week. WOTM makes connections with RCT at the Kelso Train Depot and RCT Transit Center. While service is available to the general public, half of the riders are seniors. Passengers use the service to access for shopping, medical appointments, and to access Lower Columbia College.

Lower Columbia Community Action Program (CAP)

The Lower Columbia Community Action Program (CAP) provides several transportation services in the Kelso-Longview area. CAP offers transportation services for seniors in Cowlitz and Wahkiakum Counties. It provides medical and shopping trips in wheelchair accessible vans to residents who live outside of the RCT service area. CAP operates service along the I-5 corridor between Castle Rock and Vancouver. CAP makes connections with RCT at the Kelso Train Depot and RCT Transit Center. The service is available to the general public and the fare is only a dollar each way. CAP provides transportation by car or wheelchair accessible van for a fee.

Cowlitz Tribe Transit

The Cowlitz Indian Tribe provides dial-a-ride service to tribal members and the general public. The Tribe's service area encompasses Cowlitz and South Lewis Counties. Service is available Monday through Friday. Services are not provided within Longview except for tribal members who request it; otherwise, people needing services within Longview are referred to RCT.

Sunset Transportation Services, Astoria, Oregon

Sunset Transportation Services operates out of Astoria, Oregon and offers a Connector Columbia route on weekends only. They depart Warrenton at 8:50am and 1:50pm and offer a round trip ticket for \$15. Connections in Longview and Kelso occur at the Transit Center, Amtrak Station and Walmart.

Intermodal Connections

Several other services provide regional public transportation connections. RCT makes connections with Amtrak and Greyhound. It also connects with several rural and Paratransit providers, as previously described.

SECTION 5: Activities and Accomplishments in 2015

Fixed-Route

RCT operates seven (7) fixed-routes, depicted in Figure 2 and described on page 4. Fixed-route ridership has experienced variations over the past five years (Figure 7). The Cowlitz Transit Authority authorized a fare-free summer in 2009 which resulted in a spike in ridership. Ridership declined during the recession, but began to rise after implementing major service changes in August 2013. Ridership increased 9.1% 2014 and another 9% in 2015. Ridership is expected to decrease slightly in 2016 as a result of a fare increase that was implemented January 1, 2016. In 2015, RCT's fixed-route service logged 27,968 revenue hours. The 2015 budget included 23.17 full-time equivalent (FTE) employees.

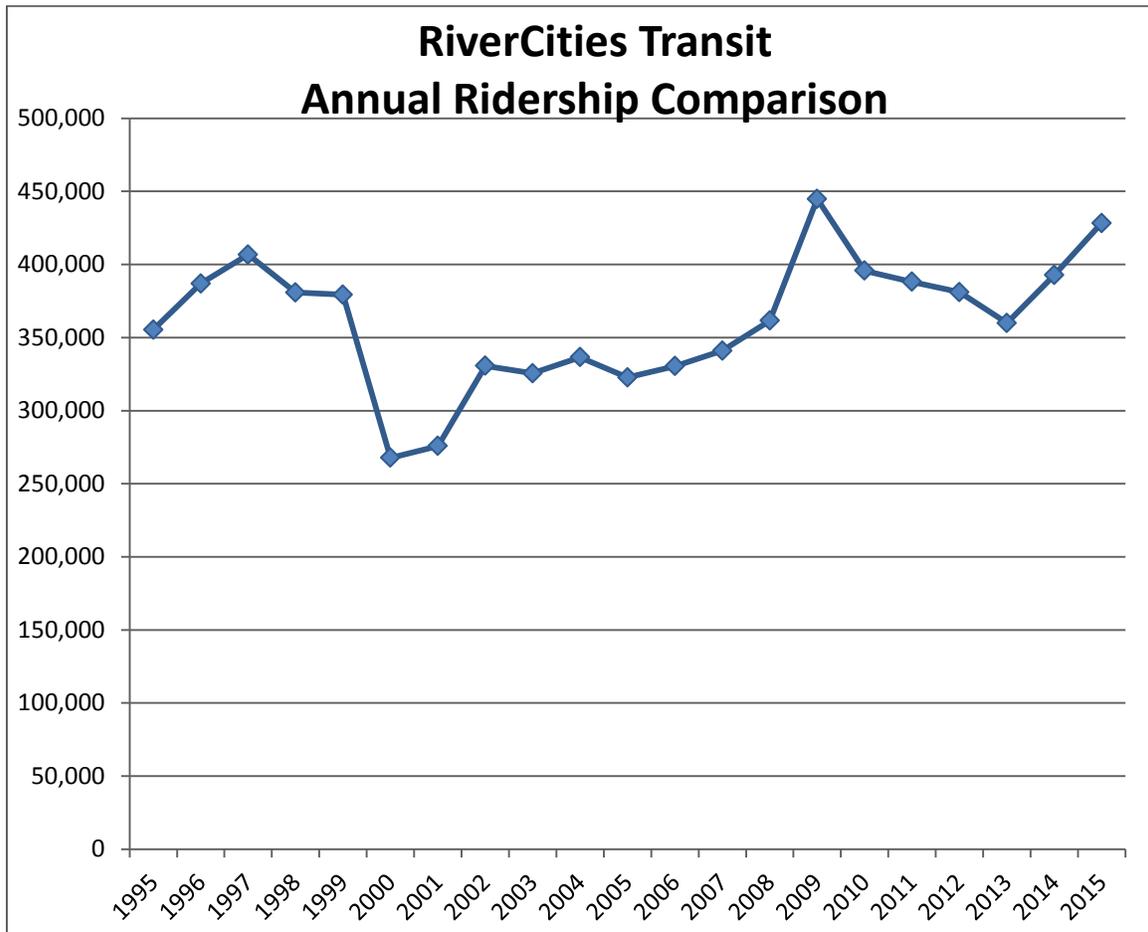


Figure 7

RCT LIFT ADA Paratransit Service

RCT's Paratransit service is called RiverCities LIFT and is operated under contract by Paratransit Services, Inc., a non-profit organization headquartered in Bremerton, Washington. Paratransit Services provides drivers and scheduling/dispatch staff. The vehicles are owned by CTA. Complementary Paratransit transportation is provided in compliance with ADA requirements, which means that Paratransit is offered during the same hours of service as the fixed-route, and within $\frac{3}{4}$ -mile of fixed-route services. Trips are provided for any purpose, and there is no restriction on the number of trips an individual may take. The ADA requires there be no capacity constraints or trip denials. In 2015, LIFT logged 18,429 revenue hours and operated using 14.88 FTE's.

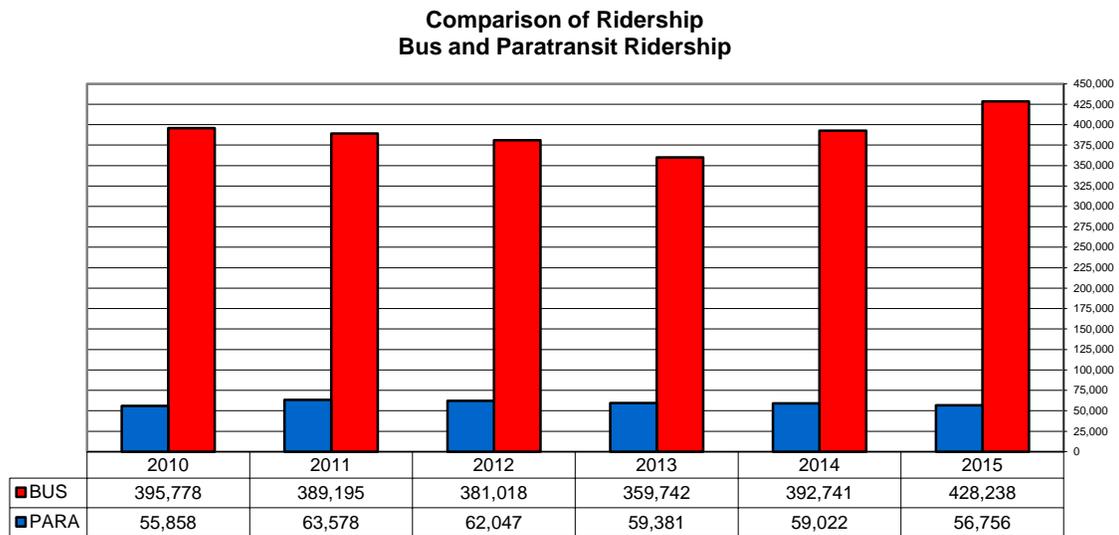


Figure 8

Fleet Statistics

In 2015, 74,897 gallons of diesel was consumed driving 341,972 revenue vehicle miles on fixed-routes, providing 392,741 passenger trips. RCT fixed-route fleet fuel consumption averaged 4.6 revenue miles per gallon. RCT fixed-route service averaged approximately 5.2 passenger trips per gallon of fuel consumed.

In the same year, 2,717 gallons of diesel fuel were consumed and 30,754 gallons of gasoline driving 183,920 revenue miles of Paratransit service for 56,756 passenger trips. The average fuel economy of 5.5 revenue miles per gallon, Paratransit service averaged approximately 1.7 passenger trips per gallon of fuel consumed.

RCT continues to maintain a robust vehicle replacement program based on the following Federal Transportation Administration (FTA) guidelines:

- 30' diesel bus = 10 years or 350,000 miles
- 35' diesel bus = 12 years or 500,000 miles
- 25'- 35' medium light duty = 5 years or 150,000 miles

The average age of the RCT fixed-route fleet is 7.6 years, while the Paratransit fleet average age is 7.3 years. Regular and scheduled maintenance of facilities and customer amenities ensures RCT capital facilities remain in excellent physical condition.

RCT continues its tradition of excellence in the area of safety, recording no fatalities or significant passenger injuries in 2015.

2015 Accomplishments

RCT has continued to experience changes as a result of the voter approved sales tax increase in 2008. After the passage of the increase, the CTA drafted a community supported long range plan that was adopted in December 2010. That plan, the Transit Enhancement Plan, has provided a list of strategies that the CTA and RCT has successfully implemented over the past three years. Collectively, these accomplishments support Washington State's six transportation policy goals of safety, preservation, mobility (congestion relief), environment, stewardship, and economic vitality.

Planning Accomplishments:

- Continued facilities study to assess suitable site location options for development of a new facility for all transit administration and operations functions as current facility is inadequate spatially and functionally
- Completed conceptual layout for revised downtown transit center configuration to improve bus circulation and parking, improve safety of pedestrians, remove enclosed shelters that attract over-night usage and review options for expanding the existing facility
- Worked with RCT operators in a route planning committee to begin assessment of route changes to reduce headway and provide greater service connections between Kelso and Longview
- Developed new fare structure for the first time in 7 years for 2016 implementation

Facilities/Assets Accomplishments:

- Purchased and installed 40 new ADA compliant bus shelters with benches that were result of a Washington State Consolidated Grant award
- Poured new concrete pads and expanded bus shelter pads to accommodate new ADA compliant shelters



Community Outreach and Partnerships:

- Continued participating in bimonthly regional information forums to exchange information with local and regional elected officials, public works directors, port directors and senate staff
- Began participation in the Metropolitan Planning Organization (MPO) TAC monthly meetings
- Continued participation in the Southwest Washington Regional Transportation Planning Organization (SWRTPO) Coordinated Human Services Transit Planning Quarterly Meetings
- Entered a bus in the City of Longview Holiday Parade
- Participated in the City of Longview's Earth Day event
- Participated in the Cowlitz County Veteran's Stand Down

System Accomplishments

- Implemented trip planning tool on RCT website and Google Maps
- Hired and trained RCTs second dispatcher allowing for dispatch coverage during all operating hours
- Added service to the industrial area of South Kelso near the Southwest Washington Regional Airport
- Reduced headway on Route 45 from 40 minutes to 30 resulting in better service connections and increased ridership on that route

SECTION 6: Proposed Action Strategies, 2016-2021

The proposed changes outlined in Section 7 reflect the following Action Strategies:

- Operate transportation systems reliably and responsibly for the customer

The CTA is currently funded through a combination of retail sales tax revenues, fares, and grants. A 0.3% (three tenths of one percent) sales tax, fares, and federal/state grants provide the operation, maintenance, and capital funding for the public transportation system.

- Provide viable mobility choices for the customer and expand the system to accommodate growth and future transportation infrastructure

With goals of accommodating customer needs and developing a broader customer base, CTA will continue to implement the adopted Transit Enhancement Plan to develop and implement enhanced service delivery.

- Implement governance and facilities solutions that are in the best interest of the community

SECTION 7: Proposed Changes, 2016- 2021

<u>2016</u>	<u>Preservation</u>	<u>Expansion</u>
Service	Annual service change	No Change
Facilities	Passenger Shelters	
Equipment	Replace three Paratransit vehicles	
<u>2017</u>	<u>Preservation</u>	<u>Expansion</u>
Service	Annual service change	No Change
Facilities	Passenger Shelters Transit Center Updates	Bus Stop Pads/amenities Transit Center Expansion
Equipment	Replace one Paratransit vehicles Radio Equipment Improvements Engine Replacements Operator Relief Vehicles (2)	No Change
<u>2018</u>	<u>Preservation</u>	<u>Expansion</u>
Service	Annual service change	No Change
Facilities	Transit Center Updates	Bus Stop Amenities
Equipment	Replace two Paratransit vehicles Replace two fixed-route buses	No Change
<u>2019</u>	<u>Preservation</u>	<u>Expansion</u>
Service	Annual service change	No Change
Facilities		Amenities and bus stop pads
Equipment	Replace two paratransit vehicles	No Change
<u>2020</u>	<u>Preservation</u>	<u>Expansion</u>
Service	Annual service change	No Change
Facilities	Transit Shelters/bus pads	
Equipment	Vanpool Replacement vehicles	

SECTION 8: Operating Data 2015-2020

<u>Fixed Routes</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>
	Actual	Projected	Projected	Projected	Projected	Projected
Revenue Vehicle Hours	27,968	27,968	27,950	28,000	28,000	28,000
Total Vehicle Hours	28,802	28,802	28,760	28,760	28,760	28,760
Revenue Vehicle Miles	350,531	350,531	350,000	350,000	350,000	350,000
Total Vehicle Miles	361,407	361,407	360,000	363,000	363,000	363,000
Passenger Trips	428,238	415,817	417,038	420,000	422,000	424,000
Diesel Fuel Consumed (Gal)	74,897	73,000	74,500	74,500	74,500	74,500
<u>Paratransit</u>						
Revenue Vehicle Hours	18,429	17,600	17,000	17,000	17,000	17,000
Total Vehicle Hours	23,749	23,000	23,500	23,500	23,500	23,500
Revenue Vehicle Miles	183,920	183,000	183,500	183,500	183,500	183,500
Total Vehicle Miles	207,539	206,200	207,000	207,000	207,000	207,000
Passenger Trips	56,756	55,000	56,000	56,500	56,900	58,000
Diesel Fuel Consumed (Gal)	2,717	1,000	0	0	0	0
Gasoline Fuel Consumed (Gal)	30,754	26,000	24,000	22,000	20,000	18,000
Propane Fuel Consumed (Gal)	0	6,000	8,000	10,000	12,000	14,000

SECTION 9: Revenues and Expenditures for 6 year Capital Plan

The governance structure for RiverCities Transit is such that two separate budgets are maintained for the purpose of operating the public transportation system. The Cowlitz Transit Authority contracts with the City of Longview to provide transit services. As operator of the system, the City of Longview is the designated recipient of federal and state funds that are intended for transit use only. All remaining costs of operating RiverCities Transit are paid by the Cowlitz Transit Authority, which receives local sales tax revenue dedicated for transit use. Below is a six year plan outlining revenues and expenditures for RiverCities capital projects. Those projects with secured federal funding were submitted to the Washington State Department of Transportation for inclusion in their Statewide Transportation Improvement Program.

Transit - Six-Year Capital Plan					
Year	Project	Revenue	Expenditure		Balance
2015	December 31 Ending Fund Balance				\$0
2016	Cowlitz Transit Authority	\$111,515			\$111,515
	Federal Grants	\$172,125			\$283,640
	Automated Gates at City Shop		\$54,140		\$229,500
	Replacement Paratransit Vehicles (3)		\$229,500		\$0
	Annual total	\$283,640	\$283,640		
2017	Cowlitz Transit Authority	\$1,296,000			\$1,296,000
	Federal Grants	\$2,973,000			\$4,269,000
	New Transit Facilities		\$4,020,000		\$249,000
	Bus Stop Amenities		\$23,000		\$226,000
	Transit Radio System Improvements		\$55,000		\$171,000
	Transit Bus Stop Pads		\$25,000		\$146,000
	Two Engine Replacements		\$80,000		\$66,000
	Replacement Relief Vehicles (2)		\$66,000		\$0
	Annual total	\$4,269,000	\$4,269,000		
2018	Cowlitz Transit Authority	\$256,600			\$256,600
	Federal Grants	\$978,400			\$1,235,000
	Security Cameras		\$12,000		\$1,223,000
	Replacement Fixed Route Bus (2)		\$1,040,000		\$183,000
	Replacement Paratransit Vehicle (2)		\$160,000		\$23,000
	Bus Stop Amenities		\$23,000		\$0
	Annual total	\$1,235,000	\$1,052,000		
2019	Cowlitz Transit Authority	\$37,000			\$37,000
	Federal Grants	\$148,000			\$185,000
	Paratransit Vehicle Purchases		\$160,000		\$25,000
	Transit Amenities and Bus Stop Pads		\$25,000		\$0
	Annual total	\$185,000	\$185,000		
2020	Cowlitz Transit Authority	\$104,000.0			\$104,000
	Federal Grants	\$416,000			\$520,000
	Fixed-Route Vehicle Purchase		\$520,000		\$0
	Annual total	\$520,000	\$520,000		
2021	Cowlitz Transit Authority	\$48,000			\$48,000
	State Grants	\$92,000			\$140,000
	Vanpool Replacement Vehicles		\$115,000		\$25,000
	Transit Shelters and Bus Stop Pads		\$25,000		\$0
	Annual total	\$140,000	\$140,000		

Appendix A

Rolling Stock Inventory 2015

Public Transportation Management System
Owned Rolling Stock Inventory

Agency/ Organization: RiverCities Transit
Date: February 17, 2015

I hereby certify that all information reported in this inventory reflects true, accurate and complete information for the agency/organization listed.
Mary Ann Mawardi
Signature and Title
Date

Year/Make/Model	Vehicle Code	Vehicle Identification Number	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)		
1	2002	Gillig/Phantom	2	15GCB21192111145	42-01	397,797	75	14	0	\$450,000	Yes	35	BD	No
2	2002	Gillig/Phantom	2	15GCB211021111148	42-02	397,853	75	14	0	\$450,000	Yes	35	BD	No
3	2002	Gillig/Phantom	2	15GCB211221111147	42-03	404,654	75	14	0	\$450,000	Yes	35	BD	No
4	2002	Gillig/Phantom	2	15GCB211421111148	42-04	406,500	40	14	0	\$450,000	Yes	35	BD	No
5	2003	Gillig/Phantom	2	15GCB211631112206	42-05	353,173	75	13	0	\$450,000	Yes	35	BD	No
6	2003	Gillig/Phantom	2	15GCB211831112207	42-06	339,786	40	13	0	\$450,000	Yes	35	BD	No
7	2009	Gillig/Low Floor	2	15GGB271691178151	42-07	170,892	85	7	5	\$450,000	Yes	32	BD	No
8	2011	Gillig/Low Floor Hybrid	2	15GGB301281178766	42-09	142,676	70	5	7	\$600,000	Yes	32	DE	No
9	2013	Gillig/Low Floor BRT	2	15GGB2710D1181774	42-10	81,534	70	3	9	\$450,000	Yes	32	BD	No
10	2013	Gillig/Low Floor BRT	2	15GGB2712D1181775	42-11	84,073	80	3	9	\$450,000	Yes	32	BD	No
11	2013	Gillig/Low Floor BRT	2	15GGB2714D1181776	42-12	83,202	80	3	9	\$450,000	Yes	32	BD	No
12	2013	Gillig/Low Floor BRT	2	15GGB2716D1181777	42-13	79,774	80	3	9	\$450,000	Yes	32	BD	No
13	2013	Gillig/Low Floor BRT	2	15GGB2718D1181778	42-14	72,717	80	3	9	\$450,000	Yes	32	BD	No
14	2014	Gillig/Low Floor BRT	2	15GGB2717E1183068	42-15	28,958	90	2	10	\$453,000	Yes	32	BD	No
15	1998	Gillig/Phantom	3	15GCA2117W1088945	42-29	396,073	60	18	0	\$400,000	Yes	29	BD	No
16	2001	Ford/Eldorado	11	1FDXE45F31HA38504	42-33	142,468	50	15	0	\$85,000	Yes	17	BD	No
17	2003	Ford/Eldorado	11	1FDXE45F83HB2324	42-34	140,751	50	13	0	\$85,000	Yes	16	BD	No
18	2004	Ford/Eldorado	11	1FDXE45P14HA8127	42-35	143,234	50	12	0	\$85,000	Yes	15	BD	No
19	2004	Ford/Eldorado	11	1FDXE45P34HA86128	42-36	149,376	50	12	0	\$85,000	Yes	15	BD	No
20	2005	Ford/Eldorado	11	1FDXE45P39HA02328	42-37	163,428	75	11	0	\$85,000	Yes	15	BD	No
21	2005	Ford/Eldorado	11	1FDXE45P55HA02327	42-38	187,011	75	11	0	\$85,000	Yes	15	BD	No
22	2007	Ford/Eldorado	11	1FDXE45S76DB32896	42-39	155,438	80	9	0	\$85,000	Yes	15	GA	No
23	2007	Ford/Eldorado	11	1FDXE45S98DB32897	42-40	155,419	80	9	0	\$85,000	Yes	15	GA	No
24	2008	Ford/Eldorado	11	1FDXE45S07DB23988	42-41	139,356	80	8	0	\$85,000	Yes	15	GA	No
25	2008	Ford/Eldorado	11	1FDXE45S27DB23989	42-42	140,874	70	8	0	\$85,000	Yes	15	GA	No
26	2009	Dodge/Caravan	11	1DBH44E99B520685	42-43	34,475	85	7	0	\$41,000	Yes	3	GA	No
27	2010	Ford/Eldorado	11	1FDE4F52ADA11163	42-44	97,092	90	6	1	\$85,000	Yes	13	GA	No
28	2010	Ford/Eldorado	11	1FDE4F54ADA11164	42-45	101,217	90	6	1	\$85,000	Yes	13	GA	No
29	2011	Ford/Eldorado	11	1FDE4F59ADA00390	42-46	81,706	90	5	2	\$85,000	Yes	13	GA	No
30	2012	Ford/Eldorado	11	1FDE4F57CDB08317	42-47	54,113	95	4	3	\$85,000	Yes	13	GA	No
31	2013	Ford/Eldorado	11	1FDE4F50DDA92088	42-48	43,915	70	3	4	\$85,000	Yes	13	GA	No
32	2014	MV1	11	57WVMD1A87EM100171	42-49	17,180	90	2	5	\$53,000	Yes	4	GA	No
33	2014	Ford/Eldorado	11	1FDE4F59EDA98084	42-50	22,191	90	2	5	\$73,000	Yes	13	GA	No
34	2014	Ford/Eldorado	11	1FDE4F54EDA83820	42-51	21,229	90	2	5	\$73,000	Yes	13	GA	No
35	2014	Chevy Express	13	1GAVGFF8F102605	42-300	499	90	2	4	\$26,000	No*	12	GA	Yes
36	2014	Dodge Grand Caravan	13	2C4RDGBGR660471	42-301	499	90	2	4	\$23,000	No*	7	GA	Yes
37	2014	Dodge Grand Caravan	13	2C4RDGBGR660472	42-302	278	90	2	4	\$23,000	No*	7	GA	Yes
38	2014	Dodge Grand Caravan	13	2C4RDGBGR660473	42-303	536	90	2	4	\$23,000	No*	7	GA	Yes
39	2014	Dodge Grand Caravan	13	2C4RDGBGR660474	42-304	197	90	2	4	\$23,000	No*	7	GA	Yes

Notes: Engine replaced (rows 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39)

* ADA accessible vanpool vans are available through trade with other agencies.

Appendix B

Facilities Inventory 2015

Public Transportation Management System Owned Facility Inventory

RiverCities Transit

Date: February 17, 2015

Facility Code	Facility Name	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost (\$)	Comments <i>(If more than two lines, please attach a separate comment page)</i>
1 06	RiverCities Transfer Center	60	22	18	\$2,000,000	Facility is undersized and is not adequate for our growing system.
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						

Appendix C

2015 System Map and Schedule

On Time

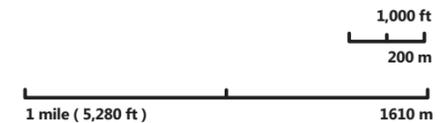
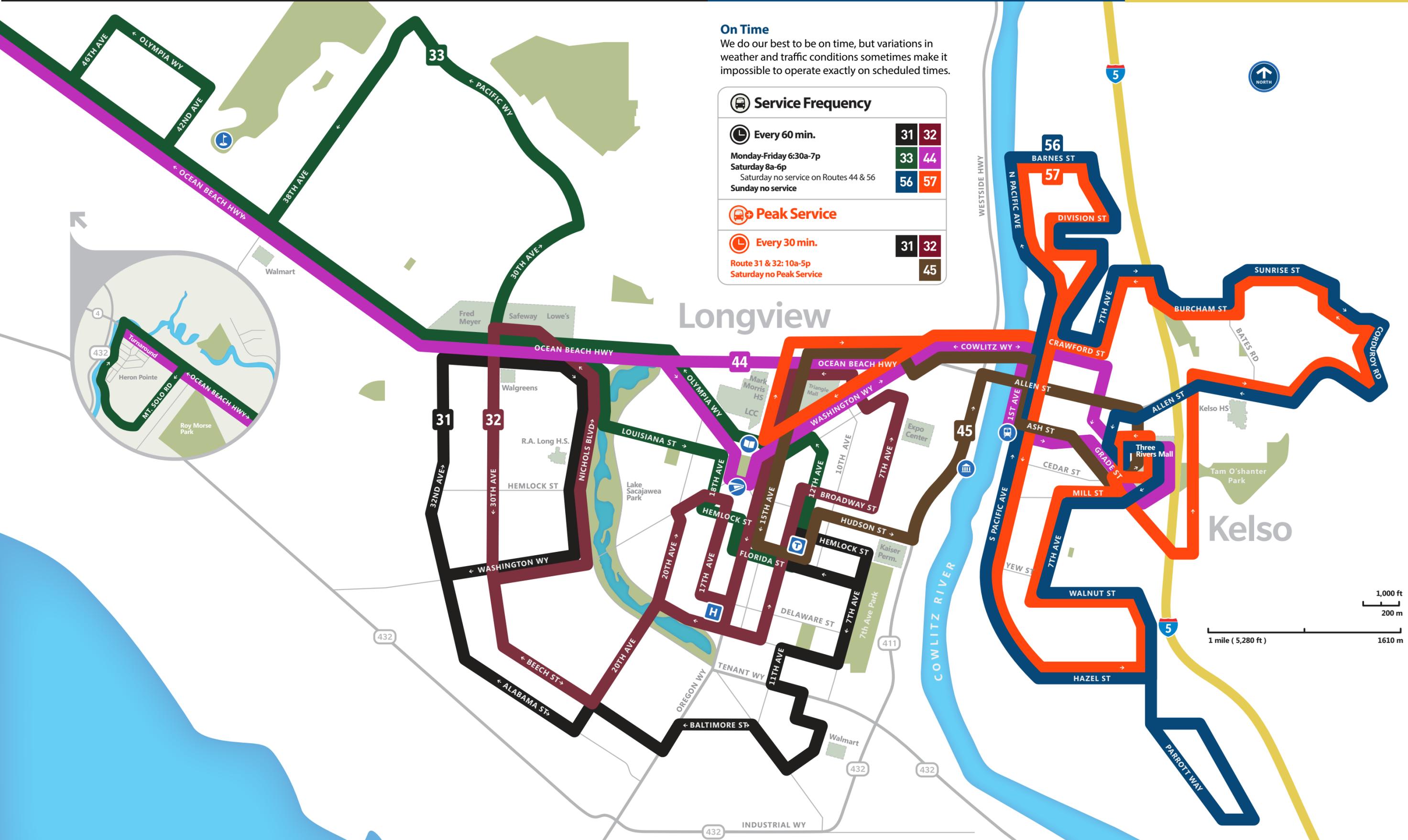
We do our best to be on time, but variations in weather and traffic conditions sometimes make it impossible to operate exactly on scheduled times.

Service Frequency

Every 60 min.	31	32
Monday-Friday 6:30a-7p	33	44
Saturday 8a-6p	56	57
Saturday no service on Routes 44 & 56		
Sunday no service		

Peak Service

Every 30 min.	31	32
Route 31 & 32: 10a-5p		45
Saturday no Peak Service		



Legend

- County Courthouse
- Post Office
- Park
- Transit Center
- Interstate 5
- Amtrak/Greyhound
- Library
- Water
- Hospital
- Bus direction

360.442.5663

www.rctransit.org