

2016 Annual Report

2017-2022 Transit Development Plan



Prepared by RiverCities Transit Staff
For the Cowlitz Transit Authority
August 2017

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2016 Cowlitz Transit Authority:

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RiverCities Transit operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who would like more information on our Title VI Program or believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI and would like to make a complaint may contact:

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Introduction

RiverCities Transit (RCT) staff drafts the Transit Development Plan (TDP) annually. The Cowlitz Transit Authority (CTA) then approves it. It fulfills *RCWs 35.58.2795* and *35.58.2796*. These laws require the creation of a *Public Transportation System Six-year Transit Plan* and an *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. RCT submits our annual report to assist in the development of the statewide plan. The report also serves as a tool to communicate our accomplishments and goals to the community. It outlines our organizational structure, transportation services, major accomplishments, proposed action strategies, and a program for funding those strategies.

The Draft TDP will be posted on the RCT website prior to the Cowlitz Transit Authority public hearing on August 9, 2017 at 4:00 p.m. at the Longview City Hall Council Chambers. Hard copies will be available at the RCT administration office to allow for public comments.

Section 1: Organization

RiverCities Transit has a long history in Longview and Kelso. It began over 85 years ago serving mill workers as they traveled to and from work. Several private owners ran the bus service 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. This brought 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

2016 Cowlitz Transit Authority Organizational Structure

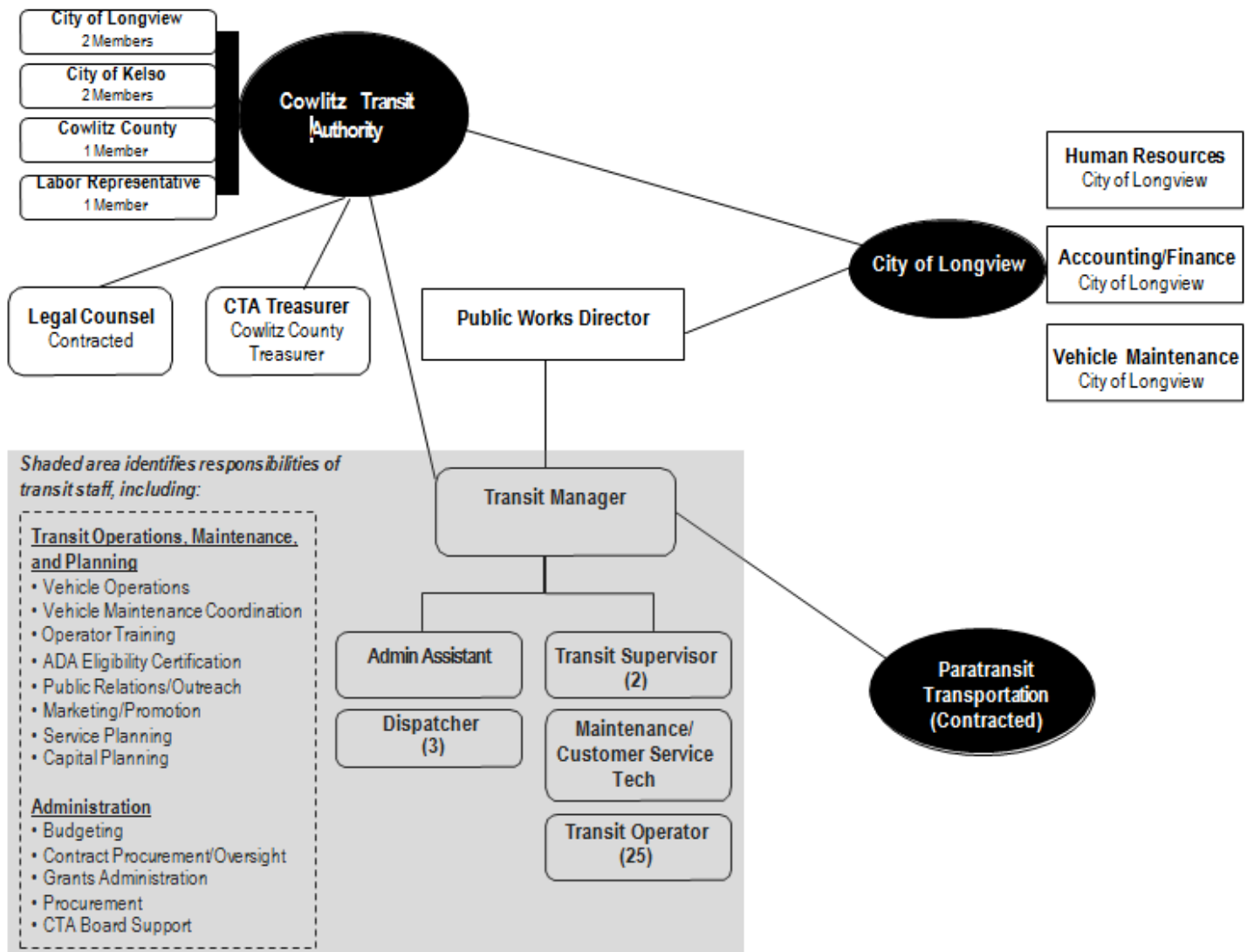


Figure 1

Section 2: Physical Plant

RCT operates out of the Longview City Shop (Figure 2), located at 254 Oregon Way. The facility is approximately 8,000 sf and houses all transit administrative staff 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 bigger, more functional replacement. The CTA commissioned a study in 2013 to begin looking at possible facilities alternatives. In 2015, staff re-evaluated the study, 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 (Figure 3) to accommodate administrative staff, provide for an adequate operator break room, and consolidate transit drive aisles to reduce pedestrian/vehicle interaction. In 2016, the City applied for and received a grant for construction of an expanded facility from the Federal Transit Administration. Design is almost complete and construction is scheduled to begin in early 2018.



Figure 2



Figure 3

Our Transit Center is located in downtown Longview 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.

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 on Kelso routes.

RCT also maintains 40 bus shelters and/or benches at major service stops.

Section 3: Service Characteristics

Fixed Route Service

RCT operates seven (7) fixed routes within the urban areas of Longview and Kelso. Figure 4 illustrates the 2016 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 6:30 a.m. to 7 p.m. Five routes operate Saturday from 8 a.m. to 6 p.m. We designed four routes to complete a round trip in fifty minutes, allowing them to operate on sixty-minute headways, and to provide transfer connections at the Transit Center, Kelso Multimodal Center, 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 ridership has experienced variations over the past several years (Figure 6). 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 decreased slightly as predicted due to a fare increase implemented on January 1, 2016. In 2016, RCT's fixed route service logged 28,112 revenue hours. The 2016 budget included 26.75 full-time equivalent (FTE) employees.

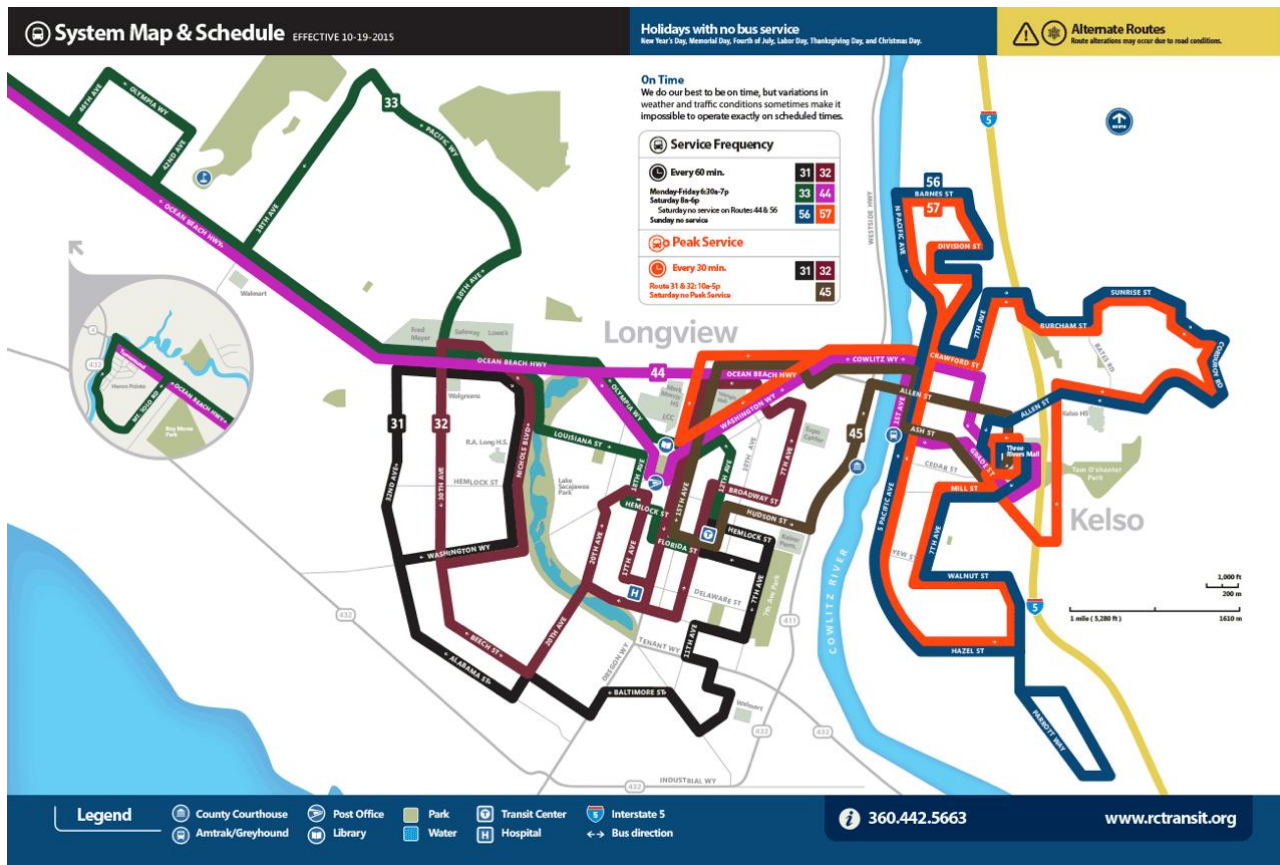


Figure 4

LIFT

RCT provides federally mandated complementary paratransit service within $\frac{1}{4}$ mile of all fixed routes in accordance with the requirements of the Americans with Disabilities Act (ADA) (see Figure 5 for service area map). This service operates as LIFT. Paratransit Services Inc. operates LIFT under contract for the City of Longview. Paratransit Services Inc. is a non-profit organization headquartered in Bremerton, Washington. They provide drivers and scheduling/dispatch staff. The City of Longview owns the vehicles.

To qualify for LIFT, individuals must complete an application process and be certified as being unable to utilize regular fixed route transportation because of their disability. We offer paratransit service on a next-day reservation basis. In addition, RiverCities LIFT offers same-day response service as a "premium" service at an additional cost. LIFT operates on the same schedule as fixed route service; weekdays from 6:30 a.m. to 7 p.m. and Saturday from 8 a.m. to 6 p.m. LIFT provides trips for any purpose. LIFT does not limit the number of trips an individual may take. The ADA requires there be no capacity constraints or trip denials. In 2016, LIFT logged 21,307 revenue hours and operated using 15.67 FTE's.

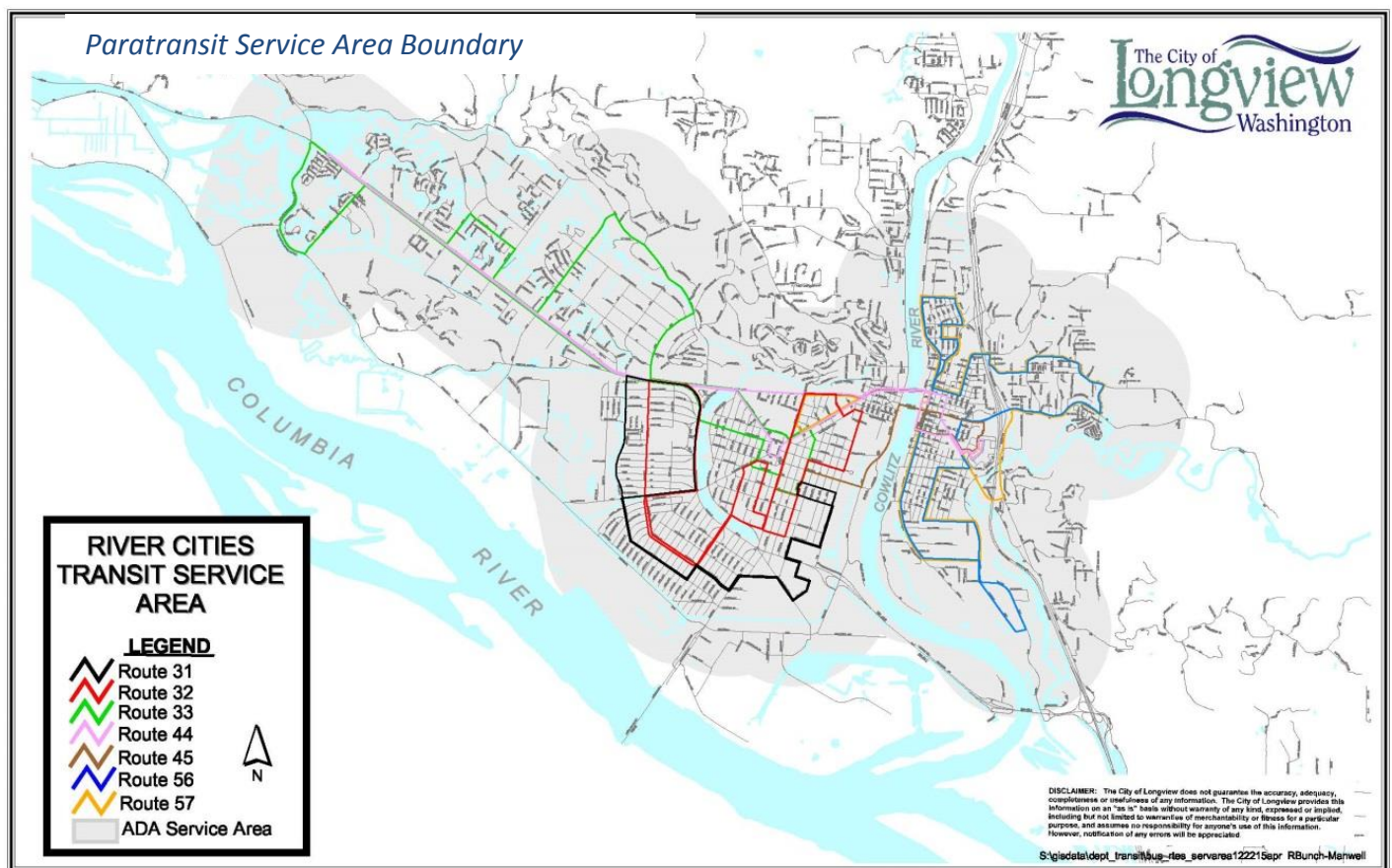


Figure 5

Comparison of Ridership Bus and Paratransit Ridership

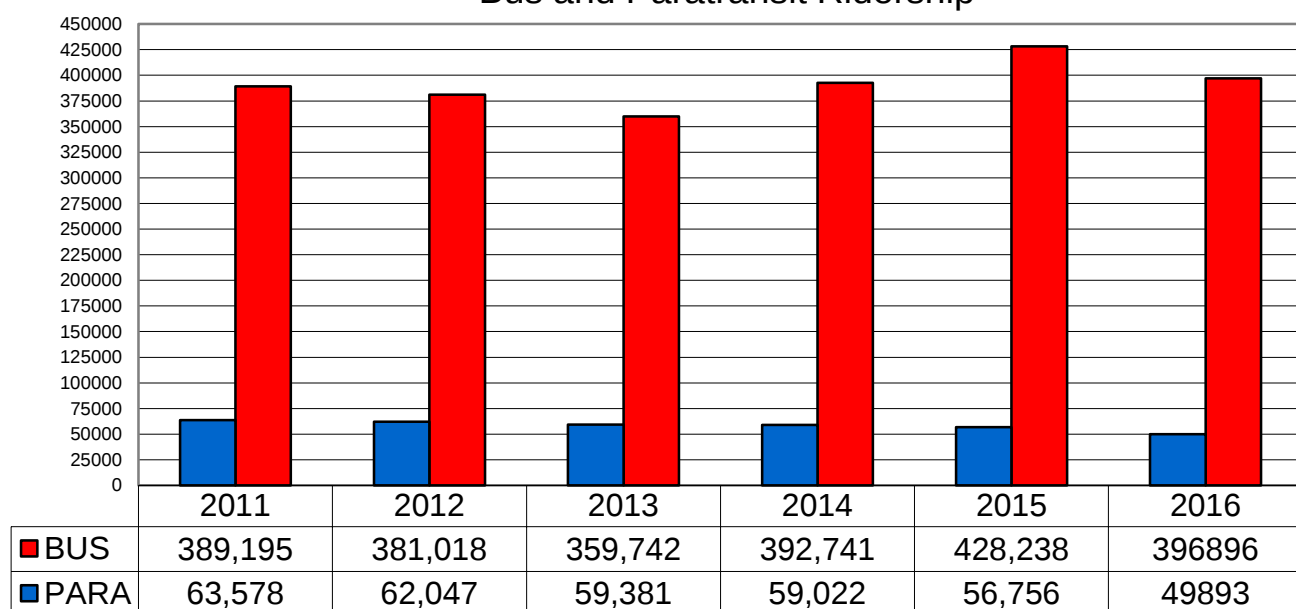


Figure 6

Vanpool

RCT's Vanpool Program allows groups of people to "lease" an RCT-owned van for commuting to and from a common site. By CTA Policy, vanpool vans were available to a group of 5 to 12 citizens commuting from a Longview or Kelso ZIP code with a minimum of a 20-mile round trip commute. In April 2016, the CTA revised the policy to allow commutes of 10 miles or more starting or ending in Longview or Kelso ZIP codes. Vanpool riders pay a monthly fare based on the number of miles traveled and number of riders. Vans operate when and as needed. There are no limitations on days or hours. Fares cover all costs needed to operate the individual vehicles and the program. RCT enrolled its first two vanpool groups in 2016.

RCT staff markets the vanpool program to employers, schools, and individuals, facilitates group formation, and provides defensive driver training.

Fares

Fixed Route Fares

	One Way	Daily Pass	Monthly Pass	Quarterly Pass	Annual Pass
Adult	\$1.00	\$2.00	\$14.00	\$42.00	\$168.00
Student*	\$1.00	\$2.00	\$7.00	\$21.00	\$84.00
Reduced**	\$0.50	\$1.00	\$7.00	\$21.00	\$84.00
LIFT Approved	Free	-	-	-	-
PCA	Free	-	-	-	-
LCC Students and Faculty	Free	-	-	-	-

Figure 7

*Student passes are available to children between 6 and 18 years of age or those who have a student ID showing the holder is currently attending classes and earning college credit at an accredited school of higher education.

*Student Summer Passes are issued at twice the rate of a monthly student pass and are valid June 1st through August 31st of each calendar year. These passes entitle holders to unlimited rides during this timeframe.

**Available to citizens age 65 or older, Medicare cardholders, and people with disabilities. Applicants are required to show proof of age, Medicare Card, and/or fill out an application for a reduced fare permit.

Transfers are free with a one-way fare payment and valid for one use only on the day of purchase.

LIFT Fares

	One Way Fare	Monthly Pass	5 Ride Punch Card	20 Ride Punch Card
LIFT Approved	\$1.00	\$15.00	\$5.00	\$10.00
PCA	Free	-	-	-
Guest #1	Free	-	-	-
Guest #2+	\$1.00	-	-	-

Figure 8

Fares and pass prices changed on January 1, 2016 and are listed in Figures 7 and 8.

Section 4: Service Connections

In addition to services provided by RCT, a number of regional programs operate services from outlying areas to the Longview- Kelso area. Longview-Kelso serves as a regional destination 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 by Columbia County, Oregon. CC Rider provides three routes per weekday into Longview-Kelso, making connections with RCT at the Kelso Train Depot and 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 accessing 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 Longview Transit Center. While service is available to the public, half of the riders are seniors. Passengers use the service to access shopping, medical appointments, and 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 and inside 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 Longview Transit Center. The service is available to the public and the fare is only two dollars 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 public. The Tribe's service area encompasses Cowlitz and South Lewis Counties. Service is available Monday through Friday. The Tribe does not provide service within Longview except for tribal members who request it. People needing services within Longview are referred to RCT.

Sunset Transportation Services, Astoria, Oregon

Sunset Transportation Services operates out of Astoria, Oregon and connects with RCT via CC Rider on weekdays.

Intermodal Connections

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

Section 5: 2016 Activities and Accomplishments

Fleet Statistics

In 2016, 80,848 gallons of diesel was consumed driving 365,564 revenue vehicle miles on fixed routes. This provided 396,896 passenger trips. Our fixed route fuel consumption averaged 4.5 revenue miles per gallon. RCT fixed route service averaged approximately 4.9 passenger trips per gallon of fuel consumed.

In the same year, 2,907 gallons of diesel fuel and 31,586 gallons of gasoline were consumed driving 177,479 revenue miles of paratransit service for 49,893 passenger trips. With an average fuel economy of 5.1 revenue miles per gallon, Paratransit service averaged approximately 1.4 passenger trips per gallon of fuel consumed.

Vanpool vehicles consumed 262 gallons of gasoline driving 3711 revenue miles for 310 passenger trips. This service averaged 14.2 revenue miles per gallon and 1.2 passenger trips per gallon.

RCT's vehicle replacement program is based in part on Federal Transportation Administration (FTA) guidelines:

- 35' diesel bus = 12 years or 500,000 miles
- 30' diesel bus = 10 years or 350,000 miles
- 25'- 35' medium light duty = 7 years or 200,000 miles

The average age of the RCT fixed route fleet is 8.9 years, while the Paratransit fleet average age is 7.8 years and the average vanpool fleet age is three 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 2016. RCT experienced two collisions in 2016. For this document, collisions are defined as total number of accidents where there is vehicle damage in excess of \$5,000 total to all vehicles involved. This includes both revenue vehicles and non-revenue vehicles.

2016 Accomplishments

RCT continues to experience changes because 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. The Transit Enhancement Plan has provided a list of strategies that the CTA and RCT has successfully implemented over the past 7 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:

- Secured federal grant funding for expansion of the downtown transit center to accommodate expanded services and staff. 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. Secured federal grant funding for expansion of the downtown transit center to accommodate expanded services and staff. Current facility is inadequate spatially and functionally.

- Secured federal grant for two replacement coaches

Community Outreach and Partnership Accomplishments:

- Continued participating in bimonthly regional information forums to exchange information with local and regional elected officials, public works directors, port directors, and senate staff.
- Continued participating in the Metropolitan Planning Organization (MPO) TAC monthly meetings.
- Continued participating 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 and provided free rides to boost community attendance.
- Participated in the Cowlitz County Veteran's Stand Down.
- Participated in Project Homeless Connect t and provided free rides to make it easy to access the event.
- Collaborated with Walkable Cowlitz to promote active transportation in Cowlitz County.
- Participated in the Cowlitz County Senior Expo.
- Participated in Lower Columbia College's Community Resource Fair.
- Participated in the Human Services Council's Accessible Transportation Coalition Initiative.
- Collaborated with the Goodwill Work Opportunity Center of Cowlitz County to provide transportation to a local job fair.
- Participated in the local Extreme Machines event.
- Created a Facebook page to communicate better with our riders and community.

System Accomplishments

- Created RCT's Vanpool Program and placed two vans into revenue service.
- Created RCT's Travel Training Program and trained 80 people how to ride Fixed Route. The vast majority of training took place in a group setting.
- Implemented new fare structure for the first time in 7 years.
- Hired dispatch staff to cover Saturday service.

Section 6: Proposed Action Strategies, 2017-2021

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 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, 2017– 2022

Changes to service hours, facilities, and equipment for the next six years will be a direct result of available revenue. As a public agency, RCT does not have the capacity to increase our main revenue stream without a public vote. Between 2017 and 2022, RCT forecasts no significant increases in fixed route service hours without first securing new, reliable revenue. The primary goal within the next few years will be to preserve existing service levels and keep expenditures stable.

<u>2017</u>	<u>Preservation</u>	<u>Expansion</u>
Service	Annual service updates	Explore PTBA Expansion
Facilities	No change	Transit Center design, including temporary facility
Equipment	Replace 3 paratransit vehicles Replace 2 operator relief vehicles Rebuild 4 wheelchair lifts	No change
<u>2018</u>	<u>Preservation</u>	<u>Expansion</u>
Service	Annual service updates	No change
Facilities	No change	Transit Center expansion Increase number of bus stop pads/amenities
Equipment	Replace 2 fixed route vehicles Replace 3 paratransit vehicles Radio equipment improvements	No Change
<u>2019</u>	<u>Preservation</u>	<u>Expansion</u>
Service	Annual service updates	No change
Facilities	No change	Increase number of bus stop pads/amenities Bus barn security cameras
Equipment	Replace 4 fixed route vehicles	No change
<u>2020</u>	<u>Preservation</u>	<u>Expansion</u>
Service	Annual service updates	No change
Facilities	No change	Increase number of bus stop pads/amenities
Equipment	Replace 3 paratransit vehicles	No change
<u>2021</u>	<u>Preservation</u>	<u>Expansion</u>
Service	Annual service updates	No change
Facilities	No change	No change
Equipment	No change	No change
<u>2022</u>	<u>Preservation</u>	<u>Expansion</u>
Service	Annual service updates	No change
Facilities	No change	No change
Equipment	No change	No change

Section 8: Operating Data 2017-2022

Fixed Route	2016	2017	2018	2019	2020	2021	2022
	Actual	Projected	Projected	Projected	Projected	Projected	Projected
Revenue Vehicle Hours	28,112	27,950	28,000	28,000	28,000	28,000	28,000
Total Vehicle Hours	29,005	28,760	28,760	28,760	28,760	28,760	28,760
Revenue Vehicle Miles	365,564	350,000	350,000	350,000	350,000	350,000	350,000
Total Vehicle Miles	377,411	360,000	363,000	363,000	363,000	363,000	363,000
Passenger Trips	396,896	417,038	420,000	422,000	424,000	426,000	426,000
Diesel Fuel Consumed (Gal)	80,848	74,500	74,500	74,500	74,500	74,500	74,500

LIFT	2016	2017	2018	2019	2020	2021	2022
	Actual	Projected	Projected	Projected	Projected	Projected	Projected
Revenue Vehicle Hours	21,307	17,000	17,000	17,000	17,000	17,000	17,000
Total Vehicle Hours	23,351	23,500	23,500	23,500	23,500	23,500	23,500
Revenue Vehicle Miles	177,479	183,500	183,500	183,500	183,500	183,500	183,500
Total Vehicle Miles	198,763	207,000	207,000	207,000	207,000	207,000	207,000
Passenger Trips	49,893	56,000	56,500	56,900	58,000	58,000	58,000
Diesel Fuel Consumed (Gal)	2,907	0	0	0	0	0	0
Gasoline Fuel Consumed (Gal)	31,586	24,000	22,000	20,000	18,000	18,000	18,000
Propane Fuel Consumed (Gal)	0	700	8,000	12,000	14,000	14,000	14,000

Vanpool	2016	2017	2018	2019	2020	2021	2022
	Actual	Projected	Projected	Projected	Projected	Projected	Projected
Revenue Vehicle Hours	82	4	0	0	0	0	0
Total Vehicle Hours	82	4	0	0	0	0	0
Revenue Vehicle Miles	3711	226	0	0	0	0	0
Total Vehicle Miles	3711	226	0	0	0	0	0
Passenger Trips	310	18	0	0	0	0	0
Gasoline Fuel Consumed (Gal)	262	15	0	0	0	0	0

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 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 RCT 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
2016	December 31 Ending Fund Balance						\$0
2017	Cowlitz Transit Authority	\$168,229					\$168,229
	Federal Grants	\$665,100					\$833,329
	State WSDOT Grants	\$172,125					\$1,005,454
	Transit Center design and temp facility		\$567,100				\$438,354
	Replacement Paratransit Vehicles (3)		\$316,354				\$122,000
	Re-Built Wheelchair Lifts (4)		\$56,000				\$66,000
	Replacement Relief Vehicles (2)		\$66,000				\$0
	Annual total	\$1,005,454	\$1,005,454				
2018	Cowlitz Transit Authority	\$2,166,066					\$2,166,066
	Federal Grants	\$3,732,000					\$5,898,066
	State WSDOT Grants	\$295,145					\$6,193,211
	Transit Center Expansion		\$3,713,211				\$2,480,000
	Transit Radio System Improvements		\$55,000				\$2,425,000
	Replacement Fixed Route Vehicles (2)		\$2,080,000				\$345,000
	Replacement Paratransit Vehicles (3)		\$320,000				\$25,000
	Transit Bus Stop Amenities & Pads		\$25,000				\$0
	Annual total	\$6,193,211	\$6,193,211				
2019	Cowlitz Transit Authority	\$557,000					\$557,000
	Federal Grants	\$2,080,000					\$2,637,000
	Bus Barn Security Cameras		\$12,000				\$2,625,000
	Replacement Fixed Route Vehicles (4)		\$2,600,000				\$25,000
	Bus Stop Amenities & Pads		\$25,000				\$0
	Annual total	\$2,637,000	\$2,637,000				
2020	Cowlitz Transit Authority	\$91,000					\$91,000
	State WSDOT Grants	\$264,000					\$355,000
	Replacement Paratransit Vehicles (3)		\$330,000				\$25,000
	Bus Stop Amenities & Pads		\$25,000				\$0
	Annual total	\$355,000	\$355,000				
2021	Cowlitz Transit Authority	\$25,000					\$25,000
	Federal Grants	\$0					\$25,000
	Bus Stop Amenities & Pads		\$25,000				\$0
	Annual total	\$25,000	\$25,000				
2022	Cowlitz Transit Authority	\$155,000					\$155,000
	Federal Grants	\$520,000					\$675,000
	Transit Shelters and Bus Stop Pads		\$25,000				\$650,000
	Replacement Fixed Route Vehicle		\$650,000				\$0
	Annual total	\$675,000	\$675,000				

Appendix A

Rolling Stock Inventory 2016

Public Transportation Management System
Owned Rolling Stock Inventory

Agency/ Organization: RiverCities Transit
Date: February 17, 2017

I hereby certify that all information reported in this
inventory reflects true, accurate and complete
information for the agency/organization listed
Amey G. Smith Manager 2/17/17
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)	Notes
1 2002/Gillig/Phantom	2	15GCB211921111145	42-01	412,923	50	15	0	\$450,000	Yes	35	BD	No	
2 2002/Gillig/Phantom	2	15GCB211021111146	42-02	414,854	50	15	0	\$450,000	Yes	35	BD	No	
3 2002/Gillig/Phantom	2	15GCB211221111147	42-03	423,491	50	15	0	\$450,000	Yes	35	BD	No	
4 2002/Gillig/Phantom	2	15GCB211421111148	42-04	415,855	65	15	3	\$450,000	Yes	35	BD	No	Engine replaced 2016
5 2003/Gillig/Phantom	2	15GCB211631112206	42-05	377,011	75	14	0	\$450,000	Yes	35	BD	No	
6 2003/Gillig/Phantom	2	15GCB211831112207	42-06	365,023	65	14	3	\$450,000	Yes	35	BD	No	Engine replaced 2016
7 2009/Gillig/Low Floor	2	15GGB271691176151	42-07	195,500	85	8	4	\$450,000	Yes	32	BD	No	
8 2011/Gillig/Low Floor Hybrid	2	15GGB3012B1176766	42-09	177,921	70	6	6	\$600,000	Yes	32	DE	No	
9 2013 Gillig/Low Floor BRT	2	15GGB2710D1181774	42-10	119,908	70	4	8	\$450,000	Yes	32	BD	No	
10 2013 Gillig/Low Floor BRT	2	15GGB2712D1181775	42-11	113,707	80	4	8	\$450,000	Yes	32	BD	No	
11 2013 Gillig/Low Floor BRT	2	15GGB2714D1181776	42-12	118,333	80	4	8	\$450,000	Yes	32	BD	No	
12 2013 Gillig/Low Floor BRT	2	15GGB2716D1181777	42-13	115,203	80	4	8	\$450,000	Yes	32	BD	No	
13 2013 Gillig/Low Floor BRT	2	15GGB2718D1181778	42-14	109,581	80	4	8	\$450,000	Yes	32	BD	No	
14 2014 Gillig/Low Floor BRT	2	15GGB2717E1183088	42-15	64,000	90	3	9	\$453,000	Yes	32	BD	No	
15 1998/Gillig/Phantom	3	15GCA2117W1088845	42-29	396,407	60	19	0	\$400,000	Yes	29	BD	No	
16 2004/Ford/Eldorado	11	1FDXE45P14HA86127	42-35	146,941	50	13	0	\$85,000	Yes	15	BD	No	To be replaced 7/17
17 2004/Ford/Eldorado	11	1FDXE45P34HA86128	42-36	159,575	50	13	0	\$85,000	Yes	15	BD	No	
18 2005/Ford/Eldorado	11	1FDXE45P35HA02326	42-37	171,451	75	12	0	\$85,000	Yes	15	BD	No	
19 2005/Ford/Eldorado	11	1FDXE45P55HA02327	42-38	191,706	75	12	0	\$85,000	Yes	15	BD	No	
20 2007/Ford/Eldorado	11	1FDXE45S76DB32686	42-39	167,673	80	10	0	\$85,000	Yes	15	GA	No	
21 2007/Ford/Eldorado	11	1FDXE45S66DB32687	42-40	166,190	80	10	0	\$85,000	Yes	15	GA	No	
22 2008/Ford/Eldorado	11	1FDXE45S07DB26388	42-41	144,125	80	9	0	\$85,000	Yes	15	GA	No	
23 2009/Dodge/Caravan	11	1D8HN44E99B520685	42-43	35,875	85	8	0	\$41,000	Yes	3	GA	No	
24 2010/Ford/Eldorado	11	1FDXE4FS2ADA11163	42-44	110,240	90	7	0	\$85,000	Yes	13	GA	No	
25 2010/Ford/Eldorado	11	1FDXE4FS4ADA11164	42-45	118,522	90	7	0	\$85,000	Yes	13	GA	No	
26 2011/Ford/Eldorado	11	1FDXE4FS9ADB00390	42-46	100,111	90	6	1	\$85,000	Yes	13	GA	No	
27 2012/Ford/Eldorado	11	1FDXE4FS7CDB09317	42-47	71,612	95	5	2	\$85,000	Yes	13	GA	No	
28 2013/Ford/Eldorado	11	1FDXE4FS0DDA93088	42-48	62,332	70	4	3	\$85,000	Yes	13	GA	No	
29 2014 MV1	11	57WMD1A67EM100171	42-49	27,756	90	3	4	\$53,000	Yes	4	GA	No	
30 2014/Ford/Eldorado	11	1FDXE4FS9EDA99084	42-50	42,512	90	3	4	\$73,000	Yes	13	GA	No	
31 2014/Ford/Eldorado	11	1FDXE4FS4EDA83620	42-51	40,831	90	3	4	\$73,000	Yes	13	GA	No	
32 Chevy Express	13	1GAWGPF8F1102805	42-300	4371	90	3	3	\$26,000	No*	12	GA	Yes	
33 Dodge Grand Caravan	13	2C4RDGBG9FR660471	42-301	1013	90	3	3	\$23,000	No*	7	GA	Yes	
34 Dodge Grand Caravan	13	2C4RDGBG0FR660472	42-302	1145	90	3	3	\$23,000	No*	7	GA	Yes	
35 Dodge Grand Caravan	13	2C4RDGBG2FR660473	42-303	1075	90	3	3	\$23,000	No*	7	GA	Yes	
36 Dodge Grand Caravan	13	2C4RDGBG4FR660474	42-304	988	90	3	3	\$23,000	No*	7	GA	Yes	

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

Appendix B

Facilities Inventory 2016

Public Transportation Management System Owned Facility Inventory

RiverCities Transit

Date: February 17, 2017

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 Downtown Transit Center	60	25	15	\$2,000,000	To be remodeled 2018 to accommodate
2						doubling of staff in 2013
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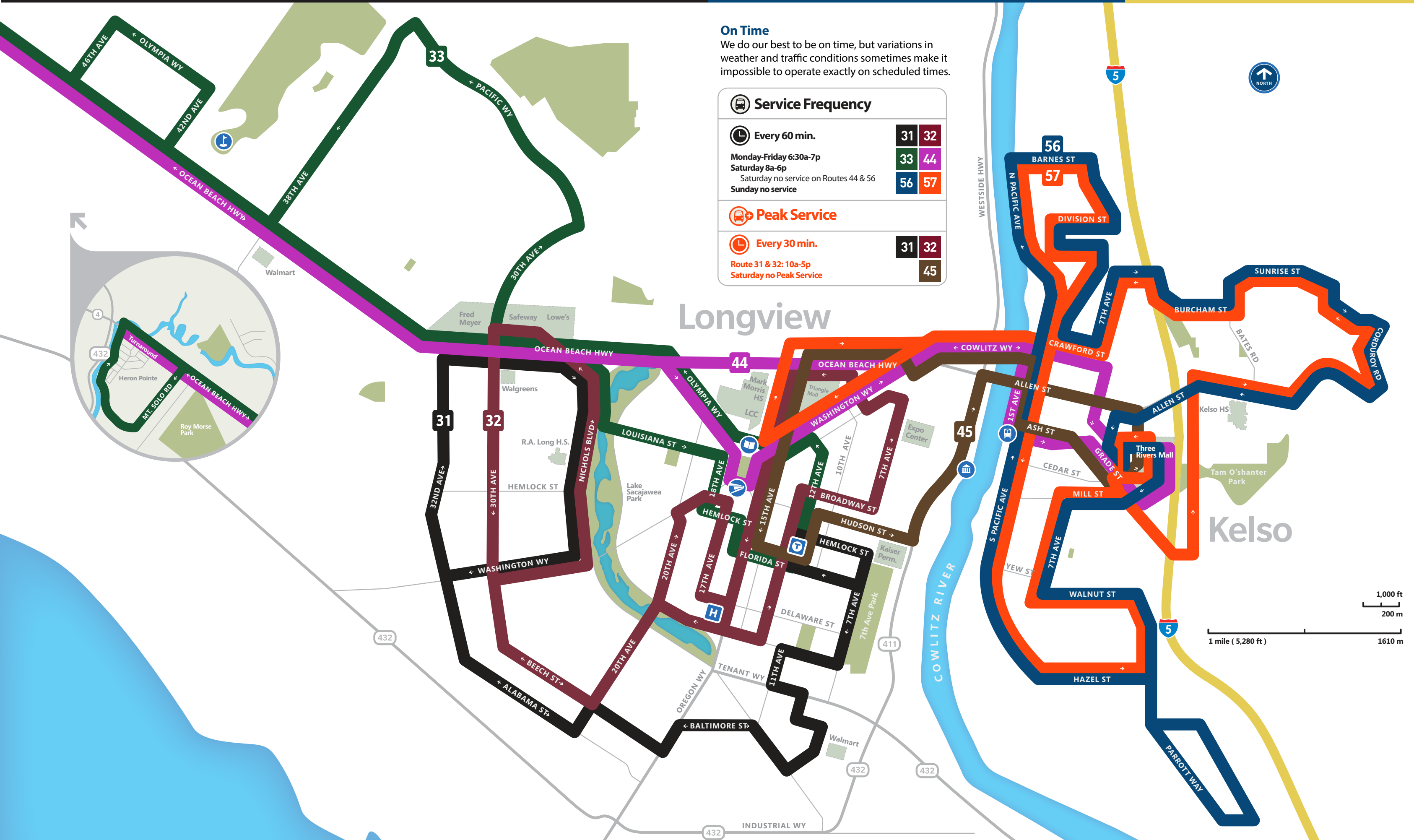
Appendix C

2016 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. Monday-Friday 6:30a-7p Saturday 8a-6p Saturday no service on Routes 44 & 56 Sunday no service	31 32 33 44 56 57
Peak Service Every 30 min. Route 31 & 32: 10a-5p Saturday no Peak Service	31 32 45



Legend

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

360.442.5663

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