

2017 Annual Report

2018-2023 Transit Development Plan



Prepared by RiverCities Transit Staff
For the Cowlitz Transit Authority
July 2018

Table of Contents

Introduction	1
Section 1: Organization	1
2017 Cowlitz Transit Authority Organizational Structure	2
Section 2: Physical Plant	3
Section 3: Service Characteristics	4
Fixed Route Service	4
Paratransit Services	5
Vanpool	6
Fares	7
Section 4: Service Connections.....	8
Section 5: 2017 Activities and Accomplishments.....	9
Fleet Statistics.....	9
2017 Accomplishments	9
Section 6: Proposed Action Strategies, 2018-2023	10
Section 7: Proposed Changes, 2018– 2023	11
Section 8: Operating Data 2017-2022	12
Section 9: Revenues and Expenditures for 6-Year Capital Plan	13
Appendix A	15
Appendix B.....	16
Appendix C	17

2017 Cowlitz Transit Authority:

Don Jensen, Chair - City of Longview
Rick Roberson, Vice Chair - City of Kelso
Mary Jane Melink - City of Longview
Larry Alexander – City of Kelso
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RiverCities Transit
PO Box 128
Longview, WA 98632
360-442-5663

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:

RiverCities Transit
Title VI Compliance Coordinator
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Longview, WA 98632

360-442-5663 (TTY Relay: 711)

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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 8, 2018 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. The City subsequently became the grant recipient for Federal Transit Administration funding.

In 1987, the voters of Longview and Kelso elected to create a taxing authority, the Cowlitz Public Transportation Benefit Authority (PTBA), 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 sales tax to the current three-tenths of one percent.

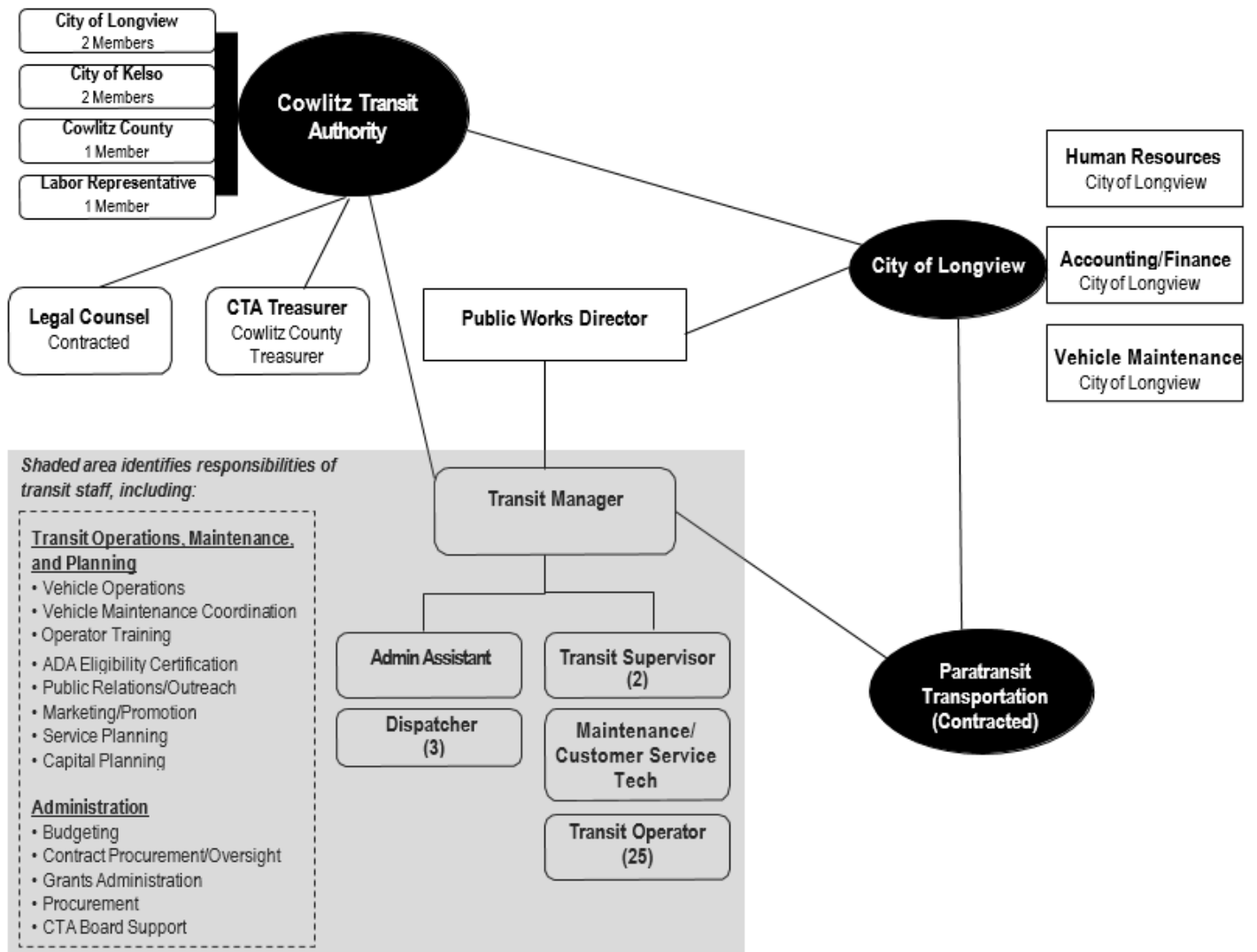
Incorporated under authority of Chapter 36.57A of the Revised Code of Washington, the Cowlitz PTBA is governed by the Cowlitz Transit Authority (CTA), a five-member board consisting of two members of the Longview City Council, two members of the Kelso City Council, one Cowlitz County Commissioner, and one non-voting union representative. The CTA functions as a taxing authority only and has no staff. The CTA contracts all transit operations, maintenance, and capital improvement related functions including management, administration, drivers, and maintenance, to the City of Longview (Figure 1). The City of Longview subcontracts to provide the required complementary paratransit services. The City of Longview and the CTA jointly govern the public transportation system, which operates under the name RiverCities Transit (RCT).

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

2017 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, Inc. staff providing paratransit services. The fleet maintenance functions that support RCT and the entire City of Longview fleet are also housed here. RCT also operates a Transit Center located in downtown Longview at 1135 12th Avenue (Figure 3). The Transit Center is a hub for the majority of RCT's fixed routes and provides customer service including system information, pass sales, shelters near the bus aisles, indoor waiting area, and restrooms. The Transit Center also houses a small, two-person break room for operators to use on lunch breaks.

Due to service expansion resulting from the 2008 PTBA tax increase, RCT has outgrown these facilities and is in need of more functional facilities with greater capacity. The CTA commissioned a study in 2013 to look at possible facilities alternatives. In 2015, staff re-evaluated the study as funding constraints would not allow construction of the new stand-alone facility identified by the 2013 study. The 2015 study recommended an expansion of the Downtown Transit Center to accommodate administrative staff, improve customer service to transit system patrons, provide an adequate operator break room, and consolidate bus drive aisles to reduce pedestrian/vehicle interaction. In 2016, the City applied for and received a grant for construction of an expanded Transit Center from the Federal Transit Administration. Design and permitting is underway and construction is projected to begin in late 2018.



Figure 2



Figure 3

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.

Regular and scheduled maintenance of facilities and customer amenities ensures RCT facilities remain in excellent physical condition.

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 2017 fixed route service area. 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. Fall of 2017 presented some staffing challenges that resulted in the need to temporarily suspend service on both peak routes and route 56 in Kelso. This service is being added back in 2018 as staffing levels rebound.

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 by 9.1% in 2014 and another 9% in 2015. Ridership decreased slightly as predicted when a fare increase was implemented on January 1, 2016. In 2017, RCT's fixed route service logged 26,372 revenue hours. The 2017 budget included 26.75 full-time equivalent (FTE) employees.

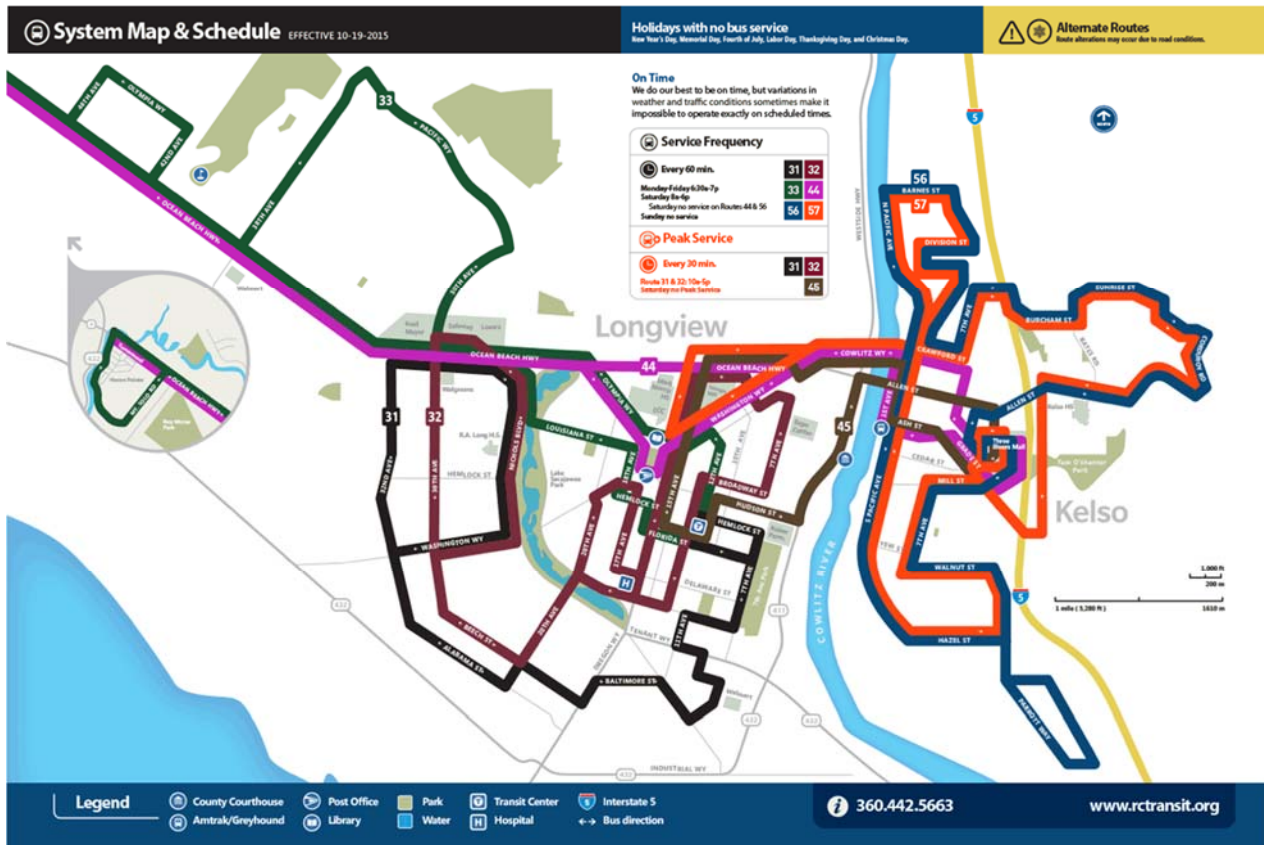


Figure 4

Paratransit Services

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) (see Figure 5 for service area map). This service operates under the name RiverCities LIFT. The City of Longview contracts with Paratransit Services Inc. to operate LIFT. Paratransit Services Inc. is a non-profit organization headquartered in Bremerton, Washington. They provide drivers and scheduling/dispatch staff. The City of Longview owns and provides the vehicles.

To qualify for LIFT, individuals must complete an application process and be certified as unable to utilize regular fixed route transportation because of their disability. LIFT provides paratransit service on a next-day reservation basis. In addition, LIFT offers same-day response 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 and 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 22,600 revenue hours and operated using 16.57 FTE's.

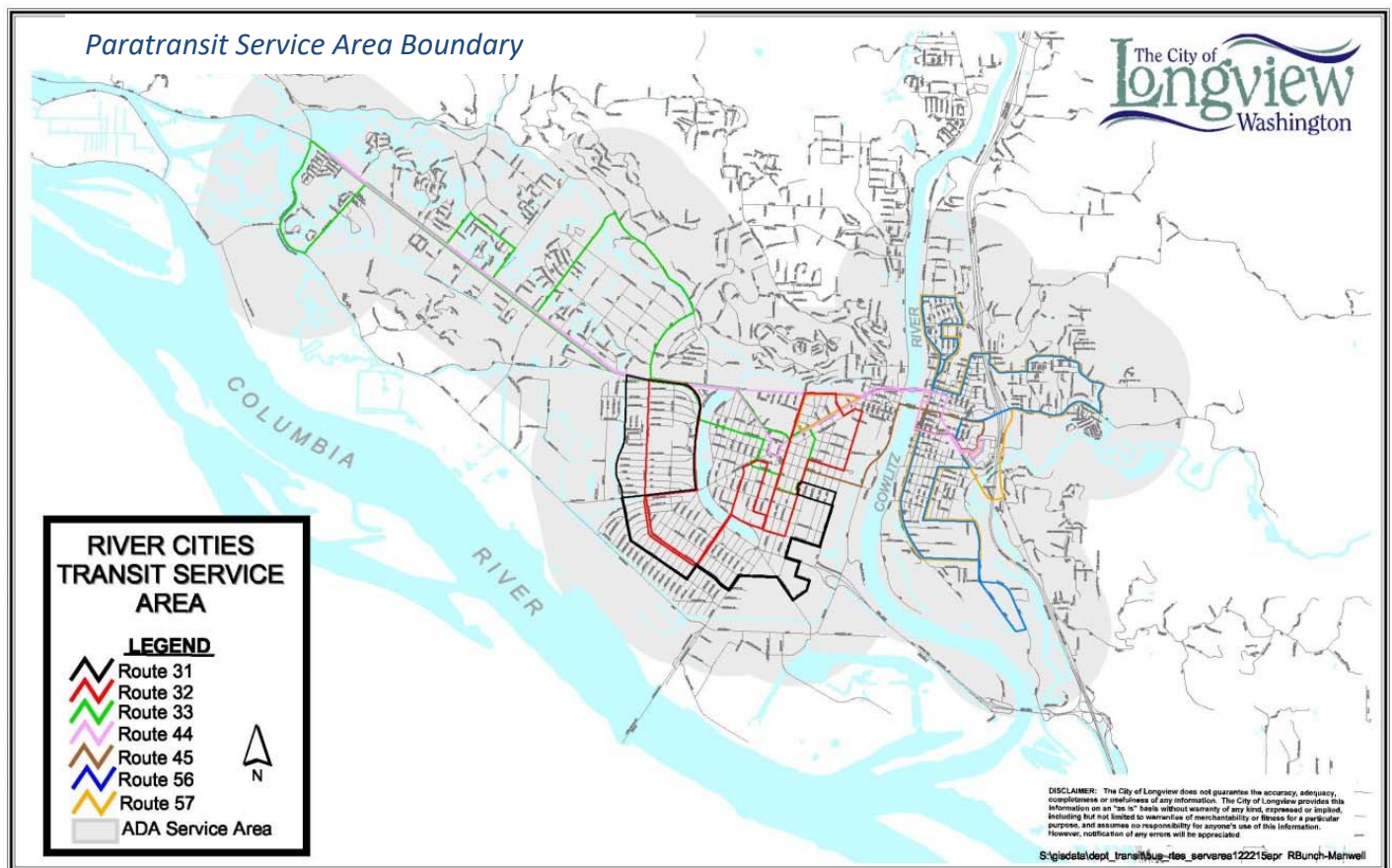


Figure 5

**Comparison of Ridership
Bus and Paratransit Ridership**

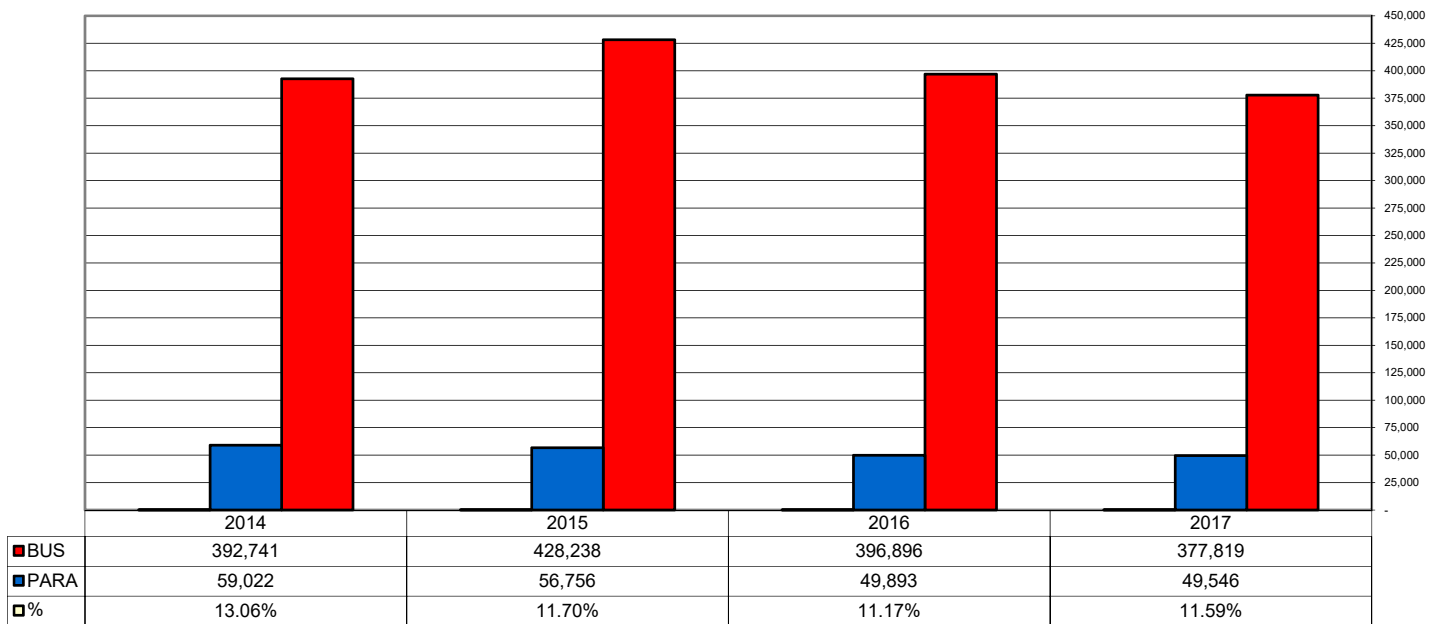


Figure 6

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 initially available only 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. After extensive outreach and marketing to employers, schools, and individuals, the RCT vanpool program was underutilized and the CTA voted to close the program in the summer of 2017.

Fares

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

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 six 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.

**Reduced fare is 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.

***LCC pays an annual fee based on prior years ridership for their students and faculty.

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	-	-	-

Figure 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 Holt's Mini-Mart, St. Johns Medical Center, and the Triangle Mall. CC Rider passengers come to Longview-Kelso to access shopping, medical appointments and 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 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: 2017 Activities and Accomplishments

Fleet Statistics

In 2017, 77,957 gallons of diesel was consumed driving 344,310 revenue vehicle miles on fixed routes. This provided 377,835 passenger trips. Our fixed route fuel consumption averaged 4.4 revenue miles per gallon. RCT fixed route service averaged approximately 4.8 passenger trips per gallon of fuel consumed.

In the same year, 4,119 gallons of diesel fuel and 33,016 gallons of gasoline were consumed driving 184,707 revenue miles of paratransit service for 49,546 passenger trips. With an average fuel economy of 4.9 revenue miles per gallon, Paratransit service averaged approximately 1.3 passenger trips per gallon of fuel consumed.

RCT's vehicle replacement program is based on Federal Transportation Administration (FTA) Useful Life Benchmarks guidelines:

- 35' diesel bus = 14 years
- Cutaway Bus (small paratransit bus)= 10 years
- Minivan = 8 years

The average age of the RCT fixed route fleet is 10.6 years, while the Paratransit fleet average age is 7.3 years. Regular and scheduled maintenance of the fleet ensures RCT vehicles remain in excellent condition.

The City of Longview is installing a propane fueling station and in 2018, RCT will replace three paratransit vehicles with new propane powered vehicles. Eventually the entire paratransit vehicle fleet will be propane powered. This conversion is expected to provide significant fuel cost savings.

RCT continues its tradition of excellence in the area of safety, recording no fatalities or significant passenger injuries in 2017. RCT experienced three collisions in 2017. For this document, collisions are defined as crashes where there is vehicle damage in excess of \$5,000 total to all vehicles involved. This includes both revenue vehicles and non-revenue vehicles.

2017 Accomplishments

RCT continues to experience changes because of the voter approved sales tax increase in 2008. After the passage of the increase, the CTA developed a community-supported long-range plan that was adopted in December 2010. The Transit Enhancement Plan included a list of strategies that RCT has successfully implemented over the past 8 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:

- Completed engineering and design for revised downtown Transit Center configuration to improve bus circulation and parking, improve safety of pedestrians and add administrative staff to downtown.

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) Technical Advisory Committee monthly meetings.
- Continued participating in the Southwest Washington Regional Transportation Planning Organization (SWRTPO) Coordinated Human Services Transit Planning Quarterly Meetings.
- 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 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.
- Participated in the local Extreme Machines event.
- Maintained a Facebook page to communicate better with our riders and community.

System Accomplishments

- Continued 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.
- Revised routes using on-board GPS and passenger counting data to shift service to locations with higher demand.

Section 6: Proposed Action Strategies, 2018-2023

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

- *Operate transportation systems reliably and responsibly for the customer.*

RCT 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. RCT staff seeks outside funding sources and continually participates in competitive grant programs both locally and nationally.

- *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, RCT will continue to implement the adopted Transit Enhancement Plan to provide enhanced service delivery using data and community input. Through the guidance of the Cowlitz Transit Authority Board, RCT staff will investigate options for expanding service to the Lexington community to the north of our current service area.

- *Implement facilities and equipment solutions that are in the best interest of the community.*

Expansion and revision of the Transit Center will improve rider safety with a re-designed drive aisle and pedestrian plaza and will relocate administrative staff where they will be easily accessible to RCT's customers and drivers. Conversion of the paratransit fleet to propane fuel will provide cost savings and reduce RCT's carbon footprint and replacement of an

aging fleet will help reduce travel interruptions and delay. Shop facilities will be revised if needed when the Industrial Way/Oregon Way Intersection project begins construction to ensure buses will be able to enter and exit the property safely.

Section 7: Proposed Changes, 2018- 2023

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 2018 and 2023, RCT forecasts no significant permanent increases in fixed route service hours without first securing new, reliable revenue. A pilot project to expand service to Lexington will be funded if grant funding is secured. The primary goal within the next few years will be to preserve existing service levels and keep expenditures stable, while exploring the need for expanded service in the surrounding areas.

<u>2018</u>	<u>Preservation</u>	<u>Expansion</u>
Service	Annual service updates	Explore PTBA Expansion
Facilities	Begin construction on Downtown Transit Center	No change
Equipment	Replace 3 paratransit vehicles with propane powered vehicles Replace 2 operator relief vehicles Rebuild 4 wheelchair lifts	
<u>2019</u>	<u>Preservation</u>	<u>Expansion</u>
Service	Annual service updates Relocate administrative staff to the Transit Center	Begin pilot service to Lexington if grant funding is secured
Facilities	Finalize construction of transit center facility	Increase number of bus stop pads/amenities
Equipment	Replace 2 fixed route vehicles Replace 3 paratransit vehicles with propane powered vehicles Radio equipment improvements	One cutaway vehicle if grant funding for Lexington service is secured
<u>2020</u>	<u>Preservation</u>	<u>Expansion</u>
Service	Annual service updates	Continue Pilot to Lexington
Facilities	Revise city shop bus barn if needed when Industrial Way intersection project begins	Increase number of bus stop pads/amenities Install Bus Barn security cameras
Equipment	Replace 2 paratransit vehicles with propane Replacement supervisor vehicles Replace 4 fixed route vehicles (if grant funding provided)	No change
<u>2021</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 with propane powered vehicles	No change
2022	Preservation	Expansion
Service	Annual service updates	No change
Facilities	No change	No change
Equipment	Replace one transit coach	No change
2023	Preservation	Expansion
Service	Annual service updates	No change
Facilities	No change	No change
Equipment	Replacement paratransit vehicles	No change

Section 8: Operating Data 2017-2022

Fixed Route	2017	2018	2019	2020	2021	2022
	Actual	Projected	Projected	Projected	Projected	Projected
Revenue Vehicle Hours	26,372	27,950	28,500	28,000	28,000	28,000
Total Vehicle Hours	27,370	28,760	28,800	29,500	28,760	28,760
Revenue Vehicle Miles	344,310	350,000	360,000	360,000	350,000	350,000
Total Vehicle Miles	377,411	360,000	363,000	363,000	363,000	363,000
Passenger Trips	377,835	378,000	385,000	400,000	400,000	400,000
Diesel Fuel Consumed (Gal)	77,957	78,000	80,000	80,000	78,000	78,000

Paratransit	2017	2018	2019	2020	2021	2022
	Actual	Projected	Projected	Projected	Projected	Projected
Revenue Vehicle Hours	22,600	17,000	17,000	17,000	17,000	17,000
Total Vehicle Hours	24,790	24,900	25,000	25,200	25,200	25,200
Revenue Vehicle Miles	184,707	185,000	186,000	186,000	186,000	186,000
Total Vehicle Miles	208,505	208,000	209,000	209,000	209,000	209,000
Passenger Trips	49,546	49,700	50,000	51,000	52,000	52,000
Diesel Fuel Consumed (Gal)	4,119	3000	700	0	0	0
Gasoline Fuel Consumed (Gal)	33,016	24,000	22,000	20,000	18,000	18,000
Propane Fuel Consumed (Gal)	0	8,000	10,000	12,000	14,000	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 operating the public transportation system. The Cowlitz Transit Authority contracts with the City of Longview to provide transit services on behalf of the PTBA. 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 the six-year plan outlining revenues and expenditures for RiverCities capital projects as adopted in the City of Longview budget. 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
2017	December 31 Ending Fund Balance						\$0
2018	Cowlitz Transit Authority	\$256,736					\$256,736
	Federal Grants	\$665,100					\$921,836
	State WSDOT Grants	\$172,125					\$1,093,961
	Transit Center design and temp facility		\$655,607				\$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	\$1,093,961	\$1,093,961				
2019	Cowlitz Transit Authority	\$929,900					\$929,900
	Federal Grants	\$3,946,000					\$4,875,900
	State WSDOT Grants	\$295,000					\$5,170,900
	Transit Center Expansion		\$3,736,900				\$1,434,000
	Replacement Fixed Route Vehicles (2)		\$1,040,000				\$394,000
	Replacement Paratransit Vehicles (3)		\$369,000				\$25,000
	Transit Bus Stop Amenities & Pads		\$25,000				\$0
	Annual total	\$5,170,900	\$5,170,900				
2020	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				
2021	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				
2022	Cowlitz Transit Authority	\$155,000					\$155,000
	Federal Grants	\$520,000					\$675,000
	Replacement Fixed Route Vehicle		\$650,000				\$25,000
	Bus Stop Amenities & Pads		\$25,000				\$0
	Annual total	\$675,000	\$675,000				
2023	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

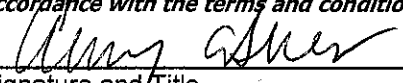
Rolling Stock Inventory 2017

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

Agency/Organization: City Of Longview d.b.a. RiverCities Transit

Date: 2/14/2018

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

 2-14-18
 Signature and Title Date

No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs of SGR? Yes/No	Is the Vehicle Safe? Yes/No	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance Current? Yes/No	Performs its Designed Function? Yes/No	Replacement Cost \$	ADA Access Yes/No	Seating Capacity	Fuel Type	WSDOT Title Yes/No
1	2002	Gillig Phantom	2	15GCB211921111145	42-01	425,119	Yes	Yes	14	500,000	Yes	Yes	\$450,000	Yes	35	BD	No
2	2002	Gillig Phantom	2	15GCB211021111146	42-02	435,152	Yes	Yes	14	500,000	Yes	Yes	\$450,000	Yes	35	BD	No
3	2002	Gillig Phantom	2	15GCB211221111147	42-03	443,511	Yes	Yes	14	500,000	Yes	Yes	\$450,000	Yes	35	BD	No
4	2002	Gillig Phantom	2	15GCB211421111148	42-04	431,449	Yes	Yes	14	500,000	Yes	Yes	\$450,000	Yes	35	BD	No
5	2003	Gillig Phantom	2	15GCB211631112206	42-05	405,655	Yes	Yes	14	500,000	Yes	Yes	\$450,000	Yes	35	BD	No
6	2003	Gillig Phantom	2	15GCB211831112207	42-06	386,181	Yes	Yes	14	500,000	Yes	Yes	\$450,000	Yes	35	BD	No
7	2009	Gillig Low-Floor	2	15GGB271691176151	42-07	225,503	Yes	Yes	14	500,000	Yes	Yes	\$450,000	Yes	32	BD	No
8	2011	Gillig Low-Floor Hybrid	2	15GGB3012B1176766	42-09	209,251	Yes	Yes	14	500,000	Yes	Yes	\$600,000	Yes	32	DE	No
9	2013	Gillig Low-Floor BRT	2	15GGB2710D1181774	42-10	150,384	Yes	Yes	14	500,000	Yes	Yes	\$450,000	Yes	32	BD	No
10	2013	Gillig Low-Floor BRT	2	15GGB2712D1181775	42-11	141,907	Yes	Yes	14	500,000	Yes	Yes	\$450,000	Yes	32	BD	No
11	2013	Gillig Low-Floor BRT	2	15GGB2714D1181776	42-12	150,188	Yes	Yes	14	500,000	Yes	Yes	\$450,000	Yes	32	BD	No
12	2013	Gillig Low-Floor BRT	2	15GGB2716D1181777	42-13	146,559	Yes	Yes	14	500,000	Yes	Yes	\$450,000	Yes	32	BD	No
13	2013	Gillig Low-Floor BRT	2	15GGB2718D1181778	42-14	139,188	Yes	Yes	14	500,000	Yes	Yes	\$450,000	Yes	32	BD	No
14	2014	Gillig Low-Floor BRT	2	15GGB2717E1183068	42-15	94,514	Yes	Yes	14	500,000	Yes	Yes	\$453,000	Yes	32	BD	No
15	1998	Gillig Phantom	3	15GCA2117W1088845	42-29	396,325	Yes	Yes	14	500,000	Yes	Yes	\$400,000	Yes	29	BD	No
16	2004	Ford Eldorado	11	1FDXE45P14HA86127	42-35	153,128	Yes	Yes	10	200,000	Yes	Yes	\$85,000	Yes	15	G	No
17	2004	Ford Eldorado	11	1FDXE45P34HA86128	42-36	166,723	Yes	Yes	10	200,000	Yes	Yes	\$85,000	Yes	15	G	No
18	2004	Ford Eldorado	11	1FDXE45P35HAO2326	42-37	178,512	Yes	Yes	10	200,000	Yes	Yes	\$85,000	Yes	15	G	No
19	2005	Ford Eldorado	11	1FDXE45P55HAO2327	42-38	202,223	Yes	Yes	10	200,000	Yes	Yes	\$85,000	Yes	15	G	No
20	2005	Ford Eldorado	11	1FDXE45S76DB32686	42-39	180,834	Yes	Yes	10	200,000	Yes	Yes	\$85,000	Yes	15	G	No
21	2007	Ford Eldorado	11	1FDXE45S96DB32687	42-40	179,377	Yes	Yes	10	200,000	Yes	Yes	\$85,000	Yes	15	G	No
22	2007	Ford Eldorado	11	1FDXE45S07DB26388	42-41	144,453	Yes	Yes	10	200,000	Yes	Yes	\$85,000	Yes	15	G	No

23	2008	Ford Eldorado	11	1FDXE45S27DB26389	41-42	168,546	Yes	Yes	10	200,000	Yes	Yes	\$85,000	Yes	15	G	No
24	2009	Dodge Caravan	14	1D8HN44E99B520685	42-43	37,212	Yes	Yes	8	100,000	Yes	Yes	\$41,000	Yes	3	G	No
25	2010	Ford E-450 Eldorado	11	1FDFE4FS2ADA11163	42-44	126,799	Yes	Yes	10	200,000	Yes	Yes	\$85,000	Yes	13	G	No
26	2010	Ford E-450 Eldorado	11	1FDFE4FS4ADA11164	42-45	136,542	Yes	Yes	10	200,000	Yes	Yes	\$85,000	Yes	13	G	No
27	2011	Ford E-450 Eldorado	11	1FDFE4FS9ADB00390	42-46	119,587	Yes	Yes	10	200,000	Yes	Yes	\$85,000	Yes	13	G	No
28	2012	Ford E-450 Eldorado	11	1FDFE4FS7CDB09317	42-47	90,443	Yes	Yes	10	200,000	Yes	Yes	\$85,000	Yes	13	G	No
29	2013	Ford E-450 Eldorado	11	1FDFE4FS0DDA93088	42-48	80,748	Yes	Yes	10	200,000	Yes	Yes	\$85,000	Yes	13	G	No
30	2014	MV-1	14	57WMD1A67EM100171	42-49	38,636	Yes	Yes	8	100,000	Yes	Yes	\$53,000	Yes	4	G	No
31	2014	Ford E-450 Eldorado	11	1FDFE4FS9EDA99084	42-50	64,239	Yes	Yes	10	200,000	Yes	Yes	\$85,000	Yes	13	G	No
32	2014	Ford E-450 Eldorado	11	1FDFE4FS4EDA83620	42-51	60,037	Yes	Yes	10	200,000	Yes	Yes	\$85,000	Yes	13	G	No
33	2015	Chevy Express Van	13	1GAWGPFF8F1102605	42-300	4,426	Yes	Yes	4	200,000	Yes	Yes	\$23,000	No	12	G	Yes
34																	
35																	
36																	

Appendix B

Facilities Inventory 2017

Public Transportation Management System
Owned Facility Inventory

Agency City of Longview d.b.a RiverCities Transit

Refer to instructions for facility code

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

 2-14-18
Signature and Title Date

No.	Facility Code	Facility Name	Condition (points)	Age (Year)	Remaining Useful Life	Replacement Cost (\$)	Comments (If more than two lines, attach a separate comment page)
1	6	Downtown Transit Center	3	25	15	\$2,000,000.00	Facility to be replaced to accommodate doubling of staff size and eliminate pedestrian/vehicle conflicts.
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Appendix C

2017 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 8:30 am - 7:00 pm
Saturday 8:00 am - 6:00 pm
Saturday no service Route 44
Sunday no service

31 32

33 44

57



Every 30 min.

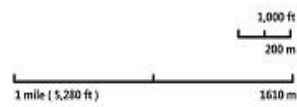
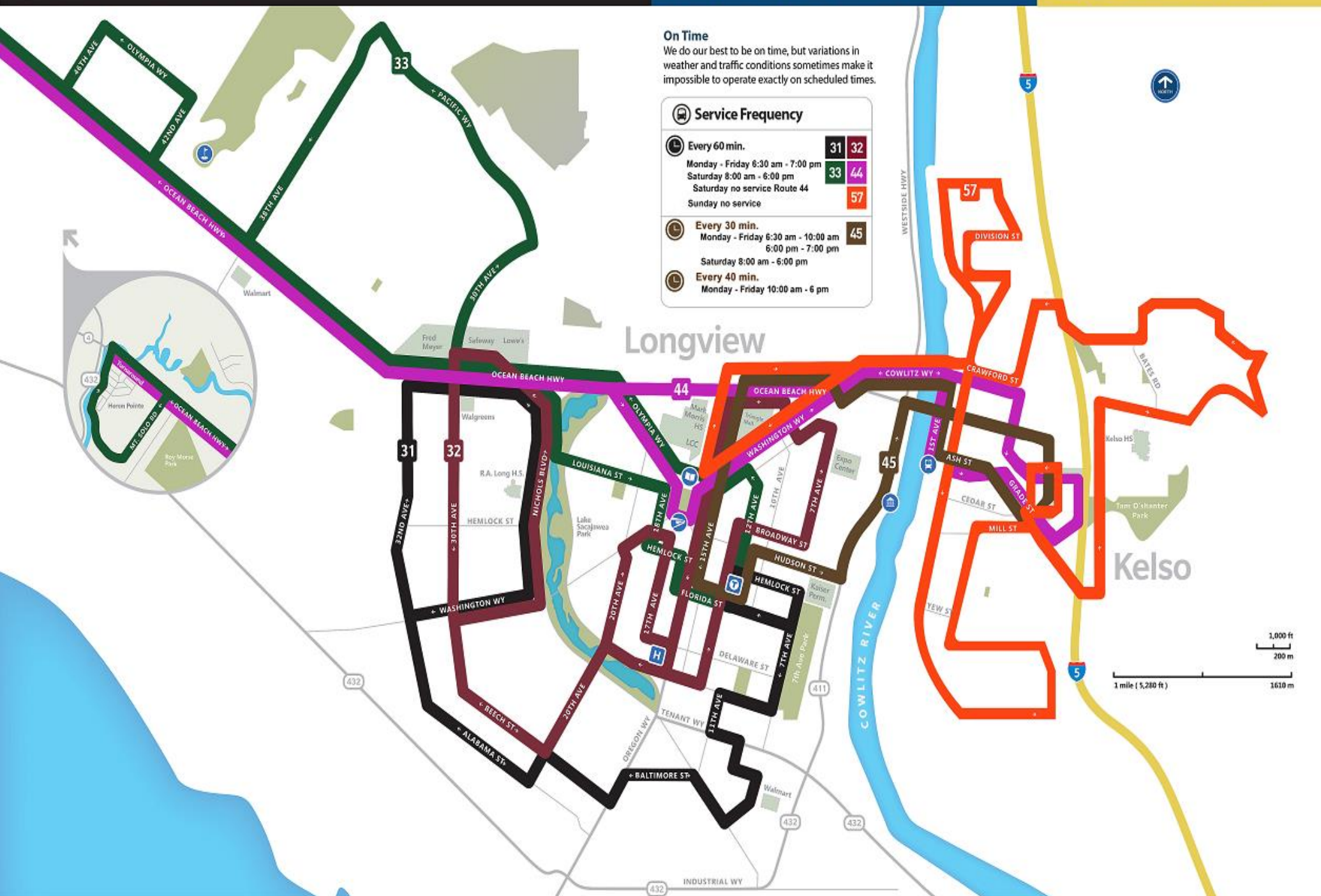
Monday - Friday 6:30 am - 10:00 am
6:00 pm - 7:00 pm
Saturday 8:00 am - 6:00 pm

45



Every 40 min.

Monday - Friday 10:00 am - 6 pm



Legend



County Courthouse



Post Office



Park



Transit Center



Interstate 5



Amtrak/Greyhound



Library



Water



Hospital



Bus direction



360.442.5663

www.rctransit.org