

2014 Annual Report

2015-2020 Transit Development Plan



Prepared by RiverCities Transit Staff
For the Cowlitz Transit Authority
DRAFT August 7, 2015

Table of Contents

INTRODUCTION	1
SECTION 1: Organization.....	1
2014 Cowlitz Transit Authority Organizational Structure	2
SECTION 2: Physical Plant	3
SECTION 3: Service Characteristics	4
Overview	4
Fixed Route Services	5
RiverCities LIFT	5
Fares.....	6
Passes.....	7
SECTION 4: Service Connections.....	8
SECTION 5: Activities and Accomplishments in 2014	10
Fixed-Route	10
RCT LIFT ADA Paratransit Service.....	11
Fleet Statistics	11
2014 Accomplishments.....	12
SECTION 6: Proposed Action Strategies, 2015-2020	12
SECTION 7: Proposed Changes, 2015 – 2020.....	13
SECTION 8: Capital Improvement Program	14
SECTION 9: Operating Data 2014-2020	16
SECTION 10: Revenues and Expenditures.....	17
Appendix A.....	
Appendix B.....	
Appendix C.....	

2014 Cowlitz Transit Authority:

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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, 2015. 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 12, 2015 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.

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

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).

2014 Cowlitz Transit Authority Organizational Structure

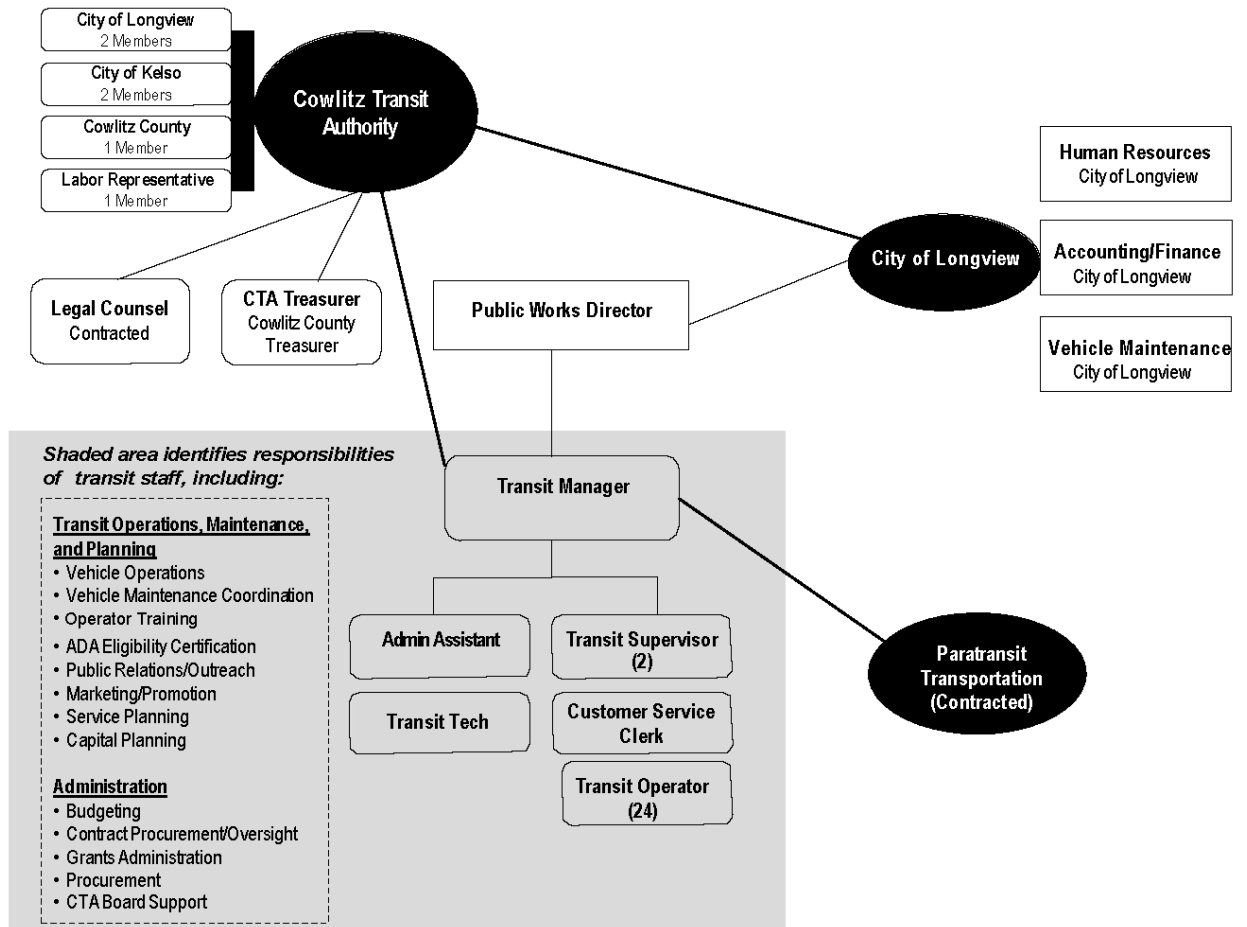


Figure 1

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.



Longview City Shop

RiverCities Transit also has a Transit Center in downtown Longview, Washington located at 1135 12th Avenue. The Transit Center provides customer service including RCT system information, pass sales, shelters, indoor waiting area, and restrooms.



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 33 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 (see Figure 2 and Appendix C). RCT has experienced many changes during 2013 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. Major changes to the system were accomplished between 2011 and 2013. 2014 continued to be a busy year with several successes accomplished:

- Continued installation of Route Match AVL and scheduling software and hardware on all Paratransit vehicles
- 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
- Launched a trip planning feature through Google to allow riders to plan trips on RCT fixed routes
- Hired and trained RCT's first dispatcher
- Developed a system for tracking the number of and approval status of Paratransit applicants



New Bus Route Signs Installed 2013

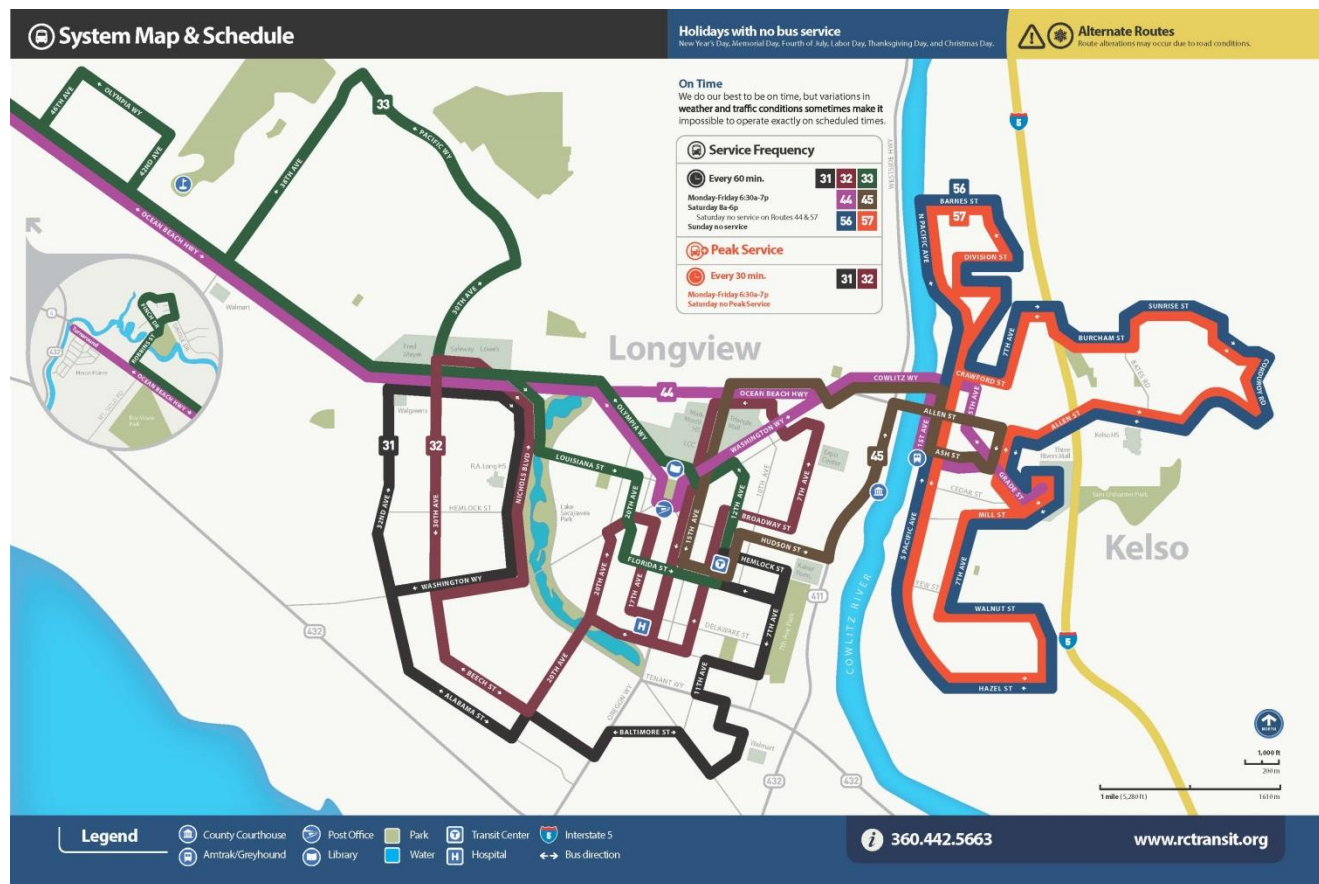


Figure 2

Figure 2 illustrates the 2014 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 operates seven fixed-routes, which circulate through most urbanized neighborhoods in Longview and Kelso Monday –Friday 6:30am to 7:00pm and five routes Saturday from 8am to 6pm. Five of the routes are designed to complete a round trip in about fifty minutes, allowing the routes to operate on sixty minute headways, and to provide transfer connections at the RCT Transit Center. 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. Two of our most heavily travelled routes offer service every 30 minutes Monday through Friday.

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.

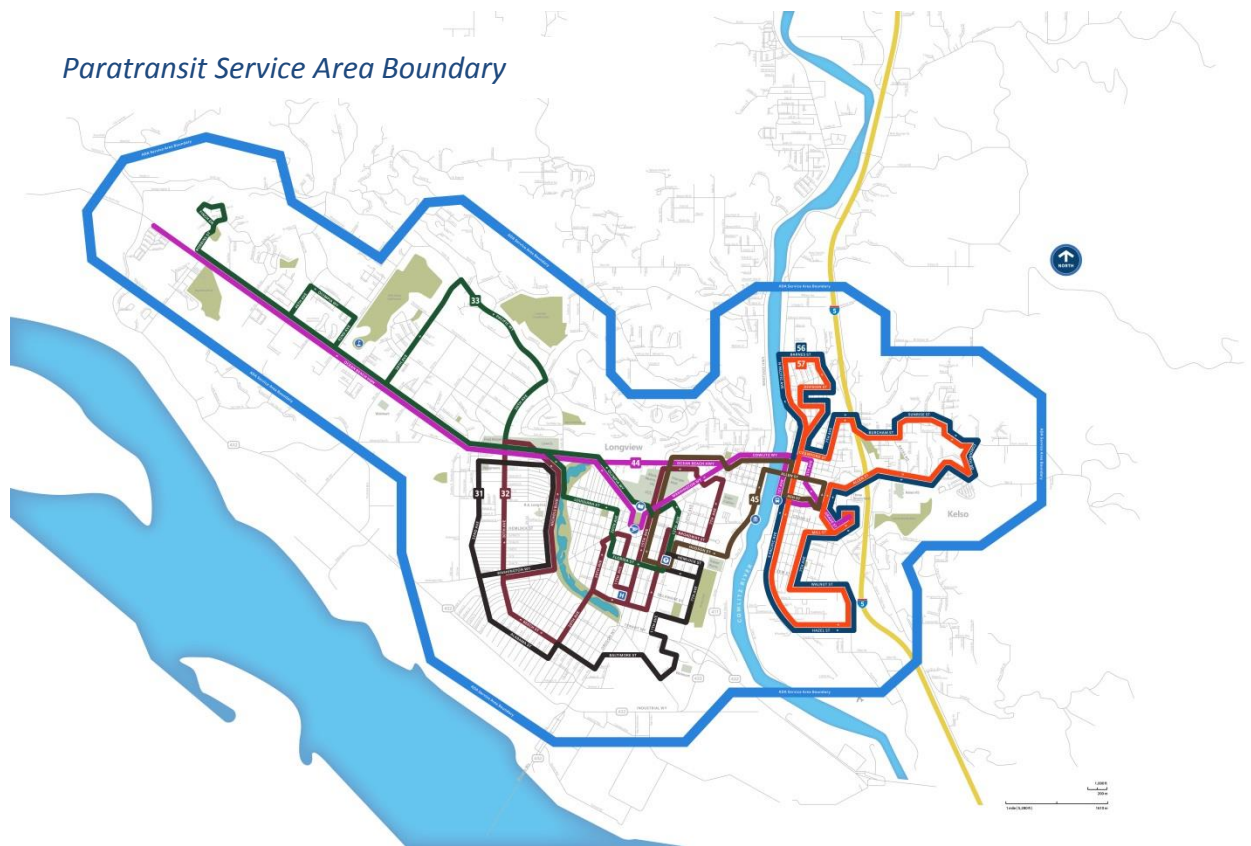


Figure 3

Fares 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.

Fares





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.

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.

C-Tran Vanpool Program

C-Tran, the primary transit provider for Clark County, operates five vanpools that serve Cowlitz County in 2013. C-Tran provides vanpool services to individuals with origins or destinations in Clark County, as well as to individuals whose commute passes through Clark County. Trips are not required to begin or end within Clark County, and will support vanpools that travel from Longview to Portland.

Route	# of Riders	Vehicle Type
Vancouver to St John's Medical Center, Longview	6	Minivan
Kelso to NE Vancouver	8	Full Size Van
Vancouver to Longview Fibre Mill	12	Full Size Van
Longview to E Vancouver	7	Minivan
Longview to E Vancouver	7	Minivan

Figure 6

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 2014

Fixed-Route

RCT operates seven (7) fixed-routes, depicted in Figure 2 and described on page 4. The trend in ridership over the past five years shows a slight decline due in part to the downturn in the economy during the great recession (Figure 7). The major service changes implemented in August 2013 also resulted in a slight decline in passenger boardings for the last quarter of the year, which is fairly common with major changes as people adjust to the new routes (Figure 8). Ridership has increased to 2010 levels in 2014 and 2015 will likely rise to even greater numbers. In 2014, RCT's fixed-route service logged 28,694 revenue hours. The 2014 budget included 24.10 full-time equivalent (FTE) employees.

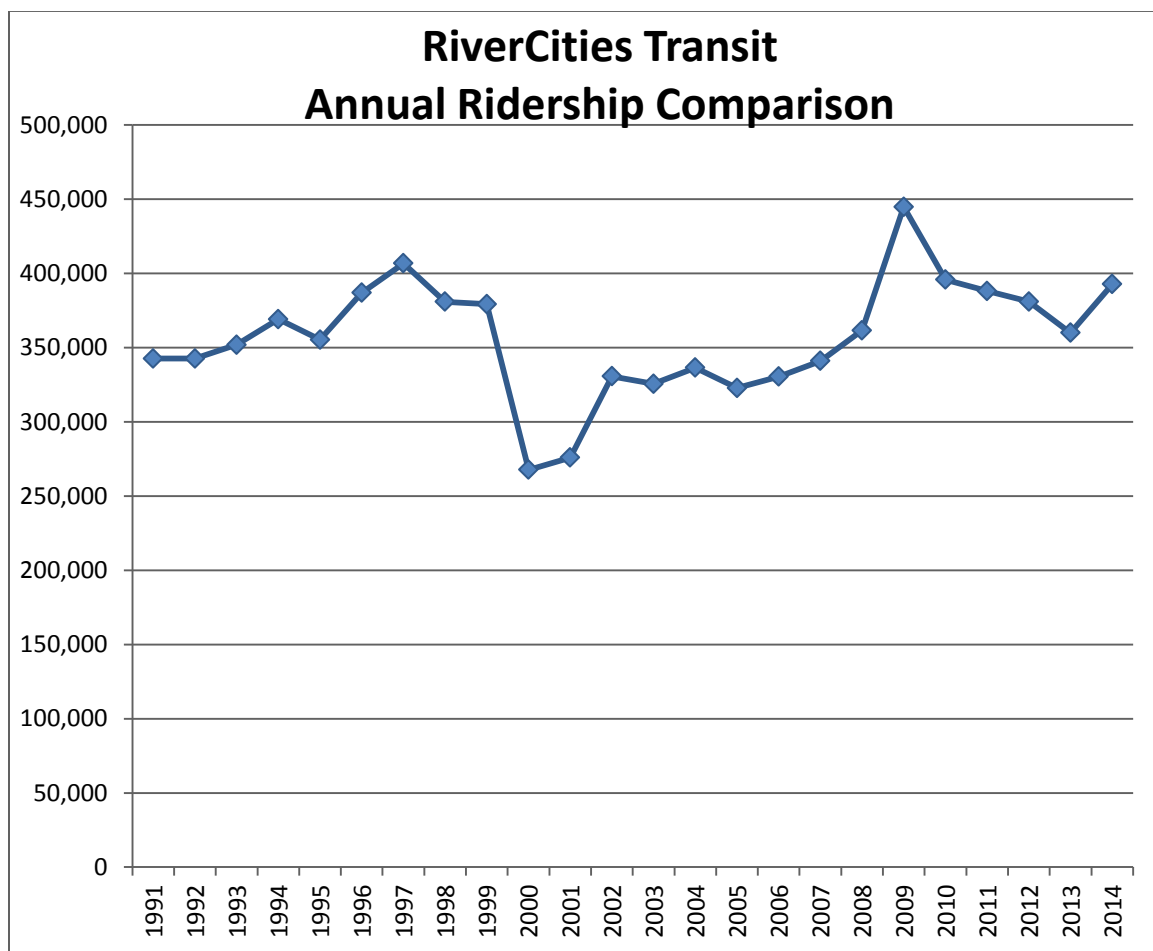


Figure 7

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 2014, LIFT logged 22,767 revenue hours and operated using 17 FTE's.

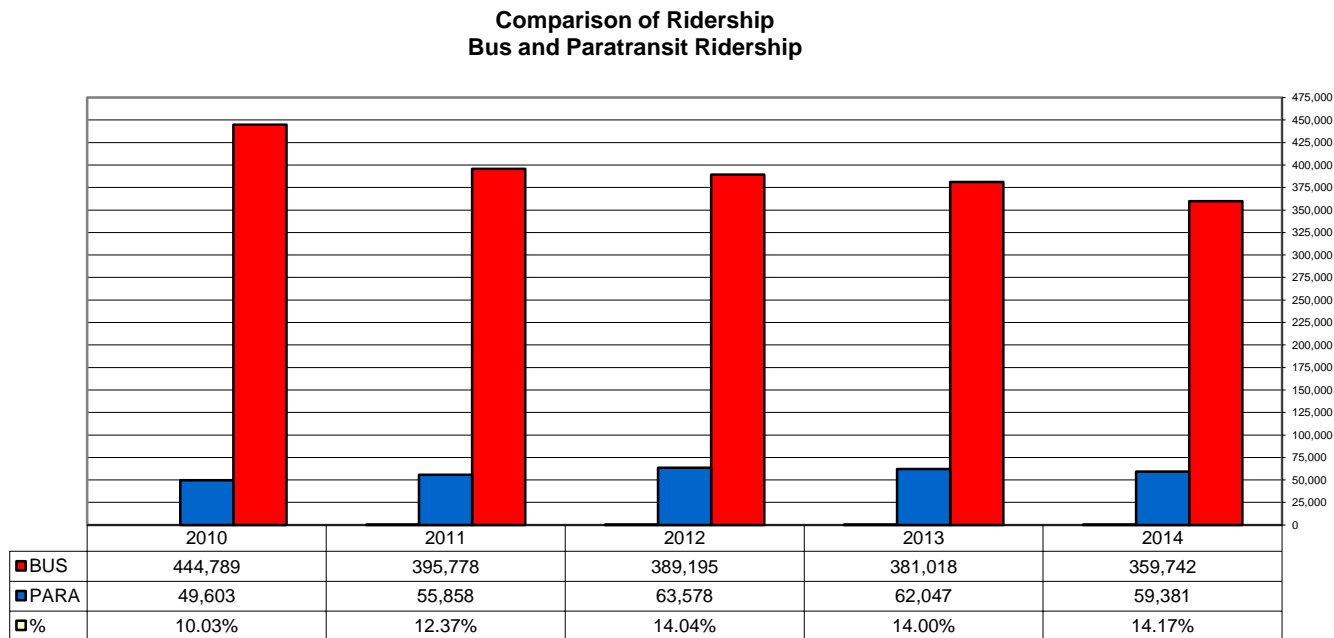


Figure 8

Fleet Statistics

In 2014, 76,383 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 4.5 revenue miles per gallon. RCT fixed-route service averaged approximately 5.1 passenger trips per gallon of fuel consumed.

In the same year, 5,258 gallons of fuel were consumed driving 185,683 revenue miles of Paratransit service for 59,022 passenger trips. The average fuel economy of 35.3 revenue miles per gallon, Paratransit service averaged approximately 11.2 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 7.5 years, while the Paratransit fleet average age is 6.7 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 2014.

2014 Accomplishments

RCT has continues 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
- Updated ADA Plan

Facilities/Assets Accomplishments:

Community Outreach and Partnerships:

- Began participating in bimonthly regional information forums to exchange information with local and regional elected officials, public works directors, port directors and senate staff
- Entered a new coach in the City of Longview Holiday Parade

System Accomplishments

- Implemented trip planning tool on RCT website and Google Maps
- Implemented an ITS project and installed Route Match on all LIFT vehicles
- Hired and trained dispatching staff

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, 2015 – 2020

<u>2015</u>	<u>Preservation</u>	<u>Expansion</u>
Service	Annual service change	No Change
Facilities	Replace non-compliant bus shelters Security Cameras & Automated Gate	Bus shelters Bus stop pads
Equipment	No Change	Operations Technology
<u>2016</u>	<u>Preservation</u>	<u>Expansion</u>
Service	Annual service change	30 minute frequency on 2 additional routes
Facilities	Passenger Shelters New facilities Right of Way	Bus stop pads and Shelters New facilities Construction
Equipment	Replace three Paratransit vehicles	Two Paratransit Vehicles Two Fixed Route Buses
<u>2017</u>	<u>Preservation</u>	<u>Expansion</u>
Service	Annual service change	No Change
Facilities	Passenger Shelters New Facilities Construction	One Paratransit Vehicle
Equipment	Replace one Paratransit vehicles	No Change

<u>2018</u>	<u>Preservation</u>	<u>Expansion</u>
Service	Annual service change	No Change
Facilities	Passenger Shelters	New facilities
Equipment	Replace two Paratransit vehicles	No Change
<u>2019</u>	<u>Preservation</u>	<u>Expansion</u>
Service	Annual service change	No Change
Facilities	Passenger Shelters New Transit Facilities	No Change
Equipment	Replace one fixed route bus Replace 5 vanpool vehicles	No Change
<u>2020</u>	<u>Preservation</u>	<u>Expansion</u>
Service	Annual service change	5 new vanpool vehicles
Facilities	Passenger Shelters	No Change
Equipment	No Change	No Change

SECTION 8: Capital Improvement Program

All figures in thousands of dollars

Preservation	2015	2016	2017	2018	2019	2020
Transit Buses	-	-	-	-	550	-
Paratransit Vehicles	170	75	-	160	-	-
Vanpool	-	-	-	-	-	115
Passenger Shelters/Pad Construction	175	25	25	25	25	25
Security Cameras & Automated Gates	54	-	-	-	-	-
Transit Facilities	-	1,356	2305	-	7501	
Totals	399	1456	2330	185	8076	140

Expansion	2015	2016	2017	2018	2019	2020
Transit Buses	-	1,100	-	-	-	-
Paratransit Vehicles	-	152	76	-	-	-
Operations Technology	78	-	-	-	-	-
Passenger Shelters	25	25	25	-	-	-
Vanpool	-	-	-	-	115	-
Transit Facilities	-	1,356	-	2,305	-	-
Totals	103	2633	101	2305	115	-

SECTION 9: Operating Data 2014-2020

<u>Fixed Routes</u>	<u>2014</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	Projected
Revenue Vehicle Hours	28,694	28,930	28,930	28,930	28,930	28,930	29,930
Total Vehicle Hours	29,338	29,338	30,000	30,000	30,000	30,000	30,000
Revenue Vehicle Miles	341,972	342,000	342,000	342,000	342,000	342,000	342,000
Total Vehicle Miles	347,260	347,260	347,260	347,260	347,260	347,260	347,260
Passenger Trips	392,741	403,750	415,817	417,038	420,000	422,000	424,000
Diesel Fuel Consumed (Gal)	76,383	78,000	78,000	78,000	78,000	78,000	78,000
<u>Paratransit</u>							
Revenue Vehicle Hours	19,931	21,000	21,000	21,000	21,000	21,000	21,000
Total Vehicle Hours	22,767	22,700	22,000	22,000	22,000	22,000	22,000
Revenue Vehicle Miles	185,683	184,000	184,000	184,000	184,000	184,000	184,000
Total Vehicle Miles	206,266	206,266	206,266	206,266	206,266	206,266	206,266
Passenger Trips	59,022	59,000	59,500	60,000	60,500	60,500	60,500
Diesel Fuel Consumed (Gal)	5,258	5,000	3,000	0	0	0	0
Gasoline Fuel Consumed (Gal)	28,779	23,000	33,000	33,000	33,000	33,000	33,000

SECTION 10: Revenues and Expenditures

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.


Transit - Six-Year Plan						
Year	Project	Revenue	Expenditure			Balance
2014	December 31 Ending Fund Balance					\$0
2015	Cowlitz Transit Authority	\$123,140				\$123,140
	Federal Grants	\$276,000				\$399,140
	Automated Gates at City Shop		\$54,140			\$345,000
	Paratransit Vehicle Purchases		\$170,000			\$175,000
	Transit Shelters and Bus Stop Pads		\$175,000			\$0
	Annual total	\$399,140	\$399,140			
2016	Cowlitz Transit Authority	\$291,200				\$291,200
	Federal Grants	\$1,164,800				\$1,456,000
	New Transit Facilities		\$1,356,000			\$100,000
	Paratransit Vehicle Purchases		\$75,000			\$25,000
	Transit Shelters and Bus Stop Pads		\$25,000			\$0
	Annual total	\$1,456,000	\$1,456,000			
2017	Cowlitz Transit Authority	\$466,058				\$466,058
	Federal Grants	\$1,864,232				\$2,330,290
	New Transit Facilities		\$2,305,290			\$25,000
	Transit Shelters and Bus Stop Pads		\$25,000			\$0
	Annual total	\$2,330,290	\$2,330,290			
2018	Cowlitz Transit Authority	\$37,000				\$37,000
	Federal Grants	\$148,000				\$185,000
	Paratransit Vehicle Purchases		\$160,000			\$25,000
	Transit Shelters and Bus Stop Pads		\$25,000			\$0
	Annual total	\$185,000	\$185,000			
2019	Cowlitz Transit Authority	\$1,615,346				\$1,615,346
	Federal Grants	\$6,461,384				\$8,076,730
	Fixed-Route Vehicle Purchases		\$550,000			\$7,526,730
	New Transit Facilities		\$7,501,730			\$25,000
	Transit Shelters and Bus Stop Pads		\$25,000			\$0
	Annual total	\$8,076,730	\$8,076,730			
2020	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 2014

**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

Signature and Title 2/17/15
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	15GCB21182111145	42-01	379,693	75	13	0	\$450,000	Yes	35	BD	No
2 2002/Gillig/Phantom	2	15GCB21102111146	42-02	385,100	75	13	0	\$450,000	Yes	35	BD	No
3 2002/Gillig/Phantom	2	15GCB21122111147	42-03	383,664	75	13	0	\$450,000	Yes	35	BD	No
4 2002/Gillig/Phantom	2	15GCB21142111148	42-04	384,590	75	13	0	\$450,000	Yes	35	BD	No
5 2003/Gillig/Phantom	2	15GCB211631112206	42-05	328,371	75	12	1	\$450,000	Yes	35	BD	No
6 2003/Gillig/Phantom	2	15GCB211831112207	42-06	327,746	75	12	1	\$450,000	Yes	35	BD	No
7 2009/Gillig/Low Floor	2	15GCB271891176151	42-07	143,630	90	6	7	\$450,000	Yes	32	BD	No
8 2011/Gillig/Low Floor Hybrid	2	15GCB301281176786	42-09	106,449	95	4	9	\$600,000	Yes	32	DE	No
9 2013/Gillig/Low Floor BRT	2	15GCB2710D1181774	42-10	44,217	100	2	11	\$450,000	Yes	32	BD	No
10 2013/Gillig/Low Floor BRT	2	15GCB2712D1181775	42-11	49,750	100	2	11	\$450,000	Yes	32	BD	No
11 2013/Gillig/Low Floor BRT	2	15GCB2714D1181776	42-12	49,638	100	2	11	\$450,000	Yes	32	BD	No
12 2013/Gillig/Low Floor BRT	2	15GCB2716D1181777	42-13	47,353	100	2	11	\$450,000	Yes	32	BD	No
13 2013/Gillig/Low Floor BRT	2	15GCB2718D1181778	42-14	38,082	100	2	11	\$450,000	Yes	32	BD	No
14 2014 Gillig/Low Floor BRT	2	15GCB2717E1183088	42-15	4,965	100	1	12	\$453,000	Yes	32	BD	No
15 1998/Gillig/Phantom	3	15GCA2117W1088845	42-29	395,657	60	16	0	\$400,000	Yes	29	BD	No
16 2001/Ford/Eldorado	11	1FDXE4SF31H4A36504	42-33	142,468	70	14	0	\$85,000	Yes	17	BD	No
17 2003/Ford/Eldorado	11	1FDXE4SF63H823324	42-34	140,751	70	12	0	\$85,000	Yes	16	BD	No
18 2004/Ford/Eldorado	11	1FDXE4SP14H4A86127	42-35	143,234	75	11	0	\$85,000	Yes	15	BD	No
19 2004/Ford/Eldorado	11	1FDXE4SP34H4A86128	42-36	149,376	75	11	0	\$85,000	Yes	15	BD	No
20 2005/Ford/Eldorado	11	1FDXE4SP35H4A2326	42-37	157,406	75	10	0	\$85,000	Yes	15	BD	No
21 2005/Ford/Eldorado	11	1FDXE4SP55H4A2327	42-38	178,366	75	10	0	\$85,000	Yes	15	BD	No
22 2007/Ford/Eldorado	11	1FDXE4SS78D832886	42-39	145,593	80	8	0	\$85,000	Yes	15	GA	No
23 2007/Ford/Eldorado	11	1FDXE4SS86D832887	42-40	146,348	80	8	0	\$85,000	Yes	15	GA	No
24 2008/Ford/Eldorado	11	1FDXE4SS07DB28388	42-41	128,556	80	7	1	\$85,000	Yes	15	GA	No
25 2008/Ford/Eldorado	11	1FDXE4SS27DB28389	42-42	131,790	80	7	1	\$85,000	Yes	15	GA	No
26 2009/Dodge/Caravan	11	1D8H44E98520885	42-43	30,387	85	6	2	\$41,000	Yes	3	GA	No
27 2010/Ford/Eldorado	11	1FDXE4SS2ADA11163	42-44	82,118	90	5	3	\$85,000	Yes	13	GA	No
28 2010/Ford/Eldorado	11	1FDXE4SS4ADA11164	42-45	89,697	90	5	3	\$85,000	Yes	13	GA	No
29 2011/Ford/Eldorado	11	1FDXE4SS9ADB00390	42-46	63,977	90	4	4	\$85,000	Yes	13	GA	No
30 2012/Ford/Eldorado	11	1FDXE4SF7CDB08317	42-47	36,929	95	3	5	\$85,000	Yes	13	GA	No
31 2013/Ford/Eldorado	11	1FDXE4FS0DDA93088	42-48	28,300	95	2	6	\$85,000	Yes	13	GA	No
32 2014 MV1	11	57W4MD1A67EM100171	42-49	5,104	100	1	7	\$53,000	Yes	4	GA	No
33 2014/Ford/Eldorado	11	1FDXE4FS86DA98084	42-50	4,384	100	1	7	\$73,000	Yes	13	GA	No
34 2014/Ford/Eldorado	11	1FDXE4FS4EDA83620	42-51	6,738	100	7	7	\$73,000	Yes	13	GA	No

Appendix B

Facilities Inventory 2014

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 (If more than two lines, please attach a separate comment page)
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						
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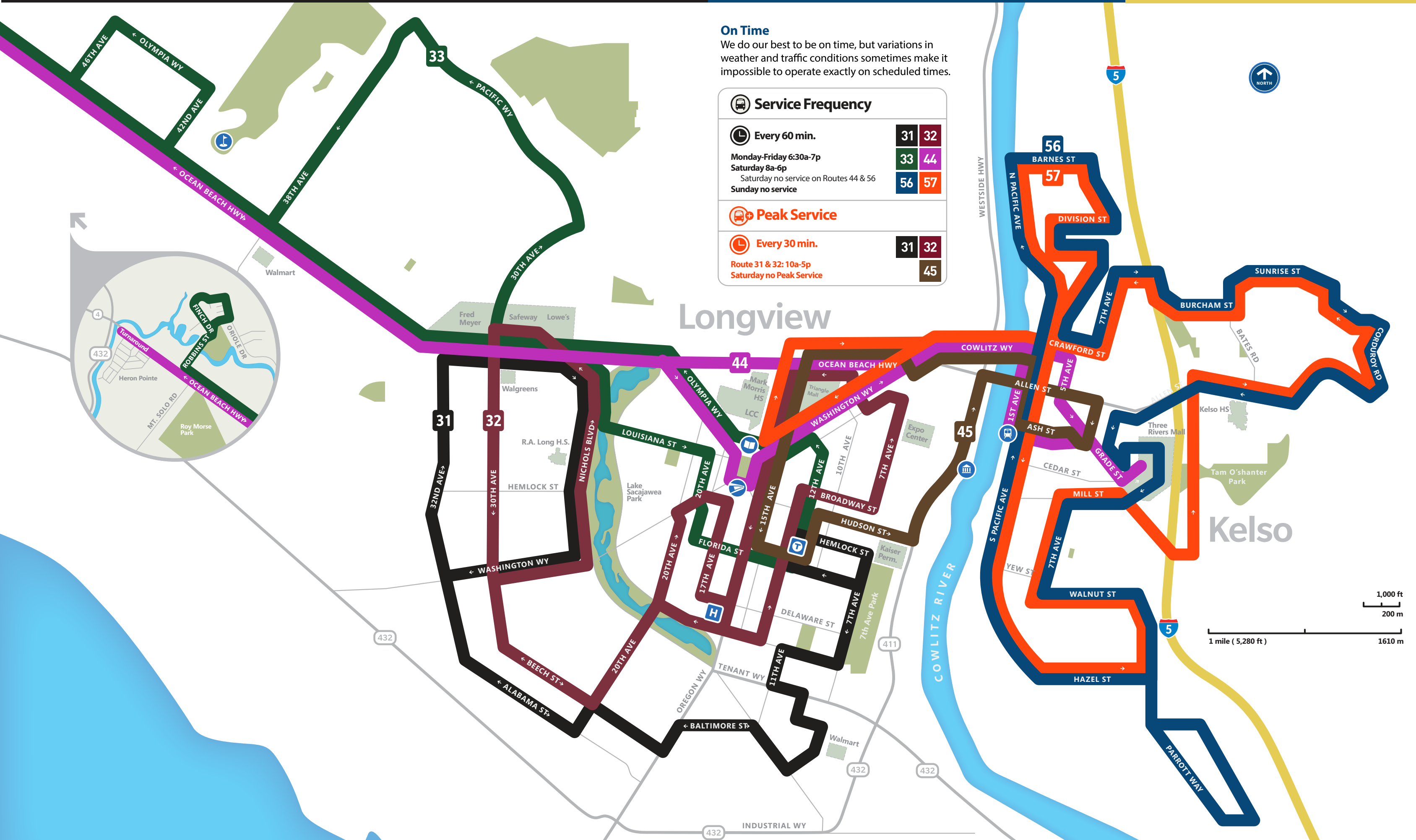
Appendix C

2014 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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