

**2023 Annual Report
2024-2029 Transit
Development Plan**



Photo taken by Arthur Ross 09/2020



Prepared by RiverCities Transit Staff
For the Cowlitz Transit Authority
Adopted July 10, 2024

2023 Annual Report

2024-2029 Transit Development Plan

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For the Cowlitz Transit Authority
Public Hearing held
July 10, 2024

Americans with Disabilities Act (ADA) Information

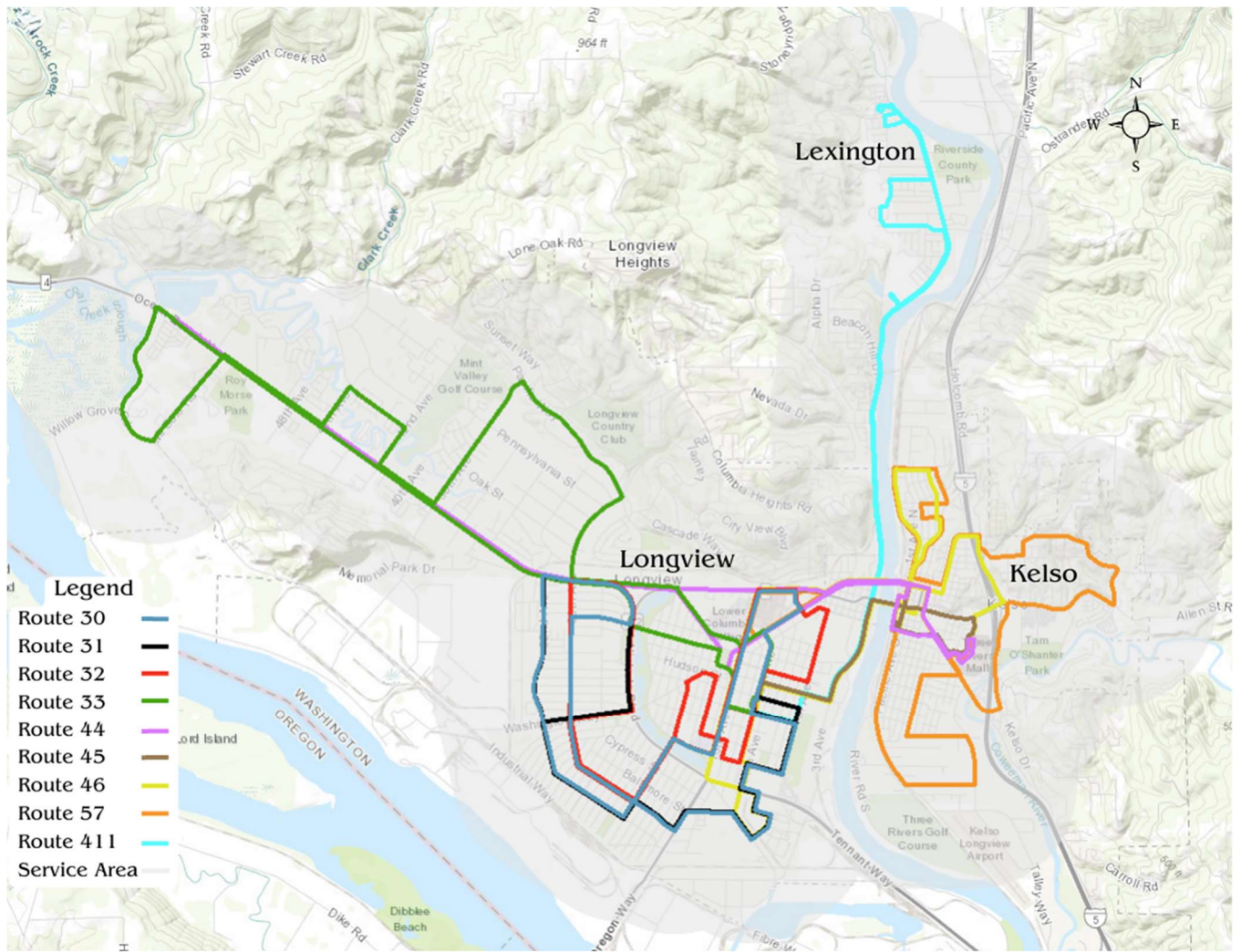
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Title VI Notice to Public

It is RiverCities Transit's policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with RiverCities Transit or the Federal Transit Administration. For more information regarding our non-discrimination obligations, contact RiverCities Title VI Coordinator at (360) 442-5663.

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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 document also serves as a tool to communicate our accomplishments and goals to the community. It outlines our organizational structure, transportation services, significant achievements, proposed action strategies, and a program for funding those strategies.

Plan Adoption, Public Hearing, and Distribution

Plan Adoption

The Cowlitz Transit Authority Board adopted the 2023 Annual Report and 2024-2029 Transit Development Plan on July 10, 2024.

Public Participation Process

Public Comment Period June 26, 2024 – July 10, 2024

Comments submitted to customerservice@rctransit.org
RiverCities Transit
PO Box 128
Longview WA 98632

Public Hearing

Cowlitz Transit Authority will hold a public hearing during the regularly scheduled board meeting on the TDP on July 10, 2024, at 4:00 p.m.

Notice of published in the local paper

The Longview Daily News published notice of the hearing on the TDP. A notification will also run in the City Info Weekly, a weekly newsletter prepared and published by the City of Longview.

Notice of posted to the website

RiverCities Transit will post a notice of the public hearing on the 2023 Annual Report and 2024-2029 Transit Development Plan to its website at www.rctransit.org on June 21, 2024.

Digital and paper copies of the plan

RiverCities will post the 2023 Annual Report and 2024-2029 Transit Development Plan to its website on June 25, 2024, at <https://rctransit.org/about-us/planning/>. Paper copies are available at the Longview Transit Center at 1135 12th Ave, Longview, WA 98632 upon request.

Plan Distribution

Distribution of the TDP will include:

- Washington Department of Transportation
- Transportation Improvement Board
- City of Longview
- City of Kelso
- Cowlitz County
- Southwest Washington Regional Transportation Planning Organization
- Cowlitz Wahkiakum Council of Governments Metropolitan Planning Organization
- Washington State Transit Insurance Pool

The Agency

History and Governance

RiverCities Transit has a long history in Longview and Kelso, WA. It began 101 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 of Longview subsequently became the grant recipient for the Federal Transit Administration.

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 2009

The Cowlitz Public Transportation Benefit Authority (PTBA) was formed in 1987 to fund the transit system. 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 Amalgamated Transit Union representative, governs the PTBA. The CTA functions as a taxing authority only. The CTA has contracts for legal counsel and utilizes the services of the Cowlitz County Treasurer but has no other staff. The CTA contracts all transit operations, maintenance, and capital improvement-related functions including, management, administration, drivers, and maintenance, to the City of Longview. The City of Longview subcontracts to provide the required complementary paratransit service. The City of Longview and the CTA jointly govern the public transportation system, which operates as RiverCities Transit (RCT). *(Figure 1 Organizational Hierarchy Chart)*

2023 Cowlitz Transit Authority Board Members

Dennis Weber	Board Chair	Cowlitz County Commissioner
Mike Wallin	Board Vice Chair	Longview City Council Mayor Pro Tem
Lisa Alexander		Kelso City Council Member
Kim LeFebvre		Kelso City Council Member
MaryAlice Wallis		Longview City Council Mayor
Anthony Harris	Non-Voting	Amalgamated Transit Union Labor Representative
Mike Karnofski	Alternate	Kelso City Council Member
Arne Mortensen	Alternate	Cowlitz County Commissioner
Spencer Boudreau	Alternate	Longview City Council Member

2023 Organizational Structure

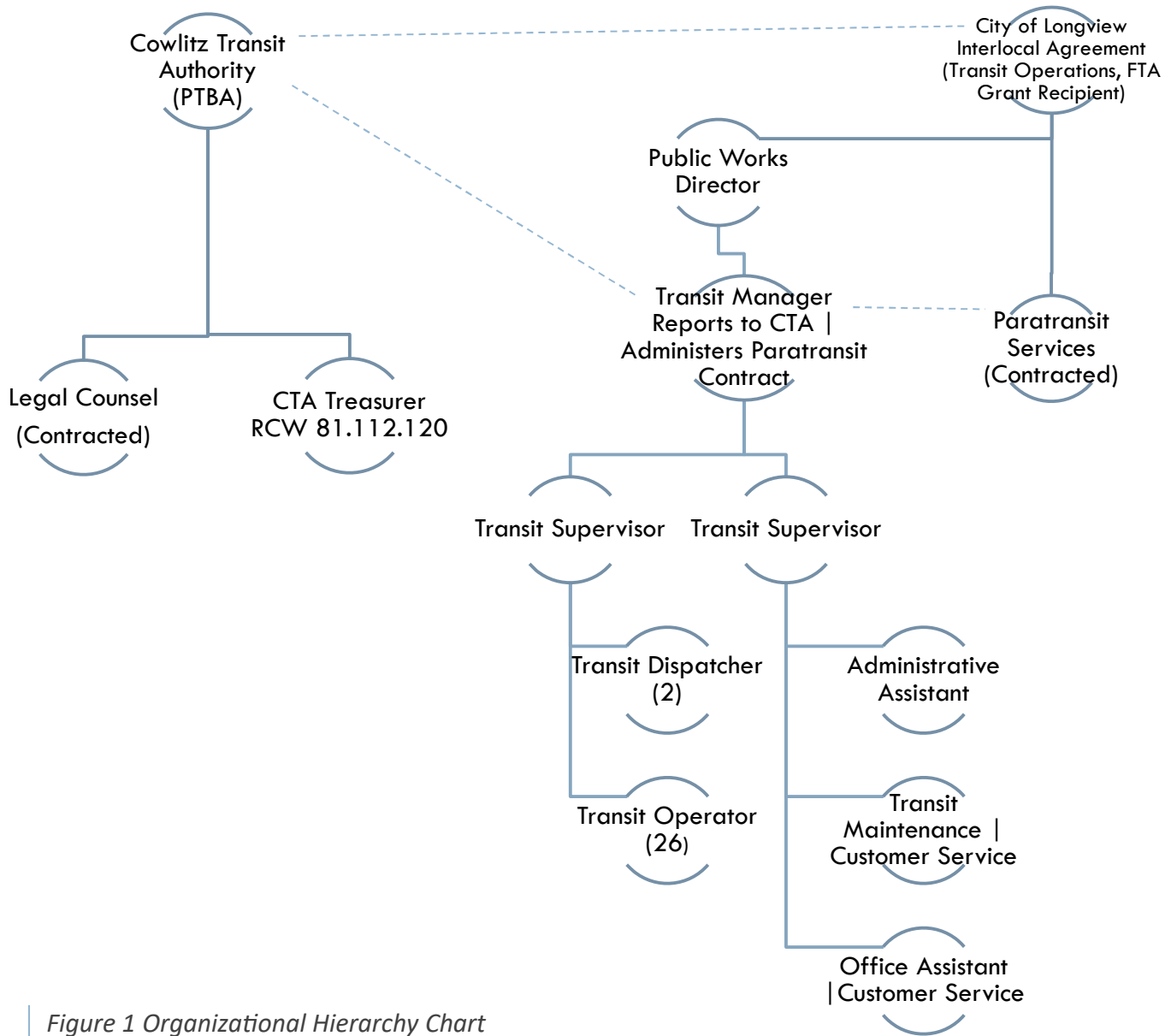
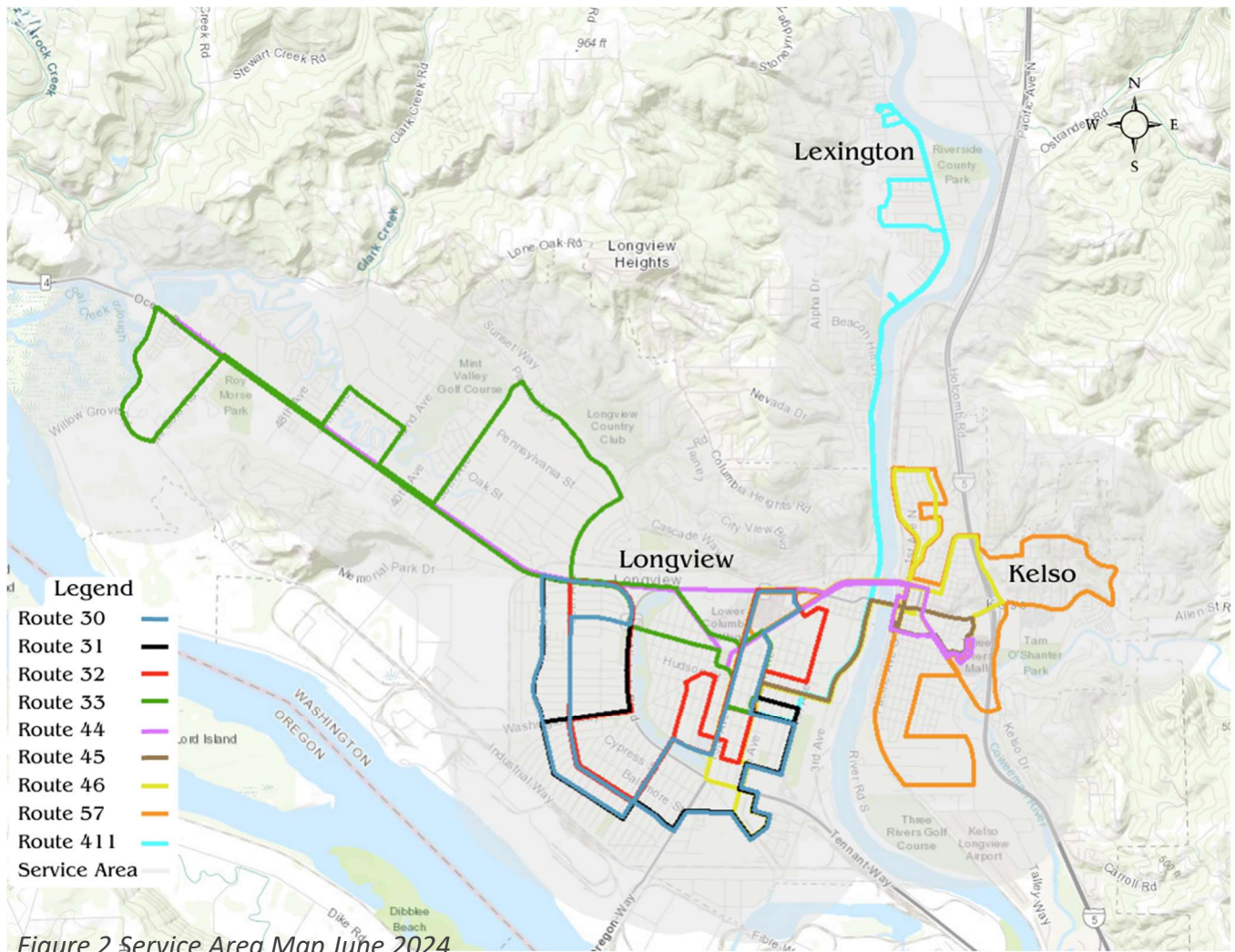


Figure 1 Organizational Hierarchy Chart

Map



Service Area

RiverCities Transit operates within Longview and Kelso, WA, as shown in the above map. (Figure 2 Service Area Map) This service area encompasses approximately 31 square miles as and contains a population of roughly 50,000 residents.

Facilities

Longview City Shop

RiverCities Transit and RiverCities LIFT dispatch from the Longview City Shop (*Figure 3 Longview City Shop*) at 254 Oregon Way, Longview WA. The facility is approximately 8,000 SF; in addition to Transit, it houses the Fleet Maintenance, Facilities Maintenance, and the entire City of Longview fleet.



Longview Transit Center

The Transit Center (*Figure 4 Transit Center*), located in downtown Longview at 1135 12th Avenue, opened January 30, 2020. This facility includes a lobby with a customer service window, administrative offices, training room, and break rooms for operators and administrative staff. Seven RCT fixed routes and two regional service providers serve the Longview Transit Center.



Figure 4 Longview Transit Center

Kelso Train Depot

Located at 501 S First Street, Kelso, WA, the Kelso Train Depot (*Figure 5 Kelso Train Depot*) is a multimodal location with connections to Amtrak, Greyhound (Flixbus), Wahkiakum on the Move, and four RiverCities Transit fixed routes. RiverCities Transit rents a breakroom for operators from the City of Kelso at the Kelso Train Depot.

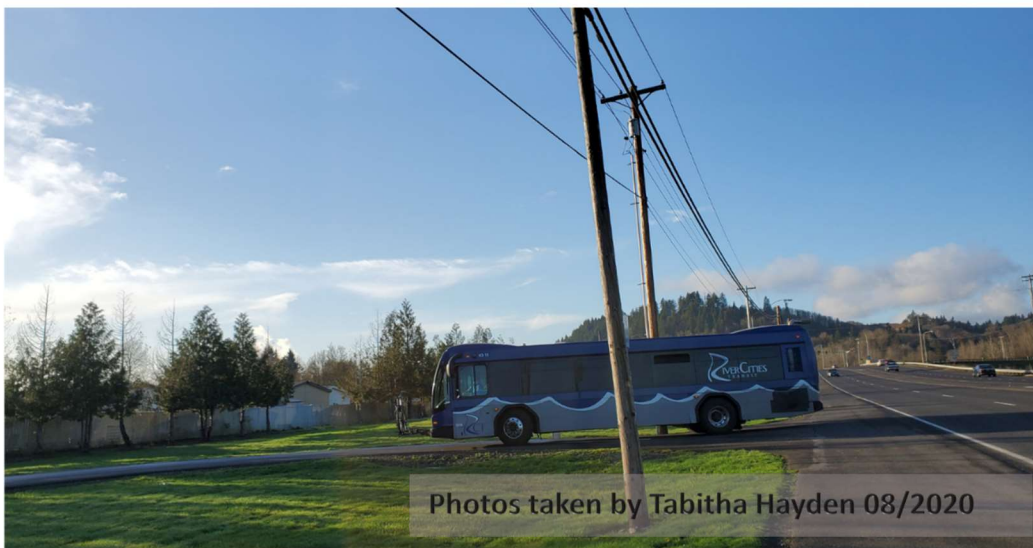


Photo by Michael Richards 08/2020

Heron Pointe Turnaround

Built in 2012, the Heron Pointe turnaround (*Figure 6 Heron Pointe*) is used by RCT to turn westbound Route 44 eastbound safely. Route 33 also services Heron Pointe.

Figure 5 Kelso Train Depot



Photos taken by Tabitha Hayden 08/2020



Figure 6 Heron Pointe Turnaround

Operations

RiverCities Transit services include Fixed Route and Paratransit.

Fixed Route Operations

RiverCities Transit operates nine fixed routes within the urban areas of Longview and Kelso, WA. RCT’s fixed routes circulate through most urbanized neighborhoods in Longview and Kelso from 6:30 AM to 7 PM, Monday through Friday. Six routes operate Saturday from 8 AM to 6 PM. RCT designed seven routes to complete a round trip in fifty minutes, allowing them to run on sixty-minute headways. This scheduling enables transfer connections at the Transit Center, Kelso Train Depot, and the Three Rivers Mall. This scheduling provides simplicity and convenience for customers, allowing passengers to travel between almost two points in the Longview-Kelso region with a maximum of one transfer and little wait time for transfers. RCT’s most heavily traveled route offers service every thirty minutes during the morning and evening runs. Midday, Route 45 runs on a forty-minute schedule with a second bus, offering service every twenty minutes. The summer of 2022 brought with it two new routes. The Lexington Connector, Route 411, launched in May 2022, provides service between Longview and Lexington, a suburb of Kelso. On August 15, 2022, RiverCities started the North Cowlitz Connector to meet Twin Transit (now Lewis County Transit) at the Castle Rock Park & Ride/Visitor Center connecting Longview to Castle Rock and beyond with express service. RiverCities Transit discontinued the North Cowlitz Connector on April 14, 2023, and redistributed the service hours between Route 46 and Route 411, due to Twin Transit continuing its route into Kelso, WA.

Fixed Route Fares

Fares and pass prices established on January 1, 2016, and revised in 2022, are shown in Figure 7. Passes entitle the holder to unlimited rides during their specified periods and are nontransferable. Transfers are free with the purchase of one-way fare and valid for one use only on the day of purchase.

	One – Way Fare	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	\$.50	\$1.00	\$7.00	\$21.00	\$84.00
LCC Students & Faculty	Free				
LIFT Approved	Free				
PCA	Free				
Youth Pass					Free

Figure 7 Fixed Route Fare Table

- **Adult** passes are for those ages 18 and older.

- **Student** passes are available to those with 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 each year.
- **Reduced** fare is available to citizens age 65 or older, Medicare cardholders, and persons with disabilities. Applicants are required to show proof of age, Medicare Card, or complete an application for a reduced fare permit.
- **LCC** (Lower Columbia College) pays an annual fee based on its students and staffs prior year's ridership. Those wishing to take advantage of the program show their LCC ID to the bus operator.
- **LIFT** qualified individuals are eligible to ride fixed route free of charge.
- **PCA** (personal care attendant) rides free of charge when accompanying a LIFT qualified individual.
- **Youth** pass is a free annual pass available to those eighteen and younger who turn in a completed consent form or carry other proper age-specific identification. The Annual Youth Pass is a pilot program that started in January 2020 and was extended through December 31, 2025 to encourage local youth to ride transit and to reduce the transportation barrier to youth activities and programs. Youth under the age of twelve (12) must be accompanied by a parent or guardian. The Youth Pass program also is also a state requirement for receiving a Transit Support Grant funded by the Climate Commitment Act.

Paratransit Operations

RCT provides federally mandated complementary paratransit service within $\frac{3}{4}$ of a mile of all fixed routes according to the Americans with Disabilities Act (ADA) requirements. The service area boundary is shown in Figure 2. This service is identified as 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. Paratransit Services Inc provides the operators, scheduling/dispatch staff, supervisor, and a manager. 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 independently utilize fixed route transportation due to 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 AM to 7 PM and Saturday from 8 AM to 6 PM. LIFT provides trips for any purpose and does not limit the number of trips an individual may take. The ADA requires there to be no capacity constraints or trip denials.

RiverCities Transit provides ADA complementary paratransit service to the area $\frac{3}{4}$ of a mile around Route 411 – Lexington Connector by deviating from the fixed route bus to provide curb-to-curb service.

Paratransit Fares

Fares and prices established on January 1, 2016 shown in Figure 8.

	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			
Youth Pass	Free	Free		

Figure 8 Paratransit Fare Table

Service Connections

In addition to services provided by RCT, several 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 each described below. RCT is a partner with many of these agencies as they utilize the Longview Transit Center.

Wahkiakum on the Move

Wahkiakum on the Move (WOTM) provides service between Cathlamet and Longview-Kelso four times a day and between Naselle (with connections to Pacific Transit in Pacific County) and Longview-Kelso twice a day. WOTM makes connections with RCT at the Kelso Train Depot and the Longview Transit Center. They also stop at St John’s Medical Center, the 7th Avenue Wal-Mart, Triangle Mall, and Fred Meyers. While the service is available to the public, half of the WOTM riders are seniors. Passengers use the service to access shopping, medical appointments, and LCC.

Lower Columbia Community Action Program (CAP)

The Lower Columbia Community Action Program (CAP) provides several transportation services in the Longview-Kelso area. CAP offers Senior Transportation to those age 60 and over. This service is for those residents living outside the RiverCities Transit service area to come into Longview-Kelso for medical appointments and for all seniors to get to medical appointments in the Portland-Vancouver area to the south and as far north as Olympia. They provide medical and shopping trips in wheelchair-accessible vans to residents living outside and inside the RCT service area. Another service they offer is Medicaid Transportation. Medicaid transportation is provided to eligible individuals for Medicaid, and trips are authorized by the Human Services Council Medical Transportation program. Lastly, CAP Transportation offers a fixed route service from the Longview Transit Center to the Vancouver 99th Street Station six times a day. This service is available to the public and costs two dollars each way.

Twin Transit (Now Lewis County Transit)

Twin Transit provides fixed route service, dial-a-ride service (DARTT), and paratransit service (LIFTT) in Lewis County. Twin Transit's fixed route bus service operates throughout the twin cities of Centralia and Chehalis, Washington. Twin Transit's fixed route service includes express service between Centralia and

Tumwater/Olympia, where Twin Transit connects with Intercity Transit, Greys Harbor Transit, Mason Transit, and Rural Transit; also, between Centralia and the Castle Rock Visitor Center/Park & Ride onto Kelso, WA where it connects with RiverCities Transit.

Cowlitz Tribe Transit

The Cowlitz Indian Tribe provides public transit service to rural residents in South Lewis and Cowlitz Counties Monday through Friday who live up to 20 miles from the I5 corridor. The Tribe does not provide service within Longview except when requested by a tribal member. People needing transportation within Longview and Kelso are referred to RCT.

Intermodal Connections

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

State and Agency Goals, Objectives, and Strategies

Efforts by RiverCities Transit from 2024-2029 will address the following strategies. The figure below (Figure 9 Goals, Objectives, and Strategies) shows how RCT’s strategies align with the state goals established in the Washington State Transportation Plan and defined below.

Goals, Objectives and Strategies	State Goal Areas					
	Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
Operate transportation systems reliably and responsibly.	X	X				X
Provide viable mobility choices for the customer and expand the system to accommodate growth and future transportation infrastructure.	X		X	X		X
Implement facilities and equipment solutions that are in the best interest of the community.	X	X	X	X	X	X

Figure 9 Goals, Objectives, and Strategies Table

- **Economic Vitality:** To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.
- **Preservation:** To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.
- **Safety:** To provide for and improve the safety and security of transportation customers and the transportation system.
- **Mobility:** To improve the predictable movement of goods and people throughout Washington State.
- **Environment:** To enhance Washington’s quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.
- **Stewardship:** To continuously improve the quality, effectiveness, and efficiency of the transportation system.

Local performance measures and targets

Vehicle Load

Vehicle load indicates the extent or probability of overcrowding and may indicate the need for additional vehicles to maintain useful service. RCT monitors the vehicle load factor to ensure that it does not exceed 1.5. A vehicle load factor of 1.5 would mean all thirty-two seats are occupied, with approximately sixteen passengers left standing. Vehicle Load Factor is reviewed regularly using passenger count data to determine whether additional capacity should be added to specific trips or routes based on passenger demand.

Vehicle Headway

RiverCities Transit has a vehicle headway goal of at least 45-minute headways on all routes. RCT currently operates eight routes on 60-minute headways and one route on a variable headway of 20 to 30 minutes. Several factors, including ridership productivity, transit and pedestrian friendly streets, and density of transit dependent population and activities, will determine headway standards for future routes.

On-Time Performance

On-time performance is an indicator of RCT's service reliability. A bus is considered late if it departs the published time point five or more minutes later than the scheduled time. A bus is considered early if it leaves from a published time point before the scheduled departure. It is RCT's goal to be on time at least 90 percent of the time.

Service Availability

RCT aims to ensure all residents of the urbanized area live within one-half mile of a bus stop provided geographic constraints, such as rivers and topography. Transit access is determined using the Geographic Information Systems (GIS) by mapping the distance of all bus stops to the centroid of 2020 Census block groups.

Preventive Maintenance

RiverCities Transit's preventive maintenance intervals for fleet vehicles are conducted based on the number of miles driven and are met within +/- 10% of the defined mileage. These preventive maintenance schedules are adhered to at least 80% of the time to meet FTA's required on-time threshold, with a goal of completing preventative maintenance 100% on time.

State of Good Repair

Decisions to repair, replace, and expand capital assets are conducted based on the ongoing communication between Fleet, Transit, and the Executive Office of the City of Longview. The condition rating, defined in the table below (Figure 10 Transit Asset Condition Rating Scale), serves as a guide to help prioritize assets that are in need of replacement to keep them in a state of good repair. Assets

listed between a 1 or 2 on the condition rating scale are prioritized first for replacement. Those listed as a 3 or 4 may be candidates for a rebuild or overhaul.

TRANSIT ASSET CONDITION RATING SCALE

Asset CONDITION CRITERIA				Asset RATING SCALE		
Asset Useful Life Benchmark (ULB)	Asset Condition	Asset Performance	Asset Level of Maintenance Required	Rating	Rating Description	Rating Range
Percent of ULB Based on Age Remaining	Quality, Level of Maintenance Required	Reliability, Safety, Meets Industry Standards	Level of Preventive and Corrective Maintenance			
Asset is new or nearly new 75% - 100%	Asset is new or like new	Asset meets or exceeds all performance and reliability metrics, industry standards	Asset requires routine preventative maintenance according to scheduled maintenance cycles.	5	Excellent	4.8 to 5.0
Asset is nearing or at its mid-point of ULB 50%-75%	Asset is showing minimal signs of wear and deterioration	Asset generally meets performance and reliability, based on manufacturer's performance standards	Asset needs some minor repairs for minor subcomponents between maintenance cycles	4	Good	4.0 to 4.7
Asset has passed its mid-point of ULB 25%-50%	Asset is showing moderately signs of defective or deteriorated components	Asset's performance and reliability may decrease and cause service interruption for none schedule maintenance	Asset needs more frequent minor repairs on subcomponents.	3	Adequate	3.0 to 3.9
Asset nearing or at end of its ULB 0%-25%	Asset's major subcomponents needs to be rebuilt or replace	Asset performance and reliability is becoming more substantial, but does not pose safety risk	Asset's maintenance is significant increased in repairs between preventative maintenance cycles	2	Marginal	2.0 to 2.9
Asset passed its ULB	Asset is no longer serviceable	Asset does not meet performance standards and would pose safety hazard if put in service	Major component failures	1	Poor	1.0 to 1.9
Asset ULB	Asset Condition	Asset Performance	Level of Maintenance	Asset Condition Rating		
3	4	2	3	3		

Enter a value between 1 and 5 for each condition criteria above.

Use this asset condition rating scale for each asset, equipment and facility.

3 points or greater rating scale, the asset is in SGR

Less than 3 points rating scale, the asset is NOT in SGR

Figure 10 Transit Asset Condition Rating Scale Table

Useful Life Benchmark (ULB)

Rolling stock useful life begins when the vehicle is placed in revenue service and continues until it is removed from revenue service. Useful live benchmark is the measure agencies use to track the performance of revenue vehicles (rolling stock) to set their performance measures targets. Each vehicle type's ULB estimates how many years that vehicle can be in service and still be in a state of good repair. RCT's ULB for each revenue vehicle type is listed in the table below. Figure 11 RCT's ULB Table

Vehicle Type	RCT's ULB (In Years)
Automobile	8
Bus	14
Cutaway	10
Minivan	8

Figure 11 RCT's ULB Table

Planned Capital Expenses

Year	Project	Preservation	Expansion
2024	35' Coach	1	
	ADA Minivans	2	
	City Shop Roof Replacement	1	
	City Shop HVAC System Replacement	1	
	Lift-equipped Van	1	
2025	Bus Stop Amenities & Pads		
	35' Coach	1	
	Low-Floor Fixed Route Cutaway	1	
2026	Bus Stop Amenities & Pads		
	35' Coach	1	
	Transit Facilities Truck	1	
	Relief Vehicle	1	
	Light-duty Cutaway	3	
2027	Bus Stop Amenities & Pads		
	35' Coach	2	
2028	Bus Stop Amenities & Pads		
	35' Coach	2	
2029	Alternative vehicle power system		
	35' Coach	2	

Figure 12 RCT Six Year Capital Programming

Planned Operating Changes

Changes to service hours, facilities, and equipment will be a direct result of available revenue for the next six years. As a public agency, RiverCities Transit cannot increase our main revenue stream without a public vote. Between 2024 and 2026, RCT forecasts no significant permanent increases in fixed route hours without first securing new reliable revenue. The exception is annexing the Lexington-Beacon Hill neighborhoods, contingent on the results of a sales tax proposition in the affected area. The CTA Board had committed to piloting an expanded ADA service area as a pilot project and is dependent on contractor staffing. This is shown in the below table. (Figure 13 RCT’s Operational Changes Table). Within the next few years, the primary goal will be to preserve existing service levels and keep expenditures stable while exploring the need for expanded service in the surrounding areas. Significant uncertainty exists around how travel behavior will change as passenger confidence is restored in public transportation. RCT will continue to monitor ridership and plan to meet that demand accordingly. The goal in 2027 is to complete a system-wide service study, including a survey of riders and residents, to determine the best mix of services for the future.

Year	Preservation	Expansion
2024	Annual service updates	Annex Lexington/Beacon Hill
2025	Annual service updates	Pilot: One mile ADA paratransit zone
2026	Annual service updates	Evaluate expanded ADA zone
2027	System-wide service study	No change
2028	Annual service updates	No change
2029	Annual service updates	No change

Figure 13 RCT’s Operational Changes Table

Multiyear Financial Plan

Capital Improvement:

- Vehicle replacements are expected to be grant funded at up to 80%, matched at 20%, or more if necessary, by local funds.
- Bus stop improvements are expected to be grant funded at 80%, matched at 20% by local funds.
- Other improvements and preservation will be funded by reserves and appropriated through the capital budget presented annually.

Multiyear Capital Purchases

Capital Expenditure	2023	2024	2025	2026	2027	2028
Cutaways	1,191,130	400,000	214,000		600,000	
Coaches	2,280,510	972,720	972,720		972,720	2,000,000
Alternate vehicle power system						1,500,000
Bus stop improvements	150,000	25,000	25,000	25,000	25,000	25,000
Supervisor vehicles	97,000					
Other vehicles					150,000	
Bus overhauls				324,000		
Shop roof and HVAC	995,000					
Total Capital Expenditures	4,713,640	1,397,720	1,211,720	349,000	1,747,720	3,525,000
Capital Revenue	2023	2024	2025	2026	2027	2028
Federal Competitive	1,588,800	185,611	616,716	279,200	1,398,176	2,820,000
State Grants	692,200	807,733	205,572	69,800	174,772	352,500
Local Funds	2,431,640	248,336	205,572	69,800	174,772	352,500
Total Capital Revenue	4,712,640	1,241,680	1,027,860	418,800	1,747,720	3,525,000

Figure 14 Multiyear Capital Purchases Table

Operating Financial Assumptions:

- Local Sales Tax – A 3% growth rate has been used to project out through 2029.
- Operating Grants – Federal ARP (American Rescue Plan) grant will be drawn down during 2024-2025. RCT receives formula 5307 funds that can be used for operations or capital. The WSDOT formula and competitive Paratransit grants and the Transit Support grant are dependent upon Climate Commitment Act funding, which may be eliminated by voter initiative in November 2024.
- Fares – Assumes 5% growth from projected 2024 fare revenue.
- Salaries and Benefits – The Transit Operator contract with the Amalgamated Transit Union provides for a 3.25% wage increase in 2024, as well as longevity pay increases. A 4% increase in wages and benefits is assumed per year in years 2025-2029.
- Fuel and Maintenance – Assumed 5% growth.
- Liability Insurance – The insurance market has seen significant premium increases due to the volume of property claims, social costs, and other factors.
- Other Goods and Services – Assumed 3% growth.
- If operating expenses continue to increase faster than revenue, less local funding will be available for the required operating match as well as capital match for replacement vehicles.

Multiyear Operating Financial Plan

Operating Revenue	2024 Projected	2025 Projected	2026 Projected	2027 Projected	2028 Projected	2029 Projected
Federal Operating Grants	1,606,000	535,335	500,000	500,000	500,000	500,000
WSDOT Competitive Grant	230,690	447,970	448,270	224,130	225,000	225,000
WSDOT Formula Grants	230,690	675,400	448,260	448,270	448,270	448,270
CTA Revenue (Sales Tax, LCC, Interest)	6,362,060	6,552,920	6,749,510	6,951,995	7,160,555	7,375,370
Farebox	145,975	153,275	160,940	168,985	177,435	186,305
WSTIP Grants	9,500	9,500	9,500	9,500	9,500	9,500
Building Lease	12,127	12,490	12,990	13,510	14,050	14,615
State Pool	9,377	5,580	5,580	5,580	5,580	5,580
Other Recoveries	5,463	5,465	5,465	5,465	5,465	5,465
Total Operating Revenue	8,611,842	8,164,005	8,340,515	8,327,435	8,545,855	8,770,105
Annual % Change		-9.5%	2.2%	-0.2%	4.3%	4.3%
Operating and Maintenance Expenses	2024 Projected	2025 Projected	2026 Projected	2027 Projected	2028 Projected	2029 Projected
Fixed Route						
Salaries & Wages	2,230,140	2,319,345	2,412,120	2,508,605	2,608,950	2,713,305
Personnel Benefits	1,092,700	1,229,255	1,278,425	1,329,560	1,382,745	1,438,050
Supplies	39,800	40,995	42,225	43,490	44,795	46,140
Liability Insurance	121,160	133,275	146,605	161,265	177,390	195,130
Other services & charges	594,330	612,160	630,525	649,440	668,925	688,990
Fuel and Vehicle Maintenance	793,830	833,520	875,200	918,960	964,905	1,013,150
ADA Paratransit						
Contract for services	1,325,610	1,458,170	1,516,500	1,577,160	1,640,245	1,705,855
Fuel and Maintenance - ADA	322,975	339,125	356,080	373,885	392,580	412,210
Liability Insurance	99,210	109,130	120,045	132,050	145,255	159,780
Other services & charges	87,825	90,460	93,175	95,970	98,850	101,815
Total Operating Expenses	6,707,580	7,165,435	7,470,900	7,790,385	8,124,640	8,474,425

Figure 15 RCT's Multiyear Operating Financial Plan

Projects of Regional Significance

Year	Project Name	Total Project Cost
2024	Washington Way Corridor	\$4,800,000
2025	Washington Way/Nichols/26 th Roundabout	\$7,670,000
2026	Beech Street Corridor Safety	\$49,724,000
2026	Columbia Heights Road Reconstruction	\$9,000,000
2027	14 th Ave Construction	\$3,770,000
2028	Ocean Beach Highway Corridor	\$3,880,000

Figure 16 Projects of Regional Significance

2023 Accomplishments

Community Outreach and Partnership Accomplishments

The City of Longview Accessibility Advisory board returned to in person meetings as well as several other groups.

- Continued participating in regional information forums to exchange information with local and regional elected officials, public works directors, and senate staff.
- Continued participating in the Metropolitan Planning Organization (MPO) Technical Advisory Committee meetings.
- Continued participating in the Southwest Washington Regional Transportation Planning Organization (SWRTPO)
- Maintained a Facebook page and rctransit.org blog posts to communicate with our riders and the community.
- Attended local Community Resource Meetings.
- Held travel training events with local high school staff and students

System Accomplishments

Route 411-Lexington Connector

Route 411, with Monday – Saturday service to the Beacon Hill and Lexington communities, was funded in part by a WSDOT Regional Mobility grant, including the purchase of a lift-equipped minibus, and covered operation through June 30, 2023. A combination of local and Climate Commitment Act funding supports the project through at least August 31, 2024. In April 2024, the Cowlitz Transit Authority annexed the service area and registered voters within those communities will decide by way of an August 2024 ballot measure to either support the service through a sales tax or to discontinue the

service. Route 411 also provides ADA service by deviating from the fixed route to provide curb-to-curb service for passengers eligible to ride RiverCities LIFT. When the North Cowlitz Connector service ended, most of those service hours were added to Route 411 to increase frequency, with a dramatic increase in ridership as a result.

North Cowlitz Connector

RiverCities Transit began service linking the Longview Transit Center and the Castle Rock Park & Ride in August 2022. The service met Twin Transit -- now Lewis County Transit -- which operated from Centralia, at the Castle Rock Park and Ride & Visitor Center. This service continued until April 2023, when it was halted due to Twin Transit extending its Purple Line into Kelso, WA.

Operating and Performance Data 2023-2028

Fixed Route	2023	2024	2025	2026	2027	2028
	Actual	Projected	Projected	Projected	Projected	Projected
<i>Revenue Vehicle Hours</i>	28,255	28,500	28,500	28,500	28,500	28,500
<i>Total Vehicle Hours</i>	29,378	30,200	30,200	30,200	30,200	30,200
<i>Revenue Vehicle Miles</i>	363,830	382,000	382,000	382,000	382,000	382,000
<i>Total Vehicle Miles</i>	375,059	390,000	390,000	390,000	390,000	390,000
<i>Passenger Trips</i>	242,747	267,000	293,700	323,000	355,300	390,800
<i>Diesel Fuel Consumed (Gal)</i>	71,904	75,000	75,000	75,000	80,000	80,000
<i>Unleaded Fuel Consumed (Gal)</i>	1,934	4,000	5,000	5,000	6,000	6,000

Figure 17 RCT’s Fixed Route 2023 – 2028 Performance Data

Paratransit	2023	2024	2025	2026	2027	2028
	Actual	Projected	Projected	Projected	Projected	Projected
<i>Revenue Vehicle Hours</i>	14,802	15,595	16,375	17,190	17,190	17,190
<i>Total Vehicle Hours</i>	16,311	17,185	18,045	18,945	18,945	18,945
<i>Revenue Vehicle Miles</i>	126,702	133,490	140,170	147,140	147,140	147,140
<i>Total Vehicle Miles</i>	141,554	149,200	156,600	164,400	164,400	164,400
<i>Passenger Trips</i>	30,217	31,730	33,000	37,000	37,000	37,000
<i>Gasoline Fuel Consumed (Gal)</i>	14,010	15,000	14,000	13,000	10,000	9,000
<i>Propane Fuel Consumed (Gal)</i>	22,718	25,000	25,000	28,000	30,000	30,000

Figure 18 RCT’s Paratransit 2023 – 2028 Performance Data

**Comparison of Ridership
Bus and Paratransit Ridership**

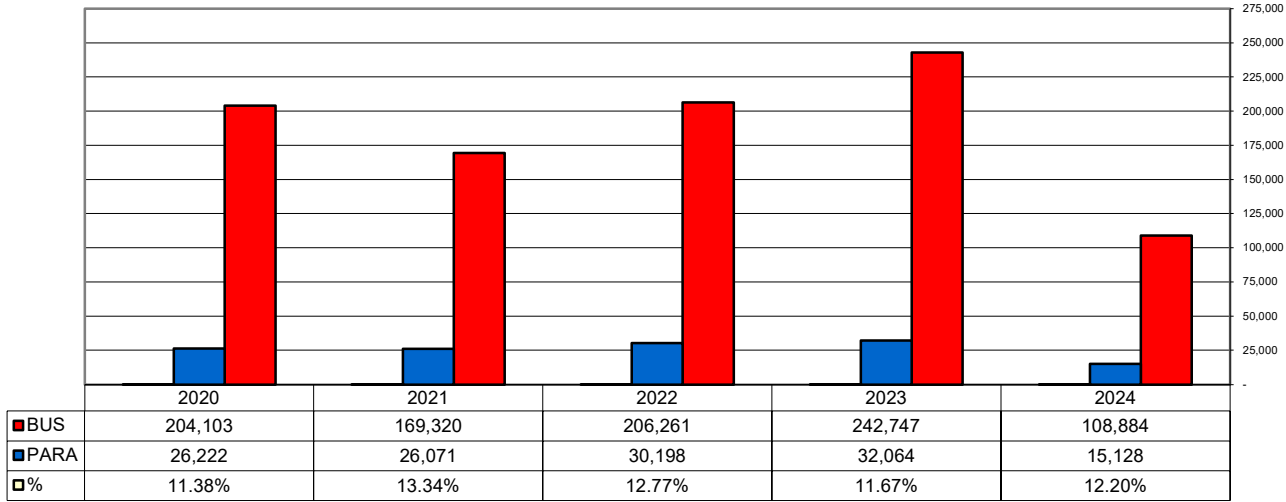


Figure 19 RCT’s Fixed Route and Paratransit Ridership Comparison

Appendix A – Notice of Public Hearing

Notice of Public Hearing published in the Longview Daily News.

NOTICE OF PUBLIC HEARING COWLITZ TRANSIT AUTHORITY

NOTICE IS HEREBY GIVEN, in accordance with RCW Chapter 42.30, that the Cowlitz Transit Authority will hold a Public Hearing on **Wednesday, July 10, 2024, at 4:00 p.m.** in the Longview City Hall Council Chambers, 1525 Broadway St., Longview, Washington and by virtual Zoom Webinar.

The purpose of the hearing is to receive any comments concerning the adoption of the Transit Development Plan 2024-2029 and 2023 Annual Report for RiverCities Transit.

The City Hall is accessible for persons with disabilities. Please let us know forty-eight (48) hours in advance if you will need any special accommodations to attend the meeting.

Any person interested may attend and be heard on said matter via a moderator. For information about Zoom accessibility, please contact the Clerk of the Board's Office at (360) 442-5664

Zoom meeting link: <https://us02web.zoom.us/j/89844443333>

Dial any of the following numbers:

1 253 215 8782

1 346 248 7799

1 408 638 0968

1 669 900 6833

1 301 715 8592

1 312 626 6799

1 646 876 9923

Webinar ID: 898 4444 3333

No Registration Required

Published: July 3, 2024 and July 9, 2024, in the Longview Daily News

Addendum - Capital Projects and Estimated Expenditures

Capital Expenditure	2024	2025	2026	2027	2028	2029
Cutaways		922,400		708,100		
		2 LIFT, 2 ADA minivans, 1 low-floor		3 LIFT		
Coaches	985,380	658,500	1,094,500		1,094,500	2,000,000
	1 Hybrid 35'	1 Bio-diesel 35'	1 Hybrid 35'		1 Hybrid 35'	2 alternate powered coaches
Infrastructure improvements	746,250					1,500,000
	Replace shop roof and HVAC					Alternate vehicle power system
Bus stop improvements		150,000	25,000	25,000	25,000	25,000
		Shelters, amenities, and pads	Amenities and pads	Amenities and pads	Amenities and pads	Amenities and pads
Supervisor vehicles		83,000				
		1 Lift-equipped van				
Relief vehicles			150,000			
			Transit facilities truck & relief auto			
Bus overhauls				324,000		
				1 Bus to extend useful life		
Total Capital Expenditures	1,731,630	1,813,900	1,269,500	1,057,100	1,119,500	3,525,000

All vehicle purchases are replacements for vehicles that have reached the end of their useful life, with the exception of one coach replacement due to a bus totaled after a rear-end accident.