

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

CITIZENS AND SPECIALIZED TRANSIT ADVISORY COMMITTEE

TIME: 11:00 a.m.

DATE: Monday, June 10, 2024

LOCATION: Riverside County Transportation Commission
March Field Conference Room A
4080 Lemon Street, 3rd Floor, CA 92502-2208

VIDEO CONFERENCE SITES:

Palo Verde Valley Transit
415 N. Main Street
Conference Room A
Blythe, CA 92225

SunLine Transit Agency
32505 Harry Oliver Trail
Board Room
Thousand Palms, CA 92276

🌀 COMMITTEE MEMBERS 🌀

Lisa Castilone, **Chair**, GRID Alternatives, Western and Southwest Riverside County
Gloria J. Sanchez, **Vice Chair**, Menifee Senior Advisory, Southwest Riverside County
John Krick, **Second Vice Chair**, T-Now Member, Northwest Riverside County
John Chavez, Retired Citizen, San Gorgonio Pass
George Colangeli, Palo Verde Valley Transit Agency, Palo Verde Valley
Mary Jo Ramirez, Workforce Development Member, Southwest Riverside County
Ivet Woolridge, Independent Living Partnership, Riverside County
Zaida Forester, Corona Lions Club, Northwest Riverside County
Deborah Franklin, Advisory Council on Aging, San Gorgonio Pass
Christine Franklyn Baggett, Retired Citizen, Coachella Valley
Michael Harrington, Desert Hot Springs Democratic Club, Coachella Valley
Riverside Transit Agency, Western Riverside County
SunLine Transit Agency, Coachella Valley

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
CITIZENS AND SPECIALIZED TRANSIT ADVISORY COMMITTEE**

www.rctc.org

AGENDA*

**Actions may be taken on any item listed on the agenda*

11:00 a.m.

Monday, June 10, 2024

Riverside County Transportation Commission

March Field Conference Room A

4080 Lemon Street, Third Floor

Riverside, California

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Thousand Palms, CA 92276

For members of the public wishing to submit comment in connection with the Committee Meeting please email written comments to the Clerk of the Board at lmobley@rctc.org prior to June 9, 2024 at 5:00 p.m. and your comments will be made part of the official record of the proceedings.

In compliance with the Brown Act and Government Code Section 54957.5, agenda materials distributed 72 hours prior to the meeting, which are public records relating to open session agenda items, will be available for inspection by members of the public prior to the meeting on the Commission's website, www.rctc.org.

In compliance with the Americans with Disabilities Act, Government Code Section 54954.2, Executive Order N-29-20, and the Federal Transit Administration Title VI, please contact the Clerk of the Board at (951) 787-7141 if special assistance is needed to participate in a Committee meeting, including accessibility and translation services. Assistance is provided free of charge. Notification of at least 48 hours prior to the meeting time will assist staff in assuring reasonable arrangements can be made to provide assistance at the meeting.

1. CALL TO ORDER

2. ROLL CALL

3. **PUBLIC COMMENTS** – *Under the Brown Act, the Committee should not take action on or discuss matters raised during public comment portion of the agenda which are not listed on the agenda. Committee members may refer such matters to staff for factual information or to be placed on the subsequent agenda for consideration. Each individual speaker is limited to speak three (3) continuous minutes or less.*

4. **ADDITIONS/REVISIONS** *(The Committee may add an item to the agenda after making a finding that there is a need to take immediate action on the item and that the item came to the attention of the Committee subsequent to the posting of the agenda. An action adding an item to the agenda requires 2/3 vote of the Committee. If there are less than 2/3 of the Committee members present, adding an item to the agenda requires a unanimous vote. Added items will be placed for discussion at the end of the agenda.)*

5. **CONSENT CALENDAR** - *All matters on the Consent Calendar will be approved in a single motion unless a Committee member(s) requests separate action on specific item(s). Items pulled from the Consent Calendar will be placed for discussion at the end of the agenda.*

5A. APPROVAL OF MINUTES – APRIL 8, 2024

Page 1

5B. CITIZENS AND SPECIALIZED TRANSIT ADVISORY COMMITTEE MEMBERSHIP APPOINTMENTS

Page 4

Overview

This item is for the Committee to receive and file the appointments of 14 members to the Citizens and Specialized Transit Advisory Committee (CSTAC) effective May 8, 2024.

6. FISCAL YEAR 2024/25 SHORT RANGE TRANSIT PLAN UPDATES

Page 8

Overview

This item is for the Committee to receive and file the Fiscal Years (FY) 2024/25 – FY 2026/27 Draft Short Range Transit Plans (SRTPs) for the cities of Banning, Beaumont, Corona, and Riverside; Palo Verde Valley Transit Agency (PVVTA), Riverside Transit Agency (RTA); SunLine Transit Agency (SunLine) and the FY 2024/25 – 2028/29 SRTP for the Commission’s Rail and Vanpool Programs.

7. MEASURE A SPECIALIZED TRANSIT AWARD RECOMMENDATIONS FOR FISCAL YEARS 2024/25 – 2026/27

Page 793

Overview

This item is for the Committee to receive and file the proposed Western Riverside County Measure A Specialized Transit Program Fiscal Years 2024/25 – 2026/27 Call for Projects awards totaling \$9,945,249.

8. COMMITTEE MEMBER / STAFF REPORT

Overview

This item provides the opportunity for the Committee members, transit operators, and staff to report on attended and upcoming meetings/conferences and issues related to Committee activities.

9. ADJOURNMENT

The next Citizens and Specialized Transit Advisory Committee meeting is scheduled for August 12, 2024.

AGENDA ITEM 5A

MINUTES

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

CITIZENS AND SPECIALIZED TRANSIT ADVISORY COMMITTEE

April 8, 2024
Meeting Minutes

1. CALL TO ORDER

The meeting of the Citizens and Specialized Transit Advisory Committee was called to order by Chair Lisa Castilone at 11:08 a.m. in March Field Conference Room A at the County Administrative Center, 4080 Lemon Street, Third Floor, Riverside, California 92501 and at the video conference sites: Conference Room A, Palo Verde Valley Transit Agency, 414 N. Main Street, Blythe, California 92225, and the Board Room, SunLine Transit Agency, 32505 Harry Oliver Trail, Thousand Palms, California 92276.

2. ROLL CALL

Members Present

Lisa Castilone
George Colangeli*
John Krick
Mary Jo Ramirez
Gloria J Sanchez
Ivet Woolridge
Riverside Transit Agency
Sunline Transit Agency**

Members Absent

John Chavez
Alejandra Gonzalez
Jack Marty

*Joined the meeting at Palo Verde Valley Transit

**Joined the meeting at SunLine Transit Agency

3. PUBLIC COMMENTS

There were no requests to speak from the public.

4. ADDITIONS/REVISIONS

There were no additions or revisions to the agenda.

5. CONSENT CALENDAR - *All matters on the Consent Calendar will be approved in a single motion unless a Committee Member requests separate action on specific item(s). Items pulled from the Consent Calendar will be placed for discussion at the end of the agenda.*

M/S/C (Sanchez/Ramirez) to approve the following Consent Calendar item(s):

5A. APPROVAL OF MINUTES – DECEMBER 11, 2023 and March 11, 2024

6. FISCAL YEAR 2024/25 DRAFT SHORT RANGE TRANSIT PLAN UPDATES

This item is for the Committee to receive and file Draft Fiscal Year (FY) 2024/25 Short Range Transit Plan (SRTP) updates from the cities of Banning, Beaumont, Corona, and Riverside; Palo Verde Valley Transit Agency (PVVTA); Riverside Transit Agency (RTA); SunLine Transit Agency (SunLine); and the Commission's Rail and Vanpool Programs.

Eric DeHate, Transit Manager, presented an overview of the Draft FY 2024/25 SRTP updates. He introduced Riverside Transit Agency (RTA).

Jennifer Nguyen and Charlie Ramirez, RTA, presented a brief overview of the RTA 2024/25 SRTP process, budget, route restructuring, and major accomplishments. Ms. Nguyen also discussed the Comprehensive Operations Analysis (COA) process, and bus stop improvement policy.

Mr. DeHate introduced Stephanie Sirls, Transit Manager, from the city of Banning. Ms. Sirls presented an overview of the Banning Connect Transit System. She discussed the fixed routes, fare prices, operational progress, and ridership growth. Ms. Sirls clarified for Vice Chair Sanchez that there is a free fixed route service for seniors and all buses are ADA compliant.

Mr. DeHate introduced Matthew Mendoza and Elisa Mendoza, from the city of Beaumont. They presented an overview of the Beaumont Transit System services, routes, budget, and projected updates.

Mr. DeHate introduced Sudesh Paul, Transit Program Manager, city of Corona. Ms. Paul presented an overview of the various transit services and improvements provided by the city of Corona. She also discussed the various grants sought by the transit department.

Mr. DeHate introduced Ron Profeta, Socorro Gomez, and Noemi Lopez from the city of Riverside. Mr. Profeta presented the details of the city of Riverside's paratransit programs.

Vice Chair Sanchez requested more training for seniors on the additional technology required for using apps for transportation would be extremely beneficial.

Mr. DeHate introduced Palo Verde Valley Transit Agency. Christian Castro, Financial Manager, presented an overview of Ride PV (formerly Palo Verde Valley Transit Agency). He discussed the various programs, routes, budget, and upcoming projects.

George Colangeli, General Manager, Ride PV, discussed the new zero-emission and maintenance facilities and the brand refresh.

Mr. DeHate introduced SunLine Transit Agency. Tina Hamel, Chief Administrative Officer, presented a brief overview of SunLine's short range transit plan. Ms. Hamel explained the \$4 million of capital budget is for minor improvements and infrastructure.

Mr. DeHate introduced Sandra Salgado, Management Analyst, RCTC, to present an overview of the RCTC Rail short range transit plan. Ms. Salgado also discussed the mobility for all program, student adventure pass program, and coordinating group trips on the Metrolink.

Mr. DeHate introduced Hanan Sawalha, Management Analyst, RCTC, to present an overview of the RCTC Van Club. Ms. Sawalha presented the details of the Van Club program. She also discussed the vehicle insurance.

7. COMMITTEE MEMBER/STAFF REPORT

7A. Lorelle Moe-Luna, Multimodal Services Director, announced Executive Director, Anne Mayer, is retiring from RCTC and Aaron Hake the current Deputy Executive Director will be RCTC's new Executive Director.

8. ADJOURNMENT

There being no further business for consideration by the Citizens and Specialized Transit Advisory Committee, the meeting adjourned at 1:01 p.m.

Respectfully submitted,



Lorelle Moe-Luna, Multimodal Services Director

AGENDA ITEM 5B

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 10, 2024
TO:	Citizens and Specialized Transit Advisory Committee
FROM:	Sandra Salgado, Management Analyst
SUBJECT:	Citizens and Specialized Transit Advisory Committee Membership Appointments

STAFF RECOMMENDATION:

This item is for the Committee to receive and file the appointments of 14 members to the Citizens and Specialized Transit Advisory Committee (CSTAC) effective May 8, 2024.

BACKGROUND INFORMATION:

The Transportation Development Act (TDA) provides direction for administering both Local Transportation Fund and State Transit Assistance funds, which are used to support operational and capital expenditures for public transit. Public Utilities Code (PUC) Sections 99238 and 130105(d) requires the Commission to have a social services transportation advisory council and citizens’ advisory committee as part of the oversight process in administering TDA funds. The CSTAC fulfils these requirements and serves the Commission by participating in the transit needs public hearing, the coordinated planning process of transit services, and review of transit operators’ Short-Range Transit Plans (SRTPs) as part of the Commission’s annual budget development process. PUC Section 99238 requires that the membership consist of the following categorical areas:

- 1) One representative of a potential transit user 60 years of age and older;
- 2) One representative of a potential transit user who is disabled;
- 3) Two representatives of the social service providers for seniors;
- 4) Two representatives of the social service providers for the disabled, including one representative of a social service transportation provider, if one exists;
- 5) One representative of a social service provider for persons of limited means; and
- 6) Two representatives of a Consolidated Transportation Service Agency(s) designated as such pursuant to subdivision (a) of Section 15975 of the Government Code, including one representative from an operator, if one exists.

The adopted bylaws for the CSTAC state that membership can consist of up to 15 members appointed by the Commission and serve at the will and pleasure of the Commission and without compensation.

DISCUSSION:

In April 2021, the revised CSTAC bylaws were updated to keep members for a three-year term. Membership is required to reflect a broad spectrum of interest among geographic areas of the county and minority representation. An application period took place between February 14, 2024, through March 27, 2024. Various outreach methods were used to solicit membership:

- Solicitation to existing and previous CSTAC members and their networks;
- Advertisement on the RCTC website and social media;
- Solicitation to Commissioners for referrals and to share with constituents; and
- Solicitation at community groups such as the Riverside Transit Agency's (RTA) Transportation NOW chapters and the Advisory Council on Aging.

On May 8, 2024, the Commission approved 12 applicants as identified in Attachment 1, for membership on the CSTAC. RTA and SunLine staff are standing members due to their Consolidated Transportation Services Agency designations and are included as part of the total committee of 14. Each appointment represents at least one of the categories identified in state law and several communities throughout the county in order to provide a perspective from a wide geographic area. Citizen appointments are critical to the success of the Commission and its charge to oversee transit services in the county. The new membership opens dialogue between citizen appointee representatives and public transit and specialized transit providers in the county. Subsequent to the Commission's approval of the item, one CSTAC member resigned as indicated in Attachment 1.

Attachment: 2024 CSTAC Appointments and Categorical Membership List

Riverside County Transportation Commission

2024 Citizens and Specialized Transit Advisory Council (CSTAC) Appointments

Represented	Categorical Membership Per TDA	Affiliations
1. Lisa Castilone / Southwest	Potential Transit User Over 60 Years of Age	Program Director, GRID Alternatives Current CSTAC Member
2. John Chavez / The Pass	Potential Transit User Over 60 Years of Age	Retired, BNSF Current CSTAC Member
3. George Colangeli / Palo Verde	Social Services Transportation Provider for Seniors or the Disabled	General Manager, RidePV Current CSTAC Member
4. Zaida Forester / Northwest	Potential Transit User Over 60 Years of Age	Past Member, Corona Lions Club
5. Deborah Franklin / The Pass	Potential Transit User Over 60 Years of Age	Vice President, Advisory Council on Aging Banning & Cabazon Senior Center Flood Control Advisory Board Banning Woman's Club Board Member, YES Youth Essential Skills
6. Christine Franklyn Baggett / Coachella Valley	Potential Transit User Over 60 Years of Age Potential Transit User Who is Disabled	N/A
7. Parker Friedrich / Southwest¹	N/A	Member, American Planning Association
8. Michael Harrington / Coachella Valley	Potential Transit User Over 60 Years of Age	Member, Desert Hot Springs Democratic Club
9. John Krick / Western Riverside	Potential Transit User Over 60 Years of Age Representative of Potential Transit User Who is Disabled	Member, T-NOW Riverside Member, Riverside City Commission on Disabilities Current CSTAC Member
10. Mary Jo Ramirez / Southwest and Hemet-San Jacinto Valley	Social Services Provider for Seniors, Disabled, and Persons of Limited Means, Social Services Transportation Provider for Seniors or the Disabled	Executive Director, California Family Life Center Appointed Member, Riverside County Workforce Development Board Member, National Youth Employment Coalition Member, Riverside County Juvenile Justice Coordinating Committee Current CSTAC Member
11. Gloria Sanchez / Southwest	Potential Transit User Over 60 Years of Age	Chair, Menifee Senior Advisory Committee Current CSTAC Member
12. Ivet Woolridge / Countywide	Social Services Provider for Seniors, Disabled, and Persons of Limited Means, Social Services Transportation Provider for Seniors or the Disabled	Chief Operating Officer, Independent Living Partnership Current CSTAC Member

13. Riverside Transit Agency Staff / Western Riverside County	Consolidated Transportation Services Agency	Public Transit Operator
14. SunLine Transit Agency Staff / Coachella Valley	Consolidated Transportation Services Agency	Public Transit Operator

¹ Parker Friedrich submitted his resignation from the CSTAC effective May 7th, 2024.

AGENDA ITEM 6

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 10, 2024
TO:	Citizens and Specialized Transit Advisory Committee
FROM:	Eric DeHate, Transit Manager
SUBJECT:	Fiscal Year 2024/25 Short Range Transit Plan Updates

STAFF RECOMMENDATION:

This item is for the Committee to receive and file the Fiscal Years (FY) 2024/25 – FY 2026/27 Draft Short Range Transit Plans (SRTPs) for the cities of Banning, Beaumont, Corona, and Riverside; Palo Verde Valley Transit Agency (PVVTA), Riverside Transit Agency (RTA); SunLine Transit Agency (SunLine) and the FY 2024/25 – 2028/29 SRTP for the Commission’s Rail and Vanpool Programs.

BACKGROUND INFORMATION:

The SRTPs serve as the county’s primary justification for federal and state grants for transit operations and capital and provides a short-term vision of public transportation for the county including strategies that will help guide transportation decisions over the next three to five years. In Riverside County, there are seven public bus transit operators (cities of Banning, Beaumont, Corona, and Riverside; RTA; SunLine; and PVVTA), and the Commission as a commuter rail and vanpool operator – a total of eight transit operators. The seven public bus transit operators typically submit a three-year SRTP, and the Commission completes a five-year SRTP.

Under state law, the Commission is tasked with the responsibility to identify, analyze, and recommend potential productivity improvements to ensure transportation funds are allocated to transit operators to provide needed transit services for county residents. An annual SRTP update is a mechanism to meet this obligation and coordinate transit services throughout the county. The core components of each agency’s SRTP includes the operating and capital plans and project justifications that are utilized as the basis for receiving transit funding. The SRTPs also document each operator’s system and route performance data, which provide the basis for the Commission’s oversight activities to ensure compliance with the Transportation Development Act (TDA), federal regulations, state law, and Commission-adopted policies and guidelines.

DISCUSSION:

Transit operators are continuing to work through a recovery period following the pandemic and the FY 2024/25 service plans reflect a return towards pre-COVID levels under fiscally conservative economic conditions. For FY 2024/25, it is estimated that countywide ridership (excluding Metrolink data which is unavailable at this time) will reach just over 10.1 million, which is an increase of about 16.2 percent from planned ridership for FY 2023/24. These proposed service plans also provide flexibility to adapt quickly to market changes. Following are service and capital

program highlights for FY 2024/25 by operator as summarized in their respective SRTPs found in Attachments 2 through 9.

Banning – Banning Connect

Banning provides both Dial-A-Ride and two fixed route services, primarily covering the areas of Banning and Cabazon, and provides connections to the Morongo Indian Reservation and Walmart in Beaumont. Banning estimates a total of \$2.7 million in operating and \$7.1 million in capital assistance needs, a combined increase of about \$4.6 million from FY 2023/24 primarily due to increases in capital needs, such as power and facility upgrades for zero-emission technology.

Planned services and projects for FY 2024/25 include:

- Replacement of four fixed route buses;
- Conducting an Operating and Capital Needs Analysis;
- Rehabilitation of the current compressed natural gas (CNG) station;
- Upgrading bus stops and adding new shelters to highly used stops;
- Continuation of its reduced and free fare program; and
- Power and facility upgrades for zero-emission technology

Beaumont – Beaumont Transit

Beaumont provides both Dial-A-Ride and eight fixed route services. It primarily operates in Beaumont with connections in Banning. Beaumont estimates a total of \$3.3 million in operating and \$10.7 million in capital assistance needs, a combined increase of about \$4.5 million from FY 2023/24 primarily due to capital assistance needs to accommodate zero-emission technology.

Planned services and projects for FY 2024/25 include:

- Continuation of its free-fare promotion for all passengers;
- Increasing advertising and passenger outreach;
- Increasing community involvement and visibility;
- Increasing trips in the travel training program;
- Updating its Comprehensive Operational Analysis with microtransit feasibility;
- Implementing route changes; and
- Implementing many needed capital projects such as the new vehicle lists and begin design of the Beaumont City and Transit Yard to accommodate zero-emission technology.

Corona – Corona Cruiser

Corona operates two fixed routes and a Dial-A-Ride program for seniors and persons with disabilities within the city limits and neighboring communities of Coronita, El Cerrito, Home Gardens, and Norco. Corona estimates a total of \$3.8 million in operating and \$12.5 million in capital assistance needs, a combined increase of about \$10.4 million from FY 2023/24 primarily due to an increase in capital assistance needs, such upgrading fueling infrastructure to accommodate zero-emission vehicles.

Planned services and projects in FY 2024/25 include:

- Plan for implementation of financially feasible recommendations from the comprehensive operational analysis;
- Improving fixed route service schedule adjustments for better connections, particularly for morning peak service;
- Continuation of the reduced and free fare program;
- Improving Dial-A-Ride services by reviewing the feasibility of establishing an Americans with Disabilities Act (ADA) subscription services policy;
- Working with the City's contract transportation operator to improve on-time performance, bus maintenance and cleanliness, and maintenance of bus stops;
- Continuing bi-weekly, monthly, and quarterly inspections of contractual requirements, bus stops, and buses to ensure state of good repair; and
- Implementation of many needed capital projects such as the Intelligent Transportation System, Bus Stop Improvement Project, purchase of an ADA accessible van, implementation of a Digital Mobile Land Communication System, installation of a canopy/roof structure for the bus parking area, replacement of buses, and upgrade fueling infrastructure to accommodate zero-emission vehicles.

City of Riverside – Riverside Connect

Riverside Connect (RC) operates a 24-hour advance reservation Dial-A-Ride for seniors and persons with disabilities within the Riverside city limits. RC serves as the primary paratransit provider for those eligible within the city of Riverside. RC differs from RTA's Dial-A-Ride by providing service only within Riverside city limits and serves seniors 60 years and older, as compared to RTA's Dial-A-Ride which serves seniors 65 years and older. RC estimates a total of \$5.8 million in operating and \$8.7 million in capital assistance needs, a combined increase of about \$9.2 million from FY 2023/24 primarily due to replacement vehicles and infrastructure planning to accommodate zero-emission technology.

Planned services and projects for FY 2024/25 include:

- Marketing campaigns with advertisements with printed materials and social media;
- Upgrading the radio communications system;
- Upgrading computer and software systems;
- Replacement of 12 vehicles; and
- Begin infrastructure planning to accommodate zero-emission vehicles.

PVVTA

PVVTA, recently rebranded as "RidePV," provides six fixed route/deviated fixed routes services, a micro transit ADA paratransit service, and a transportation reimbursement program for individuals who are unable to access fixed route services. The fixed route service can deviate up to three-quarters of a mile away from the actual fixed route. Service is provided within the city

of Blythe and surrounding unincorporated areas in the Palo Verde Valley. PVVTA estimates a total of \$2.4 million in operating and \$16.3 million in capital assistance needs, a combined increase of about \$16.5 million from FY 2023/24 primarily due to its new maintenance facility and hydrogen fueling station.

Planned services and projects for FY 2024/25 include:

- Exploring options for RidePV Express to five days a week;
- Updating bus stop amenities;
- Minor upgrades to the CNG station; and
- Beginning work on the new maintenance facility and hydrogen fueling station.

RTA

RTA operates 32 local, intercity, and regional fixed routes; three CommuterLink express routes; one Micortransit Service; and Dial-A-Ride services. RTA estimates a total of \$106.6 million in operating and \$42.8 million in capital assistance needs, a combined increase of about \$28.3 million from FY 2023/24. This is attributable to the realignments and reinstatement of routes, significant fleet replacement, and zero-emission infrastructure needs.

Planned services and projects for FY 2024/25 include:

- Implementing the sustainable service plan recommendations in September 2024;
 - Reinstatement of the discontinued weekend service resulting in improved frequencies on routes 1, 11, 13, 14, 16, 19, 22, 27 and 28;
 - Route 8: Improve frequency to every 60 minutes and implement a new transfer location with Route 9 at Walmart at Central & Cambern;
 - Route 9: Discontinue service to the Lake Elsinore Outlet Mall and improve frequency from every 70 minutes to every 60 minutes;
 - Provide timed connections with Route 8 at Walmart at Central & Cambern; and
 - Route 200: Add one roundtrip in the morning due to high demand.
- Planned January 2025 service changes:
 - Route 1: Increase service to the Vine Street Mobility Hub to connect to Metrolink trains;
 - Routes 16 and 19: Improve weekday frequency to every 15 minutes from 6 a.m. to 6 p.m.;
 - Route 28: Improve weekday frequency from every 35-40 minutes to every 30 minutes; and
 - Route 44: Improve frequency on San Jacinto Ave. from every 60 to 70 minutes to every 40 minutes.
- Implementing various capital projects including funding for new zero-emission vehicles, facilities and equipment improvements, information technology improvements and capital maintenance programs.

SunLine

SunLine operates 10 local and regional fixed routes, one Commuter Link express route, demand response service branded as “SunDial,” and microtransit service known as “SunRide.” SunLine estimates a total of \$49.4 million in operating and \$21.8 million in capital assistance needs, for a combined decrease about \$12 million from FY 2023/24. This is primarily due to a reduction in capital programming from federal and state competitive programs.

Planned services and projects for FY 2024/25 include:

- Improving route frequencies gradually to regular pre-COVID 19 service levels;
- To improve ridership on Commuter Link service, SunLine proposes off-peak fares for reverse commute trips and during off-season when California State University is not in general session. The local fare structure will apply to morning reverse commute trips from San Bernardino to Indio and afternoon trips from Indio to San Bernardino and to all trips when California State University is not in general session;
- Develop service options north of the Interstate 10 freeway;
- Implementation of many needed capital projects such as complete construction of the Coachella Mobility Hub, update bus stop and amenities to enhance customer service, optimize trip planning technologies, and improve communication with passengers, vehicle replacements including hydrogen buses, paratransit vehicles, trolleys and microtransit vehicles, rehabilitation of buses, tools and equipment upgrades, and hydrogen station and facility improvements; and
- Continue to implement the Innovative Clean Transit plan.

RCTC Rail and Vanpool Programs

Western County Commuter Rail

The Commission is a member agency of the Southern California Regional Rail Authority (SCRRA) that operates the Metrolink Commuter Rail system. Of the 57 stations on the Metrolink system, the Commission owns and maintains nine stations that are located in Western Riverside County. The Western County Commuter Rail program reflects the Commission’s share of Metrolink operating and capital subsidies, station operations and maintenance, right of way maintenance, and program administration and support. Total operating costs are estimated at \$57.6 million and capital of \$39.4 million, a combined increase of about \$26.2 million, primarily due to additional Metrolink capital needs and competitive funds for the Perris Valley Line Double Track Project.

Planned services and projects for FY 2024/25 include:

- SCRRA’s continued focus is on improving operational efficiency and regaining riders and will be implementing a major schedule optimization effort that will offer more midday trips and timed connectivity at major transfer locations;

- Completion of station rehabilitation projects such as elevator replacements, pavement rehabilitation, station painting, bike and pedestrian improvements, improved station amenities, drought tolerant landscaping, and upgraded lighting, electrical, solar and security systems;
- Completion of the Moreno Valley/March Field station upgrade project; and
- Final design for the Perris-South Station Improvement Project and Perris Valley Line Double Track Project from Moreno Valley to Downtown Perris.

Coachella Valley Rail Corridor

The proposed 144-mile long rail corridor service in Coachella Valley will run from Los Angeles to Indio through the four Southern California counties of Los Angeles, Orange, Riverside, and San Bernardino to provide a convenient scheduled link to the communities in the fast-growing Coachella Valley and San Geronio Pass areas. Financial support for project development will come primarily from federal and state grant funds received and maintained in the Coachella Valley Rail Fund.

Major planning highlights for FY 2024/25 include the Tier 2 Project-level Environmental Documentation and Engineering. The total capital funds programmed for FY 2024/25 is \$41.8 million for the initiation of this planning effort.

VanClub

The Commission's vanpool program known as VanClub is the newest transit program in the county and was launched in May 2018. VanClub is a valuable transportation alternative option in areas that are hard to serve by transit and supports long-distance commuters by offering a subsidy which reduces the cost of the vanpool lease. The total operating request for FY 2023/25 is \$1.7 million, a decrease of approximately 6.4 percent from FY 2023/24 due to unrealized vanpool growth.

Planned service enhancements for FY 2024/25 will include:

- Furthering outreach efforts with the transition from a locally provisioned Inland Empire-based rideshare and vanpool system to a regional platform solution which expands the commuter database and improves ride matching potential;
- Maximizing employer partnerships through the provision of in person/worksites rideshare support and value-added services, along with turn-key marketing campaigns from IE Commuter, to assist employers with developing and continuing employer-based rideshare programs;
- Expanding rideshare and vanpool program reach beyond traditional large employer markets to include more small/medium business markets and direct end-user engagement; and
- Continuing to leverage new incentives such as the \$5/Day Rideshare Incentive to assist with vanpool recovery efforts throughout the region.

S RTP Financial Overview

Approximately \$434.3 million in total funding is required to support the FY 2024/25 operating and capital requests for the provision of transit services in Riverside County. To implement the S RTPs for FY 2024/25, the programming plan is to utilize available funding of approximately \$233.2 million for operating and \$201.1 million for capital purposes. Table 1 below provides a comparative overview of the total operating and capital costs from the prior year. Systemwide, this represents a 42.1 percent increase compared to FY 2023/24 funding levels. The capital costs more than doubled due to formula SB 125 funding for the Coachella Valley Rail project and projects that accommodate zero-emission technology vehicles.

Table 1: FY 2023/24 and FY 2024/25 Operating and Capital Costs

Fiscal Year	Operating	Capital	Total
FY 2023/24*	\$ 220,546,471	\$ 85,139,938	\$ 305,686,409
FY 2024/25	\$ 233,207,490	\$ 201,104,974	\$ 434,312,464
% Change	5.7%	136.2%	42.1%

*FY 2023/24 budget was amended due to various programs needs

Table 2 below provides an overview of the operating and capital costs by funding source required to support the County's transit operations. State funds, primarily LTF, STA and SB 125 funds, make up the largest share of operating and capital funds. For federal FTA funds (FTA Sections 5307) provide the majority of capital funding. This fiscal year, there are only small amounts of federal stimulus funds remaining from the Coronavirus Aid, Relief, and Economic Security (CARES) Act and American Rescue Plan Act of 2021 (ARPA). CARES and ARPA still provide some operational funding but should be phased out over the next year. State funds will account for about \$324.1 million (74.6 percent) of revenues, followed by federal funds totaling approximately \$62.3 million (14.3 percent), and local revenues representing about \$47.9 million (11 percent).

Table 2: FY 2024/25 Funding Source Breakdown

Fund Type	Fund Name	Amount	Percent of Total Funding
Federal	FTA ARPA	\$ 120,000	0.0%
	FTA CARES	213,800	0.0%
	FTA 5307	43,217,558	10.0%
	FTA 5310	300,000	0.1%
	FTA 5311	1,732,557	0.4%
	FTA 5337	13,357,102	3.1%
	FTA 5339	1,617,171	0.4%
	CMAQ	727,923	0.2%
	Other Federal Funds	1,000,000	0.2%
	Federal Subtotal	62,286,111	14.3%
State	LCTOP	6,681,413	1.5%
	LTF	149,156,606	34.3%
	SGR	4,573,788	1.1%
	STA	30,471,211	7.0%
	SB 125 Funds	117,419,776	27.0%
	TIRCP	15,500,000	3.6%
	Other State Funds	334,800	0.1%
	State Subtotal	324,137,594	74.6%
	Local	AB 2766	5,000
Interest		1,542,500	0.4%
Measure A		29,120,400	6.7%
Other Local Funds		6,342,866	1.5%
Passenger Fares		10,877,993	2.5%
Local Subtotal		47,888,759	11.0%
Total for Federal, State and Local Funding		\$ 434,312,464	100%

Funding allocations by operator for FY 2024/25 (Attachment 1) are based on *Table 4.0: Summary of Funds Requested* in each SRTP. This table is used as the primary basis for allocating operating and capital revenues under the Commission’s authority. Future funding needs described in the SRTP beyond FY 2024/25 are solely for projection and planning purposes. Staff will recommend approval of these SRTPs and funding allocations at the Commission meeting on June 12, 2024.

Attachments:

- 1) Transit Operator Funding Allocations
- 2) RCTC’s Multimodal SRTP, FY 2024/25 – FY 2028/29
- 3) City of Banning, FY 2024/25 – FY 2026/27 SRTP
- 4) City of Beaumont, FY 2024/25 – FY 2026/27 SRTP
- 5) City of Corona, FY 2024/25 – FY 2026/27 SRTP
- 6) City of Riverside, FY 2024/25 – FY 2026/27 SRTP
- 7) PVVTA, FY 2024/25 – FY 2026/27 SRTP
- 8) RTA, FY 2024/25 – FY 2026/27 SRTP
- 9) SunLine, FY 2024/25 – FY 2026/27 SRTP



FY 2024/25 Transit Operator Funding Sources

Operating & Capital Projects

Funding Source	Fund Total	City of Banning	City of Beaumont	City of Corona	City of Riverside	Palo Verde Valley Transit Agency	RCTC CV Rail	RCTC VanClub	RCTC WRC Rail	Riverside Transit Agency	SunLine Transit Agency
5307 HS [1, 2, 3]	\$4,560,803									\$4,560,803	
5307 IC [2, 6]	\$2,042,446										\$2,042,446
5307 IC ARPA OB [2, 4, 5, 6]	\$120,000										\$120,000
5307 LALB [2, 7]	\$435,194									\$435,194	
5307 MTM [2, 8]	\$8,000,000									\$8,000,000	
5307 RS [2, 9]	\$28,179,115			\$1,677,084	\$2,022,967				\$8,024,258	\$16,454,806	
5307 RS CARES OB [2, 4, 5, 6]	\$213,800							\$213,800			
5310 OB [2, 5]	\$300,000									\$300,000	
5311 [2, 10]	\$1,432,557					\$286,511				\$716,278	\$429,768
5311(f) [2, 10]	\$300,000										\$300,000
5337 RS [2, 9]	\$13,357,102								\$13,357,102		
5339 HS [2, 3]	\$386,933									\$386,933	
5339 IC OB [2, 5, 6]	\$-635,196										\$-635,196
5339 LALB [2, 7]	\$21,089									\$21,089	
5339 MTM [2, 8]	\$565,295									\$565,295	
5339 RS [2, 9]	\$1,388,636									\$1,388,636	
5339 RS OB [2, 5, 9]	\$-109,586										\$-109,586
AB 2766 [11]	\$5,000			\$5,000							
CARB [12]	\$200,000										\$200,000
CEC Funds [12, 14]	\$100,000										\$100,000
CMAQ [2, 15]	\$347,923							\$347,923			
CMAQ OB [2, 5, 15]	\$380,000										\$380,000
FARE [11]	\$10,877,993	\$9,081	\$47,550	\$35,200	\$240,000	\$184,288		\$1,007,481		\$7,500,000	\$1,854,393
INT [11]	\$1,542,500		\$42,500							\$1,500,000	
LCTOP PUC99313 [12, 17]	\$6,116,181	\$75,000	\$133,000	\$277,103	\$5,665	\$200,000			\$1,507,200	\$2,668,115	\$1,250,098
LCTOP PUC99314 [12, 17]	\$565,232				\$8,335					\$348,559	\$208,338



FY 2024/25 Transit Operator Funding Sources Operating & Capital Projects

Funding Source	Fund Total	City of Banning	City of Beaumont	City of Corona	City of Riverside	Palo Verde Valley Transit Agency	RCTC CV Rail	RCTC VanClub	RCTC WRC Rail	Riverside Transit Agency	SunLine Transit Agency
LTF [12, 18]	\$147,790,206	\$2,381,460	\$2,956,021	\$1,711,105	\$4,902,802	\$1,730,000			\$32,092,800	\$72,404,645	\$29,611,373
LTF-OB [5, 12, 18]	\$1,366,400		\$0						\$1,366,400		
MA CA WR [11, 19]	\$38,400							\$38,400			
MA CR [11, 19]	\$18,645,000								\$18,645,000		
MA CTSA [11, 19]	\$1,000,000									\$1,000,000	
MA IB [11, 19]	\$1,199,000		\$199,000							\$1,000,000	
MA SPT [11, 19]	\$8,238,000										\$8,238,000
OTHR FED [2]	\$1,000,000								\$500,000		\$500,000
OTHR LCL [11, 21]	\$6,342,866	\$187,126		\$49,000				\$45,077		\$2,840,000	\$3,221,663
SB 125 TIRCP GF [12, 22, 23, 25]	\$63,382,700	\$2,489,413	\$10,300,000	\$6,319,567	\$5,392,073	\$16,010,000				\$6,871,647	\$16,000,000
SB 125 TIRCP GGRF [12, 22, 23, 25]	\$40,000,000						\$40,000,000				
SB 125 ZETCP GGRF [12, 22, 23, 25]	\$10,034,023			\$2,077,380						\$7,956,643	
SB 125 ZETCP PTA [12, 23, 25, 27]	\$4,003,053			\$4,003,053							
SCAQMD [11]	\$34,800							\$34,800			
SGR PUC99313 [12, 27]	\$3,934,416	\$57,703	\$56,488	\$75,297	\$44,557	\$58,062			\$707,489	\$1,961,687	\$973,133
SGR PUC99314 [12, 27]	\$639,372	\$2,297	\$3,512	\$4,703	\$5,443	\$1,938			\$292,511	\$202,101	\$126,867
STA PUC99313 [12, 28]	\$27,899,668	\$4,612,969	\$163,960		\$1,835,390	\$262,633	\$1,732,499		\$5,000,000	\$8,799,721	\$5,492,496
STA PUC99314 [12, 28]	\$2,571,543	\$17,031	\$26,040	\$34,869	\$40,352	\$14,367				\$1,498,326	\$940,558
TIRCP COMP [12]	\$15,500,000								\$15,500,000		
Grand Total	\$434,312,464	\$9,832,080	\$13,928,071	\$16,269,361	\$14,497,584	\$18,747,799	\$41,732,499	\$1,687,481	\$96,992,760	\$149,380,478	\$71,244,351

[1] . As proposed in each transit operator's FY 2024/25 SRTP Table 4

[2] All funding sources are federal funds, administered by the Federal Transit Administration

[3] HS is for Hemet-San Jacinto UZA

[4] CARES is Coronavirus Aid, Relief, and Economic Security Act. CRRSAA is Coronavirus Response and Relief Supplemental Appropriations Act. ARPA is American Rescue Plan Act. These are all federal stimulus funds.

[5] OB is for Obligated Balance, funds that have been awarded in a prior year with a remaining balance



FY 2024/25 Transit Operator Funding Sources

Operating & Capital Projects

- [6] IC is for Indio-Cathedral City UZA
- [7] LALB is for Los Angeles-Long Beach-Anaheim UZA
- [8] MTM is for Murrieta-Temecula-Menifee UZA
- [9] RS is for Riverside-San Bernardino UZA
- [10] Rural and Intercity Bus funds
- [11] All funding sources are local funds
- [12] All funding sources are state funding sources
- [13] ASHC is Affordable Housing and Sustainable Communities
- [14] CEC is California Energy Commission
- [15] CMAQ is for Congestion Mitigation Air Quality Funds from the Federal Highway Administration flexed to FTA.
- [16] CRP is for Carbon Reduction Program
- [17] LCTOP is for Low Carbon Transit Operations Funds
- [18] LTF is for Local Transportation Funds
- [19] MA CR is Measure A Commuter Rail, MA SPT is Measure A Specialized Transit, MA CA is Measure A Commuter Assistance, MA IB is Measure A Intercity Bus, MA CTSA is Measure A Consolidated Transportation Services Agency.
- [20] MSRC is Mobile Source Air Pollution Reduction Review Committee
- [21] Other local revenues include but are not limited to advertising fees, compressed natural gas sales, low carbon fuel standard credits, and taxi voucher sales.
- [22] GF is for General Funds and GGRF is for Greenhouse Gas Reduction Funds.
- [23] SB 125 is for Senate Bill 125
- [24] TIRCP is for Transit Intercity Rail Capital Program.
- [25] ZETCP is for Zero-Emission Transit Capital Program.
- [26] PTA is for Public Transportation Account
- [27] SGR is for State of Good Repair
- [28] STA is for State Transit Assistance



SHORT RANGE TRANSIT PLAN

Fiscal Years
2024/25 -2028/29



TABLE OF CONTENTS

EXECUTIVE SUMMARY	1
1.0 SYSTEM OVERVIEW	3
1.1 Riverside County Service Area.....	3
1.2 Riverside County Demographics and Travel Characteristics.....	3
1.3 Description of RCTC Transit Services and Programs	5
1.4 Key RCTC Partners.....	6
1.5 RCTC Multimodal Facilities	8
1.6 Previous Studies and Plans.....	14
2.0 WESTERN COUNTY VANPOOL PROGRAM	17
2.1 Vanpool Service Profile.....	17
2.2 Vanpool Existing Performance	20
2.3 Vanpool Service Enhancements.....	21
2.4 Vanpool Projected Ridership Growth.....	23
2.5 Vanpool Potential Fare Changes.....	24
2.6 Vanpool Capital Investments	25
3.0 COACHELLA VALLEY AND WESTERN COUNTY RAIL PROGRAMS	26
3.1 Coachella Valley Rail	26
3.1.1 Coachella Valley Rail Corridor Project	26
3.2 Western County Rail - Metrolink	30
3.2.1 Metrolink Service Profile.....	30
3.2.2 Metrolink Fare Structure.....	34
3.2.3 Metrolink Revenue Fleet.....	38
3.2.4 Metrolink Rider Profile	39
3.2.5 Metrolink Existing Performance	40
3.2.6 Metrolink Key Performance Indicator.....	43
3.2.7 Metrolink Productivity Improvement Efforts	43
3.2.8 Metrolink Recent Service Changes.....	44
3.2.9 Metrolink Major Trip Generators	45
3.2.10 RCTC Proposed Metrolink Service Plan	45

3.2.11 Metrolink and RCTC Promotions and Campaigns.....	47
3.2.12 Metrolink Projected Ridership Growth	49
3.2.13 Metrolink and RCTC Capital Improvement Plans	50
3.2.14 Overview of Long-Term Rail Capital Investments	61
4. FINANCIAL PLANNING	61
4.1 Operating and Capital Budget - FY 2023/24.....	63
4.2 Funding to Support Future Operating and Capital Plans	63
4.3 Regulatory and Compliance Requirements.....	64
4.4 Status of Current Capital Projects	67

List of Figures and Tables

- Figure 1: Map of Service Area
- Figure 2: Map of RCTC-Owned Metrolink Stations in Western Riverside County
- Figure 3: Map of San Jacinto Branch Line
- Figure 4: Map of Park & Rides
- Figure 5: Map of Vanpool Origins Destined for Western Riverside County
- Figure 6: Project Vanpool Ridership, FY 2024/25 - 2028/29
- Figure 7: Map of Proposed Coachella Valley Rail Corridor
- Figure 8: Metrolink Commuter Rail System
- Figure 9: Map of Metrolink IEOC Line
- Figure 10: Map of Metrolink Riverside Line
- Figure 11: Map of Metrolink 91/PVL Line
- Figure 12: Metrolink Systemwide Annual Ridership, FY 2014/15 - 2023/24
- Figure 13: Total Ridership Riverside County Metrolink Lines, FY 2014/15 - 2023/24
- Figure 14: Riverside County Average Total Ridership Distribution by Line
- Figure 15: RCTC Stations Passenger Distribution
- Figure 16: Riverside County Served Lines On-Time Performance

- Table 1.0: Journey to Work by County, Southern California Region
- Table 1.1: RCTC Transit Facility Features
- Table 2.0: Projected No. of Vanpools, FY 2024/25 - 2028/29
- Table 3.0: Metrolink Rider Profile
- Table 3.1: Proposed Riverside County Metrolink Service Improvements
- Table 3.2: Long-Term Rail Capital Investments
- Table 4.0: Summary of Funding Request - FY 2024/25
- Table 4.0A: Capital Project Justifications
- Table 4.1: Summary of Funding Request - FY 2025/26
- Table 4.2: Summary of Funding Request - FY 2026/27
- Table 4.3: Summary of Funding Request - FY 2027/28
- Table 4.4: Summary of Funding Request - FY 2028/29
- Table 4.5: Projected Total Operating Costs (Vanpool and Commuter Rail), FY 2024/25 - 2028/29
- Table 4.6: List of Current Capital Projects and Funding Status

GLOSSARY OF ACRONYMS

AA	Alternatives Analysis
BNSF	BNSF Railways
CMAQ	Congestion Mitigation & Air Quality Funds
CTC	County Transportation Commission
CVAG	Coachella Valley Association of Governments
ETC	Employer Transportation Coordinator
EIR/EIS	Environmental Impact Report/Environmental Impact Statement
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FY	Fiscal Year
IEOC	Inland Empire-Orange County Line
LAUS	Los Angeles Union Station
LOSSAN	Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency
LTF	Local Transportation Funds
LRTS	Long Range Transportation Study
Metro	Los Angeles County Metropolitan Transportation Authority
MSRC	Mobile Source Air Pollution Reduction Review Committee
NTD	National Transit Database
OCTA	Orange County Transportation Authority
PTC	Positive Train Control
PVL	Perris Valley Line
RCTC	Riverside County Transportation Commission
RTA	Riverside Transit Agency
RTPA	Regional Transportation Planning Agency
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SBCTA	San Bernardino County Transportation Authority
SCAG	Southern California Association of Governments
SCORE	Southern California Optimized Rail Expansion
SCRRA	Southern California Regional Rail Authority
SDP	Service Development Plan
SJBL	San Jacinto Branch Line
SR	State Route
SRTP	Short Range Transit Plan
STA	State Transit Assistance Funds
TVM	Ticket Vending Machine
UP	Union Pacific Railroad
VCTC	Ventura County Transportation Commission

EXECUTIVE SUMMARY

The Riverside County Transportation Commission (“Commission”) was established in 1976 by the State Legislature to oversee the funding and coordination of all public transportation services within Riverside County (County). The governing body consists of all five members of the County Board of Supervisors, one elected official from each of the County’s 28 cities, and one non-voting member appointed by the Governor of California.

The Commission is one of 26 designated regional transportation planning agencies (RTPA) in the State of California (State). It is also one of the County Transportation Commissions (CTC) created under Public Utilities Code Section 130050. As the RTPA, it is required to set policies, establish priorities, and coordinate activities among the County’s various transit operators and local jurisdictions. The Commission approves the allocation of federal, state, and local funds for highway, transit, rail, non-motorized travel (bicycle and pedestrian), and other transportation activities by strategically programming funds and administering grant programs. The Commission is also legally responsible for allocating Transportation Development Act (TDA) funds, the major source of funds for transit in the County. The TDA provides two sources of funding: Local Transportation Fund (LTF), derived from a one-quarter of one-cent state sales tax, and State Transit Assistance (STA), derived from the statewide sales tax on diesel fuel.

The Short-Range Transit Plan (SRTP) focuses on the regional transit programs administered by the Commission, which includes the vanpool subsidy program known as VanClub and commuter rail service operated by the Southern California Regional Rail Authority (SCRRRA) better known as Metrolink, both of which span the Western Riverside County area. The Commission is also leading the planning efforts for the proposed Coachella Valley Rail Corridor, which would extend intercity-rail services from Los Angeles to Palm Springs and Coachella.

The SRTP serves as the blueprint for the service improvement plan and capital priorities for the next five years. In order to receive local, state, and federal funds for the first fiscal year (FY) of the plan, transit operators in the County submit an updated SRTP annually for the allocation and programming of funds. This SRTP is guided by the overall mission set forth by the Commission and the respective program goals to encourage viable alternative modes of travel. In March 2024, the Commission approved four core mission objectives: 1) Quality of Life; 2) Operational Excellence; 3) Connecting the Economy; and 4) Responsible Partner.

These objectives are used to direct policies and priorities for the coming year as well as underline the Commission’s leadership role in the region and its commitment as a community partner. The transit programs meet these objectives by improving mobility with investments in diverse modes such as vans, bicycle, and pedestrian

improvements; protecting transportation resources by maintaining existing transit infrastructure and using the existing transportation network more efficiently; promoting coordinated transportation and mitigating project impacts in the community.

COVID-19 Pandemic Impact and Recovery Plan

Ridership projections for FY 2019/20 were promising with proposed service expansions for commuter rail and significant gains in new vanpools as it was entering its second year of service. However, the novel coronavirus which causes the disease now known as COVID-19 caused a pandemic worldwide. Beginning in mid-March 2020, local and state public health orders included the closure of schools, cancellations of gatherings, social distancing of at least six (6)-feet, and the Governor's statewide "stay at home" Executive Order. Although transit services were deemed essential, ridership plummeted immediately after the "stay at home" order was issued. Metrolink reported ridership declines of about 90% systemwide and the number of active vanpools declined 47%.

Low ridership levels continued throughout 2021 and by early 2022, ridership levels began to increase and demand for service grew. In early 2022, public health orders were slowly lifted, and more people began returning to work. By April 2022, Metrolink restored 21% of services that were reduced during the pandemic. Metrolink is cautious about restoring additional service until ridership shows a stronger recovery. Programmatic and marketing recovery plans are underway by both Metrolink and RCTC to regain riders.

FY 2022/2023 was the first year post pandemic where RCTC has seen both returning and newly formed vanpools enroll in VanClub. VanClub ended FY 2021/22 with 33 vanpool routes in June 2022 and ended FY 2022/23 with 37 vanpool routes in June 2023. As of March 2024, VanClub remains at 37 active vanpool routes. The static number of vanpools is a result of several vehicles terminating at the same time as new vanpools were being added. Terminations were mostly due to changes in work schedule, which deemed vanpooling no longer a viable option. Given the movement of employees returning to worksites, along with increases in congestion and higher fuel prices, the program anticipates continued growth over the next few fiscal years.

The service plans and recovery strategies for both rail (Metrolink) and commuter vanpool (VanClub) are described in this five-year plan, and it should be noted that the focus for the near-term will implement strategies to maintain and regain riders, including increasing safety and assessing changing travel patterns to meet customer needs. The proposed FY 2024/25 plan also provides flexibility to meet market changes since remote work-from-home schedules have shifted peak travel periods.

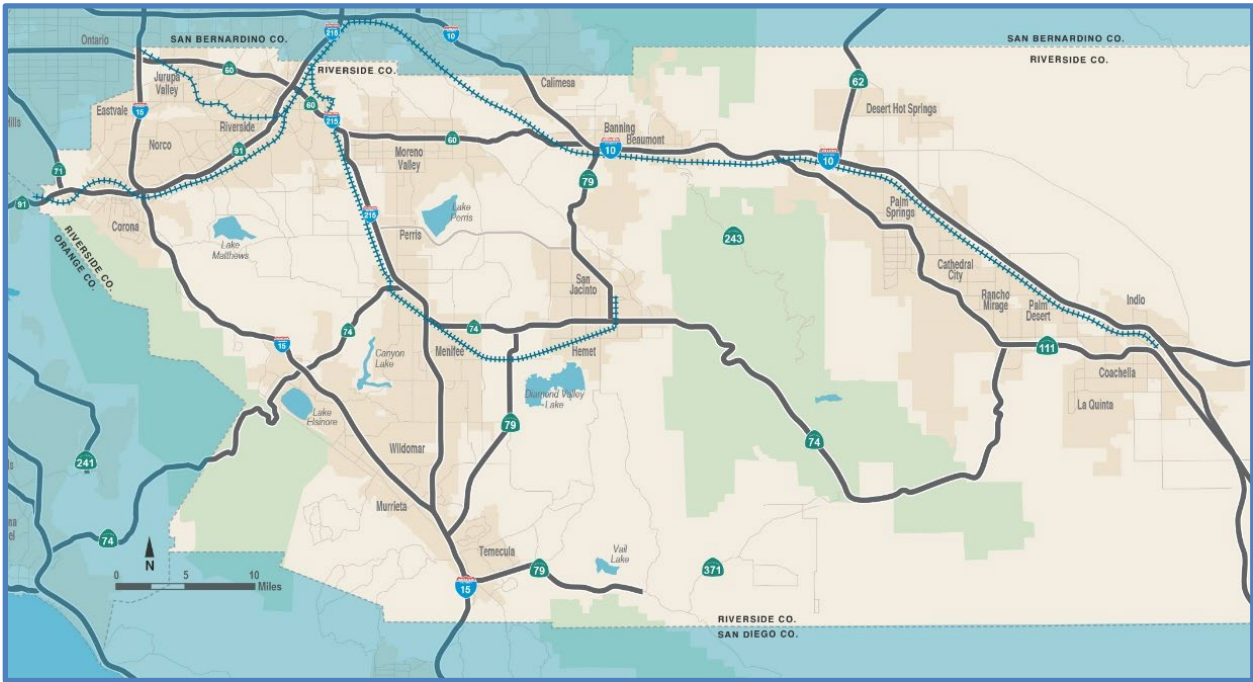
1.0 SYSTEM OVERVIEW

1.1 Riverside County Service Area

Riverside County is the fourth largest county in California with an area of 7,208 square miles, encompassing three subregions: Western, Coachella Valley, and Palo Verde, with a total of 28 cities and five (5) county district seats.

The Commission’s vanpool and commuter rail services are offered in Western Riverside County. In the Coachella Valley, the Commission is directly involved with leading the planning and environmental phase of future rail services. Figure 1 illustrates the Western and Coachella Valley subregions where these transit programs take place.

Figure 1: Map of Service Area



1.2 Riverside County Demographics and Travel Characteristics

Riverside County is diverse in geography and demographics. Total population is estimated at 2.4 million (2022). In the 2022 American Community Survey 5-Year Estimates provided the most recent population and employment trends in Riverside County.

- ✓ 49% of households in Riverside County are one and two-person households; 35% of households have four or more people.

- ✓ 18% of Riverside County's residents are school-aged (kindergarten through 12th grade).
- ✓ 20% of Riverside County population is 60 years and over and almost 15% is 65 years and over.
- ✓ 49% of the population is of Not Hispanic or Latino race while 51% is Hispanic or Latino of any race. Mexican, 44%; White alone, 32%; Black or African American alone, 6%; Asian alone, 7%; two or more races, 3%.
- ✓ 25% of households in the County have no worker present.
- ✓ More than one-third (34%) of households are one-worker households.
- ✓ Median family income in Riverside County is \$95,000.
- ✓ Countywide, almost 45% of households had incomes of \$75,000 or less.
- ✓ 75% of Riverside County's dwelling units are single-family.
- ✓ Education is the dominant industry in Riverside County, representing 21% of all County jobs.
- ✓ Retail, arts and entertainment, and professional industry sectors all represent over 33% of jobs.
- ✓ Unemployment in Riverside County declined by 4.5% from 2010 to 2022, which was at a higher rate than other counties such as Orange, San Bernardino, and Los Angeles, which saw changes of -2%, -3.9%, and -1.7%, respectively, during the same period.

Commuter Travel Characteristics by Mode

The Commission's transit programs will continue to play significant roles in advancing mobility in the County by offering travel options that can compete with the convenience of an automobile. Analyzing mode share data provides insight into the travel modes with the greatest growth potential and provides perspective on how the County compares to neighboring counties.

For example, according to the 2022 American Community Survey 5-Year Estimates, 0.8% of commute trips occurred by public transportation in Riverside County. In comparison, the State and the national share is 3.8%. Most counties in the Southern California region were below the State and national averages, except Los Angeles County at 4.6%

Carpooling in Riverside County on the other hand is about 11.4% of the commute trips, which is one of the highest in the southern California region. Table 1.0 below presents the Journey to Work data by county. Although the transit share is modest, the carpool share is the second highest means of travel behind driving alone, signaling the potential that regional vanpool programs have in the region. Worked at Home was the third highest means of mode leading behind vanpool program and may change as

employers implement hybrid/telecommuting policies and some transition to fully remote work.

Table 1.0: Journey to Work by County, Southern California Region

Means of Transportation to Work	Imperial County	LA County	Orange County	Riverside County	San Bernardino County	Ventura County
Car, Truck, or Van	88.3%	77.3%	80.4%	87.2%	87.0%	83.9%
Drove Alone	79.6%	68%	71.4%	75.9%	76.3%	74.1%
Carpooled	8.7%	9.3%	9.0%	11.3%	10.8%	9.9%
In 2-Person Carpool	5.7%	6.9%	6.5%	8.2%	7.6%	7.1%
In 3-Person Carpool	1.4%	1.4%	1.4%	1.7%	1.8%	1.7%
In 4-Or-More Person Carpool	1.6%	1.0%	1.1%	1.4%	1.4%	1.1%
Workers Per Car, Truck, or Van	1.06	1.07	1.07	1.08	1.08	1.07
Public Transportation	0.7%	4.6%	1.4%	0.8%	1.0%	0.8%
Walked	3.0%	2.5%	1.7%	1.2%	1.5%	1.6%
Bicycle	0.3%	0.6%	0.6%	0.2%	0.2%	0.4%
Taxicab, Motorcycle, or Other Means	1.9%	1.9%	1.3%	1.3%	1.2%	0.9%
Worked at Home	5.9%	13.2%	14.6%	9.3%	9.0%	12.4%

Source: U.S. Census 2022 American Community Survey 5-Year Estimates

1.3 Description of RCTC Transit Services and Programs

RCTC administers and subsidizes two Western Riverside County transit programs:

- Vanpool - Better known as VanClub, is an incentive program where eligible vanpoolers receive a subsidy toward the cost of a vanpool lease.
- Commuter Rail - Better known as Metrolink, is operated by the Southern California Regional Rail Authority (SCRRA), which the Commission is a member agency. This program also includes the operations and maintenance of the nine (9) Metrolink stations and capital delivery of rehabilitation and expansion projects.

In the Coachella Valley, RCTC is leading the planning and environmental phases of the Coachella Valley Rail Project.

Details of each program, including service profiles, existing service and route performance, and future service and capital planning efforts for each are found in Chapters 2 and 3 of this report.

1.4 Key RCTC Partners

Planning, programming, and delivery of transportation projects is achieved in conjunction and in partnership with dozens of other agencies at the federal, state, regional, subregional, and local levels. This section provides a summary of key partner agencies and their responsibilities with which RCTC collaborates.

Federal Agency Partners

Key federal partners include U.S. Department of Transportation and its two principal surface transportation agencies, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). Other federal agencies include the Federal Railroad Administration (FRA), and Amtrak, which operates interstate passenger rail services with support from Caltrans.

State Agency Partners

The California State Transportation Agency (CalSTA) is a cabinet-level agency focused on addressing the State's transportation issues. Of its nine major divisions, two have substantial intersection with RCTC's operations. The California Department of Transportation (Caltrans) as the steward and operator of the state highway system, is involved in the implementation of RCTC-led projects on state highways and is a major funding partner for transit services and projects throughout the County. The California Transportation Commission (CTC) programs various state and federal funding on transportation projects, including state highways, rail, transit, and active transportation. The California Air Resources Board (CARB) sets air quality standards and in coordination with the U.S. Environmental Protection Agency (EPA) determines conformity between transportation and air quality plans; CARB also funds projects and programs that result in emissions reductions.

Regional Agency Partners

As the RTPA, RCTC represents the Riverside County subregion and assists the Southern California Association of Governments (SCAG) in carrying out its functions as the Metropolitan Planning Organization (MPO). SCAG, in coordination with RCTC, performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans maintained by the South Coast Air Quality Management District. RCTC is also responsible for submitting projects to SCAG for inclusion in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Per federal and state regulations, all projects programmed with federal and state funds, including locally funded regionally significant projects, are required to be included in the RTP. SCAG as the MPO is responsible for conducting analysis to enable CARB and the EPA

to determine air quality conformity with adopted air plans for the six counties in the SCAG region (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties).

The SCRRA or Metrolink, is a joint powers authority consisting of five member agencies: Los Angeles Metropolitan Transportation Authority (LA Metro), Orange County Transportation Authority (OCTA), San Bernardino County Transportation Authority (SBCTA), Ventura County Transportation Commission (VCTC), and RCTC. Metrolink is the premier commuter rail system in Southern California connecting communities on a 546 route-mile network.

RCTC is also a voting member of the Los Angeles - San Diego - San Luis Obispo (LOSSAN) Rail Corridor Joint Powers Authority (JPA). The LOSSAN Rail Corridor is a 351-mile corridor between San Diego and San Luis Obispo and is the second busiest intercity passenger rail corridor in the nation supporting commuter, intercity, and freight rail services. LOSSAN is a forum for the transportation and regional agencies along the corridor to collaborate on ways to increase ridership, revenue, capacity, reliability, and safety on the LOSSAN Rail Corridor. LOSSAN does not pay for the operation of any of the passenger rail services within the corridor but is a means to help coordinate operations and planning.

County-Level Partners

RCTC works closely with peer county-level transportation agencies in Southern California, including:

- ✓ LA Metro
- ✓ OCTA
- ✓ SBCTA
- ✓ VCTC
- ✓ San Diego Association of Governments (SANDAG)

These above intercounty partnerships are especially important because of shared borders and transportation linkages between Riverside County and these counties. Since SANDAG is also a Metropolitan Planning Organization, the relationship with SANDAG may involve SCAG for larger MPO planning purposes.

Subregional Agency Partners

RCTC works with two primary subregional agencies. The Western Riverside County Council of Governments (WRCOG) promotes transportation solutions in the most populous western portion of the County.

In the Coachella Valley, the Coachella Valley Association of Governments (CVAG) is the planning agency coordinating government services in the Coachella Valley. Both

subregional agencies promote solutions to the common issues of the local governments and tribes that are its members.

Both agencies administer the Transportation Uniform Mitigation Fee programs that complement and enhance Measure A projects and programs. CVAG, WRCOG, RCTC, and SCAG coordinate efforts to plan, fund, and implement transportation improvement projects.

Tribal Governments

RCTC consults with tribal governments in the development of projects and planning that have the potential to impact tribal lands. There are 11 tribal governments within Riverside County primarily located in Southwest, Central, Coachella Valley and Eastern portions of the County.

Local Agency Partners

Local agencies include the County of Riverside and 28 incorporated cities. Other key local partner agencies include the County's seven (7) bus operators:

- ✓ City of Banning Transit (Banning Connect)
- ✓ City of Beaumont Transit (Beaumont Transit)
- ✓ City of Riverside Special Transportation Services (Riverside Connect)
- ✓ City of Corona Transit Services (Corona Cruiser)
- ✓ Palo Verde Valley Transit Agency (RidePV)
- ✓ Riverside Transit Agency (RTA)
- ✓ SunLine Transit Agency

1.5 RCTC Multimodal Facilities

RCTC-Owned Metrolink Stations

The Commission owns and maintains nine (9) stations in Riverside County out of the 67 Metrolink stations in southern California. These stations are served by three (3) Metrolink lines: Inland Empire - Orange County (IEOC) Line, Riverside Line, and 91/Perris Valley Line (91/PVL), and are located in Western Riverside County, as presented in Figure 2. They are multimodal transit centers with regional and local bus connections and offer customer amenities such as canopies, benches, electronic signage, and bicycle storage units for active transportation users. The stations also serve as designated park & rides to encourage rideshare.


Figure 2: Map of RCTC-Owned Metrolink Stations in Western Riverside County




The Commission also operates the Riverside Downtown Operations Control Center (RDNOCC) which is located on the west end of the Riverside Downtown station and provides monitoring of closed-circuit televisions (CCTV) at the stations as well as facilities for train crews.

Over the last 30 years, the Commission has invested more than \$185 million in capital improvements to develop stations and secure access to support commuter rail services. The PVL and related projects added over \$250 million more to the Commission’s investment in commuter rail. Station operations and maintenance costs are part of the rail program budget and includes property management, utilities, grounds maintenance, repairs, cleaning, and security services. An overview of the features at each facility is provided in Table 1.1.

Table 1.1: RCTC Transit Facility Features

Location	Transit Services	Primary Features
 <p>Riverside Downtown 4066 Vine Street, Riverside</p>	<p>Rail: 91/PVL Line, IEOC Line, Riverside Line, Amtrak Bus: RTA, Amtrak, OmniTrans</p>	<p>2 platforms with 4 boarding tracks 4 parking lots (1,240 spaces) Enclosed pedestrian bridge, elevators, stairwells</p> <p>Size: 26.5 acres In Service Date: June 1993</p>
 <p>Jurupa Valley-Pedley 6001 Pedley Road, Jurupa Valley</p>	<p>Rail: Riverside Line Bus: RTA</p>	<p>Platform with boarding track Parking lot (288 spaces)</p> <p>Size: 4.5 acres In Service Date: June 1993</p>
 <p>Riverside-La Sierra 10901-A & B Indiana Avenue, Riverside</p>	<p>Rail: 91/PVL, IEOC Line Bus: RTA</p>	<p>Platform with 2 boarding tracks Parking lot (1,065 spaces) Enclosed pedestrian bridge, elevators, stairwells</p> <p>Size: 9.35 acres In Service Date: October 1995</p>
 <p>Corona-West 155 South Auto Center Drive, Corona</p>	<p>Rail: 91/PVL, IEOC Line Bus: RTA</p>	<p>Platform with 2 boarding tracks Parking lot (564 spaces) Enclosed pedestrian bridge, elevators, stairwells</p> <p>Size: 5.49 acres In Service Date: October 1995</p>

	<p>Corona-North Main</p> <p>250 East Blaine Street, Corona</p>	<p>Rail: 91/PVL, IEOC Line Bus: RTA, Corona Cruiser</p>	<p>Platform with 2 boarding tracks Parking lot (579 spaces) Parking structure (1,000 spaces) Enclosed pedestrian bridge, elevators, stairwells</p> <p>Size: 6.72 acres In Service Date: November 2002</p>
	<p>Perris-Downtown</p> <p>121 South C Street, Perris</p>	<p>Rail: 91/PVL Bus: RTA</p>	<p>Platform with boarding track Parking lot (444 spaces)</p> <p>Size: 5.5 acres In Service Date: June 2016 (bus transit center opened 2010)</p>
	<p>Riverside-Hunter Park/UCR</p> <p>1101 Marlborough Avenue, Riverside</p>	<p>Rail: 91/PVL Bus: RTA</p>	<p>Platform with boarding track Parking lot (528 spaces)</p> <p>Size: 9.35 acres In Service Date: June 2016</p>
	<p>Moreno Valley /March Field</p> <p>4160 Meridian Parkway, Riverside</p>	<p>Rail: 91/PVL Bus: RTA</p>	<p>Platform with boarding track Parking lot (476 spaces) Stairwell</p> <p>Size: 14.47 acres In Service Date: June 2016</p>
	<p>Perris-South</p> <p>1304 Case Road, Perris</p>	<p>Rail: 91/PVL</p>	<p>Platform with boarding track Parking lot (801 spaces)</p> <p>Size: 40.57 acres In Service Date: June 2016</p>

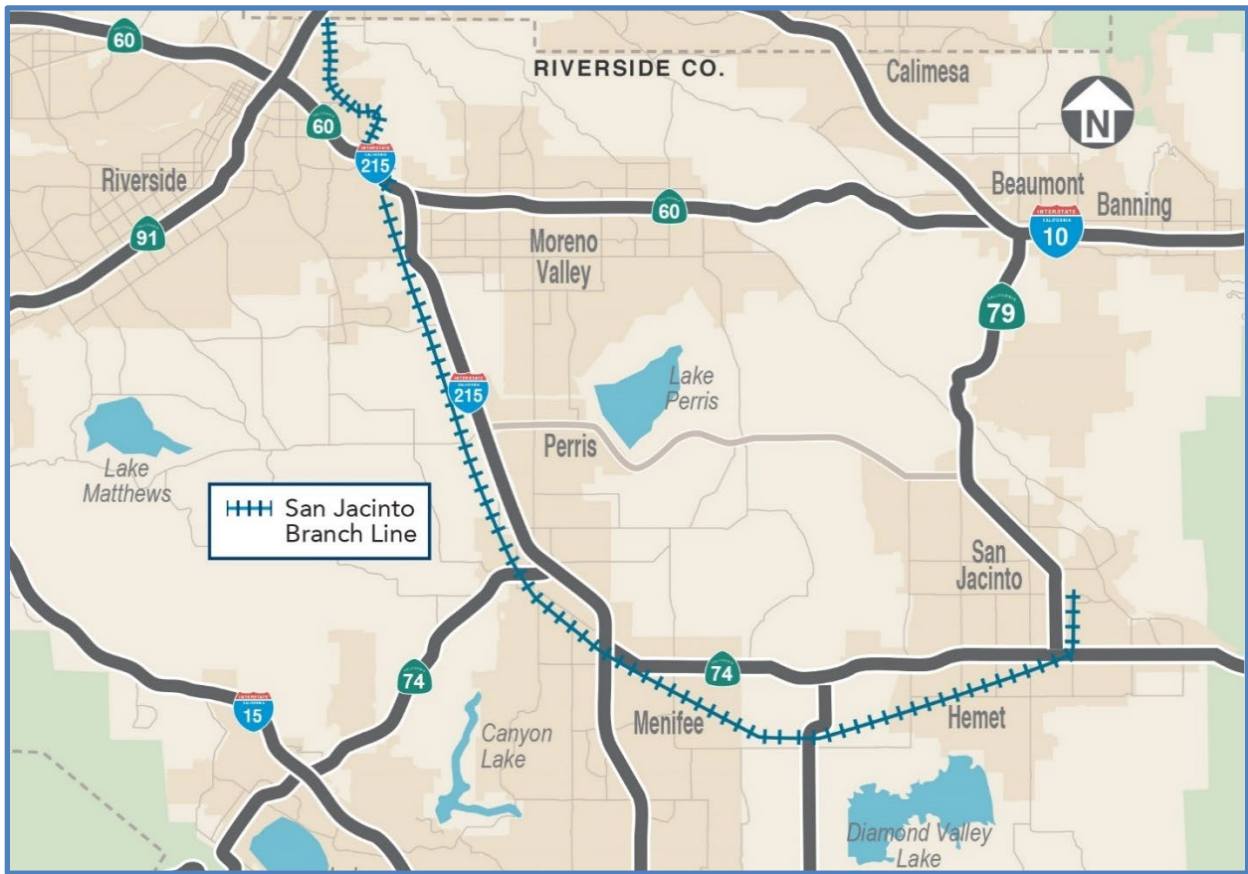
 <p>RDNOCC 4344 Vine Street, Riverside</p>	<p>N/A</p>	<p>CCTV operations center Offices and meeting rooms</p> <p>Size: 3,000 square feet In Service Date: April 2016</p>
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RCTC-Owned San Jacinto Branch Line

In 1993, the Commission purchased the former Santa Fe Railroad’s San Jacinto Branch Line (SJBL) and several adjacent properties as part of the regional acquisition of BNSF Railway (BNSF) properties and use rights for a total of \$26 million using Western County Rail Measure A and state rail bonds (Proposition 108 of 1990). Under this agreement, BNSF retained exclusive freight operating rights to serve its customers along the line.

Figure 3 is the SJBL corridor that extends 38.3 miles between Highgrove and San Jacinto within Riverside County. The alignment roughly follows Interstate 215 to Perris where it veers east, parallel to State Route (SR) 74 to Hemet and San Jacinto.

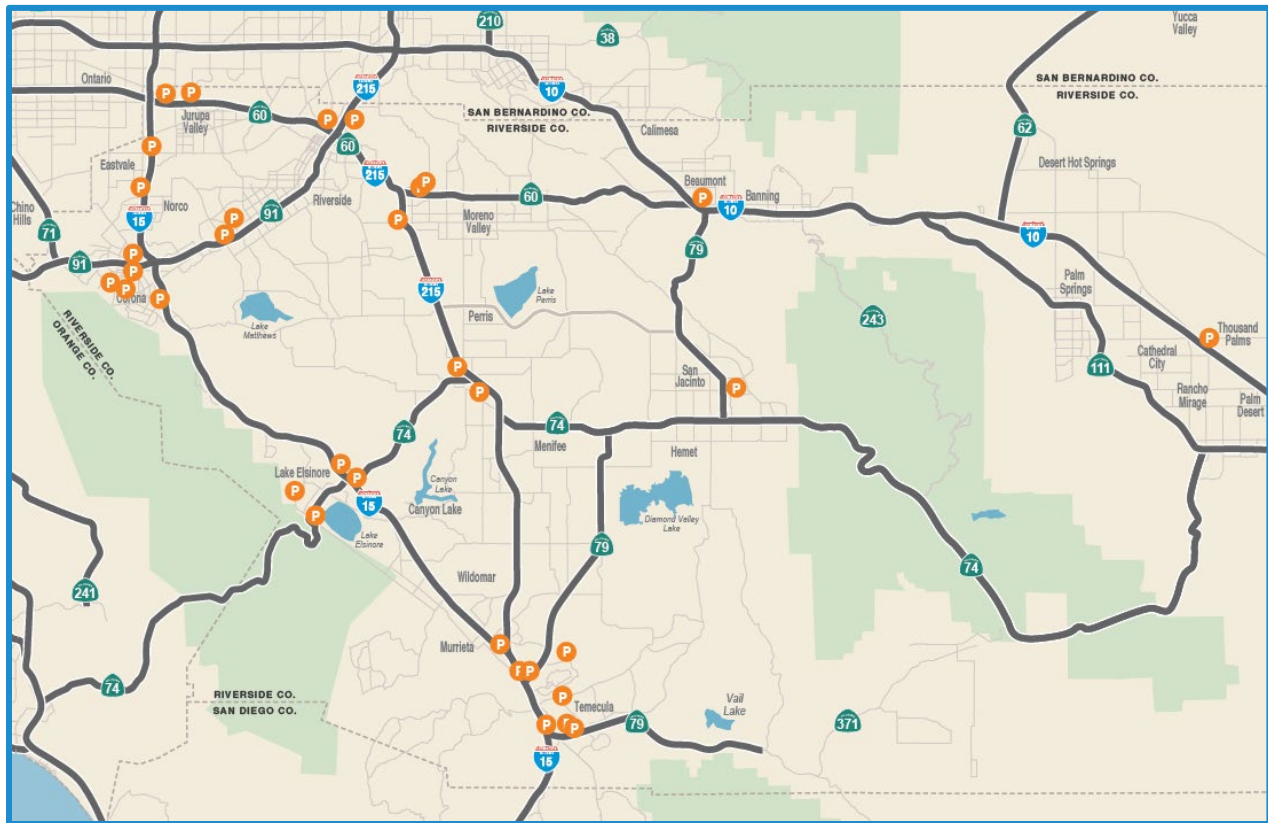
Figure 3: Map of San Jacinto Branch Line



RCTC Leased Park & Ride Locations

Park & ride facilities are a critical piece of a well-balanced transportation network. By providing parking spaces for commuters to support carpool/vanpool arrangements and transit connections, park & rides help improve mobility and the efficiency of transportation investments. RCTC leases excess parking spaces from property owners, typically churches and retail locations, to help expand park & ride capacity in the Western Riverside County. The lease, a three-party agreement between the property owner, Caltrans, and RCTC allows flexibility in meeting the dynamic needs of commuters. The Commission supplements the park & ride network in Western Riverside County with an incremental 650 spaces across 10 lease locations. Figure 4 is a map of all of the park & ride facilities in Western County.

Figure 4: Map of Park & Ride Facilities, Western Riverside County



1.6 Previous Studies and Plans

Previous studies and plans conducted by the Commission have been used as the building blocks for setting goals and priorities for transit projects and programs. The following is a list of the most notable and recently completed efforts that have guided the implementation of this SRTP.

- **Transit Vision (2009)** - This set forth the development of a 10-year Transit Vision that set the course of implementing more transit services and follow on studies and plans to facilitate future development in the transportation system in the County. The Transit Vision goals were to increase coordination; remove barriers to transit use; provide more efficient and effective service; ensure adequate funding; and improve energy efficiency. Recommendations resulted in the Commission reassessing funding formulas for LTF and STA.
- **Strategic Assessment (2016)** - This comprehensive document analyzed current public policy surrounding transportation in Riverside County, forecast future transportation conditions, and forecast future funding to meet the County's long-term needs. The Strategic Assessment recommended several long-term planning and funding pursuits and changes to Commission policy,

including the development of a Long Range Transportation Study (LRTS) and Next Generation Rail Study.

- **Coachella Valley Rail Alternative Analysis (2016)** - The purpose of the Alternatives Analysis was to consider alternatives for improving intercity transit between the Coachella Valley and Los Angeles, and to identify the alternatives that demonstrate best performance for more detailed evaluation. A Route Alternative and a No-Build Alternative were carried forward for the Tier 1 Environmental Impact Statement/Environmental Impact Report.
- **Perris Valley Line Growth Study Market Assessment (2017)** - The assessment reviewed the commuter market within and around the Perris Valley. The purpose was to determine where residents of Western Riverside County commute and travel in order to define the ridership needs and trends that allow for the most useful integration of the 91/PVL Line into Metrolink and regional transit systems. The findings found a necessity for increased service from the Perris Valley to longer-distance service to Los Angeles and north Orange County. It also found that unique travel market exists within the immediate areas around the Perris Valley including intra-county service on Metrolink. This study was followed up with a service and infrastructure needs assessment to implement the goals of this effort.
- **Service & Infrastructure Needs to Support 91/Perris Valley Line Market Assessment (2017)** - This assessment reviewed the operational feasibility of addressing the forecast travel markets identified in the Market Assessment. This included evaluating the potential reverse commute options to service March Air Force Base and the businesses in the area in the near and long-term and defining the infrastructure projects necessary to support these service needs.
- **Vanpool Study (2017)** - The purpose of this study was to assess the potential for the Commission launching an ongoing, subsidized, vanpool program in Western Riverside County. The study conducted an inventory of all existing vanpools, worked with employers to determine future vanpool potential, created a multi-year budget, implementation plan and project timeline. The plan was taken to the Commission for approval in October 2017.
- **Long Range Transportation Study (2019)** - Provided data and analyses for the Commission to consider as it develops future transportation policies and strategies in addressing growth and demand on the multimodal transportation system over the next 25 years.
- **Next Generation Rail Study (2019-2021)** - The objective of the study was to identify high-capacity transit corridor, identify potential new corridors, and prioritize potential future rail corridor for proceeding into project development. Task 1 was accepted by the Commission in September 2019 and included a Corridors Analysis Report that identified three corridors (Perris to San Jacinto, Perris to Temecula, and Corona to Lake Elsinore) that had the most viable future opportunities for rail expansion. Task 2 included further analysis of the next generation corridors that would extend the existing 91/PVL to both Temecula and Hemet/San Jacinto and was completed in 2021.

- **Park & Ride Study (2020)** - The purpose of this study done in partnership with SANDAG, was to proactively address park & ride demand by better managing existing lots and identifying potential park & ride solutions to accommodate future demand in San Diego and Western Riverside County. The report also identifies strategies and tools to help improve the planning, operation, and management of site-specific lots and the regional network.
- **Traffic Relief Plan (2024)** - The Traffic Relief Plan is an aspirational plan that identifies more than \$30 billion in needed transportation projects and priorities based on input from thousands of residents throughout Riverside County. The plan includes projects across seven categories including: public transportation, safe streets and roads, regional connections, active transportation, highway, environmental mitigation, and blowsand and floods. To complete the projects listed in the Plan, a mixture of federal, state, and local funding will be needed. The commission may also make a future decision to place a sales tax measure with an ordinance and expenditure plan for consideration and approval from Riverside County voters.

2.0 WESTERN COUNTY VANPOOL PROGRAM

2.1 Vanpool Service Profile

In May 2018, the Commission expanded its Commuter Assistance Program to launch a new Vanpool subsidy program called VanClub for commuters who travel to a workplace in Western Riverside County. Vanpools can be especially effective in providing transportation options in areas that are hard to serve by transit and can be an amenity for employers to attract and retain employees. Vanpool programs are also effective at reducing traffic and vehicle emissions by decreasing the number of vehicles traveling daily. VanClub supports long-distance commuters by offering a subsidy of up to \$600 per month which reduces the cost of the vanpool lease. For FY 2022/23, the average VanClub monthly lease cost before the subsidy averaged \$1,252 per vehicle per month. For FY 2024/25, the Commission anticipates the average lease cost to increase due to increasing costs of vehicle lease rates. Vanpool services for Eastern Riverside County residents is offered through SunLine Transit Agency's SolVan program.

Vanpool Vendors

VanClub is operated through a third-party lease arrangement, known as “purchased transportation” by the FTA, where RCTC competitively procures for third-party vendor(s), who then provides a leased vehicle to vanpool groups. The lease cost includes the vanpool vehicle, insurance, maintenance, and roadside assistance. The vanpool groups pay their monthly lease to the leasing vendor (minus the subsidy). The vendor then invoices RCTC for the monthly subsidy. RCTC contracts with two types of vendors who provide vanpool vehicles to VanClub participants: private sector vendors (referred throughout as private leasing vendors), where RCTC is currently under contract with AVR Vanpool and Commute with Enterprise, and a public transit agency/vendor, the California Vanpool Authority (“CalVans”).



Program Guidelines and Reporting Requirements

For both programs, RCTC establishes the minimum program requirements and program guidelines. In the spring of FY 2019/20 when the State issued stay-at-home orders due the COVID-19 pandemic, RCTC lowered the threshold of two of the program guidelines' requirements as it relates to monthly reporting. These changes were necessary to assist essential workers to continue their work commutes during the pandemic. The two areas included meeting the minimum day and occupancy requirement each month. The modified guidelines remained in place through FY

2022/23 and the original guidelines were reinstated in full on July 1, 2023. RCTC requires that a VanClub vanpool must:

1. Transport commuters traveling to a worksite or a post-secondary educational institution.
2. The driver is counted as a commuter and is unpaid and all participants (including the driver) are volunteers;
3. Commute more than 30 miles round-trip each day;
4. Commute to an employer which must be located within Western Riverside County;
5. Commute at least 12 or more days during a calendar month period;
6. The ratio of riders to available seats, including the driver (“occupancy”) must be at least 70% when a vanpool applies to the program and the vanpool must maintain a minimum occupancy rate of 50%; and
7. Permit RCTC to advertise the vanpool and the route to the general public and accept additional riders to fill empty seats.



All vanpools that lease with private sector leasing vendor(s), apply and report directly to VanClub. CalVans vanpools primarily serve the agricultural and post-secondary educational markets. As a public transit provider, CalVans takes applications directly from the vanpool groups, leases the vehicles to those groups and reports all program statistics directly into the National Transit Database (NTD). Many of the CalVans’ agricultural vanpools do not require nor accept a subsidy from RCTC (which is provided from RCTC through CalVans). Although RCTC has yet to subsidize any CalVans vanpools, there has been CalVans vanpool activity in the RCTC service area. As a result, any FTA funding that is generated from the CalVans Western County vanpool activity entered into the NTD, is provided directly to RCTC.

Public transit agencies that provide ongoing subsidies to third party leased vanpools for the purpose of reducing the lease/capital costs of the vehicle, may report their transportation data to the NTD. The benefit to reporting into the NTD is that public agencies realize a minimum of \$2 in additional FTA Section 5307

funding for every \$1 invested/expended towards the ongoing subsidy program, two years after the reporting year. Some programs nationwide have claimed up to a 3:1 return in funding.

Pricing Structure

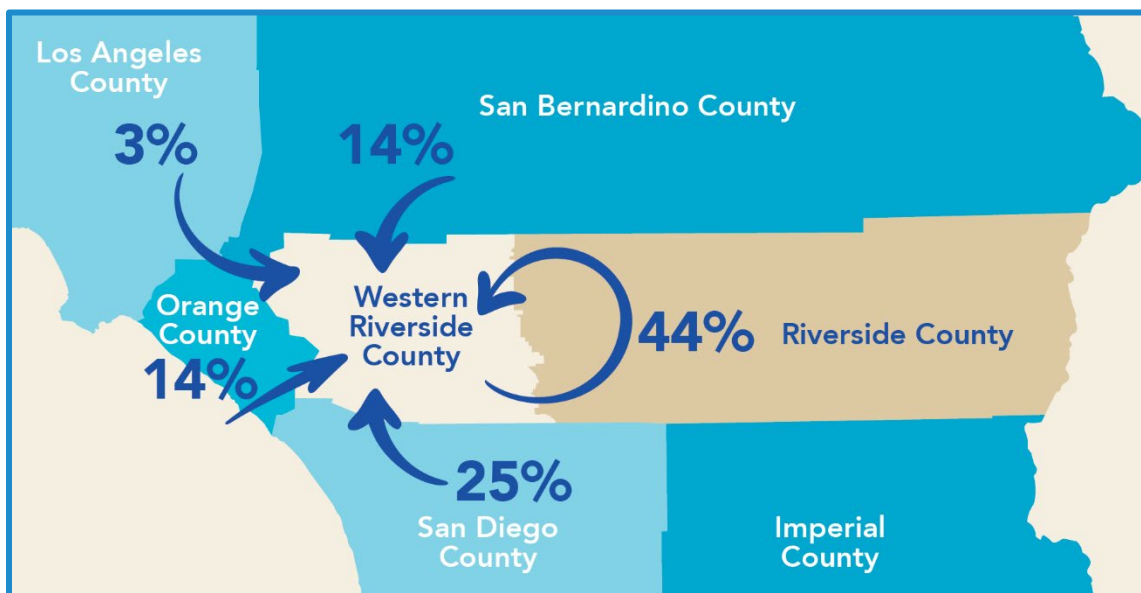
The pool of riders share the cost of the lease (minus the subsidy), fuel, tolls, parking fees, car washes, and any other out of pocket commute expenses. Some employers assist by providing additional funding to offset the groups' out of pocket costs, which are still accounted for and reported into the VanClub system and ultimately into the NTD.

The VanClub program does not collect any fares or funds from the participating vanpools. The vanpool groups pay for their lease directly to the private sector vehicle leasing vendor. However, VanClub requires that the participants track all their out-of-pocket expenses, and report on those at month end into the VanClub online reporting system.

Travel Characteristics

VanClub was launched on May 1, 2018, with the program enrolling 49 vanpools by the end of June 2019. By March 2020, the number of vanpools approved and enrolled into the program was 80, however, due to COVID-19 impacts, the number of vanpools was reduced to 30. Figure 5 reflects the originating locations of the current vanpools to show that 56% come from other counties and 44% are intra-county vanpools.

Figure 5: Map of Vanpool Origins Destined for Western Riverside County



As of March 2024, of the 36 active vanpools, 29 vanpools commute to worksites in Moreno Valley, four to the City of Riverside, one to Norco, one to Perris, and one to Winchester.

Coordination with IE Commuter (IEC)



RCTC engages and partners with large employers in Western Riverside County, through the IE Commuter brand, to increase awareness and consideration for alternative commute modes to driving alone. These alternatives include carpool, vanpool, bus transit, Metrolink, biking, walking, and teleworking. In the past, the program primarily targeted larger employers (250+); however, IEC is broadening its outreach efforts to include small/medium sized businesses to capture more end-user commuters. While mid/large businesses have more actionable vanpool densities, there may be clusters of small businesses which are co-located, where IEC can combine businesses with comparable densities for potential vanpool formation (i.e., commercial parks, downtown areas, etc.). Currently, there are more than 293 IEC employer partners (2,234 worksites), representing approximately 578,649 employees, who have signed partnership agreements to gain access to IEC employer programs, services, and commuter incentives. In FY 2023/24, IEC brought on significant employers into the program, including Cedar-Sinai Medical Center, ProTech Staffing, Temecula Creek Inn, TrakMotive, Inc., DSH-Metropolitan State Hospital, ODW Logistics, Advance Auto Parts, City of Menifee, Wayfair, and Riverside Unified School District (RUSD). IEC provides hands on support to assist employers with implementing rideshare programs through surveying employees to generate match lists and provide statistics so as to comply with regional air quality regulations. IEC also provides incentives and rewards for commuters that rideshare, marketing workshops for ETCs, as well as annual contests and promotions to encourage ridesharing.

2.2 Vanpool Existing Performance

The Commission had the benefit of reviewing and analyzing neighboring ongoing vanpool programs, that have been providing service since the mid 1990's. This analysis demonstrated that ongoing, subsidized vanpool programs perform and grow in a very different manner than traditional transit services. There are several key external forces which impact whether a vanpool program grows, declines or is stagnate:

1. Employer growth and size - the more employers and the larger the employer within a vanpool service area, will result in additional vanpools on the road;
2. Gas prices - when gas prices rise, commuters tend to consider vanpooling;
3. Traffic congestion - the greater the roadway congestion and commute distance, the more likely commuters will consider vanpooling; and,

4. Employer subsidies – should an employer also offer subsidies or benefits to offset the cost to vanpooling, the more likely there will be vanpools formed at that employer.

Early on, the Southern California CTCs recognized that the region’s vanpool activity, in general, crosses county lines (RCTC’s intra-county vanpools only account for 44% of active vanpools). As a result, in 2007 the CTCs agreed that the subsidy will be provided and statistics reported into the NTD, based on where the vanpool’s employer resides. This employer-based approach also aligns with how the CTCs fulfill rideshare programs and services, thereby serving as a single point of contact for any employers' transportation/mobility needs. Since the Inland Empire employer market is not as robust as Orange or Los Angeles counties, it is more challenging to work with, and promote, vanpooling in Western Riverside County. In addition, one of the largest employers in the RCTC vanpool service area, the County of Riverside, does not participate in VanClub because they have an internal rideshare vehicle program.

Even with these constraints and obstacles, since program inception through February 2024, the vanpool program resulted in:

- 579,962 unlinked passenger trips;
- 5,560,030 vanpool miles traveled; and
- 139,565 vehicle revenue hours.

This vanpool activity resulted in the following:

- 16,797,769 vehicle miles of travel reduced;
- 5,761 tons of emissions reduced; and
- 68% average monthly occupancy rate.

The program’s benefit to the individual commuter is tremendous, as based on eight months of performance during FY 2023/24, the individual commuter participating in a VanClub vanpool, realized:

- An average one-way commute distance of 49.2 miles, commuting 19.2 days each month;
- An average one-way fare of \$7.04 per person per trip; and
- An average monthly out of pocket fare of \$270.24.

2.3 Vanpool Service Enhancements

A cornerstone of the Commission’s Commuter Assistance Program (CAP), which VanClub falls under, is its continued partnership with commuters, employers, and government. The partnership, based on voluntary efforts, makes a collective difference

to increase the efficiency of the County's transportation system—local roads, freeways, commuter rail, and public transportation. The combined effort results in less congestion, decreased vehicle miles traveled, and improved air quality. The major initiatives to continue these partnerships and efforts in FY 2024/25 and beyond, are described below.

- Regionalize the Rideshare/Vanpool Database: In partnership with CTC partners, the Commission transitioned in the fall of 2023 from a locally provisioned Inland Empire-based rideshare and vanpool system to a regional platform/database solution. This shift will expand the commuter database and improve the ridematching potential for those interested in sharing the ride to work via carpool or vanpool. Additionally, the regional platform will offer enhanced functionality and reporting that will better support program administration staff and employer worksite efforts to increase participation in alternative modes.
- Maximize Employer Partnerships: Given that the highest percentage of vanpool arrangements is formed at work sites, voluntary employer participation is critical to address congestion and air quality goals. Employers are the conduit to directly influence their employees' personal transportation choices. The ongoing success of the CAP serving Western Riverside County, is a testament to the significance of employer partnerships, and this beneficial partnership has carried over into VanClub and vanpool formation. However, the prior economic downturn created a corporate culture of doing more with less and RCTC anticipates this culture will continue through and beyond the COVID-19 recovery period. Many ETCs feel spread too thin to commit to offering a rideshare program, let alone assist with vanpool formation. Therefore, the provision of in person/worksite rideshare support and value-added services along with turn-key marketing campaigns from IEC help make the ETC's job easier and are critical to motivating employers to continue and develop rideshare partnerships.

Expand Employer Engagement: A focus for CAP going forward will be to expand engagement beyond the employer market it traditionally has served. The primary go-to-market strategy has been to leverage larger employer (250+) partnerships to cost effectively access and market to employee commuters. While this channel has historically proven to be efficient over the years, a majority of employer and commuter employees are now positioned in the small/medium employer space. Additionally, the CAP will phase in more direct end-user engagement to further expand the awareness and consideration of vanpool.

2.4 Vanpool Projected Ridership Growth

During FY 2023/24, the program essentially remained flat at 35 vanpools since dropping from a high of 80 vanpools in February 2020. After four years of post COVID-19 recovery, more employers have maintained hybrid work schedules at their worksites. It seems that since the commuting public has returned to the workplace, these hybrid schedules have fostered more solo commuting arrangements. Leveraging the new regional rideshare database and enhanced employer engagement, RCTC is optimistic that the upcoming fiscal year will bring additional vanpools to the program so that by the end of FY 2024/25, VanClub ridership may increase by 67% over FY 2023/24.

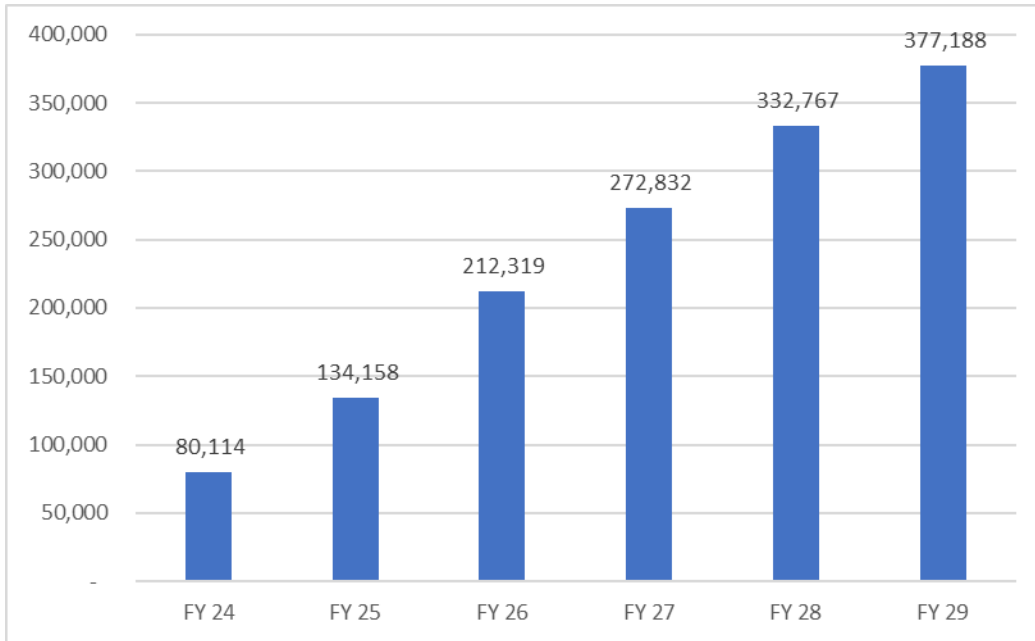
RCTC increased the monthly subsidy from \$400 to \$600, effective July 1, 2023, to help offset inflationary impacts that increased costs to individual vanpoolers by nearly 60% in the past five years and in order to help increase consideration for vanpooling as an alternative to driving alone. Additionally, RCTC's CAP, which has traditionally focused on large employers, will also engage more small/medium sized businesses which employ a significant base of commuters. In coordination with neighboring county rideshare programs, CAP transitioned from an Inland Empire based rideshare database to a regional database to capture more intercounty commuters. These efforts combined will help more vanpool opportunities emerge. Table 2.0 includes projections of the number of vanpools between FY 2023/24 to FY 2028/29.

Table 2.0: Projected No. of Active Vanpools, FY 2023/24 - 2028/29

		Fiscal Year				
No. of Vanpools	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
	40	80	105	130	154	166

Figure 6 illustrates the projected growth in vanpool ridership (unlinked passenger trips) anticipated based on the projected growth in active vanpools.

Figure 6: Projected Vanpool Ridership, FY 2023/24 - 2028/29



2.5 Vanpool Potential Fare Changes

At the program’s onset, VanClub had one private leasing vendor for the traditional employer vanpool market. In FY 2020/21, RCTC released a request for proposal to seek proposals from additional leasing vendors, with the goal to expand leasing options, price ranges, and vehicle options for program participants. An additional vendor proposed, the contract was approved and executed by the Commission, and the vendor has been provided a notice to proceed. The intent with an additional vendor is to provide more vehicle choices (such as hybrid or electric vehicles) and more competitive lease rates, with the hope that passenger out of pocket costs may decrease. Although RCTC procures for the third-party leasing vendors, the procurement is to ensure there is consistency and standard vehicle offerings among the vendors, and not to control vehicle pricing or fares. RCTC has no control over the passengers’ out of pocket fares, only the amount of subsidy provided. In addition, after the lease cost the next highest out of pocket vanpool expense is fuel price. As more electric or hybrid vehicles are introduced into the vehicle offerings, the lease cost may be higher. However, many employers offer free electricity while charging at work, and the in-home electric charging costs can be quite low (depending on the electric provider and the low rates to charge off peak). This may also result in lower fares for certain vanpool groups.

The other impact to lowering fares, is to assist the vanpool groups to increase their occupancy. The more passengers that share in the cost of the vanpools, the lower the

fares per passengers. Although RCTC requires that vanpools maintain a minimum 50% occupancy (ratio of passengers to the vanpool seats), RCTC works directly with vanpool groups that lose riders, struggle with occupancy or are looking for part time riders to increase occupancy and decrease passenger fare. The new regional vanpool platform that RCTC has transitioned to provides vanpools in this scenario with a more complete list of potential riders to help fill seats.

In the end, RCTC cannot predict nor determine whether vanpool fares will increase or decrease in the future; however, it is RCTC's hope that these additional vendors and actions will result in lower fares and an even more cost-effective vanpool service.

2.6 Vanpool Capital Investments

The vanpool program does not expend any of its budget on capital outlays, due to the purchased transportation approach to delivering the program. RCTC contracts with leasing vendors, who in turn purchase, own and maintain all vanpool vehicles, along with their administrative and maintenance facilities. The vanpool groups determine their pickup and drop off locations, as well as any interim stops between home and work. Thus, RCTC does not own or maintain any of the vanpool stop locations. As a result, all expenditures of the program are considered operating expenses and RCTC does not budget or expend funds on capital projects for vanpooling.

3.0 COACHELLA VALLEY AND WESTERN COUNTY RAIL PROGRAMS

3.1 Coachella Valley Rail

The Commission is involved in ongoing rail planning efforts in the Coachella Valley: the Coachella Valley Rail Corridor Study Tier 1 and future Tier 2 efforts which are described in the sections below.

3.1.1 Coachella Valley Rail Corridor Project

The Commission, in conjunction with Caltrans and FRA have completed the first phase of detailed corridor planning with the initiation of the Service Development Plan (SDP). The SDP will be the first major study that will carefully design a viable service plan with appropriate ridership and service modeling plans. This effort along with completion of a Tier 1 programmatic Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the corridor will allow it to compete for future federal funding. The Commission worked closely with Caltrans to complete the Alternatives Analysis (AA). The AA shows promising ridership potential for the new route. The Commission is the lead on the SDP and is using FRA grant funds to complete the project. The administrative draft EIR/EIS was released in May 2021 and the final SDP and EIR/EIS was approved in July 2022.

In addition, CVAG who serves as the primary policy advisor for regional transportation planning in the valley recommended the establishment of a 90% bus transit/10% passenger rail service funding allocation split for Coachella Valley STA funds. An MOU was established between the Commission and CVAG to develop a Coachella Valley Rail Fund that will use both the STA funds and additional state and local funds to conduct station development studies and provide initial capital funding for station development. It has been determined through numerous studies over the years that the Amtrak-type intercity option is preferred over a Metrolink commuter option, because of the long trip length and added comfort and amenities on the Amtrak trains.

Project Location

Figure 7 is a proposed map of the Coachella Valley Rail Corridor (Corridor) that runs from Los Angeles to Indio through four Southern California counties: Los Angeles, Orange, Riverside, and San Bernardino. The Corridor refers to the approximately 144-mile long rail corridor between Los Angeles Union Station (LAUS) and the City of Coachella. The Corridor consists of two segments: the western 59-mile long segment between LAUS and Riverside/Colton, and the

eastern approximately 85-mile segment between Riverside/Colton and Coachella.

Market Analysis

As of 2019, the Los Angeles Basin has a population of approximately 17.4 million, and approximately 7.7 million jobs. The Coachella Valley has a population of approximately 441,000, and approximately 14.1 million annual visitors. There are currently 160,000 daily trips through the San Gorgonio Pass.

The proposed intercity passenger rail service would provide a conveniently scheduled link to the greater metropolitan areas of Southern California for the communities in the fast-growing Coachella Valley and Banning Pass areas. It will also provide Los Angeles and Orange County residents' access to the world class Coachella Valley visitor destinations and festivals.

The market analysis performed as part of the *Final Alternatives Analysis*, July 25, 2016, identified a projected 47% increase in travel over the next 20 years between Los Angeles and Coachella Valley and a projected 23% population increase by 2035 for the four counties comprising the Corridor (Los Angeles, Orange, Riverside, and San Bernardino). Coachella Valley is expected to double its population and the population of the San Gorgonio Pass Area is projected to increase by 134% by 2035.

Numerous disadvantaged communities exist within the Corridor that could benefit from a significant improvement in regional mobility and a health benefit from reduced vehicle emissions from an intercity passenger rail service.

Proposed Service

The service would operate over tracks owned by Metro (5 miles starting at LAUS), BNSF Railway (64 miles from Los Angeles to Colton), and UP (76 miles from Colton to Coachella). Needed new rail infrastructure to achieve the project's on-time performance goal without adding delay to freight service in the Corridor is anticipated to include a new third main track and associated improvements to be constructed primarily within the UP right-of-way from Colton to Indio or Coachella.

Two to five daily roundtrips are proposed for initial service. The running time between Los Angeles and Indio is 3 - 3.5 hours, with a proposed maximum speed of the service is 79 miles per hour (mph). Connections would be provided to The Pacific Surfliner daily intercity service at the Fullerton Station, and Metrolink's IEOC Line at the Riverside - Downtown Station. Connections to Metrolink's San Bernardino Line could also be made with bus transfers.

Potential Facilities

The proposed Coachella Valley Corridor intercity service would stop at three existing Metrolink/Amtrak stations: LAUS, Fullerton, and Riverside - Downtown. Five or six additional existing or new stations are proposed between Riverside and Indio. Options include:

- Redlands/Loma Linda (new station)
- Banning/Beaumont/Cabazon (new station)
- Palm Springs (upgraded Amtrak station)
- Mid Valley (new station)
- Indio (existing bus station and planned intermodal station)
- Coachella (new station and layover facility)

CV Rail Tier 2 Project:

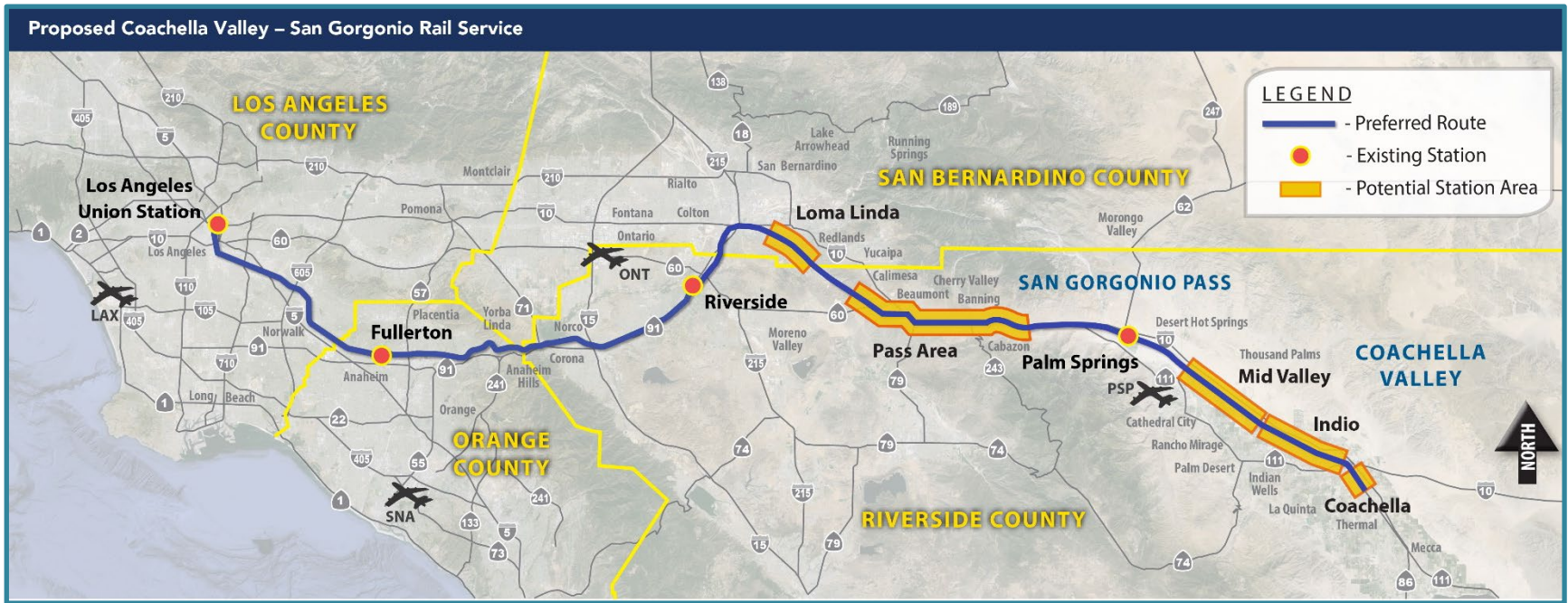
Project Status: Staff has identified and allocated the funding necessary to advance the Tier 2 development. It is anticipated that the Request for Proposals for the Tier 2 will be issued in summer 2024.

Project Cost Estimate: \$80 million for Station Planning and Environmental (Tier 2)

Project Funding: Federal, State, and Local Funds

Project Completion: Tier 2 is estimated to begin in 2026 and take four to six years to complete.

Figure 7: Map of Proposed Coachella Valley Rail Corridor



COACHELLA VALLEY RAIL

TRANSFORMING TRAVEL

3.2 Western County Rail - Metrolink

3.2.1 Metrolink Service Profile



As mentioned previously, the Commission is one of the five member agencies that comprise the SCRRA JPA. The other member agencies are SBCTA; LA Metro; OCTA; and VCTC. RCTC holds two voting positions on the 11-member board. In October 2022, Metrolink celebrated 30 years of service with 546 miles of track and 67 stations across the six counties. Metrolink provides service to the various counties with eight commuter lines, three of which serve Riverside County including the IEOC Line, Riverside Line, and 91/PVL Line. Figure 8 depicts the Metrolink Commuter Rail System Map.

Figure 8: Metrolink Commuter Rail System



IEOC Line

This first of its kind in the country suburb-to-suburb line runs 100.1 miles from San Bernardino Transit Center to Oceanside in North San Diego County with stops in the cities of Irvine and San Juan Capistrano, in Orange County, and was started in October 1995. The alignment roughly follows the Riverside Freeway, SR-91, along the Burlington Northern Santa Fe (BNSF) San Bernardino Subdivision in Riverside and Orange County. A map of the IEOC is provided in Figure 9. This commuter rail service to Orange County provides a transportation alternative in one of the busiest corridors in Southern California. The line is a jointly funded by the Commission, SBCTA, and OCTA.

As of July 2021, the line operates 14 trains Monday through Friday, including five peak period roundtrips. Each train travels between the Riverside - Downtown Station and the Irvine Station, with a few trains originating and/or terminating at the San Bernardino - Downtown Station, the Laguna Niguel/Mission Viejo Station, or the Oceanside Station.

Weekend service began on July 15, 2006. This year-round weekend service was modeled after the successful RCTC-funded Beach Trains. The weekend service includes two roundtrips leaving from San Bernardino to Oceanside in the morning and returning in the afternoon on Saturday and Sunday. The trains make all IEOC stops, plus the San Clemente Pier on weekends. The current running time between Riverside - Downtown and Irvine is approximately 74 minutes. RTA, Corona Cruiser, and Amtrak provide connecting transit service. The average trip length is 33.8 miles.

Figure 9: Map of Metrolink IEOC Line



Riverside Line

This line extends 59.1 miles between the City of Riverside and LAUS along the UP Railroad alignment and was started in June 1993. The route roughly follows the Pomona Freeway corridor (SR-60) through the cities and communities of Jurupa Valley, Ontario, Pomona, Walnut, Industry, La Puente, Montebello, and Commerce. Existing stations include Riverside - Downtown, Jurupa Valley/Pedley, Ontario - East, Pomona - Downtown, Industry, Montebello/Commerce, and LAUS. A map of the Riverside Line is provided in Figure 10. The Commission, SBCTA, and Metro jointly fund the line.

The Riverside Line offers 11 weekday trains between the Riverside - Downtown Station and LAUS, travelling westbound in the AM and eastbound in the PM and one roundtrip during the off-peak hours. RTA, and Amtrak provide connecting transit service in Riverside County. The scheduled peak-direction trip time between Riverside - Downtown and LAUS is approximately 85 minutes, including dwell time at intermediate stations. The average trip length is about 38.8 miles.

Figure 10: Map of Metrolink Riverside Line



91/PVL Line

This line extends 85.6 miles between the Perris - South Station and LAUS. This route officially began operating peak period service in May 2002 when it was called the 91 Line. The alignment roughly follows the Riverside Freeways (SR-215 and SR-91) along the San Jacinto Branch Line and BNSF San Bernardino subdivision from Riverside County to Fullerton in Orange County where it continues northwest to Downtown Los Angeles, and has a total of 12 stations, as depicted in Figure 11 below. The Commission, OCTA, and Metro jointly fund the Line.

In June 2016, service began on the 24-mile extension of the Metrolink 91-Line from the Riverside - Downtown Station, through the Perris Valley to the City of Perris in Western Riverside County, which is now rebranded as the "91/Perris Valley Line". With the Perris Valley extension, four new stations were added at Perris - South, Perris - Downtown, Moreno Valley/March Field, and Riverside - Hunter Park/UCR. The 91/PVL Line offers 12 weekday trains between the Perris - South Station and LAUS. This service provides four roundtrips between Perris - South and LAUS during peak hours in the peak direction. The 91/PVL Line began weekend service in October 2019 with two roundtrip trains that operate between LAUS and the Perris- South Station, traveling westbound in the AM and eastbound in the PM. Previously, these weekend trains only operated between Riverside and LAUS.

The peak period running time between Perris - South, Riverside - Downtown, and LAUS is approximately 127 minutes. RTA, Corona Cruiser, and Amtrak provide connecting service in Riverside County. The average trip length is 44.3 miles.

Figure 11: Map of Metrolink 91/PVL Line



Metrolink Days of Operation

Metrolink regularly operates Monday through Friday. Weekend service operates on a reduced schedule on the IEOC and 91/PVL lines. Metrolink operates on a Sunday schedule on the following holidays: New Year's Day, Independence Day, Memorial Day, Labor Day, Thanksgiving Day, and Christmas Day.

3.2.2 Metrolink Fare Structure

On the weekdays, Metrolink's ticket prices are distance-based and calculated on the shortest driving miles between stations. The Metrolink ticket price consists of three elements: a base boarding charge, an additional increment related to the number of miles traveled, and finally a modest increment to permit Metrolink passengers to transfer to bus and light rail transit providers without requiring an additional fare on selected connecting transit operators and a reduced rate on others. Each station combination is uniquely priced, based on driving miles from one station to the other. A ride from Downtown Riverside to LAUS is a 59-mile one-way trip; a ride from Downtown Riverside to Irvine is a 40-mile trip. The distance charge is currently capped at 80 miles. Metrolink is reviewing possible changes to the current fare structure which could be implemented in the next couple of years.

Ticket Types

Metrolink offers a variety of ticket types for different types of travelers. Ticket types are either single-day use or multiday use.

Single Day Use

- **One-Way** - A single one-way trip from origin station to destination station specified on the ticket. The trip must begin on the date and prior to the expiration date printed. Mobile and Print at Home tickets expire at 3 am the following date of purchase.
- **Round-Trip** - Valid for two trips between origin station and destination station specified on the ticket. The first leg of the trip is

valid for three hours from time of purchase while the return is valid anytime on the same day or until 3 am the following day.

- **\$10 Weekend Day Pass** - Valid for unlimited systemwide travel on either Saturday or



Sunday and expires at 3 am the following day. The Weekend Day Pass is accepted for free transfers to connecting transit, except Amtrak.

- **\$10 Holiday Promotion** - Similar to the \$10 Weekend Pass, this ticket is valid on six federal recognized holidays including, New Year's Day, Independence Day, Memorial Day, Labor Day, Thanksgiving, and Christmas Day

Multi Day Use

- **5-Day Flex Pass** - Valid for five one-day passes valid for travel within 30 days.
- **7-Day Pass** - Valid for unlimited travel during a consecutive seven-day period between origin station and destination
- **10-Day Flex Pass** - Valid for five one-day passes valid for travel within 60 days.
- **Monthly Pass** - Valid for unlimited travel between origin station and destination during the calendar month printed on the pass.

Multi-Line Option

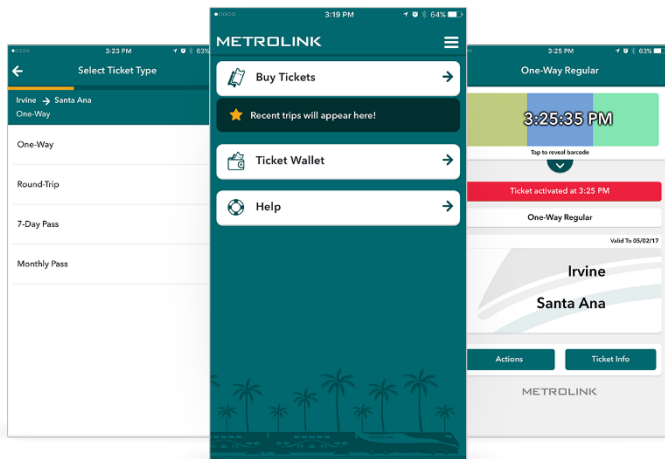
Some Metrolink tickets can be used on more than one line. Tickets for the Riverside Line are valid for travel between stations of equal or lesser distance on San Bernardino or 91/PVL Lines. Tickets on the 91/PVL Line are valid on the Riverside Line between stations of equal or lesser distance. Tickets for the IEOC Line are valid on the 91/PVL Line between stations of equal or lesser distance with an origin and destination between Corona and Riverside.

Ticket Purchase Options

- **Ticket Machine Devices (TVDs)** - Metrolink began transition to TVDs in spring 2020 with one of the first TVDs installed at the Riverside -

Downtown station. Metrolink has completed installation of TVDs at all the stations. The TVDs dispense new paper tickets that contain a watermark and holographic security image to prevent duplication. The TVDs currently accept cash, card payments, and contactless payment including Apple Pay, Samsung Pay, and Google.

- **Mobile App** - Metrolink Just Ride mobile app is available on both Apple App Store and Google Play. The app accepts payment cards, Apple Pay and Corporate Quick Cards. Tickets are scanned directly from the app via a QR code.



- **Print at Home** - One-way ticket can be purchased via Metrolink’s ticket portal. Users can buy tickets and push the tickets to the Metrolink mobile app wallet.
- **Pass by Mail and Outlets** - Metrolink provides forms to purchase tickets by mail. Forms must be received by the 15th of the month to receive the tickets by the 1st of the following month. Two ticket outlets are available for Riverside County line riders at LAUS. Tickets are available for purchase with personal checks at the outlets.

Advance Purchase Ticket

Paper One-Way or Round-Trip tickets for a future date can be purchased up to one year in advance from a TVD. The Advance Purchase Ticket will not have an expiration time printed on it and can be used at any time on the day you choose to travel.

Discounted Fares

Everyday Discounts

- **Student/Youth** - 25% off Monthly Pass, 7-Day Pass, 10-Day Flex Pass, 5-Day Flex Pass, One-Way and Round-Trip tickets. Youths are ages 6 to 18. Students must present a valid Student ID to the fare inspector upon request. In October 2023, the Student Adventure Pass pilot program was launched allowing college students and riders 18 and

younger to take Metrolink for free and is planned to continue through FY 2024/25.

- **Child** - Three children (ages 5 and under) ride free with an adult using a valid ticket - each additional child pays youth fare.
- **Senior / Disabled / Medicare** - 25% off Monthly Pass and 7-Day Pass. 50% off One-Way, Round-Trip tickets, 5-day Flex Pass and 10-day Flex Pass. Seniors qualify for discount if age is 65 or over. Disabled or Medicare discount applies if you have the appropriate identification.
- **Active Military** - 10% off One-Way and Round-Trip tickets.

91/PVL Line Discount

The Metrolink Board approved a set of 91/PVL Line discounts, which began in May 2017, to encourage ridership from the new stations. The two separate discounts were for trips connecting to stations outside of Riverside County and another within Riverside County. This discount is now recognized as the regular fare for the line.

Fares connecting the 91/PVL Line Extension stations to stations outside of Riverside County will be sold as though Riverside - Downtown is the origin or destination. For example, a trip between Perris - South and LAUS will be the same price as a trip between Riverside - Downtown and LAUS. Fares connecting the 91/PVL Line Extension stations to stations within Riverside County are discounted 25%.

Loyalty Program

A new Loyalty Program was initiated in 2020. This program includes:

- Cashback rewards that are accumulated and paid at regular intervals and points that can be redeemed for services.
- Tiered benefits at different levels of the program.
- Points that can be redeemed for products and services from third parties.
- Other rewards for being a member, e.g., member-only sales, first notice of new products, extra discounts.

Existing Transfer Agreements

The Commission has actively supported transit connections by establishing agreements with SCRRA and the regional transit providers to provide free transfers for all connecting transit services at Riverside County stations. With the agreement, Metrolink ticket holders can ride both fixed route and Dial-A-Ride services for free as they travel to and from a station in Riverside County. The Commission subsidizes half the fare while Metrolink subsidizes the other half. Transfer agreements are currently in place with RTA, Omnitrans, and the Corona Cruiser.



3.2.3 Metrolink Revenue Fleet

Metrolink has 40 revenue train sets in operation¹. The Metrolink fleet is composed of 60 locomotives and 258 passenger cars (65 cab cars and 193 coach cars)¹. Metrolink has upgraded most of its fleet of locomotives to operate



new Tier 4 clean technology locomotives. In March 2020, Metrolink announced that it has removed all first-generation Tier 0 locomotives from its fleet.

In April 2022, Metrolink announced that the agency was the first passenger rail agency in the nation to be powered by renewable fuel. The

locomotives are powered by cleaner burning alternative made with recycled

¹ Source: Metrolink Rail Fleet Management Plan FY2020-040

² Source: Metrolink is first passenger rail agency in the nation powered by renewable fuel. 2022. Metrolink News.

natural fats and vegetable oils². According to Metrolink, the renewable product contains no petroleum fossil fuels and burns cleaner reducing pollutants and decreasing greenhouse gas emissions of carbon dioxide by up to 80 percent².

3.2.4 Metrolink Rider Profile

In 2022, Metrolink completed an Origin-Destination Study which presented results from onboard surveys to profile and update current customer profiles, travel characteristics, and perceptions of service quality. The results were critical to guide Metrolink’s planning, marketing, and financial decisions. The following data represents the three lines that operate in Riverside County. It should be noted that the information in Table 3.0 reflects survey results from all riders coming from Riverside, Orange, San Bernardino, and Los Angeles counties.



Table 3.0: Metrolink Rider Profile

	Riverside Line	IEOC Line	91/PVL Line
Ethnicity:			
Black/African American	7%	7%	9%
Hispanic	41%	33%	43%
Asian	30%	13%	18%
Caucasian (non-Hispanic)	21%	43%	26%
Other	1%	4%	4%
Automobile Availability	77%	88%	73%
Employment Status			
Not Employed/Retired	13%	16%	13%
Part-Time	6%	8%	9%
Full-Time	75%	71%	71%
Unemployed, Not Seeking	6%	5%	7%
Ridership Frequency			
3 Days or More per Week	53%	50%	50%
1 to 2 Days per Week			
Several Days per Year/Not Regular	11%	7%	11%
Regular	36%	43%	39%

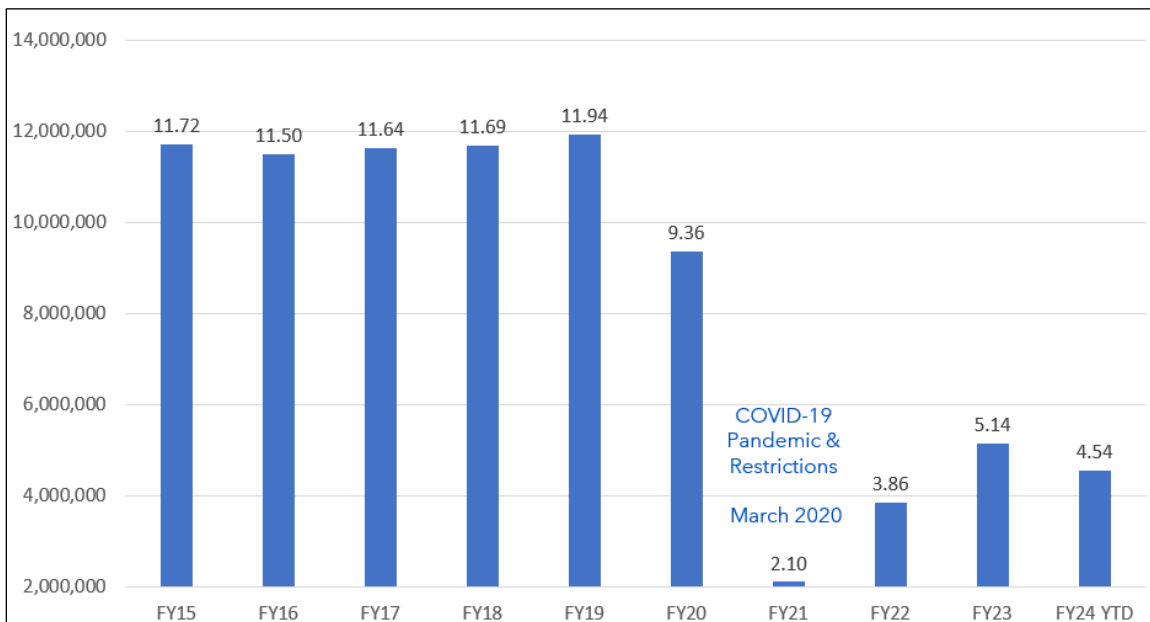
Source: 2022 Customer Survey

3.2.5 Metrolink Existing Performance

In FY 2018/19, Metrolink recorded its highest systemwide annual ridership at almost 12 million passengers. FY 2018/19 marked the 4th consecutive year of systemwide ridership growth despite regional and national ridership declines experienced by other transit operators during the same time period, as shown in Figure 12. Metrolink attributed the increased ridership to favorable economic conditions and several initiatives that targeted new riders. A strong element of the growth was weekend ridership, which grew from about 67%, systemwide from FY 2008/09 to FY 2018/19. In FY 2019/20, Metrolink year-to-date (YTD) ridership was steadily increasing over the prior year until COVID-19 restrictions were issued causing ridership to decline a drastic 90% in less than one month. Ridership levels remained low for the duration of the pandemic.

Beginning in early 2022, pandemic restrictions began to lift, more people began returning to work and demand for Metrolink service grew. In April 2022, Metrolink restored 21% of the service reduced that was reduced to aid ridership recovery efforts.

Figure 12: Metrolink Systemwide Annual Ridership, FY 2014/15 - 2023/24



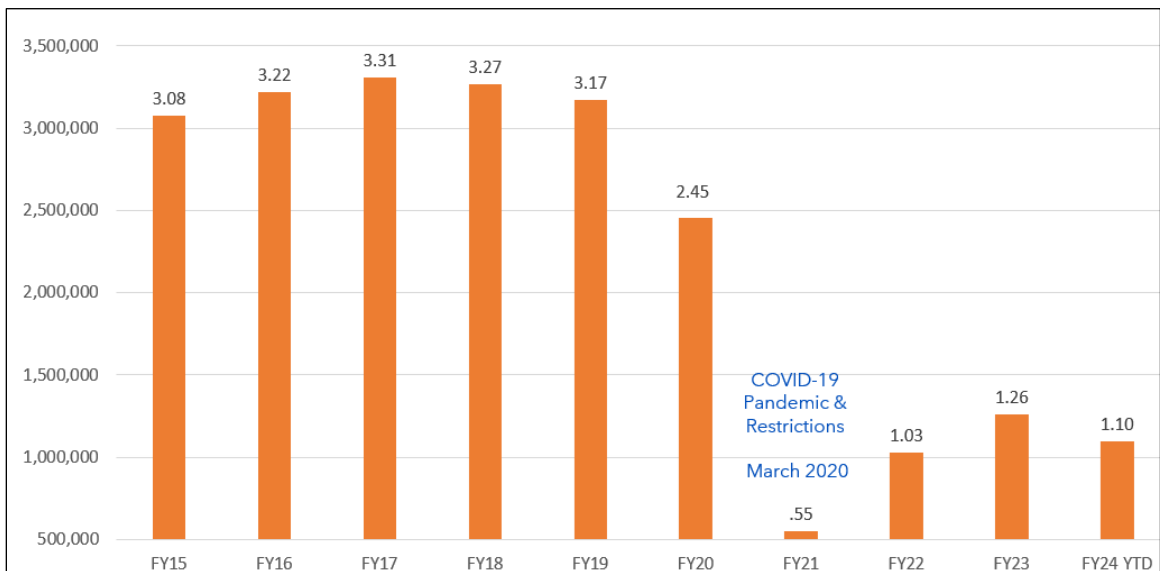
Source: Year-to-date Metrolink Boarding Reports

Combined ridership on the Riverside County Lines (IEOC, Riverside, and 91/PVL) remained relatively stable between FY 2014/15 through FY 2018/19 with growth of about 3%. Local factors that contributed to this was the

commencement of the 91/PVL Line in June 2016 and new weekend service that was added in October 2019.

Ridership recovery efforts by Metrolink and RCTC are underway. With the restoration of service in April of 2022, all Riverside County Lines saw an increase between 30-60% within the first week of services restoration. Ridership experienced an overall increase of about 87% from FY2020/21 to FY 2021/22, as demonstrated by Figure 13.

Figure 13: Total Ridership Riverside County Metrolink Lines, FY 2014/15 - 2023/24

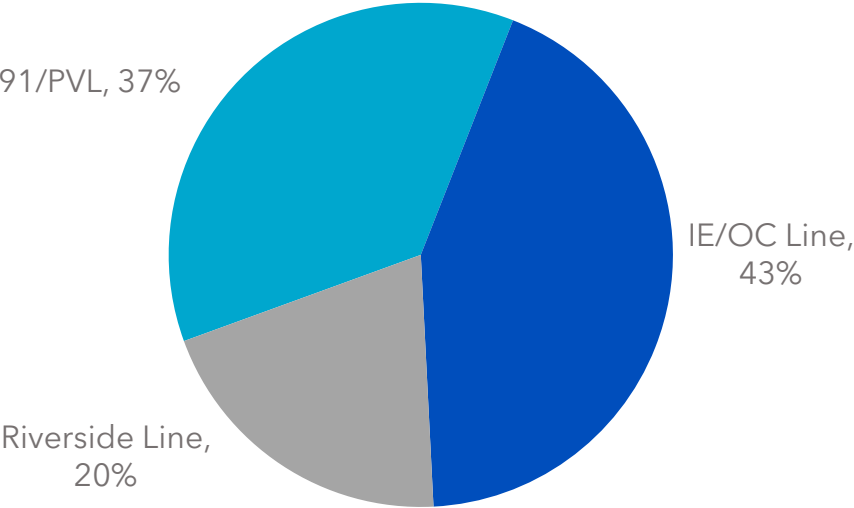


Source: Year-to-date Metrolink Boarding Reports

Figure 14 illustrates that most passengers in the County take the IEOC (43%), followed by the 91/PVL (37%) and remaining on the Riverside Line (20%). Based on the destinations of these lines, the data also indicates that about half of the riders are headed towards Orange County and the other half to Los Angeles.

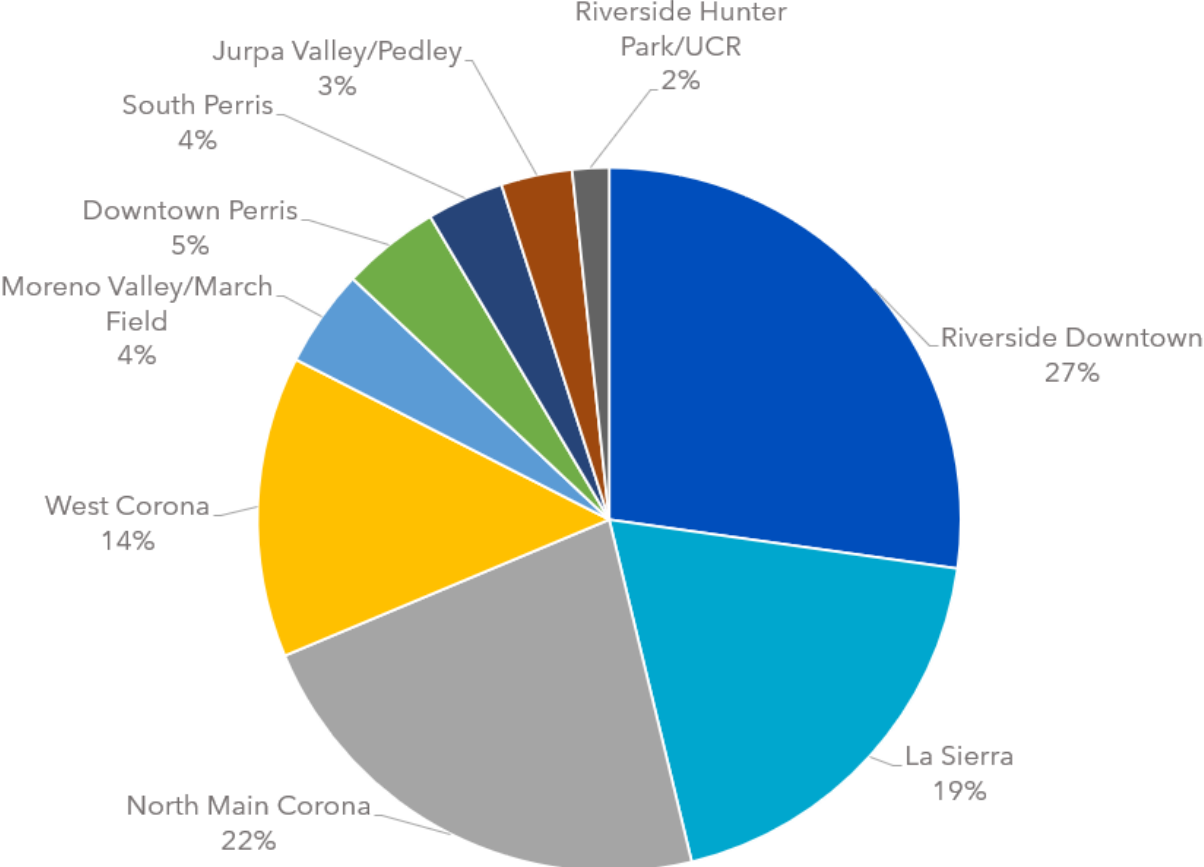
Based on passenger station data in Figure 15, stations located along the SR-91 have the largest percentage of riders while PVL stations are continuing to make strides in attracting riders from their respective communities and adjacent cities.

Figure 14: Riverside County Total Ridership Distribution by Line



Source: 2024 Year-to-date Metrolink Boarding Reports

Figure 15: RCTC Stations Passenger Distribution

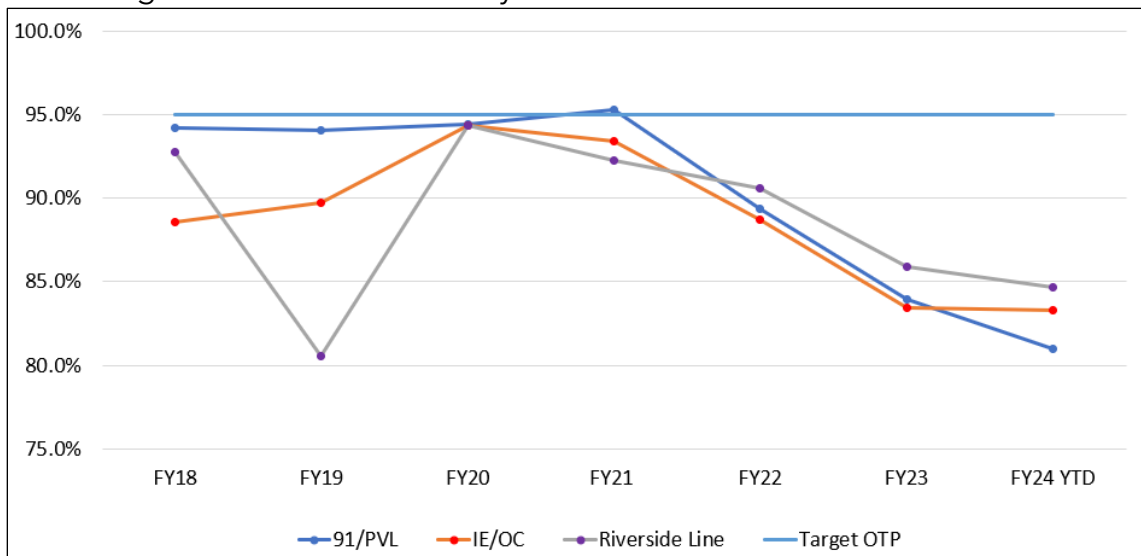


Source: 2024 Year-to-date Metrolink Boarding Reports

3.2.6 Metrolink Key Performance Indicator

A key performance indicator is on-time performance (OTP). On-time performance and reliability are important metrics that relate directly to customer experiences and the ability to retain existing and attract new riders. Metrolink's targeted on-time performance is 95%. A train is considered on-time if it reaches its destination within five minutes of the scheduled arrival time. Various factors that impact on-time performance are freight delays, incidents and accidents on the tracks, and other operational and mechanical problems. Figure 16 below shows that on-time performance declined in FY 2021/2022 for all three lines hovering around 90%. This decline continued into FY 2023/2024 and is currently between 80% to 85%.

Figure 16: Riverside County Served Lines On-Time Performance



Source: Metrolink OTP reports

3.2.7 Metrolink Productivity Improvement Efforts

Due to COVID-19 impacts, productivity improvement efforts will focus on safety and regaining ridership for the near-term. In April 2020, Metrolink conducted an online survey with mobile app account holders and email list subscribers and received an overwhelming 11,069 responses (about 98% from email recipients). The objectives of the survey were to learn:

- ✓ Who is still riding Metrolink?
- ✓ What changes do riders expect to their commute post COVID-19?
- ✓ How likely are riders to return to riding Metrolink?
- ✓ What strategies are effective in motivating riders to return?

Preliminary findings determined that:

- Low-income riders are more likely to continue to rely on Metrolink during the pandemic;
- 1 in 3 current riders who still ride Metrolink have no car available;
- 71% of current riders describe themselves as essential workers, with healthcare as the primary essential industry at 39% followed by transportation and logistics at 14%;
- 81% of riders indicated that they are likely to ride again;
- 13% of riders are unlikely to ride again with concerns about social distancing and cleanliness as the main barriers;
- Riders are likely to return in phases over the summer, fall, or winter as stay-at-home orders are lifted, schools are reopened, and when treatment or vaccine exists;
- Riders were highly satisfied with how Metrolink was keeping them informed;
- Ridership strategies suggests phased implementation with improvements to cleaning, social distancing, fare discounts, security, and amenities; and
- The top 5 improvements that would motivate riders to return, ride again, or ride more are: 1) Hospital grade cleaning and disinfecting; 2) Hand sanitizers available on every train car; 3) Social distancing markers at the station; 4) Cleaning crews onboard the train at all times; and 5) One blocked-off seat next to each rider for social distancing.

Survey results clearly indicate that enhanced safety and sanitization measures are critical to gaining riders back.

3.2.8 Metrolink Recent Service Changes

The most recent changes were in April 2022, they included modifications to the 91/PVL, Riverside, and IEOC lines.

- 91/PVL - A morning reverse peak train from Los Angeles to Perris-South was added providing an option for residents in Los Angeles and surrounding communities transportation into Riverside County. A mid-day reverse train was added to provide those traveling from Los Angeles a return trip back to Los Angeles. The first morning train from Los Angeles to Riverside-Downtown was adjusted to depart at 5:45 am and arrive at 7:14 am.
- Riverside Line - Four trains were restored including two trains departing Los Angeles Union station and two trains departing Riverside-Downtown. Trains departing from Los Angeles provide travelers two afternoon return trip options into Riverside County. An afternoon trip was restored providing travelers a return option to Los Angeles from Riverside-Downtown in case they need to return home early. The fourth trip added

a peak morning trip from Riverside-Downtown to Los Angeles for those needing an earlier trip option into Los Angeles. Modifications were made to train departing from Los Angeles at 6:00pm and arriving in Riverside-Downtown at 7:28 pm.

The April 2022 service restored 26 trains systemwide of which 4 trains were restored and two new trains added for lines serving Riverside County. This restoration of service added back 21% of the service, leaving additional restoration for the future.

3.2.9 Metrolink Major Trip Generators

Feeder services to stations are vital to the success of commuter rail in Western Riverside County. Coordination and consultation with transit providers and local agencies is an ongoing process. RTA, RCTC, and Metrolink continue to work together to increase awareness of the RTA bus connections at Commission Metrolink stations. Ads regularly appear in the RTA Ride Guide promoting free RTA transfers from Metrolink stations. The RTA Ride Guide includes the Metrolink stations in its route directory listing. Additionally, Metrolink occasionally helps promote the RTA CommuterLink service in materials at the stations.

The Commission will be monitoring the Corona Cruiser COA study to identify opportunities in which bus and trains schedules can be more closely aligned to allow more transfer opportunities for commuters.

3.2.10 RCTC Proposed Metrolink Service Plan

The 5-year Metrolink Service Plan is based on recent ridership trends and Commission goals. These goals are consistent with the broad objectives of Metrolink SCORE program for increased regional train service to be implemented by the 2028 Olympics. Table 3.2 below outlines a 5-year service growth scenario that will be initiated upon full-service recovery from the pandemic. The specific implementation of this service will be subject to several factors including funding, availability of equipment, availability of train crews, and renegotiations of shared-use agreements with railroads.

Table: 3.1: Proposed Riverside County Metrolink Service Improvements

Fiscal Year	Recovery	Year 1		Year 2		Year 3		Year 4		Year 5	
	Apr	Oct	Apr	Oct	Apr	Oct	Apr	Oct	Apr	Oct	Apr
Line		Proposed									
91/PVL											
AM Peak ¹	4	5	5	5	6	6	7	7	8	8	8
AM Reverse Peak*	2	1	1	1	2	2	2	2	2	2	3
Off-Peak	1	2	2	2	2	2	2	2	2	2	2
PM Reverse Peak*		1	1	1	2	2	2	2	2	2	3
PM Peak ¹	5	6	6	6	7	7	8	8	9	9	9
Total	12	15	15	15	19	19	21	21	23	23	25
Total trains to Perris	10	*12									
<i>Weekends Total</i>	4	4	4	6	6	6	6	8	8	8	8
IEOC Line											
AM Peak	5	5	5	6	6	6	7	7	7	8	8
AM Reverse Peak	1	1	2	2	2	2	2	2	2	2	2
Off-Peak	3	5	5	5	5	5	5	5	5	5	5
PM Reverse Peak			1	1	1	1	1	1	1	1	1
PM Peak	5	5	5	6	6	6	7	7	7	8	8
Total	14	16	18	20	20	20	22	22	22	24	24
<i>Weekends Total</i>	4	4	4	6	6	6	6	8	8	8	8
Riverside Line											
AM Peak	5	5	5	5	5	6	6	6	6	6	6
AM Reverse Peak										1	1
Off-Peak	2	2	2	2	2	2	2	2	2	2	2
PM Reverse Peak										1	1
PM Peak	4	5	5	5	5	6	6	6	6	6	6
Total	11	12	12	12	12	14	14	14	14	16	16
Total Trains Through Riverside (weekdays)	37	43	45	47	51	53	57	57	59	63	65
BNSF FUL-RIV Totals	26	31	33	35	39	39	43	43	45	47	49
Projected Subsidy (Millions)	\$26	\$28		\$28		\$28		\$30		\$32	

* FTA Minimum Requirement of 12 per SSGA in PVL

¹ Current weekday AM peak is approximately 4:00 am to 8:30 am and weekday PM peak is 3:30 pm to 6:55 pm.

Strategies after Recovery:

- Add 91/PVL weekend roundtrip from LA-Riverside-Perris expand IE as a destination
- Add new weekday IEOC PM reverse commute trip
- Add new weekend IEOC roundtrip from Oceanside to San Bernardino - currently only two roundtrips (4 trains) since 2006 (AVL has 12 weekend trains)

Goals by Line:

- 91/PVL
 - Year 1 - Add 91/PVL weekday peak and reverse PM peak trips to Perris
 - Year 2 - Add 91/PVL weekday peak trip
 - Year 3 - Add 91/PVL weekday peak trip
 - Year 3 - Add 91/PVL weekend service
 - Year 4 - Add 91/PVL weekday reverse peak trip
- IEOC
 - Year 1 - Add IEOC weekday peak trip
 - Year 2 - Add IEOC weekday peak trip
 - Year 3 - Add IEOC weekend service
 - Year 4 - Add IEOC weekday peak trip
- Riverside
 - Year 3 - Add Riverside weekday peak trip

3.2.11 Metrolink and RCTC Promotions and Campaigns

Metrolink and RCTC work collaboratively to promote and market Metrolink services. Metrolink focuses on systemwide promotions and campaigns and RCTC supplements these efforts with more targeted outreach in the County. Following is a summary of these efforts.

Metrolink Initiated Promotions and Marketing Campaigns

Metrolink will continue line and destination-specific marketing to attract, retain, and recapture riders by developing customized marketing tactics.

Student Adventure Pass

In October 2023, Metrolink launched the Student Adventure Pass (SAP), a grant-funded program providing free rides to K-12, technical school, college and university students. Students can receive free Metrolink tickets by registering for the Metrolink mobile app with a school email. Students can then activate a pass each time before they ride using the in-app ticket wallet. A valid student ID will be required to qualify for the SAP.

Corporate Partnerships Program (CPP) (Ongoing)

Metrolink has incorporated the CPP into the Mobile App and has allowed the TVDs to redeem the Quick Cards. Metrolink is also proposing a business-to-business marketing campaign to gain more corporate accounts.

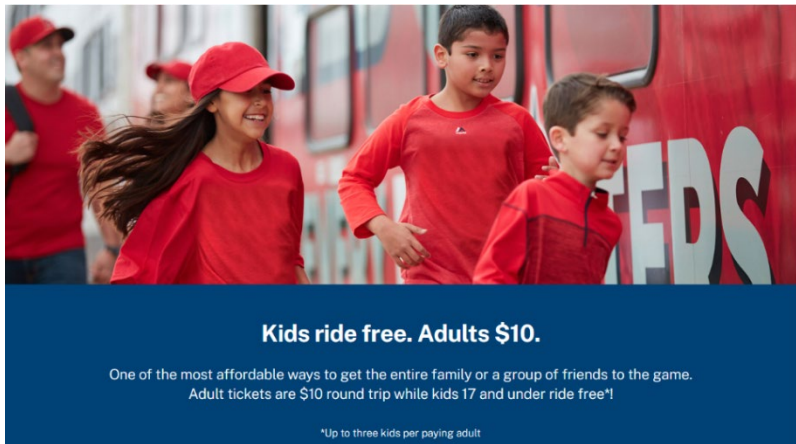
Line Awareness Marketing Campaign (Ongoing)

Metrolink conducts marketing campaigns to attract new ridership with various marketing strategies, such as billboards, bus shelter advertising, radio spots, social media advertising, digital and mobile app advertising, and print advertising. Creative direct mailers for the IEOC Line, internet ads for the 91/PVL Line, and social media ads for the Riverside Line have offered promotional codes for free or discounted rides.

In addition to the regular train services and after the pandemic recovery, the Commission will once again pursue partnerships with other agencies to provide access to sporting and holiday events with special services such as the Angels Express Train and Festival of Lights Train. These types of promotional services have been highly successful in increasing ridership and introducing new riders to commuter rail.

Angels Express Train

The Commission typically partners with OCTA to fund special trains to Los Angeles Angels of Anaheim baseball games. An “Angels Express” promotional service is offered for Friday night Angel baseball games for \$10 roundtrip for adults. Up to 3 kids can ride for free with an accompanying paying adult. Fans from Riverside County can take the train directly to the Anaheim Regional



Transportation Intermodal Center and stay for the “Big Bang Fridays” fireworks show before departing.

RCTC Initiated Promotions and Marketing Campaigns

RCTC Outreach Program (Ongoing)

The Commission has supplemented Metrolink’s marketing efforts by developing a grassroots outreach program that focuses on reaching

communities that may not be aware of how Metrolink can be incorporated in their lives. The goal is to increase ridership on all Metrolink lines that service Riverside County. The program key elements include:

- University and college campaign
- Train excursion programs for seniors and community groups
- Community events presence
- Digital marketing targeted to Riverside County
- Support for Special Events Trains such as Festival of Lights and Angels Express

The Commission has also continued to increase Rail Safety awareness. Key elements of rail safety program include:

- Comprehensive outreach to UCR community
- Ongoing Operation Lifesaver presentations to K-12 schools and community groups
- Community events information booths
- Initiate Suicide Prevention Lifeline messaging near rail right-of-way

Riverside County Free Rail Pass Program

RCTC applied for the Low Carbon Transit Operations (LCTOP) funds to provide free Metrolink passes to encourage new passenger rail riders within Riverside County. This is critical as the region and the world recovers from the impacts of the pandemic and people develop new travel habits.

The Riverside County Free Rail Pass Program is planned to begin in fall 2024. The program will allow riders to sign up through RCTC's existing Commuter Assistance website "IE Commuter" and be issued free passes through the Metrolink's Mobile Ticketing Application. The program would expand and introduce a new benefit to RCTC's existing Commuter Assistance IE Commuter program by adding free Metrolink train passes to the existing daily incentives.

The LCTOP funds will be used to cover the program costs for several years depending on ticket distribution rates.

3.2.12 Metrolink Projected Ridership Growth & Schedule Optimization

Due to COVID-19 impacts, Metrolink ridership projections are based on a moderate growth pattern. During the pandemic, Metrolink also analyzed customer survey findings to develop strategies and priorities to regain riders. Since public health orders have been lifted and with more people anticipated to

return to work, ridership increases are highly likely. Current projections indicate it may take several years to fully recover to previous ridership levels.

In January 2024, Metrolink completed a schedule optimization plan that culminated from a study which had goals to generate a data-driven schedule, focused on operational efficiencies, retain/grow ridership, and aligned with Metrolink long-term service goals set by SCRRA. Presently, Metrolink operates a total of 142 trains across all line segments that are primarily focused on peak periods. The recommended schedule would increase service by 36 trains, 178 total trains operating in the system and flatten service across the day. The schedule optimization is planned to begin in fall 2024.

3.2.13 Metrolink and RCTC Capital Improvement Plans

There are three main capital improvement planning efforts that are used to assess rail capital needs in the County: Metrolink’s Strategic Business Plan (2021) and Rehabilitation Plan (2020); RCTC Station Rehabilitation Program; and RCTC Rail Capital Infrastructure Plan. The establishment of these capital plans provides the opportunity to more strategically program formula funds and seek competitive grants to delivery and prioritize projects. The 5-year strategies and priority projects for each capital improvement plan are described below.

Metrolink Strategic Business Plan (2021) and Rehabilitation Plan (2020)

The 2020 Metrolink Rehabilitation Plan (MPR) reviewed the condition of Metrolink’s key infrastructure assets. It identified the backlog of projects, included special projects such as rolling stock and facilities and the annual state of good repair needs to maintain status quo services. The focus of the plan for the next five years, includes the following:

- Continual Improvements for Positive Train Control (PTC);
- LAUS Improvements and New Maintenance and Layover Facilities;
- Station Maintenance;
- Rehab or Replacement of Locomotives;
- Replacement of Ticket Vending Machines; and
- Rehab/Renovation of passenger cars.

Metrolink’s Rehabilitation Plan is funded by member agencies through annual capital subsidies.

Metrolink Strategic Business Plan (SBP) and subsequent State of Good Repair Financial Plan identified business planning over the next 30 years. The SBP identified capital and state of good repair actions to address needs including:

- State of good repair and rehabilitation of assets such as track, structures, systems, Maintenance of way vehicles, rolling stock and facilities
- Capital programming and investments corridor-based projects such as additional tracks and signals, station works to improve customer experience, and equipment expansion that allows Metrolink to deploy more trains throughout the day.

Continual Improvements of PTC

PTC was a major technical undertaking to improve safety and operating elements across the system. The \$215 million capital project was jointly funded by the member agencies and major components were in place prior to the initial federal deadline of 2015. Metrolink continues to improve this system and is implementing updates for PTC Version 2.0 through its capital program.

Locomotives and Passenger Cars

Metrolink's aging fleet is undergoing a revamp of its locomotive fleet to improve daily operation of the system. Tier 4 locomotives are compliant with the latest U.S. Environmental Protection Agency (EPA) emissions standards and will reduce particulate matter and nitrogen oxide emissions by up to 85%, resulting in cleaner air for the region. Performance concerns have delayed the delivery of the new locomotives. Metrolink ordered and has received 40 Tier 4 locomotives. Metrolink's existing fleet of Bombardier passenger rail cars need to be rebuilt to comply with current standards and regulations, as well as to improve their reliability and appearance.



Metrolink has started shipping the rail cars to a vendor to start the overhauls. Metrolink investigated purchasing new cars as opposed to overhauling the existing fleet, but the estimated cost of replacement was more than double the cost of the overhauling the existing fleet. Metrolink is continuing its overhaul program with the intent to have all cars upgraded in the next several years.

RCTC Station Rehabilitation Program

The Commission fully funds and maintains all the commuter rail stations in Riverside County. Since Metrolink service began along the Riverside Line in 1993, the Commission has been maintaining the Riverside - Downtown and Jurupa Valley/Pedley stations. When the IEOC Line began in 1995, the Riverside - La Sierra and Corona - West stations were added. Due to increasing demand, the Corona - North Main Station was added in 2002. In 2016, four new stations were added along the Perris Valley Line including Hunter Park/UCR, Moreno Valley/March Field, Perris - Downtown and Perris South. Over the years, the stations show their age and require preventative maintenance. The Commission takes pride in the commuter rail stations and intends to continue to invest significant resources to maintain a state of good repair which is vital for the rest of the public transportation network.

A 5-year Station Rehabilitation Program is updated annually to maintain and upgrade stations in a state of good repair and



Corona - West Station - BEFORE



Corona - West Station - AFTER

ultimately reduce costs for operations and maintenance (O&M) long term. Recently completed projects include:

- Construction of a covered passenger waiting area at the Riverside - Downtown Metrolink Station
- Security and station surveillance expansion, including closed-circuit television (CCTV) infrastructure for all stations
- Parking lot and bus transfer expansion at the Riverside - La Sierra Metrolink station
- Elevator Rehabilitation at Corona - North Main, West Corona, Riverside - La Sierra and Riverside - Downtown Stations
- Pavement rehabilitation at Riverside-Downtown, Riverside - La Sierra, Jurupa Valley/Pedley, West Corona, and Perris-South stations.
- Drought Tolerant landscaping upgrades at Riverside-Downtown, Jurupa Valley/Pedley, Riverside - La Sierra, Perris - South
- Upgraded ADA drop off/pick up and parking areas at - West Corona, Jurupa Valley/Pedley, Riverside - La Sierra, and Perris-South stations. Comprehensive painting of Jurupa Valley/Pedley, West Corona, La Sierra, and Riverside- Downtown, Corona - North, Construction of active transportation improvements, including pedestrian walkways at West Corona, Riverside Downtown, Perris-South and bicycle lane at Perris-South
- Installation of solar photo-voltaic panels at Moreno-Valley March Field and Perris-South

Planned station improvements for the next five years are categorized into the following areas:

- Comprehensive painting of station structures
- Pavement rehabilitation of station parking lots
- Bike and Pedestrian safety improvements, including signage
- LED Fixtures and Lights
- Station amenities (gates, signs, fences, benches, shelters, bike storage, etc.)
- CCTV camera systems - replacement, upgrades, and incorporation of AI
- Drought tolerant landscaping upgrades
- Electrical Upgrades
- General building maintenance
- Enhancement of Station Security and Access Control

The total five-year program cost for FY 2021/22 - 2026/27 is estimated at \$12 million and will be funded with \$8 million from FTA 5307 and \$4 million from the SB 1 State of Good Repair Program.

RCTC Rail Capital Infrastructure Projects

The Commission's focus for the next five years is to deliver projects that will improve Metrolink operational reliability and support service growth. The delivery of a capital project can include tasks such as feasibility studies, preliminary engineering, environmental clearance, final design, right of way acquisition, utility relocation, construction, construction management, and design-build in addition to the management of various types of agreements. This section provides a summary of each of the major rail capital projects where the Commission is identified as the lead agency and includes:

1. Riverside-Downtown Layover Facility North Expansion (Complete)
2. Moreno Valley/March Field Station Upgrade Project (Construction Completion Anticipated Summer of 2024)
3. Moreno Valley to Downtown Perris Double Track Project (Design)
4. South Perris Station Expansion and 4th Layover Track Project (Design)
5. Ramona Station (Design)
6. Moreno Valley/March Field Station Pedestrian Bridge Project (Planning)
7. Metrolink Station Parking Expansion Analysis (Planning)

1. Riverside-Downtown Layover Facility North Expansion

The Riverside-Downtown Layover Facility project expands the existing layover facility on the northside of SR-91 to accommodate three storage tracks with an overall capacity of three 6-train sets. The project also provides upgraded facilities with the addition of a water services station, sewer dump station, and additional power stations.

Project Status: Construction Complete, Project close-out
Total Project Cost: \$6.3 million
Project Funding: FTA 5307
Project Completion: Summer 2024



2. Moreno Valley/March Field Station Upgrade Project

The Moreno Valley/March Field Station Upgrade Project is necessary for improved operational reliability and passenger convenience for the 91/PVL Line. This project will upgrade the station with an additional platform and upgrade 2.5 miles of track to passenger rail standards so that trains can pass each other at the mid-point of the PVL line, providing the capacity necessary for additional connectivity from 91/PVL Line trains to other trains in the Metrolink system at the Riverside - Downtown Station.

Project Status: Construction completion summer 2024

Project Cost Estimate: \$33 million

Project Funding: FTA 5307

Project Completion: Summer 2024

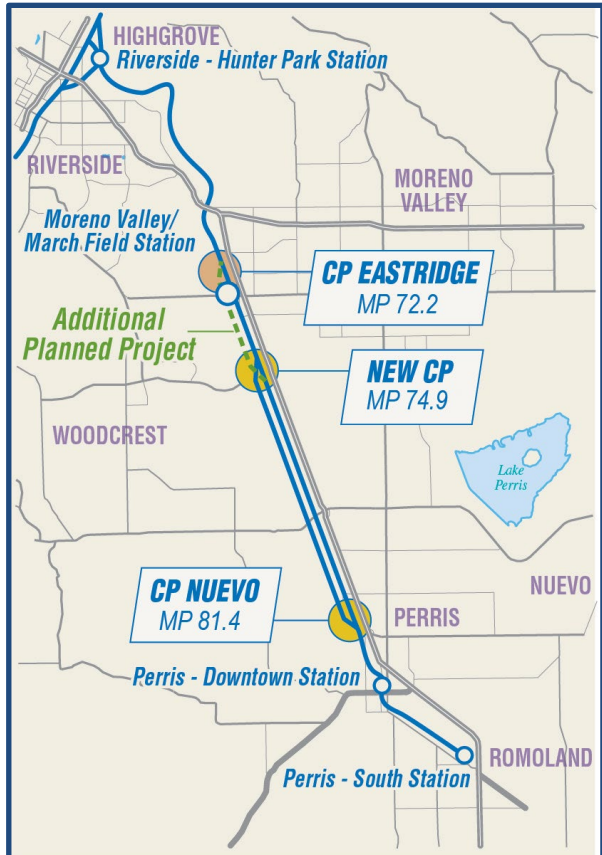


Metrolink SCORE Program & Projects

Metrolink's SCORE Program is a \$10 billion initiative to upgrade the regional rail system to meet the current and future needs of the traveling public. The first phase was awarded \$876 million from the State's Transit and Intercity Rail Capital Program (TIRCP) in April 2018, which the Riverside-Downtown Station Improvement Project was a recipient of. The first two phases of capital projects are envisioned to support expanded Metrolink service. The first phase focuses on capital projects to be completed by 2023. The second phase focuses on capital projects scheduled for completion by 2028.

3. Moreno Valley to Downtown Perris Double Track Project

The PVL exists today as a single-track main line, which constrains rail operations and does not offer long-term growth. This project, as proposed, will provide approximately six miles of second main track. Partnered with the Moreno Valley / March Field Station Project, this project will provide the PVL with a continuous double track corridor between Control Point (CP) Eastridge and CP Nuevo, a total of about nine miles. While there is currently a second track within the RCTC-owned right-of-way that runs parallel to the PVL within the project area, it is comprised of jointed rail, older wood ties, and poor ballast conditions. The track is also not currently signaled and is used only for limited freight operations of two to four freight trains per week providing service to the local industries. As proposed, the project will begin at a new CP at approximately Milepost (MP) 72.2, with a new higher speed universal turnout to be constructed as part of the Moreno Valley / March Field Station Project. The project will then continue with the rehabilitation of the second track south to CP Nuevo (MP 81.4), with the replacement of the existing switch with a higher speed turnout. Track rehabilitation will include new concrete cross ties, other track material (OTM), ballast, and continuous welded rail (CWR). Existing turnouts will be removed



and replaced as necessary to maintain freight operations. The track will receive a new signal system and be incorporated into the Metrolink PTC network. The double track could potentially continue to the Perris Downtown Station to allow for multiple boarding opportunities.

Project Status: Design

Project Cost Estimate: \$37 million

Project Funding: Transit Intercity Rail Capital Program (TIRCP), FTA

Project Completion: Summer 2026

4. South Perris Station Expansion and 4th Layover Track Project

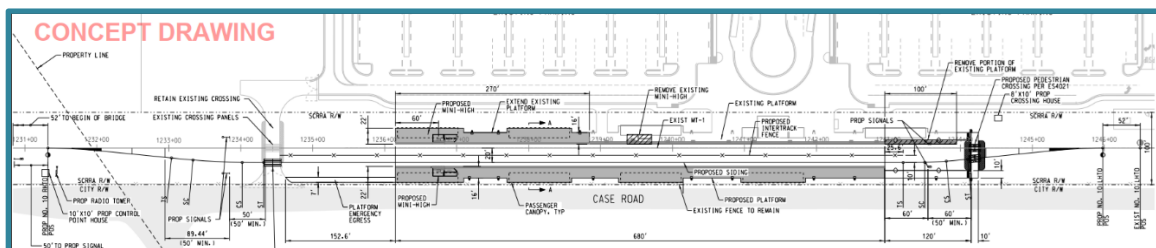
The Perris-South Station is the end of the 91/PVL and serves the City of Perris and communities further south including Temecula, Murrieta, Menifee, Hemet, and San Jacinto. The Perris-South Station is currently along a single-track corridor. This project, as proposed, would add a second track through the station, starting east of the San Jacinto River, at MP 85.2, as well as an additional platform. An in-station pedestrian at-grade crossing would be included at the east end of the station platforms. The project would also include a fourth layover track at the South Perris layover facility at the existing layover facility between CP Mapes at MP 85.4 and MP 85.8. As currently designed, the existing layover facility retained the right-of-way to add an additional layover track to the facility in the future as more capacity becomes needed. As a result, no additional right-of-way is required to construct the additional layover track at the existing facility. A grant for this project was received from the Transit Intercity Rail Capital Program, which is a competitive funding program.

Project Status: Design

Project Cost Estimate: \$26 million

Project Funding: TIRCP

Project Completion: Summer 2026



5. Ramona Station

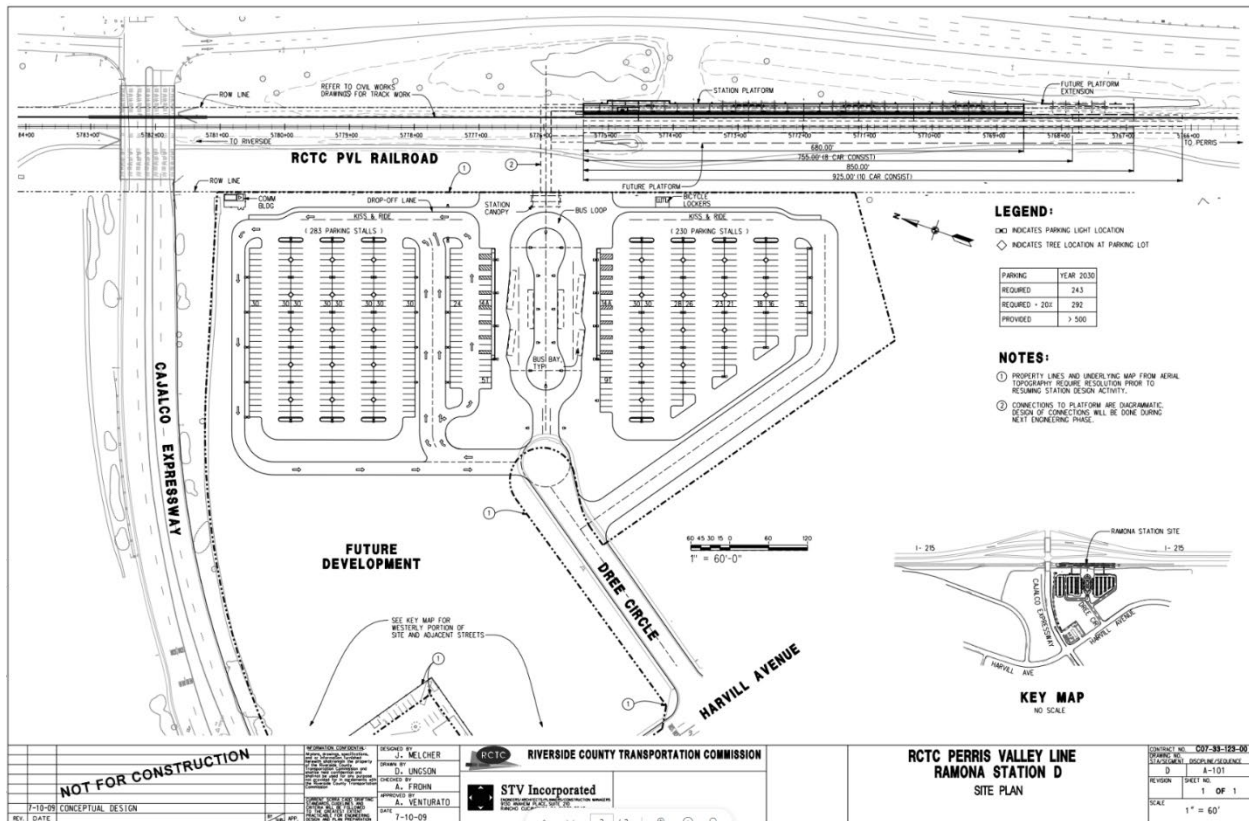
During design of the Perris Valley Line, one of the station locations that was studied was the Ramona Station at the intersection of Cajalco Expressway and Harville Avenue. The station concept was taken to a 10% level of design and was deferred to future development due to project funding constraints. RCTC purchased the site for the future Ramona Station, and it currently is undeveloped. This station site is a critical multimodal connector, as it sits at the terminus of the Ramona Expressway which will connect to RCTC Mid County Parkway project and will allow for a direct connection to the I-215 at the Cajalco Expressway/Ramona Expressway interchange. The development of this station will allow a linkage between commuters coming from the east of Riverside and it will provide them with an alternative of driving North or South on the I-215.

Project Status: Planning/Design

Project Cost Estimate: TBD

Project Funding: TBD

Project Completion: 5-7 years



6. Moreno Valley/March Field Station Pedestrian Bridge Project

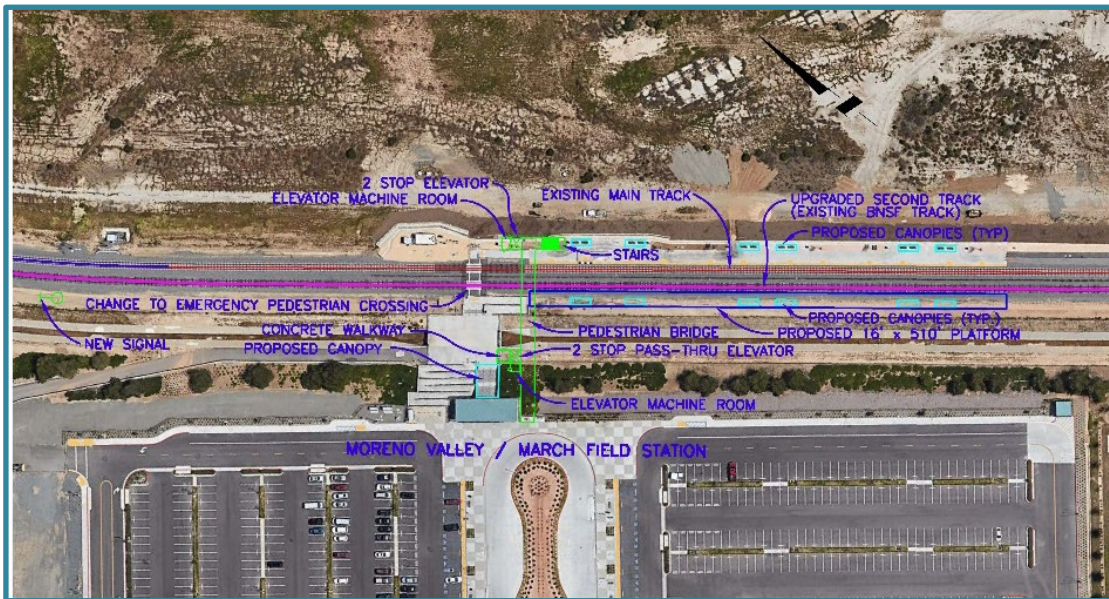
The Moreno Valley / March Field Station is one of the new stations along the PVL and upon completion of the project, it will be a double-track station with an at-grade pedestrian crossing and two platforms. This project will upgrade the station with a pedestrian overpass. The overpass will use the same circulation, amenities, and architectural elements currently in place at the Riverside-Downtown Station. The current station layout requires all passengers to use a staircase or extended ramp to access the platforms which are at a lower elevation than the parking lot. The proposed structure would create easier pedestrian access to the platforms and improve the passenger experience.

Project Status: Project Definition Report

Project Cost Estimate: \$36 million

Project Funding: FTA, STA, and Measure A

Project Completion: Winter 2024



7. Metrolink Station Parking Expansion Analysis (Non-SCORE project)

Based on trends in parking usage at Metrolink stations, and anticipated increases in future service levels, expansion of parking facilities will be needed in the near future. The Riverside Downtown station parking lot has the highest level of usage, and that parking lot will be expanded with the Riverside-Downtown Station Track and Platform Project (SCORE Project). The West Corona station is the next highest in usage. As the site is currently fully utilized for surface parking, a preliminary analysis will be performed to look at the feasibility of a parking structure at this station.

3.2.14 Overview of Long-Term Rail Capital Investments

The Commission adopted Traffic Relief Plan is inclusive of aspirational projects needed to expand rail capacity to relieve traffic congestion and is consistent with the SCAG RTP/SCS. Table 3.3 below is a summary of these projects with estimated implementation timeframes. A Strategic Rail Plan is being developed and will provide further details on the planning, prioritization, and project delivery for the next 10 years and beyond.

Table 3.2: Long-Term Rail Capital Investments

Project	Type	Implementation
Metrolink Rail Service: new 3rd track from Riverside to Fullerton	Additional Track	Mid 5-10 yr
Metrolink Rail Service: new 4th main track: and West Corona / Corona / La Sierra station improvements	Additional Track	Mid 5-10 yr
Metrolink Rail Service: new train station, Ramona Expressway	Station Improvements	Mid 5-10 yr
Metrolink Rail Service: new Riverside-La Sierra station parking structure	Parking	Mid 5-10 yr
Metrolink Rail Service: new 3rd main track from Highgrove to Colton	Additional Track	Long > 10 yr
Metrolink Rail Service: new low / zero-emission technology trains	Zero Emission	Long > 10 yr
Coachella Valley Rail Service: new San Gorgonio Pass station	CV Rail Station	Long > 10 yr
Perris-San Jacinto rail service: full development and implementation of track and facilities	San Jacinto Extension	Long > 10 yr
Railroad crossing safety improvements	Safety Improvements	On-going

4. FINANCIAL PLANNING

Transit services and capital projects are funded with a variety of federal, state, and local revenue sources. A summary of the formulaic and discretionary funding sources that the vanpool and rail programs are likely to be supported by are as follows:

Federal Programs

- FTA Section 5307 - Provides formula funding to public transit systems in Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.
- FTA Section 5337 - Provides formula funding for capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems to maintain a state of good repair.
- Congestion Mitigation Air Quality (CMAQ) Program -Funds are distributed to states based on a formula that considers an area's population by county and the severity of its air quality and may be used for transit capital expenditures that have an air quality benefit. CMAQ funds are administered by FHWA and when awarded for use on transit projects are flexed to the FTA.
- Other Federal Programs may include funds from the FRA or other FTA discretionary grants for planning activities, pilot programs, and major capital investments.

State Programs

- Local Transportation Fund (LTF) - LTF funds are formula based for operating and capital purposes and are generated from a ¼ cent of the State retail sales tax collected in each county.
- State Transit Assistance Fund (STA) - STA funds are generated from the statewide sales tax on motor vehicle fuel on diesel. The STA funds are appropriated to the State Controller for allocation by formula to each RTPA. The formula allocates 50 percent of the funds on the basis of the County's population compared to the State's population (STA 99313 Funds). The remaining 50 percent is allocated according to the prior year proportion of the County's transit operator passenger fare and local support revenues (STA 99314 Funds).
- State of Good Repair (SGR) - SGR provides formula funding for transit maintenance, rehabilitation, and capital projects.
- Low Carbon Transit Operational Program (LCTOP) - LCTOP funds provides transit agencies with operating and capital assistance to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. LCTOP projects support new or expanded bus or rail services, expanded intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities. LCTOP derives from the Greenhouse Gas Reduction Fund (GGRF) that receives proceeds from cap-and-trade auctions.
- Transit and Intercity Rail Capital Program (TIRCP) - TIRCP is intended to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and

congestion. TIRCP is also a cap-and-trade program that is funded through the GGRF.

- Other state programs may include funding from discretionary programs such as the State Rail Assistance, Local Partnership Program, or Solutions for Congested Corridors Program.

Local Programs

- Measure A - Administered by RCTC, Measure A is a half-cent sales tax for transportation approved by the voters in 2009 for a 30-year period.
- Mobile Source Air Pollution Reduction Review Committee (MSRC) - MSRC has provided discretionary funding first mile/last mile bicycle and pedestrian improvements and for transportation demand management projects such as rideshare and special events to mitigate the impacts caused by mobile source emissions.
- Other local sources may include passenger fares, leases, or local agency or private partnerships.

4.1 Operating and Capital Budget - FY 2024/25

Table 4.0 at the end of this chapter provides a summary of the total operating and capital funding requests by revenue source and project for FY 2024/25.

Total operating expenses for FY 2024/25 is estimated at \$59.3 million, combined for the vanpool and rail programs, which represents an increase of about 8% from FY 2023/24 primarily due to increasing Metrolink costs and station security.

Total capital programming for FY 2024/25 is \$81.1 million and consists of \$41.7 million for CV Rail, \$21.4 million for RCTC's Metrolink capital obligation, \$17.0 million for the PVL Double Track Project, and \$1.0 million for station rehabilitation. Project descriptions and justifications for each capital project are found in Table 4.0A at the end of this chapter.

The FY 2024/25 operating and capital plans are fully funded. State and local revenues typically comprise the largest revenue sources and federal funds are maximized as much as possible. Should revenue projections change significantly throughout the year, service and capital plans will be modified, as needed.

4.2 Funding to Support Future Operating and Capital Plans

Tables 4.1 - 4.4 at the end of this chapter identifies the available funding revenues that can support operating and capital plans for the subsequent four years, FY 2024/25 - 2028/29. These plans include operating costs based on a nominal growth rate and are

used for planning purposes only. Table 4.5 summarizes the projected total operating costs for the vanpool and commuter rail programs.

Table 4.5: Projected Total Operating Costs (Vanpool and Commuter Rail), FY 2024/25 - 2028/29

Fiscal Year					
Total	2024/25*	2025/26	2026/27	2027/28	2028/29
Operating	\$ 59,298,881	\$ 58,247,242	\$ 63,359,396	\$ 66,809,745	\$ 70,218,234

*Includes pending one-time \$5M Metrolink Working Capital Loan

Capital projects with committed funding will continue to move forward and staff will continue to seek discretionary funds for new capital projects. The Commission will also prioritize projects based on safety and maintenance to keep stations operating at optimal efficiency levels.

4.3 Regulatory and Compliance Requirements

The Commission is responsible for complying with state and federal regulatory provisions, in addition to undergoing performance reviews and audits. Following is a summary and status of major regulatory and compliance requirements.

Americans with Disabilities Act (ADA)

To prohibit discrimination on the basis of disability, the U.S. Congress passed the Rehabilitation Act of 1973 and the ADA of 1990. Title II of the ADA pertains to state and local governments and prohibits discrimination or segregation on the basis of race, color, religion or national origin in access to public accommodations. Title II requires that persons with disabilities be provided with an equal opportunity to benefit from government programs, services and activities. In October 2012, the Commission appointed the Deputy Executive Director to serve as the ADA Coordinator and adopted grievance procedures and a discrimination complaint form. In July 2022, the Commission also adopted an ADA Self-Evaluation and Transition Plan in compliance with federal requirements.

Title VI

Title VI of the Civil Rights Act of 1964 protects persons in the United States from being excluded from participation in, denied the benefits of, or subjected to discrimination on the basis of race, color, or national origin in any program or activity receiving federal financial assistance. As required by FTA, a Title VI Program is updated every three years. The Commission’s current Title VI program was updated in February 2022 and approved by the FTA and is valid until July 2025.

Disadvantaged Business Enterprise (DBE)

The DBE Program seeks to ensure nondiscrimination in the award and administration of federally assisted contracts and to create a level playing field on which DBEs can compete fairly for federally assisted contracts. The FTA Office of Civil Rights is responsible for monitoring FTA recipients' DBE programs and ensuring their compliance with DBE regulations. The Commission's DBE Program was last submitted in January 2022.

Equal Employment Opportunity (EEO)

The EEO Program ensures that no person in the United States shall on the grounds of race, color, religion, national origin, sex, age, or disability be excluded from participating in, or denied the benefits of, or be subject to discrimination in employment under any project, program, or activity receiving Federal financial assistance under federal transit laws. FTA recipients are required to develop an abbreviated or full EEO program if the number of employees working on FTA-funded programs is over 50 or 100, respectively. Although the Commission is an equal opportunity employer, it is not required to fulfill this requirement.

FTA Triennial Review

Pursuant to Chapter 53 of Title 49, United States Code Section 5307, the FTA is required to conduct a review at least every three years for recipients of Urbanized Area Formula Grant funds. The Triennial Review examines grantee performance and adherence to current FTA requirements and policies such as financial management, technical capacity award and program management, DBE, procurement, and facility and safety programs. The last triennial was completed in January 2023 and all findings were addressed and closed.

TDA Triennial Audit

In accordance with California Public Utilities Code Section 99246, the Commission in its role as the RTPA is required every three years to arrange for performance audits of its activities as well as the activities of the transit operators to which it allocates TDA funds. The Commission's Rail Program is not included in the audit as it is part of Metrolink's Triennial Performance Audit review. The Commission's 2021 TDA Triennial Audit found that it is in compliance with all TDA requirements and in some cases exceeds those requirements. Three recommendations, which staff has implemented and/or is addressing, were provided to improve the Commission's administration and management of TDA and its organization:

1. A carryover from the prior two performance audits, the Commission should revisit the TDA formula for Western Riverside County bus and commuter rail service;
2. A carryover from the prior performance audit, requires that the transit operators' Financial Transactions Report is prepared separately for general public transit and for specialized services; and
3. Develop a local guidance manual that contains the procedures and protocol for TDA claims and the Commission's transit policies.

4.4 Status of Current Capital Projects

Table 4.6 below is a summary of the current capital projects that have received funding allocations from prior years to highlight the estimated timeline for completion, and the remaining unfunded balance.

Table 4.6: List of Current Capital Projects and Funding Status

Project Name	S RTP Capital Project No.	Project Type	Funding Category	Timeline Begin - End	Total Project Cost Estimates	Unfunded Balance
Moreno Valley/March Field Station Upgrade	17-6, 22-2, 24-3	Facilities/ Capital Upgrades	Fully Funded	12/2019 - 12/2024	\$36,000,000	\$0
Moreno Valley to Downtown Perris 2nd Track Project	23-3, 25-3	Facilities/ Capital Upgrades	Partially Funded	10/2023 - 09/2026	\$37,000,000	\$15,000,000
South Perris Station Expansion and 4th Layover Track Project	23-2	Facilities/ Capital Upgrades	Fully Funded	10/2022 - 09/2026	\$26,000,000	\$0
CV Rail Tier 2 Environmental Study	24-1, 25-1	Facilities/ Capital Upgrades	Fully Funded	07/2024 - 07/2031	\$80,000,000	\$0



Table 4.0 - Summary of Funding Request - FY2024/25

RCTC Western County Rail, Coachella Valley Rail, and Vanpool Programs

Operating

Project	Total Amount of Funds	5307 RS	5307 RS CARES - OB	5337	CMAQ	LCTOP PUC99313	LTF	LTF - OB	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	MSRC-OB	SB 125 (TIRCP)	TIRCP Competitive	Federal CPF	Farebox
Western County Rail																		
MetroLink Operating Subsidy & Preventative Maintenance ¹	\$34,000,000			\$ -		\$ 1,507,200	\$ 28,492,800						\$ 4,000,000					
Professional Services Planning Studies ²	\$2,500,000						\$ 2,500,000											
Program Management and Support ³	\$5,480,500						\$ 1,000,000	\$ 1,366,400	\$ 3,114,100									
Property Management General - Rail Project	\$2,481,500								\$ 2,481,500									
Station Operations and Maintenance	\$8,049,400								\$ 8,049,400									
Transfer Agreements	\$100,000						\$ 100,000											
Working Capital Loan	\$5,000,000								\$ 5,000,000									
Vanpool																		
RCTC VanClub Operating Expenses	\$1,687,481		\$ 213,800		\$ 347,923				\$ 38,400	\$ 45,077				\$ 34,800.00				\$ 1,007,481.00
Sub-total Operating	\$59,298,881	\$0	\$213,800	\$0	\$347,923	\$1,507,200	\$32,092,800	\$1,366,400	\$18,683,400	\$45,077	\$0	\$0	\$4,000,000	\$34,800	\$0	\$0	\$0	\$1,007,481

Capital

Project	Total Amount of Funds	5307 RS	5307 RS CARES	5337	CMAQ	LCTOP PUC99313	LTF	LTF - OB	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313 ⁵	MSRC-OB	SB 125 (TIRCP)	TIRCP Competitive	Federal CPF	Farebox
Western County Rail																		
Rail Stations Capital Rehabilitation WC 25-1	\$1,000,000										\$ 707,489	\$ 292,511						
RCTC MetroLink Capital Obligation WC 25-2 ⁴	\$21,381,360	\$ 8,024,258		\$ 13,357,102														
PVL Double Track WC 25-3 ⁵	\$17,000,000												\$1,000,000			\$ 15,500,000	\$ 500,000	
Coachella Valley Rail																		
CV Rail Environmental/Service Development Plan - CV 25-1 ⁶	\$41,732,499										\$707,489	\$292,511	\$1,732,499		\$40,000,000	\$15,500,000	\$500,000	
Sub-total Capital	\$81,113,859	\$8,024,258	\$0	\$13,357,102	\$0	\$0	\$0	\$0	\$0	\$0	\$707,489	\$292,511	\$2,732,499	\$0	\$40,000,000	\$15,500,000	\$500,000	\$0
Total Operating & Capital	\$140,412,740	\$8,024,258	\$213,800	\$13,357,102	\$347,923	\$1,507,200	\$32,092,800	\$1,366,400	\$18,683,400	\$45,077	\$707,489	\$292,511	\$6,732,499	\$34,800	\$40,000,000	\$15,500,000	\$500,000	\$1,007,481

¹ MetroLink Subsidy is \$30,289,196 plus 12% contingency.

² Includes Core Capacity Innovative Transit Study to be funded by \$1 million from WC Rail and \$1.5 million from WC Bus.

³ Includes Rail program administration, capital support, marketing, Operation Lifesaver, professional services, and special trains. Allocations for salaries and benefits and professional development are subject to change pending the Commission's final budget approval.

⁴ MetroLink capital obligation to be funded with the \$13,357,102 5337 RS fund balance and \$7,366,583 5307 RS fund balance. New capital to be funded with 5307 RS fund balance \$657,675.

⁵ Construction funding includes \$15.5 million from TIRCP competitive FY23 and \$500,000 FY24 Community Project Funding.

⁶ Of total, \$1,100,000 is WC Rail STA, \$632,499 is CV Rail STA



Table 4.1 - Summary of Funding Request - FY2025/26

RCTC Western County Rail, Coachella Valley Rail, and Vanpool Programs

Operating													
Project	Total Amount of Funds	5307 RS	5337	CMAQ	LCTOP PUC99313	LTF	LTF - OB	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail													
Metrolink Operating Subsidy & Preventative Maintenance	\$37,400,000		\$ -		\$ 1,007,200.00	\$ 32,392,800						\$ 4,000,000.00	
Professional Services Planning Studies	\$1,000,000					\$ 1,000,000							
Program Management and Support ¹	\$5,754,525					\$ 1,050,000	\$ 1,434,720	\$ 3,269,805	\$ -				
Property Management Rail	\$2,605,575							\$ 2,605,575.00	\$ -				
Station Operations and Maintenance	\$8,371,376							\$ 8,371,376	\$ -				
Transfer Agreements	\$100,000					\$ 100,000			\$ -				
Free Rail Pass Program	\$500,000				\$ 500,000								
Vanpool													
RCTC VanClub Operating Expenses	\$2,515,766			\$ 593,328				\$ 267,226	\$ 76,872				\$ 1,578,340
Sub-total Operating	\$58,247,242	\$0	\$0	\$593,328	\$1,507,200	\$34,542,800	\$1,434,720	\$14,513,982	\$76,872	\$0	\$0	\$4,000,000	\$1,578,340
Capital													
Project	Total Amount of Funds	5307 RS	5337	CMAQ	LCTOP PUC99313	LTF	LTF - OB	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail													
Rail Stations - Capital Rehabilitation - WC 26-1	\$1,000,000									\$ 707,489	\$ 292,511		
RCTC Metrolink Capital Obligation - WC 26-2	\$20,000,000	\$ 6,642,898	\$ 13,357,102										
Coachella Valley Rail													
CV Rail Environmental/Service Development Plan - CV 25-1	\$500,000								\$ -			\$ 500,000	
Sub-total Capital	\$21,500,000	\$6,642,898	\$13,357,102	\$0	\$0	\$0	\$0	\$0	\$0	\$707,489	\$292,511	\$500,000	\$0
Total Operating & Capital	\$79,747,242	\$6,642,898	\$13,357,102	\$593,328	\$1,507,200	\$34,542,800	\$1,434,720	\$14,513,982	\$76,872	\$707,489	\$292,511	\$4,500,000	\$1,578,340

¹ Includes Rail program administration, capital support, marketing, Operation Lifesaver, professional services, and special trains. Allocations for salaries and benefits and professional development are subject to change pending the Commission's final budget approval.



Table 4.2 - Summary of Funding Request - FY2026/27

RCTC Western County Rail, Coachella Valley Rail, and Vanpool Programs

Operating													
Project	Total Amount of Funds	5307 RS	5337	CMAQ	LCTOP PUC99313	LTF	LTF - OB	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail													
MetroLink Operating Subsidy & Preventative Maintenance	\$41,140,000		\$ -		\$ 1,007,200	\$ 36,132,800						\$ 4,000,000	
Professional Services Planning Studies	\$1,000,000					\$ 1,000,000							
Program Management and Support ¹	\$6,042,251					\$ 1,102,500	\$ 1,506,456	\$ 3,433,295	\$ -				
Property Management Rail	\$2,735,854							\$ 2,735,854	\$ -				
Station Operations and Maintenance	\$8,706,231							\$ 8,706,231	\$ -				
Transfer Agreements	\$100,000					\$ 100,000							
Free Rail Pass Program	\$500,000				\$ 500,000								
Vanpool													
RCTC VanClub Operating Expenses	\$3,135,060			\$ 754,807				\$ 274,563	\$ 97,793				\$ 2,007,897
Sub-total Operating	\$63,359,396	\$0	\$0	\$754,807	\$1,507,200	\$38,335,300	\$1,506,456	\$15,149,943	\$97,793	\$0	\$0	\$4,000,000	\$2,007,897
Capital													
Project	Total Amount of Funds	5307 RS	5337	CMAQ	LCTOP PUC99313	LTF	LTF - OB	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC993135	Farebox
Western County Rail													
Rail Stations - Capital Rehabilitation - WC 27-1	\$1,000,000									\$ 707,489	\$ 292,511		
RCTC MetroLink Capital Obligation - WC 27-2	\$20,000,000	\$ 6,642,898	\$ 13,357,102										
Coachella Valley Rail													
CV Rail Environmental/Service Development Plan - CV 26-1	\$500,000								\$ -			\$ 500,000	
Sub-total Capital	\$21,500,000	\$6,642,898	\$13,357,102	\$0	\$0	\$0	\$0	\$0	\$0	\$707,489	\$292,511	\$500,000	\$0
Total Operating & Capital	\$84,859,396	\$6,642,898	\$13,357,102	\$754,807	\$1,507,200	\$38,335,300	\$1,506,456	\$15,149,943	\$97,793	\$707,489	\$292,511	\$4,500,000	\$2,007,897

¹ Includes Rail program administration, capital support, marketing, Operation Lifesaver, professional services, and special trains. Allocations for salaries and benefits and professional development are subject to change pending the Commission's final budget approval.



Table 4.3 - Summary of Funding Request - FY2027/28

RCTC Western County Rail, Coachella Valley Rail, and Vanpool Programs

Operating													
Project	Total Amount of Funds	5307 RS	5337	CMAQ	LCTOP PUC99313	LTF	LTF - OB	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail													
Metrolink Operating Subsidy & Preventative Maintenance	\$43,197,000		\$ -			\$ 39,197,000						\$ 4,000,000	
Professional Services Planning Studies	\$1,000,000					\$ 1,000,000							
Program Management and Support ¹	\$6,344,364					\$ 1,157,625	\$1,581,779	\$ 3,604,960	\$ -				
Property Management Rail	\$2,872,646							\$ 2,872,646	\$ -				
Station Operations and Maintenance	\$9,054,480							\$ 9,054,480	\$ -				
Transfer Agreements	\$100,000					\$ 100,000							
Free Rail Pass Program	\$500,000				\$500,000.00								
Vanpool													
RCTC VanClub Operating Expenses	\$3,741,254			\$ 911,505				\$ 286,917	\$ 118,095				\$ 2,424,737.00
Sub-total Operating	\$66,809,745	\$0	\$0	\$0	\$0	\$41,454,625	\$1,581,779	\$15,532,087	\$0	\$0	\$0	\$4,000,000	\$2,424,737
Capital													
Project	Total Amount of Funds	5307 RS	5337	CMAQ	LCTOP PUC99313	LTF	LTF - OB	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail													
Rail Stations - Capital Rehabilitation - WC 28-1	\$1,000,000									\$ 707,489	\$ 292,511		
RCTC Metrolink Capital Obligation - WC 28-2	\$20,000,000	\$ 6,642,898	\$ 13,357,102										
Coachella Valley Rail													
CV Rail Environmental/Service Development Plan - CV 27-1	\$500,000								\$ -			\$ 500,000	
Sub-total Capital	\$21,500,000	\$6,642,898	\$13,357,102	\$0	\$0	\$0	\$0	\$0	\$0	\$707,489	\$292,511	\$ 500,000	\$0
Total Operating & Capital	\$88,309,745	\$6,642,898	\$13,357,102	\$0	\$0	\$41,454,625	\$1,581,779	\$15,532,087	\$0	\$707,489	\$292,511	\$4,500,000	\$2,424,737

¹ Includes Rail program administration, capital support, marketing, rail safety education, professional services, and special trains. Allocations for salaries and benefits and professional development are subject to change pending the Commission's final budget approval.



Table 4.4 - Summary of Funding Request - FY2028/29

RCTC Western County Rail, Coachella Valley Rail, and Vanpool Programs

Operating													
Project	Total Amount of Funds	5307 RS	5337	CMAQ	LCTOP PUC99313	LTF	LTF - OB	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail													
MetroLink Operating Subsidy & Preventative Maintenance	\$45,356,850		\$ -			\$ 41,356,850	\$ -					\$ 4,000,000	
Professional Services Planning Studies	\$1,000,000					\$ 1,000,000							
Program Management and Support ¹	\$6,661,582					\$ 1,215,506	\$ 1,660,868	\$ 3,785,208	\$ -				
Property Management Rail	\$3,016,279							\$ 3,016,279	\$ -				
Station Operations and Maintenance	\$9,416,659							\$ 9,416,659	\$ -				
Transfer Agreements	\$100,000					\$ 100,000							
Free Rail Pass Program	\$500,000				\$ 500,000								
Vanpool													
RCTC VanClub Operating Expenses	\$4,166,864			\$ 1,023,053				\$ 289,794	\$ 132,547				\$ 2,721,470
Sub-total Operating	\$70,218,234	\$0	\$0	\$1,023,053	\$500,000	\$43,672,356	\$ 1,660,868	\$16,507,940	\$132,547	\$0	\$0	\$4,000,000	\$2,721,470
Capital													
Project	Total Amount of Funds	5307 RS	5337	CMAQ	LCTOP PUC99313	LTF	LTF - OB	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail													
Rail Stations - Capital Rehabilitation - WC 29-2	\$1,000,000									\$ 707,489	\$ 292,511		
RCTC MetroLink Capital Obligation - WC 29-1	\$20,000,000	\$ 6,642,898	\$ 13,357,102										
Coachella Valley Rail													
CV Rail Environmental/Service Development Plan - CV 28-1	\$500,000								\$ -			\$ 500,000	
Sub-total Capital	\$21,500,000	\$6,642,898	\$13,357,102	\$0	\$0	\$0	\$0	\$0	\$0	\$707,489	\$292,511	\$500,000	\$0
Total Operating & Capital	\$91,718,234	\$6,642,898	\$13,357,102	\$1,023,053	\$500,000	\$43,672,356	\$1,660,868	\$16,507,940	\$132,547	\$707,489	\$292,511	\$4,500,000	\$2,721,470

¹ Includes Rail program administration, capital support, marketing, rail safety education, professional services, and special trains. Allocations for salaries and benefits and professional development are subject to change pending the Commission's final budget approval.



FY 2024/25 SRTP

RCTC WRC Rail

Table 4.0 A - Capital Project Justification Original

Project Number: WC 25-1

FTIP No: Not Assigned - New Project

Project Name: Rail Stations - Capital Rehabilitation - FY 25

Category: Buildings and Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: Capital rehabilitation and maintenance including CCTV, electric upgrades, solar canopies, painting, pavement preservation, upgraded concrete sidewalks and ADA improvements, elevator replacements, lighting, landscaping, and fencing.

Project Justification: Rehabilitation is needed to improve station operational efficiencies and maintain a state of good repair

Project Schedule:

Start Date	Completion Date
July 2024	June 2025

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2024/25	\$707,489
SGR PUC99314	FY 2024/25	\$292,511
Total		\$1,000,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



FY 2024/25 SRTP

RCTC WRC Rail

Table 4.0 A - Capital Project Justification Original

Project Number: WC 25-2

FTIP No: RIV201001A, RIV220503

Project Name: RCTC Metrolink Capital Obligation - FY 25

Category: Rail - track

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: RCTC's annual capital assistance for Metrolink's rehabilitation and new capital projects.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
5307 RS	FY 2024/25	\$8,024,258
5337 RS	FY 2024/25	\$13,357,102
Total		\$21,381,360

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



FY 2024/25 SRTP

RCTC WRC Rail

Table 4.0 A - Capital Project Justification Original

Project Number: WC 25-3

FTIP No: RIV230802

Project Name: PVL 2nd Track Moreno Valley to Downtown Perris

Category: Rail - track

Sub-Category: Extension

Fuel Type: N/A

Project Description: In Western Riverside County in the city of Perris: Construct approx. 6 mi of 2nd main track from ControlPoint Eastridge (MP 72.2) to Control Point Nuevo (MP 81.4). Includes rehab. of the 2nd track south to CP Nuevo, with the replacement of the existing switch to a higher speed turnout. Includes new concrete cross ties, other track material, ballast, new signal system, & continuous welded rail. Existing turnouts will be removed & replaced as necessary to maintain freight operations.

Project Justification: Expansion is needed to meet future rail service needs.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
OTHR FED	FY 2024/25	\$500,000
STA PUC99313	FY 2024/25	\$1,000,000
TIRCP COMP	FY 2024/25	\$15,500,000
Total		\$17,000,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		WC 23-3	



City of Banning

Short Range Transit Plan

FY 2024/2025 – 2026/2027



City of Banning

99 E. Ramsey Street

Banning, CA 92220

951.922.3130

TABLE OF CONTENTS

1 System Overview	
1.1 Description of Service Area	3
1.2 Population Profile and Demographic Projections	5
1.3 Description of Services by Mode/Route	6
1.4 Description of Ridership, Revenue Miles/Hours	7
1.5 Current Fare Structure	8
1.6 Revenue Fleet	9
1.7 Existing Facilities	12
1.8 Existing Coordination Between Transit Agencies	12
1.9 Reference List of Prior Studies and Plans	12
2 Existing Services and Route Performance	
2.1 Key Performance Indicators	13
2.2 SRTP Performance Report	15
2.3 SRTP Service Summary	15
2.4 Service Performance	16
2.5 Productivity Improvement Efforts	24
2.6 Major Trip Generators	24
2.7 Recent Service Changes	24
3 Future Service Plans, Fare Changes, Capital Planning and Marketing	
3.1 Planned Service Changes for FY 24/25 – FY 26/27	25
3.2 Future Marketing Plans, Studies and Promotion	25
3.3 Projected Ridership Growth	26
3.4 Proposed Fare Structure Changes	26
3.5 Capital Planning	27
4 Financial Planning	
4.1 Operating and Capital Budget	29
4.2 Funding Plans to Support Operating and Capital Program	34
4.3 Regulatory and Compliance Requirements	39
• ADA, DBE, EEO, Title VI	
• TDA Triennial Audit, FTA Triennial Audit, NTD	
• Alternative Fueled Vehicles	
4.4 Open Projects	42

Chapter 1: System Overview

1.1 – Description of Service Area

The City of Banning (“Banning”) is strategically located astride Interstate 10 between the Inland Empire and the Coachella Valley in the San Gorgonio Pass. The City of Banning incorporated in 1913, has a rich and colorful history.

Initially Banning served as a stagecoach and railroad stop between the Arizona territories and Los Angeles. This history has contributed to the present-day spirit of pioneer resourcefulness and "can do" attitude that is so prevalent in the community.

Banning has provided public transportation service since April 1973, which expanded to two routes in September 1985. The current transit system comprises two fixed-route services and a Dial-a-Ride system that is limited to seniors (60 + years of age) and persons with disabilities, including riders certified under the Americans with Disabilities Act (ADA). The Route 1, Cabazon service, which began in July 1995, extends from Banning east to the unincorporated area of Cabazon. This route was extended in January 2000 to provide a route deviation to serve a remote residential area in eastern Cabazon. The newest route on the fixed route system, the Banning Circulator, which began in February of 2024, is an extended, blended version of Routes 5 and 6, that includes service to the City’s new Atwell Community. Please note that the Banning Circulator permanently replaced Routes 5 and 6.

The Banning Connect Transit System serves several areas, including the commercial and residential areas of Banning and Cabazon, as well as the commercial areas of the Morongo Indian Reservation and limited commercial areas in the City of Beaumont (“Beaumont”). Banning Connect covers approximately 35 square miles in the pass area with routes connecting to regional providers.

Within the service area, the population is mixed with areas of both high and low densities. The current routes have been planned by taking advantage of this knowledge, allowing the system to operate more efficiently.

There is significant growth happening in Banning with the development of two large specific plan development projects and several industrial developments. It is anticipated that the growth will provide additional opportunities that will benefit the Banning Connect Transit System.

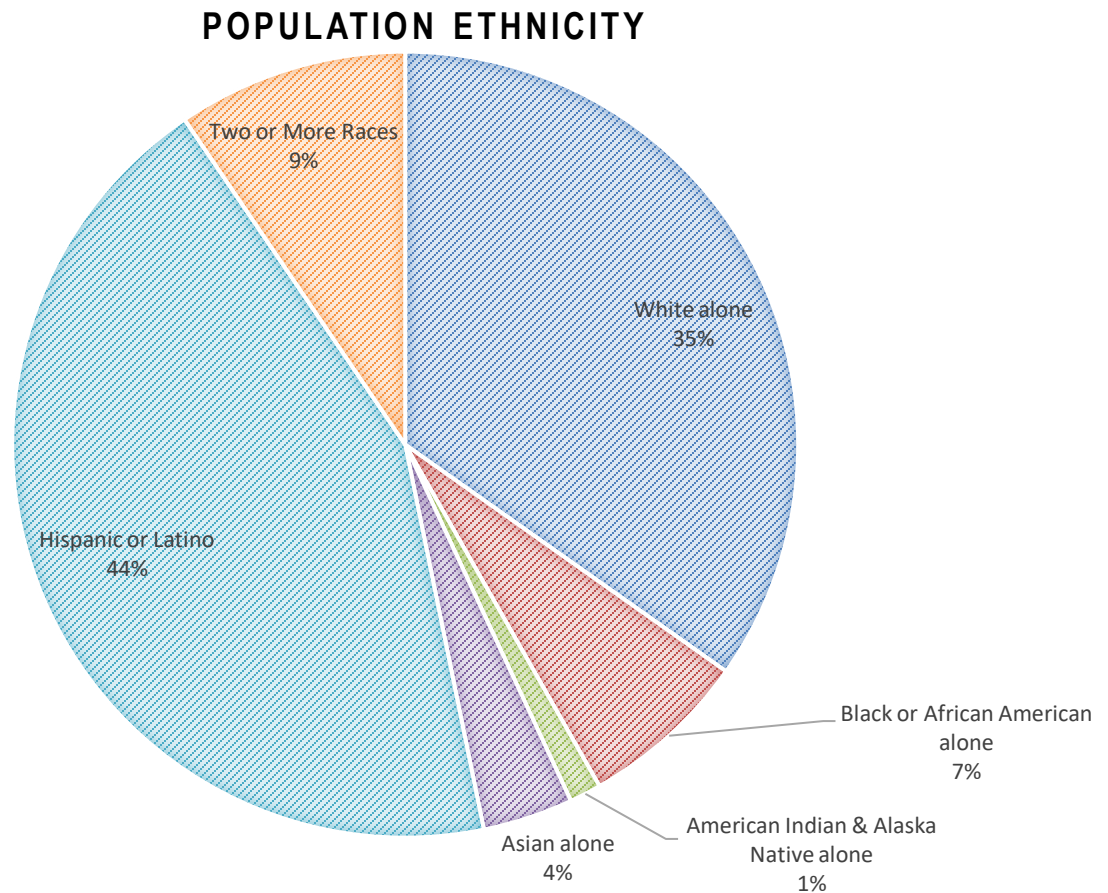
Your Transit Team



1.2 – Population Profile and Area Demographics

Riverside County covers 7,209 square miles with a population of over 2.4 million people in 2023, per the Department of Finance. The population density for Riverside County is 332.9 people per square mile, largely due to the vast desert areas that are not populated.

The City of Banning (“Banning”) covers 23 square miles with a population of 31,250 people in 2023. The population density for Banning is 1,358 per square mile. The racial makeup of the City is as follows:



The above breakdown exceeds 100% resulting from reporting multiple races.

The average age of the population is the following:

- 55 years and over 36.6%
- 35 years to 54 years 20.5%
- 20 years to 34 years 18.1%
- 19 years and younger 24.8%

The average age of the population is 41.5 years old.

1.3 Description of Services by Mode/Route

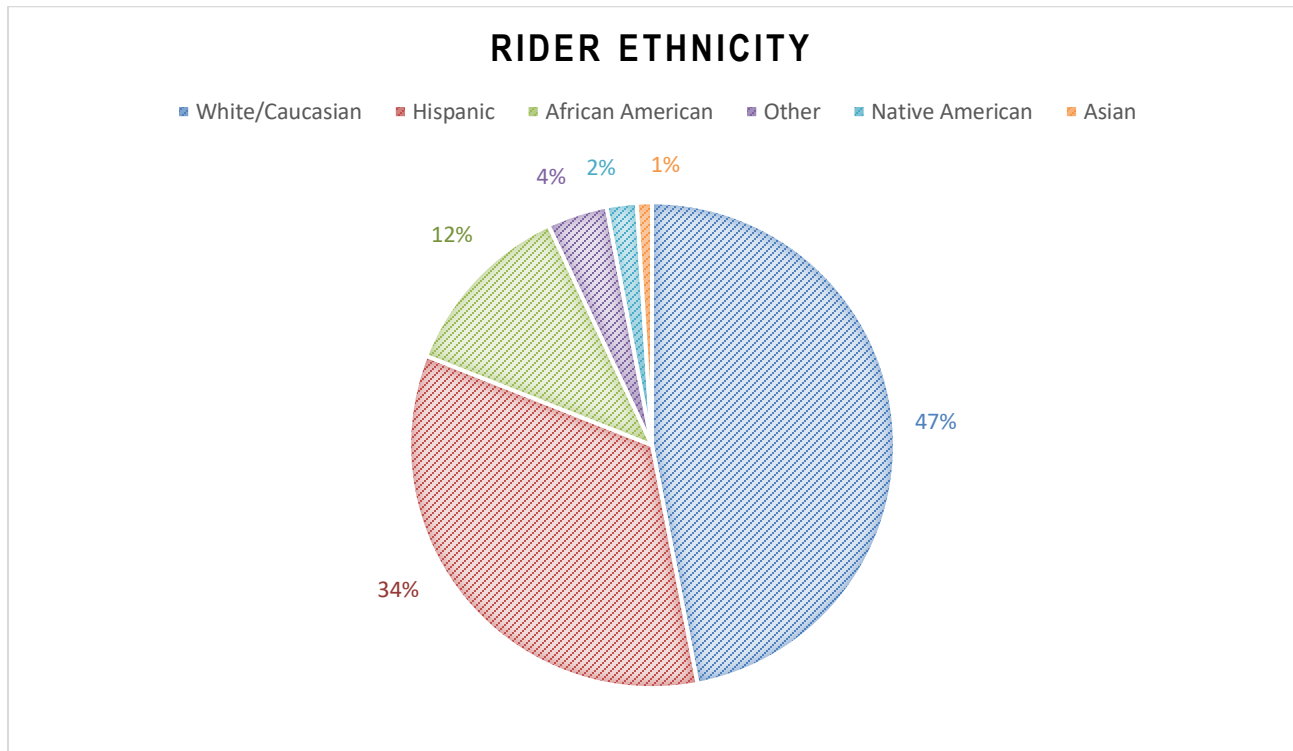
TABLE 1 DESCRIPTION OF ROUTES		
Fixed Routes	Description	Area/Service Area
Route 1	Service from Beaumont to Cabazon via the Banning commercial corridor along Ramsey Street	Walmart Shopping Center, Sun Lakes Village, Banning Police Department, Casino Morongo, Cabazon Outlets, Cabazon Community Center, Mid-County Courthouse, Mt. San Jacinto College (Pass Campus) and the San Gorgonio Memorial Campus
Banning Circulator (Previously 5/6 Combo)	New route combining Routes 5 and 6	Banning Library, Banning High School, Hemmerling Elementary, Beaver Medical, Walmart, Sun Lakes Village, San Gorgonio Memorial Hospital, DMV, Banning Police Department, Mt. San Jacinto Community College (Pass Campus), Atwell Community
City-Wide	Demand response and origin-to-destination shared ride transportation service for senior age (60 years and older) and persons who are unable to use accessible fixed route bus service due to function limitations	City of Banning (3/4 mile from any fixed route bus stop) and limited areas in Beaumont

1.4 – Description of Ridership, Revenue Miles, Revenue Hours

Ridership

In 2013, a survey was conducted showing the demographics of the Banning Connect Transit riders. The information gathered helped create a visual indication of the use of the system.

The racial makeup of the ridership is as follows:



Furthermore, 86% of respondents stated that they used the system's fixed routes at least three times a week. 59% of the ridership used the bus service for local trips within the Banning/Beaumont/Cabazon area, and 49% use transit to travel outside of the City's service area. For 91% of ridership, the bus system is their only means of transportation. An unspecified number of respondents stated that the transit service is readily available in their area, with many riders living within a two-block radius of a bus stop.

A substantial number of users of the system share the commonality of being either underemployed or unemployed, with 88% of riders reporting an annual household income of \$20,000 or less and 81% of respondents reporting a family of two or more. 87% of those completing the survey report English as their primary language while 13% speak Spanish.

The City plans to conduct a new survey to document and update the demographics of the users of the Banning Connect Transit System in the upcoming Comprehensive Operations Analysis.

1.5 – Current Fare Structure

The following fare schedule represents a modest increase for most fare types. The City's fare had remained unchanged from 2012 – 2022.

Fixed Route

Fare Categories	Base Fare	Day Pass	10-Trip Punch Pass	10-Ticket Book	Monthly Pass
General	\$1.25	\$3.25	N/A	\$12.50	\$39.00
Youth (grades K-12)	\$1.00	\$3.00	\$10.00	N/A	\$25.00
Senior (60+)	\$.75	\$2.00	N/A	\$7.50	\$24.75
Disabled	\$.75	\$2.00	N/A	\$7.50	\$24.75
Military Veterans	\$.75	\$2.00	N/A	\$7.50	\$24.75
<i>Child (46" tall or under. Must be accompanied by full fare paying passenger.)</i>	\$.25	N/A	N/A	N/A	N/A
Zone Fare (Cabazon Residential Area)	\$.25	\$.25	\$.25	\$.25	N/A
Deviations (Routes 3 & 4)	\$.25	\$.25	\$.25	\$.25	\$.25
Active Military	FREE	N/A	N/A	N/A	N/A
GoPass (During school session only)	FREE	N/A	N/A	N/A	N/A

Dial-A-Ride Fares

Fare Categories	Base Fare	10-Ride Punch Card
One-Way	\$2.00	\$18.00
Companion	\$3.00	N/A
PCA (w/ I.D.) *	FREE	FREE
No Show	\$2.00	N/A

*Personal Care Attendant must show proper ID each time they board.

Riders have a few ways of paying for fares including purchasing passes at the Community Center and paying for fares on the buses. In FY 2019/2020 the City begun offering fare purchases through Token Transit, which offers fares via the web and a mobile application. It should also be noted that the City is currently running a three-year free fare program which offers free fare for seniors, veterans, students, persons with disabilities, and Banning residents on our local fixed routes.

1.6 – Revenue Fleet

Banning Connect operates nine fixed route vehicles and all but one are powered by compressed natural gas (CNG). The vehicles are equipped with racks for two bicycles and are Americans with Disabilities (ADA) compliant as each bus comes equipped with mobility device lifts and/or ramps and two tie-down stations per bus. Fixed route vehicles range from 1 year to 14 years in age (7 years average age). Banning received three new 32-foot EZ-Rider II CNG buses in August of 2023. Two of the new buses were additions to the fleet rather than replacement in order to maintain a satisfactory spare ratio.

The transit system has four vehicles that are classified as Dial-A-Ride (two in revenue service and two as spares). Dial-A-Ride vehicles range from 1 years to 14 years in age (approximately 6 years average age). Banning received two additional Dial-A-Ride vehicles in February 2024, one is being piloted as a fully electric van on the paratransit side and the other is a replacement vehicle. The City also has four electric support vehicles which are used for driver relief or administrative errands. **Table 1.1** shows the list of the of the City’s revenue fleet inventory.





Table 1.1 - Fleet Inventory
 FY 2024/25 Short Range Transit Plan
 City of Banning

Bus (Motorbus) / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2023/24	# of Contingency Vehicles FY 2023/24	Life to Date Vehicle Miles Prior Year End FY 2022/23	Life to Date Vehicle Miles through March FY 2023/24	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2023/24
2015	EBC	EDN	30	1	32	CN	1		200,390	201,766	201,766
2016	EDN	Easy Rider	25	1	32	CN	1		310,227	345,448	345,448
2017	EDN	Easy Rider	25	1	32	CN	1		251,687	277,776	277,776
2010	EDN	XHF	31	1	34	CN	1		430,936	437,787	437,787
2010	EDN	XHF	31	1	34	CN	1		425,540	440,852	440,852
2023	EDN	XHF	25	1	32	CN	1			20,417	20,417
2023	EDN	XHF	25	1	32	CN	1			22,373	22,373
2023	EDN	XHF	25	1	32	CN	1			34,082	34,082
2024	STR	Allstar	16	1		GA	1			2,483	2,483
Totals:			233	9			9		1,618,780	1,782,984	198,109



Table 1.1 - Fleet Inventory
 FY 2024/25 Short Range Transit Plan
 City of Banning

Demand Response / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2023/24	# of Contingency Vehicles FY 2023/24	Life to Date Vehicle Miles Prior Year End FY 2022/23	Life to Date Vehicle Miles through March FY 2023/24	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2023/24
2010	EBC	Aerotech	16	1	25	GA	1		215,713	217,393	217,393
2023	FRD		10	1	22	EB	1			155	155
2013	GLV	Universal	18	1	26	CN	1		166,181	181,963	181,963
2018	STR	Allstar	16	1	25	GA	1		73,240	86,542	86,542
Totals:			60	4			4		455,134	486,053	121,513



1.7 – Existing Facilities

The Banning transit system functions as a division within the Department of Public Works of the City and utilizes existing facilities. Customer service aspects of the transit division are available at the City’s Community Center located at 789 North San Gorgonio Avenue, where bus passes are sold, schedules are available and ADA applications can be picked up and returned. Phone calls for general information and questions regarding scheduling are received Monday – Friday from 8:00am to 5:00pm at the Community Center.

Administrative offices for the transit division, as well as the maintenance, parking, fueling of the buses, and storage of bus stop amenities, are located at the City’s Corporation Yard located at 176 East Lincoln Street. The facility is equipped with five service bays, an outside vehicle wash bay, and a CNG station with slow fill dispensers. Maintenance of transit’s fleet is performed by the Public Works Department, Fleet Maintenance Division. All dispatch and scheduling for paratransit services are handled at the Corporation Yard location as well.

1.8 – Existing Coordination between Transit Agencies

In 2019, the Cities of Banning and Beaumont executed a new Interagency Service Agreement (ISA), outlined the relationship between each agency’s operations and the manner in which the transit systems would operate within each City’s service areas including, but not limited to route planning, scheduling, stops, transfers and the dissemination of information. The ISA was renewed by both parties in 2023.

In addition, a Memorandum of Understanding is held with the Morongo Band of Mission Indians allowing stops on their property. Services are coordinated with Riverside Transit Agency (RTA) by providing timed stops that meet with routes that provide travel to and from the areas of Hemet and Moreno Valley (i.e., Route 31 at either Sun Lakes Boulevard just east of Highland Springs Avenue or the Walmart stop along 2nd Street). Riders can also connect with the Amtrak Thruway Bus Service at Casino Morongo.

1.9 – Reference List of Prior or Existing Studies and Plans

In FY2022/2023, the City partnered with the Riverside County Transportation Commission (RCTC) and the Center for Transportation and the Environment (CTE) and successfully submitted its Zero Emission Roll-out Plan to the California Air Resources Board (CARB) which contained a commitment and detailed plan to transition to a fully zero-emission bus fleet composed of battery electric buses by 2040, in accordance with the Innovative Clean



Transit (ICT) regulation. The City also plans to develop a Comprehensive Operating and Capital Needs Analysis beginning in FY 2024/2025.

Chapter 2: Existing Service and Route Performance

2.1 – Key Performance Indicators

Banning Connect ridership levels are still recovering from the impacts associated with the COVID-19 pandemic. However projected ridership volumes for this fiscal year demonstrate progress with ridership exceeding 100,000 passenger trips. It is unclear what the next year will bring, however an additional increase in ridership is projected for FY25, bringing Banning Connect closer to pre-pandemic ridership levels.

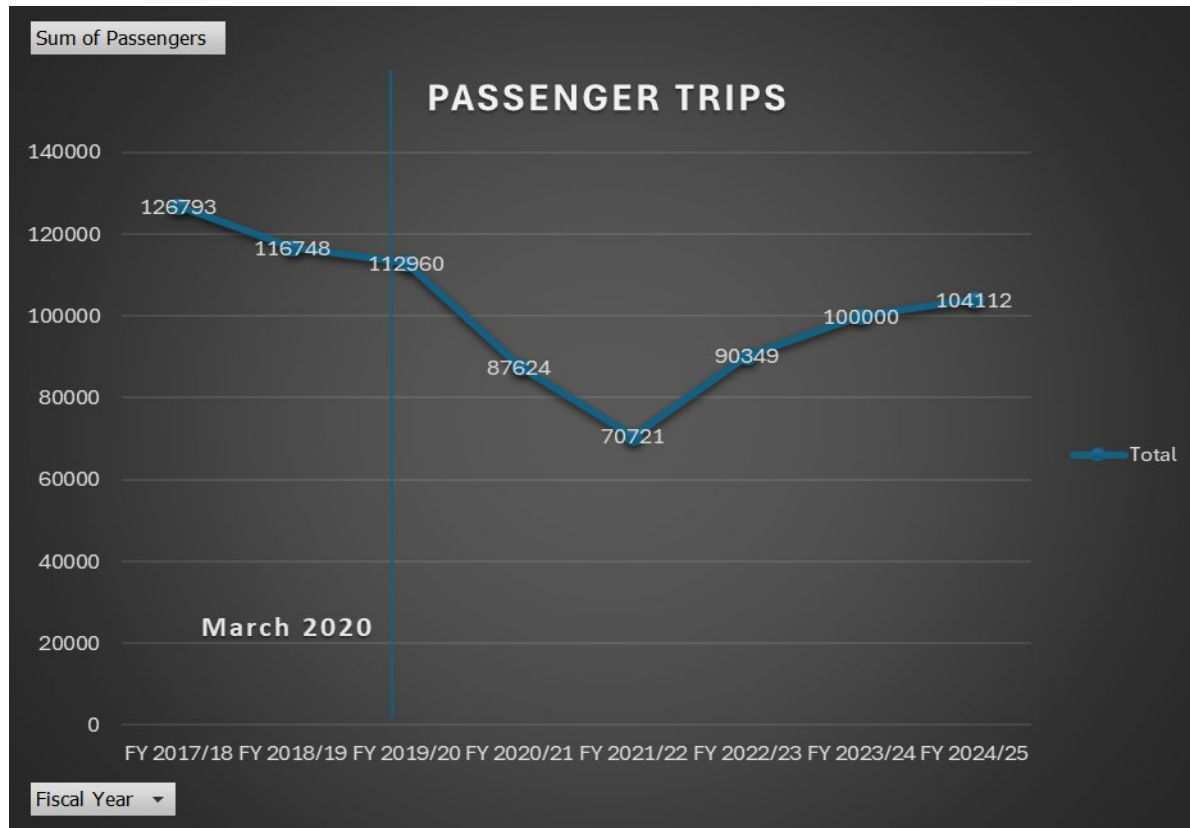




Table 2.0 -- Service Provider Performance Measures Report
 FY 2023/24 Short Range Transit Plan Review
 City of Banning

Data Elements	FY 2023/24 Plan	FY 2023/24 Target	FY 2023/24 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	123,714			
Passenger Miles	311,007			
Total Actual Vehicle Revenue Hours	21,352.0			
Total Actual Vehicle Revenue Miles	465,921.0			
Total Actual Vehicle Miles	473,571.0			
Total Operating Expenses	\$2,039,401			
Total Passenger Fare Revenue	\$150,331			
Net Operating Expenses	\$1,889,070			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	9.82%	>= 10.00%	1.01%	Fails to Meet Target
Additional:				
1. Operating Cost Per Revenue Hour	\$95.51	<= \$98.10	\$185.04	Fails to Meet Target
2. Subsidy Per Passenger	\$15.27	>= \$15.95 and <= \$21.57	\$32.36	Fails to Meet Target
3. Subsidy Per Passenger Mile	\$6.07	>= \$6.31 and <= \$8.53	\$12.82	Fails to Meet Target
4. Subsidy Per Hour	\$88.47	>= \$73.76 and <= \$99.80	\$183.17	Fails to Meet Target
5. Subsidy Per Mile	\$4.05	>= \$2.95 and <= \$3.99	\$7.46	Fails to Meet Target
6. Passengers Per Revenue Hour	5.79	>= 3.94 and <= 5.32	5.66	Better Than Target
7. Passengers Per Revenue Mile	0.27	>= 0.15 and <= 0.21	0.23	Better Than Target

Note: Targets reflect +/- 15%

Productivity Performance Summary:

Service Provider Comments:

2.2 – SRTP Performance Report

Banning Connect observed a downward trend preceding COVID-19 beginning in 2016. An increase in ridership was realized in the first quarter of FY 2019/2020 resulting from the new Interagency Services Agreement with City of Beaumont, but later drastically dropped due to COVID-19. Ridership numbers are rebounding in FY2023/2024, indicating that ridership is growing in the right direction.

The FY2024/2025 plan predicts that some targets will not be met, however ridership targets are getting closer to pre-pandemic levels. Financial impacts are still occurring with increases in operating costs year to year, independent of the pandemic. See **Table 2.1** for more information.

2.3 – SRTP Service Summary

All Routes

The COVID-19 pandemic drastically reduced ridership and farebox revenue to much lower numbers than seen in normal years. However, ridership levels are improving. We anticipate that ridership will be closer to pre-pandemic levels in FY 2024/25 **Table 2.2** below identifies the 3rd quarter totals for FY 2023/2024 and projections for FY 2024/2025. It should be noted that the city has no excluded routes to report in this SRTP.

Fixed Route Service

The Banning Transit System currently has two fixed route services (Route 1 and the Banning Circulator) which serve downtown and neighborhood areas of Banning, both the residential and business areas of Cabazon, and the main commercial area of Beaumont (Walmart). Fixed route operations run from 5:00am to 10:00pm (Route 1), 5:30am to 6:32pm (Banning Circulator) during the week and are adjusted to 8:00am and 6:00pm on the weekends.

The cities of Banning and Beaumont have entered into an Interagency Services Agreement which prohibits either agency from operating a fixed route within each other's City limits. Transfers between the Banning and Beaumont transit systems occur at the Beaumont Walmart and San Gorgonio Memorial Hospital stops only. Current route maps are provided at the end of this section.

With the anticipation of ridership levels returning to near pre-pandemic levels, the City expects to be on track from a ridership perspective. However, COVID-19 presented a significant impact to daily operations outside of ridership impacts. Operating costs are increasing due to national inflation, increased fuel costs, and challenges to the supply chain for parts. These impacts will continue on an upward trend independent of local ridership. This will make it very challenging for the City to meet its 10% fare recovery goals.

Dial-A-Ride (DAR)

The Banning transit system Dial-A-Ride is a service offered to seniors, aged 60 and older, and passengers eligible under the Americans with Disabilities Act (ADA). DAR operates from 6:00am to 6:45pm on weekdays and 8:00am to 4:45pm on the weekends. Limited-service hours are available for non-ADA passengers. ADA passengers are required to fill out a certification application to determine eligibility. If terms are met, the applicant receives a card certifying their eligibility to ride.

The primary uses for the Dial-A-Ride system are transportation to medical appointments, workshop programs for persons with disabilities and shopping areas. Dial-a-Ride services also provide connections to the RTA, Sunline, and Banning and Beaumont fixed routes. Additionally, demand for paratransit is expected to grow.

Like fixed route, the COVID-19 pandemic drastically impacted ridership numbers for DAR throughout 2023/2024 fiscal year and while there has been growth, FY 2024/2025 will also be impacted.



2.4 – Service Performance

Route 1 – Beaumont/Banning/Cabazon

Route 1 is among the most used routes in the system, operating along Ramsey Street and serving the commercial area Beaumont (Walmart), residential areas of Cabazon and Casino Morongo and the outlet malls in Cabazon. Ridership on Route 1 typically accounts for approximately 70% of the total use of the system.

While the longest in distance, this route operates on a one-hour headway from Beaumont to Casino Morongo. The major stops on this line include Albertsons, Wal-Mart, Banning City Hall, Mid-County Justice Center, Social Services offices in Banning, San Gorgonio Memorial Hospital, Casino Morongo and the Desert Hills Outlets in Cabazon.

The second loop of Route 1 also runs on an hour headway departing from Casino Morongo and servicing the Cabazon Community Center and the residential areas of Cabazon. Two buses are operated on this route which allows for hourly service to the two respective areas.

Route 5/6 - Banning Circulator

Banning Circulator accounts for 20% percent of Banning's Transit System use, providing service to the areas that lie north and south of the I-10 Freeway in the City of Banning. Major stops on this route are the Mid-County Justice Center, Banning City Hall, the Banning Community Center, Library, Medical Facilities, the Mt. San Jacinto Pass Campus, Banning High School, Smith Correctional Facility, San Gorgonio Memorial Hospital and the commercial area of Beaumont (Walmart).



FY 2024/25 - Table 2.1 -- SRTP Performance Report
Service Provider: City of Banning
All Routes

Performance Indicators	FY 2022/23 End of Year Actual	FY 2023/24 3rd Quarter Year-to-Date	FY 2024/25 Plan	FY 2024/25 Target	Plan Performance Scorecard (a)
Passengers	90,349	81,442	100,430	None	
Passenger Miles	228,344	205,547	254,004	None	
Revenue Hours	19,943.2	14,389.8	18,681.0	None	
Total Hours	21,245.5	16,193.3	20,561.0	None	
Revenue Miles	493,879.2	353,254.8	455,732.0	None	
Total Miles	501,324.3	4,070,727.4	464,726.0	None	
Operating Costs	\$2,292,119	\$2,043,623	\$2,712,667	None	
Passenger Revenue	\$52,343	\$26,959	\$178,887	None	
Measure-A Revenue				None	
LCTOP Revenue			\$92,380	None	
Operating Subsidy	\$2,239,776	\$2,016,664	\$2,533,780	None	
Operating Costs Per Revenue Hour	\$114.93	\$142.02	\$145.21	<= \$151.64	Meets Target
Operating Cost Per Revenue Mile	\$4.64	\$5.79	\$5.95	None	
Operating Costs Per Passenger	\$25.37	\$25.09	\$27.01	None	
Farebox Recovery Ratio	2.28%	1.32%	10.00%	>= 0.1	Meets Target
Subsidy Per Passenger	\$24.79	\$24.76	\$25.23	>= \$21.05 and <= \$28.47	Meets Target
Subsidy Per Passenger Mile	\$9.81	\$9.81	\$9.98	>= \$8.34 and <= \$11.28	Meets Target
Subsidy Per Revenue Hour	\$112.31	\$140.15	\$135.63	>= \$119.13 and <= \$161.17	Meets Target
Subsidy Per Revenue Mile	\$4.54	\$5.71	\$5.56	>= \$4.85 and <= \$6.57	Meets Target
Passengers Per Revenue Hour	4.53	5.66	5.38	>= 4.81 and <= 6.51	Meets Target
Passengers Per Revenue Mile	0.18	0.23	0.22	>= 0.20 and <= 0.26	Meets Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2024/25 Plan to the FY 2024/25 Primary Target.



Table 2.2 -- City of Banning -- SRTP Service Summary
FY 2024/25 Short Range Transit Plan
All Routes

	FY 2021/22 Audited	FY 2022/23 Audited	FY 2023/24 Plan	FY 2023/24 3rd Qtr Actual	FY 2024/25 Plan
Fleet Characteristics					
Peak-Hour Fleet	6	6	6	7	6
Financial Data					
Total Operating Expenses	\$1,481,397	\$2,292,119	\$2,039,401	\$2,043,623	\$2,712,667
Total Passenger Fare Revenue	\$55,390	\$52,343	\$200,331	\$26,959	\$271,267
Net Operating Expenses (Subsidies)	\$1,426,007	\$2,239,776	\$1,889,070	\$2,016,664	\$2,533,780
Operating Characteristics					
Unlinked Passenger Trips	70,721	90,349	123,714	81,442	100,430
Passenger Miles	178,412	228,344	311,007	205,547	254,004
Total Actual Vehicle Revenue Hours (a)	19,164.0	19,943.2	21,352.0	14,389.8	18,681.0
Total Actual Vehicle Revenue Miles (b)	472,477.9	493,879.2	465,921.0	353,254.8	455,732.0
Total Actual Vehicle Miles	467,638.8	501,324.3	473,571.0	4,070,727.4	464,726.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$77.30	\$114.93	\$95.51	\$142.02	\$145.21
Farebox Recovery Ratio	3.74%	2.28%	9.82%	1.32%	10.00%
Subsidy per Passenger	\$20.16	\$24.79	\$15.27	\$24.76	\$25.23
Subsidy per Passenger Mile	\$7.99	\$9.81	\$6.07	\$9.81	\$9.98
Subsidy per Revenue Hour (a)	\$74.41	\$112.31	\$88.47	\$140.15	\$135.63
Subsidy per Revenue Mile (b)	\$3.02	\$4.54	\$4.05	\$5.71	\$5.56
Passenger per Revenue Hour (a)	3.7	4.5	5.8	5.7	5.4
Passenger per Revenue Mile (b)	0.15	0.18	0.27	0.23	0.22

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.



Table 2.3 - SRTP Route Statistics
 City of Banning -- 1
 FY 2024/25
 All Routes

Data Elements

Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Measure-A Revenue	LCTOP Revenue
BAN-1	All Days	2	64,239	159,312	9,135	9,274	281,628	285,572	\$1,294,243	\$90,762		\$38,663
BAN-BC	All Days	2	31,783	78,822	8,520	8,569	154,136	155,347	\$1,153,817	\$79,044		\$36,338
BAN-DAR	All Days	2	4,408	15,870	1,026	2,718	19,968	23,807	\$264,607	\$9,081		\$17,380
		6	100,430	254,004	18,681	20,561	455,732	464,726	\$2,712,667	\$178,887		\$92,380



Table 2.3 - SRTP Route Statistics
 City of Banning -- 1
 FY 2024/25
 All Routes

Performance Indicators

Route #	Day Type	Net Subsidy	Operating Cost Per Revenue Mile	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
BAN-1	All Days	\$1,203,481	\$141.68	\$4.60	\$20.15	9.99%	\$18.73	\$7.55	\$131.74	\$4.27	7.03	0.23
BAN-BC	All Days	\$1,074,773	\$135.42	\$7.49	\$36.30	10.00%	\$33.82	\$13.64	\$126.15	\$6.97	3.73	0.21
BAN-DAR	All Days	\$255,526	\$257.90	\$13.25	\$60.03	10.00%	\$57.97	\$16.10	\$249.05	\$12.80	4.30	0.22
		\$2,533,780	\$145.21	\$5.95	\$27.01	10.00%	\$25.23	\$9.98	\$135.63	\$5.56	5.38	0.22



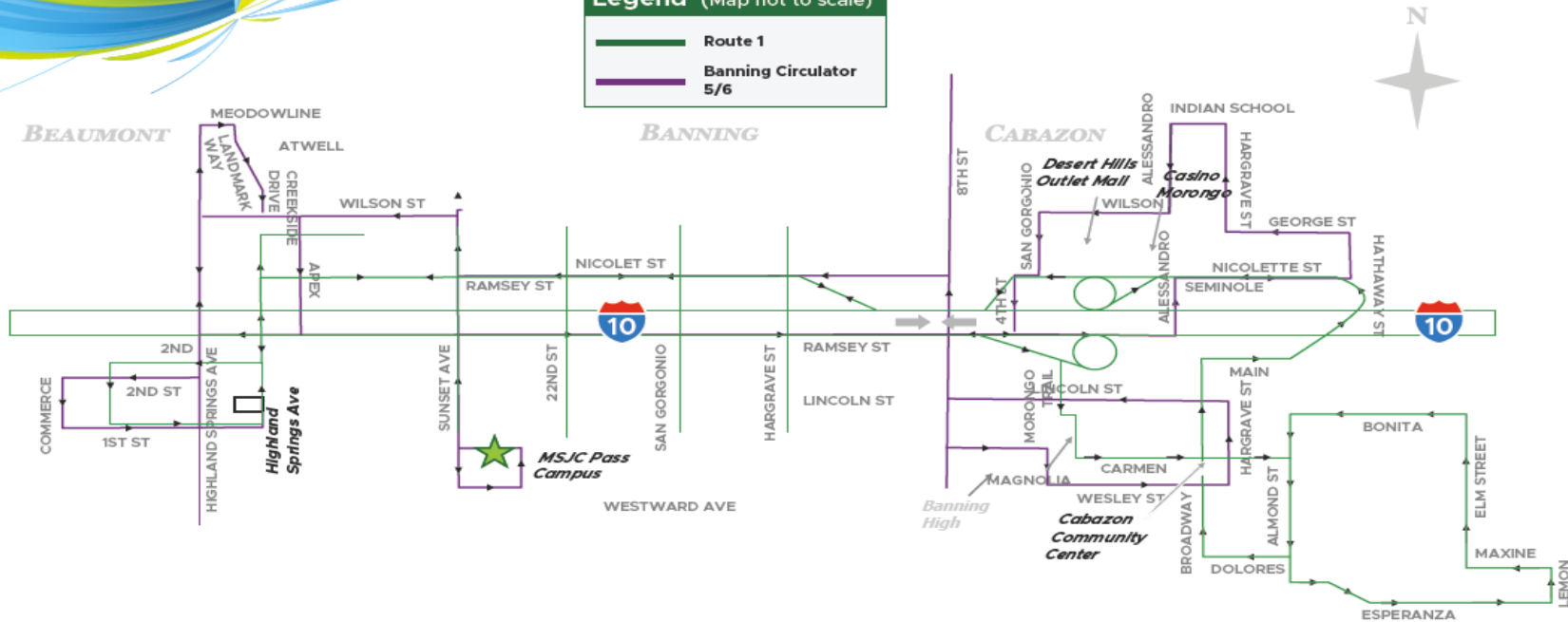
SERVICE AREA MAP

SYSTEM MAP EFFECTIVE 02/20/2024
 ROUTES 1, BANNING CIRCULATOR 5/6 (951) 922-3243
 www.banningconnect.com



Legend (Map not to scale)

- Route 1
- Banning Circulator 5/6



FARES

Fare	\$1.25	one-way trip
Senior 60+ yrs/Disabled	\$.75	one-way trip
Children (46" or under)	\$.25	one-way trip
Youth (17 years & under)	\$1.00	one-way trip

DAY PASSES

General	\$3.25
Sr/Disabled	\$2.00

10 TICKET BOOKLET

General	\$12.50
Sr/Disabled	\$7.50

MONTHLY PASSES

General	\$39.00
Sr/Disabled	\$24.75
Youth	\$25.00
Banning High School & Nicolet Middle School Student Pass	\$10.00



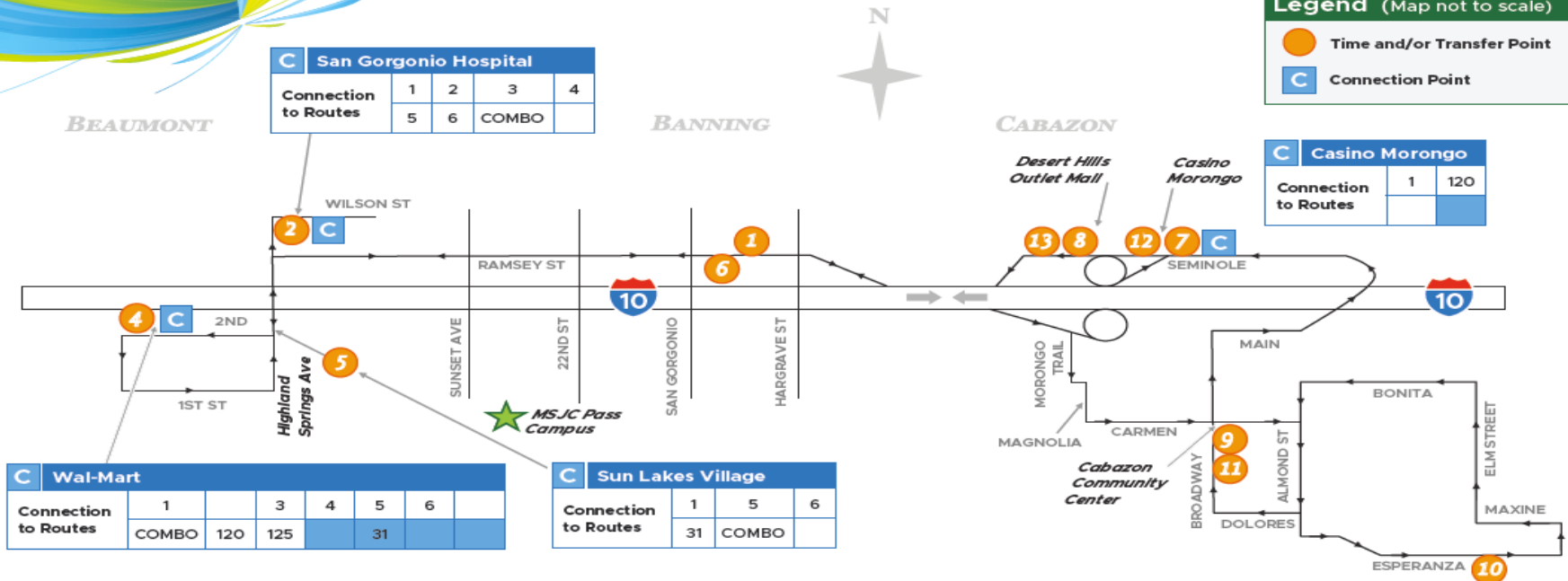
ROUTE 1

EFFECTIVE 02/20/2024
(951) 922-3242
www.banningconnect.com



Legend (Map not to scale)

- Time and/or Transfer Point
- C Connection Point



C San Geronio Hospital				
Connection to Routes	1	2	3	4
	5	6	COMBO	

C Casino Morongo		
Connection to Routes	1	120

C Wal-Mart						
Connection to Routes	1		3	4	5	6
	COMBO	120	125		31	

C Sun Lakes Village			
Connection to Routes	1	5	6
	31	COMBO	

FARES

Fare	\$1.25	one-way trip
Senior 60+ yrs/Disabled	\$.75	one-way trip
Children (46" or under)	\$.25	one-way trip
Youth (17 years & under)	\$1.00	one-way trip

DAY PASSES

General	\$3.25
Sr/Disabled	\$2.00

10 TICKET BOOKLET

General	\$12.50
Sr/Disabled	\$7.50

MONTHLY PASSES

General	\$39.00
Sr/Disabled	\$24.75
Youth	\$25.00
Banning High School & Nicolet Middle School Student Pass	\$10.00



BANNING CIRCULATOR 5/6

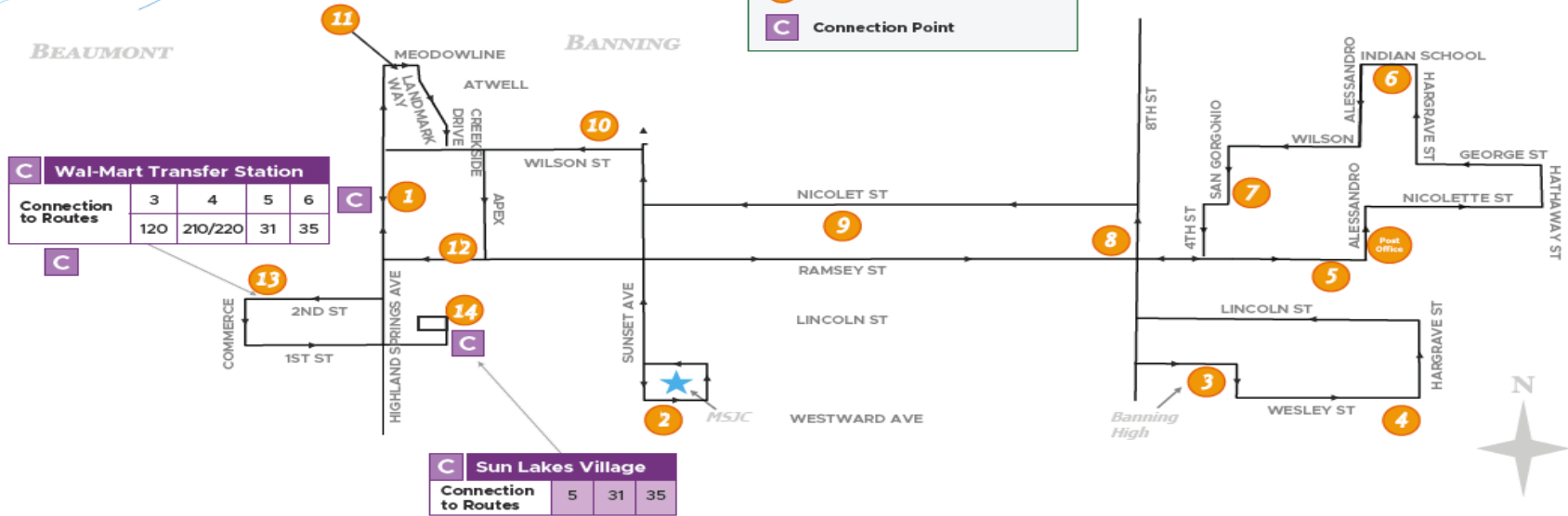
EFFECTIVE 02/20/2024
 (951) 922-3243
 www.banningconnect.com



San Gorgonio Hospital			
Connection to Routes	1	2	3
	4	5	

Legend (Map not to scale)

- Time and/or Transfer Point
- Connection Point



Wal-Mart Transfer Station				
Connection to Routes	3	4	5	6
	120	210/220	31	35

Sun Lakes Village			
Connection to Routes	5	31	35

FARES	
Fare	\$1.25 one-way trip
Senior 60+ yrs/Disabled	\$.75 one-way trip
Children (46" or under)	\$.25 one-way trip
Youth (17 years & under)	\$1.00 one-way trip

DAY PASSES	
General	\$3.25
Sr/Disabled	\$2.00

10 TICKET BOOKLET	
General	\$12.50
Sr/Disabled	\$7.50

MONTHLY PASSES	
General	\$39.00
Sr/Disabled	\$24.75
Youth	\$25.00
Banning High School & Nicolet Middle School Student Pass	\$10.00

2.5 – Productivity Improvements Efforts

City staff will continue to monitor key performance metrics throughout the year in order to identify underperforming routes and trips and make adjustments as necessary. Additionally, staff plans to develop a Comprehensive Operating and Capital Needs Analysis in FY 2024/2025. One goal of the COA will be to develop a plan for improving the City’s routes to make them more efficient in an effort to meet the needs of the City’s riders.

The City continues to offer mobile ticketing through Token Transit in order to enhance the customer experience by improving the City’s fare program through the use of technology. Token Transit is available to all users of the City’s fixed route service.

Additionally, in FY 2022/2021 the City deployed the Swiftly platform. Swiftly is a big data platform developed to help transit agencies and cities improve urban mobility. Swiftly utilizes billions of data points using sophisticated algorithms to improve transit system performance, service reliability and real-time passenger information.

The Swiftly platform includes “Transitime”, which provides accurate real-time information for riders and dispatchers via the web and transit mobile apps such as Google Maps, Transit and Moovit. The information provided includes maps showing transit vehicles moving in real-time and accurate arrival prediction, a useful tool for riders and City staff.

2.6 – Major Trip Generators

Major passenger trip destinations that the Banning transit system services are the Sun Lakes Plaza Shopping Center, the Walmart Supercenter in Beaumont, the Banning Justice Center, San Gorgonio Pass Hospital, Beaver and Loma Linda Medical Plazas, the Cabazon Outlet Stores, Desert Hills Premium Outlets, Casino Morongo and the Mt. San Jacinto College Pass Campus. There is a high demand for service to these destinations whether for employment, necessities, or pleasure.

2.7 – Recent Service Changes

Effective February 20, 2024, the City interlined Routes 5 and 6, added another bus on the route and rebranded it as the Banning Circulator. This new route also includes hourly service into the City’s new Atwell community. In an effort to continue to recover from the COVID-19 pandemic, hourly service into Cabazon was also restored.

Route	Operating Hours
Route 1	5:11am – 10:00pm
Route 5/6 Banning Circulator	5:30am – 6:28pm

Chapter 3: Future Service Plans, Fare Changes, Capital Planning and Marketing

3.1 – Planned Service Changes FY 2024/2025 – FY 2025/2026

A Comprehensive Operational and Capital Needs Analysis is planned for the upcoming fiscal year to determine capital needs associated with the Zero-Emissions Roll-out Plan as well as to determine if further route changes are needed to ensure optimal service is being provided.

3.2 – Marketing Plans and Promotions

Efforts have been made to market the City's transit system over the past year and will continue in the coming years. These efforts include purchasing advertising on a map of the San Gorgonio Pass Area, distribution of route maps by delivery to the library, Chamber of Commerce, San Gorgonio Memorial Hospital, Mt. San Jacinto Pass Campus, local hotels, businesses, and social media outlets. Presentations regarding transit services have also been made at local schools, HOA's, senior centers and hospitals.

Additionally, the City developed a new brand for the transit system called "Banning Connect": This new branding was completed in March 2021.



The City has completed the deployment of the Banning Connect Transit System branding and has updated its route maps, bus stop signs, fliers, and exterior/interior bus graphics.

The City's efforts to promote ridership will include the following in this upcoming fiscal year:

1. Attend senior community meetings to provide information.
2. Articles in local papers highlighting new transportation routes, as needed.
3. Incorporate and coordinate travel training opportunities for the area's passengers with regional providers including Sunline, RTA and Beaumont.

4. Offer “Rider Appreciation Day” to raise awareness of benefits of public transportation.
5. Participate with Transportation Now, Senior Transportation Assistance Group, Pass Area Senior Connections, Pass Area Veterans Assistance, Cabazon Community Resources, and other efforts.
6. Increase the City’s social media presence.

The Banning transit system strives to operate service in a manner that will maximize system productivity, efficiency, as well as the use of subsidies. General goals include:

- Develop an ongoing planning process with key agencies and organizations within the region.
- Develop a core group of services that connect key activity points and commit to providing service along those corridors.
- Continually review all services to evaluate the efficiency and needs of the transit system.

3.3 – Projected Ridership Growth

For the past decade, the City of Banning has observed very little private development projects that would have a noticeable impact to ridership. Over the past two years the City has seen much more development activity including entitlements of various commercial developments that could potentially act as ridership generators. There are also two large specific plan developments that amount to approximately 7,700 residential units, multiple schools, commercial/retail phases, and parks.

Additionally, and as previously mentioned in the report, the new agreement with the City of Beaumont resulted in a noticeable increase in ridership. This increase was short lived due to the COVID-19 pandemic, which drastically impacted ridership because of the “shelter in place” orders and the closure of many businesses. It is unknown how long the recovery period will last, although the City is optimistic based on this year’s ridership increase and anticipates a continued growth in ridership based on rebranding efforts, increased efficiencies and service reliability, and the free fare promotion with additional outreach and promotion of the benefits of using public transportation.

3.4 – Proposed Fare Structure Changes

The City proposed a modest increase in fixed route fares effective July 1, 2022. Additionally, the City currently does not receive any revenue from participating in the Go Pass service provide to Mount San Jacinto Community College. Efforts will be made to negotiate compensation, which may determine the City’s future participation in the program.

3.5 – Capital Planning

Rolling stock

In an effort to accomplish our SRTP goals, the City will strive to keep an efficient and reliable rolling stock. As part of this task, the replacement of buses is essential. The City ordered three new 32-foot EZ-Rider II CNG buses, one Dial-A-Ride cutaway as well as a fully electric paratransit van in March 2023 and received the buses in FY 2023/24. The City currently plans to replace four buses in FY 2024/2025, further described in Chapter 4.

Fixed route vehicles range from 1 year to 14 years in age (7 years average age) and Dial-A-Ride vehicles range from 1 year to 14 years in age (approximately 6 years average age).

The City has planned for the purchase of four new buses to support operations along with one relief vehicle for the use of staff to perform miscellaneous administrative functions.

CNG Fueling Station

The City currently owns and operates a Compressed Natural Gas (CNG) fueling facility used to fuel the City's CNG fleet. The facility is well beyond its useful life and is currently planned for replacement. The project was awarded in September 2023 and staff is optimistic about the progress that has been made. The new station will have a public dispenser, which may provide an additional funding source for the City's transit service.

Funding for a second compressor and backup generator for the CNG station's rehabilitation is also included in the FY2024/2025 SRTP.



Short Range Transit Plan: FY 2024/2025 – FY 2028/2029

Table 3 Highlights

- City will order four new CNG buses in early FY 2024/2025
- A Comprehensive Operating and Capital Needs Analysis will be conducted to determine capital needs and service modifications (if necessary) to comply with the ZEB roll-out plan.
- CNG Station Rebuild will improve reliability and possibly provide the transit system with a revenue source.
- Upgrade existing bus stops and add bus shelters to highly used stops where a bus shelter currently does not exist.
- Participation in a three-year Free Fare program
- Purchase of back-up generator for CNG station
- Purchase of a second compressor for CNG station
- Power and facility upgrades will take place once the master planning analysis is completed in an effort to kick-off the City's first stage of transitioning to zero-emissions.

Chapter 4: Financial Planning

4.1 – Operating and Capital Budget

For FY2024/2025, operating funds needed to operate the Banning Transit System are \$2,712,667 for the Fixed Route and DAR. This is a 24% increase when compared to last year due to an increase in interfund service payments and transfers to Fleet due to the increase in time spent on transit vehicles operating beyond their useful life as well as an increase in pension expenses. Associated operating funds consist of \$2,388,060 in local transportation funds (LTF), other local revenue \$187,126, State of Good Repair (SGR) funds of \$60,000, LCTOP funds of \$75,000, and a projected farebox revenue of \$9,081. See **Table 4** for more details.

A request in the amount of \$7,119,413 of State Transit Assistance (STA) funds is included in this SRTP to fund various capital improvement projects to include:

- \$3,400,000.00 to replace four CNG Fixed Route buses.
- \$1,165,000.00 for additional components needed for the CNG Station Rehabilitation project to include a backup generator and second compressor.
- \$2,554,413.00 for power and facility infrastructure upgrades needed to begin the transition to zero-emission vehicles.



Table 4.0 - Summary of Funding Requests - FY 2024/25

**City of Banning
Original**

Operating											
Project	Total Amount of Funds	FARE	LCTOP OB	LCTOP PUC99313	LTF	OTHR LCL	SB 125 TIRCP GF	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314
Capitalized Preventative Maintenance	\$60,000							\$57,703	\$2,297		
Operating Assistance (BUS) (FY 2024/25)	\$2,388,060			\$75,000	\$2,143,314	\$169,746					
Operating Assistance (DAR) (FY 2024/25)	\$264,607	\$9,081	\$0		\$238,146	\$17,380					
Sub-total Operating	\$2,712,667	\$9,081	\$0	\$75,000	\$2,381,460	\$187,126	\$0	\$57,703	\$2,297	\$0	\$0

Capital											
Project	Total Amount of Funds	FARE	LCTOP OB	LCTOP PUC99313	LTF	OTHR LCL	SB 125 TIRCP GF	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314
Backup Generator - Transit Division - 25-02	\$900,000									\$900,000	
Bus Replacement B - 25-01	\$3,400,000									\$3,400,000	
CNG Station - Compressor #2 - 25-03	\$265,000									\$247,969	\$17,031
Zero-Emission Facility Upgrades and Infrastructure - 25-04	\$2,554,413						\$2,489,413			\$65,000	
Sub-total Capital	\$7,119,413	\$0	\$0	\$0	\$0	\$0	\$2,489,413	\$0	\$0	\$4,612,969	\$17,031
Total Operating & Capital	\$9,832,080	\$9,081	\$0	\$75,000	\$2,381,460	\$187,126	\$2,489,413	\$57,703	\$2,297	\$4,612,969	\$17,031

FY 2024/25 Projected Funding Details	
FARE	\$9,081
LCTOP OB	\$0
LCTOP PUC99313	\$75,000
LTF	\$2,381,460
OTHR LCL	\$187,126
SGR PUC99313	\$57,703
SGR PUC99314	\$2,297
Total Estimated Operating Funding Request	\$2,712,667
SB 125 TIRCP GF	\$2,489,413
STA PUC99313	\$4,612,969
STA PUC99314	\$17,031
Total Estimated Capital Funding Request	\$7,119,413
Total Funding Request	\$9,832,080



FY 2024/25 SRTP
City of Banning
Table 4.0 A - Capital Project Justification
Original

Project Number: 25-01

FTIP No: Not Assigned - New Project

Project Name: Bus Replacement B

Category: Bus

Sub-Category: Replacement

Fuel Type: Other

Project Description: 23-01 Replace three (3) buses and one (1) relief vehicle. 24-01 Replace one (1) bus and three (3) relief vehicles. 25-01 Replace four (4) buses. 26-01 Replace one (1) relief vehicle. 27-01 Replace one (1) buses and one (1) relief vehicle. This includes CNG, Gas, and Electric Vehicles

Project Justification: Continue to replace fixed route and cutaway buses that are operating beyond their useful life along with support/relief vehicles for Transit Operations support.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2024/25	\$3,400,000
Total		\$3,400,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		23-01	
		24-01	



FY 2024/25 SRTP
City of Banning
Table 4.0 A - Capital Project Justification
Original

Project Number: 25-02

FTIP No: Not Assigned - New Project

Project Name: Backup Generator - Transit Division

Category: Buildings and Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: Adding a new backup generator to support the new CNG fueling station.

Project Justification: Service operations are dependent on a reliable fueling infrastructure.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2024/25	\$900,000
Total		\$900,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



FY 2024/25 SRTP

City of Banning

Table 4.0 A - Capital Project Justification

Original

Project Number: 25-03

ETIP No: Not Assigned - New Project

Project Name: CNG Station - Compressor #2

Category: Buildings and Facilities

Sub-Category: Expansion

Fuel Type: CNG

Project Description: CNG Compressor Expansion to include a second compressor which supports fueling multiple vehicles at once.

Project Justification: The current CNG facility is being rehabilitated and the new design requirements incorporate a second compressor to improve operations.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2024/25	\$247,969
STA PUC99314	FY 2024/25	\$17,031
Total		\$265,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



FY 2024/25 SRTP
City of Banning
Table 4.0 A - Capital Project Justification
Original

Project Number: 25-04

FTIP No: Not Assigned - New Project

Project Name: Zero-Emission Facility Upgrades and Infrastructure

Category: Buildings and Facilities

Sub-Category: Upgrade

Fuel Type: Electric

Project Description: This project includes the upgraded infrastructure necessary for transitioning the City of Banning's transit fleet to zero emission. This includes the work of chargers, dispensers, power upgrades and associated on-route charging.

Project Justification: As part of the ICT rollout plan, the City of Banning elected to use battery-electric technology. The infrastructure is to replace aging technology.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SB 125 TIRCP GF	FY 2024/25	\$2,489,413
STA PUC99313	FY 2024/25	\$65,000
Total		\$2,554,413

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

**CITY OF BANNING
SHORT RANGE TRANSIT PLAN
FY2024/2025 - FY2026/2027**



Table 4B Fare Revenue Calculation

(consistent with RCTC Commission Farebox Recovery Policy 03/12/2008)

#	Revenue Sources included in Farebox Calculation	Actuals from FY2022/23 Audit	FY2023/24 Estimated	FY2024/25 Plan
1	Fare Revenue	52,344	75,312	9,081
2	Other Income - Contributions/Transfers In	205,597	0	
3	Interest	9,758	500	
4	LCTOP	28,522	50,000	75,000
5	General Fund/Other Local Revenue Sources	16,481	80,000	187,126
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
	Total Revenue (1-15)	\$312,702	\$205,812	\$271,207
	Total Operating Expense	\$2,292,119	\$2,039,400	\$2,712,667
	Farebox Recovery Ratio	13.64%	10.09%	10.00%

4.2 – Funding Plans to Support Proposed Operating and Capital Program

The City is projecting a 3% increase in operating costs per year over the next four years. Tables 4.0 – 4.4 listed below show the upcoming future operating and capital expenditures over the next four years.



Table 4.0 - Summary of Funding Requests - FY 2025/26

City of Banning
Original

Operating											
Project	Total Amount of Funds	LTF	STA PUC99313								
Operating Assistance (BUS) (FY 2025/26)	\$2,452,904	\$2,452,904									
Operating Assistance (DAR) (FY 2025/26)	\$272,545	\$272,545									
Sub-total Operating	\$2,725,449	\$2,725,449	\$0								

Capital											
Project	Total Amount of Funds	LTF	STA PUC99313								
Bus Replacement B - 26-01	\$1,000,000		\$1,000,000								
Electric Charging Infrastructure - 26-02	\$350,000		\$350,000								
Sub-total Capital	\$1,350,000	\$0	\$1,350,000								
Total Operating & Capital	\$4,075,449	\$2,725,449	\$1,350,000								

FY 2025/26 Projected Funding Details	
LTF	\$2,725,449
Total Estimated Operating Funding Request	\$2,725,449
STA PUC99313	\$1,350,000
Total Estimated Capital Funding Request	\$1,350,000
Total Funding Request	\$4,075,449



Table 4.0 - Summary of Funding Requests - FY 2026/27
 City of Banning
 Original

Operating											
Project	Total Amount of Funds	LTF	STA PUC99313								
Operating Assistance (BUS) (FY 2026/27)	\$2,526,491	\$2,526,491									
Operating Assistance (DAR) (FY 2026/27)	\$280,722	\$280,722									
Sub-total Operating	\$2,807,213	\$2,807,213	\$0								

Capital											
Project	Total Amount of Funds	LTF	STA PUC99313								
Bus Replacement B - 27-01	\$1,250,000		\$1,250,000								
Bus Stop Improvements and Transit Advertising - 27-03	\$200,000		\$200,000								
Maintenance and Operations Facility Improvements - 27-02	\$575,000		\$575,000								
Sub-total Capital	\$2,025,000	\$0	\$2,025,000								
Total Operating & Capital	\$4,832,213	\$2,807,213	\$2,025,000								

FY 2026/27 Projected Funding Details	
LTF	\$2,807,213
Total Estimated Operating Funding Request	\$2,807,213
STA PUC99313	\$2,025,000
Total Estimated Capital Funding Request	\$2,025,000
Total Funding Request	\$4,832,213



Table 4.0 - Summary of Funding Requests - FY 2027/28

**City of Banning
Original**

Operating

Project	Total Amount of Funds	LTF	STA PUC99313								
Operating Assistance (BUS) (FY 2027/28)	\$2,602,286	\$2,602,286									
Operating Assistance (DAR) (FY 2027/28)	\$289,143	\$289,143									
Sub-total Operating	\$2,891,429	\$2,891,429	\$0								

Capital

Project	Total Amount of Funds	LTF	STA PUC99313								
Bus Replacement C - 28-01	\$1,250,000		\$1,250,000								
Sub-total Capital	\$1,250,000	\$0	\$1,250,000								
Total Operating & Capital	\$4,141,429	\$2,891,429	\$1,250,000								

FY 2027/28 Projected Funding Details

LTF	<u>\$2,891,429</u>
Total Estimated Operating Funding Request	\$2,891,429
STA PUC99313	<u>\$1,250,000</u>
Total Estimated Capital Funding Request	\$1,250,000
Total Funding Request	<u><u>\$4,141,429</u></u>



Table 4.4 - Summary of Funding Requests - FY 2028/29

City of Banning
Original

Operating															
Project	Total Amount of Funds	LTF													
Operating Assistance (BUS) (FY 2028/29)	\$2,680,354	\$2,680,354													
Operating Assistance (DAR) (FY 2028/29)	\$297,818	\$297,818													
Sub-total Operating	\$2,978,172	\$2,978,172													
Capital															
Project	Total Amount of Funds	LTF													
No Capital Projects															
Total Operating & Capital	\$2,978,172	\$2,978,172													
FY 2028/29 Projected Funding Details															
LTF	<u>\$2,978,172</u>														
Total Estimated Operating Funding Request	\$2,978,172														
Total Funding Request	<u><u>\$2,978,172</u></u>														



4.3 – Regulatory and Compliance Requirements

ADA

The City of Banning submitted an Americans with Disabilities Act Paratransit Plan to the FTA on January 26, 1992. Fixed route buses are equipped with ADA compliant mobility device lifts and are accessible to persons with disabilities. A procedure is in place to provide service to a customer in a mobility device should a fixed route bus lift fail.

Dial-A-Ride services provide ADA complementary paratransit service for the fixed route services operated by Banning transit system. The system uses a self-certification process with professional verification.

Title VI

Banning transit system does not utilize federal funds for operating expenses. As such, Title VI requirements do not currently apply to the transit system.

Alternatively Fueled Vehicles (RCTC Policy)

Fixed-route buses are CNG powered and currently fueled at a City owned and operated CNG fueling station. Dial-A-Ride vehicles (which are less than 33,000 lbs. GVW and 15-passenger capacity), administrative and driver relief vehicles are gasoline-powered. The City is planning to pilot a fully electric van on paratransit in FY 2023/2024.

Future vehicle purchases will be in compliance with the RCTC and South Coast Air Quality Management District (AQMD) policies regarding alternative fuel transit vehicles.

TDA Triennial Audit

California's Transportation Development Act (TDA) requires that a triennial performance audit be conducted of public transit entities that receive TDA revenues. The performance audit serves to ensure accountability in the use of public transportation revenue.

The most recent TDA was completed in FY 2019/2020 (Y2019 – 2021).



City of Banning
SHORT RANGE TRANSIT PLAN
FY2024/2025 - FY2026/2027

Table 4.5 TDA Triennial

Audit Recommendations	Action Taken and Results
Ensure timely completion and submittal of external TDA financial reports.	The City will be implementing a new ERP system effective June 2024 to replace the existing ERP system that is over 20 years old. The new ERP system will automate all journal entry workflows (review and approval) going forward. The City also plans to implement a contract for FY 2023-24 year-end close to assist with the process, document procedures, and help automate our financial statement preparation.
Consider commissioning the development of a Comprehensive Operational Analysis.	A COA is planned for FY2025.
Consider the development of an advertising program and other local funds to support farebox recovery.	The City's first Transit Advertising Program was approved by Council March 2023. The CNG Station project was awarded in September of 2023 and the project is now underway.



Maintain efforts to hire and retain a transit manager.

Transit Manager was hired July 2022.



City of Banning
SHORT RANGE TRANSIT PLAN
FY2024/2025 - FY2028/2029

Table 4.6 Open Projects Prior to Fy2024/2025

Project Name	SRTP Capital Project No's	Project Element	Funding Category	Beg to End - Project Timeline	Total Project Cost	Programmed Funds (not including current FY)	FY25 Programmed Funds	Unfunded Balance as of current FY
Bus Replacement	21-01, 24-01	1	1	FY21-FY25	1,359,278	1,359,278	0	0
CNG Station Rehabilitation	22-01, 23-02, 24-03	4	1	FY22-FY26	4,050,000	4,050,000	0	0
Bus Stop Improvements and Transit Advertising	23-03, 24-04	6	1	FY23-FY27	200,000	200,000	0	0
Paratransit Scheduling	23-04	5	1	FY23-FY25	30,000	30,000	0	0
Heavy Duty Hydraulic Lift Replacement	23-05	4	2	FY23-FY25	100,000	100,000	0	0
Comprehensive Operating and Capital Needs Analysis	24-07	11	1	FY24-FY26	300,000	300,000	0	0
STA 24-05 Transit Bus Wrapping Program	24-05	6	1	FY24-FY26	100,000	100,000	0	0
LEGEND								
Project Elements								
1	Revenue Vehicle Purchases	7	Fixed Guideways and Tracks					
2	Non-Revenue Vehicle Purchase	8	Debt Service					
3	Vehicle Systems and Equipment	9	Maintenance					
4	Building, Land and Facilities	10	Security					
5	Communication and Information Tech Systems	11	Planning/Feasibility					
6	Transit Shelters and Amenities							
Funding Category								
1	Fully Funded	2	Partially Funded					





BEAUMONT TRANSIT



SHORT RANGE TRANSIT PLAN 2024/25 – 2026/27



TABLE OF CONTENTS

.....	1
CHAPTER 1 – SYSTEM OVERVIEW AND SERVICE PROFILE	4
1.1 Service Area.....	4
System Map	4
1.2 Population Profile and Demographics.....	5
Ridership Demographics	6
1.3 System Services	7
Fixed Route Services	8
Paratransit Services	8
Commuter Link Services.....	8
Table 1	8
1.4 Ridership, Revenue Miles, Revenue Hours	10
Fixed Route Statistics	10
Paratransit Statistics	11
Commuter Link Statistics	11
1.5 Current Fare Structure	12
Fare Collection Systems	13
Incentive Programs and Ridership Promotion	14
Community Involvement	16
1.6 Revenue Fleet.....	16
Table 1.1	17
1.7 Existing Infrastructure.....	20
Existing Transit Facilities	20
Existing Bus Stops and Amenities	20
1.8 Existing Coordination Between Transit Agencies.....	21
Interregional Coordination	21
Regional Coordination	21
1.9 Prior or Existing Studies and Plans.....	22
Comprehensive Operations Analysis	22
Zero-Emission Bus Rollout Plan	22
Greenhouse Gas Reduction	23
CHAPTER 2 - EXISTING SERVICES AND SYSTEM PERFORMANCE	23
2.1 Key Performance Indicators	24
Table 2.0	26
2.2 SRTP Performance Report	27
Table 2.1	27
2.3 SRTP Service Summary.....	29
Tables 2.2	29
Table 2.2A	36
2.4 Service Performance.....	37
Casino Express	38
Route 3.....	41
Route 4.....	43
Route 7.....	45
Route 9.....	48
Route 3/4.....	50
Commuter Link 120.....	52

Commuter Link 125.....	54
Dial-A-Ride (Paratransit)	56
Table 2.3	57
2.5 Productivity Improvement Efforts	59
Post-Pandemic Service Planning.....	59
2.6 Major Trip Generators.....	59
2.7 Recent Service Changes.....	60
Casino Express	60
Commuter Link 125.....	60
Route 7-2	61
CHAPTER 3 – FUTURE SERVICE PLANS, FARE CHANGES, CAPITAL PLANNING, AND MARKETING	61
3.1 Planned Service Changes.....	61
Casino Express	61
Commuter Link 125.....	62
Commuter Link 120.....	62
3.2 Future Marketing Plans, Studies, and Promotions to Promote Ridership	62
Discounted Fare Promotion.....	62
Comprehensive Operations Analysis	63
Advertising	64
Community Involvement	64
Enhanced Bus Prediction Platform	64
3.3 Projected Ridership Growth	65
3.4 Proposed Fare Structure Changes	65
3.5 Capital Improvement Planning	66
4 th & Veile – Beaumont Transit and City Yard.....	66
9 Replacement Buses.....	66
Upcoming Zero-Emission Bus Purchases	67
Table 3	67
CHAPTER 4 – FINANCIAL PLANNING	68
4.1 Operating and Capital Budget.....	68
Operating Budget.....	68
Table 4.0	68
Capital Budget.....	70
Table 4.0 A’s.....	70
Transit and City Yard - 4 th & Veile Property (Project 25-01)	70
Vehicle Lifts (Project 25-02)	72
Comprehensive Operations Analysis (Project 25-03)	73
Fare Revenue Calculation	74
Table 4B	75
4.2 Funding Plans to Support Proposed Operating and Capital Program	76
FY 26 Proposed Budget	76
Table 4.1	76
FY 27 Proposed Budget	78
Table 4.2	78
.....	79
4.3 Regulatory and Compliance Requirements	80
Table 4.3	81
4.4 Open Capital Projects.....	82
Table 4.4	83

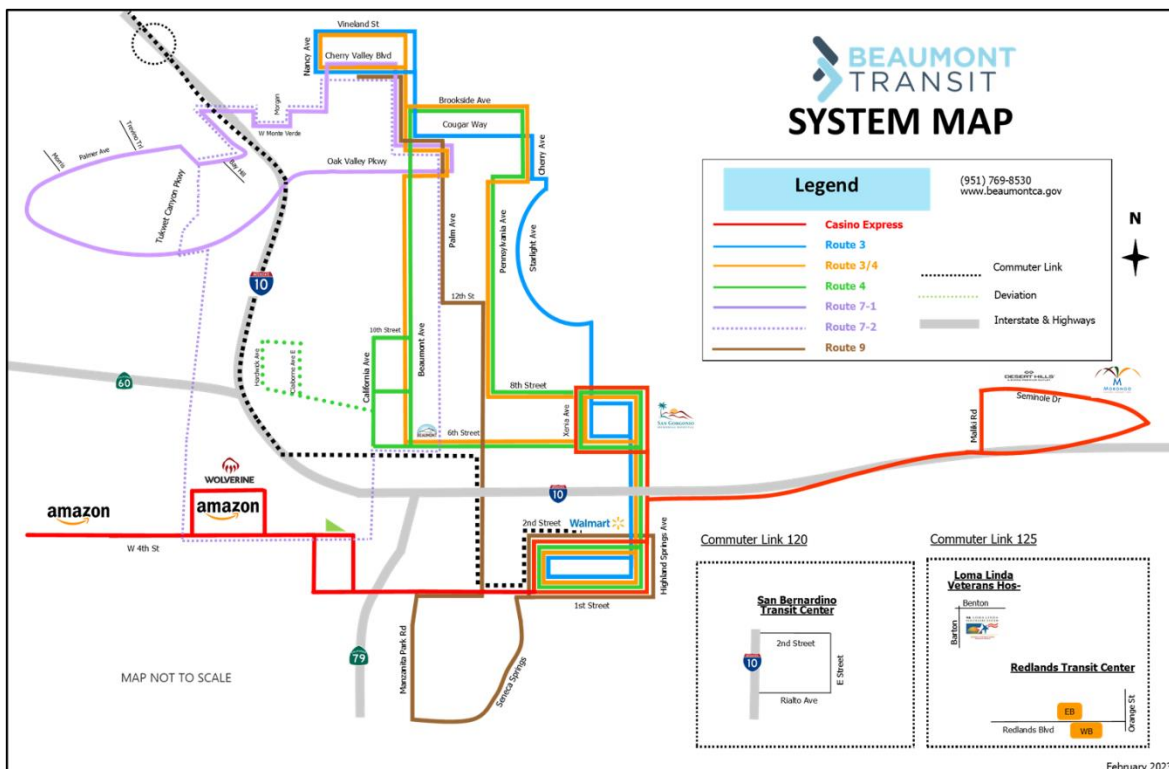
CHAPTER 1 – SYSTEM OVERVIEW AND SERVICE PROFILE

1.1 Service Area

The City of Beaumont’s public transit system services approximately 50 square miles and extends from the City of Beaumont to Redlands, San Bernadino, and parts of unincorporated Riverside County area known as Cherry Valley. Additionally, Beaumont offers transportation to the commercial areas of Cabazon, including Casino Morongo and the Desert Hills Premium Outlet Malls.

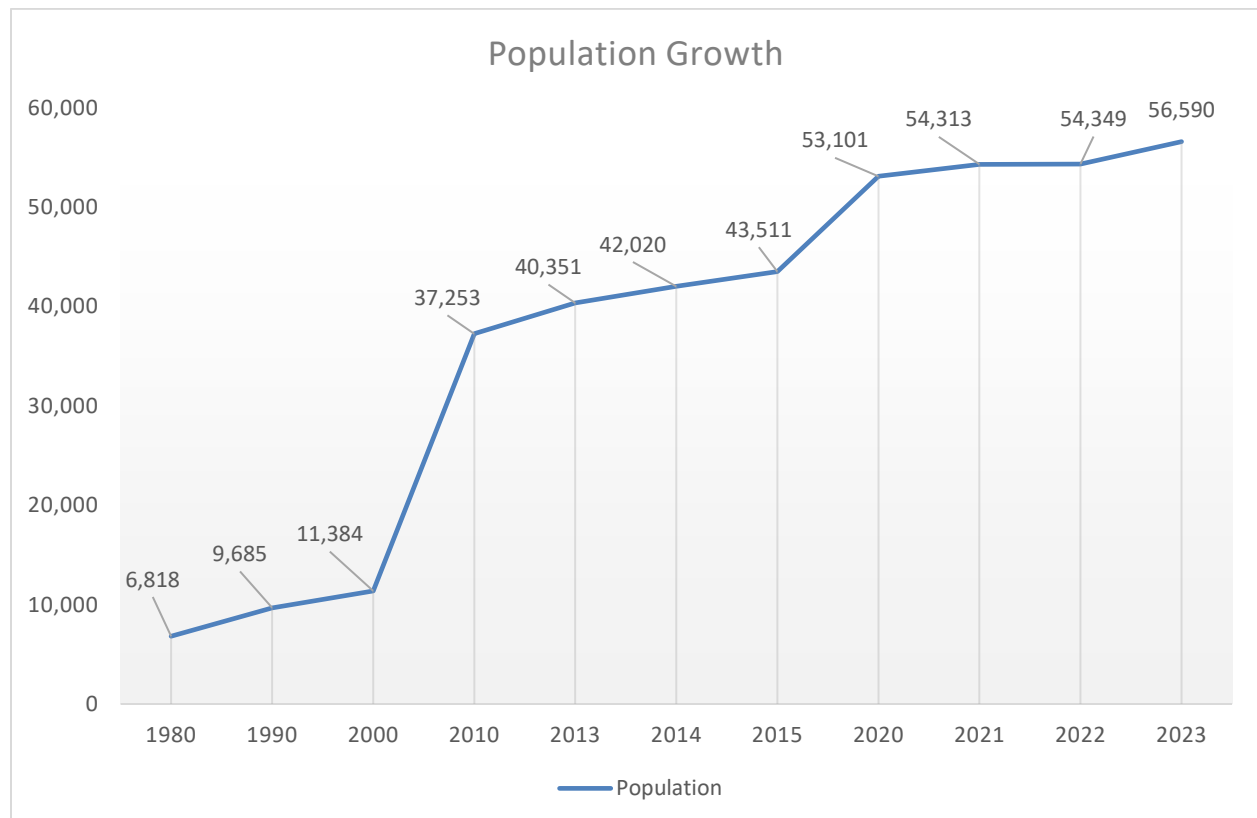
The City of Beaumont is positioned at the nexus of three major thoroughfares: Interstate 10, Highway 60, and Highway 79. Beaumont Transit offers fixed route, commuter link, and paratransit services. These services are crucial for transit dependent residents as they provide direct trips throughout the city and connect passengers with other transit operators including Banning Connect, Riverside Transit Agency (RTA) and Sunline Transit Agency at the Beaumont Walmart.

Additionally, Beaumont operates two commuter links to connect the San Gorgonio Pass Area with San Bernardino County. San Bernardino County destinations include the San Bernardino Transit Center (SBTC), Redlands Transit Center, and the Loma Linda Veterans Administration (VA) Hospital. The SBTC is centrally located within downtown San Bernardino and offers extensive connection possibilities for passengers, including the Metrolink train system, Omnitrans, Victor Valley Transit Agency (VVTA), RTA, and Mountain Transit.



1.2 Population Profile and Demographics

According to the most recent report published by the California Department of Finance in January 2023, Beaumont has a population of 56,590 people and is ranked number 160 of 482 cities in California. For multiple years, Beaumont was the fastest growing city in California and Riverside County. In the most recent report, Beaumont is now ranked as the 6th fastest growing city in California and the fastest growing city in Riverside County. Beaumont has experienced a 4.12% increase in population from January 2022 to January 2023.¹



Beaumont has fourteen (14) schools located within Beaumont Unified School District consisting of seven (7) elementary schools, one (1) K-8 school, two (2) middle schools, two (2) high schools, and one (2) independent study and adult schools. Beaumont residents under the age of 18 are estimated to account for 30.2% of the city’s population.² Ridership reports taken throughout the year show youth passengers make up approximately 54% of the total passenger base in Beaumont.

¹ State of California, Department of Finance; <https://dof.ca.gov/forecasting/demographics/estimates-e1/>

² 2022 ACS 1-Year Estimates – US Census Bureau
<https://data.census.gov/table?q=Beaumont+city,+California&g=860XX00US92223&tid=ACSSE2021.K200104>

Beaumont has three large active adult communities, with another two located in Cherry Valley. Although the median age of residents in Beaumont is 35 years, persons over the age of 65 make up 18% of the population.³ Additionally, approximately 10.1% of population is disabled which impacts the need and demand for paratransit services. Beaumont Transit’s services are continuously adapting to meet the communities’ evolving needs, driven by factors such as a growing population and shifting demographics.

The 2023 United States Census survey reports that the mean household income in Beaumont is \$102,469 which is above California’s statewide mean of \$91,905. However, it also reported that 7.9% of Beaumont residents have income below poverty level.⁴ Furthermore, it is estimated that 63.3% of Beaumont residents over the age of 16 are actively employed. Of these residents, it is estimated the average commute is 36.3 minutes, which is higher than the state average of 29.2 minutes.⁵ It can be concluded that most of Beaumont’s labor force works outside of Beaumont and commutes to surrounding areas including Coachella Valley, Western Riverside County as well as San Bernardino County, Orange County and further into Los Angeles County.

In regard to education, it is estimated that 89.5% of Beaumont residents over the age of 25 years have at least a high school diploma and approximately 26.8% of the population of Beaumont has a four-year degree or higher. While the high school completion rate is above the statewide mean of 84.4%, this ranks Beaumont well below the statewide mean of 35.9% for four-year degrees or higher.⁶

Ridership Demographics

Comprehensive ridership surveys related to ridership demographics were conducted in December 2019 and January 2020, before COVID-19 pandemic. Beaumont received 427 responses, which provided invaluable insights to better understand our passengers situations and habits. Ridership demographics and trends will be updated during Beaumont’s upcoming comprehensive operations analysis. Beaumont’s annual community survey’s primarily focus upon Beaumont Transit’s services rather than demographic information as lengthy surveys can dissuade and decrease the amount of community responses.

A typical rider of Beaumont Transit:

- Pays their fare with cash (72.5%)
- Uses the service to travel to school or work (53.4%)
- Rides five or more days a week (50.4%)
- Lacks access to a personal vehicle (70.5%)
- Is over the age of 25 (70.3%)

³ 2022 ACS 1-Year Estimates – US Census Bureau
<https://data.census.gov/table?q=Beaumont+city,+California&g=860XX00US92223&tid=ACSSE2021.K200104>

⁴ United States Census Quick Facts;
<https://www.census.gov/quickfacts/fact/table/beaumontcitycalifornia,CA/INC110220>

⁵ Ibid.

⁶ Ibid.

- Is a student (37.8%) or employed (28.0%)
- Identifies as Hispanic/Latino (36.4%) or Black/African American (27.3%)
- Lives in a household with an income less than \$29,999 (67.6%)
- Lives in a household of three or less people (52.0%)
- Typical Travel does not include connections/transfers (79.7%)

Survey results indicate that a significant portion of Beaumont Transit passengers are dependent on public transportation. Many passengers utilize Beaumont Transit’s services out of necessity and not by preference. This can be concluded based upon the number of days they ride, their destinations, their income levels, or because they do not have access to a car. As passenger habits have shifted since the pandemic, and as ridership is still recovering, Beaumont plans to launch a new survey to collect data to showcase a more current ridership demographic post-pandemic.

1.3 System Services

Beaumont Transit provides Fixed Route, Commuter Link, and Paratransit services six days a week. Most services are offered on weekdays with six fixed routes and two commuter links. On Saturdays, one fixed route, one commuter link, and paratransit services are in operation.

Limited Service, a Saturday operation schedule, is provided on: Martin Luther King Jr. Day, Presidents’ Day, Columbus Day, Veterans Day, Day after Thanksgiving, Christmas Eve, Day following Christmas, and New Year’s Eve.

Beaumont does not operate on: New Year’s Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day. * Peak Hour Service

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	Casino Express	Casino Express	Casino Express	Casino Express	Casino Express	
	Route 3	Route 3	Route 3	Route 3	Route 3	
	Route 4	Route 4	Route 4	Route 4	Route 4	
						Route 3/4
	Route 7-1*	Route 7-1*	Route 7-1*	Route 7-1*	Route 7-1*	
	Route 7-2*	Route 7-2*	Route 7-2*	Route 7-2*	Route 7-2*	
	Route 9*	Route 9*	Route 9*	Route 9*	Route 9*	
	Commuter 120	Commuter 120	Commuter 120	Commuter 120	Commuter 120	Commuter 120
	Commuter 125	Commuter 125	Commuter 125	Commuter 125	Commuter 125	

Fixed Route Services

Beaumont operates six fixed routes on weekdays and one fixed route on Saturdays.

Fixed Route service hours are:

Monday through Friday	6:15 a.m. to 6:35 p.m.
Saturday	8:00 a.m. to 5:00 p.m.

Paratransit Services

Paratransit service, otherwise known as Dial-A-Ride (DAR), is a reservation-based curb to curb service for residents of Beaumont and parts of unincorporated Cherry Valley. Qualified passengers include those who reside 3/4 of a mile from a fixed route and are certified under the American with Disabilities Act (ADA).

DAR service hours are:

Monday through Friday	7:00 a.m. to 5:00 p.m.
Saturday	8:00 a.m. to 5:00 p.m.

Commuter Link Services

Beaumont Transit operates two Commuter Links, including Commuter Link (CL) 120 and Commuter Link (CL) 125. CL 120 originates at Beaumont Walmart and provides service to and from Walmart, the Beaumont Civic Center, and San Bernardino Transit Center (SBTC). CL 125 also originates in Beaumont and provides service to and from the Redlands Transit Center and Loma Linda VA Hospital.

Commuter Link service hours are:

Monday through Friday	5:30 a.m. to 7:00 p.m.
Saturday	7:30 a.m. to 5:20 p.m.

Table 1 Description of Routes			
Route	Day(s)	Description	Major Destinations
Casino Express	Weekday	Walmart to Cabazon, and Industrial Beaumont.	Second Street Marketplace, Walmart, Casino Morongo, Cabazon Outlets, (2) Amazon Warehouses, Wolverine Distribution, and Rangel Park.
3	Weekday	Walmart to Cherry Valley via Sundance	Second Street Marketplace, Walmart, San Gorgonio Pass Hospital, Sundance Community, Mountain View Middle School, San Gorgonio Middle School, Community Recreation Center, Sports Park, and Beaumont High School.

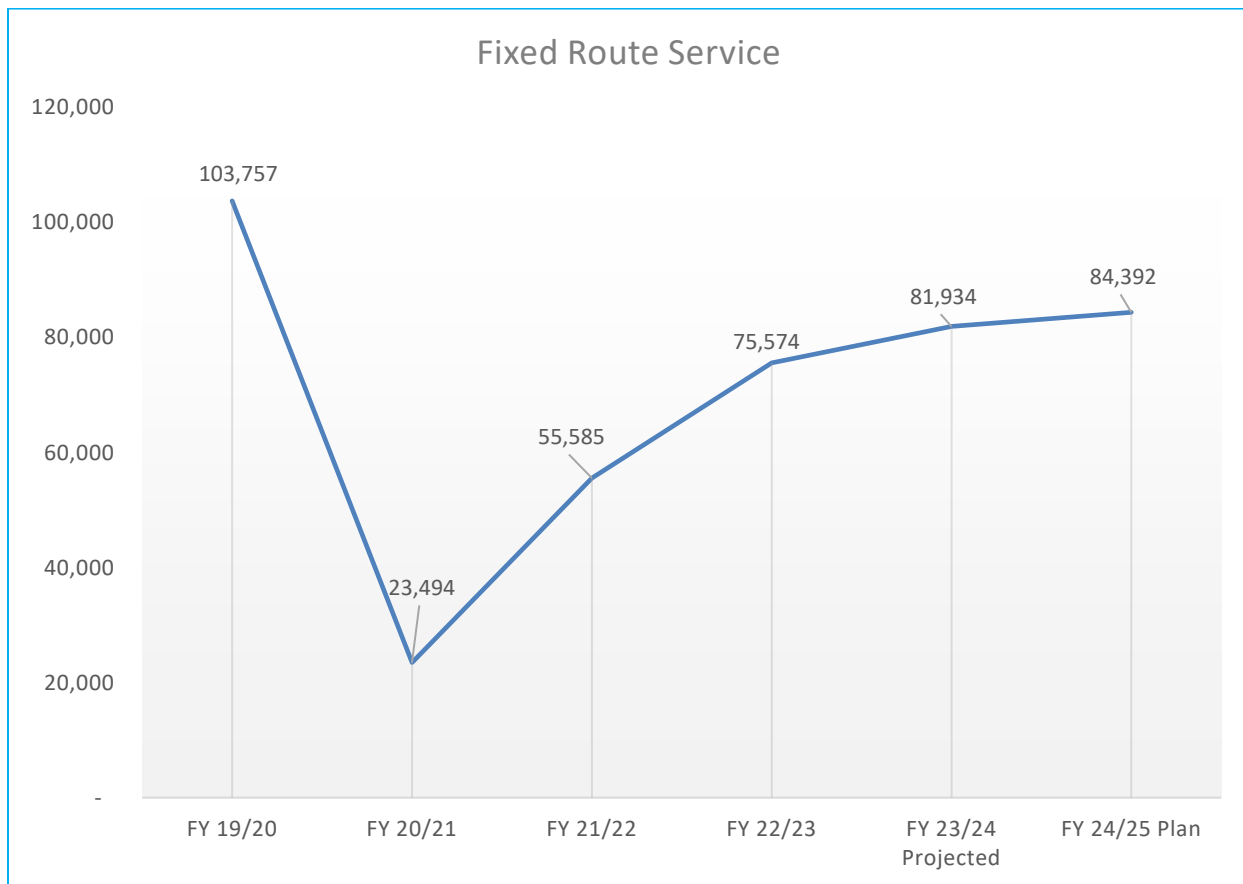
4	Weekday	Walmart to Downtown and Northern Beaumont	Second Street Marketplace, Walmart, San Gorgonio Pass Hospital, downtown residential areas, Library, Mountain View Middle School, San Gorgonio Middle School, Community Center, Sports Park, and Beaumont High School. Deviations to Three Rings Ranch Park are available upon request.
7-1	Weekday	Tournament Hills/Fairway Canyon to Cherry Valley, schools, and shopping areas.	Western residential areas to Cherry Valley, Beaumont High School, Mountain View Middle School, San Gorgonio, Oak Valley Shopping Center and connecting routes.
7-2	Weekday	Rangel Park, Olivewood and Tukwet Canyon to Cherry Valley, Schools, and Civic Center	Southwestern residential and commercial areas to Cherry Valley, Beaumont High School, Mountain View Middle School, San Gorgonio Middle School, Rangel Park, Beaumont Civic Center and connecting routes.
9	Weekday	Seneca Springs to Cherry Valley and Schools	Southern residential communities to Cherry Valley, Beaumont High School, Walmart, and surrounding commercial areas.
3/4	Saturday	Walmart to Cherry Valley	Second Street Marketplace, Walmart, San Gorgonio Pass Hospital, downtown residential areas, Glen View High School, library, Beaumont High School, Mountain View Middle School, San Gorgonio Middle School, sports park, Cherry Valley.
CL 120	Weekday and Saturday	Walmart to San Bernardino Transit Center	Beaumont Walmart, Civic Center, San Bernardino Transit Center; Saturday to Casino Morongo
CL 125	Weekday	Walmart to Loma Linda and Redlands	Walmart, Civic Center, Redlands Transit Center, Arrow-Line, and Loma Linda Veteran's Affairs Hospital.
DAR	Weekday & Saturday	Demand Response	Service for persons certified under the ADA that live in the City of Beaumont and parts of Cherry Valley traveling to places in Beaumont and parts of Cherry Valley

1.4 Ridership, Revenue Miles, Revenue Hours

Fixed Route Statistics

The chart below provides a visual depiction of the annual ridership data for Beaumont’s Transit’s Fixed Routes from FY 20 through FY 23, as well as anticipated boardings for FY 24 and FY 25. As seen in the chart, fixed route ridership experienced a sharp decline of 41% in FY 21 due to the unprecedented COVID-19 pandemic. In FY 21, there were 23,494 boardings, which reflects a 77% decline when compared to FY’s 20. In FY 22, passenger boardings showed the first signs of recovery with a 236% increase year over year. In FY 23 and FY 24 this upward trend has continued.

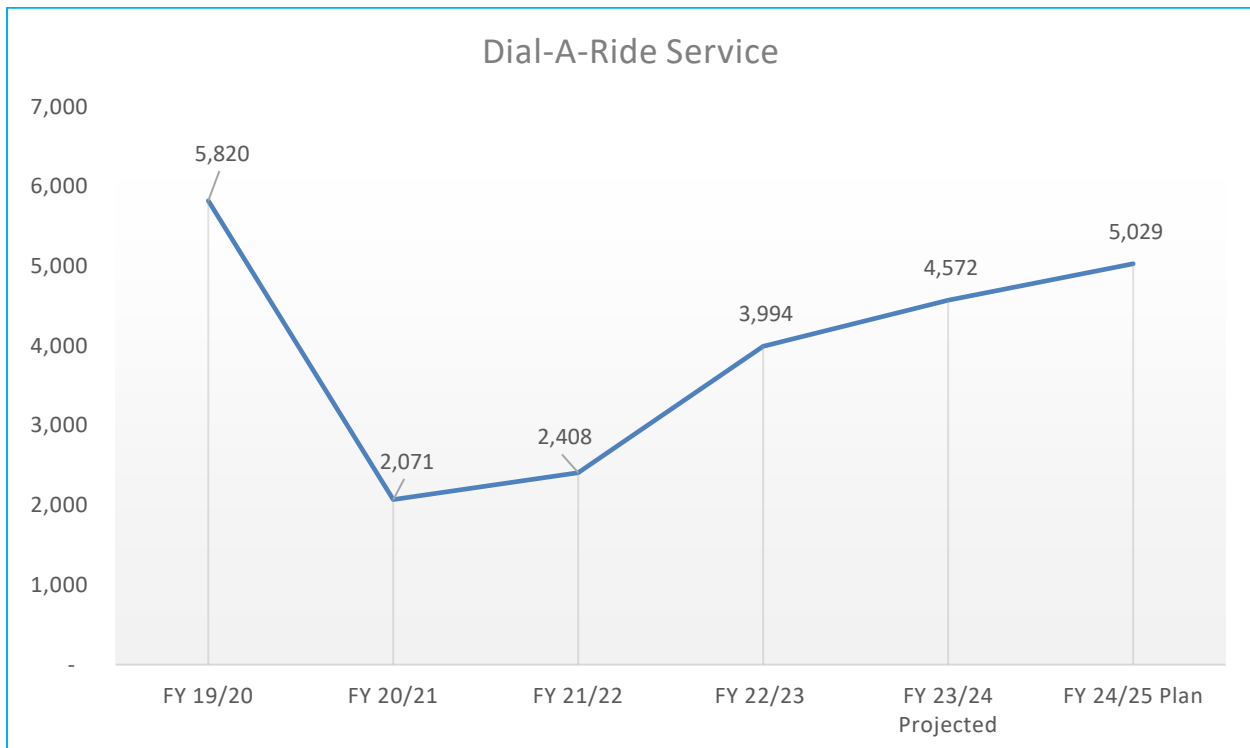
For FY 24, Beaumont’s fixed route system is projected to be in service for 9,193 revenue hours, 143,180 revenue miles and 78,597 passenger boardings. In FY 24, passenger boardings are projected to be approximately 75% of FY 20. This indication highlights the room for growth and opportunity to re-gain pre-pandemic ridership levels. Through 3rd Quarter in FY 24, fixed routes experienced a 6.2% increase in ridership compared to FY 23. For FY 25, Beaumont is projecting an additional 3.5% increase in fixed route ridership.



Paratransit Statistics

The chart below depicts Beaumont’s annual passenger boardings for Dial-A-Ride (DAR) services from FY 20 through FY 23, as well as the anticipated boardings for FY 24 and FY 25. The chart below illustrates a sharp decline and moderate recovery in DAR passenger boardings since the start of the pandemic. In FY 21, passenger boardings equated to only 43% of FY 20. In FY 22, DAR experienced a small recovery with a 16% increase in passenger boardings when compared to the previous FY. However, the system experienced a much stronger recovery in FY 23 with a 66% increase year-over-year.

For FY 24, Beaumont’s DAR is projected to be in service for 2,051 revenue hours, 22,677 revenue miles, and 4,572 passenger boardings. Consistent with our fixed route system, ridership remains below pre-pandemic levels. Through 3rd Quarter in FY 24, DAR ridership data suggests passenger boardings will reach 78% of that in FY 20. For FY 25, Beaumont is expecting the recovery of the system to continue and is projecting a 10% increase in passenger boardings.

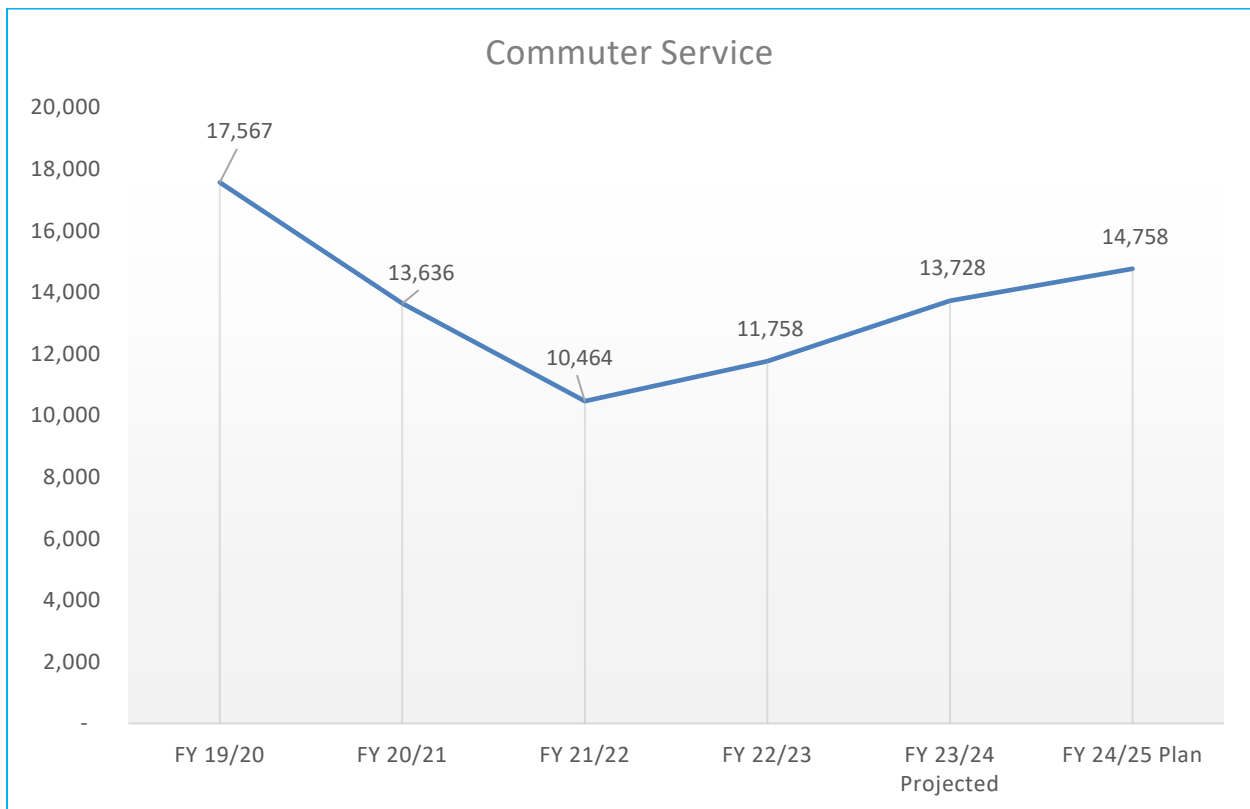


Commuter Link Statistics

The chart below depicts Beaumont Transit’s annual ridership data on Commuter Link services from FY 20 through FY 23, as well as the anticipated boardings for FY 24 and FY 25. Due to the pandemic, the system experienced a 22% decline in passenger boardings in FY 21. In FY 22, the decline in passenger boarding continued with an additional 23% decline from FY 21. The system showed the first signs of recovery in FY 23 with a 12% increase in passenger boardings from FY 22. FY 24 data through 3rd Quarter suggests the system will finish the year with an additional 17% increase in passenger boardings.

For FY 24, Beaumont’s Commuter Link system is projected to be in service for 8,183 revenue hours, 240,279 revenue miles, and 13,728 passenger boardings. In comparison to Beaumont transit’s other services, it is evident that the Commuter Link system showed the most resiliency during the pandemic.

While the Commuter Link system reached a low in FY 22, it still retained approximately 60% of its ridership from FY 20. This is the only public transit service provided by Beaumont that retained more than 50% of its passengers throughout the pandemic, which highlights the crucial role it plays in the lives of transit-dependent residents in the San Gorgonio Pass area.



1.5 Current Fare Structure

In the current fare structure, passengers pay the general fare unless they qualify for a discount. Discounted fares for bus services are available to seniors, persons with disabilities, veterans, active military, and children.

On the following page the current fare structure is outlined.

Fixed Route

Fare Category	Base Fare	Day Pass	10 Ticket Book	Monthly Pass
General	\$1.50	\$3.50	\$15.00	\$45.00
Child (46" tall or under) Accompanied by a paying adult. Limit 2	\$0.25	N/A	N/A	N/A
Senior/Disabled (60+)	\$1.00	\$2.50	\$10.00	\$30.00
Military Veterans	\$1.00	\$2.50	\$10.00	\$30.00
Deviations (Route 4)	\$0.50	N/A	N/A	N/A
Active Military	Free	N/A	N/A	N/A

Commuter Link Service

Fare Categories	Base Fare	Day Pass	10 Ride Punch Card	Monthly Pass
General	\$3.75	\$8.50	\$34.00	\$80.00
Child (46" tall or under) Accompanied by a paying adult. Limit 2	\$2.75	\$6.50	\$25.00	\$60.00
Senior/Disabled (60+)	\$2.75	\$6.50	\$25.00	\$60.00
Military Veterans	\$2.75	\$6.50	\$25.00	\$60.00
Active Military	Free	N/A	N/A	N/A

Paratransit Services

Fare Categories	Base Fare	10-Ride Punch Card
One-Way	\$3.00	\$27.00
Companion & Child	\$4.00	N/A
PCA (with ID)	Free	Free
No Show	\$3.00	N/A

Fare Collection Systems

Beaumont Transit offers a variety of options for passengers to pay bus fares. Passengers can purchase monthly passes and ticket books at the Beaumont Civic Center where cash, checks and credit cards are all accepted forms of payment. Passengers can purchase ticket books, punch cards, and day passes onboard from the bus driver using cash or check. Additionally, Beaumont has partnered with Token Transit to offer an additional cashless fare payment system. With Token Transit, passengers can purchase their fare media and store it on their smart phone or cellular device. Data through 3rd quarter for FY 24 indicates that 23% of fare revenues originate from our digital cashless payment system, 34% comes from the sale of bus passes, and 43% from passengers paying with cash.

Incentive Programs and Ridership Promotion

Beaumont Transit continues to apply for specialized funding to offer ridership promotions and to incentivize the use of public transportation. In FY 22, Beaumont secured funding through the Low Carbon Transit Operations Program (LCTOP) to offer a regional free fare promotion in partnership with the City of Banning. This promotion launched August 1st, 2022, and offered free fares for youth, senior, disabled, and veteran passengers on Banning Connect and Beaumont Transit services. In FY 23, Beaumont Transit applied for \$323,000 through the Low Carbon Transit Operations Program (LCTOP) to offer a three year discounted fare project. This project was approved by the California Department of Transportation and the promotion launched August 1st, 2023. This promotion allows all passengers to receive discounted fares on Paratransit, Commuter Link and Fixed Route services.

Discounted fares provide a multitude of benefits both for Beaumont's services and the overall community. Discounted fares assist in making public transportation more accessible to a wide range of residents, including students, low-income individuals, and seniors. By reducing the financial barrier, more people can utilize public transit contributing to social equity and ensuring residents have access to essential services, employment opportunities, and recreational activities. These benefits extend far beyond individuals utilizing the public transportation system as this can also reduce traffic congestion and promote a more sustainable environment. Public transportation produces fewer greenhouse gas emissions per passenger mile compared to individual cars, leading to cleaner air and less air pollution. This can help mitigate the impacts of climate change, and create more livable, environmentally friendly cities within Beaumont's geographical service area. Beaumont administration has continued receiving positive community support at public meetings, presentations, and from our front-line customer service coordinators. Beaumont has prioritized the continuation of fare programs as they have proven to be crucial for the residents and they have proven successful in encouraging the return of passengers post-pandemic.

The discounted fare schedule is outlined on the following page:

FARE SCHEDULE

FIXED ROUTE FARES

PURCHASE MOBILE PASSES
DOWNLOAD

 Token Transit



Fare Categories	Base Fare	Day Pass	10 Ticket Book	Monthly Pass
General	\$1.50 25¢	\$3.50	\$15.00	\$45.00
Child (46" tall or under)**	\$0.50 25¢	N/A	N/A	N/A
Seniors (60+)/Disabled*	\$1.00 25¢	\$2.50	\$10.00	\$30.00
Military Veterans*	\$1.00 25¢	\$2.50	\$10.00	\$30.00
Active Military*	FREE	N/A	N/A	N/A
Deviations (Route 4)	\$0.50	N/A	N/A	N/A

COMMUTER LINK FARES

Fare Categories	Base Fare	Day Pass***	10 Ride Punch Card	Monthly Pass***
General	\$9.75 \$1.00	\$8.50	\$34.00	\$80.00
Child (46" tall or under)**	\$2.75 \$1.00	\$6.50	\$25.00	\$60.00
Seniors (60+)/Disabled*	\$2.75 \$1.00	\$6.50	\$25.00	\$60.00
Military Veterans*	\$2.75 \$1.00	\$6.50	\$25.00	\$60.00
Active Military*	FREE	N/A	N/A	N/A

*You must show proper ID for discounted fare.

**Must be accompanied by a paying adult. Limit 2 children at discounted fare.

***Day and Monthly Commuter Link passes are valid on Commuter link buses and local fixed routes.

DIAL-A-RIDE FARES

Fare Categories	Base Fare	10 Ride Punch Card
One-Way	\$9.00 50¢	\$27.00
Companion & Child	\$4.00 \$1.00	N/A
PCA (w/ ID)	FREE	FREE
No-Show	\$3.00	N/A

Have exact fare ready when bus arrives.
Drivers cannot make change.
NO REFUNDS.

QUESTIONS? (951) 769-8530
BEAUMONTCA.GOV/TRANSIT



AUGUST 2023

Dial-A-Ride is a door-to-door, advanced reservation transportation service for persons certified under the American with Disabilities Act (ADA).

Community Involvement

Beaumont Transit actively participates in many community events throughout the calendar year, including the annual Cherry Festival parade, Trunk-or-Treat, Veteran's Expo, Stuff-the-Bus, holiday light parade and Operation Santa.

In FY 23, Beaumont implemented Swiftly, a real-time bus tracking system that provides passengers with predictions on bus arrival times. This real-time bus tracking software is accessible through a free smart phone app or via the web. This software gives passengers the ability to track the bus, view system announcements and eliminate unnecessary waiting. Additionally, passengers can now text Stop ID's for bus arrival predictions.

1.6 Revenue Fleet

Beaumont Transit's fleet consists of 22 vehicles, 15 of which are CNG fueled, 5 gasoline fueled, and 2 electric shuttles. 9 additional CNG vehicles have been ordered and should be delivered in Fall 2024. The CNG fueled vehicles meet the emission mitigation standards mandated by the California Air Resources Board (CARB). On the following pages, Tables 1.1 outline the vehicle inventory by service type.

Beaumont has a long history of maximizing the life of the vehicles in our fleet. A significant portion of the fleet is considered to be Medium Duty by the Federal Transit Administration (FTA) and have a 7-year, 200,000-mile life expectancy⁷. Beaumont's vehicle maintenance department keeps vehicles in service longer than FTA guidelines. All vehicles meet the ADA accessibility requirements and are equipped with bike racks. Vehicle capacity ranges in size from 16 to 43 passengers.

In FY 24, Beaumont received 2 new CNG EZ Rider II Buses, Unit 2848 and 2849, to replace 2 gasoline buses, Unit 2824 and 2825. These buses are currently being de-commissioned and will be removed from the fleet inventory.

⁷ https://www.transitwiki.org/TransitWiki/images/6/64/Useful_Life_of_Buses.pdf

Table 1.1 - Fleet Inventory
FY 2023/24 Short Range Transit Plan
City of Beaumont

Bus (Motorbus) / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2022/23	# of Contingency Vehicles FY 2022/23	Life to Date Vehicle Miles Prior Year End FY 2021/22	Life to Date Vehicle Miles through March FY 2022/23	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2022/23
2010	CMD	C 5500	28	1	32	CN			248,766	249,770	
2011	EDN	EDN	30	1	33	GA			321,345	333,213	
2016	EDN	FORD E-450	20	1	24	CN			76,748	92,327	
2011	EDN	FORD F550	30	1	33	GA			367,267	382,370	
2011	EDN	FORD F550	30	1	33	GA			391,185	404,084	
2019	GLV	GLV	28	1	33	CN			37,522	73,876	
2019	GLV	GLV	28	1	33	CN			41,125	81,759	
2009	GMC	C-5500	28	1	32	CN			196,374	203,583	
2009	STR	C-5500	28	1	32	CN			234,276	239,901	
2010	STR	C-5500	30	1	32	GA			377,870	389,805	
Totals:			280	10					2,292,478	2,450,688	

Table 1.1 - Fleet Inventory
 FY 2023/24 Short Range Transit Plan
 City of Beaumont

Commuter Bus / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2022/23	# of Contingency Vehicles FY 2022/23	Life to Date Vehicle Miles Prior Year End FY 2021/22	Life to Date Vehicle Miles through March FY 2022/23	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2022/23
2015	EBC	XHF 40	43	1	40	CN			85,804	91,026	
2011	EDN	EDN	30	1	33	CN			189,883	193,731	
2016	EDN	FORD F550	30	1	33	CN			147,731	156,075	
2018	EDN	Type H	30	1	32	CN			169,657	182,590	
2015	EDN	XHF 40	43	1	40	CN			90,332	93,978	
2015	EDN	XHF 40	43	1	40	CN			81,138	87,521	
2010	FRD	Ford E450	16	1	24	GA			409,304	435,411	
2010	FRD	Ford E-450	16	1	24	GA			419,762	443,963	
2010	FRD	Ford E-450	16	1	24	GA			422,206	425,394	
2019	GLV	GLV	28	1	33	CN			45,317	83,768	
Totals:			295	10					2,061,134	2,193,457	

Table 1.1 - Fleet Inventory
FY 2023/24 Short Range Transit Plan
 City of Beaumont

Demand Response / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2022/23	# of Contingency Vehicles FY 2022/23	Life to Date Vehicle Miles Prior Year End FY 2021/22	Life to Date Vehicle Miles through March FY 2022/23	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2022/23
2019	ZZZ	EVStar	10	1	25	EB			5,344	10,341	
2019	ZZZ	EVStar	10	1	25	EB			2,378	13,784	
Totals:			20	2					7,722	24,125	

1.7 Existing Infrastructure

Existing Transit Facilities

Administrative services for Beaumont Transit are currently located in downtown Beaumont at the Beaumont Civic Center, 550 E. 6th Street, Building D. Dispatch, bus rollout, EV charging, and all administrative services take place at this location. Customer service is provided from both the Civic Center's main building and Building D. Service is provided to walk in customers at the main building, and service is provided via phone or email from Building D.

Fleet maintenance services are located at 550 N. California Avenue, approximately half a mile from the Civic Center. The office area of this Mansory style building was built in 1940, with the garage being built in 1950. With aging infrastructure, and the upcoming transition to zero-emission vehicles, Beaumont will need to construct a new vehicle maintenance facility along with other infrastructure for the transition to zero-emissions. Infrastructure planning will be discussed further in Chapter 4.

Existing Bus Stops and Amenities

Beaumont has 23 bus shelters, approximately 170 bus stops, and a dozen stops with benches. In FY 22, Transit Staff worked with the City of Beaumont Public Works Department to create plans to improve the Walmart Bus Stop. The Walmart location connects passengers with four agencies and is an important asset to the public transportation system. This project allowed Beaumont to increase attractiveness and amenities in the growing commercial area with the goal of appealing to more choice riders and retaining more riders long-term.



In FY 24, Beaumont was allocated capital funding to develop a bus stop improvement plan. This improvement plan is intended to outline the rehabilitation and upgrades necessary for bus stops throughout Beaumont's service area. In December of 2023, Staff posted a Request for Proposals with the anticipation of selecting a consultant to complete the desired professional services. Three bids were received; however, all bids exceeded the current funding and

established budget. Beaumont is now proposing the release of a new Request for Proposals that will encompass a Comprehensive Operations Analysis, Micro-transit feasibility analysis, and Bus Stop Improvement Plan. This will allow one consultant to comprehensively evaluate Beaumont's services and bus stops to develop a deeper understanding of the interconnections to streamline a strategic, consistent, and cohesive plan for Beaumont's future.

1.8 Existing Coordination Between Transit Agencies

Public transportation access in the San Geronio Pass area is limited to connect passengers with other areas of the region. Geographically isolated from the San Bernardino County, the Coachella Valley, and other cities in western Riverside County, passengers rely on Beaumont Transit, Banning Connect, Sunline, and Riverside Transit Agency to travel between regions.

Interregional Coordination

Beaumont Transit has entered into multiple agreements with surrounding transit operators, including Banning Connect, Omnitrans, Riverside Transit Agency (RTA), and Victor Valley Transit Authority (VVTA). The current interagency agreement with Banning Connect has an added feature of a paper transfer system, reminiscent of the early 2000s.

Agreements with other agencies are focused on adding value for connecting passengers between agencies. Agreements with Omnitrans, RTA, and VVTA are similar in nature and are in effect until either Beaumont or the other agency withdraw the agreements. In summary, the following are the highlights of the agreements with these three agencies:

- Passengers presenting a Beaumont multi-use (day or month) pass can connect to any of the three agencies for free at locations where Beaumont and the other agency connect.
- Passengers presenting a multi-use pass from one of the other three agencies (day, week, or month) will receive a \$1.00 discount on Beaumont's commuter service or free connection with Beaumont fixed route service, wherever the agencies connect.

Regional Coordination

The current agreement with the City of Banning, Banning Connect, began in FY 20. Originally renewed annually, Beaumont and Banning agreed to establish a bi-annual agreement in FY 24. The agreement is summarized below:

- In Banning city limits, Beaumont Transit may only stop at San Geronio Pass Hospital and have no more than 3 buses stop there in an hour.
- In Beaumont city limits, Banning Connect may only stop at Beaumont Walmart and have no more than 3 buses stop there in an hour.
- It is only at Beaumont Walmart and the San Geronio Hospital that passengers can connect with the other agency.

- Each agency shall provide a free transfer ticket for passengers, at these locations only, valid for one hour after the paper ticket is issued.
- Each agency will accept the other's commuter multi-use pass (day or month) for a \$1 discount for the other's commuter service.

1.9 Prior or Existing Studies and Plans

Comprehensive Operations Analysis

Beaumont completed a Comprehensive Operations Analysis (COA) in November 2020. There are three phases to implementing a five-year action plan outlined by the independent consultant. The five-year action plan includes short, mid, and long-term recommendations. These recommendations have largely been implemented. Below is a summary of the recommendations that are still being addressed.

Outstanding short-term recommendations (to be completed by July 2021) include:

- Update the City's bus stop placement policy.

Outstanding Mid-term recommendations (July 1, 2021, to December 31, 2022) include:

- Integrate service to new operations facility on 4th/Veile.
- Build a Bus Stop Improvement plan.

Outstanding Long-term recommendations (January 1, 2023-June 30, 2025) include:

- Transition to an alternative fuel transit fleet and infrastructure.

Beaumont continues to work diligently on the few incomplete recommendations. Beaumont currently has two outstanding orders for CNG buses, which are expected to be delivered in Fall 2024. Once these vehicles are received and the aging vehicles in the fleet are retired, Beaumont will have a fully alternative fuel fleet with twenty (20) CNG buses and two (2) battery-electric shuttles. Additionally, in 2022 and 2023, Beaumont partnered with RCTC and CTE to complete a Zero-Emission Bus Rollout Plan. Beaumont will continue to work closely with RCTC to implement this plan and to establish the necessary infrastructure to support this transition. Additionally, as mentioned in Section 1.9, Beaumont is now proposing to launch one project that will encompass a Comprehensive Operations Analysis, a Micro-transit feasibility analysis, and the Bus Stop Improvement Plan. As part of the bus stop improvement plan, the City intends to update the bus stop placement policy.

Zero-Emission Bus Rollout Plan

In FY 23, Beaumont Transit, the Riverside County Transportation Commission, Arcadis IBI Group, and the Center for Transportation and the Environment partnered to develop a plan for Beaumont's transition to zero-emission vehicles. As required by the Innovative Clean Transit Regulation, this plan was adopted by Beaumont's City Council and submitted to the California Air Resources Board. During this process, it was determined that Beaumont would be

transitioning to a mixed fleet technology to include both hydrogen and battery-electric vehicles. As outlined in the plan, and to ensure compliance with the Innovative Clean Transit Regulation, beginning in 2026, 25% of Beaumont's bus purchases will utilize zero-emission technology. In 2029, this will increase to 100% requiring Beaumont to solely purchase zero-emission buses. For Beaumont, the largest component and challenge with this transition is the lack of infrastructure. Beaumont's plan to overcome this infrastructure shortfall will be discussed more in-depth in Chapter 4.

Greenhouse Gas Reduction

Beaumont's transition to zero-emission buses offers a multitude of positive impacts, ranging from environmental to social benefits. First, ZEB's produce zero tailpipe emissions, significantly decreasing harmful pollutants such as nitrogen oxides (NOx), particulate matter (PM), and volatile organic compounds (VOCs). This reduction leads to cleaner air and improved public health. In Beaumont's situation, it is expected that ZEB's will reduce Beaumont's annual emissions by 181 metric tons of carbon dioxide, 49,820 gallons of fossil fuel reductions, and 1,300 lbs. of nitric oxide emissions.

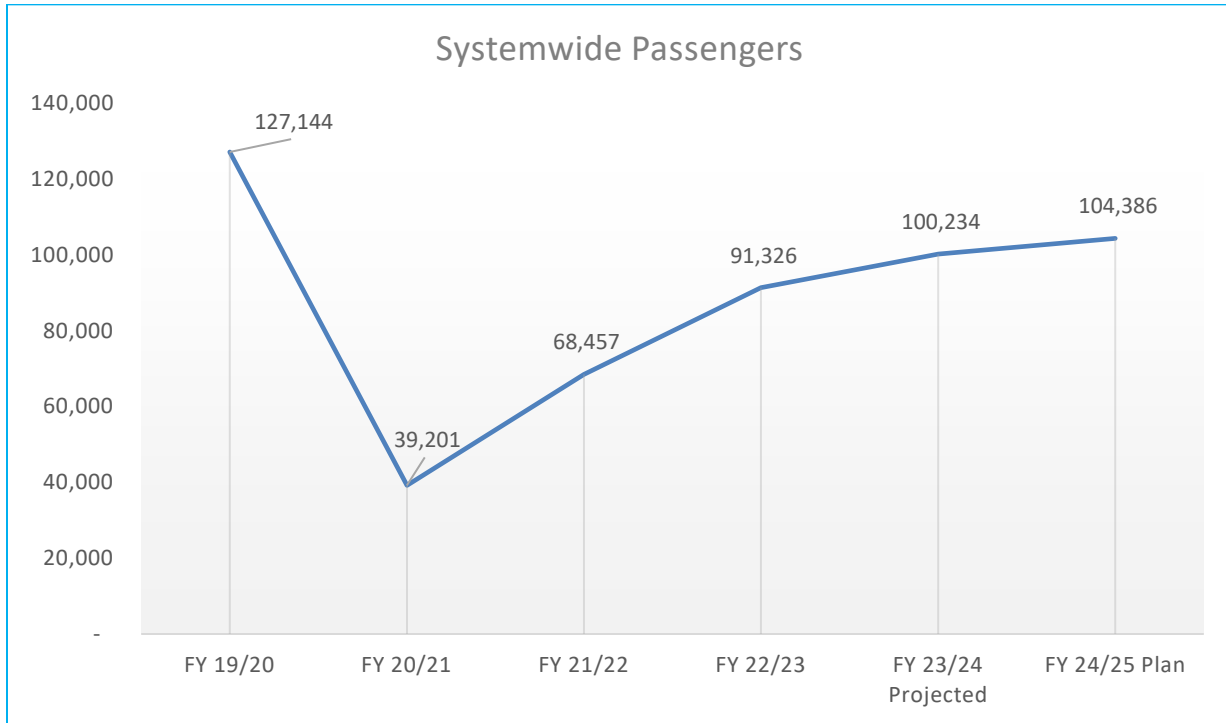
As Beaumont provides service disadvantaged census tracts in the Cities of Beaumont, Banning, San Bernardino, Redlands, Loma Linda, and Cabazon this contributes to a global effort to reduce healthcare costs and enhance the quality of life. By eliminating Beaumont Transit's emissions that contribute to smog, it is expected that reducing ground-level ozone will reduce associated health risks, such as respiratory issues and cardiovascular diseases. A reduction in air pollution-related illnesses can lead to lower healthcare costs, promote a healthier and more enjoyable environment, encourage outdoor activities, and improve overall well-being.

On a larger scale, ZEB's play a vital role in combating climate change by reducing the transportation sector's carbon footprint. Transitioning to ZEB's state-wide ensures that all communities, including those historically burdened by pollution from conventional transit fleets, have access to cleaner and healthier transportation options. It is worth noting that ZEB's are typically quieter than CNG or gasoline buses, leading to reduced noise pollution in urban and rural areas, which can contribute to improvements in local residents' quality of life as well as increase passenger comfort.

CHAPTER 2 - EXISTING SERVICES AND SYSTEM PERFORMANCE

Similar to other transit operators, Beaumont Transit's ridership suffered from the significant impacts of the COVID-19 pandemic. Systemwide passenger trips for FY 21 ended with 39,201 passenger trips. This is a 69% decline in passenger trips when compared to FY 20. In FY 22, ridership began to recover. Passenger boarding increased by 75% from FY 21 and total boardings for the year reached 68,457. In FY 23, the recovery continued and passenger boardings reached 91,326 which is approximately 72% of the boardings in FY 20. Data through 3rd Quarter in FY 24 suggests Beaumont's ridership will reach approximately 76% of FY 20.

These statistics indicate that; despite the return to pre-pandemic lifestyles for most residents in the San Gorgonio Pass area, a sizable portion of riders have not returned to the public transit system. The chart below highlights the sharp decline during the pandemic and the moderate recovery with projections for the current and upcoming fiscal years. Prior to FY 20, services extended into the City of Banning. Therefore, it is not appropriate to compare ridership figures to FY 19 and prior years. Annualized estimates for FY 20 suggest the pre-pandemic baseline passenger boardings for Beaumont Transit is approximately 160,000.



2.1 Key Performance Indicators

Beaumont Transit Staff continuously monitor performance indicators throughout the year to ensure the system is operating efficiently and to encourage corrective actions when necessary. Key performance indicators are compiled in Table’s 2.0 - 2.2 to provide scorecards that compare actual data, current plans, and the plans established in previous years. In Table 2.0, FY 24 targets for the key performance indicators were developed utilizing FY 23 YTD information and FY 22 audited information for revenues, subsidies, passengers, vehicle mileage, and expenses. It should be noted that these tables do not reflect the applicable exemptions from Assembly Bill 149.

Beyond Table 2.0, Beaumont additionally monitors other metrics that relate to customer satisfaction. Feedback is encouraged from staff, passengers, and residents to further assist with further improving Beaumont Transit’s services. This requires planning efforts to balance both service productivity and coverage. Beaumont continues to conduct satisfaction surveys to gauge satisfaction, comfort, ease of use, reliability, and on-time performance. Customer satisfaction is a top priority and community input, comments, complaints, and suggestions are recorded to

better understand the needs of the communities within our service area. Gathering this information is crucial for the development and planning for future services and projects.

Beyond the indicators mentioned above, Beaumont also evaluates administrative and vehicle maintenance functions throughout the year to ensure that staff has the tools and ability to function as efficiently and effectively as possible. Our vehicle maintenance department works diligently to keep our fleet maintained and performs frequent preventative maintenance inspections to ensure the safety and reliability of our vehicles. Beaumont's strives to keep costs at a minimum and understands that current equipment, software, administrative policies, and internal procedures can significantly impact the personnel hours needed for various tasks.

In Table 2.0, Key Performance Indicators are compiled in a scorecard for monitoring purposes only. FY 24 targets for the key performance indicators were developed in FY 23 utilizing the YTD information and the prior year audited information for revenues, subsidies, passengers, vehicle mileage, and expenses.

Table 2.0 -- Service Provider Performance Measures Report

FY 2023/24 Short Range Transit Plan Review
City of Beaumont

Data Elements	FY 2023/24 Plan	FY 2023/24 Target	FY 2023/24 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	95,760			
Passenger Miles	719,245			
Total Actual Vehicle Revenue Hours	19,563.0			
Total Actual Vehicle Revenue Miles	414,016.0			
Total Actual Vehicle Miles	437,511.0			
Total Operating Expenses	\$2,993,669			
Total Passenger Fare Revenue	\$39,025			
Net Operating Expenses	\$2,954,644			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	11.26%	>= 10.00%	19.10%	Meets Target
Additional:				
1. Operating Cost Per Revenue Hour	\$153.03	<= \$142.65	\$138.35	Meets Target
2. Subsidy Per Passenger	\$30.85	>= \$19.44 and <= \$26.30	\$21.39	Meets Target
3. Subsidy Per Passenger Mile	\$4.11	>= \$4.06 and <= \$5.50	\$4.47	Meets Target
4. Subsidy Per Hour	\$151.03	>= \$96.81 and <= \$130.97	\$111.92	Meets Target
5. Subsidy Per Mile	\$7.14	>= \$4.79 and <= \$6.49	\$5.35	Meets Target
6. Passengers Per Revenue Hour	4.89	>= 4.23 and <= 5.73	5.23	Meets Target
7. Passengers Per Revenue Mile	0.23	>= 0.21 and <= 0.29	0.25	Meets Target

Note: Targets reflect +/- 15%

2.2 SRTP Performance Report

During the development of the Short-Range Transit Plan for FY 24, Beaumont established a strategic plan with service performance expectations. These expectations were developed based on audited information for FY 22 and information through 3rd quarter in FY 23. Similar to Table 2.0, targets for Beaumont Transit's operations were established to monitor and compare to actuals as FY's progress.

On the following page, Table 2.1 compares current 3rd quarter data in FY 24 to the actuals in FY 23. Additionally, the plan for FY 25 is outlined and targets are set based on FY23's audited data and current fiscal year data. The plan is then evaluated and compared to the targets in a scorecard. These targets are discretionary and are utilized as a tool in monitoring Beaumont's performance metrics as fiscal years progress. The only mandatory target is the farebox recovery ratio.

As Beaumont Transit continues in its efforts to gain and regain passengers post-pandemic, it is expected that performance metrics in Table 2.1 will improve. As ridership is still growing and recovering, some performance metrics are scored unfavorably for the FY 25 Plan. However, it is worth noting that Table 2.1 provides information for all routes. Performance metrics excluding the exempt routes would be more favorable. Additionally, Tables 2.1 and 2.2 do not reflect the changes passed in Assembly Bill 149 and 125, which allows for additional exemptions in the farebox recovery ratio calculation.

Additionally, LCTOP and Measure A funding is a subsidy for Beaumont Transit. However, this is only reflected in the upcoming plan and is not reflected in the FY 23 column and the FY 24 year-to-date column. This inconsistency is problematic as they are utilized for the calculation of the Targets for FY 25. If this was uniform across the scorecard, it is expected Beaumont would meet more of the targets.

FY 2024/25 - Table 2.1 -- SRTP Performance Report
Service Provider: City of Beaumont
All Routes

Performance Indicators	FY 2022/23 End of Year Actual	FY 2023/24 3rd Quarter Year-to-Date	FY 2024/25 Plan	FY 2024/25 Target	Plan Performance Scorecard (a)
Passengers	91,318	76,230	104,385	None	
Passenger Miles	436,692	364,469	782,624	None	
Revenue Hours	18,950.4	14,569.0	19,934.0	None	
Total Hours	21,387.2	16,509.6	22,451.0	None	
Revenue Miles	382,938.0	304,721.0	429,365.0	None	
Total Miles	407,262.0	323,266.0	444,630.0	None	
Operating Costs	\$2,591,810	\$2,015,671	\$3,278,071	None	
Passenger Revenue	\$328,410	\$385,066	\$90,050	None	
Measure-A Revenue			\$199,000	None	
LCTOP Revenue			\$133,000	None	
Operating Subsidy	\$2,263,400	\$1,630,604	\$3,188,021	None	
Operating Costs Per Revenue Hour	\$136.77	\$138.35	\$164.45	<= \$96.21	Fails to Meet Target
Operating Cost Per Revenue Mile	\$6.77	\$6.61	\$7.63	None	
Operating Costs Per Passenger	\$28.38	\$26.44	\$31.40	None	
Farebox Recovery Ratio	12.67%	19.10%	12.87%	>= 0.1	Meets Target
Subsidy Per Passenger	\$24.79	\$21.39	\$30.54	>= \$14.29 and <= \$19.33	Fails to Meet Target
Subsidy Per Passenger Mile	\$5.18	\$4.47	\$4.07	>= \$2.98 and <= \$4.04	Fails to Meet Target
Subsidy Per Revenue Hour	\$119.44	\$111.92	\$159.93	>= \$74.98 and <= \$101.44	Fails to Meet Target
Subsidy Per Revenue Mile	\$5.91	\$5.35	\$7.42	>= \$3.57 and <= \$4.83	Fails to Meet Target
Passengers Per Revenue Hour	4.82	5.23	5.24	>= 4.46 and <= 6.04	Meets Target
Passengers Per Revenue Mile	0.24	0.25	0.24	>= 0.21 and <= 0.29	Meets Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2024/25 Plan to the FY 2024/25 Primary Target.

2.3 SRTP Service Summary

The following reports provide insight on the performance of the services offered by Beaumont Transit in FY 24 compared to the plan that was set in FY 23. Additionally, audited information for FY 22 and 23 is provided for an overview of recent performance statistics.

Key points of interest for FY 25:

- Systemwide ridership is expected to reach 78% of FY 20.
- Farebox recovery is planned at 12.87% systemwide.

In FY 24, Beaumont has one route to be excluded from the calculation of the farebox recovery ratio. This route, the Casino Express, was restructured in FY24 and will be exempt through the end of FY 26. For background, excluded Routes are new routes or routes that have recently been restructured or changed by 25% or greater. Being excluded gives a grace period for the route to perform and gain passenger ridership for three years.

The first table provided, Table 2.2 Service Summary, is for all Beaumont Transit routes. Therefore, it is a systemwide summary of the system including both excluded and non-excluded routes.

Table 2.2 Excluded Routes, reports only on the routes excluded. Given that the amount of excluded routes can vary over the years, each column is not necessarily comparable to another FY. Details on the excluded routes for FY 24 are outlined in Table 2.2A.

Table 2.2 Non-Excluded Routes consists of the remaining routes and services Beaumont Transit offers. These non-excluded routes are services that have been established without any major changes in the last 3 years.

Table 2.2 -- City of Beaumont -- SRTP Service Summary
FY 2024/25 Short Range Transit Plan
All Routes

	FY 2021/22 Audited	FY 2022/23 Audited	FY 2023/24 Plan	FY 2023/24 3rd Qtr Actual	FY 2024/25 Plan
Fleet Characteristics					
Peak-Hour Fleet	6	6	12	6	12
Financial Data					
Total Operating Expenses	\$2,149,467	\$2,591,810	\$2,993,669	\$2,015,671	\$3,278,071
Total Passenger Fare Revenue	\$233,931	\$328,410	\$337,174	\$385,066	\$422,050
Net Operating Expenses (Subsidies)	\$1,915,536	\$2,263,400	\$2,954,644	\$1,630,604	\$3,188,021
Operating Characteristics					
Unlinked Passenger Trips	68,468	91,318	95,760	76,230	104,385
Passenger Miles	328,646	436,692	719,245	364,469	782,624
Total Actual Vehicle Revenue Hours (a)	19,908.1	18,950.4	19,563.0	14,569.0	19,934.0
Total Actual Vehicle Revenue Miles (b)	376,813.9	382,938.0	414,016.0	304,721.0	429,365.0
Total Actual Vehicle Miles	402,107.2	407,262.0	437,511.0	323,266.0	444,630.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$107.97	\$136.77	\$153.03	\$138.35	\$164.45
Farebox Recovery Ratio	10.88%	12.67%	11.26%	19.10%	12.87%
Subsidy per Passenger	\$27.98	\$24.79	\$30.85	\$21.39	\$30.54
Subsidy per Passenger Mile	\$5.83	\$5.18	\$4.11	\$4.47	\$4.07
Subsidy per Revenue Hour (a)	\$96.22	\$119.44	\$151.03	\$111.92	\$159.93
Subsidy per Revenue Mile (b)	\$5.08	\$5.91	\$7.14	\$5.35	\$7.42
Passenger per Revenue Hour (a)	3.4	4.8	4.9	5.2	5.2
Passenger per Revenue Mile (b)	0.18	0.24	0.23	0.25	0.24

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

Table 2.2 -- City of Beaumont -- SRTP Service Summary
FY 2024/25 Short Range Transit Plan
Excluded Routes

	FY 2021/22 Audited	FY 2022/23 Audited	FY 2023/24 Plan	FY 2023/24 3rd Qtr Actual	FY 2024/25 Plan
Fleet Characteristics					
Peak-Hour Fleet	2	2	1		
Financial Data					
Total Operating Expenses	\$1,214,022	\$633,728	\$305,635		
Total Passenger Fare Revenue	\$144,657	\$26,478	\$3,500		
Net Operating Expenses (Subsidies)	\$1,069,365	\$607,250	\$304,656		
Operating Characteristics					
Unlinked Passenger Trips	14,738	3,767	3,250		
Passenger Miles	70,742	18,082	15,600		
Total Actual Vehicle Revenue Hours (a)	10,480.8	3,595.0	1,922.0		
Total Actual Vehicle Revenue Miles (b)	279,578.0	88,273.0	45,781.0		
Total Actual Vehicle Miles	293,309.0	93,248.0	48,012.0		
Performance Characteristics					
Operating Cost per Revenue Hour	\$115.83	\$176.28	\$159.02		
Farebox Recovery Ratio	11.92%	4.18%	1.14%		
Subsidy per Passenger	\$72.56	\$161.20	\$93.74		
Subsidy per Passenger Mile	\$15.12	\$33.58	\$19.53		
Subsidy per Revenue Hour (a)	\$102.03	\$168.92	\$158.51		
Subsidy per Revenue Mile (b)	\$3.82	\$6.88	\$6.65		
Passenger per Revenue Hour (a)	1.4	1.1	1.7		
Passenger per Revenue Mile (b)	0.05	0.04	0.07		

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

Table 2.2 -- City of Beaumont -- SRTP Service Summary
FY 2024/25 Short Range Transit Plan
Non-Excluded Routes

	FY 2021/22 Audited	FY 2022/23 Audited	FY 2023/24 Plan	FY 2023/24 3rd Qtr Actual	FY 2024/25 Plan
Fleet Characteristics					
Peak-Hour Fleet	4	4	11	6	12
Financial Data					
Total Operating Expenses	\$935,444	\$1,958,082	\$2,688,034	\$2,015,671	\$3,278,071
Total Passenger Fare Revenue	\$89,274	\$301,932	\$333,674	\$385,066	\$422,050
Net Operating Expenses (Subsidies)	\$846,171	\$1,656,150	\$2,649,988	\$1,630,604	\$3,188,021
Operating Characteristics					
Unlinked Passenger Trips	53,730	87,551	92,510	76,230	104,385
Passenger Miles	257,904	418,611	703,645	364,469	782,624
Total Actual Vehicle Revenue Hours (a)	9,427.3	15,355.4	17,641.0	14,569.0	19,934.0
Total Actual Vehicle Revenue Miles (b)	97,235.9	294,665.0	368,235.0	304,721.0	429,365.0
Total Actual Vehicle Miles	108,798.2	314,014.0	389,499.0	323,266.0	444,630.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$99.23	\$127.52	\$152.37	\$138.35	\$164.45
Farebox Recovery Ratio	9.54%	15.42%	12.41%	19.10%	12.87%
Subsidy per Passenger	\$15.75	\$18.92	\$28.65	\$21.39	\$30.54
Subsidy per Passenger Mile	\$3.28	\$3.96	\$3.77	\$4.47	\$4.07
Subsidy per Revenue Hour (a)	\$89.76	\$107.85	\$150.22	\$111.92	\$159.93
Subsidy per Revenue Mile (b)	\$8.70	\$5.62	\$7.20	\$5.35	\$7.42
Passenger per Revenue Hour (a)	5.7	5.7	5.2	5.2	5.2
Passenger per Revenue Mile (b)	0.55	0.30	0.25	0.25	0.24

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

On the following pages, Beaumont Transit's service is further broken down into programs. Beaumont Transit has two programs. One program is the BUS program which is all fixed route and commuter link services. The second program is the DAR program which is our Dial-A-Ride or paratransit program.

Table 2.2 BUS shows all routes within this program. Key notes of interest:

- Passenger Trips on the fixed routes and commuter links remain lower than pre-pandemic figures, but in FY 24 and the plan for FY 25 show a positive trend upwards.
- The farebox recovery ratio for all routes, excluding DAR, is planned at 13.27%.

Table 2.2 DAR shows the Dial A Ride or paratransit program. Key notes of interest:

- Demand response paratransit service is offered to those certified under the Americans with Disabilities Act (ADA).
- This curb-to-curb service is offered throughout city limits, and has a higher cost than the fixed route services.
- The farebox ratio for DAR is planned to be lower than the BUS program. This is primarily due to the nature of demand-response service.
- The projected farebox ratio for FY 24 has well exceeded the plan, however it remains lower than the BUS program. For FY 25, it is anticipated the system will see an additional increase in the farebox recovery ratio.

Table 2.2 -- Beaumont-BUS -- SRTP Service Summary
FY 2024/25 Short Range Transit Plan
All Routes

	FY 2021/22 Audited	FY 2022/23 Audited	FY 2023/24 Plan	FY 2023/24 3rd Qtr Actual	FY 2024/25 Plan
Fleet Characteristics					
Peak-Hour Fleet	6	6	10	6	10
Financial Data					
Total Operating Expenses	\$1,994,853	\$2,405,326	\$2,801,584	\$1,859,786	\$3,073,389
Total Passenger Fare Revenue	\$226,412	\$316,271	\$322,650	\$371,412	\$408,050
Net Operating Expenses (Subsidies)	\$1,768,441	\$2,089,055	\$2,764,372	\$1,488,374	\$2,989,939
Operating Characteristics					
Unlinked Passenger Trips	65,977	87,332	91,953	72,730	99,356
Passenger Miles	316,690	419,194	702,532	349,104	762,553
Total Actual Vehicle Revenue Hours (a)	17,232.8	17,039.9	17,365.0	13,033.0	17,884.0
Total Actual Vehicle Revenue Miles (b)	364,174.0	361,685.0	390,916.0	287,594.0	406,665.0
Total Actual Vehicle Miles	387,635.0	383,333.0	411,270.0	303,407.0	418,130.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$115.76	\$141.16	\$161.34	\$142.70	\$171.85
Farebox Recovery Ratio	11.35%	13.15%	11.51%	19.97%	13.27%
Subsidy per Passenger	\$26.80	\$23.92	\$30.06	\$20.46	\$30.09
Subsidy per Passenger Mile	\$5.58	\$4.98	\$3.93	\$4.26	\$3.92
Subsidy per Revenue Hour (a)	\$102.62	\$122.60	\$159.19	\$114.20	\$167.19
Subsidy per Revenue Mile (b)	\$4.86	\$5.78	\$7.07	\$5.18	\$7.35
Passenger per Revenue Hour (a)	3.8	5.1	5.3	5.6	5.6
Passenger per Revenue Mile (b)	0.18	0.24	0.24	0.25	0.24

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

Table 2.2 -- Beaumont-DAR -- SRTP Service Summary
FY 2024/25 Short Range Transit Plan
All Routes

	FY 2021/22 Audited	FY 2022/23 Audited	FY 2023/24 Plan	FY 2023/24 3rd Qtr Actual	FY 2024/25 Plan
Fleet Characteristics					
Peak-Hour Fleet	1	1	2	1	2
Financial Data					
Total Operating Expenses	\$154,614	\$186,484	\$192,085	\$155,885	\$204,682
Total Passenger Fare Revenue	\$7,519	\$12,139	\$14,524	\$13,654	\$14,000
Net Operating Expenses (Subsidies)	\$147,095	\$174,345	\$190,272	\$142,231	\$198,082
Operating Characteristics					
Unlinked Passenger Trips	2,491	3,986	3,807	3,500	5,029
Passenger Miles	11,957	17,499	16,713	15,365	20,071
Total Actual Vehicle Revenue Hours (a)	2,675.3	1,910.4	2,198.0	1,536.0	2,050.0
Total Actual Vehicle Revenue Miles (b)	12,639.9	21,253.0	23,100.0	17,127.0	22,700.0
Total Actual Vehicle Miles	14,472.2	23,929.0	26,241.0	19,859.0	26,500.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$57.79	\$97.61	\$87.39	\$101.49	\$99.84
Farebox Recovery Ratio	4.86%	6.51%	7.56%	8.76%	6.83%
Subsidy per Passenger	\$59.05	\$43.74	\$49.98	\$40.64	\$39.39
Subsidy per Passenger Mile	\$12.30	\$9.96	\$11.38	\$9.26	\$9.87
Subsidy per Revenue Hour (a)	\$54.98	\$91.26	\$86.57	\$92.60	\$96.63
Subsidy per Revenue Mile (b)	\$11.64	\$8.20	\$8.24	\$8.30	\$8.73
Passenger per Revenue Hour (a)	0.9	2.1	1.7	2.3	2.5
Passenger per Revenue Mile (b)	0.20	0.19	0.16	0.20	0.22

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

Table 2.2A outlines the routes to be excluded from the Farebox Recovery Ratio in FY 25. The Casino Express was a new route started in FY 20 to offer express service for passengers to Casino Morongo and Desert Hills Outlets, a major employment and recreational area for the region. Due to low ridership, community input, and as recommended in our COA, the route was re-structured in FY 24 to service the industrial side of Beaumont located south of the I-10 and Highway 60.



Beaumont Transit

Short Range Transit Plan



Table 2.2A Excluded Routes

Excluded Routes are new routes or new service extensions that are eligible for exemptions from the farebox recovery requirements

Route #	Mode (FR/DAR)	Service Type (DO/CO)	Route Description	Date of Implementation	Exemption End Date
Casino Express	FR	DO	Monday-Friday: From Walmart to Casino Morongo and Industrial Beaumont.	July 2023	July 2026

2.4 Service Performance

In March of 2020, the COVID-19 pandemic struck the world and led to an unprecedented change to public transportation agencies and operators. Primarily, there was a significant decline in passenger boardings. Due to various factors including the stay-at-home order, unemployment, virtual education services, rising infections, deaths, and near non-existent ridership, it was necessary to adjust public transit services across the nation.

Beaumont Transit, along with other public transportation providers, continues to combat the long-lasting effects of the pandemic. There has been a notable shift in transportation demands due to remote work arrangements, e-commerce, and delivery services. These shifts have decreased commuting needs significantly as more people are able to work, shop, and complete other activities digitally from the comfort of their home. Additionally, health concerns during the pandemic caused a surge in demand for alternative modes of transportation including bicycles, and electric scooters as these allow for social distancing. It is expected that some passengers will continue to utilize these modes of transportation as they are free to travel at any time and do not need to adhere to a bus schedule. Additionally, active lifestyles have many health benefits that residents are likely to take into consideration.

In FY 20, Beaumont's services throughout the City of Banning were discontinued as part of the dissolution of the Pass Transit Agency. The City of Banning's public transportation system, Banning Connect, now exclusively services the City of Banning. This is an important notation when reviewing the statistics for each route in the coming section. Annualized estimates for FY 20 through the 3rd Quarter suggest Beaumont's baseline ridership is 160,000. For this reason, statistics should not be compared to FY 19 as Beaumont's service during that time extended into the City of Banning.

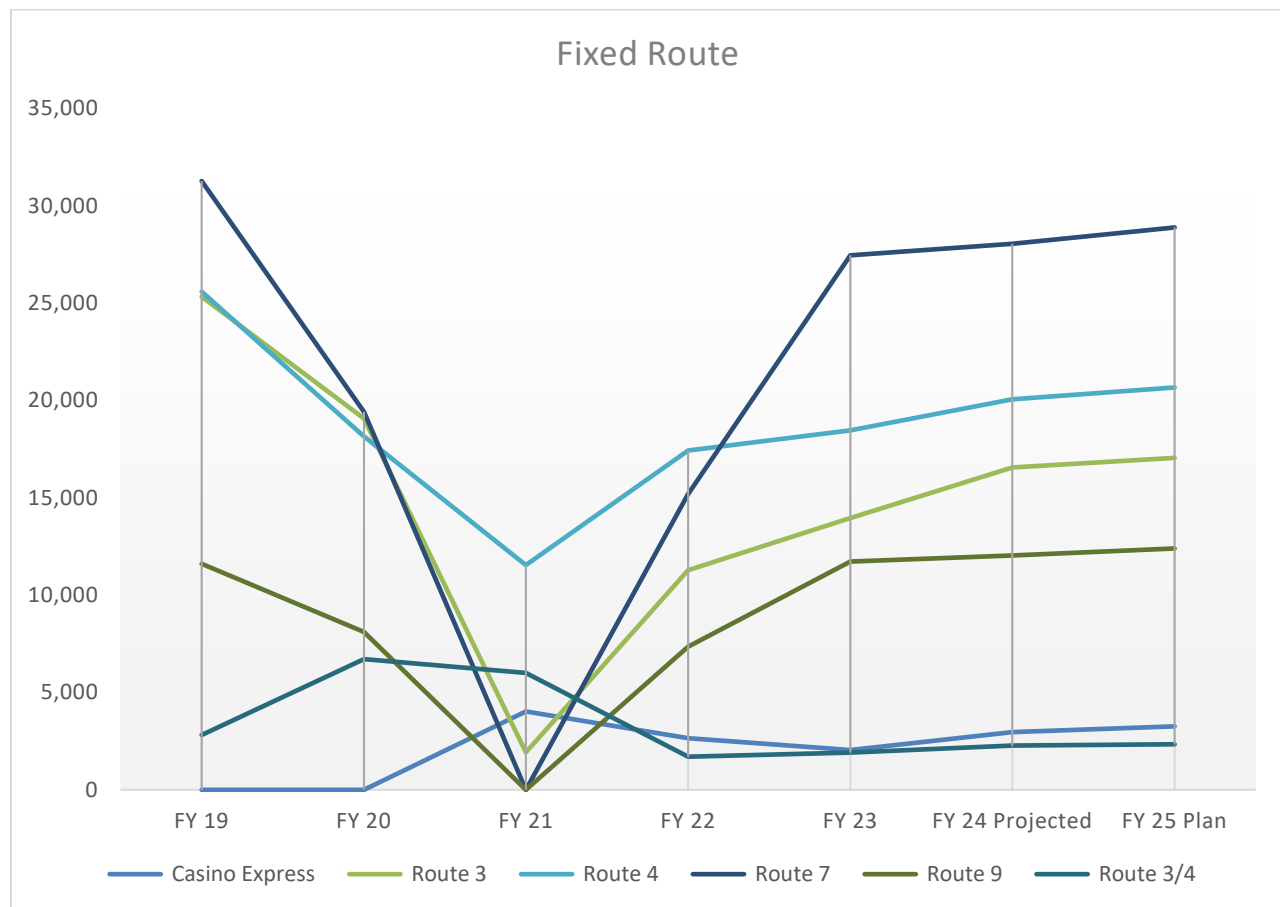
In light of transportation disruptions, Beaumont has been thoroughly evaluating ridership data and route performance. Currently ridership has recovered to approximately 76% of pre-pandemic levels. Beaumont continues to closely monitor performance and refresh its action plan to help promote residents to return to the public transit system and to attract new riders. Recent and upcoming changes to the transit system include various modifications to service frequency, the modification of timepoints, and the addition of new bus stop locations. The action plan is reflective of Beaumont Transit's goals to increase operational efficiency, meet the required farebox recovery ratio, and to continue providing and improving our services for the residents and communities within our service area.

Fixed Route and Commuter Link Service

The chart below shows the trend of passenger boardings for each fixed route over the last five years including a projection for FY 24 and a plan for FY 25. Due to the pandemic, passenger boardings began to decline in FY 20 and experienced a sharp decline in FY 21. Passenger

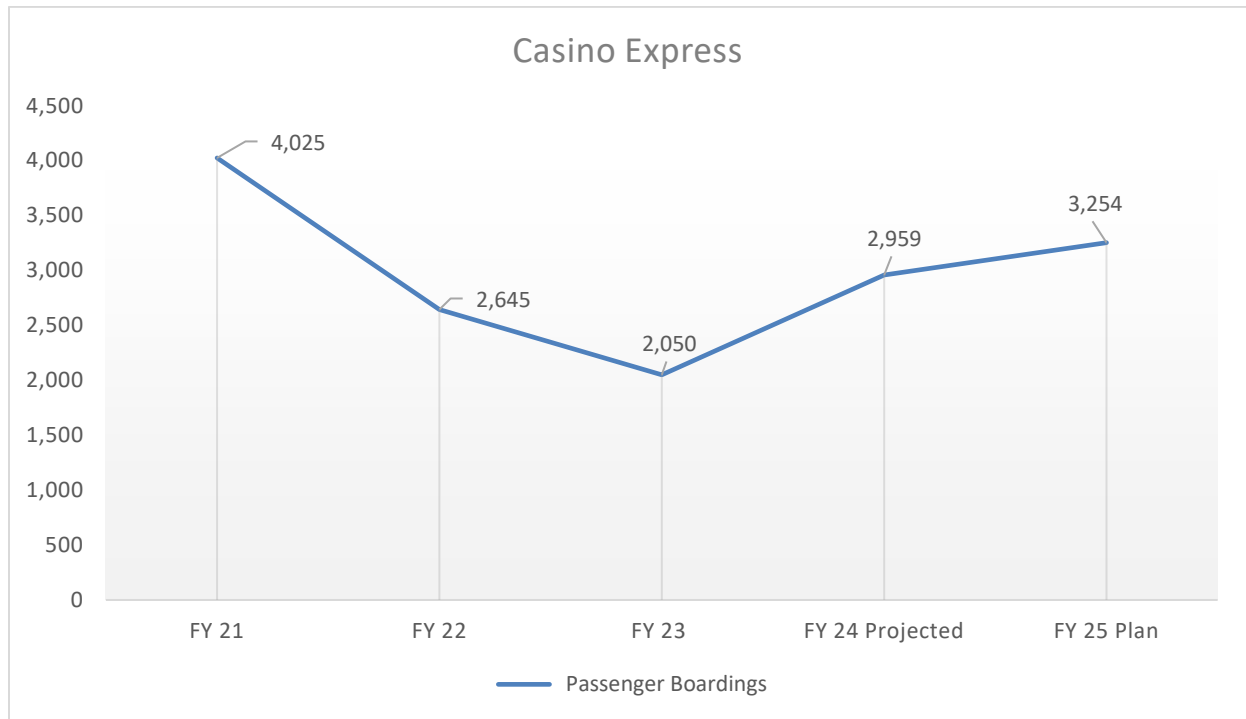
boardings began to recover in FY 22. This recovery has continued into FY 23 and FY 24, and for FY 25 it is anticipated there will be an additional 3.5% increase in Fixed Route passenger boardings and 7.5% on Commuter Link passenger boardings.

It is worth noting that the Casino Express began service in FY 21 and was completely restructured in FY 24. Therefore, this route has not had sufficient time to establish a significant ridership base. In addition, Route 3/4 was put into service as a combination route during most of FY 21 when Routes 3 and 4 were suspended due to the pandemic. This accounts for the increase in passenger boardings for the 3/4.



Casino Express

The Casino Express is a weekday service that began in August 2020 as an express service from Beaumont Walmart to Casino Morongo and the Desert Hills Outlets. These destinations are major employers and recreational centers for the area.



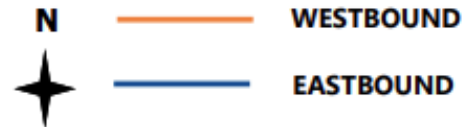
In its inaugural year, the Casino Express had 4,025 passenger boardings. However, due to the declining trend in ridership year-over-year coming out of the pandemic, this route was restructured in FY 24. This was the only fixed route experiencing a decline in ridership for FY 23. This route is now on track to finish the year with a 44% increase in ridership year-over-year attributable to the expanded service area. Due to the positive feedback and the growing number of warehouses in the service area, it is proposed to increase the hours of operation for FY 25.

CASINO EXPRESS

Beaumont | Amazon | Casino Morongo

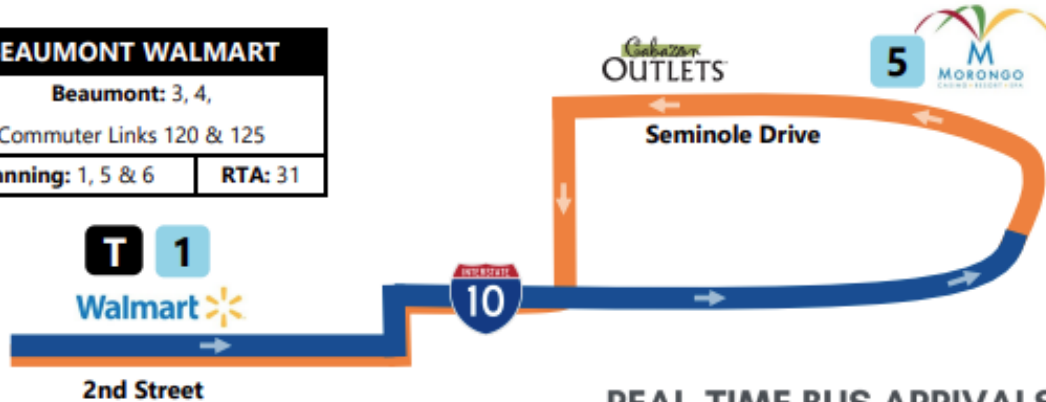
WEEKDAY SERVICE | *No Service on Holidays*

TRANSFER **T** TIME POINT STOP **S**



1ST ST & BEAUMONT AVE (EASTBOUND)
RTA: 31

BEAUMONT WALMART	
Beaumont: 3, 4, Commuter Links 120 & 125	
Banning: 1, 5 & 6	RTA: 31



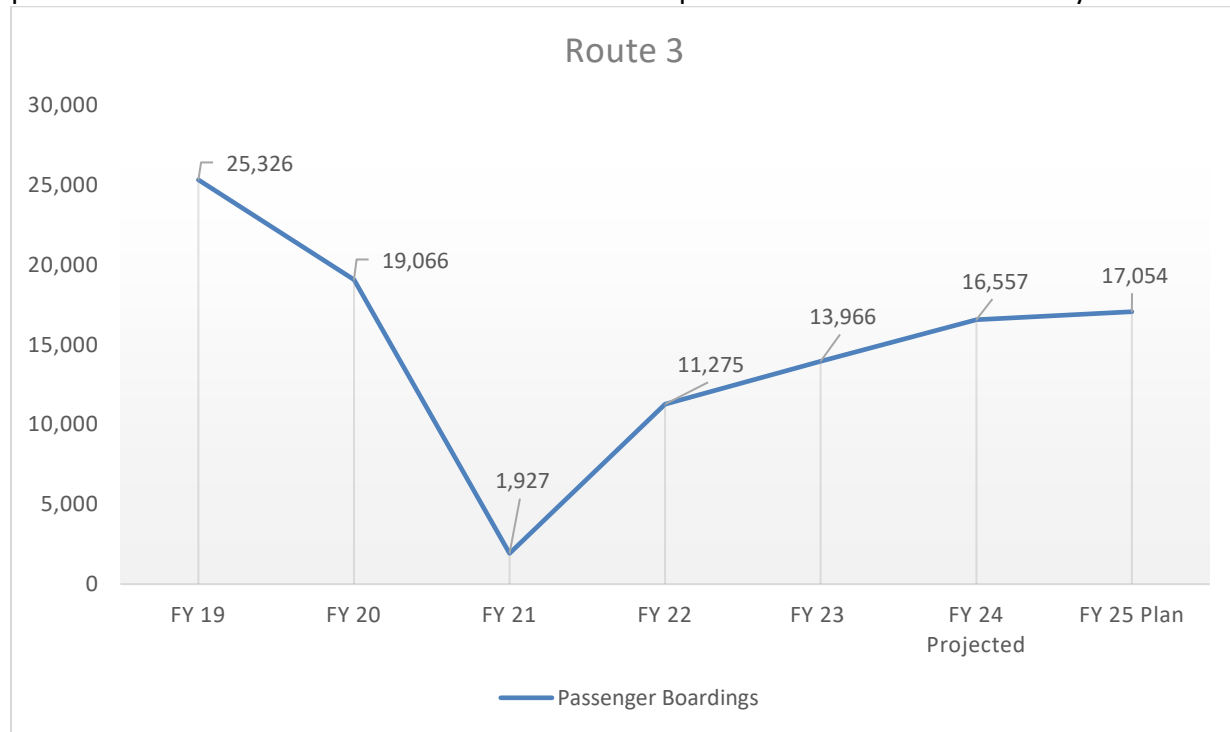
REAL-TIME BUS ARRIVALS
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Routing and timetables subject to change.

Route 3

Route 3 operates on weekdays with approximately one-hour headways providing services to residential communities in Beaumont, parts of Cherry Valley, and commercial areas surrounding Walmart. Additionally, this route connects passengers with Cherry Valley, the community recreation center, Walmart, and the surrounding shopping areas. In FY 20, service on Route 3 was suspended for 6 months due to the pandemic. Since Route 3’s return to pre-pandemic levels of service in FY 22 the route has experienced a moderate recovery.



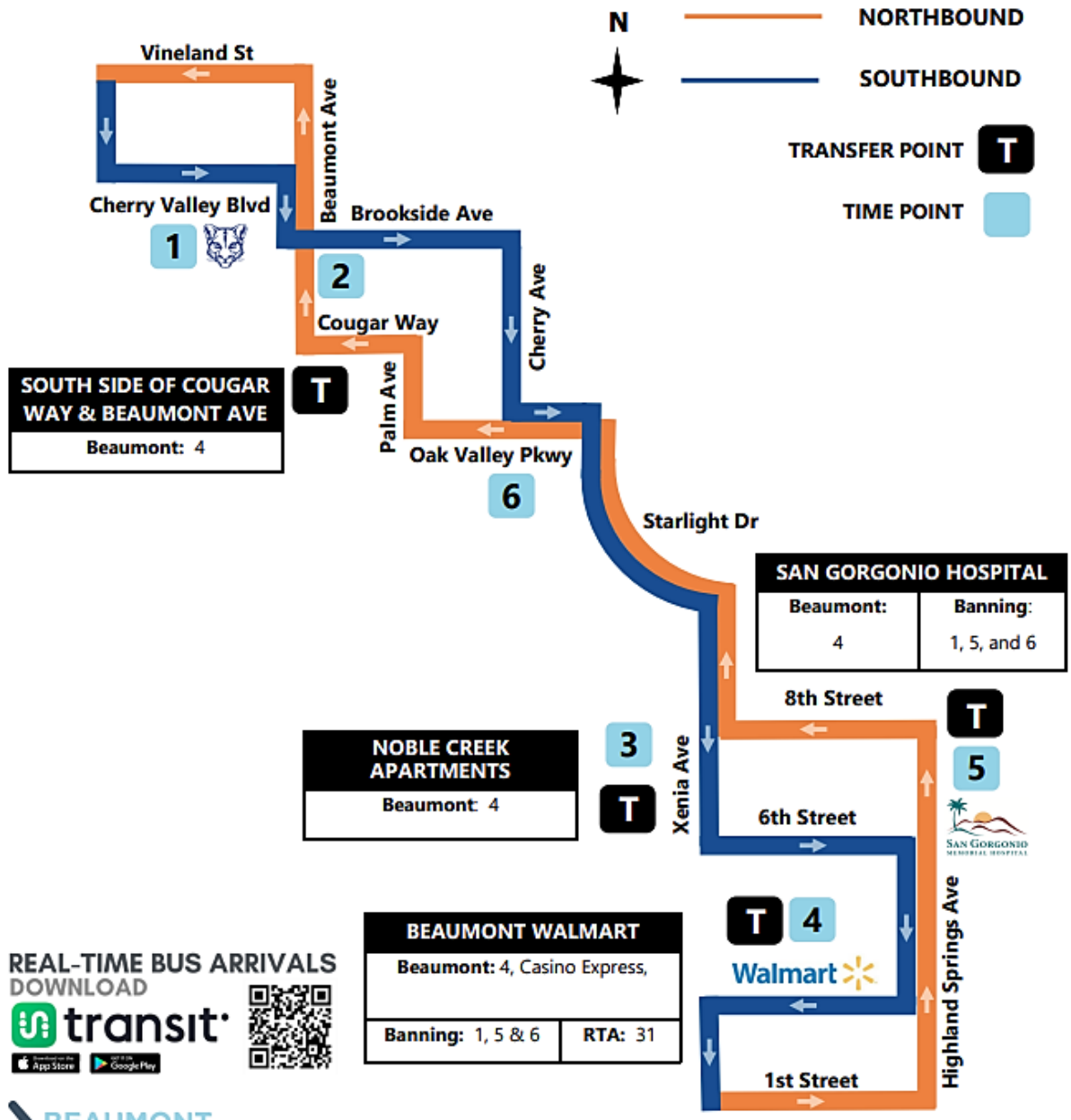
In FY 24, Route 3 is projected to finish the fiscal year with an 18% increase in passenger boardings. However, this is still only 86% of passenger boardings in FY 20. Route 3 currently makes up approximately 16% of passengers systemwide.

As this route is operating at its pre-pandemic service level, the decline in passengers is attributable to lower youth passengers. In FY 20, the City of Beaumont eliminated its day-camp afterschool program at the community center. Historically, this program accounted for a spike in the afternoon ridership. As the day-camp remains closed and it is not anticipated that the program will be reinstated, it is expected a significant number of passengers on Route 3 are no longer using the public transportation service. Beyond mentioned above, the pandemic has caused shifts in public transportation demand due to more online shopping and remote employment opportunities.

3

Beaumont | Cherry Valley

WEEKDAY SERVICE | No Service on Holidays



Routing and timetables subject to change.

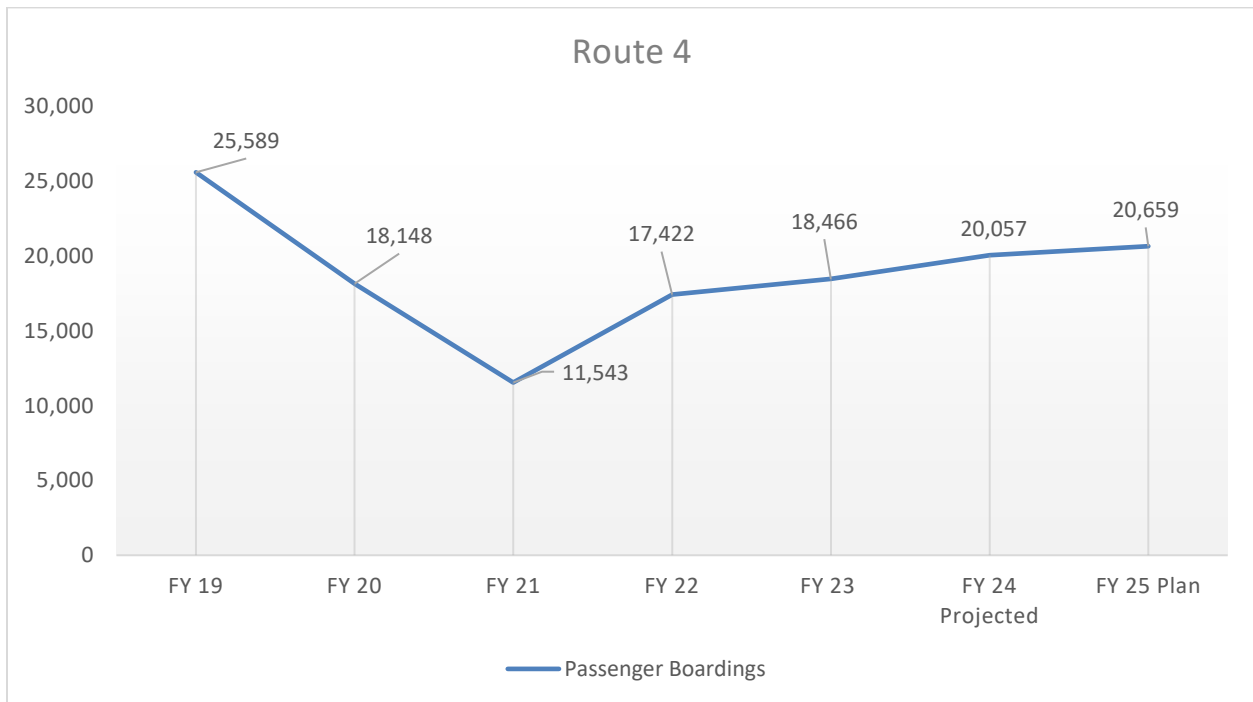
REAL-TIME BUS ARRIVALS
 DOWNLOAD

 Available on the App Store and Google Play.



Route 4

Route 4 operates on weekdays with a one-hour headway and services the downtown, commercial and residential areas of Beaumont. The residential area is identified as a disadvantaged community (DAC) by Senate Bill 535. This route connects passengers with the local library, the community center, civic center, schools, and the commercial shopping area surrounding Walmart. Route 4 also offers deviations upon request to 3 Rings Ranch. In FY 24, the Casino Express and Route 7-2 allowed for the elimination of deviations to Rangel park and Amazon.



In FY 24, Route 4 is projected to finish the fiscal year at 20,057 passenger boardings. This represents an 8.6% increase in passenger boardings compared to FY23 and a 10.5% increase compared to FY 19. Route 4 currently makes up approximately 20% of passengers systemwide.

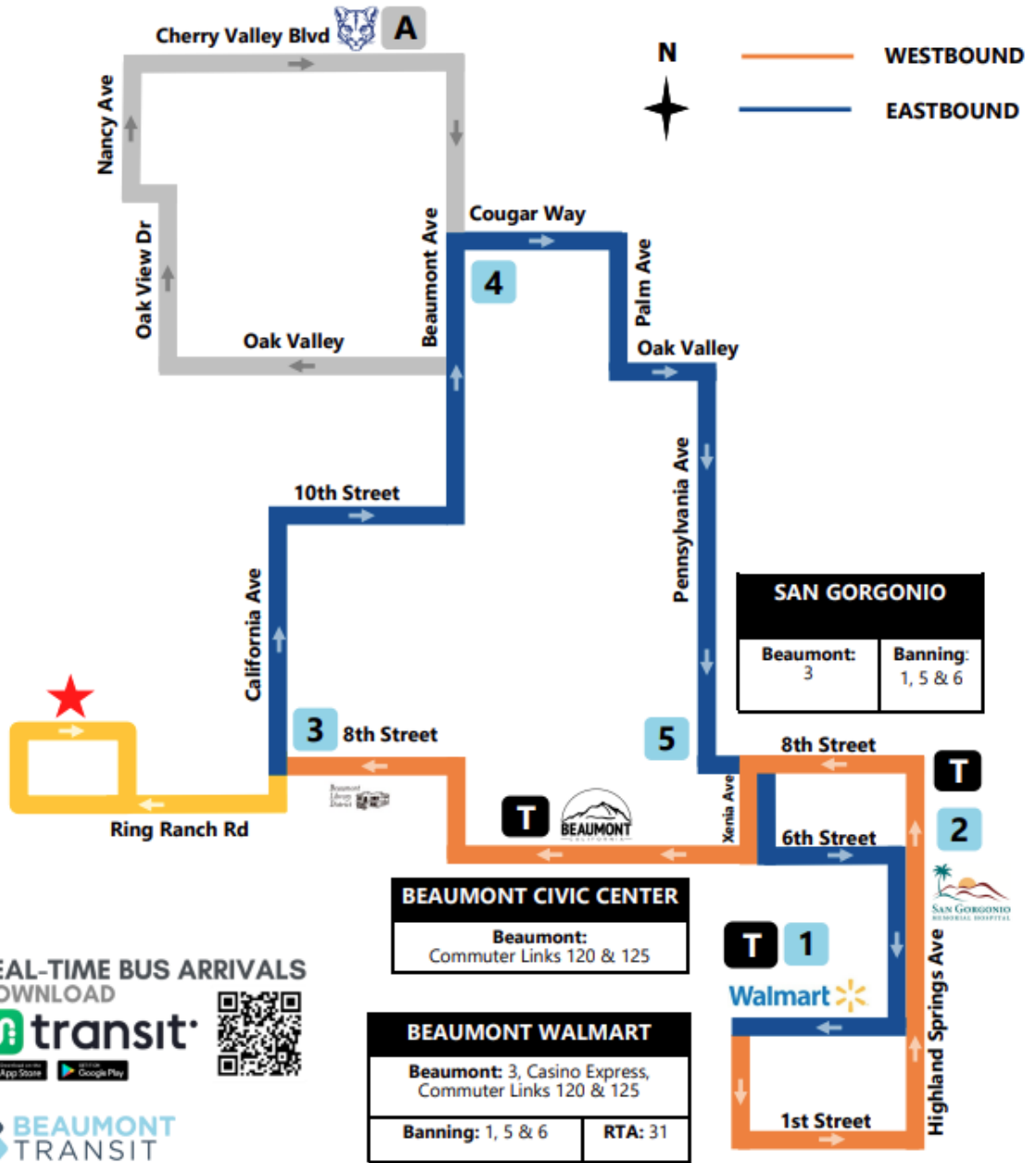
Route 4 has not experienced the sharp declines that other routes have seen. There are two major theories for why the impacts of the pandemic have been less significant for this route. First, the declines may be less due to the location serviced by this route. As this route services the low-income and disadvantage communities identified by SB 535, it is possible that those using public transit in the area are dependent on the system. Second, as a result of the interagency agreement with Banning, Route 2 was eliminated, which serviced Beaumont Ave and 6th Street into the City of Banning. Route 4 is now the only route that services this area and appears to have gained passengers for it.

4

Beaumont | 6th Street

WEEKDAY SERVICE | *No Service on Holidays*

TRANSFER **T** TIME POINT DEVIATION ALT. MORNING



REAL-TIME BUS ARRIVALS
 DOWNLOAD

 App Store | Google Play

JULY 2023

BEAUMONT CIVIC CENTER	
Beaumont:	Commuter Links 120 & 125

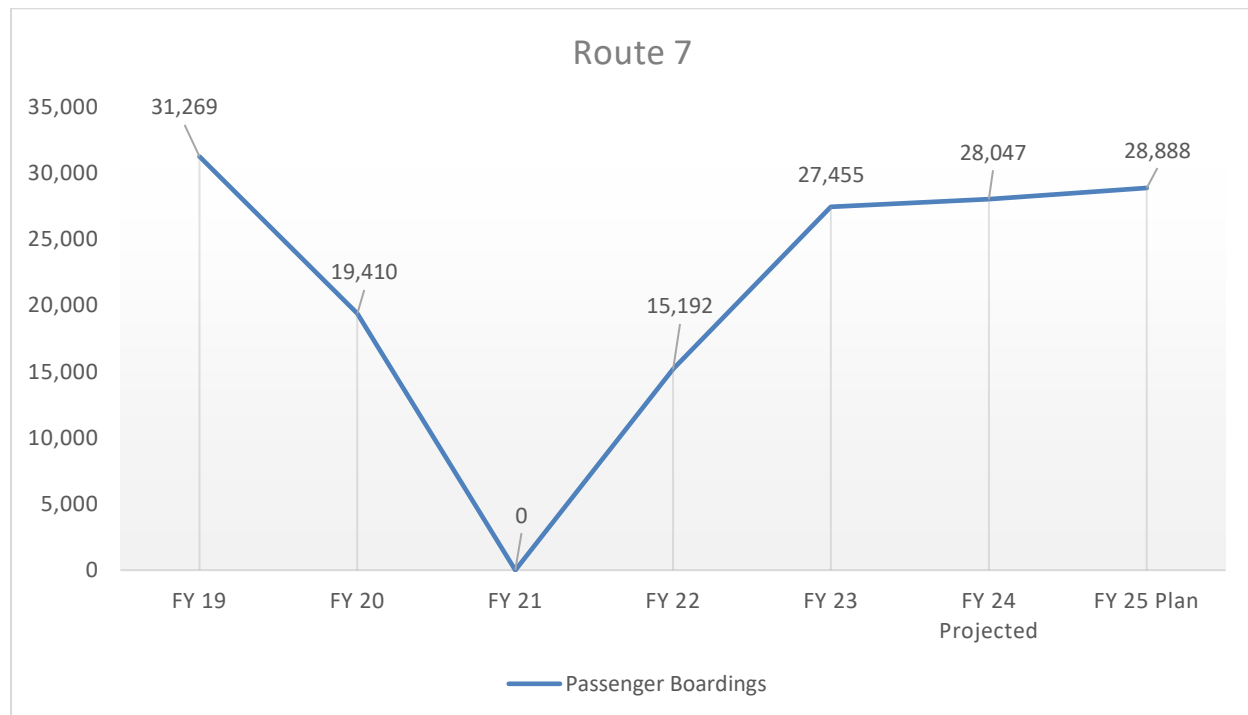
BEAUMONT WALMART	
Beaumont:	3, Casino Express, Commuter Links 120 & 125
Banning:	1, 5 & 6
RTA:	31

SAN GORGONIO	
Beaumont:	3
Banning:	1, 5 & 6

Routing and timetables subject to change.

Route 7

Route 7 is a weekday peak-service route that is structured to service passengers during the peak hours of the morning and afternoon to connect the westernmost portion of Beaumont residential areas with City hall, connecting routes, schools, shopping, and employment opportunities. The route services the masterplan communities commonly known in Beaumont as Fairway Canyon, Tukwet Canyon, Tournament Hills, and Olivewood.



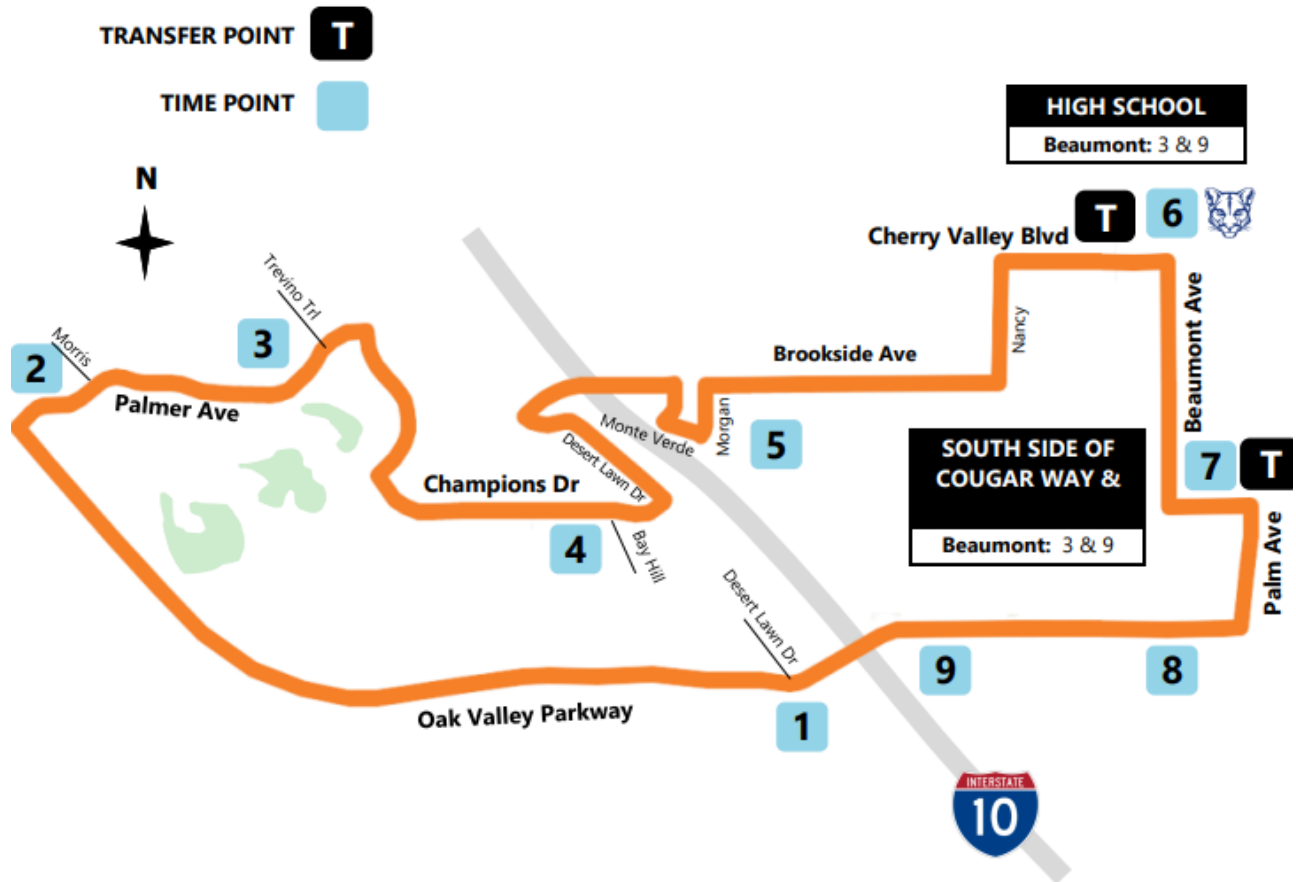
In March of FY 20 and throughout FY 21, Route 7 was suspended due to the stay-at-home orders arising from COVID-19 and non-existent ridership. Prior to the shutdown, Route 7 was serviced by two buses and a sweeper. Service on Route 7 resumed at a reduced service level with only one bus in October 2021.

In FY 22, passenger boardings were down by 22% in comparison to FY 20 and 51% in comparison to FY 19. In FY 23, passenger boardings surpassed FY20 and the sweeper was re-instated to ensure there was sufficient capacity and passengers were able to reach their destinations. Currently, Route 7 accounts for approximately 28% of passengers systemwide. In FY 24, Beaumont implemented changes to the sweeper to service newly developed communities. In FY 25, ridership is expected to reach 92% of that in FY 20.

7-1

Tournament Hills | Fairway Canyon | Cherry Valley

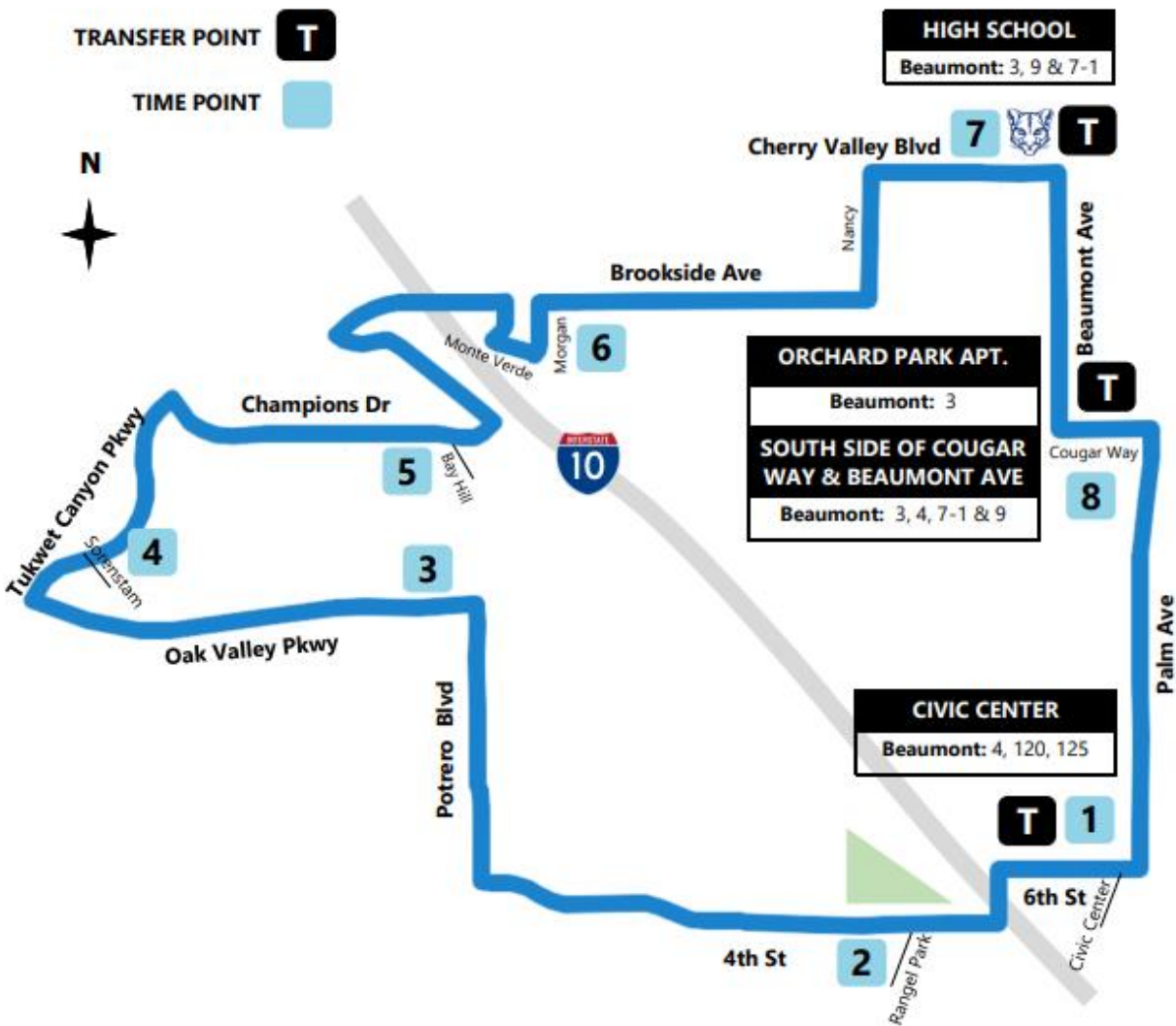
WEEKDAY SERVICE



7-2

Olivewood | Civic Center | Cherry Valley

WEEKDAY SERVICE



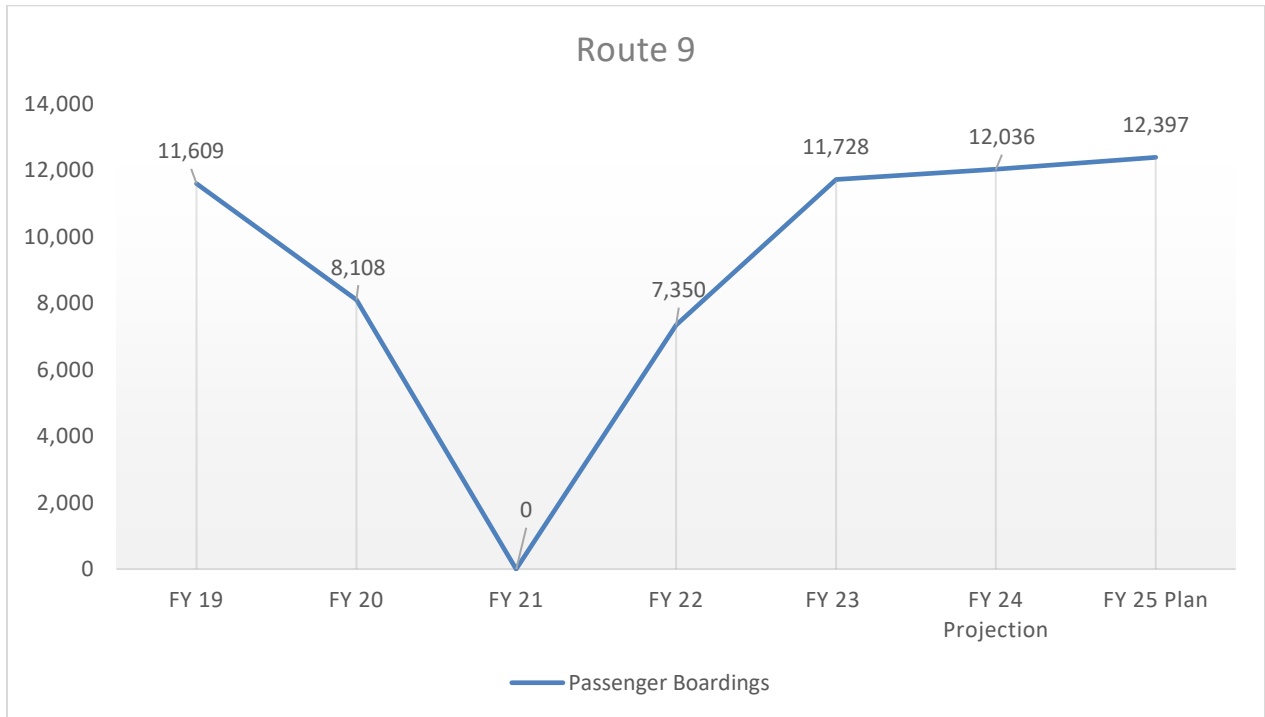
REAL-TIME BUS ARRIVALS
DOWNLOAD

Download on the App Store | GET IT ON Google Play

Routing and timetables subject to change.

Route 9

Along with Route 7, Route 9 is also a weekday peak-service route that is designed to transport passengers during the peak hours of the morning and afternoon to and from Cherry Valley, Walmart, connecting routes, schools, and the southernmost masterplan residential community commonly known as Seneca Springs.



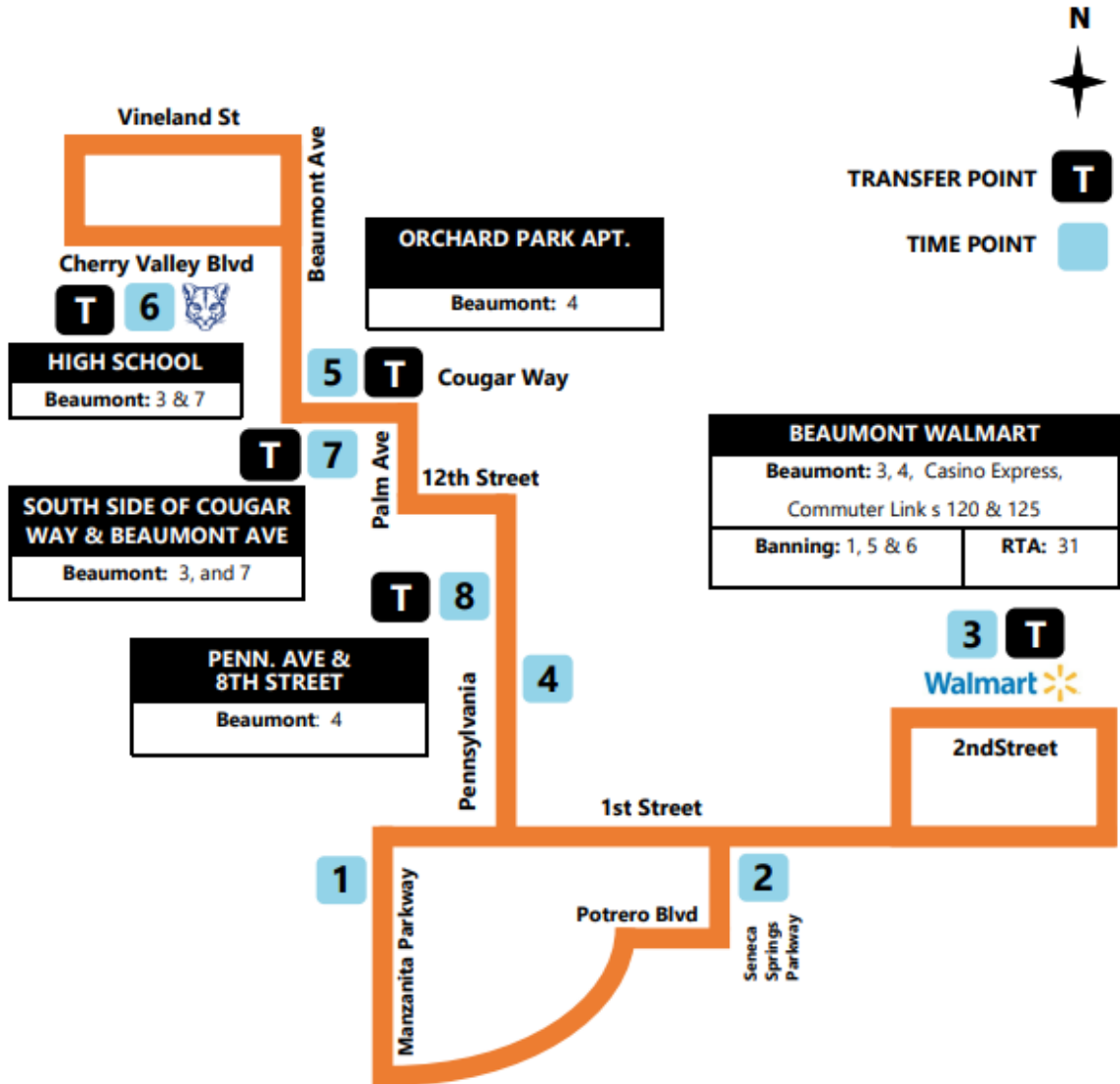
From March of 2020 and throughout FY 21, Route 9 was suspended due to the pandemic and non-existent ridership that resulted from the stay-at-home orders from COVID-19. The route resumed service at pre-pandemic levels in FY 22 and experienced a quick recovery.

Route 9 experienced a slight shortfall in FY 22 in comparison to FY 20. However, in FY 23 this route surpassed pre-pandemic levels. In FY 24 Passenger boardings are projected to exceed FY 19 boardings by 3.6%. Currently, Route 9 accounts for approximately 12% of passengers systemwide.

9

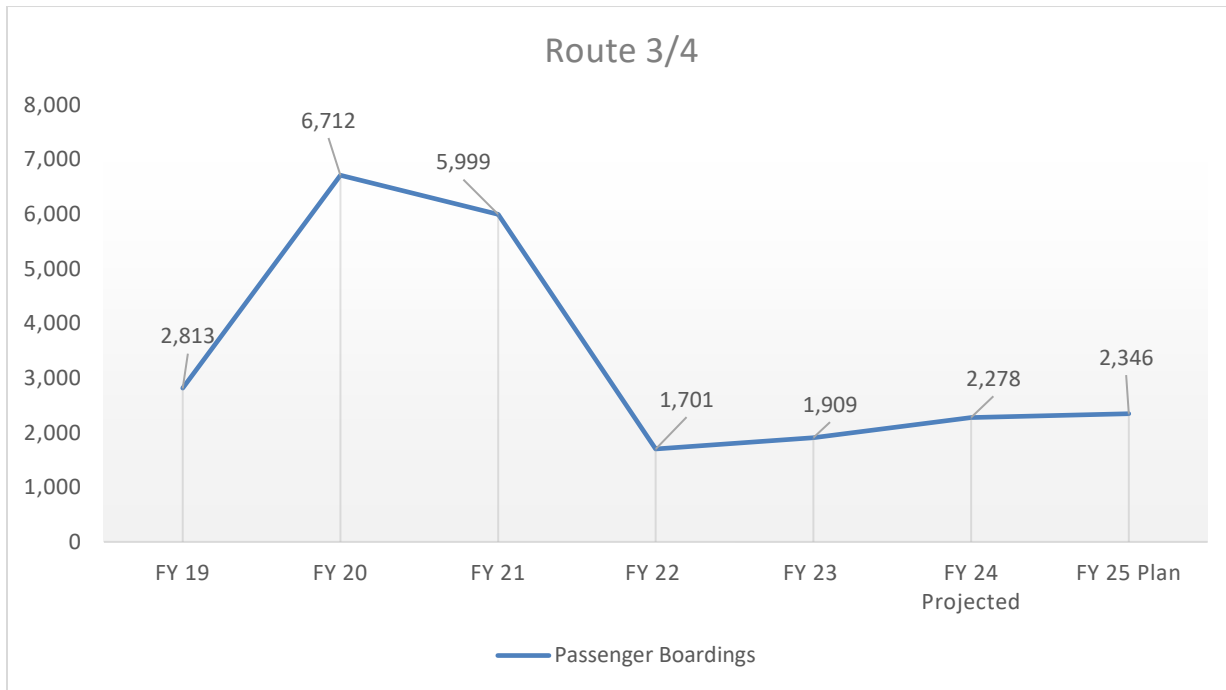
Seneca Springs | Cherry Valley | Walmart

WEEKDAY SERVICE



Route 3/4

Route 3/4 is a one-hour headway service provided on Saturdays and on recognized limited-service holidays. This route is a combination of the weekday service areas of Route 3 and Route 4 and connects the downtown residential areas with places of interest such as the local library, the community center, churches, schools, the downtown area, and the commercial area of Walmart.



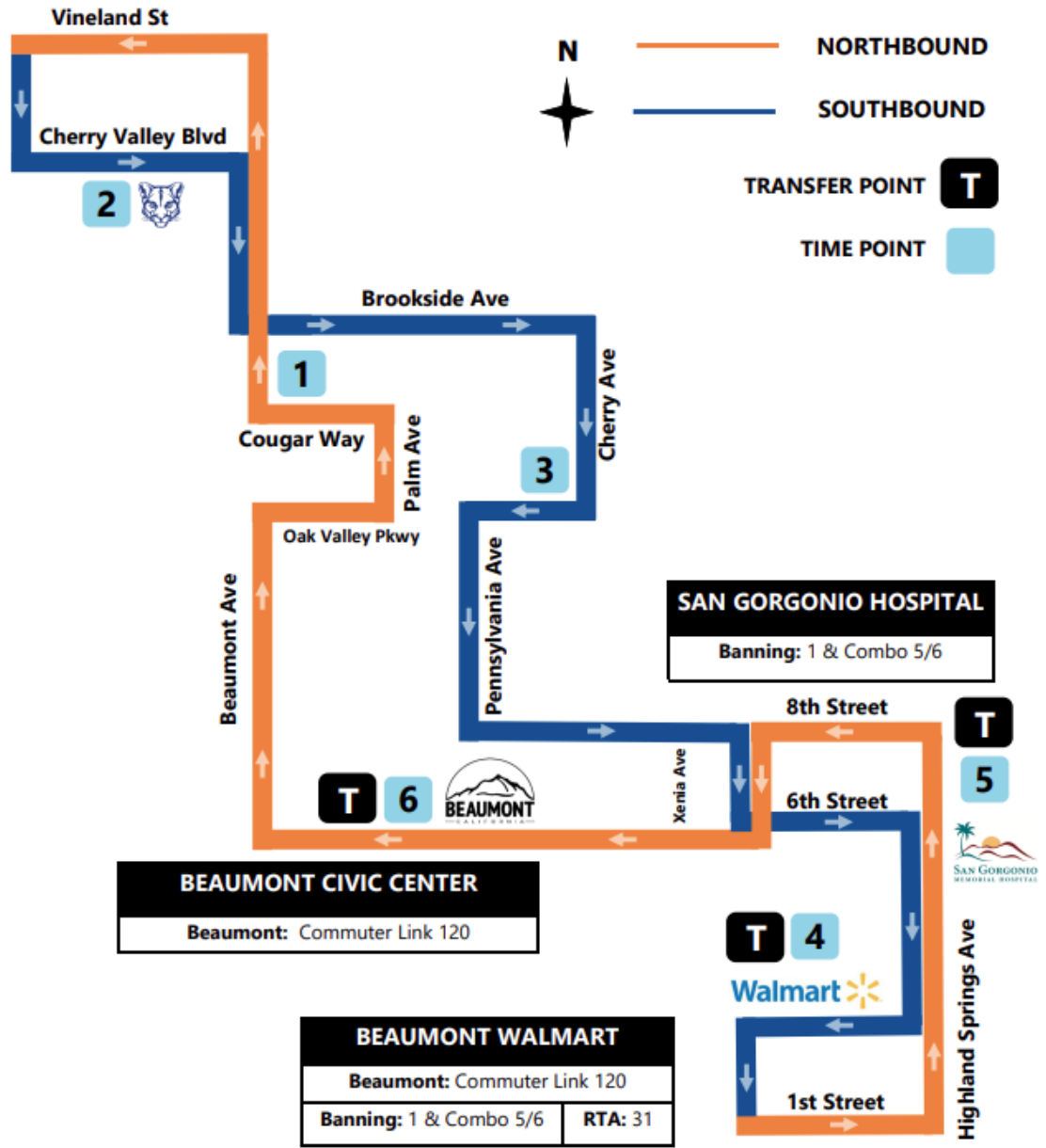
The Route 3/4, prior to March 2020, was a weekend route operating on Saturday and Sunday. For 6-months, the last quarter of FY 20 and the first quarter of FY 21, Sunday service was suspended, and the route took the place of Route 3 and Route 4 on weekdays. Operating 6 days a week, Route 3/4 allowed Beaumont to continue providing public transit services during the pandemic. This resulted in an upswing of passenger boardings in FY 20 and FY 21 when compared to previous years. In FY 22, Routes 3 and 4 went back into service and Route 3/4 became a Saturday service.

In FY 23, Route 3/4 is projected to have 2,208 passenger boardings. FY 23 will not be compared to FY 20 and 21 because the level of service was significantly more than prior to the pandemic. Instead, FY 24 ridership is projected to reach 81% of that in FY20. This decline is attributable to the decline in the service offered. In FY 19, service was offered on both Saturday and Sunday, however, it is now only a Saturday service. Route 3/4 accounts for approximately 2% of passengers systemwide.

3/4

Downtown Beaumont | Cherry Valley

SATURDAY SERVICE | *Limited Holiday Service*

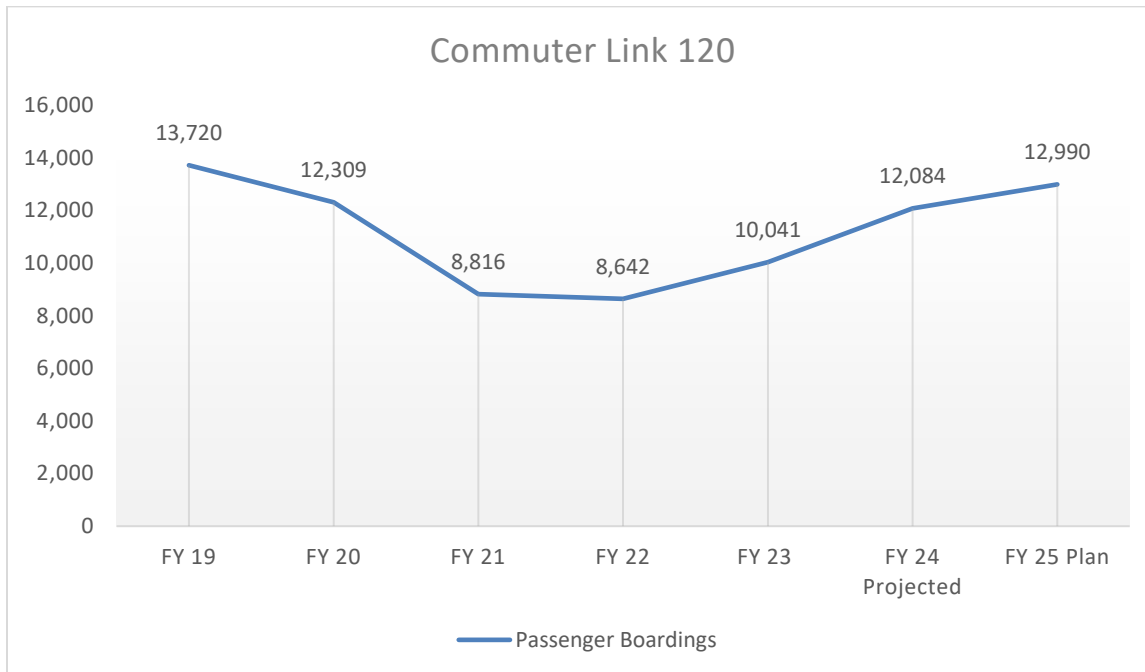


Routing and timetables subject to change.

OCTOBER 2020

Commuter Link 120

The Commuter Link (CL) 120 provides service Monday through Friday via two buses and has a 45-minute headway from Beaumont to San Bernardino Transit Center (SBTC). The CL 120 transports passengers from the Beaumont Walmart and Beaumont Civic Center to SBTC. CL 120 operates on Saturdays and on recognized limited-service holidays. On Saturday schedules, the CL 120 extends service and connects passengers to Casino Morongo and the Desert Hills Outlets via the I-10 freeway.



During the last quarter of FY 20, the CL 120 passenger boardings dropped from an average of 101 passengers a day to 32. Due to the pandemic, and in response to the decline in passengers, service hours on CL 120 were reduced. Additionally, due to the pause in service on CL 125, one of the two CL 120 buses was transformed into a combination route, the CL 120/125. In July of FY 22 the CL 120 resumed full service with two buses along with adjustments to the route schedule.

The projected passenger boardings for FY 24 represent 98% of FY 20. Currently CL 120 accounts for approximately 12% of passenger boardings systemwide and 88% of passengers on commuter links.

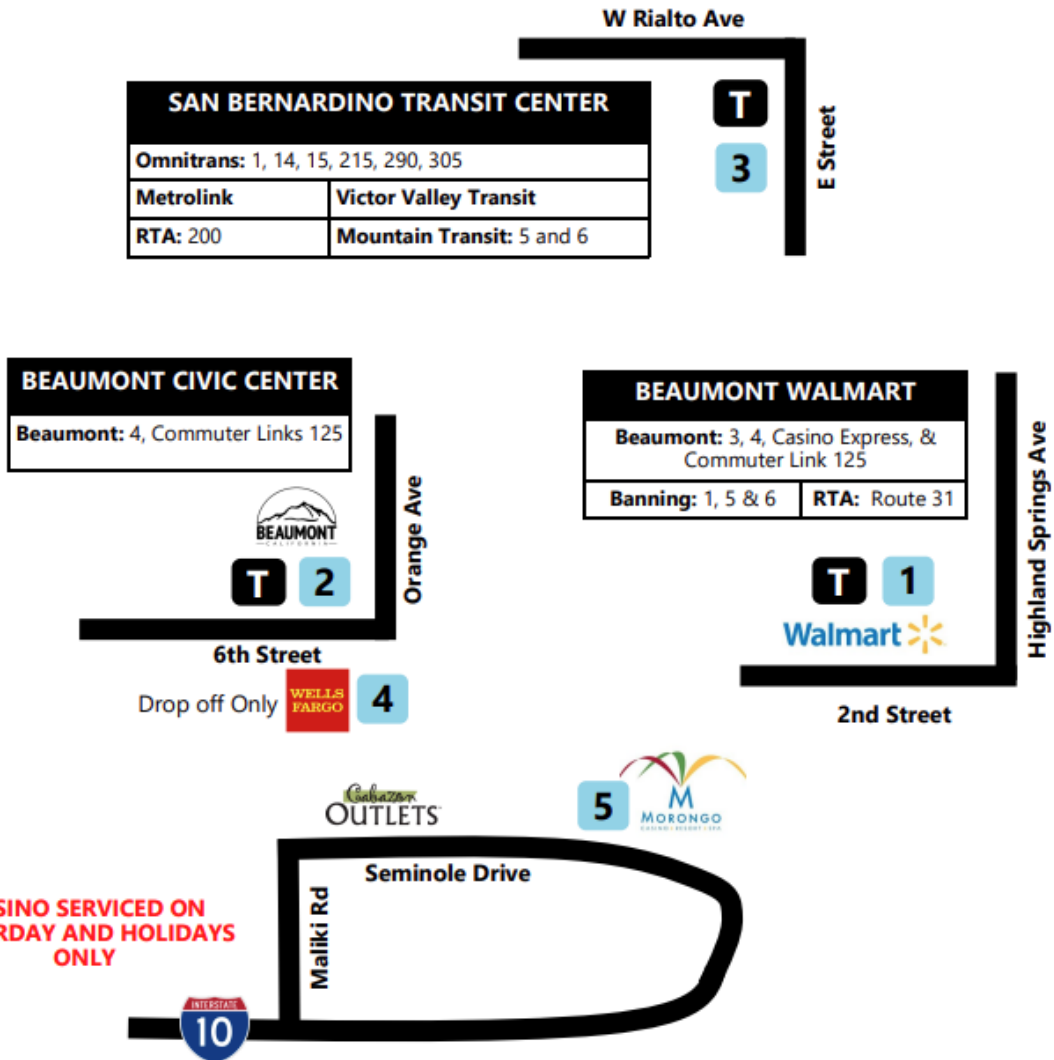
It is theorized that the decline in passengers is attributed to two factors. First, the pandemic has shifted employment habits and remote jobs have increased in popularity. Due to this shift, it is likely some passengers no longer need this service. Second, there is now an additional commuting option for Beaumont’s passengers to Cal State San Bernardino; Sunline’s Route 10.

120

Beaumont | SB Transit Center

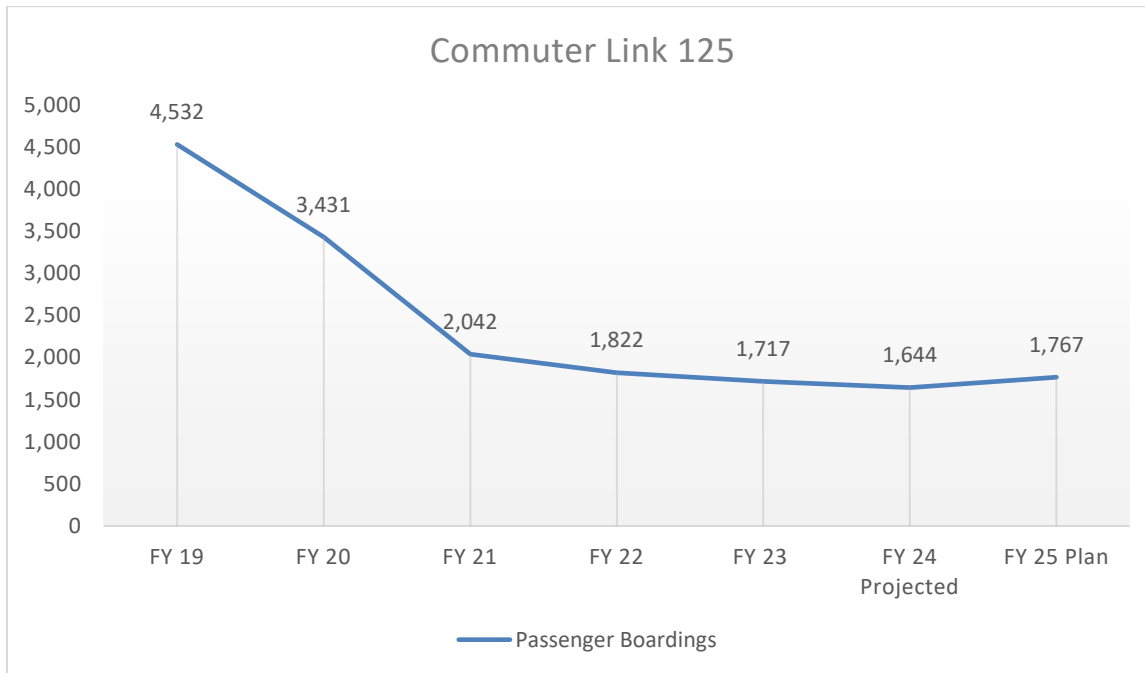
WEEKDAY SERVICE | *No Service on Holidays*

TRANSFER **T** TIME POINT



Commuter Link 125

The Commuter Link (CL) 125 provides service on weekdays from Beaumont Walmart to Redlands and Loma Linda. Originating from the Beaumont Walmart, CL 125 connects with the Redlands Transit Center and Loma Linda Veterans Affairs Hospital.



Launching in FY 19, CL 125 provided the opportunity for passengers to use public transportation to medical, recreational and employment opportunities in the Redlands/Loma Linda area. At the onset of the Stay-at-Home order in March 2020, the CL 125 service was suspended. The area normally serviced by the CL 125 was serviced by a combination route, CL 120/125. The CL 125 service was suspended for 6 months, from March 2020 to October 2020.

In FY 24, CL 125 is projected to have 1,644 passenger boardings, this is a decline of 5% passenger boardings compared to FY 23 and a 63% decline compared to FY 19. CL 125 currently accounts for approximately 1.6% of passengers systemwide and 12% of passengers on commuter links.

Similar to the Commuter Link 120, the decline in passenger boardings is likely attributable to long-lasting impacts of the pandemic including remote employment opportunities. Additionally, in response to the pandemic, it is likely passengers have shifted to other modes of transportation due to health concerns or evolving needs. As the only route experiencing a decline in ridership for FY 24, services changes are planned for FY 25. These changes will be discussed in Chapter 3.

125

Beaumont | Redlands | Loma Linda VA

WEEKDAY SERVICE | *No Service on Holidays*

TRANSFER POINT **T**

TIME POINT



LOMA LINDA VETERANS AFFAIRS HOSPITAL

OmniTrans: 2 & SBX	RTA: 14
--------------------	---------

REDLANDS TRANSIT CENTER

OmniTrans: 8, 15 & 19
Metrolink: Arrow

Benton Rd

T 4

VA LOMA LINDA HEALTHCARE SYSTEM

Barton Rd

Denny's

T 3

W Redlands Blvd

T 5

Eureka St

Orange St

BEAUMONT CIVIC CENTER

Beaumont: 4 & Commuter 120

Beaumont Ave

T 2

BEAUMONT

Orange Ave

6 WELLS FARGO 6th Street

Drop Off Only

BEAUMONT WALMART

Beaumont: 3, 4, Casino Express & Commuter 120	
Banning: 1, 5 & 6	RTA: 31

T 1

Walmart

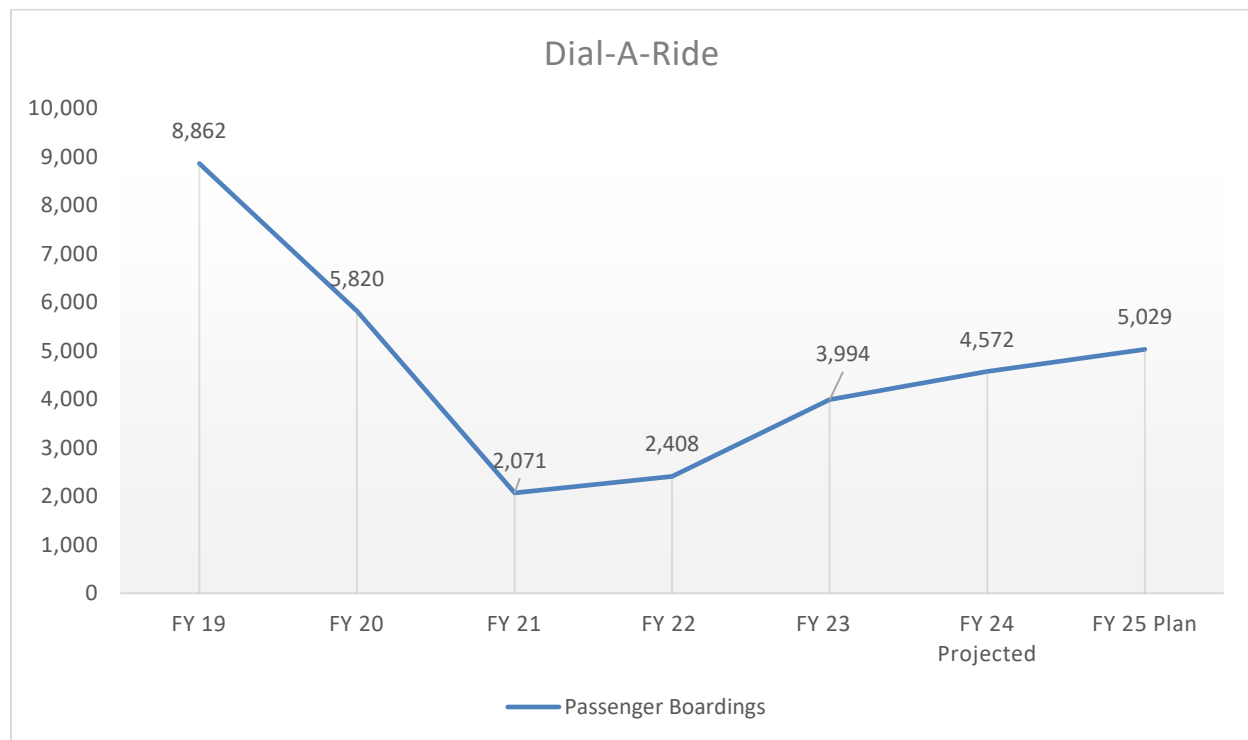
2nd Street

Highland Springs Ave

Dial-A-Ride (Paratransit)

Beaumont Dial-A-Ride (DAR) is a reservation-based curb-to-curb, federally mandated, service for qualified passengers residing in Beaumont and parts of Cherry Valley.

In March of FY 20, qualified passengers were limited to those certified under the Americans with Disability Act (ADA). Prior to this time DAR services were offered to ADA as well as Senior (65+) passengers. Beaumont Transit honors and recognizes those passengers carrying ADA compliant identification cards from other agencies such as RTA and Omitrans.



In FY 24, DAR is projected to finish the fiscal year with 4,572 passenger boardings, which is a 14% increase compared to FY 23. When comparing FY 23 to FY 20 and prior fiscal years it is important to consider that service was offered to senior passengers at the time. It is evident that offering service only to ADA passengers has contributed to the decline. DAR currently accounts for approximately 4% of passengers systemwide.

On the following pages, Table 2.3 provides key statistics for Beaumont’s planned services in FY 25. The information is broken down by route to better understand the individual operational impact. The line item “BEA-1” is the established budget for the administrative and vehicle maintenance departments. These expenses are external to the individual routes and account for the costs of doing business including salaries, utilities, office supplies, etc.

Table 2.3 - SRTP Route Statistics

City of Beaumont -- 2

FY 2024/25

All Routes

Data Elements

Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Measure-A Revenue	LCTOP Revenue
BEA-1	All Days	2	12,990	338,352	6,100	6,560	182,500	177,000	\$568,206	\$42,500		
BEA-120	All Days								\$849,747	\$10,800	\$129,500	\$29,200
BEA-125	Weekday	1	1,767	32,880	2,100	2,410	63,300	65,750	\$371,157	\$1,150	\$69,500	\$3,700
BEA-3	Weekday	1	17,054	79,474	2,590	2,880	33,400	36,400	\$207,810	\$4,500		\$6,115
BEA-3/4	Saturday	1	2,346	9,835	444	501	6,065	6,580	\$93,216	\$915		\$2,040
BEA-4	Weekday	1	20,659	96,274	2,950	3,150	31,500	32,400	\$275,773	\$7,710		\$14,270
BEA-7	Weekday	2	28,888	138,946	750	1,050	19,500	23,500	\$194,957	\$10,515		\$46,890
BEA-9	Weekday	1	12,397	44,770	500	700	7,000	8,900	\$114,237	\$4,510		\$20,385
BEA-CExp	Weekday	1	3,255	22,022	2,450	2,850	63,400	67,600	\$398,286	\$850		\$3,000
BEA-DAR	All Days	2	5,029	20,071	2,050	2,350	22,700	26,500	\$204,682	\$6,600		\$7,400
		12	104,385	782,624	19,934	22,451	429,365	444,630	\$3,278,071	\$90,050	\$199,000	\$133,000

Table 2.3 - SRTP Route Statistics
 City of Beaumont -- 2
 FY 2024/25
 All Routes

Performance Indicators

Route #	Day Type	Net Subsidy	Operating Cost Per Revenue Mile	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
BEA-1	All Days	\$525,706				7.47%						
BEA-120	All Days	\$838,947	\$139.30	\$4.66	\$65.42	19.94%	\$64.58	\$2.48	\$137.53	\$4.60	2.13	0.07
BEA-125	Weekday	\$370,007	\$176.74	\$5.86	\$210.05	20.03%	\$209.40	\$11.25	\$176.19	\$5.85	0.84	0.03
BEA-3	Weekday	\$203,310	\$80.24	\$6.22	\$12.19	5.10%	\$11.92	\$2.56	\$78.50	\$6.09	6.58	0.51
BEA-3/4	Saturday	\$92,301	\$209.95	\$15.37	\$39.73	3.17%	\$39.34	\$9.38	\$207.89	\$15.22	5.28	0.39
BEA-4	Weekday	\$268,063	\$93.48	\$8.75	\$13.35	7.97%	\$12.98	\$2.78	\$90.87	\$8.51	7.00	0.66
BEA-7	Weekday	\$184,442	\$259.94	\$10.00	\$6.75	29.44%	\$6.38	\$1.33	\$245.92	\$9.46	38.52	1.48
BEA-9	Weekday	\$109,727	\$228.47	\$16.32	\$9.21	21.79%	\$8.85	\$2.45	\$219.45	\$15.68	24.79	1.77
BEA-CExp	Weekday	\$397,436	\$162.57	\$6.28	\$122.36	0.96%	\$122.10	\$18.05	\$162.22	\$6.27	1.33	0.05
BEA-DAR	All Days	\$198,082	\$99.84	\$9.02	\$40.70	6.83%	\$39.39	\$9.87	\$96.63	\$8.73	2.45	0.22
		\$3,188,021	\$164.45	\$7.63	\$31.40	12.87%	\$30.54	\$4.07	\$159.93	\$7.42	5.24	0.24

2.5 Productivity Improvement Efforts

Post-Pandemic Service Planning

Beaumont encourages participation and involvement from our passengers and the public. Customer satisfaction is our number one priority, and we encourage the community to provide comments, suggestions, and feedback. Additionally, customer complaints are recorded and generally resolved immediately. Insights and requests that require significant service changes or changes that cannot be immediately resolved are recorded and taken into consideration at minimum annually during the development of the Short Range Transit Plan.

The pandemic resulted in the reduction of service throughout the transit industry, making it more difficult for passengers that require transfers to reach their destination. However, as routes and schedules begin to stabilize, Beaumont is monitoring and modifying its schedules in correspondence with other agencies. Metrolink, RTA, Omnitrans, and Banning Connect schedules are reviewed and changes are intended to increase connectivity and ease of use for our passengers. Prior to the implementation of service changes, Beaumont uses several products to keep passengers connected with system information and announcements. These products include Facebook, Swiftly, Transit App and Google Transit.

As mentioned previously, a comprehensive operations analysis (COA) was completed in late 2020, when the pandemic altered the travel patterns and predictability of passengers. The findings of the study offered recommendations for a five-year action plan with three phases. Many recommendations have already been implemented, while other recommendations are in the planning stages for Beaumont's post-pandemic service.

Beaumont monitors monthly revenues and expenditures on a monthly basis and follows strict financial procedures to ensure expenditures remain within budget. This monitoring process allows staff to quickly identify any deviances from the plan and take proactive measures to address any issues. Additionally, ridership is monitored closely, and community surveys assist in planning and developing service changes to ensure Beaumont's services adapt with shifts in the residents transportation needs. Identification of ridership patterns and trends, combined with community feedback, allow Beaumont to make informed decisions to guide its service planning. By prioritizing sound financial management practices, Beaumont continues optimize its utilization of finite resources and ensure responsible use of public funds.

2.6 Major Trip Generators

In FY 24, it is estimated that 54% of Beaumont Transit's current passengers are youth students. Primary travel patterns are between residential neighborhoods and the K-12 schools during peak hours in the morning and afternoon. Many of these students utilize our peak service routes including Route 7-1, 7-2 and 9. Providing peak service requires a significant amount of resources when considering the level of service that is provided. As residents' needs evolve,

Beaumont Transit continues to monitor and evaluate opportunities to incorporate the service of schools into regular routes to minimize peak service routes.

Earlier, in Chapter 1.2, a survey of Beaumont Transit's ridership demographic suggests that 62.5% of Beaumont's population over the age of 16 participate in the workforce. Further, the average commute to work for Beaumont residents is 36 minutes. This means that most of Beaumont's adult population drives over 30 minutes to get to work and generally they are not in the City most of the day. As a result, Beaumont Transit continues to focus on regional transportation as a means of sustainability. Beaumont Transit offers two commuter link services that connect passengers to regional transportation agencies. Historically, leading up to FY 20, Commuter Link 120 gained more passengers year over year than any other route.

2.7 Recent Service Changes

As a result of the pandemic, Beaumont Transit suspended and reorganized service systemwide late FY 20 and early FY 21. Beaumont continued to provide service during this time, however, it was accomplished through "combination" routes. Combination routes were designed to allow Beaumont to maintain most services, however with reduced frequency. In FY 22 service resumed on all routes, albeit some with shortened schedules. In FY 23 and FY 24, Beaumont further increased both service frequency and locations serviced to encourage the use of the public transit system once again. As we continue to move forward in the post-pandemic environment, Beaumont is closely monitoring ridership, schedules, and community input to drive the planning and development of future services. Below are recent service changes unrelated to the effects of the pandemic. Planned service changes for FY 25 will be discussed in Chapter 3.

Casino Express

The Casino Express began service in August 2020. It is an express service from Beaumont Walmart to Casino Morongo and the Outlet Malls. When Route 2 was dissolved, the Casino Express was created as a direct response from passengers needing transportation to their places of employment including Morongo and the Cabazon Outlets. In FY24, this route was restructured and expanded to the industrial side of Beaumont to service the growing number of warehouses in the south-western portion of the City. Through the 3rd Quarter of FY 24, ridership experienced a 42% increase largely attributable to the expansion of services.

Commuter Link 125

In FY 24, Beaumont increased service trips to the Redlands Transit Center on the CL 125 by cutting long layovers, removing Kaiser Redlands Medical Offices, and providing peak service to the Loma Linda VA. Passenger data revealed only 1.6% of passengers utilize the Kaiser bus stop and, in an effort to attract more riders, Beaumont implemented more frequent service to the Redlands Transit Center to connect passengers with Omnitrans and the new Arrow rail line. Unfortunately, ridership on the CL 125 has continued to decline. Beaumont has continued to

gather community input and feedback regarding this route to help fuel the planning and development of future services. Future changes to CL 125 will be discussed in Chapter 3.

Route 7-2

In FY 24, Beaumont revamped the Route 7 tripper to service newly established communities in the western side of the City. Historically, due to high ridership, Route 7 had a tripper to ensure there is sufficient capacity on the buses and that no passengers are left behind. Route 7-2 has experienced a successful implementation year through 3rd Quarter and fills a crucial gap in providing transportation services in these new communities.

CHAPTER 3 – FUTURE SERVICE PLANS, FARE CHANGES, CAPITAL PLANNING, AND MARKETING

3.1 Planned Service Changes

Beaumont's most recent COA completed in November 2020 outlines several recommendations for service enhancements. As previously discussed in Chapter 1, recommendations have largely been implemented and the COA is due to be refreshed. As Banning Connect and RTA are also initiating the process for their own COA's, Beaumont will work closely with surrounding agencies to ensure the new COA contributes to a regional approach to improve public transit services. Beaumont Transit has identified connectivity and convenience as an issue of importance for FY 25. As we move into the post-pandemic environment, public transportation schedules have been ever evolving including adjustments to frequency, timepoints, and service locations. These changes have interfered with the timepoints that connect Beaumont's passengers with other agencies. To better accommodate the ever-evolving needs in our communities, Beaumont has identified 2 routes to modify in FY 25.

- Increase the hours of operation on the Casino Express to provide midday services.
- Modify service on CL 125 to service the Yucaipa Transit Center.
- Expand the Saturday schedule on CL120 to provide more trips to the San Bernardino Transit Center.
- Continue to coordinate connectivity with Banning Connect, RTA, Sunline and Metrolink to meet passenger needs, bridge gaps, increase convenience and enhance passenger's experience.

Casino Express

In FY 24, Beaumont re-structured the Casino Express to combat declining ridership and address gaps in the public transportation system. As mentioned in Chapter 2, ridership for Casino Express is up 42% in comparison to FY 23. As a result of the positive feedback, Beaumont is proposing to increase hours of operation on this route. Currently the route operates for four hours in the morning and four in the afternoon with a four hour gap between 10am and 2pm. It is proposed to provide services between those hours to accommodate various employees work schedules.

As the City of Beaumont is growing, our working class is growing as well. Many are employed in the warehouses located on the south side of I-10 and Highway 60. Additionally, as deviations to Rangel Park and Amazon were removed from Route 4, this will allow passengers to connect with these locations throughout the day from 6am to 6pm.

Commuter Link 125

In FY 25, Beaumont plans to expand service on the CL 125 to service the Yucaipa Transit Center. As a popular passenger request, it is expected that this change will reverse the declining ridership trend. As many riders from Beaumont seek educational and recreational opportunities in Yucaipa, the current public transit system requires them to travel to Redlands or San Bernardino to backtrack into Yucaipa. This modification will alleviate connectivity issues and decrease travel time for many passengers. With enhanced connectivity, passengers will have additional opportunities to connect with Omnitrans to reach their final destinations in a timely manner.

Commuter Link 120

In FY 24, ridership growth on the Commuter Link 120 has continued. During the week, CL 120 travels nearly 700 miles and provides 23 revenue hours of service each day. However, on Saturday's and select holidays, limited service is provided which offers approximately 8 revenue hours and travels 250 miles. This provides passengers with very limited opportunities to connect with Metrolink and other agencies at the San Bernardino Transit Center. It is evident in ridership data that there is still a need for transportation on Saturdays and limited service holidays. For FY 25, Beaumont plans to revamp the CL 120 schedule to increase hours of operation to attract new riders and provide residents with more options for commuting on limited service days. Beaumont is currently finalizing an implementation plan and schedule to offer seamless connections and minimize increased operational costs.

3.2 Future Marketing Plans, Studies, and Promotions to Promote Ridership

Discounted Fare Promotion

As mentioned in Chapter 1, Beaumont Transit has been allocated \$323,000 for a three-year discounted fare promotion. This promotion provides discounted fares to all passengers systemwide. The Fixed Route fare is 25 cents, Commuter Links are \$1.00, and Dial-a-Ride is 50 cents for ADA passengers and \$1.00 for companions. This promotion began on August 1st, 2023, and is expected to continue until July 2026 or until funding is exhausted. Beaumont is relying heavily upon free advertising methods for this project in an effort to maximize the impact for our passengers. Any cost-associated advertising for this project will be concurrent with other outreach efforts and utilize other funding sources.

Prior to the discounted fare promotion expiring, Beaumont plans to apply for and secure funding to continue offering discounted and free fare promotions. It is evident that discounted fare promotions provide a multitude of benefits for Beaumont's services and the residents in Beaumont's geographical service area. Fare promotions assist in alleviating the financial burden of public transportation and make the system more accessible to a wide range of residents, including students, low-income individuals, and seniors. As more people can utilize public transit system, this promotes social equity and helps ensure residents have access to essential services and daily functions. Additionally, fare promotions contribute to traffic congestion relief and promote a more sustainable environment by reducing greenhouse gas emissions. By removing personal vehicles from the roads, residents can benefit from improved air quality and less air pollution. According to the World Health Organization, reducing air pollution can reduce the burden of stroke, heart disease, lung cancer, asthma, and other chronic and acute respiratory diseases.⁸ Beaumont's administration has received positive feedback from the community at public meetings and from our front-line customer service coordinators. Given this feedback, community support, and the positive benefits for residents, Beaumont has prioritized the continuation of fare programs.

Comprehensive Operations Analysis

Beaumont's most recent Comprehensive Operations Analysis (COA) is dated and is due to be refreshed. Beaumont currently has funding for a Bus Stop Improvement Plan and Microtransit Feasibility Analysis. Unfortunately, upon receiving bids it is evident that there is insufficient funding for these studies at this time. Beaumont is now proposing the release of a new Request for Proposals that will encompass a Comprehensive Operations Analysis, Micro-transit feasibility analysis, and the Bus Stop Improvement Plan. This will allow one consultant to comprehensively evaluate Beaumont's services and bus stops to develop a deeper understanding of the interconnections. This is expected to streamline a more strategic, consistent, and cohesive plan for Beaumont's future. The COA will include a comprehensive community survey to gather public input to fuel the development and planning of Beaumont's future services.

Beaumont plans for the Comprehensive Operations Analysis and Microtransit Feasibility Analysis to be completed concurrently with the Bus Stop Improvement Plan to be completed last. The Bus Stop Improvement plan will address the lack of amenities, current conditions, as well as potential eliminations or additions of bus stops across Beaumont's service area. This will be completed last as the selected consultant shall consider location, ridership, and results of both the Comprehensive Analysis and Microtransit Feasibility Analysis. This all-inclusive and comprehensive analysis will provide Beaumont with crucial direction to continue improving public transit services while also ensuring that efficiency, sustainability, and resiliency efforts are incorporated into future plans.

⁸ [https://www.who.int/news-room/fact-sheets/detail/ambient-\(outdoor\)-air-quality-and-health](https://www.who.int/news-room/fact-sheets/detail/ambient-(outdoor)-air-quality-and-health)

Advertising

In FY 24, Beaumont Transit's baseline ridership remains below pre-pandemic figures. Funding for advertising has been included in the operations budget to promote our services and gain/regain passengers. As Beaumont transitions from a rural to urban transit operator, we are taking steps to promote the system by conducting community surveys, rider contests, and providing additional facetime to the community.

Community Involvement

Throughout the year our service is promoted through participation in community events. The opportunity to present our services and fleet to a captive audience has had positive effects with community members that would normally not have considered public transportation.

Beaumont Transit participates in local parades, free rides to all Veterans during the annual Veteran's Expo, the "Stuff the Bus" food drive, and multiple community presentations and events. Additionally, staff provides informational booths at back-to-school nights and orientations. Shuttle service is provided at no cost to the annual signature event, the Cherry Festival, located in the downtown area of Beaumont. This annual festival, arts/crafts, food, and live entertainment gathering is a four-day event with attendance of over 50,000 throughout the four days. All of these efforts are beneficial and help ensure that the public is aware of the services provided to them. These efforts also assist in increasing ridership by exposing choice riders to public transportation.

Enhanced Bus Prediction Platform

In FY 23, Beaumont Transit implemented the software Swiftly. Swiftly provides real-time bus predictions on all of our routes. This software will show our passengers in real time how far away the bus is from where they are standing as well as an estimated time of arrival. This software also allows passengers to text a five digit number to receive real-time estimates for the buses arrival at a particular bus stop. This is an ideal platform as we move toward implementation of ADA required onboard announcements of upcoming stops and places of interest while on the bus. In addition, this software integrates with other applications. Our route information feeds into Google Maps, Apple Maps, and Transit app which will allow passengers to easily plan out their trips. This technology will be especially useful in enhancing connectivity with the Redlands and San Bernardino Transit Centers.

Travel Training

Beaumont Travel Training program was suspended during the pandemic. However, in FY 23, the program was reinstated. This program shows passengers how to ride Beaumont Transit to the San Bernardino Transit Center and connect with the Metrolink and other transit operators for trips outside of the region. In the calendar year of 2023, we connected 67 trainees to Los Angeles Union Station, West Hollywood, Lake Arrowhead, Downtown Disney, and Downtown Redlands.

Year to date we have offered two travel training opportunities, one to Hollywood and one to LA Union Station. In FY 25, we plan to increase travel training opportunities to resemble pre-

pandemic levels of training. Prior to the pandemic, travel training was offered approximately twelve times per year. Staff is currently planning and coordinating future trips and dates for LA Union Station, Hollywood, Lake Arrowhead San Clemente, and Downtown Disney.

3.3 Projected Ridership Growth

In recent years, Beaumont has experienced a moderate recovery in ridership compared to pre-pandemic levels. Despite falling short of FY 19 through 3rd Quarter in FY 24, it is reassuring that passenger boardings have continued to recover. For FY 25, Beaumont is projecting a 3% increase in passenger boardings on fixed routes, a 7.5% increase on Commuter Links, and a 10% increase on paratransit services.

As Beaumont and other agencies collect more data, it is apparent that it will take additional time to return to FY 19 statistics. Typically, agencies strive for a 2-3% increase in passengers year over year, however, given the circumstances of the global pandemic, predicting future ridership trends has presented challenges and uncertainties. Since the pandemic, there has been a notable shift in transportation needs with many remote work arrangements, which has decreased commuting needs significantly as more people are able to work from home. During the pandemic, health concerns caused a surge in demand for alternative modes of transportation including bicycles, and electric scooters. It is expected that some passengers will continue to utilize these modes of transportation as they are free to travel at any time and do not need to adhere to a schedule. Additionally, active lifestyles have many health benefits that residents are likely to take into consideration. Furthermore, since the pandemic there has been a significant shift to e-commerce and delivery services which has reduced the need for transportation to shopping centers. Despite these challenges, with Beaumont's planned service changes and recent positive growth, Beaumont remains optimistic in its ability to exceed these projections for FY 25.

3.4 Proposed Fare Structure Changes

There will be no changes to the fare schedule for FY 25. Beaumont will continue to charge passengers according to the fares set forth in the discounted fare promotion until funding is exhausted. Beaumont will likely re-evaluate the possibility of a fare increase in FY 27 or FY 28. By this time, Beaumont will have a completed Comprehensive Operations Analysis, that will likely set forth recommended changes to the fare structure.

Beaumont's Comprehensive Operational Analysis, completed in 2020, recommended a 20% fare increase. Due to the pandemic, Beaumont delayed the implementation of any fare increases. In July 2023, Beaumont plans implemented a fare increase of twenty-five cents on Fixed Route Services and Commuter Link Services. For paratransit services, fares increased by one dollar as metrics including the current fare schedule and cost recovery had fallen behind the averages among other transit operators.

3.5 Capital Improvement Planning

4th & Veile – Beaumont Transit and City Yard

Beaumont Transit currently owns a 6.15-acre parcel located on 4th & Veile in conjunction with the City of Beaumont. Beaumont Transit and Beaumont City Hall are coordinating the development of a master plan for the parcel. For Beaumont Transit, it is anticipated that this property will house a CNG Fueling Station, administrative operations facility, vehicle maintenance facility, hydrogen fueling station and EV charging infrastructure. As a phased approach to this project, Beaumont also intends to include a solar system with backup energy storage to support clean-energy initiatives, reduce operational costs, and increase resiliency to system-outages.

Additionally, this property may include an equipment storage building, and an outdoor secured storage area for our Public Works department. This is not included in Transit’s project scope or estimated costs as this would be at the expense of the general fund. Beaumont is currently in the design phase, and recently posted a Request for Proposals to select a consultant to complete the design including the architecture and engineering and Plans Specifications and Estimates package. As this project is subject to land constraints this is a fluid plan for the property at this time. As plans are finalized, the City will allocate project costs for office space, parking, and land use to the transit fund and general fund respectively.

In regard to ownership, currently Transit owns approximately 40% of the property and the City’s Wastewater department owns 60%. As the Wastewater department is an enterprise fund and it is no longer expected that they will be included in this project, the transit fund and general fund will need to purchase land from the Wastewater department.

Thirteen of Beaumont Transit’s twenty-two buses are CNG fueled. At this time, Beaumont Transit does not have a fueling station and must use the school district’s station, or other stations in Redlands and San Bernadino. The station will be open to the public, providing fast-fill stations as well as slow-fill stations for the buses. The planned CNG station will be fully owned and operated by the Transit department. Beaumont intends to follow this plan for the hydrogen fueling station including both private and public stations. As this property is located in a key location in the industrial side of Beaumont, it is expected these stations will significantly offset future operating budgets. This property is located in Beaumont where the Interstate 10, Highway 60, and State Route 79 all connect. Additionally, 4th street leads to various warehouses including two Amazon warehouses, Wolverine Distribution, Perricone Juices and various other manufacturing and distribution centers.

9 Replacement Buses

In FY 24, Beaumont received two new CNG buses to replace two gasoline buses that have exceeded their useful life. In FY 23 and FY 24, Beaumont received funding to purchase a total of 9 CNG EZ Rider II Buses. Due to production delays, these vehicles are expected to be delivered in Fall of 2024.

In recent years, Beaumont has purchased a total of brings us to a total of 11 new buses accounting for 50% of the entire fleet. All buses are aging vehicle replacements and are necessary with surging vehicle maintenance costs. Of the 11 buses being replaced, 7 are gasoline fueled. These replacements will not only eliminate gasoline fueled vehicles from the fleet and reduce greenhouse gas emissions, but it is also expected to account for a small increase in ridership. Many of the older buses are loud, rough, and generally not as comfortable as the newer vehicles in the fleet. The increase in passenger comfort will assist in making public transportation more appealing, which we anticipate will increase passenger retention and attract new riders.

Upcoming Zero-Emission Bus Purchases

As part of Beaumont Transit's Zero-Emission Bus Rollout Plan, Beaumont will be transitioning to a mixed fleet utilizing both hydrogen and battery electric technology. In FY 28, Beaumont will need to replace three large 40' ft buses. In order to comply with the CARB Purchasing Mandate, 25% of these purchases will need to be Zero-Emission, equating to one of the three buses. As Beaumont proceeds with the development of the new Transit and City Yard to be located at 4th St and Veile Avenue, it is proposed to purchase three battery-electric buses. As these buses are utilized during peak service hours, it is expected battery-electric technology will be the most cost-effective and will have a sufficient range to continue providing services at a 1:1 replacement ratio. Additionally, in FY 29, Beaumont will need to replace two additional buses. In order to comply with the CARB Purchasing Mandate, these purchases will need to be 100% Zero-Emission. Due to service needs and route geography, it is proposed that these vehicles will be hydrogen fueled. Beaumont will continue to monitor advancements in the newly developing technologies to ensure the City purchases the most efficient and effective option for transit operations.

Table 3 Highlights

- Continuing into year two of the Discounted Fare Promotion for all passengers.
- Continuing consistent advertising and passenger outreach.
- Continuing consistent community involvement and visibility.
- Increasing trips for the travel training program.
- Launched route changes proposed in the FY 23/24 SRTP.

Table 3 does not account for exemptions or exclusions from the Farebox Recovery Ratio for the current and upcoming FY. These figures will be captured during the annual audit and reflected in future SRTPs.

Table 3					
<i>Type</i>	FY 20/21 Audited	FY 21/22 Audited	FY 22/23 Audited	FY 23/24 Projected	FY 24/25 Plan
<i>Systemwide Ridership</i>	39,201	68,457	91,326	100,234	104,386
<i>Expenses</i>	3,203,538	3,049,072	2,766,250	2,687,561	3,278,071
<i>Revenues</i>	300,115	130,597	306,803	487,476	404,200
<i>Farebox Recovery Ratio</i>	22.52%	6.38%	18.61%	18.14%	12.87%

As shown in above, in recent years Beaumont has exceeded the plans set forth in its previous Short Range Transit Plans. This is largely due to revenues exceeding targets and personnel savings attributable to position vacancies.

CHAPTER 4 – FINANCIAL PLANNING

4.1 Operating and Capital Budget

Operating Budget

As shown in Table 4, represented on the following page, Beaumont Transit projects \$3,278,071 in total expenses for FY 25. This is the expected amount to fully operate Beaumont Transit’s services and correlates to an 12.87% farebox recovery ratio systemwide without exemptions.

Included in that amount is:

- \$2,856,021 from Local Transportation Funds,
- \$199,000 from Measure A funds,
- \$47,550 from Farebox Revenue,
- \$133,000 from the LCTOP grant for the Discounted Fare Promotion
- \$42,500 from other income.

This correlates to an increase of 9% in requested funding compared to FY 24. This increase is attributable to inflation adjustments, proposed route changes and union negotiated raises per the current MOU. Operational funding is allocated to 77% in personnel, 6% in maintenance, 9% in fuel, and 8% in other operational costs.

Table 4.0 - Summary of Funding Requests - FY 2024/25

City of Beaumont

Original

Operating														
Project	Total Amount of	FARE	INT	LCTOP PUC99313	LTF	LTF-OB	MA IB	SB 125 TIRCP GF	SB 125 TIRCP GF	SGR	SGR	STA - OB	STA	STA
1) Operating Assistance	\$1,411,699	\$28,150		\$89,700	\$1,293,849									
2) Commuter Link 120	\$849,747	\$10,800		\$29,200	\$680,247		\$129,500							
3) Commuter Link 125	\$371,157	\$1,150		\$3,700	\$296,807		\$69,500							
4) Dial A Ride	\$204,682	\$6,600		\$7,400	\$190,682									
5) Casino Express	\$398,286	\$850		\$3,000	\$394,436									
6) Interest and Other Income	\$42,500		\$42,500											
Sub-total Operating	\$3,278,071	\$47,550	\$42,500	\$133,000	\$2,856,021	\$0	\$199,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital														
Project	Total Amount of	FARE	INT	LCTOP PUC99313	LTF	LTF-OB	MA IB	SB 125 TIRCP GF	SB 125 TIRCP GF	SGR	SGR	STA - OB	STA	STA
23-02 Microtransit Feasibility	\$-100,000					\$-100,000								
24-03 Bus Stop Placement and Improvement Plan - 24-03	\$-40,000											\$-40,000		
Beaumont City and Transit Yard - 25-01	\$10,300,000							\$10,300,000						
Comprehensive Operations	\$400,000				\$100,000	\$100,000						\$40,000	\$160,000	
Vehicle Lifts - 25-02	\$90,000									\$56,488	\$3,512		\$3,960	\$26,040
Sub-total Capital	\$10,650,000	\$0	\$0	\$0	\$100,000	\$0	\$0	\$10,300,000	\$0	\$56,488	\$3,512	\$0	\$163,960	\$26,040
Total Operating & Capital	\$13,928,071	\$47,550	\$42,500	\$133,000	\$2,956,021	\$0	\$199,000	\$10,300,000	\$0	\$56,488	\$3,512	\$0	\$163,960	\$26,040
FY 2024/25 Projected Funding Details														
FARE	\$47,550													
INT	\$42,500													
LCTOP PUC99313	\$133,000													
LTF	\$2,856,021													
MA IB	\$199,000													
Total Estimated Operating Funding	\$3,278,071													
LTF	\$100,000													
LTF-OB	\$0													
SB 125 TIRCP GF	\$10,300,000													
SB 125 TIRCP GF OB	\$0													
SGR PUC99313	\$56,488													
SGR PUC99314	\$3,512													
STA - OB	\$0													
STA PUC99313	\$163,960													
STA PUC99314	\$26,040													
Total Estimated Capital Funding Request	\$10,650,000													
Total Funding Request	\$13,928,071													

Capital Budget

As shown in Table 4.0, Beaumont is proposing a capital budget of \$10,650,000 for FY 25. 10.3 million, or approximately 97% of the proposed budget is allocated to crucial infrastructure for Beaumont's transition to zero-emissions. Approximately 3% is allocated to a Comprehensive Operations Analysis, and 1% is allocated to vehicle lifts for our maintenance department. As discussed in Chapter 4, the City of Beaumont and Beaumont Transit are currently coordinating the development of the architecture and engineering for the property located on 4th & Veile in Beaumont. This property is expected to house a CNG Station, Administrative Operations Facility, Vehicle Maintenance Facility, Hydrogen Fueling Station, and EV Charging Infrastructure. The administrative facility may be jointly used by Beaumont Transit and Beaumont's Public Works Department. If it is determined to be feasible for both departments, costs will be allocated to transit and the general fund respectively. This property may potentially include other components that will be specifically for the general fund that are not included in the scope of the Beaumont Transit's project.

Capital Funding by Source:

- \$10,300,000 from SB125 Funds
- \$200,000 from Local transportation Funds,
- \$60,000 from State of Good Repair Funds,
- \$230,000 from State Transit Assistance Funds,

On the following pages, Table 4.0 A's outline Beaumont's proposed Capital Projects.

Transit and City Yard - 4th & Veile Property (Project 25-01)

Beaumont Transit currently lacks the infrastructure necessary to support the transition to zero-emission vehicles. Currently, Beaumont has \$3.4 million dollars for the construction of the 4th & Veile property, which is expected to house a CNG Station, Vehicle Maintenance Facility, Hydrogen Fueling Station, and EV Charging Infrastructure. Additionally, the property will consist of an Administrative Operations Facility that is expected to be utilized by both Transit and the Public Works Department. Additionally, the property will consist of an Administrative Operations Facility that may potentially be utilized by both Transit and the Public Works Department. If it is determined to be feasible for both departments to utilize this property, costs will be allocated to transit and the general fund respectively, contingent upon final office space, parking, and land usage. This property may potentially include other components that will be specifically for the general fund, which will be at the expense of the general fund. Hence, these costs are not included in the scope of this project. The total cost of transit specific infrastructure is estimated to be \$26.7 million.



FY 2024/25 SRTP

City of Beaumont

Table 4.0 A - Capital Project Justification Original

Project Number: 25-01

ETIP No: Not Assigned - New Project

Project Name: Beaumont City and Transit Yard

Category: Buildings and Facilities

Sub-Category: Expansion

Fuel Type: N/A

Project Description: Beaumont Transit, in conjunction with City Hall, owns a property located on 4th & Velle. Updates to the project include the following elements. 1) Installation of a CNG station; 2) Installation of a hydrogen station; 3) Construction of a vehicle maintenance facility; 4) Construction of a operations facility; and 5) Installation of EV charging infrastructure. An option with this yard is to potentially include another City department. This will be explored in future fiscal years

Project Justification: According to the adopted ICT rollout plan from the Council, it was necessary to include all infrastructure components into one geographic location.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SB 125 TIRCP GF	FY 2024/25	\$10,300,000
Total		\$10,300,000

Vehicle Lifts (Project 25-02)

Currently, our vehicle maintenance department can safely lift one bus at a time. This can be very problematic when significant or major services need to be performed on multiples buses. This project will allow the department to perform services and repairs without the need to lower and re-lift vehicles, which will assist in increasing operational efficiency and reducing personnel hours including overtime.



FY 2024/25 SRTP
City of Beaumont
Table 4.0 A - Capital Project Justification
Original

Project Number: 25-02

ETIP No: Not Assigned - New Project

Project Name: Vehicle Lifts

Category: Vehicle Systems and Equipment

Sub-Category: Parts

Fuel Type: N/A

Project Description: Procurement of lifts for the vehicle maintenance department.

Project Justification: Current equipment allows our mechanics to lift one bus at a time. Having additional lifts would allow our mechanics to perform services on multiple buses and would increase department efficiency .

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2024/25	\$56,488
SGR PUC99314	FY 2024/25	\$3,512
STA PUC99313	FY 2024/25	\$3,960
STA PUC99314	FY 2024/25	\$26,040
Total		\$90,000

Comprehensive Operations Analysis (Project 25-03)

As discussed in Chapter 3.2, Beaumont’s current Comprehensive Operations Analysis is dated and due to be refreshed. This project combines existing funding for a Bus Stop Improvement Plan and Microtransit Feasibility Analysis with additional funds to cover the expanded scope. This project will encompass a Comprehensive Operations Analysis, Micro-transit feasibility analysis, and the Bus Stop Improvement Plan. This will allow one consultant to comprehensively evaluate Beaumont’s services to streamline a more strategic and cohesive plan for Beaumont’s future.



FY 2024/25 SRTP

City of Beaumont

**Table 4.0 A - Capital Project Justification
Original**

Project Number: 25-03

FTIP No: Not Assigned - New Project

Project Name: Comprehensive Operations Analysis

Category: Planning/Feasibility

Sub-Category: Study

Fuel Type: N/A

Project Description: Professional Services to complete a Comprehensive Operations Analysis post COVID that will include a Bus Stop Improvement Plan and Microtransit feasibility analysis.

Project Justification: Beaumont’s current Comprehensive Operations Analysis is dated and is due to be refreshed . This project will allow one consultant to comprehensively evaluate Beaumont’s services and bus stops to develop a deeper understanding of the interconnections to streamline a strategic, consistent, and cohesive plan for Beaumont’s future.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
LTF	FY 2024/25	\$100,000
LTF-OB	FY 2024/25	\$100,000
STA - OB	FY 2024/25	\$40,000
STA PUC99313	FY 2024/25	\$160,000
Total		\$400,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

Fare Revenue Calculation

Table 4B reflects the historical and planned farebox recovery ratio. This table provides the farebox recovery ratio as reflected on the annual audit both with and without exclusions.

The FY 22 Audit reflects an unfavorable favorable farebox recovery ratio primarily due to the effects of the pandemic on ridership. Additionally, the exclusion of services which also excludes revenues negatively impacted the farebox recovery ratio. Excluded routes for FY 22 included CL 120, CL 125, Route 3/4, and the Casino Express. The exclusion of Measure A funding for the Commuter Links significantly impacted the Farebox Recovery Ratio and is reflected in this audit. As transit agencies are still recovering from the pandemic this funding is essential for the sustainability of commuter link services.

The estimated farebox ratios for FY 23 and FY 24 reflect a rising farebox recovery ratio, both with exclusions and systemwide. This positive growth is attributable to recovering ridership and the inclusion of Measure A funding for the operations of the commuter links. Additionally, Beaumont's investment strategies have resulted in rising interest income, and EV charging station revenues are increasing with the popularity of EV's. For FY 24, it should be noted that Beaumont is also receiving leasing revenue for the 4th & Veile property.

In FY 24 and FY 25, the Casino Express and Dial-a-Ride will be the only exclusions from the farebox recovery calculation. When reviewing Table 4B, it should be noted that audited figures account for system depreciation which decreases total operating expenses. In the estimates for FY 24 and FY 25, depreciation is not accounted for. It is also worth noting that in FY 22 the auditors did not include Measure A funding in the gross revenue listed in Section 8 of the audit which calculates the farebox recovery ratio. This has been corrected in Table 4B based on the FY 22 Measure A Award to provide an accurate representation of recent years.

Table 4B Fare Revenue Calculation

(Consistent with RCTC Farebox Policy 3/12/2008)

#	Revenue Sources Included in Farebox Calculation	FY 20/21 Audited	FY 21/22 Audited	FY 22/23 Audited	FY 23/24 Projected	FY 24/25 Plan
1	Passenger Fares	18,116	88,117	91,077	45,752	47,550
2	Other Income	3,153	4,005	60,581	143,574	42,500
3	LCTOP/Local Funds/ Measure A	278,846	178,475	204,317	298,149	332,000
4	Gross Revenue	300,115	270,597	355,975	487,476	422,050
5	Revenue Exclusion (Excluded Routes)	-9,394	-183,683	-76,396	-20,062	-17,850
6	Net Revenue (1-4)	290,721	86,914	279,579	467,414	404,200
7	Gross Expenses	3,203,538	3,049,072	2,864,334	2,687,561	3,278,071
8	Total Exclusions (Excluded routes)	-1,912,655	-1,687,079	-1,362,023	-439,977	-602,968
9	Net Expense (6-7)	1,290,883	1,361,993	1,502,311	2,247,584	2,675,103
10	Farebox Recovery Ratio with Exclusions (Line 6 / Line 9)	22.52%	6.38%	18.61%	20.80%	15.11%
11	Farebox Recovery Ratio Systemwide (Line 4 / Line 7)	9.37%	8.87%	12.42%	18.14%	12.87%

4.2 Funding Plans to Support Proposed Operating and Capital Program

Beaumont Transit continues to explore all available funding options to support transit operating and capital costs. Current secured funding includes STA, LTF, Measure A, LCTOP, Carl Moyer, and SGR and is void of any federal funding.

As Beaumont proceeds in the post-pandemic environment and into an urban setting from the 2020 population census, our funding needs are speculative in nature currently. Beaumont recently implemented an advertising program and seeks to sell hydrogen and CNG in the near future. As Beaumont plans for the upcoming 20% farebox recovery requirement, it is evident additional steps will need to be taken to meet this requirement. In anticipation of the implementation of a graduated farebox recovery ratio, Beaumont is also considering and evaluating next steps to potentially receive federal funding. Beaumont continues to monitor and evaluate new potential revenue sources and opportunities to reduce operating costs. For example, in this current SRTP, Beaumont has outlined plans to capitalize preventative maintenance costs to alleviate operating expenses.

To provide a baseline scenario, the preceding FY's will be budgeted without any major changes to funding or revenues. This scenario will help provide a better understanding of the need for, or lack of, funding in the coming years. Beaumont Transit will continue to make progress towards the graduated farebox recovery ratio and will work diligently to finalize plans to meet this ratio.

FY 26 Proposed Budget

In FY 26, Beaumont Transit proposes an increase to the operational budget of approximately 6.5% when compared to FY 25, when a 12% farebox recovery ratio is the goal. This is attributable to a 7.5% increase in personnel and 3.5% increase in other operating costs. The increased personnel costs are estimated based on the City's current Memorandum of Understanding (MOU) with the employees' union. The current MOU outlines a 2.5% annual merit dependent on employee performance, and a 2.5 - 5% inflation adjustment every other year subject to the Consumer Price Index (CPI). It is anticipated that farebox collection will experience a 3% increase and other revenues will experience a 15% increase attributable to rising interest income, EV charging station revenues, and the new transit advertising program. The planned operating budget for FY 26 is outlined in Table 4.1 on the following page. The projected farebox recovery ratio systemwide is 12.88%.

Table 4.1 - Summary of Funding Requests - FY 2025/26

City of Beaumont
Original

Operating									
Project	Total Amount of	FARE	INT	LCTOP PUC99313	LTF	MA IB	SGR	STA	STA
1) Operating Assistance	\$1,497,924	\$29,000		\$92,400	\$1,376,524				
2) Commuter Link 120	\$905,755	\$11,150		\$30,100	\$724,505	\$140,000			
3) Commuter Link 125	\$395,620	\$1,200		\$3,800	\$316,120	\$74,500			
4) Dial A Ride Operating Assistance	\$218,173	\$6,800		\$7,650	\$203,723				
5) Casino Express	\$424,538	\$900		\$3,100	\$420,538				
5) Interest and Other Income	\$48,900		\$48,900						
Sub-total Operating	\$3,490,910	\$49,050	\$48,900	\$137,050	\$3,041,410	\$214,500	\$0	\$0	\$0

Capital									
Project	Total Amount of	FARE	INT	LCTOP PUC99313	LTF	MA IB	SGR	STA	STA
26-02 Bus Stop Improvements - 26-02	\$250,000							\$250,000	
26-03 Preventative Maintenance - 26-03	\$61,500						\$61,500		
Beaumont City and Transit Yard - 26-01	\$11,750,000							\$11,723,500	\$26,500
Sub-total Capital	\$12,061,500	\$0	\$0	\$0	\$0	\$0	\$61,500	\$11,973,500	\$26,500
Total Operating & Capital	\$15,552,410	\$49,050	\$48,900	\$137,050	\$3,041,410	\$214,500	\$61,500	\$11,973,500	\$26,500

FY 2025/26 Projected Funding Details	
FARE	\$49,050
INT	\$48,900
LCTOP PUC99313	\$137,050
LTF	\$3,041,410
MA IB	\$214,500
Total Estimated Operating Funding	\$3,490,910
SGR PUC99313	\$61,500
STA PUC99313	\$11,973,500
STA PUC99314	\$26,500
Total Estimated Capital Funding Request	\$12,061,500
Total Funding Request	\$15,552,410

FY 27 Proposed Budget

In FY 27, Beaumont Transit proposes an increase to the operational budget of approximately 2.9% when compared to FY 26, when a 14% farebox recovery ratio is Beaumont's goal. Despite falling short of this goal in Table 4.2, this does not account for depreciation and other applicable exemptions from the farebox recovery calculation. The operating budget increase is attributable to a 2.5% increase in personnel and 4% increase in other operating costs. The increased personnel costs are estimated based on the City's current Memorandum of Understanding (MOU) with the employees' union. The current MOU outlines a 2.5% annual merit dependent on employee performance, and a 2.5 - 5% inflation adjustment every other year subject to the Consumer Price Index (CPI). It is anticipated that farebox collection will experience a 3% increase and other revenues will experience a 7.5% increase attributable to rising interest income, EV charging station revenues, and the new transit advertising program. The planned operating budget for FY 27 is outlined in Table 4.2 on the following page. The projected farebox recovery ratio systemwide is 12.94%.

Table 4.2 - Summary of Funding Requests - FY 2026/27

City of Beaumont
Original

Operating										
Project	Total Amount of	FARE	INT	LCTOP PUC99313	LCTOP PUC99314	LTF	MA IB	SGR	STA	STA
1) Operating Assistance	\$1,976,884	\$30,850		\$93,000	\$5,400	\$1,847,634				
2) Commuter Link 120	\$931,396	\$11,500		\$31,000		\$744,896	\$144,000			
3) Commuter Link 125	\$406,820	\$1,250		\$3,900		\$325,170	\$76,500			
3) Dial a Ride	\$224,349	\$7,000		\$7,900		\$209,449				
5) Interest and Other Income	\$52,600		\$52,600							
Sub-total Operating	\$3,592,049	\$50,600	\$52,600	\$135,800	\$5,400	\$3,127,149	\$220,500	\$0	\$0	\$0

Capital										
Project	Total Amount of	FARE	INT	LCTOP PUC99313	LCTOP PUC99314	LTF	MA IB	SGR	STA	STA
26-03 Preventative Maintenance - 27-03	\$63,000							\$63,000		
27-01 Zero-Emission Maintenance Equipment - 27-01	\$200,000								\$173,000	\$27,000
27-02 Solar and Energy Storage	\$1,200,000								\$1,200,000	
Sub-total Capital	\$1,463,000	\$0	\$0	\$0	\$0	\$0	\$0	\$63,000	\$1,373,000	\$27,000
Total Operating & Capital	\$5,055,049	\$50,600	\$52,600	\$135,800	\$5,400	\$3,127,149	\$220,500	\$63,000	\$1,373,000	\$27,000

FY 2026/27 Projected Funding Details	
FARE	\$50,600
INT	\$52,600
LCTOP PUC99313	\$135,800
LCTOP PUC99314	\$5,400
LTF	\$3,127,149
MA IB	\$220,500
Total Estimated Operating Funding	\$3,592,049
SGR PUC99313	\$63,000
STA PUC99313	\$1,373,000
STA PUC99314	\$27,000
Total Estimated Capital Funding Request	\$1,463,000
Total Funding Request	\$5,055,049

4.3 Regulatory and Compliance Requirements

The American with Disabilities Act of 1990

The Dial-A-Ride service provides complimentary paratransit services as a required element of ADA. Although Beaumont Transit does not have an internal application process due to staffing constraints, all other public transit operators' identification cards are accepted as verification on all routes. For those passengers requiring DAR services, ADA applications are submitted and processed with Riverside Transit Agency (RTA).

California Air Resources Board – ICT Regulation

The California Air Resources Board has adopted the Innovative Clean Transit Regulation, which outlines a goal for transitioning all public fleets to zero-emission vehicles by 2040. Beaumont is preparing for the transition and the City Council has approved a mixed fleet solution to reach this goal. This means Beaumont will gradually begin purchasing both hydrogen and battery-electric buses. As outlined in Beaumont's ZEB rollout plan, beginning in 2026, 25% of bus purchases will utilize zero-emission technology. In 2029, it is expected that 100% of purchases will be zero-emission.

Beaumont Transit currently operates fifteen CNG buses, two electric shuttles, and five gasoline powered vehicles. Future vehicle purchases, like all current purchases, will follow the CARB ICT Regulation, as well as RCTC and SCAQMD policies.

DBE, EEO, and Title VI

Beaumont Transit System does not utilize federal funds for operating expenses. As such, DBE, EEO, and Title VI requirements do not currently apply.

Triennial Performance Audit

RCTC retained the services of Michael Baker International to conduct the TDA triennial performance audit of the public transit operators under its jurisdiction in Riverside County, including Beaumont Transit, for Fiscal Years 2018-2019 through 2020-2021. Triennial audit recommendations from 2019-2021 are included in Table 4.5.

**Table 4.3
TDA Triennial Audit
FY 2019-2021
Recommendations**

<i>Audit Recommendations</i>	Action Taken and Results
<i>1. Prepare and submit separate State Controller Transit Operators Financial Transactions Reports for public transit and specialized service.</i>	Beaumont’s Transit and Finance department will work with the State Controller to setup a unique account to submit separate reports for FY 24.
<i>2. Ensure timely completion and submittal of external TDA financial reports.</i>	Beaumont typically submits information to auditors in October. To assist in staying on schedule, it is proposed that the hiring entity of the auditors advise of the schedules for timely completion.
<i>3. Regularly update the vehicle fleet list in TransTrack.</i>	Beaumont will continue to update the vehicle inventory list regularly.
<i>4. Re-engage with riders and collect user input.</i>	Beaumont Transit has conducted community surveys to engage with residents and passengers, as suggested, in FY23 and FY 24. Beaumont plans to continue collecting user input and maintaining consistent outreach in the coming years.

4.4 Open Capital Projects

In FY 25, Beaumont plans to work diligently to close out open projects to focus on the infrastructure necessary to support the transition to zero-emission buses and the Comprehensive Operations Analysis.

The following page provides a summary of Beaumont’s currently open capital projects, and the unfunded balances for each project. The projects are categorized by elements as shown in the legend below.

Legend

Project Elements:

1	Revenue Vehicle Purchases
2	Non-Revenue Vehicle Purchase
3	Vehicle Systems and Equipment
4	Building, Land and Facilities
5	Communication and Information Technology Systems
6	Transit Shelters and Amenities
7	Fixed Guideways and Tracks
8	Debt Service
9	Maintenance
10	Security
11	Planning Feasibility

Funding Category

1	Fully Funded
2	Partially Funded

Table 4.4 Open Projects

Project Name	SRTP Capital Project No's	Project Element	Funding Category	Project Timeline	Current Funding	Unfunded Balance
Transit & City Yard – (Transit Infrastructure Only)	24-05	4	2	FY 24-29	3,450,891	23,250,000
Shop Building Maintenance	17-4	9	1	Current - FY25	50,000	0
Brand & Logo Update	20-03	3	1	Current - FY25	156,000	0
Bus Stop Amenities	24-04	6	1	Current - FY26	60,000	0
Fleet Video Cameras	22-02	10	1	Current - FY25	140,000	0
Micro-transit Feasibility Analysis	23-02	11	1	Current - FY26	100,000	0
Bus Stop Improvement Plan	24-03	11	2	Current - FY26	40,000	40,000
Bus Replacements	22-01, 23-01, 24-01	1	1	Current - FY25	9,450,000	0
Hybrid Support Vehicles	23-04, 24-02	2	1	Current - FY25	200,000	0
Shop Trucks	23-03	2	1	Current - FY25	150,000	0



BEAUMONT TRANSIT

Servicing the San Geronio Pass Area and Beyond

Beaumont – Banning – Redlands – Loma Linda – San Bernardino – Cabazon

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SHORT RANGE TRANSIT PLAN
FY 2024/25 through FY 2026/27

CITY OF CORONA TRANSIT SERVICE

Table of Contents

<u>CHAPTER 1 – SYSTEM OVERVIEW AND SERVICE PROFILE.....4</u>	
1.0 INTRODUCTION	4
1.1 DESCRIPTION OF SERVICE AREA.....	4
TABLE 1 – INDIVIDUAL ROUTE DESCRIPTIONS AND AREA SERVICED	6
1.2 POPULATION PROFILE AND DEMOGRAPHIC	8
1.3 DESCRIPTION OF SERVICES	11
1.4 OPERATING DATA FOR CORONA TRANSIT SERVICES	13
1.5 CURRENT FARE STRUCTURE.....	15
1.6 REVENUE FLEET.....	17
TABLE 1.1 – FLEET INVENTORY	18
1.7 EXISTING FACILITIES AND BUS STOP AMENITIES	20
1.8 EXISTING COORDINATION BETWEEN TRANSIT AGENCIES.....	20
1.9 REFERENCE OF PRIOR AND/OR EXISTING STUDIES AND PLANS	21
<u>CHAPTER 2 – EXISTING SERVICE AND ROUTE PERFORMANCE.....27</u>	
2.1 KEY PERFORMANCE INDICATORS	27
TABLE 2.0 – SERVICE PROVIDER PERFORMANCE TARGET REPORT	29
2.2 SRTP PERFORMANCE REPORT	30
TABLE 2.1 – FY2023/24 SRTP PERFORMANCE REPORT	31
2.3 SERVICE SUMMARY.....	32
TABLE 2.2 – SRTP SERVICE SUMMARY	36
2.4 SERVICE PERFORMANCE	39
TABLE 2.3 – SRTP ROUTE STATISTICS: DATA ELEMENTS & PERFORMANCE INDICATORS.....	40
2.5 PRODUCTIVITY IMPROVEMENT EFFORTS.....	42

2.6	MAJOR TRIP GENERATORS.....	43
2.7	RECENT SERVICE CHANGES.....	43

CHAPTER 3 – FUTURE SERVICE PLANS, FARE CHANGES, CAPITAL PLANNING AND MARKETING.....43

3.1	PLANNED SERVICE CHANGES	43
3.2	MARKETING PLANS AND PROMOTION	45
3.3	PROJECTED RIDERSHIP GROWTH	46
3.4	PROPOSED FARE STRUCTURE CHANGES.....	47
3.5	CAPITAL IMPROVEMENT PLANNING	47
	TABLE 3 – CCTS FY 2024/25 HIGHLIGHTS	51

CHAPTER 4 – FINANCIAL PLANNING.....52

4.1	OPERATING AND CAPITAL BUDGET FOR FY 24/25.....	52
	TABLE 4 – SUMMARY OF FUNDS REQUESTED FOR FY 2024/25.....	55
	TABLE 4A – CAPITAL PROJECT JUSTIFICATION.....	56
	TABLE 4B – FAREBOX REVENUE CALCULATION	60
4.2	FUNDING PLANS TO SUPPORT PLANNED OPERATING AND CAPITAL PROGRAM (FY25/26 & FY26/27).....	61
	TABLE 4.1 – SUMMARY OF FUNDS REQUESTED FOR FY 2025/26.....	62
	TABLE 4.2 – SUMMARY OF FUNDS REQUESTED FOR FY 2026/27.....	63
4.3	REGULATORY AND COMPLIANCE REQUIREMENTS	64
4.4	OPEN PROJECTS	69

Executive Summary

The Riverside County Transportation Commission (RCTC) is the designated Regional Transportation Planning Agency with fiduciary and administrative oversight of transit operators in Riverside County. The Short-Range Transit Plan (SRTP) is a mandated planning document prepared by all Riverside County participating transit agencies to qualify for federal and state transit funds. The plan is prepared in compliance with the Transportation Development Act and submitted to the RCTC every year. Each year, RCTC reviews and approves the SRTP and allocates local, state, and federal funding. The SRTP is a living document that uses up-to-date information, financial resources, and performance targets for transit agencies to plan their transit services. Additionally, the SRTP is updated annually to provide RCTC updates and funding requests.

The City of Corona Transit Service prepared its three-year Short-Range Transit Plan for Fiscal Years (FY) 2024/2025, 2025/2026, and 2026/2027. The plan includes the first year, FY 2024/2025, action plan, and budget funding request.

Guiding Principle

The City of Corona Transit Service desires to maintain a sustainable public transportation program that offers multiple transit options that are essential to ensuring uninterrupted mobility services to the community.

Mission Statement

The City of Corona Transit Service's mission is to provide a clean, safe, accessible, reliable, and customer-friendly transportation system that improves the quality of life in the community.

With the Guiding Principle and Mission Statement at the forefront, the City of Corona Transit Service program is working towards achieving the following goals while providing public transportation services that are financially sustainable within existing local, state, and federal funding programs and regulations in a cost-efficient manner:

- Goal 1: Provide safe and convenient public transportation services to the residents of City of Corona for employment, shopping, education, and social service trips. Safe and Accessible services are achieved through routine assessment of all transit infrastructure and execution of improvements, as needed. (Safe and accessible goal)

- Goal 2: Ensure that all transit programs can be provided at a high quality of service. Quality of service is achieved through staffing experienced personnel, maintaining quality, safe fleets, reliable service, and, if possible, expanding service. (Service quality goal)
- Goal 3: Provide an effective level of service in response to demonstrated community market needs. Service levels and needs are monitored through regular outreach with riders and with in-depth analysis of the entire transit system. (Service reliable and friendly goal)

Chapter 1 – System Overview and Service Profile

1.0 INTRODUCTION

The Short-Range Transit Plan (SRTP) sets the objectives and strategies for the City of Corona Transit Service (CCTS) by evaluating current transit system performance, projected demographic changes, operating and capital funding needs, anticipated funding from federal, state and local sources, and other factors to create a reasonable projection of conditions over the next three years (FY 2024/25 – 2026/27).

1.1 DESCRIPTION OF SERVICE AREA

Corona is a suburban community located ~45 miles southeast of Los Angeles in western Riverside County, and it is situated at the junction of two major freeways, the 91 and 15. The City limits encompass approximately 39.2 square miles. The population is over 179,000, with the estimated median household income at \$99,953. Within the City limits, there are 43 parks, 28 elementary and middle schools, 5 high schools, two Metrolink Train Stations, and Corona Transit Center. The Corona Transit Center is owned and operated by Riverside Transit Agency. CCTS provides demand response Dial-A-Ride/paratransit service and fixed route service dubbed the Corona Cruiser services. The City contracts with the private sector to provide a turn-key transit operation. MV Transportation is the current operating contractor.

Dial-A-Ride (DAR) service commenced in 1977 and was available to the general public throughout the city of Corona service area until January 2, 2018. Based on the data

gathered, it was determined that DAR service level changes were warranted, and the program was shifted to a Specialized Service model. DAR is now focused on transit services to the following rider groups: Seniors 60 and older, Persons with Disabilities, and persons certified under the Americans with Disability Act (ADA). DAR provides curb-to-curb service throughout the city of Corona and neighboring county areas of Coronita, El Cerrito, and Home Gardens as well as satellite locations in the City of Norco, i.e., Department of Motor Vehicles, Department of Public Social Services, and Norco College. The ADA requires complementary paratransit service to be provided within a ¾ mile of fixed-route services. CCTS provides citywide service and in some instances extends beyond the city limits to reach the most vulnerable group of rides. Door-to-door service is available upon request for Dial-A-Ride patrons certified under the ADA.

The Fixed Route Corona Cruiser (Cruiser) service commenced in 2001. The Cruiser's existing Blue and Redline route alignment dates to 2004 and has experienced minor adjustments. The existing routes provide access to commercial, retail, and residential areas, medical facilities, schools, municipal facilities/services, jobs, and links to other transit services.

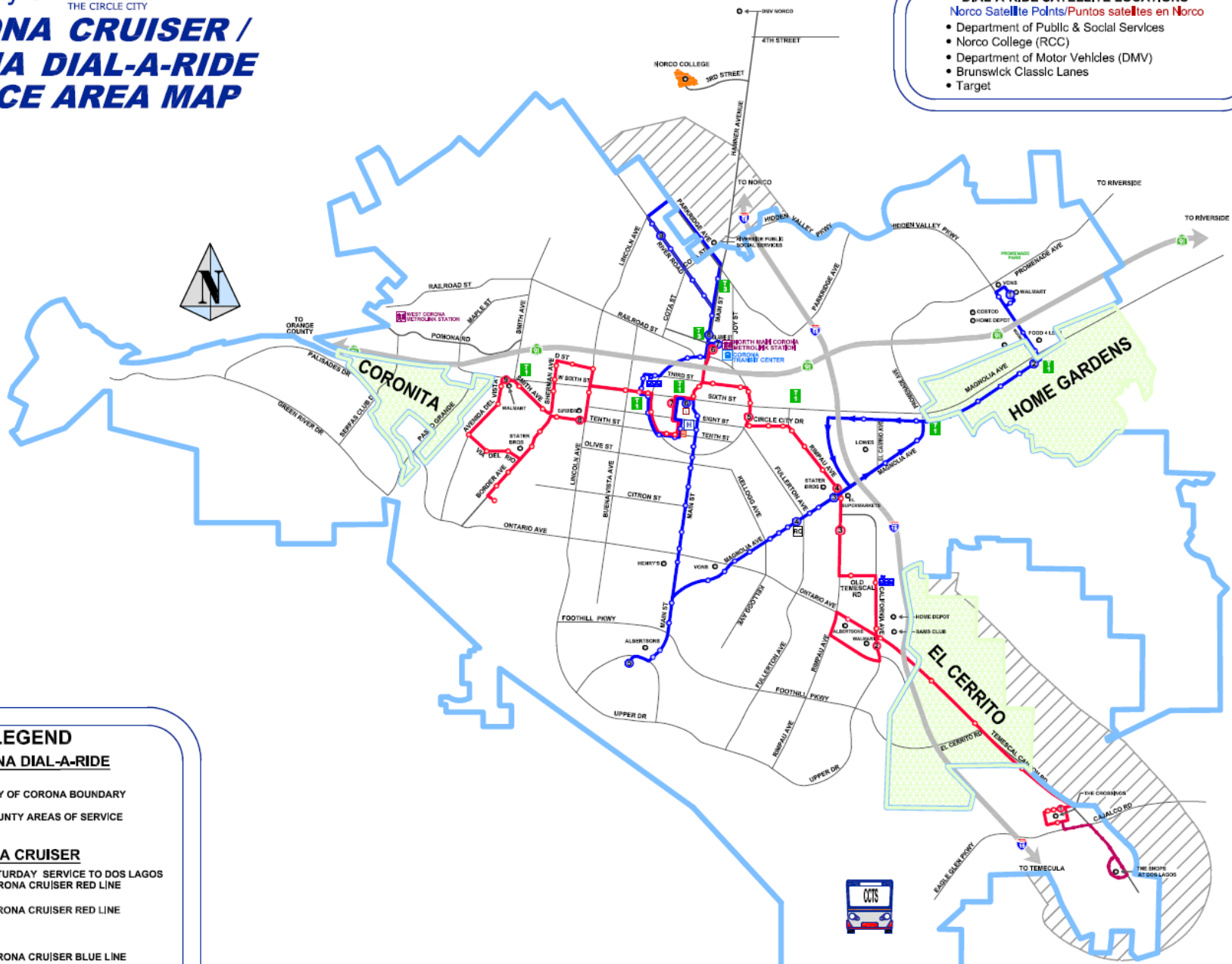
See Table 1 and Section 1.3 for a detailed description of service by mode. Service maps on the following pages.

**TABLE 1 – INDIVIDUAL ROUTE DESCRIPTIONS AND
AREA SERVICED**

Mode	Route	Description	Service Area/Sites
Corona Cruiser			
	Blue Line	WalMart at McKinley Street West through Home Gardens to River Run Apartments via Mountain Gate Park and downtown/Civic Center	McKinley Street shopping areas, Magnolia Avenue, Centennial High, Medical Facilities, Senior Center, Corona Library, Grand Avenue Post Office Corona Transit Center/North Main Corona Metrolink Station, Circle City Center (Community Center), North Main Street shopping area and restaurants
	Red Line	The Crossings shopping area at Cajalco Road and Temescal Canyon Road through El Cerrito to the Walmart at Neighborhood Market at West Sixth Street via downtown/Civic Center	The Crossings shopping area, El Cerrito Middle School, Walmart, California Avenue Post Office, Centennial High, Corona Transit Center/North Main Corona Metrolink Station (selected AM & PM trip), Corona Library, Senior Center, Civic Center, Corona High and Walmart Neighborhood Market on West Sixth Street near Smith Avenue. Service is extended to The Shops at Dos Lagos on Saturdays.
Dial-A-Ride			
	City-Wide	Demand Response / Reservation based service	City-wide, neighboring county areas of Coronita, El Cerrito and Home Gardens as well as the following statellite locations in the City of Norco: Department of Motor Vehicles, Department of Public Social Services, Target, Bowlero Norco Lanes and Norco College

CORONA CRUISER / CORONA DIAL-A-RIDE SERVICE AREA MAP

- DIAL-A-RIDE SATELLITE LOCATIONS**
Norco Satellite Points/Puntos satelites en Norco
- Department of Public & Social Services
 - Norco College (RCC)
 - Department of Motor Vehicles (DMV)
 - Brunswick Classic Lanes
 - Target



LEGEND

CORONA DIAL-A-RIDE

- CITY OF CORONA BOUNDARY
- COUNTY AREAS OF SERVICE

CORONA CRUISER

- SATURDAY SERVICE TO DOS LAGOS
CORONA CRUISER RED LINE
- CORONA CRUISER RED LINE
- CORONA CRUISER BLUE LINE
- ▨ 3/4 MILE ADA CORRIDOR OUTSIDE
CORONA DIAL-A-RIDE SERVICE AREA

MAP NOT TO SCALE

1.2 POPULATION PROFILE AND DEMOGRAPHIC

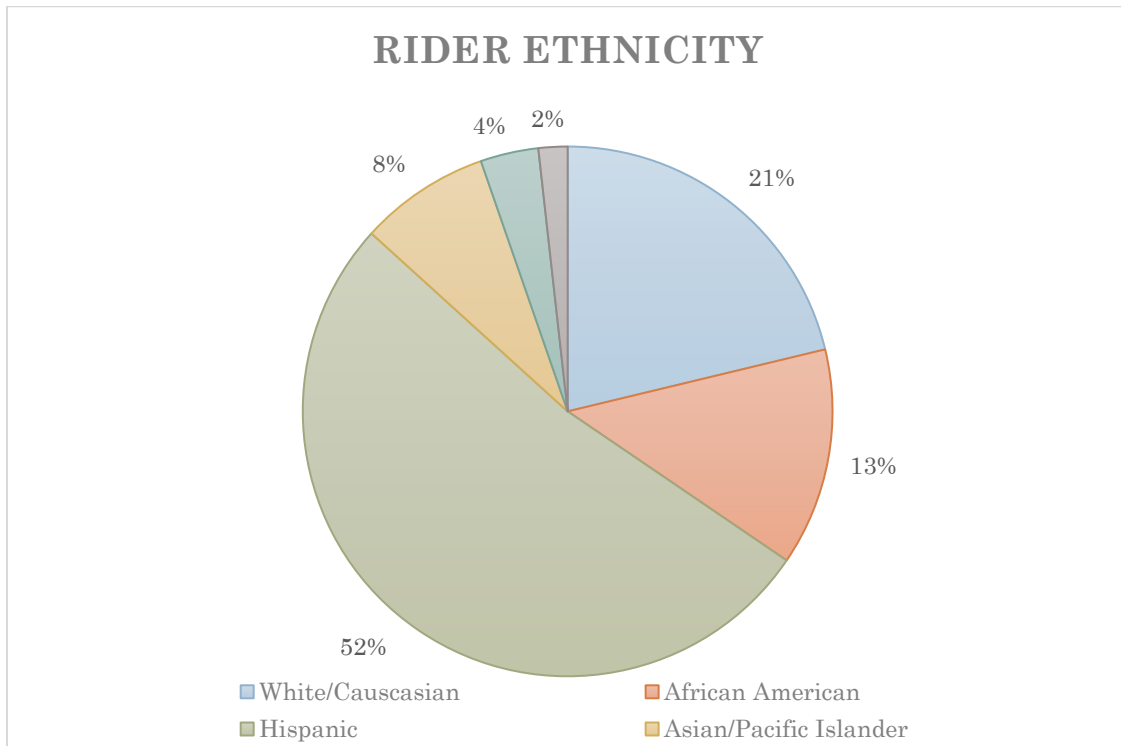
Based on the 2018-2022 American Community Survey 5-year Estimate, CCTS serves a diverse population of 179,187¹ city residents. That diversity is reflected in the table below, which includes the City of Corona and El Cerrito, Home Gardens, and Coronita in the unincorporated county areas.

¹ 2022 ACS 5-Year Estimates – US Census Bureau: [DP05: ACS Demographic and ... - Census Bureau Table](#)

City Population and Diversity

Demographic	Population Estimate	Percent
Race		
Total population	158,346	100.0%
One race	137,163	86.6%
Two or more races	21,183	13.4%
One race	137,163	86.6%
White	73,293	46.3%
Black or African American	9,377	5.9%
American Indian and Alaska Native	1,753	1.1%
Asian	17,215	10.9%
Native Hawaiian and Other Pacific Islander	591	0.4%
Some other race	34,934	22.1%
Two or more races	21,183	13.4%
White and Black or African American	906	0.6%
White and American Indian and Alaska Native	1,132	0.7%
White and Asian	2,377	1.5%
Black or African American and American Indian and Alaska Native	122	0.1%
Hispanic or Latino and Race		
Total population	158,346	100.0%
Hispanic or Latino (of any race)	76,626	48.4%
Mexican	66,360	41.9%
Puerto Rican	1,459	0.9%
Cuban	1,141	0.7%
Other Hispanic or Latino	7,666	4.8%
Not Hispanic or Latino	81,720	51.6%
White alone	49,544	31.3%
Black or African American along	8,682	5.5%
American Indian and Alaska Native alone	245	0.2%
Asian alone	16,670	10.5%
Native Hawaiian and Other Pacific Islander alone	497	0.3%
Some other race alone	699	0.4%
Two or more races	750	0.5%
<i>Source: U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimate</i>		

The following graph depicts the racial makeup of the riders which closely mirrors the demographics of the City of Corona as a whole based on the onboard survey conducted during the Comprehensive Operations Analysis in February 2023.



The median household income in City of Corona is \$99,953² which is greater than California state median of \$91,551³. However, pursuant to the COA, 51% of the employed riders report making less than \$25,000. Because of these lower income levels, a large portion of employed ridership may be entirely dependent on transit for their mobility needs.

² 2022 ACS 1-Year Estimate for City of Corona – US Census Bureau: [S1901: Income in the Past 12 Months ... - Census Bureau Table](#)

³ 2022 ACS 1-Year Estimate for California – US Census Bureau: [S1901: Income in the Past 12 Months ... - Census Bureau Table](#)

The table below lists passenger characteristics for DAR and Cruiser service. Passenger characteristic estimates are based on data compiled over the first nine (9) months of FY 2023/24.

Passenger Characteristics

Dial-A-Ride		Corona Cruiser	
Seniors	35.1%	General Public	31.2%
Persons with Disabilities	45.2%	Students	36.0%
ADA Certified	16.3%	Seniors/Persons with Disabilities	30.7%
Personal Care Attendants	2.3%	RTA Transfers	0.5%
Companion	0.8%	Metrolink Transfers	0.1%
Children	0.2%	Children	1.3%

While seniors 60 and over account for 16⁴ percent of the population, they, however, represent over 30 percent of the riders systemwide. Eight percent of the population is characterized by a disability⁵, yet, riders in this category account for 45 percent for Dial-A-Ride and 2 percent for Cruiser. The majority of Persons with Disabilities utilize Dial-A-Ride to commute to Adult Day Care centers. Student ridership accounts for 36% of the riders.

1.3 DESCRIPTION OF SERVICES

Fixed Route Service – Corona Cruiser: Blue and Red Lines

The Blue Line serves the McKinley Street retail area, then travels on to Magnolia Avenue and Main Street to the River Road area. This route passes by many trip generators such as hospitals, medical facilities, schools, public service agencies, senior center, library, civic center, community center and commercial/retail areas. This route serves the following schools: Centennial High School, Corona Fundamental Intermediate School,

⁴ 2022 ACS 5-year Estimate – US Census Bureau: [DP05: ACS Demographic and ... - Census Bureau Table](#)

⁵ 2022 ACS 5-Year Estimate for Disability Characteristics – US Census Bureau: [S1810: Disability Characteristics - Census Bureau Table](#)

and Lee Pollard High School. This route also serves the unincorporated area of Home Gardens. The Blue Line operates with a frequency of 60-67 minutes.

The Red Line connects the residential areas of central Corona with commercial and retail areas along Sixth Street and the Ontario Avenue/California Avenue industrial and retail area. The Red Line also covers South Corona along Ontario Avenue to, Temescal Canyon Road to serve the El Cerrito county area and The Crossings shopping complex at Cajalco Road. This route serves the following schools: Centennial High School, Corona High School and El Cerrito Middle School, as well as the library, community center and Corona Transit Center and North Main Corona Metrolink Station (on selected AM & PM trips). The service is extended to The Shops at Dos Lagos on Saturdays. The Red Line operates with a frequency of 50-66 minutes.

The Cruiser schedule is as follows:

	<u>Blue Line</u>	<u>Red Line</u>
Monday – Friday	6:30 a.m. – 7:09 p.m.	6:30 a.m. – 7:05 p.m.
Saturday	8:52 a.m. – 3:50 p.m.	9:00 a.m. – 5:09 p.m.
Sunday	no service	no service

The Cruiser does not operate on the following holidays: New Year’s Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

Corona Dial-A-Ride/Paratransit Service

Dial-A-Ride (DAR) provides specialized service to seniors (60 and older), persons with disabilities, and individuals certified for complementary paratransit service under the Americans with Disabilities Act. Reservations for DAR service can be made one (1) to fourteen (14) days in advance; same-day service may be accommodated if space is available. DAR provides curb-to-curb service throughout the city of Corona and neighboring county areas of Coronita, El Cerrito, and Home Gardens, as well as satellite locations in the City of Norco (Department of Motor Vehicles, Department of Public Social Services, and Norco College). Door-to-door assistance for ADA certified passengers is available upon request when:

- Drivers can maintain visibility of the bus at all times;
- The outermost door is within 150 feet from the bus;

- Driver safety and security is maintained; and
- A safe parking area is available.

The ADA certification process in western Riverside County is administered by the Riverside Transit Agency (RTA). Additional information and an application is available online at [Home - Riverside Transit Agency](#) or by calling RTA at (951) 795-7887.

Individuals certified for ADA complementary service are afforded priority service, expanded service hours to match the Corona Cruiser hours, and the ability to leave voicemail message reservations on Sundays and Holidays for next-day service.

The DAR schedule is as follows:

	Non-ADA Complementary	ADA Complementary Paratransit
Monday – Friday	6:42 a.m. – 6:00 p.m.	6:30 a.m. – 7:09 p.m.
Saturday	8:52 a.m. – 5:09 p.m.	8:52 a.m. – 5:09 p.m.
Sunday	no service	no service

DAR service does not operate on the following holidays: New Year’s Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

1.4 OPERATING DATA FOR CORONA TRANSIT SERVICES

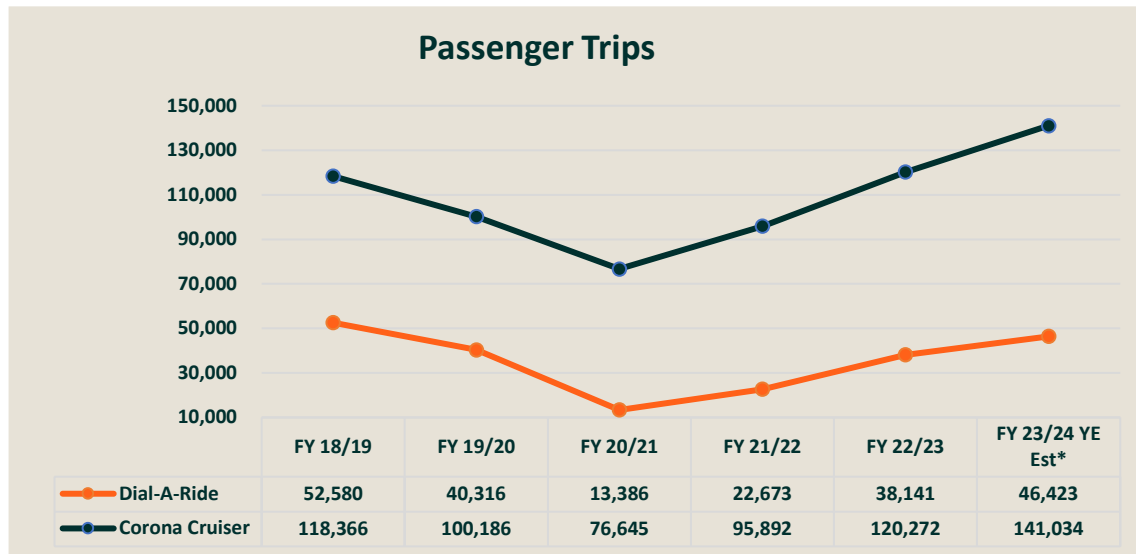
The table below reflects FY 2023/24 planned versus year-end estimates using data from July 2023 through March 2024.

<i>Performance Indicator</i>	Planned	Yearend Estimate
Operating Expense	\$ 3,390,291	\$ 2,990,854
Fare Revenue*	\$ 296,700	\$ 293,033
Passenger Trips	185,771	187,457
Vehicle Revenue Hours (VRH)	32,790	28,097
Vehicle Revenue Miles (VRM)	420,518	356,545
Operating Cost per VRH	\$ 103	\$ 106

*Includes LCTOP revenues for fare subsidy. Does not include federal funds for fare recovery calculation nor interest revenue.

The original passenger trip projection for FY2023/24 was 185,771. Based on current data, that projection is expected to be surpassed. The current projection is 187,457 in ridership on DAR and the Cruiser, an estimated increase of 18% increase compared to FY22-23, based on data gathered from July 2023 through March 2024.

The following graph reflects the ridership for the fixed route service and the Dial-A-Ride service over the past six years.



* FY 2023/24 year-end estimate is based on data collected from July 2023-March 2024.

** FY 2024/25 projections are based on a 10 percent increase over estimated FY 2023/24 year-end totals.

Ridership for the system has been recovering. Staff believes the increase in ridership has been due to free fares. Free fares for all were offered through September 30, 2023.

Effective October 1, 2023, a new fare subsidy program was started, which included free fares for students, seniors, and persons with disabilities and a reduced fare of \$1.00 for the general public. Funding utilized to sponsor free fares, and the fare subsidy was provided by the CA State Department of Transportation under the Low Carbon Transit Operations Program Funds.

1.5 CURRENT FARE STRUCTURE

The table below depicts the current fare structure, which the City Council adopted on August 16, 2023, as part of the service improvement plan.

Fare Structure

Corona Cruiser				
Fare Type	Per Ride	Day Pass	31 Day	15 Day
General Public	\$1.75	\$ 4.00	\$35.00	\$17.50
Student	\$1.75	\$ 4.00	\$24.50	\$12.25
Seniors (60+)	\$0.75	\$ 2.00	\$16.10	\$ 8.05
Persons with Disabilities	\$0.75	\$ 2.00	\$16.10	\$ 8.05
Medicare Card Holders	\$0.75	\$ 2.00	\$16.10	\$ 8.05
Children (46" tall or under)	\$0.50	-	-	-
Dial-A-Ride				
Fare Type	Per Ride			
Seniors (60+)	\$3.00			
Persons with Disabilities/ADA Certif	\$3.00			
Medicare Card Holders	\$3.00			
Children (46" tall or under)	\$0.50			

Although the fares were increased, effective October 1, 2023, the City implemented a new fare subsidy program that includes free fares for students, seniors, and persons with

disabilities and a reduced fare of \$1.00 for the general public. This program is effective through June 30, 2026. The City is utilizing LCTOP funds to subsidize the fares.

General Public riders will have the option to continue to purchase the multi-day pass.

In addition, CCTS will continue to use Air Quality Management District (AQMD) funds to subsidize Cruiser multi-day passes, 15-day passes, and 31-day passes. AQMD funds allow riders to purchase their multi-day passes at a 30% reduced price. On average, riders save 18-22% with the purchase of multi-day passes. With the addition of this program, riders save an average of 50% on fares.

CCTS Fare Collection System

CCTS offers the following two options to pay for trips on CCTS buses: cash (paid to the bus driver at the time of boarding) and paper fare media. Paper fare media includes one-way DAR tickets, Day and Multi-Day passes. While Day passes can be purchased on board the bus or in advance, Multi-day passes must be purchased in advance. Cash and paper fare-media tickets are dropped into the “farebox” that possesses a top compartment that facilitates the bus operator’s ability to verify at a glance the fare deposited. The operator activates a lever that allows the fares to drop into the secure bottom compartment.

Multi-day Passes must be validated and activated by the bus operator on the first day of use. Bus operators are tasked with writing the initial use date and expiration date and initialing the pass; this process activates the pass for fifteen (15) or thirty-one (31) consecutive days. At the time of each use, the bus operator verifies that the multi-day pass is current and that the passenger possesses the corresponding documentation for a student and/or senior/disabled pass holder.

CCTS recognizes that the current fare collection and validating systems are onerous, inefficient, and insufficient. Future plans to improve this service include the implementation of a comprehensive Intelligent Transportation System (ITS). ITS features that will be explored include digital fareboxes, smart card system and/or mobile ticketing applications. Of note, cash payment options will remain available. CCTS staff is working with Caltrans under their California Integrated Travel Project (Cal-ITP) to participate in their statewide procurement for a fare payment system.

1.6 REVENUE FLEET

The CCTS active fleet consists of 20 transit buses (see Table 1.1). All buses are compliant with the Americans with Disabilities Act requirements for accessibility and wheelchair securement.

The Fixed Route fleet consists of seven (7) 2015 El Dorado National EZ Rider II heavy-duty/low-floor buses. EZ Rider II buses are powered with Compressed Natural Gas (CNG) and were placed into Corona Cruiser service in February 2016.

The Dial-A-Ride fleet consists of eleven (11) 2017 Glaval Universal E450 and two (2) 2012 El Dorado Aerotech 240 cutaway vehicles. These buses are also powered by Compressed Natural Gas (CNG). The 2017 buses were placed in service July 2018.

Bus (Motorbus) / Purchased Transportation

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2023/24	# of Contingency Vehicles FY 2023/24	Life to Date Vehicle Miles Prior Year End FY 2022/23	Life to Date Vehicle Miles through March FY 2023/24	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2023/24
2015	EDN	EZ RiderII	30	7	32	CN	7	0	1,295,855	1,434,954	204,993
Totals:			30	7			7	0	1,295,855	1,434,954	204,993

Table 1.1 - Fleet Inventory
FY 2024/25 Short Range Transit Plan
City of Corona

Demand Response / Purchased Transportation

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2023/24	# of Contingency Vehicles FY 2023/24	Life to Date Vehicle Miles Prior Year End FY 2022/23	Life to Date Vehicle Miles through March FY 2023/24	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2023/24
2012	EDN	AEROTECH	20	2	26	CN	2	0	313,895	313,971	156,985
2017	GLV	E-450	18	11	25	CN	11	0	871,206	1,040,747	94,613
Totals:			38	13			13	0	1,185,101	1,354,718	104,209

1.7 EXISTING FACILITIES AND BUS STOP AMENITIES

CCTS operates from a City-owned facility located at 735 Public Safety Way, known as the Corporation Yard. MV Transportation (Contractor), the contractor retained to operate transit service, provides administrative and dispatching service from this location, as well as fueling and vehicle parking. Maintenance is performed by the contractor at an off-site facility located at 1930 S. Rochester Ave., Suite 119, Ontario, CA 917661.

The Cruiser (Blue and Red Line) fixed route service includes 187 bus stops and 27 bus stop shelters. The Contractor is responsible for maintaining all bus stops. CCTS supplies the Contractor with all required equipment (I-stop signs, kiosks, benches, trash receptacles, etc.) to maintain the bus stop facilities properly.

In 2022, CCTS purchased solar-powered dusk-to-dawn bus stop lighting and signaling LED and ADA-compliant activation push buttons. These lights and push buttons were installed in November 2023 at various dimly lit bus stops to improve safety and visibility.

The Cruiser also serves the Corona Transit Center, owned and operated by the Riverside Transit Agency (RTA). The Corona Transit Center provides a safe and efficient transfer point between local and regional bus lines as well as regional commuter trains serving Los Angeles, Orange, Riverside, and San Bernardino counties. Trains are accessible via a pedestrian bridge to the adjacent North Main Corona Metrolink commuter rail station.

1.8 EXISTING COORDINATION BETWEEN TRANSIT AGENCIES

CCTS staff and RTA planning and operations staff work together to coordinate bus stop location, relocations, bus routing, layover areas and facilities, and transfer points. CCTS and RTA have a reciprocal agreement that allows valid pass-holders a 'no cost' one-way transfer between Cruiser and RTA buses at bus stops served by both Cruiser and RTA routes 1 and 3. Transfers between bus systems are an effective way to promote public transit as a low-cost, eco-friendly and stress-free alternative to automobile trips.

In addition, CCTS coordinates marketing efforts with Metrolink to promote the use of both Metrolink and Corona's transit services. To incentivize multimodal transportation, valid Metrolink pass-holders ride at no charge on Cruiser Blue and Red Lines to and from the Corona Transit Center and North Main Metrolink Station.

1.9 REFERENCE OF PRIOR AND/OR EXISTING STUDIES AND PLANS

Comprehensive Operations Analysis (COA)

In 2023, CCTS conducted a Comprehensive Operational Analysis (COA) that included a route-by-route analysis of the Corona Cruiser Fixed Route service with the primary goal of developing a plan to enhance the efficiency and effectiveness of the City of Corona Transit Service with an outlook to respond to the changing demands for transit throughout Corona's service area and to provide recommendations for service improvements derived from the analysis. The COA was conducted by Transportation Management and Design (TMD). The goal of the COA is to analyze the current transit system and produce a comprehensive plan to enhance customer experience and routes, improve services within the program's financial capacity, and outline steps to implement service alternatives to ensure the program's sustainability. Further, through the COA process, CCTS wants to improve the customer travel experience by reducing travel time, improving service frequencies and connections where possible, and introducing new and innovative transit options such as micro transit and/or on-demand services.

In addition, the COA will evaluate the DAR program cost/benefit and fare structure as well as opportunities to expand or enhance the program to on-demand, micro-transit, including a demand response program targeting low-income households.

During the past year and a half, TMD and City staff have collaborated to achieve the best possible outcome for the study. The COA was expected to be completed in the first quarter of FY 2022/23, but competing priorities delayed the project's progress.

Some key components of this study include the following analysis:

- Onboard rider survey – A total of 123 rider surveys were collected; a \$10 gift card was provided to incentivize the completion of the survey.
- Community-wide survey – over 500 surveys collected with five3 \$50 gift card prizes given randomly.
- Route Productivity analysis for potential restructuring of services to provide improved frequency and improved coordination with our regional service providers.
- Fare analysis.

- Unmet Needs Analysis to determine if any expansion or implementation of new service should be incorporated.

Onboard Corona Cruiser rider survey results- key takeaways

- 31% of our riders are seniors 60 years of age and older. Youth riders under the age of 18 are the second largest age group, making up 18% of the boarding.
- 52% of the riders are Hispanic/Latino which closely mirrors the demographic of the City as a whole.
- We do a good job of retaining of existing riders with 39% using Cruiser for five years or more.



ONBOARD SURVEY Summary Results

WHO RIDES THE CORONA CRUISER?

Demographic info



24%
Have a valid driver's license



hello

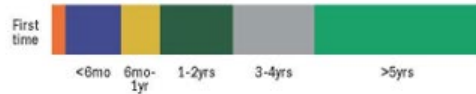
58.4%
Speak English

Hola

35.2%
Speak Spanish

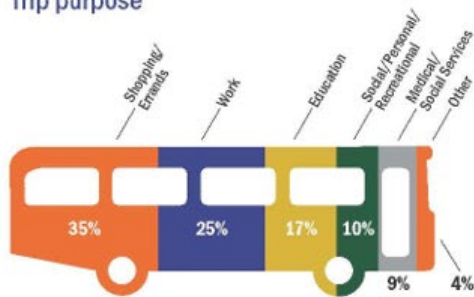


Length of time using the Corona Cruiser

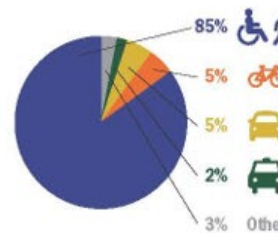


HOW DO THEY RIDE?

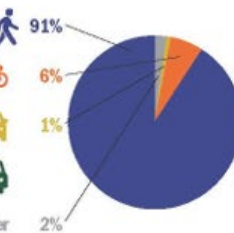
Trip purpose



Riders access the Corona Cruiser by



Trips completed by



How often they ride



WHAT DO THEY THINK?

Overall rating of the Corona Cruiser



Rider opinions



Desired improvements



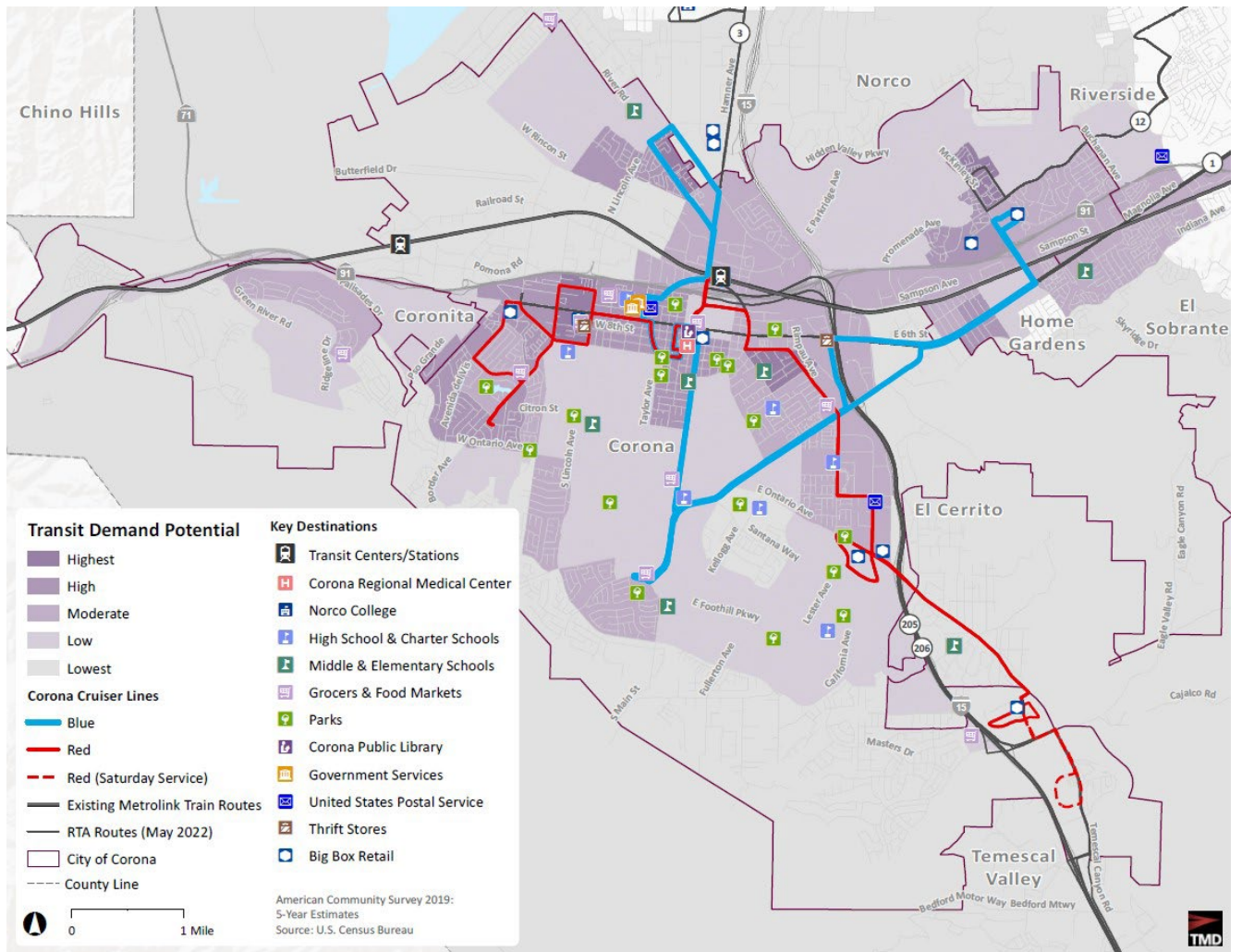
Riders get info from



Transit Demand Potential

TMD performed a market analysis to help understand who in the community needs transit, and where and when they need it. They used indicators such as residential and job density, census demographics, profile of riders, community trip patterns and the shape of land use patterns and street networks to determine the transit demand potential in the City of Corona. While the current routes already provide service to many of the areas scoring high on the transit demand potential map, there are locations along the routes that do not have enough housing or employment density for public transit to perform well. These suggest various options for changes to the Corona Cruiser network including on-demand services and modifying the segments of the routes.

TMD used the travel demand modeling online platform Replica, which gathers anonymous location-based data from cellphone carriers, credit card processors, the U.S. Census Bureau and more, it is possible to compare the data collected in the Corona Cruiser on-board survey with the origin-destination travel patterns for all trips that start and end within the City of Corona service area on an average day. These general community travel patterns reveal a few locations that the Corona Cruiser does not currently serve, including the areas immediately north of SR-91, both toward the North Corona and Downtown Corona areas. There are additional heavy travel patterns within smaller areas including in the neighborhoods of West and South Corona.



Goals of Service Alternatives

The following goals and objectives were identified to assist with developing service recommendations:

Objective 1 – Coverage

- Maintain coverage for the majority of existing riders.
- Expand access to more destinations.
- Enhance direct service to and from key shopping areas without requiring transfers (e.g., Citrus Village, Corona Village, Corona Town & Country, Corona Hills Plaza).
- Pilot a new microtransit service in areas presumed to be difficult to service effectively with fixed route service.

Objective 2 – Reliability

- Update schedules to improve service reliability.
- Improve frequency on productive corridors.

Objective 3 – Productivity

- Increase ridership through various service enhancements.
- Eliminate unproductive route deviations and streamline route alignments.

Objective 4 – Cost

- Provide services that are sustainable and within projected budget enhancement.

COA Recommendations

Based on the analysis of the routes, rider and community survey, transit demand potential, TMD recommended two scenarios with varied service enhancements in the following years for growth opportunities. These scenarios were presented to the City Council in November 2022, followed by public outreach events to seek input from the public and target populations such as seniors and students.

Of the two scenarios, scenario 2 was the preferred choice. TMD developed an implementation plan based on scenario 2, which will include draft schedules and bus stop changes.

The COA will provide a multi-year service expansion and/or restructuring plan that will include increased frequency and Sunday service after the initial implementation. Further, the plan will include the adoption of increased fares to match that of RTA fares. While fares will be increased, the fares to the public will stay stagnant for the first two years after

the effective date. CCTS will utilize either LCTOP or AB2766 funds to subsidize the difference.

On August 6, 2023, the City Council approved Scenario Two (2) of the proposed service recommendation as outlined in the final report of the Comprehensive Operational Analysis. The final plan is available at [Comprehensive Operation Analysis | City of Corona \(coronaca.gov\)](https://www.coronaca.gov/Comprehensive-Operation-Analysis). The City desires to enter into an agreement with a qualified professional consulting firm to perform the activities and various tasks included in the final plan.

Zero Emission Bus Analysis and Rollout Plan

The California Air Resources Board (CARB) instituted the Innovative Clean Transit (ICT) regulation in December 2018. Per the regulation, all public transit agencies are required to develop the Zero Emission Bus (ZEB) Rollout Plan to deploy zero-emission buses by 2040. The ZEB rollout plan will provide a timeline and estimated cost for a phased transition to meet CARB’s regulation. The development of the ZEB rollout plan for CCTS is being conducted through a joint collaboration with RCTC and the smaller transit agencies in Riverside County. RCTC awarded the contract to Center for Transportation and the Environment (CTE) to develop the ZEB Rollout and Implementation Plans for the smaller transit agencies. On March 15, 2023, Corona Council approved mixed-fleet technology. CTE developed the rollout plan based on the approved technology. On June 7, 2023, the City Council adopted the rollout plan. The Plan received CARB approval on July 14, 2023.

Chapter 2 – Existing Service and Route Performance

2.1 KEY PERFORMANCE INDICATORS

The Riverside County Transportation Commission (RCTC) is the designated Regional Transportation Planning Agency (RTPA) with fiduciary and administrative oversight of transit operators in Riverside County. Each year, RCTC reviews and approves the Short-Range Transit Plan and allocates local, state, and federal funding. RCTC monitors performance that measures the effectiveness and efficiency of CCTS services. Over this chapter, you will see these measurements through Tables 2.0 - 2.3. These tables measure the current year’s performance (FY 2023/24), the upcoming year’s performance (FY 2024/25), performance by service (fixed-route and DAR), and then performance by

route (Red and Blue lines, and DAR). The remaining components of Chapter 2 will explain what CCTS staff is doing to improve services, where major trip generators are located, and finally, any service changes that took place in FY 2023/24.

Table 2.0 provides a breakdown of all services by RCTC's performance metrics including farebox recovery ratio in the current fiscal year. By statute, transit operators serving urban areas must recover a minimum of 20 percent of operating costs through fare revenue for fixed route and 10 percent for Dial-A-Ride Specialized Service. Table 2.0 provides a summary of Fare revenue, which includes passenger fares, interest on investments, advertising revenue, local contributions, and the proceeds from the sale of surplus vehicles. A farebox recovery ratio below the minimum requirement endangers the receipt of state funding. The farebox recovery ratio is a mandatory performance indicator.

Through the third quarter of this fiscal year (July 2023-March 2024), CCTS lags behind the mandatory farebox recovery ratio. However, Table 2.0 – 2.2 below does not include all of the approved legislative inclusions and exclusions in AB 149. At the end of the fiscal year, CCTS expects to meet the FFR by utilizing the inclusions and exclusions in AB149. LCTOP and federal funds will be used as local match and DAR service will be excluded in the calculation to meet the FFR of 20% for fixed route.

If needed, the City contributes the difference to bridge the gap between fare revenue received throughout the year and the amount required to meet the farebox recovery ratio. The contribution of funds is made only after all revenues and expenses are reconciled following the close of the fiscal year.

Further, CCTS continued focusing on other areas of improvement, including implementing several COVID protocols, which include:

- Sanitization of buses and bus stop shelters and equipment
- Continue to provide hand sanitizer and masks on board the buses.
- Increased customer satisfaction by reducing the number of complaints.
- Timely repairs and preventive maintenance of revenue vehicles to reduce road calls and missed service.
- Increase on-time performance.

Table 2.0 -- Service Provider Performance Measures Report

FY 2023/24 Short Range Transit Plan Review
City of Corona

Data Elements	FY 2023/24 Plan	FY 2023/24 Target	FY 2023/24 Year to Date Through 2nd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	185,772			
Passenger Miles	783,270			
Total Actual Vehicle Revenue Hours	32,770.0			
Total Actual Vehicle Revenue Miles	420,282.0			
Total Actual Vehicle Miles	478,773.0			
Total Operating Expenses	\$3,390,291			
Total Passenger Fare Revenue	\$269,217			
Net Operating Expenses	\$3,121,074			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	14.58%	>= 15.00%	2.60%	Fails to Meet Target
Additional:				
1. Operating Cost Per Revenue Hour	\$103.46	<= \$103.51	\$104.54	Fails to Meet Target
2. Subsidy Per Passenger	\$16.80	>= \$15.94 and <= \$21.56	\$15.13	Better Than Target
3. Subsidy Per Passenger Mile	\$3.98	>= \$4.96 and <= \$6.70	\$3.17	Better Than Target
4. Subsidy Per Hour	\$95.24	>= \$80.39 and <= \$108.77	\$101.82	Meets Target
5. Subsidy Per Mile	\$7.43	>= \$6.55 and <= \$8.86	\$8.00	Meets Target
6. Passengers Per Revenue Hour	5.67	>= 4.29 and <= 5.81	6.73	Better Than Target
7. Passengers Per Revenue Mile	0.44	>= 0.35 and <= 0.47	0.53	Better Than Target

Note: Targets reflect +/- 15%

Productivity Performance Summary:

Service Provider Comments:

2.2 SRTP PERFORMANCE REPORT

Table 2.1, SRTP Performance Report, lists planned performance targets set by RCTC for FY 2024/25.

Table 2.1 indicates that CCTS fails to meet the mandatory farebox recovery ratio. As previously noted, the farebox recovery ratio is:

- 10 percent for Specialized DAR, and
- 20 percent for fixed route.

As mentioned in section 2.0, CCTS intends to utilize inclusions included in AB149 to assist with meeting the farebox recovery ratio. FY 2024/25 plan includes passenger fares, fare subsidy using LCTOP, and Federal Transit Administration funds as local funds. With the inclusion of LCTOP and FTA funds and the exclusion of specialized services, CCTS will be able to meet its farebox recovery ratio. If unable to meet the FFR using the inclusions, CCTS will utilize the General Fund to close any gaps in funding. As such, Table 2.1 does not include the approved exclusions from AB 149, determined when the annual financial statements are provided.

In addition, as the table indicates, CCTS also fails to meet other targets (operating costs per revenue hours and subsidy per passenger mile and per revenue hour/mile). This is resulting from increased costs for contracted services. CCTS is planning on amending the contract for transit operations with MV Transportation for another three years. MV Transportation submitted a three-year proposal with a 19% cost increase from the current fiscal year to FY 24/25. CCTS expects to go to the Council for approval of the amendment in May 2023. Further FY24/25 budget includes costs for additional staff and consulting services. The consultant will be responsible for assisting with activities relating to the approved service improvements.

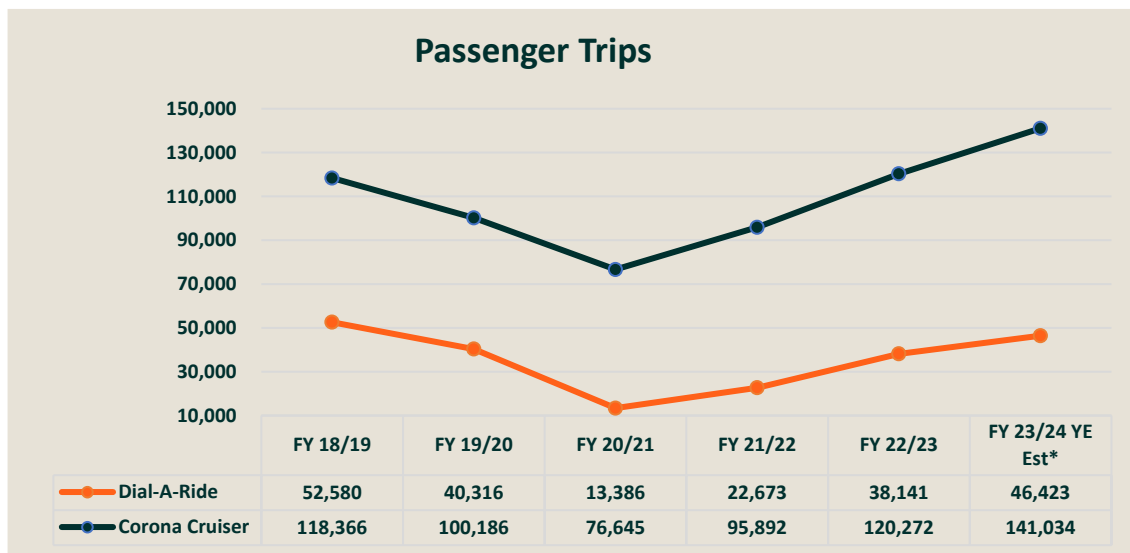
Performance Indicators	FY 2022/23 End of Year Actual	FY 2023/24 3rd Quarter Year-to-Date	FY 2024/25 Plan	FY 2024/25 Target	Plan Performance Scorecard (a)
Passengers	158,413	140,593	210,845	None	
Passenger Miles	191,849	669,580	893,002	None	
Revenue Hours	26,019.8	21,073.0	28,820.0	None	
Total Hours	29,682.6	24,431.1	33,559.0	None	
Revenue Miles	329,473.0	267,409.0	367,290.0	None	
Total Miles	368,738.0	300,670.0	413,627.0	None	
Operating Costs	\$2,685,728	\$2,216,360	\$3,754,492	None	
Passenger Revenue	\$66,461	\$53,287	\$89,300	None	
Measure-A Revenue				None	
LCTOP Revenue			\$277,103	None	
Operating Subsidy	\$2,619,268	\$2,163,073	\$3,665,192	None	
Operating Costs Per Revenue Hour	\$103.22	\$105.18	\$130.27	<= \$112.30	FAILS TO MEET TARGET
Operating Cost Per Revenue Mile	\$8.15	\$8.29	\$10.22	None	
Operating Costs Per Passenger	\$16.95	\$15.76	\$17.81	None	
Farebox Recovery Ratio	2.47%	2.40%	9.75%	>= 0.2	FAILS TO MEET TARGET
Subsidy Per Passenger	\$16.53	\$15.39	\$17.38	>= \$13.08 and <= \$17.70	MEETS TARGET
Subsidy Per Passenger Mile	\$13.65	\$3.23	\$4.10	None	FAILS TO MEET TARGET
Subsidy Per Revenue Hour	\$100.66	\$102.65	\$127.18	>= \$87.25 and <= \$118.05	FAILS TO MEET TARGET
Subsidy Per Revenue Mile	\$7.95	\$8.09	\$9.98	>= \$6.88 and <= \$9.30	FAILS TO MEET TARGET
Passengers Per Revenue Hour	6.09	6.67	7.32	>= 5.67 and <= 7.67	MEETS TARGET
Passengers Per Revenue Mile	0.48	0.53	0.57	>= 0.45 and <= 0.61	MEETS TARGET

a) The Plan Performance Scorecard column is the result of comparing the FY 2024/25 Plan to the FY 2024/25 Primary Target.

Service Provider Comments:
 CCTS intends to utilize LCTOP and FTA funds as local match to meet farebox recovery requirements (FFR). FFR for CCTS is as follows: 20% for fixed route and 10% for Dial-A-Ride.

2.3 SERVICE SUMMARY

Table 2.2 depicts the year-to-year performance data. Ridership in FY 2023/24 is expected to increase an estimated 18.3 percent (or ~29k riders) from the previous fiscal year. While the COVID-19 pandemic had devastating impacts, the system has been slowly recovering. It may take another few years to recover systemwide ridership, but data for the past nine months indicates a positive trend. See graph below of the passenger trips for the past five years. Therefore, based on this data, projections indicate a 12.5 percent increase for FY 2024/25 in systemwide ridership.



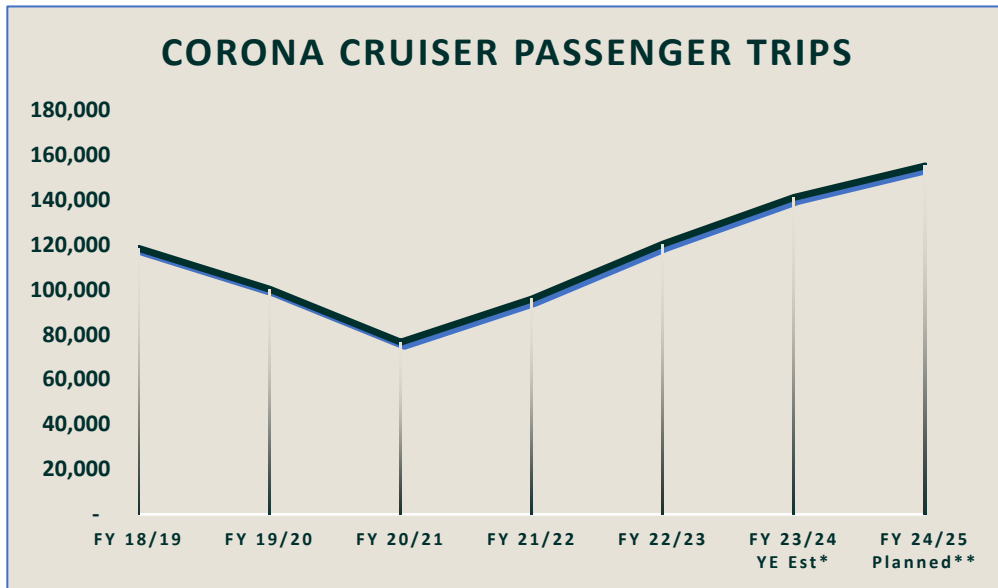
* FY 2023/24 year-end estimate is based on data collected from July 2023-March 2024.

** FY 2024/25 projections are based on a 10 percent increase over estimated FY 2023/24 year-end totals.

Corona Cruiser

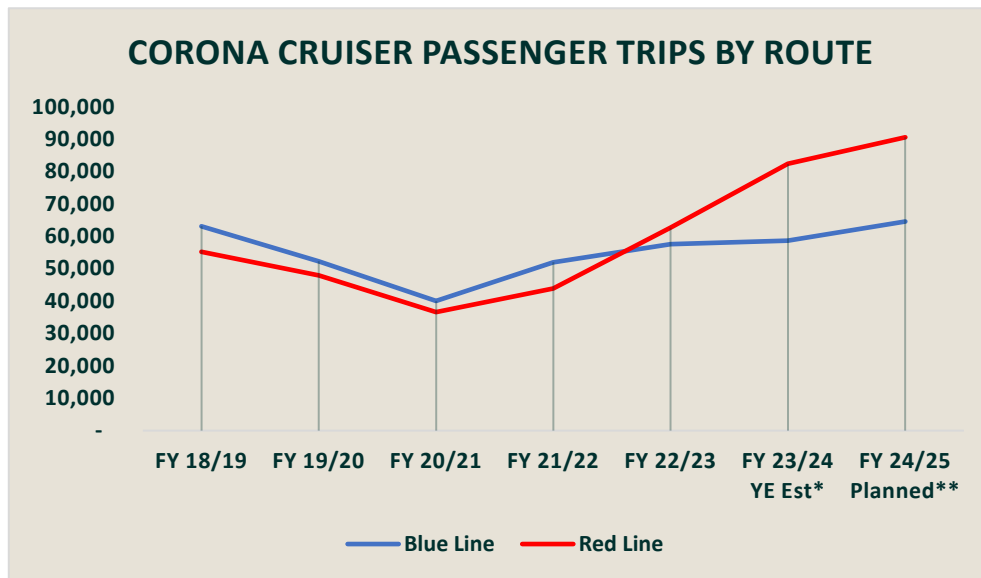
CCTS operates the Cruiser along two fixed routes – the Blue Line and Red Line. The Cruiser totaled 120,272 passenger trips in FY 2022/23. Using the number of passenger trips recorded during the first nine months of FY 2023/24 as a basis for estimating year-end totals, passenger trips on the Corona Cruiser are projected to increase by 17 percent, or an estimated 20,760 trips, compared to the previous fiscal year for a total of approximately 141,032 trips. Further, these numbers are expected to surpass the planned numbers for FY 2023/24. However, independently, the Red Line is performing better than the Blue Line. The Blue Line has been slowly recovering, but impacts from the McKinley Grade Separation project have impacted the performance, making it a less

reliable service. For FY 2024/25, Staff is optimistic and is projecting a 10 percent increase in ridership. See the graphs below and the following page of passenger trends by route.



* FY 2023/24 year-end estimate is based on data collected from July 2023-March 2024.

** FY 2024/25 projections are based on a 10 percent increase over estimated FY 2023/24 year-end totals.

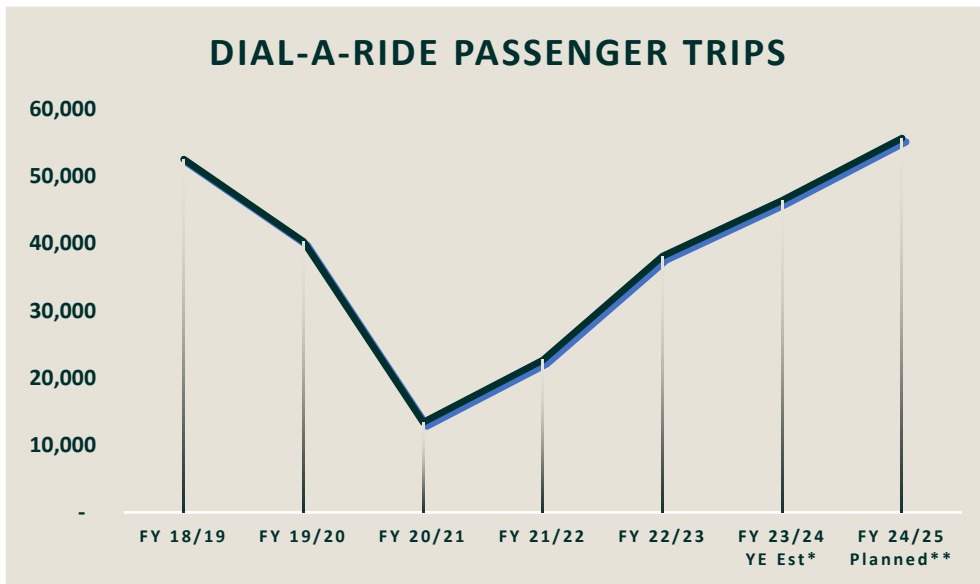


* FY 2023/24 year-end estimate is based on data collected from July 2023-March 2024.

** FY 2024/25 projections are based on a 10 percent increase over estimated FY 2023/24 year-end totals.

Dial-A-Ride

Dial-A-Ride provided 38,141 passenger trips in FY 2022/23. Using data collected from the first nine months of FY 2023/24 as a basis for estimating year-end totals, passenger trips is estimated to increase by 22 percent, or 8,300 trips, as compared to FY 2022/23. While this increase is significant, ridership has not yet recovered to pre-COVID numbers. Using data for the first nine months of FY 2023/24, staff is projecting an increase of 20% for FY 2024/25 based on improving COVID-19 conditions and free fare program.



* FY 2023/24 year-end estimate is based on data collected from July 2023-March 2024.

** FY 2024/25 projections are based on a 10 percent increase over estimated FY 2023/24 year-end totals.

Productivity Measures

Productivity has been steadily increasing since FY 2021/22 on the Cruiser and DAR as measured by the number of passengers per revenue hour and revenue miles. This trend is expected to continue into FY 2023/24. The increase in productivity is due to multiple factors including improved COVID-19 conditions and implementation of fare subsidy programs. However, increased traffic congestion resulting from construction work throughout the city continues to impact the Cruiser and DAR service. Freeway lane reductions and ramp closures, local street and lane closures, detours, and the movement of heavy equipment all increase congestion and impact traffic flow, which slows buses. Slower speeds result in longer duration trips, thereby impacting productivity.

Mode	Productivity Measure	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24*	FY 24/25**
Corona Cruiser	Passengers per revenue hour	8.18	6.88	5.30	6.66	8.34	9.87	10.83
	Passengers per revenue mile	0.69	0.58	0.46	0.57	0.66	0.77	0.84
Dial-A-Ride	Passengers per revenue hour	3.59	3.42	2.11	2.82	3.29	3.36	3.84
	Passengers per revenue mile	0.30	0.27	0.16	0.21	0.26	0.27	0.30

*FY 2023/24 performance is measured based on estimates covering the period July 2023 through March 2024.

**FY 2024/25 performance is measured based on FY 2023/24 estimated yearend total with a ~15 increase in ridership (10% for Corona Cruiser and 20% for DAR).

Performance Measure	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24 Yearend Estimate*	FY 2024/25 Planned
System-wide Passenger Trips	170,946	140,175	90,031	118,565	158,413	187,457	210,845
Cost per Service Hour	\$85.48	\$86.22	\$91.33	\$96.21	\$103.22	\$106.45	\$130.27

*Estimate based on all expenses (including operations contract cost and fuel) up to the quarter ending March 2024.

Table 2.2 -- City of Corona -- SRTP Service Summary
FY 2024/25 Short Range Transit Plan
All Routes

	FY 2021/22 Audited	FY 2022/23 Audited	FY 2023/24 Plan	FY 2023/24 3rd Qtr Actual	FY 2024/25 Plan
Fleet Characteristics					
Peak-Hour Fleet	3	3	13	3	13
Financial Data					
Total Operating Expenses	\$2,157,427	\$2,685,728	\$3,390,291	\$2,216,360	\$3,754,492
Total Passenger Fare Revenue	\$233,241	\$66,461	\$494,567	\$53,287	\$366,403
Net Operating Expenses (Subsidies)	\$1,924,186	\$2,619,268	\$3,121,074	\$2,163,073	\$3,665,192
Operating Characteristics					
Unlinked Passenger Trips	118,565	158,413	185,772	140,593	210,845
Passenger Miles	378,773	191,849	783,270	669,580	893,002
Total Actual Vehicle Revenue Hours (a)	22,424.5	26,019.8	32,770.0	21,073.0	28,820.0
Total Actual Vehicle Revenue Miles (b)	278,920.0	329,473.0	420,282.0	267,409.0	367,290.0
Total Actual Vehicle Miles	308,592.0	368,738.0	478,773.0	300,670.0	413,627.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$96.21	\$103.22	\$103.46	\$105.18	\$130.27
Farebox Recovery Ratio	10.81%	2.47%	14.58%	2.40%	9.75%
Subsidy per Passenger	\$16.23	\$16.53	\$16.80	\$15.39	\$17.38
Subsidy per Passenger Mile	\$5.08	\$13.65	\$3.98	\$3.23	\$4.10
Subsidy per Revenue Hour (a)	\$85.81	\$100.66	\$95.24	\$102.65	\$127.18
Subsidy per Revenue Mile (b)	\$6.90	\$7.95	\$7.43	\$8.09	\$9.98
Passenger per Revenue Hour (a)	5.3	6.1	5.7	6.7	7.3
Passenger per Revenue Mile (b)	0.43	0.48	0.44	0.53	0.57

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

Table 2.2 -- Corona-BUS -- SRTP Service Summary
FY 2024/25 Short Range Transit Plan
All Routes

	FY 2021/22 Audited	FY 2022/23 Audited	FY 2023/24 Plan	FY 2023/24 3rd Qtr Actual	FY 2024/25 Plan
Fleet Characteristics					
Peak-Hour Fleet	2	2	5	2	5
Financial Data					
Total Operating Expenses	\$1,242,229	\$1,401,431	\$1,555,373	\$1,069,883	\$1,905,268
Total Passenger Fare Revenue	\$233,241	\$66,461	\$311,075	\$53,287	\$222,413
Net Operating Expenses (Subsidies)	\$1,008,988	\$1,334,971	\$1,369,748	\$1,016,596	\$1,825,968
Operating Characteristics					
Unlinked Passenger Trips	95,892	120,272	139,964	105,776	155,138
Passenger Miles	378,773		552,855	532,053	612,795
Total Actual Vehicle Revenue Hours (a)	14,397.8	14,425.7	14,300.0	10,718.2	14,320.0
Total Actual Vehicle Revenue Miles (b)	169,157.0	181,113.0	179,194.0	136,949.0	184,082.0
Total Actual Vehicle Miles	180,629.0	192,427.0	190,301.0	146,072.0	196,344.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$86.28	\$97.15	\$108.77	\$99.82	\$133.05
Farebox Recovery Ratio	18.78%	4.74%	20.00%	4.98%	11.67%
Subsidy per Passenger	\$10.52	\$11.10	\$9.79	\$9.61	\$11.77
Subsidy per Passenger Mile	\$2.66		\$2.48	\$1.91	\$2.98
Subsidy per Revenue Hour (a)	\$70.08	\$92.54	\$95.79	\$94.85	\$127.51
Subsidy per Revenue Mile (b)	\$5.96	\$7.37	\$7.64	\$7.42	\$9.92
Passenger per Revenue Hour (a)	6.7	8.3	9.8	9.9	10.8
Passenger per Revenue Mile (b)	0.57	0.66	0.78	0.77	0.84

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

Table 2.2 -- Corona-DAR -- SRTP Service Summary
FY 2024/25 Short Range Transit Plan
All Routes

	FY 2021/22 Audited	FY 2022/23 Audited	FY 2023/24 Plan	FY 2023/24 3rd Qtr Actual	FY 2024/25 Plan
Fleet Characteristics					
Peak-Hour Fleet	1	1	8	1	8
Financial Data					
Total Operating Expenses	\$915,198	\$1,284,297	\$1,834,918	\$1,146,477	\$1,849,224
Total Passenger Fare Revenue			\$183,492		\$143,990
Net Operating Expenses (Subsidies)	\$915,198	\$1,284,297	\$1,751,326	\$1,146,477	\$1,839,224
Operating Characteristics					
Unlinked Passenger Trips	22,673	38,141	45,808	34,817	55,707
Passenger Miles		191,849	230,415	137,527	280,207
Total Actual Vehicle Revenue Hours (a)	8,026.7	11,594.2	18,470.0	10,354.8	14,500.0
Total Actual Vehicle Revenue Miles (b)	109,763.0	148,360.0	241,088.0	130,460.0	183,208.0
Total Actual Vehicle Miles	127,963.0	176,311.0	288,472.0	154,598.0	217,283.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$114.02	\$110.77	\$99.35	\$110.72	\$127.53
Farebox Recovery Ratio			10.00%		7.78%
Subsidy per Passenger	\$40.37	\$33.67	\$38.23	\$32.93	\$33.02
Subsidy per Passenger Mile		\$6.69	\$7.60	\$8.34	\$6.56
Subsidy per Revenue Hour (a)	\$114.02	\$110.77	\$94.82	\$110.72	\$126.84
Subsidy per Revenue Mile (b)	\$8.34	\$8.66	\$7.26	\$8.79	\$10.04
Passenger per Revenue Hour (a)	2.8	3.3	2.5	3.4	3.8
Passenger per Revenue Mile (b)	0.21	0.26	0.19	0.27	0.30

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

2.4 SERVICE PERFORMANCE

Table 2.3 on the following two pages lists various detailed performance metrics by route for planned FY2024/25. See above sections regarding route-by-route breakdown of these services.

Data Elements

Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Measure-A Revenue	LCTOP Revenue
COR-BLUE	All Days	2	64,536	254,918	7,099	7,908	94,793	99,969	\$944,511	\$39,362		\$70,946
COR-DAR	All Days	8	55,707	280,207	14,500	17,498	183,208	217,283	\$1,849,224	\$10,000		\$133,990
COR-RED	All Days	3	90,602	357,877	7,221	8,153	89,289	96,375	\$960,757	\$39,938		\$72,167
		13	210,845	893,002	28,820	33,559	367,290	413,627	\$3,754,492	\$89,300		\$277,103

Performance Indicators

Route #	Day Type	Net Subsidy	Operating Cost Per Revenue Mile	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
COR-BLUE	All Days	\$905,149	\$133.05	\$9.96	\$14.64	11.67%	\$14.03	\$3.55	\$127.50	\$9.55	9.09	0.68
COR-DAR	All Days	\$1,839,224	\$127.53	\$10.09	\$33.20	7.78%	\$33.02	\$6.56	\$126.84	\$10.04	3.84	0.30
COR-RED	All Days	\$920,819	\$133.05	\$10.76	\$10.60	11.66%	\$10.16	\$2.57	\$127.52	\$10.31	12.55	1.01
		\$3,665,192	\$130.27	\$10.22	\$17.81	9.75%	\$17.38	\$4.10	\$127.18	\$9.98	7.32	0.57

2.5 PRODUCTIVITY IMPROVEMENT EFFORTS

CCTS staff will continue to focus on improving the overall service monitoring, improving key performance metrics such as passengers per revenue hour and farebox recovery, and improving performance metrics, including reviewing the operation to ensure established standards are being met. The staff holds the contractor responsible for various performance standards pursuant to the contract. Some of these standards include:

- On-time performance.
- Customer service experience.
- ADA compliance standards.
- Fleet maintenance.
- Maintenance of bus stop area and equipment.

As mentioned in section 1.9, CCTS conducted the Comprehensive Operation Analysis (COA) of the fixed route system to determine underperforming stops and service expansion. As a result of the approved service improvements, the program will undergo revisions and modifications to all aspects of the transit operations. Service improvements will include restructuring of the current two routes to three small routes and the addition of two micro transit zones with ten key destinations or transfer points.

The adopted COA implementation plan included a draft of the schedules and stops based on the proposal of new service. CCTS is soliciting a consultant to develop the strategic approach necessary to execute the implementation of activities and tasks outlined in the Final Plan. Consulting services would be provided in support of needs ranging from program development and planning to project identification, project development, and system operations.

For the time being, CCTS will continue to implement its fare subsidy program to entice riders and focus on improving the customer service experience.

The abovementioned approach to reviewing standards, performing a study, and revising the schedule is intended to improve ridership, productivity, and farebox recovery.

2.6 MAJOR TRIP GENERATORS

Based on the recent service assessment performed as part of the Comprehensive Operations Analysis, the majority of boardings occur at the River Run Apartments in North Corona, as well as on two locations on the Blue Line: Magnolia Avenue at Rimpau Avenue and McKinley Street at Walmart. The stops with the next highest number of boardings is located in South Corona near El Cerrito Middle School at Temescal Canyon Road at Envoy Avenue. These suggest a few common use cases for the Corona Cruiser: trips from densely populated residential areas where there are apartment complexes, trips from school, and trips to shopping and employment centers. These are not common regional transfer locations, suggesting that Corona Cruiser passengers are mostly traveling locally within city limits.

Additional stops with higher ridership are located near shopping areas (Main Street & Parkridge Avenue, Target at Cajalco Road, Magnolia Avenue & McKinley Street, etc.), Downtown Corona (Main Street & Sixth Street at Corona Library), and local high schools (Centennial High School).

2.7 RECENT SERVICE CHANGES

CCTS has not implemented any service changes during FY 2023/24. While requests have been received to provide service in different parts of the City, changes will be guided based on the approved COA Plan.

Chapter 3 – Future Service Plans, Fare Changes, Capital Planning and Marketing

3.1 PLANNED SERVICE CHANGES

CCTS has plans for service changes as outlined in the approved COA Plan. As mentioned in section 1.9, the COA recommendations were adopted by City Council.

The following services changes are planned for the next few years:

Service	Current	1-3 years	3-10 years
Fixed Routes	2 routes	3 routes	3 routes

Service Frequency	60-70 minutes	60 minutes	30 minutes
Span of Service (Weekday)	6:30am-7:09	Same	Increase span
Span of Service (Saturday)	9:00am-5:00pm	Same	Increase span
Sunday Service	Not available	Not available	Yes
Microtransit	Not available	Yes	Yes

Dial-A-Ride service will continue to operate the same days and hours as fixed route service.

The above changes will reflect restructuring of the current service to encompass the following:

- Extend transit service to areas not currently served;
 - Green River Road vicinity (northwest area of the City)
 - South Corona to connect this area to North Corona
 - Northwest Corona along promenade
 - Reinstate service at Vintage Terrace Senior Apartments
 - Extending Redline to Dos Lagos on weekdays and/or during holidays/summer
- Bus stop consolidation
- Added service for City events, weekend transit to trails, parks, civic facilities loop service.
- Expansion or restructuring of service area to provide improved inter-city integration and improved interconnectivity with Riverside Transit Agency and Metrolink service plan, along with expansion into adjacent neighborhoods, such as;
 - Service to/from City of Corona to John F. Kennedy High and Norco College in City of Norco
 - Frequent service to/from the Corona Transit Center to increase connections with Metrolink and RTA
 - Service to the West Corona Metrolink Station.

Service improvements will include route alignments, schedules, headways, hours of service, areas served, interlines, time points, traffic considerations, estimates of cost and schedules for implementation, and bus stop locations.

3.2 MARKETING PLANS AND PROMOTION

The CCTS staff is continuously looking for strategies to increase ridership and increase awareness of Corona Transit services. These marketing strategies include:

- *Bus Shelter Program* – CCTS plans to replace existing advertising shelters at 20-25 bus stops. Shelters provide bus patrons with relief from the sun during hot days and protection from rain during inclement weather. These shelters will feature two panels for advertising, a bench, an area for a person with a mobility device/wheelchair, and solar-powered security lighting. These new shelters will act as a destination for bus passengers and as an ambassador as to how public transit can beautify a neighborhood and function as a marketing tool inviting motorists to try public transit.
- *Poetry and Art on the Bus Program* – in cooperation with Centennial High and Corona High, CCTS continues to conduct poetry and art contest inviting students to submit original poetry and artwork to be displayed on the interior of Cruiser buses. Selected poems and artwork are rotated each month. The program works as an outreach effort and marketing campaign at high schools while providing a creative outlet for students. Cruiser patrons are rewarded with expressive, introspective, and entertaining poems to read and artwork to ponder during their time on the bus. This program was canceled during FY 2020/21 due to COVID-19. While this program was expected to continue during FY 2022/23, competing priorities have made it difficult to restart this program.
- *Free Fare Program* – During the first quarter of FY 2023/24, CCTS continued it free fare for all using prior year's Low Carbon Transit Operations Program fund allocation for the free fare program. LCTOP authorized to continue using the funds for free fares, therefore, the program was reinstated on September 1, 2022, whereas the funds last through September 30, 2023. Staff saw a significant increase in ridership. Therefore, CCTS plans to establish an on-going reduced and free fare program. Offering various free fare programs allows the riders to experience the service with little to no cost to them with the intent the rider will continue to use the service. CCTS received approval to utilize FY 2022/23 LCTOP funds for the following three-year fare subsidy program starting on October 1, 2023:
 - Free fares for students on Corona Cruiser

- Free fares for seniors and persons with disabilities on Corona Cruiser and Dial-A-Ride
 - Reduced fare of \$1.00 for the general public on Corona Cruiser.
- Countywide Free Fare Days – Participate in the following countywide free fare days
 - Car Free Day - September 22, 2024
 - California Clean Air Day – October 2, 2024
 - Rideshare Week – October 1-5, 2024
 - Election Day - November 5, 2024
 - Transit Equity Day - February 4, 2024
 - Earth Day - April 22, 2024
 - Dump the Pump Day - June 20, 2024
- Community Service Events – CCTS and contractor staff will participate in community events to inform attendees of those events about available transit services.
- Updated Schedule – A new, reliable schedule, combined the completion of constructions projects, and upgrades in passenger amenities should go a long way in gaining back passengers that may have left the system for more reliable transportation alternatives.
- Social Media – Use of social media such as Facebook, Twitter etc. to market transit services available and to update the public with ongoing changes.
- Customer Satisfaction Survey – On-going solicitation of customer feedback to increase rider satisfaction as well as conduct an annual rider survey.
- Target Outreach – Continue building and expanding partnership with Senior living facilities and service providers, schools, churches, chamber of commerce, etc.

The above strategies will assist CCTS in regaining ridership lost due to COVID-19 pandemic.

3.3 PROJECTED RIDERSHIP GROWTH

For FY 2023/24, CCTS is projecting an increase in ridership based on data for 3rd quarter of FY 2023/24. An estimated 18.3 percent increase is expected compared to the previous year. While fixed route ridership will have exceeded pre-pandemic numbers, Dial-A-Ride

is still down 20%. However, staff is optimistic that ridership across the system will continue to grow in the following years. Staff will utilize the marketing strategies outlined in Section 3.2 in an effort to increase ridership. Further, CCTS will continue to explore options that address service attributes to attract new ridership while retaining the existing riders. Therefore, staff anticipates a 12.5 percent increase in ridership for FY 2024/25. CCTS believes this trend will continue in the following years.

3.4 PROPOSED FARE STRUCTURE CHANGES

On August 16, 2023, the City Council approved the new fare structure as part of the adoption of the service recommendations. The fares were evaluated through a comprehensive operations analysis to keep in line with RTA's fare structure. See Section 1.5 for details.

Therefore, CCTS is not planning another fare structure change at this time.

3.5 CAPITAL IMPROVEMENT PLANNING

Bus Stop Improvements

CCTS provides and maintains benches, shelters, signage, and trash receptacles at bus stops. Installation of transit amenities along bus routes are based on numerous factors including, the number of passenger boardings at stops along the routes. CCTS plans to continue on-going improvements to bus stops which include upgrading bus stop accessibility and passenger amenities:

- Redesign and replace shelters that provide advertisement opportunities to generate revenue.
- Replace older blue fiberglass bus benches with metal benches.
- Update bus stops to improve ADA accessibility.
- Assess locations missing amenities and where feasible install new shelters, benches and trash receptacles.
- Redesign signage.

Currently, bus stop improvements are made as needed. The replacement of damaged equipment and assessment are based on customer complaints.

Bus stops within the City of Corona are of the following Tier System:

Description	Amenities
Tier 1	Sign, trash receptacle
Tier 2	Tier 1 with bench seating
Tier 3	Tier 2 with shelter and shelter lighting
Landmark	Tier 3 with landscaping

Each location was assessed through the COA process. It was determined that 82% of the stops fall in the Tier 2 category, and 23% fall in the Tier 3 category.

However, major bus stop improvement efforts will be undertaken as a result of the COA recommendations. These efforts include:

- Removal and relocation of bus stop amenities
- New bus stop and bus stop amenities
- New ADA-accessible stops

While many stops will be eliminated and/or relocated due to restructuring of the current routes, over 60 new bus stops will be added to accommodate the one new route. All new stops will be ADA-accessible.

At a minimum, CCTS intends to have Tier 2 bus stop amenities (with lighting in locations that are dimly lit). Once the list of new stops is developed, a determination will be made for Tier 3 and Landmark locations.

Intelligent Transportation System (ITS)

This system is for the purpose of ensuring customers are receiving the highest quality information on time as well as ensuring that CCTS is operating at optimal efficiency. ITS will include components such as: Computer Aided Dispatching; Automatic Vehicle Location; Automated Annunciators and Reader Boards to meet ADA Requirement; Relay real-time transit information; Automated Passenger Counter; and an Advance Fare Payment System. Customers are demanding enhanced information on a more immediate basis. Additionally, reporting requirements add increased pressure to provide more accurate and detailed information in order to monitor the performance of the system. Upgrading our existing systems and installing new technologies will ensure that customers are receiving the highest quality information on time, as well as ensuring that

CCTS is operating at optimal efficiency. The use of ITS technologies contributes to enhanced customer service, improved productivity, and the overall fiscal responsibility of the transit system. CCTS plans to release the solicitation for an ITS.

CCTS is currently in the investigation phase to explore the various technologies available based on CCTS' needs. CCTS staff has participated in numerous vendor demonstrations and has attended the ITS seminar to assist staff with the potential scope of work for the Request for Proposal. Based on prior year estimates, the cost is projected at \$1.5 million dollars for this project, but given the market changes, the cost may be higher. A solicitation for ITS services is scheduled to be released end of FY 2023/24. Completion of this project is anticipated in FY 2025/26.

Purchase ADA Accessible Van

To provide additional transit options, an ADA-accessible van will be purchased to support the current DAR program and transport fewer passengers (or one wheelchair). This will allow the use of a smaller vehicle for situations when a larger vehicle is not warranted. The use of a smaller vehicle may lead to improved efficiency and an overall improved experience, i.e., punctuality, cost efficiency, comfort, etc. In addition, these vehicles will be used for the proposed microtransit service.

Canopy/Roof Structure for Bus Parking Area

Purchase and install canopies over the bus parking stalls at the City's Corporation Yard to protect and prolong the life of the buses and the associated equipment. CCTS will explore options for canopies equipped with solar panels, which will provide shade for the buses while simultaneously generating renewable energy.

Digital Land Mobile Radio System

The existing radio communication system is nearing its life-expectancy. Purchase and install a new digital land mobile radio communications system.

Replacement Buses

Purchase replacement cutaway buses for Dial-A-Ride service. The purchase of these buses will go through the California Association for Coordinated Transportation/Morongo Basin Transit Authority (CalACT/MBTA) Cooperative Purchasing Schedule (Cooperative

Replacement of two (2) 2012 buses - CCTS put into service ten Type C buses in 2012. Of the ten buses, eight were replaced with 2017 buses and two were kept as service increased. These two buses need replacing as they are showing more signs of wear and tear. These 2012 buses have exceeded their useful life of five years and 150k miles.

Replacement of eleven (11) 2017 buses – CCTS put into service eleven cutaway buses in 2018. These buses have a useful life of five years or a minimum of 150k miles, whichever comes first. These buses will reach their useful life in July 2023.

Zero Emissions Bus Conversion – By 2040, all transit providers are mandated to convert their entire fleet to electric vehicles. Staff will continue their efforts toward full compliance.

TABLE 3 – CCTS FY 2024/25 HIGHLIGHTS

Operations

- Plan for implementation of the recommendations from the Comprehensive Operational Analysis by bringing a consultant on board to assist with the activities outlined in the final plan.
- On-boarding of additional staff who will assist with day-to-day operations as well as data analysis and grant reporting.
- Improve Fixed Route Service
 - Adjust Corona Cruiser bus schedule to reflect actual trip times.
 - Establish an Reduced and Free Fare Program
 - Increase Ridership
- Improve Dial-A-Ride Services
 - Establishing an ADA Subscription Services Policy
- Work with the City’s contract transportation operator to improve:
 - Operations of Corona Cruiser and Dial-A-Ride service;
 - Bus maintenance and cleanliness/maintenance of bus stops; and
 - Monitoring and verifying contractor performance.
 - Improve On-Time Performance
- Continue monthly field inspections of all transit operations, i.e., inspect bus stops, buses, control/dispatch center, etc.
- Continue biweekly meetings with transit Contractor for updates on operations, safety, staff training, procedures, etc.

Capital Projects

- Intelligent Transportation System
- Bus Stop Improvement Project
- Purchase of ADA Accessible Van
- Digital Mobile Land Communication System
- Canopy/roof structure for Bus Parking Area
- Replacement Buses

Chapter 4 – Financial Planning

4.1 OPERATING AND CAPITAL BUDGET FOR FY 24/25

Operating Budget

To continue to provide Corona Cruiser fixed route and Dial-A-Ride service, CCTS is proposing an operating budget of \$3.75 million for FY 2024/25, representing a 11 percent increase (\$364,201) over the current year FY 2023/24 planned budget. The operating budget as depicted in the table on the following page is distributed among the following four categories:

- Salaries and Benefits: expenses include wages, fringe benefits (pension, medical, worker’s compensation) and OPEB expenses for post-employment benefits. This expense accounts for 8 percent of the budget and a 56 percent increase in the budget line item to account for additional staffing.
- Materials, Marketing, and Utilities: expenses accounting for 2 percent of the budget include printing and publications, advertising, Routematch Dispatching software, utilities, office supplies, minor office equipment, translation services, and administrative/ITS support services.
- Fuel: expenses account for 6 percent of the total budget.
- Contracted Services: constitutes the largest component of the budget at 84 percent. These expenses represent purchased transportation services for Dial-A-Ride and Corona Cruiser. Contract expenses increased by 9 percent due to increased costs for transit operations. CCTS is planning on extending the current contract with MV Transportation, which includes a 19 percent increase in the contract cost. In addition, this line item also reflects costs for consulting services to assist with various activities outlined in the Service Improvement Plan.

Budget by Category and Mode

Category	Mode	FY 2023/24 S RTP	FY 2024/25 Plan	Variance	
				\$	%
Salaries & Benefits					
	Dial-A-Ride	\$ 72,023	\$ 126,789	\$ 54,766	76.0%
	Fixed Route	\$ 112,230	\$ 161,368	\$ 49,138	43.8%
	Subtotal	\$ 184,253	\$ 288,157	\$ 103,904	56.4%
Materials, Marketing and Utilities					
	Dial-A-Ride	\$ 49,396	\$ 50,340	\$ 944	1.9%
	Fixed Route	\$ 36,746	\$ 36,730	\$ (16)	0.0%
	Subtotal	\$ 86,142	\$ 87,070	\$ 928	1.1%
Fuel					
	Dial-A-Ride	\$ 108,240	\$ 110,000	\$ 1,760	1.6%
	Fixed Route	\$ 119,100	\$ 120,000	\$ 900	0.8%
	Subtotal	\$ 227,340	\$ 230,000	\$ 2,660	1.2%
Contracted Services					
	Dial-A-Ride	\$ 1,605,259	\$ 1,562,095	\$ (43,164)	-2.7%
	Fixed Route	\$ 1,287,297	\$ 1,587,170	\$ 299,873	23.3%
	Subtotal	\$ 2,892,556	\$ 3,149,265	\$ 256,709	8.9%
Total					
	Dial-A-Ride	\$ 1,834,918	\$ 1,849,224	\$ 14,306	0.8%
	Fixed Route	\$ 1,555,373	\$ 1,905,268	\$ 349,895	22.5%
	Total	\$ 3,390,291	\$ 3,754,492	\$ 364,201	10.7%

For FY 2024/25, CCTS is proposing a funding plan that includes Local Transportation Funds (LTF), Federal Transit Administration (FTA) Section 5307 funds, State of Good Repair (SGR prior year funds), Low Carbon Transit Operations Program funds, AB2766 funds and revenues generated by passenger fares, bus shelter advertising, and local funds.

Capital Budget

CCTS is requesting capital funds for the following projects:

- Bus Stop Improvements
- Hydrogen Fueling Station
- Infrastructure for Battery Electric Buses

The following funds are being programmed for the above projects: STA, SGR, SB 125 TIRCP, and SB125 ZETCP. In addition, staff will utilize funding from prior approved SRTP projects for capital projects planned for FY 2024/25. See section 4.4 for a list of open projects.



Table 4.0 - Summary of Funding Requests - FY 2024/25

City of Corona

Original

Operating														
Project	Total Amount of Funds	5307 RS	AB 2766	FARE	LCTOP PUC99313	LTF	OTHR LCL	SB 125 TIRCP GF	SB 125 ZETCP GGRF	SB 125 ZETCP PTA	SGR PUC99313	SGR PUC99314	STA PUC99314	
Capital Cost of Contracting - Dial-A-Ride	\$574,838	\$459,870				\$114,968								
Capital Cost of Contracting - Fixed Route	\$584,868	\$467,894				\$116,974								
Corona Cruiser Operating	\$1,320,400	\$374,660	\$5,000	\$35,200	\$143,113	\$723,427	\$39,000							
Corona Dial-A-Ride Operating	\$1,274,386	\$374,660		\$0	\$133,990	\$755,736	\$10,000							
Sub-total Operating	\$3,754,492	\$1,677,084	\$5,000	\$35,200	\$277,103	\$1,711,105	\$49,000	\$0	\$0	\$0	\$0	\$0	\$0	

Capital														
Project	Total Amount of Funds	5307 RS	AB 2766	FARE	LCTOP PUC99313	LTF	OTHR LCL	SB 125 TIRCP GF	SB 125 ZETCP GGRF	SB 125 ZETCP PTA	SGR PUC99313	SGR PUC99314	STA PUC99314	
Bus Stop Improvements - 25-3	\$114,869										\$75,297	\$4,703	\$34,869	
Hydrogen Fueling Station - 25-01	\$10,303,948							\$4,223,515	\$2,077,380	\$4,003,053				
Infrastructure for Battery Electric Buses - 25-02	\$2,096,052							\$2,096,052						
Sub-total Capital	\$12,514,869	\$0	\$0	\$0	\$0	\$0	\$0	\$6,319,567	\$2,077,380	\$4,003,053	\$75,297	\$4,703	\$34,869	
Total Operating & Capital	\$16,269,361	\$1,677,084	\$5,000	\$35,200	\$277,103	\$1,711,105	\$49,000	\$6,319,567	\$2,077,380	\$4,003,053	\$75,297	\$4,703	\$34,869	

FY 2024/25 Projected Funding Details	
5307 RS	\$1,677,084
AB 2766	\$5,000
FARE	\$35,200
LCTOP PUC99313	\$277,103
LTF	\$1,711,105
OTHR LCL	\$49,000
Total Estimated Operating Funding Request	\$3,754,492
SB 125 TIRCP GF	\$6,319,567
SB 125 ZETCP GGRF	\$2,077,380
SB 125 ZETCP PTA	\$4,003,053
SGR PUC99313	\$75,297
SGR PUC99314	\$4,703
STA PUC99314	\$34,869
Total Estimated Capital Funding Request	\$12,514,869
Total Funding Request	\$16,269,361

TABLE 4A – CAPITAL PROJECT JUSTIFICATION



FY 2024/25 SRTP

City of Corona

Table 4.0 A - Capital Project Justification

Original

Project Number: 25-01

FTIP No: Not Assigned - New Project

Project Name: Hydrogen Fueling Station

Category: Buildings and Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: Hydrogen

Project Description: A Hydrogen fueling infrastructure to support the deployment of the FCEB is needed. FCEB infrastructure deployment will require hiring an infrastructure planning contractor. FCEB deployment requires the installation of a fueling station and may require improvements such as upgrades to the switchgear or utility service connections. Planning and design work, including the development of detailed electrical and construction drawings required for permitting, is also necessary once specific charging equipment has been selected. The hydrogen fueling station, for on-site fueling, will include a hydrogen delivery system, hydrogen storage tanks, vaporizer (for liquid storage), compressor, chiller, and dispensing system that delivers fuel to the vehicles. Infrastructure is assumed to be built out in one project that will conclude prior to the first FCEB deployment in 2028.

Project Justification: To comply with the CARB's Innovative Clean Technology (ICT) Regulation, the City of Corona Council approved a mixed-fleet source technology to provide greater redundancy and resilience benefits and less reliance on a single fuel source. These technologies include Battery Electric Bus (BEB) and Fuel Cell Electric Bus (FCEB). The City of Corona's transit fleet includes twenty compressed natural gas buses, seven (7) 32' buses, and thirteen (13) cutaway buses. To support the deployment of the mixed fleet BEB and FCEB, installation of charging stations and improvements to existing electrical infrastructure as well as hydrogen fueling infrastructure are required. The infrastructure supporting the ZEB fleet must be completed prior to each bus delivery.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SB 125 TIRCP GF	FY 2024/25	\$4,223,515
SB 125 ZETCP GGRF	FY 2024/25	\$2,077,380
SB 125 ZETCP PTA	FY 2024/25	\$4,003,053
Total		\$10,303,948

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



FY 2024/25 SRTP

City of Corona

Table 4.0 A - Capital Project Justification

Original

Project Number: 25-02

FTIP No: Not Assigned - New Project

Project Name: Infrastructure for Battery Electric Buses

Project Description: Infrastructure is needed to support the deployment of Battery Electric Buses (BEB). BEB infrastructure deployment will require infrastructure planning, the purchase of dispensers and chargers, and electric service upgrades to add service capacity. CCTS BEB charging depot will consist of seven chargers with two dispensers per charger. An electric service upgrade includes an estimated 1 megawatt of additional electricity capacity to accommodate charging for thirteen BEBs Infrastructure is assumed to be built out in one project that will conclude prior to the first BEB deployment in 2029.

Project Justification: To comply with the CARB's Innovative Clean Technology (ICT) Regulation, the City of Corona Council approved a mixed-fleet source technology to provide greater redundancy and resilience benefits and less reliance on a single fuel source. These technologies include Battery Electric Bus (BEB) and Fuel Cell Electric Bus (FCEB). The City of Corona's transit fleet includes twenty compressed natural gas buses, seven (7) 32' buses, and thirteen (13) cutaway buses. To support the deployment of the mixed fleet BEB and FCEB, installation of charging stations and improvements to existing electrical infrastructure, as well as hydrogen fueling infrastructure, are required. The infrastructure supporting the ZEB fleet must be completed before each bus delivery.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SB 125 TIRCP GF	FY 2024/25	\$2,096,052
Total		\$2,096,052

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



FY 2024/25 S RTP

City of Corona

Table 4.0 A - Capital Project Justification

Original

Project Number: 25-3

FTIP No: Not Assigned - New Project

Project Name: Bus Stop Improvements

Category: Buildings and Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: The Corona Cruiser serves 185 bus stops along two routes – the Red and Blue Lines. This project will provide funding to improve ADA accessibility, maintain bus stop furniture and equipment in a proper and safe manner and provide funding to place additional stops as demand warrants. This transit enhancement project will entail the purchase and installation of new and/or replacement bus stop amenities to improve accessibility and/or removing barriers to accessibility. Project funding will enable the purchase of bus stop shelters, benches, solar lighting, bus stop signage, trash receptacles and bus stop post mounted lights. This project is a multi-year/on-going activity.

Project Justification: Bus stop shelters provide patrons with shelter during inclement weather and shaded respite from the sun. Shelters also provide lighting for convenience and enhanced passenger safety.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2024/25	\$75,297
SGR PUC99314	FY 2024/25	\$4,703
STA PUC99314	FY 2024/25	\$34,869
Total		\$114,869

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/S RTP Project No.	Description
		21-2	Open
		24-3	

TABLE 4B – FAREBOX REVENUE CALCULATION

(Consistent with Riverside County Transportation Commission Farebox Recovery Policy)

Farebox Recovery Ratio Revenues	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24 YE Est*	FY 2024/25 Est*
Passenger Fares	\$51,370	\$130,707	\$32,070	\$30,381	\$35,200
Interest Income	\$0	\$0	\$14,314	\$0	\$0
General Fund Contribution	\$0	\$0	\$0	\$0	\$0
Measure A	\$0	\$0	\$0	\$0	\$0
Passenger Shelter Advertising Revenue	\$8,000	\$9,854	\$9,742	\$9,000	\$9,000
Gain on Sale of Capital Assets	\$0	\$0	\$0	\$0	\$0
CNG Revenues	\$0	\$0	\$0	\$0	\$0
Lease / Other Revenue	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$134,807	\$198,136	\$197,867	\$196,871
LCTOP	\$0	\$74,325	\$205,600	\$216,420	\$277,103
Investment Income	\$0	-\$49,165	\$0	\$0	\$0
Fare Revenues from Exempt Routes	\$0	\$0	\$0	\$0	\$0
Other Revenues*	\$22,136	\$31,269	\$52,368	\$37,111	\$45,000
Total Farebox Revenues	\$81,506	\$331,797	\$512,230	\$490,779	\$563,174
Total Operating Expense	\$1,901,148	\$2,157,427	\$2,685,728	\$2,990,854	\$3,754,492
Farebox Recovery Ratio**	4%	15%	19%	16%	15%

*Includes Corona Medical Regional Center contribution, AB2766 Fare subsidy and contractor penalties.

** Farebox recover ratio requirement is based on a system-wide blended rate of 15% (10% for DAR Specialized Service and 20% for Corona Cruiser fixed route service. Utilizing FTA funds for farebox recovery.

4.2 FUNDING PLANS TO SUPPORT PLANNED OPERATING AND CAPITAL PROGRAM (FY25/26 & FY26/27)

Operating Program

CCTS funding plan to support FY 2025/26 and FY 2026/27 includes:

- Local Transportation Funds (LTF)
- FTA Section 5307 funds
- State of Good Repair
- Low Carbon Transit Operations Program (LCTOP)
- Passenger Fare revenues
- AB2766 funds
- Bus shelter advertising
- General funds to close the funding gap in order to meet the farebox recovery ratio, and other local funds.

Capital Program

Capital program funds supporting FY 2025/26 and FY 2026/27 will include FTA sections 5307 & 5339, State Transit Assistance (STA), State of Good Repair, and SB125 TIRCP and ZETCP for prior approved projects and current requests.



Table 4.1 - Summary of Funding Requests - FY 2025/26

City of Corona

Original

Operating													
Project	Total Amount of Funds	5307 RS	AB 2766	FARE	LCTOP OB	LTF	OTHR LCL						
Corona Cruiser Operating	\$1,955,765	\$857,991	\$5,000	\$35,200	\$171,736	\$846,838	\$39,000						
Corona Dial-A-Ride Operating	\$1,900,301	\$849,703		\$0	\$160,788	\$879,810	\$10,000						
Sub-total Operating	\$3,856,066	\$1,707,694	\$5,000	\$35,200	\$332,524	\$1,726,648	\$49,000						

Capital													
Project	Total Amount of Funds	5307 RS	AB 2766	FARE	LCTOP OB	LTF	OTHR LCL						
No Capital Projects													
Total Operating & Capital	\$3,856,066	\$1,707,694	\$5,000	\$35,200	\$332,524	\$1,726,648	\$49,000						

FY 2025/26 Projected Funding Details	
5307 RS	\$1,707,694
AB 2766	\$5,000
FARE	\$35,200
LCTOP OB	\$332,524
LTF	\$1,726,648
OTHR LCL	\$49,000
Total Estimated Operating Funding Request	\$3,856,066
Total Funding Request	\$3,856,066



Table 4.2 - Summary of Funding Requests - FY 2026/27

City of Corona

Original

Operating													
Project	Total Amount of Funds	5307 RS	AB 2766	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	OTHR LCL					
Corona Cruiser Operating	\$2,018,765	\$877,442	\$5,000	\$70,200	\$107,300	\$7,700	\$912,123	\$39,000					
Corona Dial-A-Ride Operating	\$1,962,845	\$868,820			\$160,800		\$923,225	\$10,000					
Sub-total Operating	\$3,981,610	\$1,746,262	\$5,000	\$70,200	\$268,100	\$7,700	\$1,835,348	\$49,000					

Capital													
Project	Total Amount of Funds	5307 RS	AB 2766	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	OTHR LCL					
No Capital Projects													
Total Operating & Capital	\$3,981,610	\$1,746,262	\$5,000	\$70,200	\$268,100	\$7,700	\$1,835,348	\$49,000					

FY 2026/27 Projected Funding Details	
5307 RS	\$1,746,262
AB 2766	\$5,000
FARE	\$70,200
LCTOP PUC99313	\$268,100
LCTOP PUC99314	\$7,700
LTF	\$1,835,348
OTHR LCL	\$49,000
Total Estimated Operating Funding Request	\$3,981,610
Total Funding Request	\$3,981,610

4.3 REGULATORY AND COMPLIANCE REQUIREMENTS

Half Fare During Non-Peak Hours

According to federal statute, transit operators must allow 1) elderly persons, 2) persons with disabilities, and 3) Medicare card holders to ride fixed route service during off-peak hours for a fare that is not more than one-half the base fare charged to other persons during peak hours. The base fare for Cruiser service is \$1.50 during peak and non-peak hours (\$1.75 effective 1/1/24). The fare for an elderly person (60+), a person with disabilities, and Medicare cardholders is \$0.70 (\$.75 effective 1/1/24) throughout the service day.

Americans with Disabilities Act (ADA)

The Americans with Disability Act requires that complementary paratransit service be available to ADA-certified persons during the same hours and days of operation available to fixed route passengers. Complementary paratransit service must be provided within $\frac{3}{4}$ of a mile corridor from each side of a fixed route. CCTS operates Dial-A-Ride service that extends beyond the $\frac{3}{4}$ mile corridor to the city limits, into the county areas of Coronita, El Cerrito, and Home Gardens, as well as satellite locations in the City of Norco (Department of Motor Vehicles, Department of Public Social Services and Norco College). ADA-certified passengers receive priority. As such, CCTS maintains zero denials for ADA-certified passengers.

Provision of Service – ADA complementary paratransit must be provided to an ADA eligible individual, including those with temporary eligibility, a Personal Care Attendant (PCA) if necessary, and one other individual accompanying the ADA-eligible individual, if requested. Additional companions may be provided service, if space is available. Service also must be provided to visitors. Any visitor who presents ADA eligibility documentation from another jurisdiction must be provided service.

Type of Service – ADA specifies “origin to destination” service. In certain instances, this might require service beyond strict curb-to-curb. Door-to-door assistance for ADA-certified passengers is available upon request. Door-to-door service is available when:

- Drivers can see the bus at all times;
- The outermost door is within 150 feet from the bus;
- Driver safety and security is maintained; and

- Where a safe parking area is available.

Fares – The ADA complementary paratransit fare cannot exceed twice the fare for a trip of similar length, at a similar time of day, on the fixed route system, and no fares may be charged for PCAs accompanying an ADA-certified passenger. ADA-certified individuals are charged \$3.50 per trip, which is twice the fare for a trip on the fixed route Cruiser (\$1.75 x 2 = \$3.50). A companion is charged \$3.50 per trip as well.

Disadvantaged Business Enterprise

Pursuant to Federal Regulation 49 CFR Part 26 - Disadvantaged Business Enterprise (DBE), all public agencies receiving U.S. Department of Transportation (USDOT) funds that anticipate awarding \$250,000 or more in USDOT-assisted contracts must establish a three-year (3) overall DBE goal for potential contracting opportunities for certified suppliers.

CCTS will continue using federal section FTA 5307 funds for future projects including the use of these funds for operating and capital projects. The City submitted its' updated DBE program and DBE triennial goal and methodology on September 1, 2023. The DBE goal & methodology is for federal Fiscal Years 2024-2026 (October 1, 2023 through September 30, 2026). The DBE Goal and Program are pending review and concurrence by FTA. The next Triennial DBE Goal is due on August 1, 2026.

Title VI

In compliance with Title VI of the Civil Rights Act of 1964, no person on the basis of race, color, or national origin, is excluded from participation in, or is denied the benefits of, or is subjected to discrimination within the scope of services offered by CCTS. The following notification to passengers of their right to file a complaint is included on the City of Corona website, service brochures, and posted on board CCTS buses.

No person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity of the City of Corona Transit Service (CCTS). The Public Works Director is the CCTS Title VI Compliance Officer. For more information, or to file a Title VI Civil Rights complaint, contact the Corona Public Works Department by telephone at (951) 736-2266, by email at publwks@ci.corona.ca.us, or by visiting the Public Works Department at 400 S. Vicentia Avenue, Suite 210, Corona, CA 92882.

The City submitted its' updated Title VI program (2024-2026) on May 25, 2023, which is pending concurrence from FTA. The next Title VI program update is due on June 1, 2026.

Transit Asset Management (TAM) Plan

Federal regulations 49 CFR 625 requires agencies to develop a transit asset management (TAM) plan if it owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.S. Chapter 53 as a recipient or subrecipient. As a recipient of federal funds and operating a public transit system, CCTS is required to comply with this regulation. Under this regulation, CCTS is defined as a Tier II provider. Tier II transit provider are that own, operate less than 100 vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode. CCTS' TAM plan includes the following four required elements: 1) An inventory of assets; 2) Condition assessment of inventoried assets; 3) Description of decision support tool; and 4) A prioritized list of investments.

As required, on October 29, 2018, the completed TAM Plan was submitted to Southern California Association of Government, the metropolitan planning organization for the region. In addition, CCTS prepares an annual report and submits it to Federal Transit Administration's National Transit Database. The report includes asset inventory data, condition assessments and performance results and projected targets for the following fiscal year along with a narrative report on any changes.

Per regulations, the TAM plan is required to be updated every four (4) years. CCTS submitted its updated TAM plan to SCAG on November 3, 2022.

Public Transit Agency Safety Plan (PTASP)

Federal Transit Administration (FTA) published the PTASP Final Rule (49 C.F.R. Part 673), which requires public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include processes and procedures for implementing the Safety Management Systems (SMS). The documented SMS ensures that the CCTS is performing the necessary risk management activities, monitoring its results, and making the necessary adjustments in maintaining a safe system. This plan outlines how CCTS, in partnership with its transit operations contractor, will continually identify, monitor, and mitigate various safety risks and hazards present in its transit operating environment.

In addition, under the PTASP rule, the transit operator is required to set safety performance targets based on the safety performance measures established by the National Public Transportation Safety Plan (NSP). The NSP safety performance measures are for the following categories: Fatalities, Injuries, Safety Events, and System Reliability (State of Good Repair). The first set of performance targets has been shared with Corona’s Metropolitan Planning Organization (MPO), the Southern California Association of Governments (SCAG) and the California Department of Transportation.

The plan was approved and adopted by the City Council on April 15, 2020. The plan has also been approved by the California Department of Transportation, Division of Rail & Mass Transportation.

Furthermore, as a result of the pandemic, the Federal Transit Administration requires all safety plans to be amended in compliance with 49 U.S. Code 5329(d) to include infectious disease prevention protocols and safety performance targets. The safety plan was updated and approved by City Council on December 7, 2022. The amended plan was submitted to SCAG on December 27, 2022.

Transportation Development Act Triennial Audit

The triennial performance audits are administered and coordinated by RCTC. CCTS underwent a Transportation Development Act (TDA) Triennial Performance Audit in October 2021 and a site visit in December 2021 covering Fiscal Years 2018/19 through 2020/21. While the audit results reveal CCTS operations meeting the major goals and objectives of the TDA program, room for improvement is always paramount with the audit, which suggests improvements in two areas as summarized in Table 4.3 Progress Implementing Triennial Performance Audit Draft Recommendations.

TABLE 4.5 – PROGRESS IMPLEMENTING TRANSPORTATION DEVELOPMENT ACT (TDA) TRIENNIAL PERFORMANCE AUDIT RECOMMENDATIONS

TDA Triennial Performance Audit Period Covering FY 2018/19 through FY 2020/21	
Audit Recommendations	Action / Remedy
Continue process of implementing ADA subscription services on Dial-A-Ride	<p>This recommendation is being carried forward from the prior audit.</p> <p>Subscription service is a convenience offered to ADA paratransit passengers who take the same trip on a regular basis, as it reduces the need to make repeated calls for each ride. Many agencies have subscription service trips (i.e., having a standing reservation scheduled) that make up a portion of their trip requests. Subscription service trips generally are trips that a patron makes multiple times per month, often multiple times per week, and have a specific origin and destination that do not change. Most often, these types of</p>

	<p>trips are for employment, medical, and/or educational purposes. These trips can be prescheduled, thus reducing the burden on the scheduler/dispatcher and call in-take system.</p> <p>ADA subscription service is generally on a space-available basis, and scheduled on a first-come, first-served basis for a given time period (e.g., 14 or 30 days of subscription service). Federal ADA law permits the use of subscription service as long as it does not absorb more than 50 percent of the available trips at a given time of day, and does not result in next-day ADA trip denials. Subscription service is discretionary and not mandated under ADA, which allows the City to investigate its feasibility through a demonstration period to determine whether additional scheduling efficiencies through the new scheduling software can be made, as well as whether there is some reduced staff and cost burden from the number of calls for reservations.</p> <p>Dial-a-Ride’s transition from general public to a specialized service for ADA-certified and senior passengers makes the subscription service option more feasible. Subscription trips to many adult day care centers have been ongoing. In addition, the CCTS staff in conjunction with the contracted transit operator already monitor ADA trips to ensure that there are no capacity constraints. Nevertheless, staff will continue to work with the contract operator and review the feasibility of establishing a formal ADA Subscription Services Policy. A call-back function to remind riders of their upcoming trips will also improve operating efficiency and effectiveness. The City will be incorporating call-back function in the next ITS project.</p>
<p>Include additional locally generated revenue in the farebox recovery.</p>	<p>During the audit period, Corona adopted a blended farebox recovery standard of 15 percent. The revenues in the farebox ratio are composed primarily of passenger fares, City supplemental support revenues, and air district subsidies. New state legislation (SB 508) reinforces the current RCTC practice of allowing other locally generated revenues in the farebox ratio. These other revenues could include advertising generated by the transit system, and bus wraps on the vehicles, and other local contributions from the City to the transit program. Corona allows advertising space on its bus shelters and has expressed interest in allowing advertising on board its vehicles. The City currently does not have an advertising policy but has expressed interest in developing one. However, staffing and budgetary constraints make it difficult to pursue. Nevertheless, given the farebox recovery trends, the City should pursue this measure to incorporate other locally generated revenue in its farebox recovery.</p> <p>CCTS staff will continue to look for additional revenue sources to meet farebox recovery ratio of 10% for specialized Dial-A-Ride service and 20% for fixed route.</p>

Federal Transit Administration Triennial Review

A Federal Transit Administration Triennial Review for the period 2017-2020 was completed in April 2020. The final report was received on June 8, 2021. No deficiencies were found, and the city successfully complied with all 21 areas covered in the review process.

National Transit Database

The National Transit Database (NTD) approved CCTS’ request to submit transit financial and performance data through a Small Systems Waiver starting in report year 2011; the waiver is available to transit providers operating 30 or fewer buses. The submission date for Report Year 2023 was October 30, 2023. CCTS staff provided responses and clarification to NTD reviewers following the initial review. The 2023 annual NTD report is pending closeout.

Alternative Fueled Vehicles (RCTC Policy)

The Riverside County Transportation Commission (RCTC) encourages all Riverside County transit operators to transition from diesel-powered transit buses to alternative fuel buses. Compressed Natural Gas (CNG) and liquefied natural gas (LNG) are recognized as preferred options. CCTS operates using CNG-powered buses.

4.4 OPEN PROJECTS

CCTS has twelve (12) prior SRTP-approved projects open. The table on the following page reflects these open projects. See Section 3.5 for detailed information about each of the projects listed.

table

Project Name	SRTP Project #	New Project #	Project Element	Funding Category	Project Timeline	Original Project Award	Project Balance
Route Development Buses - Changed Scope to Replacement of 2017 DAR Buses	15-03	24-2	1	1	Dec-25	\$ 300,000	\$ 70,281
	19-02					\$ 945,000	\$ 945,000
	24-2					\$ 1,767,719	\$ 1,767,719
	Amount Available for Replacement of 2017 DAR Buses:						\$ 2,783,000
Bus Stop Improvements	17-2	24-3	6	1	On-going	\$ 600,000	\$ 511,644
	21-2					\$ 50,646	\$ 50,646
	24-3					\$ 99,354	\$ 99,354
	25-3					\$ 114,869	\$ 114,869
	Amount Available for Bus Stop Improvements:						\$ 776,513
Intelligent Transportation System (ITS)	19-01	24-4	3	1	Jun-26	\$ 500,000	\$ 500,000
	20-1					\$ 50,000	\$ 50,000
	21-3					\$ 345,000	\$ 345,000
	22-1					\$ 405,000	\$ 405,000
	Amount Available for ITS:						\$ 1,300,000
ADA Accesible Van	19-03		1	1	Dec-25	\$ 48,039	\$ 48,039
	20-3					\$ 48,198	\$ 48,198
	Amount Available for ADA Accesible Van:						\$ 96,237
Digital Land Mobile Radio (DLMR)	20-2		5	1	Dec-25	\$ 135,000	\$ 135,000
	Amount Available for DLMR:						\$ 135,000
Bus Parking Canopy	21-1		4	1	Dec-25	\$ 100,000	\$ 100,000
	Amount Available for Bus Parking Canopy:						\$ 100,000
Support Equipment & Software	19-4		3	1	Dec-24	\$ 10,000	\$ 2,867
	Amount Available for Support Equipment:						\$ 2,867
Replacement of 2012 Dial-A-Ride Buses	22-2	24-1	1	1	Dec-25	\$ 306,330	\$ 306,330
	24-1					\$ 205,456	\$ 205,456
	Amount Available for Replacement of 2012 DAR Buses:						\$ 511,786
Hydrogen Fueling Station	25-1		4	1	Jun-26	\$ 10,303,948	\$ 10,303,948
	Amount Available for Hydrogen Fueling Station:						\$ 10,303,948
Infrastructure for Battery Electric Buses	25-2		4	1	Jun-26	\$ 2,096,052	\$ 2,096,052
	Amount Available for Infrastructure for Battery Electric Buses:						\$ 2,096,052
TOTAL AMOUNT AVAILABLE FROM ALL PROJECTS:						\$ 18,105,403	

Legend

Project Elements:

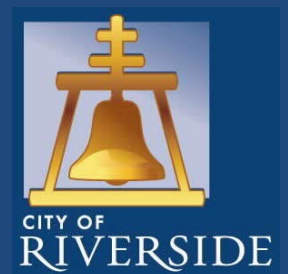
- 1 Revenue Vehicle Purchases
- 2 Non-Revenue Vehicle Purchases
- 3 Vehicle Systems and Equipment
- 4 Buliding, Land and Facilities
- 5 Communications and Information Technology Systems
- 6 Transit Shelters and Amenities
- 7 Fixed Guideways and Tracks
- 8 Debt Service
- 9 Maintenance
- 10 Security
- 11 Planning/Feasibility

Funding Category

- 1 Fully Funded
- 2 Partially Funded

FY 2024/25-FY 2026/27 SHORT RANGE TRANSIT PLAN

City of Riverside, PRCSD – Special Transportation Division



FINAL

TABLE OF CONTENTS

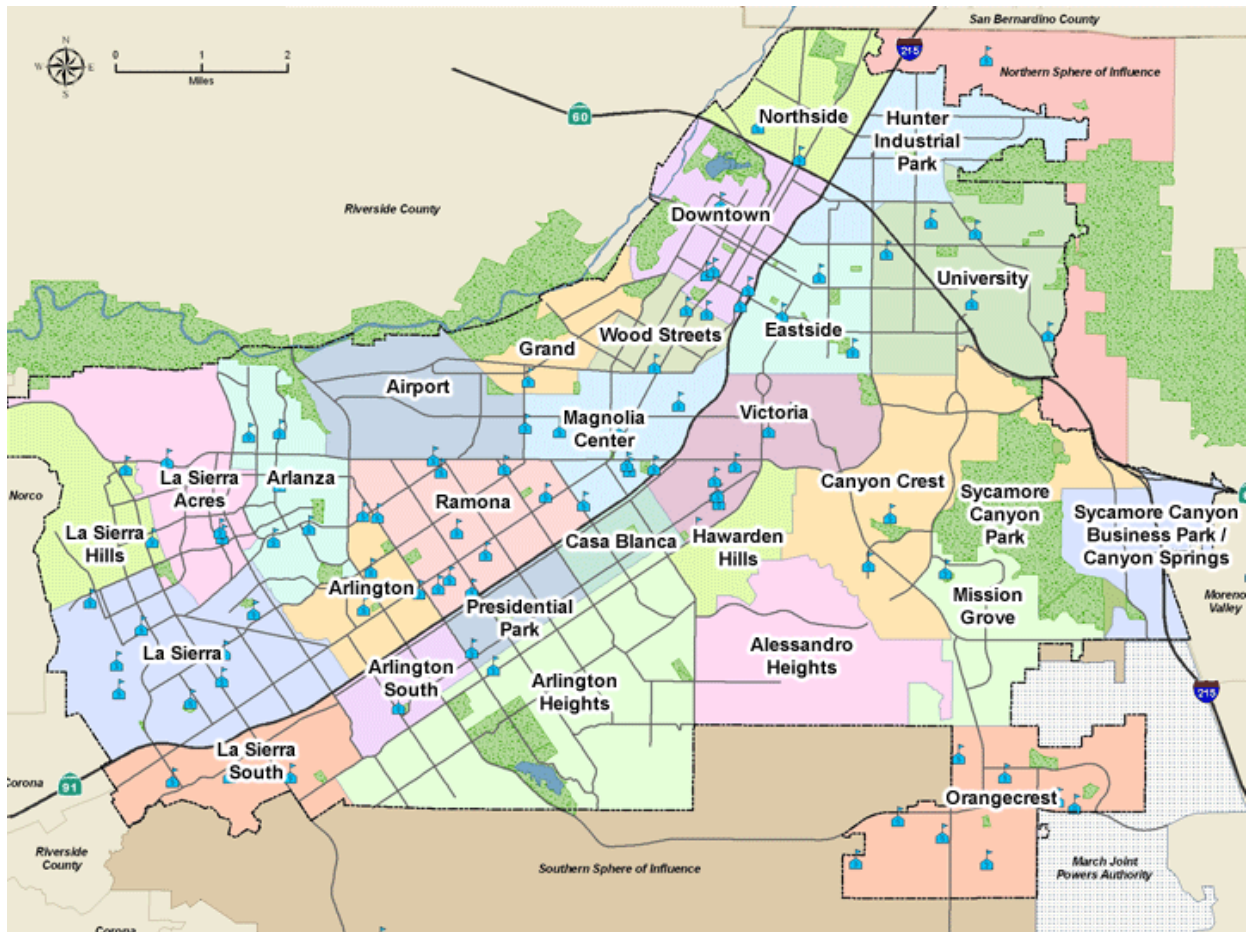
CHAPTER 1 – SYSTEM OVERVIEW AND SERVICE PROFILE.....	3
SECTION 1.1 – SERVICE AREA.....	3
SECTION 1.2 – POPULATION PROFILE	4
SECTION 1.3 – PARATRANSIT SERVICE	4
SECTION 1.4 – DESCRIPTION OF RIDERSHIP.....	5
SECTION 1.5 – FARE STRUCTURE.....	5
SECTION 1.6 – REVENUE FLEET	5
SECTION 1.7 – EXISTING TRANSIT FACILITY.....	8
SECTION 1.8 – EXISTING COORDINATION BETWEEN TRANSIT AGENCIES	8
SECTION 1.9 – REFERENCE LIST OF PRIOR EXISTING STUDIES & PLANS.....	8
CHAPTER 2 – EXISTING SERVICE AND ROUTE PERFORMANCE	9
SECTION 2.1 – KEY PERFORMANCE INDICATORS	9
SECTION 2.2 – PERFORMANCE REPORT.....	11
SECTION 2.3 – SERVICE SUMMARY.....	13
SECTION 2.4 – SERVICE PERFORMANCE.....	15
SECTION 2.5 – PRODUCTIVITY IMPROVEMENT EFFORTS.....	18
SECTION 2.6 – MAJOR TRIP GENERATORS.....	18
SECTION 2.7 – RECENT SERVICE CHANGES.....	18
CHAPTER 3 – FUTURE SERVICE PLANS.....	19
SECTION 3.1 – PLANNED SERVICE CHANGES	19
SECTION 3.2 – FUTURE MARKETING PLANS	19
SECTION 3.3 – PROJECTED RIDERSHIP GROWTH	19
SECTION 3.4 – PROPOSED FARE STRUCTURE CHANGES.....	20
SECTION 3.5 – CAPITAL IMPROVEMENT PLANNING.....	20
CHAPTER 4 – FINANCIAL PLANNING	22
SECTION 4.1 – OPERATING AND CAPITAL BUDGET NARRATIVE.....	22
SECTION 4.2 – FUNDING PLANS TO SUPPORT PLANNED OPERATING & CAPITAL PROGRAM	25
SECTION 4.3 – REGULATORY AND COMPLIANCE REQUIREMENTS.....	28
SECTION 4.4 – OPEN PROJECTS	31

I. SYSTEM OVERVIEW

1.1 Service Area

Riverside Connect, formerly “Special Transportation” is a division within the City of Riverside’s Parks, Recreation and Community Services Department that has been offering transportation services to seniors and disabled residents in the Riverside community since 1975. This paratransit transportation service is provided within the 81.54 square mile incorporated city limits of the City of Riverside, shown below in Figure 1.

Figure 1



1.2 Population Profile

The American Community Survey (ACS) is a demographics survey program conducted by the U.S. Census Bureau. The ACS is designed to provide communities with reliable and timely demographic, social, economic, and housing data every year. Conducted annually, the ACS serves as an interim source of up-to-date demographic data through the decade, until the next Census is conducted. According to the 2019 ACS, 5-year estimates published by the U.S. Census Bureau, the City of Riverside’s estimated population is 331,360 residents. The senior population within the City of Riverside (those 65 years of age and over) accounts for approximately 10.7% of the total population, while individuals with a disability under the age of 65 accounts for approximately 7.7%.

1.3 Paratransit Services

Owned and operated by the City of Riverside, Riverside Connect is an origin-to-destination shared ride service available to senior citizens (60 years of age and older) and persons with disabilities. Documentation from a physician is required for individuals with a disability.

Riverside Connect operates 362 days per year, only suspending service on Thanksgiving Day, Christmas Day and New Year’s Day. Hours of operation are 8:00 a.m. – 5:30 p.m. Monday through Friday and 9:00 a.m. – 4:00 p.m. on weekends and holidays. To schedule a ride, passengers must call Riverside Connects’ reservation telephone number, during the business hours of 8:00 a.m. – 5:00 p.m., Monday through Friday, and 9:00 a.m. – 3:00 p.m. on weekends and holidays. An answering machine is available before and after business hours for cancellations.

Table 1

Mode	Description	Area /Site Service
<i>Paratransit Services</i>		
City Wide	Origin to Destination / reservation-based service for Seniors age 60 and over and the Disabled Community	Within the City limits of Riverside

1.4 Description of Ridership

Ridership data is listed in the tables below. Fiscal Year (FY) 2023/24 data reflects ridership through March 2022. In both fiscal years, the average passenger age was 65.

FY 2022/23	Total
Passengers	74,358
Revenue Hours	28,018
Revenue Miles	371,692

FY 2023/24	Total
Passengers	71,167
Revenue Hours	25,182
Revenue Miles	348,913

1.5 Fare Structure

Riverside Connect currently has two fare types – general and medical. The cost of a one-way general fare is \$3.00 while the cost of a one-way medical trip is \$2.00. Medical trips are for doctor appointments, physical therapy, pharmacy visits, etc. Medical fares are discounted to ensure that the general fare is not a barrier to wellness for passengers who are on a fixed income. On April 9, 2024, the Riverside City Council approved a 2 year rate increase that would raise the General and Medical Fares by .25 cents over the next two years making cost of a one way general fare after 2025 \$3.50 while the cost of a medical trip would be \$2.50.

Riverside Connect passengers may pay in cash at the time of boarding or by using the electronic fare collection system which will give passengers the ability to pay their fares online or through a mobile application on their smartphone. The table below illustrates a breakdown of the fare types and associated costs.

FY23/24 Fare Type	Cost
One-way (General)	\$3.00
One-way (Medical)	\$2.00

1.6 Revenue Fleet

In FY 2023/24, Riverside Connects' active revenue fleet included twenty-six 16-passenger paratransit cutaway buses which run on compressed natural gas (CNG) and two 9-passenger wheelchair-equipped Ford Transit Van. Riverside Connects' two transit vans were put into service in Fiscal Year 2020/21 to test the feasibility of operating a smaller profile vehicle to navigate in and around the more compact areas within the City; however, due to the impact that the COVID-19 pandemic had on ridership, the vans utilization was limited. Riverside Connect also operates a Braun Van that is equipped to hold six passengers and one wheelchair and a hybrid Honda Civic which is used by administrative staff to supervise routes and respond to accidents. These vehicles are not assigned to routes but are used as backup for special services.

Subject to funding availability, vehicles are replaced after meeting the Federal Transit Administration (FTA) useful life of 10-years. Riverside Connect established Useful Life Benchmarks (ULB) in line with the FTA's recommendations which are outlined in the Transit Asset Management Performance Measure Targets. For cutaway buses, Riverside Connects' target is for less than 20% of cutaways to exceed their useful life. Currently, 10 cutaways exceed the ULB but in FY2024/25, 12 new buses will be ordered to replace the 10 buses that have exceeded the ULB. **See Table 1.1 – Fleet Inventory**

Demand Response / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2023/24	# of Contingency Vehicles FY 2023/24	Life to Date Vehicle Miles Prior Year End FY 2022/23	Life to Date Vehicle Miles through March FY 2023/24	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2023/24
2019	DTD	VN	6	1	17	GA	1	0	11,339	15,281	15,281
2010	FRD	BU	16	2	25	CN	2	0	175,718	398,996	199,498
2011	FRD	BU	16	2	25	CN	1	1	698,850	429,503	429,503
2019	FRD	BU	16	3	25	CN	3	0	123,263	174,218	58,072
2019	FRD	VN	8	2	22	GA	2	0	3,998	11,008	5,504
2013	GLV	BU	16	7	25	CN	7	0	948,538	1,399,493	199,927
2014	GLV	BU	16	7	25	CN	7	0	1,398,996	1,315,899	187,985
2017	GLV	BU	16	8	25	CN	8	0	972,504	1,081,769	135,221
Totals:			110	32			31	1	4,333,206	4,826,167	155,683

1.7 Existing Facility

The Riverside Connect Office is located at 8095 Lincoln Avenue within the City of Riverside's Corporation Yard. The administrative building consists of administrative offices, a dispatch area, restrooms, and a break room. Riverside Connects' facility also includes a parking lot for the transit buses with each space equipped with a CNG slow fill station, and a CNG Maintenance Bay for maintenance and repair of the fleet. This CNG Maintenance Bay facility includes five maintenance bays, an administrative office, and multiple storage compartments for vehicle parts and equipment. The facility is outfitted with state-of-the-art safety equipment and machinery to maintain the CNG fueled vehicles. The City of Riverside is currently working with a consultant to develop their own Zero Emissions Infrastructure transition plan that will incorporate Special Transportations approved plan to ensure compliance by 2026.

1.8 Existing Coordination Between Transit Agencies

Under a Memorandum of Understanding (MOU), the City of Riverside currently operates Riverside Connect to provide paratransit services within the City limits of Riverside on behalf of the Riverside Transit Agency (RTA). The MOU was amended in 2012 to restate the City's and RTA's obligations under the original MOU and to further facilitate and ensure service compliance under the Americans with Disabilities ("ADA"). Under the amended terms, the City and RTA continue the commitment to cooperate and coordinate the provision of services within the shared service area.

1.9 Reference List of Prior or Existing Studies and Plans

On September 11, 2023, the California Air Resources Board (CARB) approved Special Transportation's Zero Emission Bus Rollout Plan (Rollout Plan) as required by the Innovative Clean Transit regulation (California Code Regulations (CCR) Title 13 § 2023.1(d)) on June 28, 2023. The City of Riverside's ZEB Rollout Plan can be found on the CARB website: <https://ww2.arb.ca.gov/our-work/programs/innovative-clean-transit/ict-rollout-plans>

II. EXISTING SERVICES AND ROUTE PERFORMANCE

2.1 Key Performance Indicators (KPI's)

To ensure that Riverside Connect is providing superior customer service, staff considers several performance indicators. Targets are evaluated and reported monthly to RTA. Data for FY 2022/23 KPI's through March 2023 is listed in the table below.

Internal KPI's	Target	Actual FY 2022/23	Actual FY 2023/24
On-time performance	100%	98%	99%
Call abandonment rate	0%	3.69%	3.44%
Average phone hold time	1:00	1:04	:54

Riverside Connect tries to meet it's performance target of a 10% Farebox Recovery Ratio as mandated in the Transportation Development Act (TDA). In FY 2022/23, Riverside Connects' farebox ratio was 5.44%; however, due to AB149 Section 99268.17, costs required to operate demand-response and micro transit services that expand access to transit service beyond fixed route corridors are excluded from the definition of "operating cost" for the purposes of calculating any required ratios of fare revenues. **See Table**

2.0 Service Provider Performance Targets Report

Table 2.0 -- Service Provider Performance Measures Report

FY 2023/24 Short Range Transit Plan Review
City of Riverside

Data Elements	FY 2023/24 Plan	FY 2023/24 Target	FY 2023/24 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	80,795			
Passenger Miles	550,000			
Total Actual Vehicle Revenue Hours	31,309.0			
Total Actual Vehicle Revenue Miles	409,837.0			
Total Actual Vehicle Miles	459,483.0			
Total Operating Expenses	\$4,880,429			
Total Passenger Fare Revenue	\$220,000			
Net Operating Expenses	\$4,660,429			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	4.50%	>= 10.00%	4.78%	Fails to Meet Target
Additional:				
1. Operating Cost Per Revenue Hour	\$155.88	<= \$179.43	\$163.77	Meets Target
2. Subsidy Per Passenger	\$57.68	>= \$53.08 and <= \$71.82	\$55.30	Meets Target
3. Subsidy Per Passenger Mile	\$8.47	>= \$9.90 and <= \$13.40	\$9.65	Better Than Target
4. Subsidy Per Hour	\$148.85	>= \$139.09 and <= \$188.17	\$155.94	Meets Target
5. Subsidy Per Mile	\$11.37	>= \$10.49 and <= \$14.19	\$11.30	Meets Target
6. Passengers Per Revenue Hour	2.58	>= 2.23 and <= 3.01	2.82	Meets Target
7. Passengers Per Revenue Mile	0.20	>= 0.17 and <= 0.23	0.20	Meets Target

Note: Targets reflect +/- 15%

Productivity Performance Summary:
--

Service Provider Comments:

2.2 SRTP Performance Report

The impact that the COVID-19 pandemic has had on the Riverside Connect operation is evident when comparing previous year's performance indicators such as passengers, passenger miles, etc. Staff projects a slow, but steady increase in each category in FY 2024/25 as the transportation trends for seniors and the disabled community have been slow to recover in Riverside over the past several years.

See Table 2.1 – SRTP Performance Report

Performance Indicators	FY 2022/23 End of Year Actual	FY 2023/24 3rd Quarter Year-to-Date	FY 2024/25 Plan	FY 2024/25 Target	Plan Performance Scorecard (a)
Passengers	74,322	64,987	83,218	None	
Passenger Miles	398,366	372,440	566,500	None	
Revenue Hours	28,018.9	23,045.7	32,248.0	None	
Total Hours	37,391.6	31,778.6	42,331.0	None	
Revenue Miles	371,535.0	318,131.0	422,132.0	None	
Total Miles	418,800.0	356,063.0	473,267.0	None	
Operating Costs	\$3,546,192	\$3,774,300	\$5,742,802	None	
Passenger Revenue	\$59,576	\$180,487	\$226,600	None	
Measure-A Revenue				None	
LCTOP Revenue				None	
Operating Subsidy	\$3,486,616	\$3,593,813	\$5,516,202	None	
Operating Costs Per Revenue Hour	\$126.56	\$163.77	\$178.08	<= \$179.43	Meets Target
Operating Cost Per Revenue Mile	\$9.54	\$11.86	\$13.60	None	
Operating Costs Per Passenger	\$47.71	\$58.08	\$69.01	None	
Farebox Recovery Ratio	1.68%	4.78%	3.94%	>= 0.1	Fails to Meet Target
Subsidy Per Passenger	\$46.91	\$55.30	\$66.29	>= \$53.08 and <= \$71.82	Meets Target
Subsidy Per Passenger Mile	\$8.75	\$9.65	\$9.74	>= \$9.90 and <= \$13.40	Better Than Target
Subsidy Per Revenue Hour	\$124.44	\$155.94	\$171.06	>= \$139.09 and <= \$188.17	Meets Target
Subsidy Per Revenue Mile	\$9.38	\$11.30	\$13.07	>= \$10.49 and <= \$14.19	Meets Target
Passengers Per Revenue Hour	2.65	2.82	2.58	>= 2.23 and <= 3.01	Meets Target
Passengers Per Revenue Mile	0.20	0.20	0.20	>= 0.17 and <= 0.23	Meets Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2024/25 Plan to the FY 2024/25 Primary Target.

2.3 SRTP Service Summary

Riverside Connect collects and evaluates the historical data of several metrics to evaluate the overall service performance. Since FY 2017/18, there has been a decline in each of the operating characteristics which include unlinked passenger trips, passenger miles, total actual vehicle revenue hours, total actual vehicle revenue miles, and total actual vehicle miles. The COVID-19 pandemic has resulted in further decline in these operating characteristics. In contrast, expenses seen in the Financial Data section of Table 2.2 have steadily increased. As a result, the total operating cost per hour has increased while the farebox ratio has decreased. Ridership for FY 2024/25 is projected to increase 5%. This estimate is based on the slow increase seen during FY2023/24. **See Table 2.2 – SRTP Service Summary**

Table 2.2 -- City of Riverside -- SRTP Service Summary
FY 2024/25 Short Range Transit Plan
All Routes

	FY 2021/22 Audited	FY 2022/23 Audited	FY 2023/24 Plan	FY 2023/24 3rd Qtr Actual	FY 2024/25 Plan
Fleet Characteristics					
Peak-Hour Fleet	1	1	17	1	17
Financial Data					
Total Operating Expenses	\$3,487,371	\$3,546,192	\$4,880,429	\$3,774,300	\$5,742,802
Total Passenger Fare Revenue	\$57,183	\$59,576	\$220,000	\$180,487	\$226,600
Net Operating Expenses (Subsidies)	\$3,430,188	\$3,486,616	\$4,660,429	\$3,593,813	\$5,516,202
Operating Characteristics					
Unlinked Passenger Trips	55,777	74,322	80,795	64,987	83,218
Passenger Miles	508,128	398,366	550,000	372,440	566,500
Total Actual Vehicle Revenue Hours (a)	24,021.9	28,018.9	31,309.0	23,045.7	32,248.0
Total Actual Vehicle Revenue Miles (b)	325,938.0	371,535.0	409,837.0	318,131.0	422,132.0
Total Actual Vehicle Miles	369,209.0	418,800.0	459,483.0	356,063.0	473,267.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$145.17	\$126.56	\$155.88	\$163.77	\$178.08
Farebox Recovery Ratio	1.64%	1.68%	4.50%	4.78%	3.94%
Subsidy per Passenger	\$61.50	\$46.91	\$57.68	\$55.30	\$66.29
Subsidy per Passenger Mile	\$6.75	\$8.75	\$8.47	\$9.65	\$9.74
Subsidy per Revenue Hour (a)	\$142.79	\$124.44	\$148.85	\$155.94	\$171.06
Subsidy per Revenue Mile (b)	\$10.52	\$9.38	\$11.37	\$11.30	\$13.07
Passenger per Revenue Hour (a)	2.3	2.7	2.6	2.8	2.6
Passenger per Revenue Mile (b)	0.17	0.20	0.20	0.20	0.20

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

2.4 Service Performance

Riverside Connect provided 65,489 one-way trips for a total of 417,636 service miles in FY 2022/23. Comparatively, 60,746 one-way trips and a total of 390,170 service miles have been provided as of March 31, 2024. The increase in ridership this year has been slow to develop as the patronage to workshops and businesses have been slow to increase. ***See Table 2.3 – SRTP Route Statistics***

Data Elements

Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Measure-A Revenue	LCTOP Revenue
RSS-DAR	All Days	17	83,218	566,500	32,248	42,331	422,132	473,267	\$5,756,802	\$254,000		
		17	83,218	566,500	32,248	42,331	422,132	473,267	\$5,756,802	\$254,000		

Performance Indicators

Route #	Day Type	Net Subsidy	Operating Cost Per Revenue Mile	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
RSS-DAR	All Days	\$5,502,802	\$178.52	\$13.64	\$69.18	4.41%	\$66.13	\$9.71	\$170.64	\$13.04	2.58	0.20
		\$5,502,802	\$178.52	\$13.64	\$69.18	4.41%	\$66.13	\$9.71	\$170.64	\$13.04	2.58	0.20

2.5 Productivity Improvement Efforts

Riverside Connect staff strive to operate an efficient service and continues to look for new ways to decrease costs while maintaining high productivity. Different staffing scenarios are considered to maximize route efficiency while meeting customer demands. The Field Operations Supervisor is responsible for analyzing the route efficiencies of each driver and meets with them to provide constructive feedback to improve how each driver conducts his/her assigned reservations for that day. The adoption of a new scheduling software and enhancements to the user experience is meant to provide Riverside Connect riders with the ease and convenience of using our service to live an independent lifestyle.

2.6 Major Trip Generators

The major trip generators for Riverside Connects' service has started to revert back to pre-covid statistics. The more rides have been scheduled to workshops for the developmentally disabled, senior centers, and the Friendly Stars program. Since the removal of all of the COVID-19 restrictions, the workshops in Riverside has begun to reopen slowly and return to normal operations. Although not entirely back to pre-covid numbers, Riverside Connect anticipates that senior centers, workshops, and other programs will continue to attract participants and ridership will continue to increase by 5%.

2.7 Recent Service Changes

No services changes occurred during the FY2023/24 year. Riverside Connects continues to provide service 7 days a week 362 days a year.

III. FUTURE SERVICE PANS, FARE CHANGES, CAPITAL PLANNING AND MARKETING

3.1 Planned Service Changes

There are currently no planned service changes.

3.2 Future Marketing Plans

For FY 2024/25, staff will continue to market Riverside Connect. As workshops and senior centers continue to reopen and more seniors and ADA participants begin to utilize our service, Riverside Connect will resume our efforts in presenting at senior fairs and community events.

Riverside Connect will continue distributing its new full-color brochures and flyers at the City's Community and Senior Centers as well as advertisements in other City publications such as the Activity and Senior Guides. The Activity Guide is published three times per year and is mailed to over 55,000 residents and is also available online at the City's main website. As services are restored, Riverside Connect hopes to continue marketing efforts by attending special events such as the Senior Day, wellness fairs, grand openings, and other events geared towards the senior and disabled community. Staff will also continue to participate in resident meetings at senior living facilities and various ADA workshops throughout Riverside. We have also enlisted the assistance of the Parks, Recreation, and Community Services Marketing Team who will be assisting Riverside Connect with the promotion and marketing of the services in and around the City.

Projected Ridership Growth

Recovery from the COVID-19 pandemic has been slow but consistent over the past two years. For the current fiscal year, FY23/24, we project an 8% increase over last fiscal year, FY22/23. We are projecting that we will slowly continue to increase ridership for FY24/25 and anticipate at least a 10% increase over this year's totals due to our planned marketing approach utilizing LCTOP grant funds to offer free rides to the senior and disabled community to demonstrate the ease of using Riverside Connect for

their transportation needs. All though the future is difficult to predict, Riverside Connect feels confident that ridership will continue to increase to normal service levels as seniors and the disabled community continue to return to pre-covid activities.

3.3 Proposed Fare Structure Changes

Riverside Connect’s proposal to increase the fare to match the Riverside Transit Agency (RTA) fare structure which would be a \$0.50 increase for two years was approved by the City Council and will go into effect on July 1, 2024 . This increase will also raise the current medical fare by .25 cents for the next two years beginning July 1, 2024.

Fare Type	Cost
One-way (General) 7/1/2024	\$3.25
One-way (Medical)7/1/2024	\$2.25
General Fare After 7/1/2025	\$3.50
Medical Fare After 7/1/2025	\$2.50

3.4 Capital Improvement Planning

Based on the approved CARB Zero Emission Rollout Plan, Riverside Connect is looking to replace 19 buses in the next three years. Beginning in 2026, Riverside Connect will need to purchase 3 zero emissions buses. In preparation for those new zero emissions buses, Riverside Connect will be upgrading the infrastructure of our bus yard in two phases. The first phase will focus on the installation of the battery electric infrastructure while the second phase will focus on the installation of the hydrogen infrastructure. These phases will be incorporated into the City’s overall upgrade of the Corp Yard to sustain and maintain a zero emissions fleet City wide. These zero emissions infrastructure upgrades will be the focus of capital projects in FY 2024/25 & FY 2025/26 SRTP’s. The City of Riverside has not finalized their plan for the infrastructure for zero emissions fleet but has hired a consultant that will develop that plan and incorporate the already develop Special Transportation plan to accommodate the zero emissions buses beginning in 2026. Additional project for FY2024/25 will be the conversion to a digital communications system that will not only bring Special Transportation in line with the same system that Riverside Police Department and Public Utilities employs but will also provide transit multiple channels

to use during its operations. **See Table 3 – Highlights of 2024/25 Short Range Transit Plan**

CITY OF RIVERSIDE
SHORT RANGE TRANSIT PLAN
FY2024/2025 - FY2028/2029



Table 3 Highlights

- Robust Marketing Campaign for FY2024/25 will include printed advertisements as well as electronic media such as billboards and social media.
- Upgrade the radio communications system from analog to digital.
- Replace outdated computer systems within Transit Offices.
- Purchase new buses to replace buses that have met its useful life benchmark.
- In conjunction with the City, begin the rollout for the zero emissions infrastructure per the approved plan.

IV. FINANCIAL PLANNING

4.1 Operating and Capital Budget Narrative

For FY2024/25, Riverside Connect will have to continue to balance the significant reduction in service demands with the rising cost of operations. Staff will continue to monitor and make adjustments in operating expenditures as well as staffing needs. The FY2024/25 operating budget request sees a 28% increase in salaries and benefits for staff due to bargained salary increase for SEIU members as well as increase in the cost of benefits. Additionally, we are projecting a 33% increase in maintenance expenses for the upcoming fiscal year over last years request due to the additional repairs needed for the aging fleet of buses. Not to mention the inflated cost of parts and labor to address mechanical issues such as transmission and engine repairs. The cost of contractual services has also increased by 20% due to the state of the economy and overall inflation. Overall the FY2024/25 budget request is 15% more that last years FY2023/24 budget request. With the approved rate increase in FY2024/25, Special Transportation believes that the increase revenue generated along with proper management of operating costs and enhanced marketing efforts will result in a closer farebox recovery ratio that meets or exceeds 10%.

In reference to capital projects slated for FY2024/25, Special Transportation will be concluding the RFP process for a new scheduling software and surveillance system. The City will award and implement a new scheduling software during the first quarter of FY2024/25. 12 new replacement CNG buses will be procured during this fiscal year as well as a conversion of the current communications system from analog to digital. All of the current computer systems in Special Transportation will also be replace with new systems as the current computers have been identified as obsolete by the City's IT professionals. Special Transportation will also be purchasing 36 AED to be placed onboard the buses. Most importantly, the zero emission infrastructure will be started begging with phase 1, installation of battery electric charge infrastructure. For a more details on the capital budget items please refer to Table 4.0A.

See Table 4.0 – Summary of Funding Requests – FY 2023/24



Table 4.0 - Summary of Funding Requests - FY 2024/25

City of Riverside

Original

Operating													
Project	Total Amount of Funds	5307 RS	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	SB 125 TIRCP GF	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314		
Capitalized Preventative Maintenance FY2024-25	\$600,000							\$44,557	\$5,443	\$550,000			
Operating FY2024-25	\$5,142,802		\$240,000			\$4,902,802							
Transit Marketing - Free Fare for First Time Riders	\$14,000			\$5,665	\$8,335								
Sub-total Operating	\$5,756,802	\$0	\$240,000	\$5,665	\$8,335	\$4,902,802	\$0	\$44,557	\$5,443	\$550,000	\$0		

Capital													
Project	Total Amount of Funds	5307 RS	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	SB 125 TIRCP GF	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314		
Bus Replacement 2025 - 25-01	\$2,528,709	\$2,022,967								\$505,742			
Radio Communications Replacement - 25-03	\$800,000									\$759,648	\$40,352		
Transit Computer Replacement 2024-25 - 25-02	\$20,000									\$20,000			
Zero Emissions Infrastructure Project - 25-04	\$5,392,073						\$5,392,073						
Sub-total Capital	\$8,740,782	\$2,022,967	\$0	\$0	\$0	\$0	\$5,392,073	\$0	\$0	\$1,285,390	\$40,352		
Total Operating & Capital	\$14,497,584	\$2,022,967	\$240,000	\$5,665	\$8,335	\$4,902,802	\$5,392,073	\$44,557	\$5,443	\$1,835,390	\$40,352		

FY 2024/25 Projected Funding Details	
FARE	\$240,000
LCTOP PUC99313	\$5,665
LCTOP PUC99314	\$8,335
LTF	\$4,902,802
SGR PUC99313	\$44,557
SGR PUC99314	\$5,443
STA PUC99313	\$550,000
Total Estimated Operating Funding Request	\$5,756,802
5307 RS	\$2,022,967
LCTOP PUC99313	\$0
SB 125 TIRCP GF	\$5,392,073
STA PUC99313	\$1,285,390
STA PUC99314	\$40,352
Total Estimated Capital Funding Request	\$8,740,782
Total Funding Request	\$14,497,584



FY 2024/25 SRTP

City of Riverside

Table 4.0 A - Capital Project Justification Original

Project Number: 25-01

FTIP No: Not Assigned - New Project

Project Name: Bus Replacement 2025

Category: Bus

Sub-Category: Replacement

Fuel Type: CNG

Project Description: Replace up to 12 buses that has met or exceeded its useful life threshold.

Project Justification: Special Transportation replaces vehicles that have reached 5 Years or 150,000 miles, in accordance with Federal Transit Administration (FTA) guidelines.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
5307 RS	FY 2024/25	\$2,022,967
STA PUC99313	FY 2024/25	\$505,742
Total		\$2,528,709

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



FY 2024/25 S RTP

City of Riverside

Table 4.0 A - Capital Project Justification Original

Project Number: 25-02

FTIP No: Not Assigned - New Project

Project Name: Transit Computer Replacement 2024-25

Category: Communication and ITS

Sub-Category: Replacement

Fuel Type: N/A

Project Description: Replace Special Transportation Computers

Project Justification: All computer systems in Special Transportation is past its useful life and can no longer be repaired .

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2024/25	\$20,000
Total		\$20,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/S RTP Project No.	Description



FY 2024/25 SRTP

City of Riverside

Table 4.0 A - Capital Project Justification Original

Project Number: 25-03

FTIP No: Not Assigned - New Project

Project Name: Radio Communications Replacement

Category: Communication and ITS

Sub-Category: Replacement

Fuel Type: N/A

Project Description: Replace analog radios with digital system allowing for multiple channels and ability to coordinate with other City emergency response departments.

Project Justification: Current system is an analog UHF frequency that is no longer supported.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2024/25	\$759,648
STA PUC99314	FY 2024/25	\$40,352
Total		\$800,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



FY 2024/25 S RTP

City of Riverside

Table 4.0 A - Capital Project Justification Original

Project Number: 25-04

FTIP No: Not Assigned - New Project

Project Name: Zero Emissions Infrastructure Project

Category: Buildings and Facilities

Sub-Category: Replacement

Fuel Type: Other

Project Description: Infrastructure to support future zero emissions fleet both hydrogen and electric buses

Project Justification: To comply with approved Zero Emissions Roll Out plan submit and approved by CARB and funded by SB125

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SB 125 TIRCP GF	FY 2024/25	\$5,392,073
Total		\$5,392,073

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/S RTP Project No.	Description

CITY OF RIVERSIDE
SHORT RANGE TRANSIT PLAN
FY2024/2025 - FY2028/2029

Table 4B Fare Revenue Calculation

(consistent with RCTC Commission Farebox Recovery Policy 03/12/2008)

#	Revenue Sources included in Farebox Calculation	Actuals from FY2022/23 Audit	FY2022/23 Estimated	FY2024/25 Plan
1	Fares	257,631	120,000	226,000
2	Interest Revenue	18,234	35,000	35,000
3	Damage Claim Recovery	(958)	2,500	2,500
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
	Total Revenue (1-15)	\$274,907	\$157,500	\$263,500
	Total Operating Expense	\$4,732,856	\$4,430,332	\$5,742,802
	Farebox Recovery Ratio	5.81%	3.56%	4.59%

4.2 Funding Plans to Support Proposed Operating and Capital Program

Funding levels for FY 2024/25 through FY 2026/27 are projected based on a revised staffing operation based on our current service demand and the number of vacant positions. Originally, there were seventeen (17) driver vacancies due to retirement and attrition. Based on current and projected ridership, 12 of those 17 vacancies were eliminated and only five (5) vacant driver positions along with were budgeted for FY2024/25. A 3% escalation factor was used in the future years for project cost.

See Table 4.1 & Table 4.2 – Summary of Funding Requests – FY 2025/26 & FY 2026/27



Table 4.1 - Summary of Funding Requests - FY 2025/26

City of Riverside

Original

Operating															
Project	Total Amount of Funds	5307 RS	FARE	LTF	STA PUC99313										
Capitalized Preventative Maintenance FY2025-26	\$600,000	\$480,000			\$120,000										
Operating FY2025-26	\$5,287,734		\$280,000	\$5,007,734											
Sub-total Operating	\$5,887,734	\$480,000	\$280,000	\$5,007,734	\$120,000										

Capital															
Project	Total Amount of Funds	5307 RS	FARE	LTF	STA PUC99313										
No Capital Projects															
Total Operating & Capital	\$5,887,734	\$480,000	\$280,000	\$5,007,734	\$120,000										

FY 2025/26 Projected Funding Details	
5307 RS	\$480,000
FARE	\$280,000
LTF	\$5,007,734
STA PUC99313	\$120,000
Total Estimated Operating Funding Request	\$5,887,734
Total Funding Request	<u>\$5,887,734</u>



Table 4.2 - Summary of Funding Requests - FY 2026/27

City of Riverside
Original

Operating															
Project	Total Amount of Funds	5307 RS	FARE	LTF	STA PUC99313										
Capitalized Preventative Maintenance FY2026-27	\$600,000	\$480,000			\$120,000										
Operating FY2026-27	\$5,401,708		\$300,000	\$5,101,708											
Sub-total Operating	\$6,001,708	\$480,000	\$300,000	\$5,101,708	\$120,000										

Capital															
Project	Total Amount of Funds	5307 RS	FARE	LTF	STA PUC99313										
No Capital Projects															
Total Operating & Capital	\$6,001,708	\$480,000	\$300,000	\$5,101,708	\$120,000										

FY 2026/27 Projected Funding Details	
5307 RS	\$480,000
FARE	\$300,000
LTF	\$5,101,708
STA PUC99313	\$120,000
Total Estimated Operating Funding Request	\$6,001,708
Total Funding Request	<u>\$6,001,708</u>

4.3 Regulatory and Compliance Requirements

Riverside Connect strives to remain compliant with all local, state, and federal regulations. Staff stays abreast of legislative information and regulatory developments by attending workshops, trainings, and conferences which are frequently offered free of charge to transit operators. Riverside Connect complies with FTA reporting requirements such as the submission of monthly and annual National Transit Database (NTD) reports. In December of 2021, Riverside Connect underwent its most recent TDA Triennial Performance Audit. The final report had three recommendations which staff is in the process of addressing. ***See Table 4.5 – Progress to Implement TDA Triennial Performance Audit Recommendations***

TABLE 4.3 – PROGRESS TO IMPLEMENT TDA TRIENNIAL PERFORMANCE AUDIT RECOMMENDATIONS

Recent Audit Recommendation (Covering FY 2019 – 2021)	Action (s) Taken and Results to Date
<p>1. Continue efforts toward implementing a strategic planning process.</p> <p>This recommendation is being carried forward for full implementation. In consideration of this recommendation, staff determined that in order to create a strategic plan that addresses all areas of concern, a thorough analysis of the operation would be necessary. As a result, it was decided that the City would hire a consultant to complete a Comprehensive Operational Analysis (COA). The City released an RFP for a COA to be conducted but only received one proposal which was ultimately rejected given the timing of the FTA Triennial Review. In anticipation of the FTA Triennial Review findings under development, STS is encouraged to resume efforts at facilitating a strategic planning process, whether it's through a COA or some other document, and/or coordinating with the RCTC on the procurement of professional services.</p>	<p>Riverside Connect will redevelop the scope of work for a Comprehensive Operational Analysis and possibly work with RCTC on assisting with the procurement of professional services to complete a COA by the next review period.</p> <p><i>In Progress</i></p>
<p>2. Continue leveraging TransTrack reporting capabilities.</p> <p>STS staff continue to review TransTrack capabilities and mine available data modules through upgrades pertinent to functional areas of operations. For example, staff has interest in pursuing upgrades to the preventative maintenance module of the software to enhance tracking and reporting of transit maintenance activities separately from the program used by the maintenance department that applies to all City-owned vehicles. The rebranding efforts require collection of data that impact daily operations as part of maintaining a high level of public visibility, followed by keen interpretation of results and implementation steps to maintain and improve upon service. Staff should prioritize those existing and new capabilities in TransTrack that provide meaningful data necessary for transit performance management and business analytics.</p>	<p>Special Transportation has completed it TransTrack upgrade. Staff has familiarize itself with the various modules and analytical tools to help Riverside Connect in its performance management and business analytics. Data is being inputted into the system monthly.</p> <p><i>On Going</i></p>

3. Enhance aspects of ongoing driver training.

STS is proactive in providing the required active training to its drivers. One training aspect that evolves from advancement in mobility and technology is wheelchair securement. The number of riders who use mobility devices is growing and this group is an integral part of the City's transit program. Transit management has indicated a preference for an elevated training regimen for wheelchair securement, including having drivers serve as passengers during wheelchair securement training. This role playing will help drivers further understand the challenges with wheelchair securement from both the passenger and driver perspectives, in particular increasing empathy when securing these riders and their mobility devices, which could vary substantially in model, type (e.g., wheelchair scooters), and weight.


Staff will continue to re-examine its current drivers trainings and add additional trainings in the areas of securement as well as overall physical wellness to prevent workplace injuries. Staff will also look at additional training opportunities in other areas that may be of benefit to transit staff and the performance of their duties.

On Going

4.4 Open Projects

Riverside Connect staff has finalizing the RFP process for a new scheduling software and has identified a finalist based on the submissions and presentations made to Riverside. The finalist will be presented to the City Council for approval and if approved, migration and implementation begin in August of 2024. 4 CNG buses are currently on order and with an anticipated delivery date of early 2025.

See Table 4.4 – Open Projects Prior to FY 2024/2025

CITY OF RIVERSIDE				SHORT RANGE TRANSIT PLAN					
				FY2024/2025 - FY2026/2027					
Table 4.4/4.6 Open Projects Prior to FY2024/2025									
Project Name	SRTP Capital Project No's	Project Element	Funding Category	Beg to End - Project Timeline	Total Project Cost	Programmed Funds (not including current FY)	FY## Programmed Funds	Unfunded Balance as of current FY	
Sample: Facility Improvement	12-05, 13-05, 18-06, 20-08	4	2	01/2012 - 08/2022	6,780,000	5,000,000	1,000,000	780,000	
New Scheduling Software	24-01	5	1	10/2023 - 6/2024	300,000	400,000		(100,000)	
Bus Replacement	20-01,21-1	1	1	2/2024 - 2/2025	648,000	648,000		0	
Bus Replacement	21-1	1	1	2/2024-2/2025	29,348	29,348		0	
Bus Replacement	24-02	1	1	2/2024-2/2025	64,249	64,249		0	
Bus Replacement	21-1	1	1	2/2024-2/2025	51,056	51,056		0	
Video Surveillance	20-03	3	1	9/2023-9/2024	101,539	101,539		0	
Video Surveillance	19-01	3	1	9/2023-9/2024	96,794	96,794		0	
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	8				\$ 8,070,986	\$ 6,390,986	\$ 1,000,000	\$ 680,000	



RIDE PV

FY25-27

SHORT RANGE

TRANSIT PLAN



TABLE OF CONTENTS

CHAPTER 1 – SYSTEM OVERVIEW AND SERVICE PROFILE

1.1 System Description	Page 1
1.2 Area Profile	Page 2
1.3 Service Description, Table 1	Page 4
1.4 Description of Ridership, Revenue Miles, Revenue hours	Page 5
1.5 Fare Structure	Page 6
1.6 Fleet Schedule, Table 1.1	Page 6-7
1.7 System Amenities	Page 7
1.8 Network Cooperation	Page 7
1.9 Reference Listing	Page 8

CHAPTER 2 – EXISTING SERVICE AND ROUTE PERFORMANCE

2.1 Key Performance Indicators, Table 2	Page 9
2.2 Performance Reporting, Table 2.1	Page 10
2.3 Service Summary, Table 2.2 & 2.2A	Page 11
2.4 Service Performance, Table 2.3	Page 13
2.5 Productivity Improvement	Page 14
2.6 Major Trip Generators	Page 15
2.7 Recent Service Changes	Page 15

CHAPTER 3 – FUTURE SERVICE PLANS, FARE CHANGES, CAPITAL PLANNING AND MARKETING

3.1 Planned Service Changes FY25-27	Page 16
3.2 Marketing Plans, Studies, and Promotion	Page 16
3.3 Projected Ridership Growth	Page 17
3.4 Proposed Fare Structure	Page 17
3.5 Capital Improvement Plan	Page 17
3.6 Long Term Plans	Page 17

CHAPTER 4 – FINANCIAL PLANNING

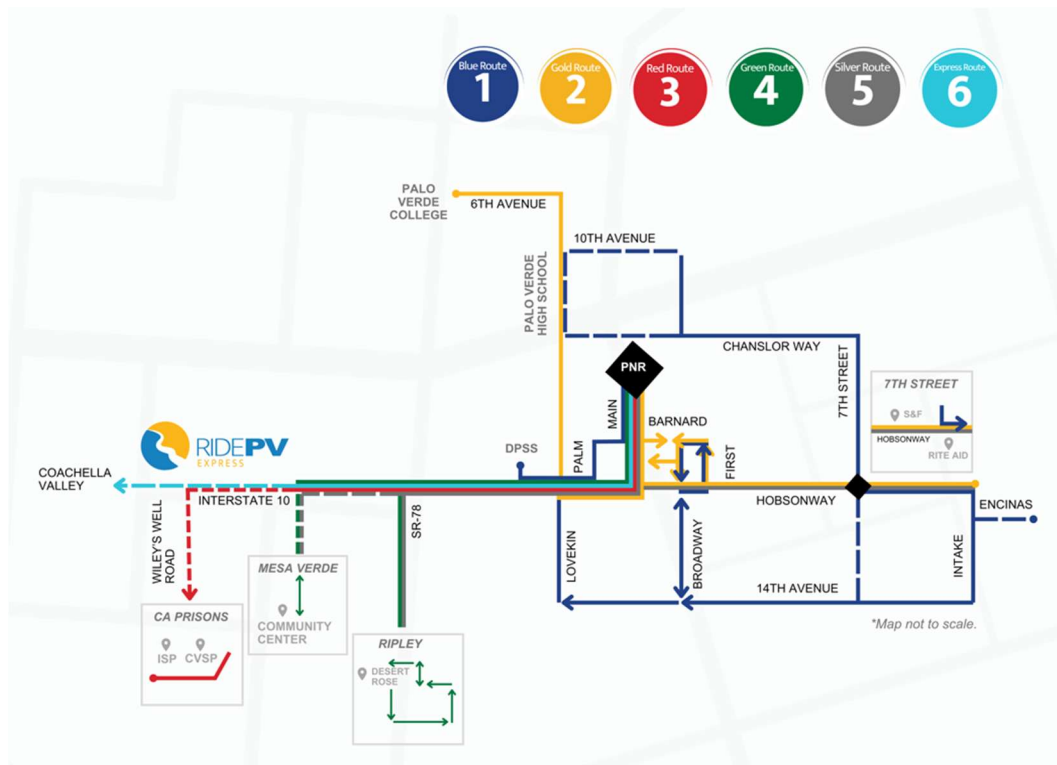
4.1 Operating and Capital Budget FY 24/25, Table 4, 4A & 4B	Page 18
4.2 Funding Plan, Table 4.1 & 4.2	Page 26
4.3 Regulatory and Compliance Requirements, Table 4.3	Page 27
• ADA, DBE, EEO, Title VI	
• TDA Triennial Audit, FTA Triennial Audit, NTD	
• Alternative Fueled Vehicles (RCTC Policy)	
4.4 Open Projects Listing	Page 28

CHAPTER 1

1.1 System Description

The Palo Verde Valley Transit Agency (PVVTA) underwent a strategic rebranding initiative, emerging as RidePV, during the fiscal year 2023/2024. This rebranding effort followed a comprehensive operational analysis. RidePV (formerly known as PVVTA or the Desert Roadrunner) provides many transit options to serve senior citizens, persons with disabilities, and the general public. RidePV provides six deviated fixed routes in the Palo Verde Valley, which serve Blythe, Ripley, Mesa Verde, Palo Verde College, as well as California Department of Corrections facilities. ADA paratransit is also provided after hours on the fixed routes through route deviation requests. The routes can deviate up to ¾ of a mile away from the actual mapped routes. Hours of operation for the fixed route system are Monday through Friday from 5:00 am to 6:45 pm, and 8:00 am to 12 noon on Saturdays and limited holidays. RidePV operates a non-emergency medical service to Coachella Valley called the RidePV Express (formerly known as the Blythe Wellness Express).

Figure Error! No text of specified style in document.-1 System Map



1.2 Area Profile

Geographically, the Palo Verde Valley is located approximately 170 miles east of Riverside along Interstate 10 at the Colorado River. The service area is primarily based within the City of Blythe, and the unincorporated Riverside County areas of Mesa Verde and Ripley. Also, part of the greater area is the California State prison facilities of Ironwood and Chuckawalla, approximately 20 miles west of the valley along Interstate 10. RidePV also provides premier service to and from Coachella Valley. The Palo Verde Valley alley boasts a modest 16,000 residents, with 23% of the population within the K-12 age range. The makeup of the population is 56% Hispanic, 53% White, 7% African American and 4% Asian and Native American. Based the on U.S. Census Bureau’s 2011-2015 American Community Survey provided by the City of Blythe, Ethnicity is >100% as the Bureau counts some individuals as more than one ethnicity.

Figure Error! No text of specified style in document.-2 Rebranding Updates

RIDE PV WHAT'S NEW?

VEHICLE WRAPS



BUS STOP SIGNAGE



WEBSITE



1.3 Service Description

Presented below are the individual descriptions of the deviated fixed routes provided by RidePV:

Table 1 Individual Route Descriptions

Mode	Route	Description	Area / Sites Service
Fixed Route:			
	Blue Route 1	Provides riders access to many civic locations within the City of Blythe. Blue Route 1 operates deviated service in a clockwise loop type of route providing a 60 minute frequency with one bus five days a week. Blue Route 1 operates from 6:25 am to 5:40 pm Monday through Friday.	Destinations on Blue Route 1 include: City Hall, Department of Public Social Services, Palo Verde Hospital, Employment Development Department, Palo Verde Unified School District, California Highway Patrol, DMV, Albertsons, Rite-Aid, Senior Nutrition Program, etc.
	Midday Blue	Provides riders access to many civic locations within the City of Blythe. Midday Blue operates deviated service in a clockwise loop type of route providing a 60 minute frequency with one bus five days a week. Midday Blue operates from 9:30 am to 2:00 pm Monday through Friday.	Destinations on Midday Blue include: City Hall, Department of Public Social Services, Palo Verde Hospital, Employment Development Department, Palo Verde Unified School District, California Highway Patrol, DMV, Albertsons, Rite-Aid, Senior Nutrition Program, etc.
	Gold Route 2	Provides riders access between the City of Blythe & Palo Verde College. Gold Route 2 operates on a two way route providing a 60 minute frequency with one bus, five days a week. Gold Route 2 operates from 6:45 am to 4:30 pm and up to 6:40 pm upon request, Monday through Friday.	Destinations on Gold Route 2 include: Blythe City Hall, Big K-Mart, Albertsons, Colorado River Fair, Blythe Recreation Center, Palo Verde Hospital, Palo Verde Valley District Library, Employment Development Department, etc.
	Red Route 3	Provides premium commuter service between City of Blythe and the California State Prisons. Red Route 3 serves four Park-N-Ride lots, travels down Hobsonway to Mesa Drive then travels via I-10 to the prisons. This route operates Monday through Friday from 5:15 am to 5:00 pm.	This route serves four Park-N-Ride lots, travels down Hobsonway to Mesa Drive, then travels to the State Prisons, via Interstate 10. Connections to all other deviated fixed routes can be made at various locations within Blythe at two major transfer points.
	Green Route 4	Green Route 4 provides deviated fixed route service between Blythe, Ripley, and Mesa Verde. Ehrenberg Arizona, upon request only via Xtend-A-Ride. This route operates six (6) round trips from 6:30 am to 6:55 pm, Monday through Friday.	This route will service four Park-N-Ride lots, travels down Hobsonway to SR78 then South to Ripley and West to Mesa Verde via I-10. Connections to all other deviated fixed routes can be made at various locations within Blythe at two major transfer points.
	Silver Route 5	The Silver Route 5 provides system-wide deviated fixed route service within the City of Blythe, Ripley, Mesa Verde and selected trips to Ehrenberg, Arizona. This route serves all major trip generating areas within the system on 90-minute headways. Operates from 8:00 am to 12:10 pm.	This route will service the City of Blythe, Ripley, Mesa Verde and selected trips to Ehrenberg, Arizona and will operate on Saturdays and on service holidays only.
	RidePV Express	The RidePV Express fixed route will provide service fixed-route/point deviation service between the City of Blythe and medical facilities in the Coachella Valley. This service includes one morning trip leaving the Main Street Park-and-Ride in Blythe, with a return trip in the afternoon. This fixed route service will run three days a week, leaving the Park-n-Ride on Main Street at 6:30 am and returning to Blythe at 4:00 pm.	This route will provide services to Desert Center, for pick up and drop off of passengers, with a rest stop at Chiriaco Summit. Continue to Sunline Division 2, Indio, John F Kennedy Memorial Hospital, Indio, Westfield Palm Desert, Eisenhower Medical Center, Rancho Mirage and Desert Regional Medical Center in Palm Springs. The service will run 3 days a week.

1.4 Description of Ridership, Revenue Miles, Revenue Hours



Blue Route 1 | City of Blythe Circulator [deviated fixed route]
Approximate Monthly Data:
 2,500 revenue miles 240 revenue hours 1,600 ridership



Gold Route 2 | Palo Verde College Crosstown [deviated fixed route]
Approximate Monthly Data:
 4,000 revenue miles 190 revenue hours 1,200 ridership



Red Route 3 | CA State Prison Commuter Express [deviated fixed route]
Approximate Monthly Data:
 2,100 revenue miles 60 revenue hours 650 ridership



Green Route 4 | Regional Rural service [deviated fixed route]
Approximate Monthly Data:
 3,000 revenue miles 155 revenue hours 700 ridership



Silver Route 5 | Saturday and Limited Holiday Service [deviated fixed route]
Approximate Monthly Data:
 500 revenue miles 24 revenue hours 120 ridership



RidePV Express 6 | Intercity Service to the Coachella Valley [deviated fixed route]
Approximate Monthly Data:
 2,800 revenue miles 95 revenue hours 100 ridership

RidePV Mirco | XTend-A-Ride Microtransit Service [demand response]
Approximate Monthly Data:
 400 revenue miles 80 revenue hours 50 ridership



1.5 Fare Structure

RidePV's fare structure is sensitive to the local economy while attempting to maintain the mandated 10 percent farebox recovery ratio. The fare schedule includes full fare and discounted ride tickets. RidePV's fare schedule increased by six percent (6%), effective FY19. In the upcoming fiscal year, staff will analyze the farebox recovery ratio and fare structure to determine if any further fare changes are necessary. **Starting FY 23/24 through FY 25/26, fares are free to the public.**

PVVTA Fare & Pass Schedule

Fixed Route Cash Fare – Routes 1, 2, 4, 5

General Public	(ages 5-59 years old)	\$ 1.75
Seniors	(ages 60 years or older)	\$ 0.85
Persons with Disabilities	(with ADA Card)	\$ 0.85
Children ages 5 and under*	(first boarding with full fare adult)	Free
Children ages 5 and under*	(second & third boarding with full fare adult)	\$ 0.85

* First (1) child Free, \$0.85 for child 2 & 3 boarding with a fare paying adult; Full Fare for all other accompanying children.

Arizona Zone Fare for travel to and from Ehrenberg, Arizona

General Public, Seniors, & Persons with Disabilities	\$ 5.00
--	---------

Fixed Route Cash Fare – Route 3 Express

General Public, Seniors, & Persons with Disabilities	\$ 3.50
Route Deviations (one way to or from route)	\$ 0.85

Route Deviations – All Fixed Routes

Route Deviations	(one way to or from route)	\$ 0.85
DV8 Card	(8 one way deviation fares)***	\$ 6.80

***Not valid for initial passenger fare, only for payment of route deviation fee.

Fixed Route Go Passes

10-Ride Punch Pass	(Routes 1, 2, 3 Local, 4 & 5)	\$ 17.50
S/D 10-Ride Punch Pass	(Routes 1, 2, 3 Local, 4 & 5)	\$ 8.50
General Public 31-Day Pass	(Routes 1, 2, 3 Local, 4 & 5)	\$ 45.00
Seniors 31-Day Pass	(Routes 1, 2, 3 Local, 4 & 5)	\$ 30.00
Persons with Disabilities	(Routes 1, 2, 3 Local, 4 & 5)	\$ 30.00
Summer Youth Pass	(Routes 1, 2, 3 Local, 4 & 5)	\$ 40.00
10-Ride Punch Pass	(Ehrenberg, Arizona)	\$ 50.00
10-Ride Punch Pass	(Route 3 Express)	\$ 35.00
20-Ride Punch Pass	(Route 3 Express)	\$ 70.00
General Public 31-Day Pass	(Route 3 Express)	\$125.00

Other Cash Fare – RidePV Micro & RidePV Express

RidePV Micro General Public, Seniors, & Persons w/ Disabilities	\$ 5.00
RidePV Express General Public, Seniors, & Persons w/ Disabilities One-Way	\$ 10.00
RidePV Express General Public, Seniors, & Persons w/ Disabilities Roundtrip	\$ 15.00

1.6 Fleet Schedule

RidePV has an average fleet age of 3.5 years old, where revenue vehicles have a life span between 5 up to 7 years. Presented is the fleet inventory with specific characteristics.

Table 1.1 Fleet Inventory



Table 1.1 - Fleet Inventory
 FY 2024/25 Short Range Transit Plan
 Palo Verde Valley Transit Agency

Bus (Motorbus) / Purchased Transportation

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2023/24	# of Contingency Vehicles FY 2023/24	Life to Date Vehicle Miles Prior Year End FY 2022/23	Life to Date Vehicle Miles through March FY 2023/24	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2023/24
2014	CMD		18	1		GA	1		100,310	112,807	112,807
2019	DTD		8	1		GA	1		58,468	79,969	79,969
2013	FRD		26	1		CN	1		133,004	138,072	138,072
2016	FRD		18	1		GA	1		178,726	199,681	199,681
2018	FRD		18	1		GA	1		156,376	156,551	156,551
2019	FRD		18	1		GA	1		148,203	169,274	169,274
2019	FRD		14	1		CN	1		43,524	55,697	55,697
2019	FRD		16	1		CN	1		57,069	70,928	70,928
Totals:			136	8			8		875,680	982,979	122,872

1.7 System Amenities

RidePV continues to improve the Operations Center and the Main Street Park N Ride (PNR). This facility allows users the comfort of a “one stop” shop for all their transportation needs. Over the last few years, Low Carbon Transit Operations Program funds have been used to improve the PNR lot to improve passenger safety and comfort. Most recently, RidePV used State of Good Repair (SGR) grant funds to improve the facility’s maintenance areas and bus storage.

The Blythe Compressed Natural Gas (CNG) Station has proven to be a great resource to local and regional fuel needs for CNG. In March 2022, RidePV and the Palo Verde Unified School District (PVUSD) opened the expanded CNG station to accommodate the ever-growing demand for CNG locally and along the Interstate 10 corridor. In late 2021, RidePV and the City of Blythe partnered and was successful in obtaining a \$2,912,980 Clean California grant to “Beautify Blythe.” Transit projects under this grant award for transit include more improvements for the Main Street PNR, creation of an outdoor public engagement area, improvements to 23 bus stop locations that would add ADA accessibility, bus stop shelters and beautification for transit right-of-way. A public restroom is also set for construction as part of this grant effort.

1.8 Network Cooperation

RidePV actively coordinates service with Quartzsite Transit (QTS) who operates the Camel Express providing one fixed route in the RidePV service area. QTS provides service from Quartzsite, Arizona three times a week and connects with the RidePV system at the DPSS Transfer Center. QTS and RidePV meet on occasion to address any operational issues and to provide joint training exercises to staff. These exercises include emergency training, operations and administration support development.

Active coordination with SunLine Transit Agency contributed to the success of the RidePV Express (formerly BWE). SunLine provides operational emergency support for the RidePV Express when the bus operates in the SunLine service

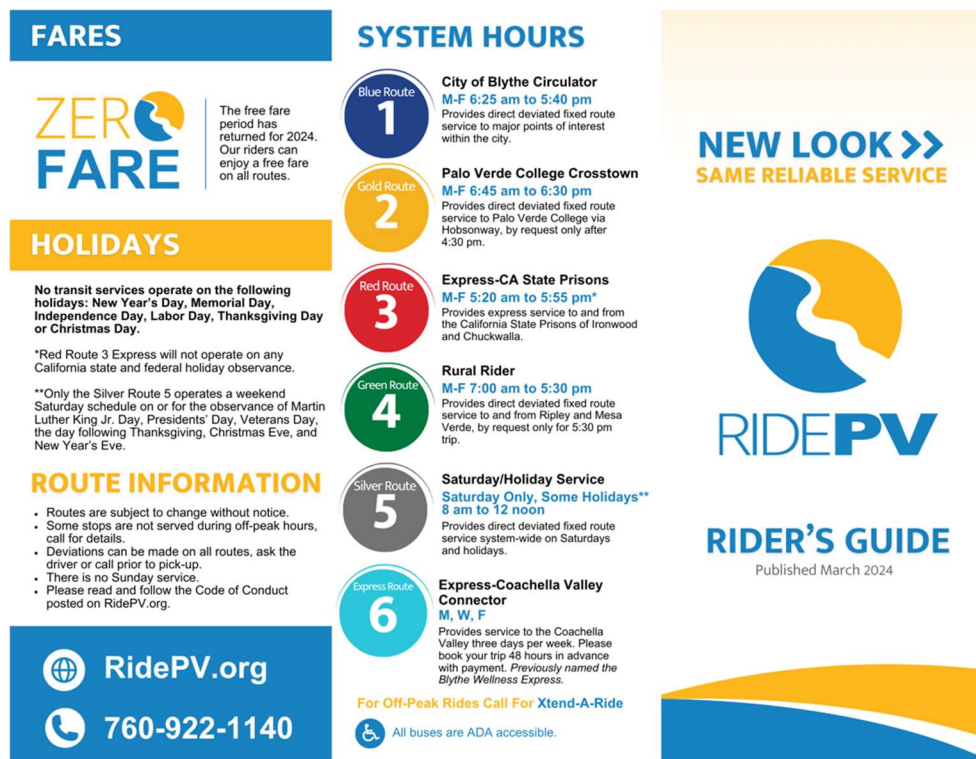
area. During a potential incident, SunLine seamlessly assisted with bringing the RidePV Express service back to normal and safe. With the 100+ mile one-way trip, the route requires extra support to ensure the most safe, comfortable and reliable service for the riders from the Palo Verde Valley.

RidePV is a member of CalACT a statewide, non-profit organization that has represented the interests of small, rural, and specialized transportation providers since 1984. Membership is comprised of individuals and agencies from diverse facets of transportation, including operators of small and large systems, planning and government agencies, social service agencies, suppliers and consultants. RidePV participates actively with CalACT members and has been part of conference panels promoting concerns of extremely rural transit operators. Other member agencies frequently interact with RidePV on regional and State issues facing public transit.

1.9 Reference Listing

RidePV conducted an updated Comprehensive Operational Analysis (COA) project in FY 2023. All planning referenced within this document are taken from the Agency quarterly operational reporting, yearly and triennial audits as well as industry trends. Detailed documents can be accessed at [here](#).

Figure Error! No text of specified style in document.-3 Updated Rider's Guide



The image shows the cover of the RidePV Rider's Guide. It features a blue and yellow color scheme with the RidePV logo. The cover is divided into several sections:

- FARES:** Includes a 'ZERO FARE' section stating that the free fare period has returned for 2024.
- HOLIDAYS:** Lists transit services that do not operate on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.
- ROUTE INFORMATION:** Lists various routes (Blue, Gold, Red, Green, Silver, Express) and provides details on route changes, off-peak hours, and Sunday service.
- SYSTEM HOURS:** Lists six routes with their respective operating hours and service details:
 - Blue Route 1:** City of Blythe Circulator, M-F 6:25 am to 5:40 pm.
 - Gold Route 2:** Palo Verde College Crosstown, M-F 6:45 am to 6:30 pm.
 - Red Route 3:** Express-CA State Prisons, M-F 5:20 am to 5:55 pm*.
 - Green Route 4:** Rural Rider, M-F 7:00 am to 5:30 pm.
 - Silver Route 5:** Saturday/Holiday Service, Saturday Only, Some Holidays** 8 am to 12 noon.
 - Express Route 6:** Express-Coachella Valley Connector, M, W, F.
- NEW LOOK >>> SAME RELIABLE SERVICE:** A banner indicating a new look for the service.
- RIDER'S GUIDE:** Published March 2024.
- Contact Information:** RidePV.org and 760-922-1140.
- ADA Accessible:** A note stating that all buses are ADA accessible.

CHAPTER 2

2.1 Key Performance Indicators

RidePV uses key performance indicators set by RCTC to plan and monitor services. RidePV does not have any specific measures beyond the presented targets. These do not reflect updates from AB-149 which details why some targets' scores state "fails to meet".

Table 2.0 Service Provider Performance Targets Report



Table 2.0 -- Service Provider Performance Measures Report

FY 2023/24 Short Range Transit Plan Review
Palo Verde Valley Transit Agency

Data Elements	FY 2023/24 Plan	FY 2023/24 Target	FY 2023/24 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	37,999			
Passenger Miles	682,538			
Total Actual Vehicle Revenue Hours	6,194.0			
Total Actual Vehicle Revenue Miles	141,523.0			
Total Actual Vehicle Miles	161,940.0			
Total Operating Expenses	\$1,826,523			
Total Passenger Fare Revenue	\$44,799			
Net Operating Expenses	\$1,781,724			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	8.63%	>= 10.00%	7.34%	Fails to Meet Target
Additional:				
1. Operating Cost Per Revenue Hour	\$294.89	<= \$134.24	\$189.25	Fails to Meet Target
2. Subsidy Per Passenger	\$46.89	>= \$18.41 and <= \$24.91	\$40.76	Fails to Meet Target
3. Subsidy Per Passenger Mile	\$2.61	>= \$1.32 and <= \$1.78	\$2.91	Fails to Meet Target
4. Subsidy Per Hour	\$287.65	>= \$94.04 and <= \$127.22	\$175.36	Fails to Meet Target
5. Subsidy Per Mile	\$12.59	>= \$4.47 and <= \$6.05	\$8.89	Fails to Meet Target
6. Passengers Per Revenue Hour	6.13	>= 4.34 and <= 5.88	4.30	Fails to Meet Target
7. Passengers Per Revenue Mile	0.27	>= 0.20 and <= 0.28	0.22	Meets Target
Note: Targets reflect +/- 15%				
Productivity Performance Summary:				
Service Provider Comments:				

2.2 Performance Reporting

In line with typical performance in preceding fiscal years, trends show a consistent flat trend over the last two fiscal years. Although costs have risen, the actual operating performance and ridership has remained approximately stagnant based on all contributing factors. COVID-19 has affected the transit system quite drastically to the tune of an 80% decrease in ridership as of March 2020 but this impact has been noticeably withdrawing. Transit ridership for FY 23/24 has seen ridership levels that rival the amounts of passenger trips pre-COVID.

Table 2.1 SRTP Performance Report



FY 2024/25 - Table 2.1 -- SRTP Performance Report
Service Provider: Palo Verde Valley Transit Agency
 All Routes

Performance Indicators	FY 2022/23 End of Year Actual	FY 2023/24 3rd Quarter Year-to-Date	FY 2024/25 Plan	FY 2024/25 Target	Plan Performance Scorecard (a)
Passengers	39,447	28,085	38,850	None	
Passenger Miles	552,258	393,190	668,500	None	
Revenue Hours	8,245.0	6,528.7	8,250.0	None	
Total Hours	10,528.4	8,165.6	10,460.0	None	
Revenue Miles	171,939.0	128,793.0	172,600.0	None	
Total Miles	202,607.6	150,299.0	196,800.0	None	
Operating Costs	\$1,122,849	\$1,235,556	\$2,107,473	None	
Passenger Revenue	\$129,691	\$110,128	\$52,415	None	
Measure-A Revenue				None	
LCTOP Revenue			\$129,781	None	
Operating Subsidy	\$993,158	\$1,125,427	\$2,055,058	None	
Operating Costs Per Revenue Hour	\$136.19	\$189.25	\$255.45	<= \$202.07	FAILS TO MEET TARGET
Operating Cost Per Revenue Mile	\$6.53	\$9.59	\$12.21	None	
Operating Costs Per Passenger	\$28.46	\$43.99	\$54.25	None	
Farebox Recovery Ratio	11.55%	8.91%	8.64%	>= 0.1	FAILS TO MEET TARGET
Subsidy Per Passenger	\$25.18	\$40.07	\$52.90	>= \$34.65 and <= \$46.87	FAILS TO MEET TARGET
Subsidy Per Passenger Mile	\$1.80	\$2.86	\$3.07	>= \$2.47 and <= \$3.35	MEETS TARGET
Subsidy Per Revenue Hour	\$120.46	\$172.38	\$249.10	>= \$149.06 and <= \$201.66	FAILS TO MEET TARGET
Subsidy Per Revenue Mile	\$5.78	\$8.74	\$11.91	>= \$7.56 and <= \$10.22	FAILS TO MEET TARGET
Passengers Per Revenue Hour	4.78	4.30	4.71	>= 3.66 and <= 4.95	MEETS TARGET
Passengers Per Revenue Mile	0.23	0.22	0.23	>= 0.19 and <= 0.25	MEETS TARGET

a) The Plan Performance Scorecard column is the result of comparing the FY 2024/25 Plan to the FY 2024/25 Primary Target.

2.3 Service Summary | Table 2.2 & 2.2A

In analyzing the data, it's evident that the operational costs for service have consistently increased over the past few years. In FY 19/20, RidePV started on a track to use Federal 5311 funds to offset these growing costs. The service area demographics show a steady reduction in population which directly affects ridership. Miles and hours have been reduced to fine tune operations where such costs have increased. RidePV must continue to work to maximize services with the challenges such as population decrease, and a cost increase in both wages and operating expenses.

Table 2.2 SRTP Service Summary (All Routes)



Table 2.2 -- Palo Verde Valley Transit Agency -- SRTP Service Summary
 FY 2024/25 Short Range Transit Plan
 All Routes

	FY 2021/22 Audited	FY 2022/23 Audited	FY 2023/24 Plan	FY 2023/24 3rd Qtr Actual	FY 2024/25 Plan
Fleet Characteristics					
Peak-Hour Fleet	6	6	6	6	6
Financial Data					
Total Operating Expenses	\$1,453,794	\$1,122,849	\$1,826,523	\$1,235,556	\$2,107,473
Total Passenger Fare Revenue	\$25,204	\$129,691	\$157,652	\$110,128	\$182,196
Net Operating Expenses (Subsidies)	\$1,428,590	\$993,158	\$1,781,724	\$1,125,427	\$2,055,058
Operating Characteristics					
Unlinked Passenger Trips	21,404	39,447	37,999	28,085	38,850
Passenger Miles	299,656	552,258	682,538	393,190	668,500
Total Actual Vehicle Revenue Hours (a)	5,535.6	8,245.0	6,194.0	6,528.7	8,250.0
Total Actual Vehicle Revenue Miles (b)	135,540.0	171,939.0	141,523.0	128,793.0	172,600.0
Total Actual Vehicle Miles	159,619.0	202,607.6	161,940.0	150,299.0	196,800.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$262.63	\$136.19	\$294.89	\$189.25	\$255.45
Farebox Recovery Ratio	1.73%	11.55%	8.63%	8.91%	8.64%
Subsidy per Passenger	\$66.74	\$25.18	\$46.89	\$40.07	\$52.90
Subsidy per Passenger Mile	\$4.77	\$1.80	\$2.61	\$2.86	\$3.07
Subsidy per Revenue Hour (a)	\$258.08	\$120.46	\$287.65	\$172.38	\$249.10
Subsidy per Revenue Mile (b)	\$10.54	\$5.78	\$12.59	\$8.74	\$11.91
Passenger per Revenue Hour (a)	3.9	4.8	6.1	4.3	4.7
Passenger per Revenue Mile (b)	0.16	0.23	0.27	0.22	0.23

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

Table 2.2A SRTP Service Summary (Non-Excluded Routes)



**Table 2.2 -- Palo Verde Valley Transit Agency -- SRTP Service Summary
FY 2024/25 Short Range Transit Plan
Non-Excluded Routes**

	FY 2021/22 Audited	FY 2022/23 Audited	FY 2023/24 Plan	FY 2023/24 3rd Qtr Actual	FY 2024/25 Plan
Fleet Characteristics					
Peak-Hour Fleet	5	5	6	6	6
Financial Data					
Total Operating Expenses	\$753,329	\$645,945	\$1,026,523	\$1,235,556	\$2,107,473
Total Passenger Fare Revenue	\$15,581	\$84,587	\$157,652	\$110,128	\$182,196
Net Operating Expenses (Subsidies)	\$737,748	\$561,358	\$1,781,724	\$1,125,427	\$2,055,058
Operating Characteristics					
Unlinked Passenger Trips	10,961	24,659	37,999	28,085	38,850
Passenger Miles	153,454	345,226	682,538	393,190	668,500
Total Actual Vehicle Revenue Hours (a)	2,893.6	4,645.5	6,194.0	6,528.7	8,250.0
Total Actual Vehicle Revenue Miles (b)	96,260.0	132,541.5	141,523.0	128,793.0	172,600.0
Total Actual Vehicle Miles	119,565.0	161,588.6	161,940.0	150,299.0	196,800.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$260.35	\$139.05	\$294.89	\$189.25	\$255.45
Farebox Recovery Ratio	2.07%	13.10%	8.63%	8.91%	8.64%
Subsidy per Passenger	\$67.31	\$22.76	\$46.89	\$40.07	\$52.90
Subsidy per Passenger Mile	\$4.81	\$1.63	\$2.61	\$2.86	\$3.07
Subsidy per Revenue Hour (a)	\$254.96	\$120.84	\$287.65	\$172.38	\$249.10
Subsidy per Revenue Mile (b)	\$7.66	\$4.24	\$12.59	\$8.74	\$11.91
Passenger per Revenue Hour (a)	3.8	5.3	6.1	4.3	4.7
Passenger per Revenue Mile (b)	0.11	0.19	0.27	0.22	0.23

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

2.4 Service Performance

Based on the statistics below, Route 1 is the primary line within the system carrying the most passengers with the best performance based on revenue hours and miles. This route is the universal lifeline service that circulates riders around the area and onto other routes. Route 3 utilizes a large amount of non-revenue miles to perform service as an express. Based on the data, both Route 5 and the RidePV Express have the most challenges. Consequently, both routes are much needed to those riders in low-income, disabled and elderly populations.

Table 2.3 SRTP Route Statistics (Data Elements)



Table 2.3 - SRTP Route Statistics
Palo Verde Valley Transit Agency -- 5
FY 2024/25
All Routes

Data Elements

Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Measure-A Revenue	LCTOP Revenue
PVTA-1	Weekday	1	15,000	220,000	3,600	3,900	38,000	41,000	\$823,234	\$22,402		\$43,915
PVTA-2	Weekday	1	5,000	60,000	1,800	1,900	32,500	34,500	\$344,995	\$9,388		\$15,913
PVTA-3	Weekday	1	10,000	135,000	630	1,700	28,000	43,000	\$238,399	\$6,487		\$13,473
PVTA-4	Weekday	1	7,000	90,000	1,250	1,700	37,000	38,000	\$548,103	\$14,915		\$32,774
PVTA-5	Saturday	1	1,100	13,500	230	280	5,100	5,300	\$87,629	\$2,385		\$4,637
PVTA-BWE	Weekday	1	750	150,000	740	980	32,000	35,000	\$358,439	\$9,753		\$19,069
		6	38,850	668,500	8,250	10,460	172,600	196,800	\$2,400,800	\$65,329		\$129,781

Looking at the indicators below, the Route 3 performs well as steps were taken in previous years to address costs and negative trends. The RidePV Express is the biggest potential burden to the Agency but as mentioned throughout this plan, is the most needed service with the changing needs of the community of the Palo Verde Valley and lack of specialized services locally.

Table 2.3 SRTP Route Statistics (Performance Indicators)



Table 2.3 - SRTP Route Statistics
Palo Verde Valley Transit Agency -- 5
FY 2024/25
All Routes

Performance Indicators

Route #	Day Type	Net Subsidy	Operating Cost Per Revenue Mile	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
PVTA-1	Weekday	\$800,832	\$228.68	\$21.66	\$54.88	8.05%	\$53.39	\$3.64	\$222.45	\$21.07	4.17	0.39
PVTA-2	Weekday	\$335,607	\$191.66	\$10.62	\$69.00	7.33%	\$67.12	\$5.59	\$186.45	\$10.33	2.78	0.15
PVTA-3	Weekday	\$231,912	\$378.41	\$8.51	\$23.84	8.37%	\$23.19	\$1.72	\$368.11	\$8.28	15.87	0.36
PVTA-4	Weekday	\$533,188	\$438.48	\$14.81	\$78.30	8.70%	\$76.17	\$5.92	\$426.55	\$14.41	5.60	0.19
PVTA-5	Saturday	\$85,245	\$381.00	\$17.18	\$79.66	8.01%	\$77.50	\$6.31	\$370.63	\$16.71	4.78	0.22
PVTA-BWE	Weekday	\$348,686	\$484.38	\$11.20	\$477.92	8.04%	\$464.92	\$2.32	\$471.20	\$10.90	1.01	0.02
		\$2,335,470	\$291.01	\$13.91	\$61.80	8.12%	\$60.12	\$3.49	\$283.09	\$13.53	4.71	0.23

The Agency, like others throughout the world, continues to recover from the financial impacts of the COVID-19 pandemic. It is anticipated that this plan as well as our economy will continue to adapt in the coming years.

2.5 Productivity Improvement

Over the last few years, RidePV has seen a decrease in ridership system-wide. Service performance is flat at best with increases seen in cost due to the State increase in minimum wage, changes in labor laws and the cost of fuel. However, RidePV has seen a steady growth in ridership from the unincorporated Riverside County area of Ripley. This is specifically attributed to the utilization of subsidized housing for families relocating from the western region of the county.

Trip generators such as the Palo Verde College have more vacation periods which directly impacts transit performance. When such organizations are not operating, service is reduced to maintain costs, but a baseline number of employees must be maintained. Efforts have been made to have the College directly contribute to transit service due to such impact.

Red Route 3 has continued to show a decline in service due to the expanded vanpool options and reduction in staff at the nearby prison facilities. RidePV continues to engage prison staff to promote and market services to employees. Our free ride promotion that was implemented in FY 2022 has established many new riders who were unfamiliar to the service and have been able to retain passengers after the free fares were discontinued.

Over the last few years, RidePV has been working with both city and county planning departments to include conditions for transit usage on all major projects in the area. With those conditions, RidePV is also carefully planning the implementation or expansion of services in the affected project areas.

PVVTA continues to see improvement on performance goals with the RidePV Express. The RidePV Express (formerly BWE) utilizes a shuttle bus to the Coachella Valley for medical trips, and the TRIP program for medical trips further into western Riverside County. Combining local medical needs, community partnerships and the overwhelming need to link Eastern Riverside County; the RidePV Express continues to be a vital program for residents of the Palo Verde Valley. Future goals for the RidePV Express include expanding the scope of rides and marketing towards a larger population for civic and social service trips. Discussions are underway to establish a 5-day schedule in the near future.

For Blue Route 1 local service for the City of Blythe, the Agency plans to expand service by five hours daily bringing 30-minute headways for riders during the peak periods of the day for this route. These efforts would allow riders to make trips to multiple trip generators for shopping and medical purposes at a higher frequency throughout the day.

2.6 Major Trip Generators

Featured below is a list of the major trip generators throughout the RidePV system:

Albertsons Market	Smart & Final Market	Palo Verde College
Rite Aid Pharmacy	Burtons Trailer Park	Desert Rose Apartments
Riverside County DPSS	Blythe Post Acute	Palo Verde Hospital
Casa Encinas	EZ-Mart West	Blythe Post Office
Dollar Tree	Villa Monterey	Union Bank
Blythe City Hall	Roy Wilson Community Center	

2.7 Recent Service Changes

No service changes were made during the last planning period. The Agency continues to run the route and schedule with no changes in frequency or routing.

CHAPTER 3

3.1 Planned Service Changes FY 25-27

Blue Route 1 – continue to run the existing route and maintain a mid-day schedule on 30-minute headways between the hours of 9 am and 3 pm daily.

Gold Route 2 – continue to run the existing route and schedule with no changes.

Red Route 3 – continue to run the existing route and schedule with no changes in routing.

Green Route 4 – continue to run the existing route and schedule with no changes in routing.

Silver Route 5 – continue to run the existing route and schedule with no changes in routing.

RidePV Express – maintain service three days a week to the Coachella Valley and continue to explore the expansion to five days a week.

RidePV Micro – continue to operate XTend-A-Ride service which is a demand responsive micro transit service that addresses special areas in time where community require general public transit service that may not be available on the fixed route system.

In addition, RidePV will continue to offer the **Desert RoadTRIP Program**.

3.2 Marketing Plans, Studies, and Promotion

The following community engagement activities as well as marketing efforts will be utilized to promote ridership growth in FY 2024/25.

1. Continuation of the marketing program, which includes brochures, flyers, advertisements in local newspapers, community transit fairs, participation in community events, and promotional materials – bringing renewed enthusiasm to the Agency’s efforts with the rebranded name and logo.
2. Continuation of public outreach program, which includes meetings with schools, employers, senior service programs, persons with disabilities programs, social service agencies, the general public, city departments, and other organizations that benefit from public transportation in the Palo Verde Valley.
3. Continuing the Mobility Training program to teach the public about mass transit including those with disabilities.
4. Continue to offer information on rideshare programs available to residents and visitors of the Palo Verde Valley.
5. Continue to foster new partnerships with the Palo Verde College Association of

Student Governments, and new businesses coming to the city through the Shop, Save and Get Home Free Program.

6. Continue to work with marketing consultants to improve the RidePV Express and the Agency website pvvta.com.
7. Continue to co-sponsor and stay involved in community events such as Run for the Wall, Summer Safety Event, Cleanup Day and local Chamber of Commerce events.

3.3 Projected Ridership Growth

In addition to the items noted in 2.5, there are several areas being analyzed by the Agency for potential ridership growth. RidePV aims to enhance local services by strategically increasing the frequency of schedules on the main Blue Route 1. Responding to local demand, there's a continuous request from riders for increased service to Ripley on the Green Route 4. Leveraging Xtend-A-Ride, we're facilitating greater transit accessibility for Ripley's expanding community. The ridership on the Silver Route 5 fluctuates across months, primarily influenced by climate and shopping patterns. Our staff remains attentive to these distinct operational characteristics when strategizing service enhancements.

3.4 Proposed Fare Structure

Currently, there are no proposed fare rate increases until passenger fares are analyzed in FY 2025. RidePV has reintroduced free fares for passengers in this upcoming FY and the one following.

3.5 Capital Improvement Plan

RidePV plans to continue to replace rolling stock as buses reach their useful life of five years. The plan is to replace one gas bus with a CNG vehicle in FY 2025, one electric bus in FY 2025 and two in FY 2026. The average cost of the buses that RidePV utilizes are approximately \$150,000 conventional and \$250,000 EV and as long as funds are available, we will continue to replace each vehicle once they have reached their useful life. This will allow RidePV to continue to provide a reliable transit service with minimal to no down time in between implementation.

RidePV will continue to purchase and install bus stops throughout the Palo Verde Valley at strategic locations that promote new ridership through targeted marketing and partnerships.

3.6 Long Term Plans

RidePV is in need of a modern and all-encompassing maintenance facility which includes infrastructure for electric and alternative fueled vehicles. Management aims to kick-off this project by the end of 2024. RidePV is working with our funding partners to identify the best financial stream to pool funds together to bring such project to fruition. This facility would include state-of-the-art work stations, LEED compliancy and an interactive public space to hold meetings and trainings.

Starting in 2026, RidePV will begin transitioning to electric-powered revenue vehicles. The plan is to start with a demo model then once a clear path emerges ramp up procurements to bring more EV buses into service. Currently, RidePV has applied for the VW Mitigation funds and has requested a E450 converted

electric unit. Agency staff believes that factory supported equipment and standardized chassis is the best way to enter this technology. Also, RidePV has applied for a ZEB bus with 5311 Capital funds.

CHAPTER 4

4.1 Operating and Capital Budget FY 24/25, Table 4, 4A and 4B

Presented in the accompanying pages is the operating and capital budget based on the best estimates provided by RCTC, Caltrans and the FTA. RidePV utilizes Transit Development Act funding in both the Local Transportation Fund (LTF) and State Transit Assistance (STA). Other State funding includes Low Carbon Transit Operations Program (LCTOP) funds and Caltrans State of Good Repair (SGR) funds. Rounding out the funds is FTA 5311 rural funds administered by Caltrans. The funding requests and planning are typical and normal as observed in previous fiscal years.



Table 4.0 - Summary of Funding Requests - FY 2024/25
Palo Verde Valley Transit Agency
Original

Operating												
Project	Total Amount of Funds	5311	FARE	LCTOP PUC99313	LTF	SB 125 TIRCP GF	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314		
1 - OPERATING ASSISTANCE	\$1,660,478		\$184,288		\$1,476,190				\$0	\$0		
2 - OPERATING ASSISTANCE (BWE)	\$253,810				\$253,810							
3 - LCTOP FREE RIDES PROGRAM	\$150,000			\$150,000								
5 - OPERATING ASSISTANCE (5311 FUNDS)	\$286,511	\$286,511										
7 Emerging Microtransit Services	\$50,000			\$50,000								
Sub-total Operating	\$2,400,799	\$286,511	\$184,288	\$200,000	\$1,730,000	\$0	\$0	\$0	\$0	\$0		
Capital												
Project	Total Amount of Funds	5311	FARE	LCTOP PUC99313	LTF	SB 125 TIRCP GF	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314		
BULK TRANSIT BUS TIRES, FILTERS, ETC. - FY 25-5	\$37,000								\$22,633	\$14,367		
Bus Stop Amenities - FY 25-2	\$10,000								\$10,000			
CNG Station Technology Upgrade - FY 25-6	\$30,000						\$30,000					
Rebranding Efforts - FY 25-4	\$50,000								\$50,000			
SGR Maintenance Climatization - FY 25-1	\$30,000									\$180,000		
Zero-Emission and Maintenance facilities - FY 25-3	\$16,190,000					\$16,010,000	\$28,062	\$1,938				
Sub-total Capital	\$16,347,000	\$0	\$0	\$0	\$0	\$16,010,000	\$58,062	\$1,938	\$262,633	\$14,367		
Total Operating & Capital	\$18,747,799	\$286,511	\$184,288	\$200,000	\$1,730,000	\$16,010,000	\$58,062	\$1,938	\$262,633	\$14,367		
FY 2024/25 Projected Funding Details												
5311	\$286,511											
FARE	\$184,288											
LCTOP PUC99313	\$200,000											
LTF	\$1,730,000											
STA PUC99313	\$0											
STA PUC99314	\$0											
Total Estimated Operating Funding Request	\$2,400,799											
SB 125 TIRCP GF	\$16,010,000											
SGR PUC99313	\$58,062											
SGR PUC99314	\$1,938											
STA PUC99313	\$262,633											
STA PUC99314	\$14,367											
Total Estimated Capital Funding Request	\$16,347,000											
Total Funding Request	\$18,747,799											



FY 2024/25 SRTP
Palo Verde Valley Transit Agency
Table 4.0 A - Capital Project Justification
Original

Project Number: FY 25-1

FTIP No: Not Assigned - New Project

Project Name: SGR Maintenance Climatization

Category: Buildings and Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: Facility improvements at PVVTA Operations Center and CNG Fueling Station.

Project Justification: PVVTA needs to rehabilitate the security gate, fencing, and camera system at the CNG Station in order to continue to maintain reliable security at the station. A shade structure needs to be installed CNG Station in order to protect the existing pumps and equipment from sun exposure. The shade structure will prolong the life of the equipment. Improvements such as rain gutters also need to be installed on the existing shade canopies at the Operations Center.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2024/25	\$28,062
SGR PUC99314	FY 2024/25	\$1,938
Total		\$30,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		FY 24-5	



FY 2024/25 SRTP
Palo Verde Valley Transit Agency
Table 4.0 A - Capital Project Justification
 Original

Project Number: FY 25-2

FTIP No: Not Assigned - New Project

Project Name: Bus Stop Amenities.

Category: Bus Stop and Amenities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: Purchase bus benches and shelters to be placed at bus stop locations in the valley.

Project Justification: This project has been an ongoing project but halted for a few years due to limited resources. PVVTA would like to continue with the purchase of bus shelters, benches and where necessary construction of concrete pads for the shelters and benches. The summer weather in Blythe is extremely hot and bus shelters would benefit passengers waiting for the bus by giving them a place to wait, out of the direct hot sun.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2024/25	\$10,000
Total		\$10,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		20-05	
		FY 24-6	



FY 2024/25 SRTP
Palo Verde Valley Transit Agency
Table 4.0 A - Capital Project Justification
Original

Project Number: FY 25-3

FTIP No: Not Assigned - New Project

Project Name: Zero-Emission and Maintenance facilities

Category: Buildings and Facilities

Sub-Category: Expansion

Fuel Type: N/A

Project Description: This project includes the upgrades to PVVTA's Maintenance Facility as well as restructuring PVVTA's facilities to accommodate zero-emission technology. This project includes the following components. 1) PA&ED and PS&E for both facilities; 2) Land Acquisition; and 3) Construction and installation of zero-emission technology and maintenance facility

Project Justification: Per the adopted and approved ICT bus rollout plan, PVVTA will need to upgrade from current CNG to zero-emission technology. The board selected hydrogen as the new fuel source and upgrades to the current facilities will be needed.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SB 125 TIRCP GF	FY 2024/25	\$16,010,000
STA PUC99313	FY 2024/25	\$180,000
Total		\$16,190,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		FY 24-10	



FY 2024/25 SRTP
Palo Verde Valley Transit Agency
Table 4.0 A - Capital Project Justification
 Original

Project Number: FY 25-4

FTIP No: Not Assigned - New Project

Project Name: Rebranding Efforts

Category: Planning/Feasibility

Sub-Category: Modification

Fuel Type: N/A

Project Description: Rebrand the design and image of PVVTA.

Project Justification: PVVTA has maintained transit services in the community for decades and is looking to market with different imagery to establish itself for the future of transit.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2024/25	\$50,000
Total		\$50,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		FY 24-3	



FY 2024/25 SRTP
Palo Verde Valley Transit Agency
Table 4.0 A - Capital Project Justification
Original

Project Number: FY 25-5

FTIP No: Not Assigned - New Project

Project Name: BULK TRANSIT BUS TIRES, FILTERS, ETC.

Category: Vehicle Systems and Equipment

Sub-Category: Parts

Fuel Type: N/A

Project Description: Purchase in bulk transit bus tires, filters, coolants, etc.

Project Justification: Bus tires, filters, oil, coolants, brake kits, etc. will be purchased in bulk for the year. This will allow quicker repair of the buses with the supplies already on hand. In addition, it will allow the buses to be put back in service much quicker.

Project Schedule:

Start Date	Completion Date
July 2021	June 2026

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2024/25	\$22,633
STA PUC99314	FY 2024/25	\$14,367
Total		\$37,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		FY 22-3	
		FY 23-2	
		Eric #164	



FY 2024/25 SRTP
Palo Verde Valley Transit Agency
Table 4.0 A - Capital Project Justification
 Original

Project Number: FY 25-6

FTIP No: Not Assigned - New Project

Project Name: CNG Station Technology Upgrade

Category: Buildings and Facilities

Sub-Category: Replacement

Fuel Type: N/A

Project Description: Replace the CNG Station Card reader with an up to date system to mitigate increasing repair costs.

Project Justification: RidePV has maintained CNG services since 2014 and as time has continued, technology has consistently advanced so the current system that this station relies on is obsolete. This upgrade will allow staff to refocus priorities on transportation and reduce maintenance costs and time to repair this system that has outlived its useful life.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2024/25	\$30,000
Total		\$30,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

Palo Verde Valley Transit Agency
 SHORT RANGE TRANSIT PLAN
 FY2024/2025 - FY2028/2029

Table 4B Fare Revenue Calculation

(consistent with RCTC Commission Farebox Recovery Policy 03/12/2008)

#	Revenue Sources included in Farebox Calculation	Actuals from FY2022/23		FY2024/25 Plan
		Audit	FY2022/23 Estimated	
1	Passenger Fares	98,326	84,592	65,330
2	Interest	23	27	
3	General Fund Supplement			
4	Measure A			
5	Advertising Revenue			
6	Gain on Sale of Capital Assets			
7	CNG Revenue		26,972	26,000
8	Lease/Other Revenue			
9	Federal Excise Tax Refund			
10	Investment Income			
11	CalPers CERBT			
12	Fare Revenues from Exempt Routes		(17,460)	
13	Other Revenues	136,931	17,452	129,781
14				
15				
	Total Revenue (1-15)	\$235,280	\$111,583	\$221,111
	Total Operating Expense	\$1,715,058	\$1,264,724	\$2,131,749
	Farebox Recovery Ratio	13.72%	8.82%	10.37%

4.2 Funding Plan, Table 4.1 & 4.2

The FY 2025/26 operating and capital budget is presented below. A modest increase of five percent is reflected in the operating budget for this fiscal year. RidePV will look to purchase a ZEB fixed route bus to start the transition to electrification.

Table 4.1 Summary of Funding Requests – FY 2025/26



Table 4.1 - Summary of Funding Requests - FY 2025/26
Palo Verde Valley Transit Agency
Original

Operating									
Project	Total Amount of Funds	\$311	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	OTHR LCL	STA PUC99313	
1- OPERATING ASSISTANCE	\$2,040,707		\$202,717			\$1,703,528	\$53,554		
2 - OPERATING ASSISTANCE (BWE)	\$279,191			\$165,000		\$279,191			
3 - LCTOP FREE RIDES PROGRAM	\$165,000				\$55,000				
3 - Low Carbon Transit Operations Program (LCTO P)	\$55,000								
5 - OPERATING ASSISTANCE (\$311 FUNDS)	\$308,140	\$308,140							
Sub-total Operating	\$2,855,128	\$308,140	\$202,717	\$165,000	\$55,000	\$2,072,717	\$53,554	\$0	

Capital									
Project	Total Amount of Funds	\$311	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	OTHR LCL	STA PUC99313	
Bus Stop Amenities - FY 25-2	\$10,000							\$10,000	
Sub-total Capital	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	
Total Operating & Capital	\$2,865,128	\$308,140	\$202,717	\$165,000	\$55,000	\$2,072,717	\$53,554	\$10,000	

FY 2025/26 Projected Funding Details	
\$311	\$308,140
FARE	\$202,717
LCTOP PUC99313	\$165,000
LCTOP PUC99314	\$55,000
LTF	\$2,072,717
OTHR LCL	\$53,554
Total Estimated Operating Funding Request	\$2,855,128
STA PUC99313	\$10,000
Total Estimated Capital Funding Request	\$10,000
Total Funding Request	\$2,865,128

The FY 2026/27 operating and capital budget is presented below. A modest increase of five percent is reflected in the operating budget for this fiscal year. RidePV will look to purchase a fixed route bus and a support vehicle to replace those which have met their useful life.

Table 4.2 Summary of Funding Requests – FY 2026/27



Table 4.2 - Summary of Funding Requests - FY 2026/27
Palo Verde Valley Transit Agency
Original

Operating									
Project	Total Amount of Funds	\$311	FARE	LCTOP PUC99313	LTF	OTHR LCL			
1- OPERATING ASSISTANCE	\$2,245,888		\$222,988		\$1,972,878	\$50,000			
2 - OPERATING ASSISTANCE (BWE)	\$307,110				\$307,110				
3 - LCTOP FREE RIDES PROGRAM	\$181,500			\$181,500					
3 - Low Carbon Transit Operations Program (LCTO P)	\$60,500								
5 - OPERATING ASSISTANCE (\$311 FUNDS)	\$336,754	\$336,754							
Sub-total Operating	\$3,131,730	\$336,754	\$222,988	\$242,000	\$2,279,988	\$50,000			

Capital									
Project	Total Amount of Funds	\$311	FARE	LCTOP PUC99313	LTF	OTHR LCL			
No Capital Projects									
Total Operating & Capital	\$3,131,730	\$336,754	\$222,988	\$242,000	\$2,279,988	\$50,000			

FY 2026/27 Projected Funding Details	
\$311	\$336,754
FARE	\$222,988
LCTOP PUC99313	\$242,000
LTF	\$2,279,988
OTHR LCL	\$50,000
Total Estimated Operating Funding Request	\$3,131,730
Total Funding Request	\$3,131,730

4.3 Regulatory and Compliance Requirements, Table 4.3

Table 4.3 TDA Triennial

Audit Recommendation (Covering FY2018/2019 – FY2020/2021)	Action(s) Taken And Results
Consult and collaborate with peer transit agencies regarding the implementation of zero emission vehicle technologies.	PVVTA is currently working with peer agencies such as MBTA, VVTA and Sunline to help guide Electrification efforts. Also, PVVTA is working with CalACT, HVIP and VW Mitigation trust efforts to also gain resources for EV technology. Finally, PVVTA is conducting a study through RCTC who hired CTE for an EV Infrastructure assessment.
Pursue targeted marketing efforts and rebranding of the service.	PVVTA, now known as RidePV, completed a full rebranding campaign this last fiscal year, reflected within the contents of this document.
Revisit fare structure in light of low farebox recovery from passenger revenue.	After conducting the Comprehensive Operational Analysis, PVVTA plans to revisit and facilitate public engagement to address the fare schedule and methods to rebuild ridership in light of the recovery concern.

NOTES

FY 2019-2021 TDA Triennial Audit [Link](#)

RidePV ADA [Link](#)

RidePV Title VI [Link](#)

Alternative Fueled Vehicles Utilization

RidePV follows RCTC’s policy in utilizing alternative fueled vehicles. The makeup of the fleet is at a 65% compliant gasoline utilization and a 35% Compressed Natural Gas (CNG) utilization. Such utilization is also compliant with the Mojave Desert Air Quality Management District (MDAQMD) alternative fuel policy.



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 415 North Main Street, Blythe, California



FY25 FY27



SHORT RANGE TRANSIT PLAN

Table of Contents

EXECUTIVE SUMMARY	1
CHAPTER 1: SYSTEM OVERVIEW	5
1.1 JURISDICTION	5
1.2 POPULATION PROFILE AND DEMOGRAPHIC PROJECTIONS.....	6
<i>Population Profile – Rider Characteristics</i>	<i>6</i>
<i>Population Profile.....</i>	<i>7</i>
1.3 FIXED-ROUTE AND PARATRANSIT SERVICES	8
<i>Fixed-Route Services.....</i>	<i>8</i>
<i>On-Demand Microtransit Services</i>	<i>8</i>
<i>Paratransit Services.....</i>	<i>8</i>
1.4 EXISTING FIXED-ROUTE AND DIAL-A-RIDE SERVICE	9
1.5 CURRENT FARE STRUCTURE	10
<i>Cooperative Fare and Subsidy Programs</i>	<i>11</i>
1.6 REVENUE FLEET	11
1.7 EXISTING FACILITIES	12
<i>Existing Facilities</i>	<i>12</i>
<i>Existing Passenger Transit Facilities.....</i>	<i>12</i>
1.8 EXISTING COORDINATION BETWEEN TRANSIT AGENCIES	16
<i>Regional Coordination.....</i>	<i>16</i>
<i>Interregional Coordination and Transfer Agreements</i>	<i>17</i>
1.9 RECENT STUDIES AND PLANS	17
CHAPTER 2: ROUTE PERFORMANCE AND EXISTING SERVICE.....	22
2.1 KEY PERFORMANCE INDICATORS	22
<i>Service Standards and Warrants.....</i>	<i>22</i>
<i>Productivity vs. Coverage Target</i>	<i>23</i>
2.2 SRTP PERFORMANCE REPORT	23
2.3 SRTP SERVICE SUMMARY	24
2.4 SERVICE PERFORMANCE	24
2.5 PRODUCTIVITY IMPROVEMENT EFFORTS.....	25
2.6 MAJOR TRIP GENERATORS	25
2.7 RECENT SERVICE CHANGES	26
CHAPTER 3: FUTURE SERVICE PLANS, FARE CHANGES, CAPITAL PLANNING AND MARKETING.....	28
3.1 PLANNED SERVICE CHANGES.....	28
3.2 MODIFICATIONS TO PARATRANSIT SERVICE	29
3.3 FUTURE MARKETING PLANS, STUDIES AND PROMOTION	29
3.4 PROJECTED RIDERSHIP GROWTH (FY25-27)	32
3.5 PROPOSED FARE STRUCTURE CHANGES.....	32
3.6 CAPITAL IMPROVEMENT PLANNING	32
<i>Revenue Vehicles.....</i>	<i>33</i>
<i>Equipment and Passenger Amenities.....</i>	<i>33</i>
CHAPTER 4: FINANCIAL PLANNING	34
4.1 OPERATING AND CAPITAL BUDGET FOR FY25	34
4.2 FUNDING SOURCES FOR OPERATING AND CAPITAL PROGRAMS	37
4.3 TUMF PROGRAM	38

4.4	REGULATORY AND COMPLIANCE REQUIREMENTS	40
4.5	OPEN PROJECTS.....	42
	<i>Planned Passenger Transit Facilities</i>	<i>42</i>
	<i>Equipment and Passenger Amenities.....</i>	<i>44</i>

Tables

Comparative Statistics

Table 1	FY24/25 Individual Route Descriptions as of July 1, 2024
Table 1.1	Fleet Inventory <ul style="list-style-type: none"> 1) <i>Motor Bus / Directly Operated</i> 2) <i>Motor Bus / Purchased Transportation</i> 3) <i>Commuter Bus / Directly Operated</i> 4) <i>Demand Response / Purchased Transportation</i>
Table 2.2A	Excluded Routes
Table 2.3	SRTP Route Statistics
Table 3	Highlights of SRTP / Operating and Financial Data
Table 4	Summary of Funding Requested for FY24/25
Table 4A	Capital Project Justification for FY24/25
Table 4B	Fare Revenue Calculation
Table 4.1	Summary of Funding Requested for FY25/26
Table 4.2	Summary of Funding Requested for FY26/27
Table 4.3	FFY19-22 FTA Quadrennial Review and FY19-21 TDA Triennial Review – Summary of Findings
Table 4.4	Open Projects Prior to FY2024/2025
Table 5	RTA FY25 – FY29 TUMF Expenditure Plan
Appendix A	RTA System Map and Fixed-Route Maps
Appendix B	Title VI Analysis

Glossary of Acronyms

5304	Discretionary grants for statewide and non-metropolitan transportation planning
5307	Formula grants for urbanized areas
5310	Discretionary grants for enhanced mobility of seniors and individuals with disabilities
5311	Formula grants for rural areas
5339	Formula grants for bus and bus facilities
AB149	Assembly Bill 149
ADA	Americans with Disabilities Act
A&E	Architectural and Engineering
ARCHES	Alliance for Renewable Clean Hydrogen Energy Systems
CAP	Climate Action Plan
CARB	California Air Resources Board
CIC	Customer Information Center
COFR	Contract Operated Fixed Route
CNG	Compressed Natural Gas
COA	Comprehensive Operational Analysis
COVID-19	Coronavirus
CSTAC	Citizens and Specialized Transit Advisory Committee
CTSA	Consolidated Transportation Services Agency
DAR	Dial-A-Ride paratransit services
DBE	Disadvantaged Business Enterprise
EEO	Equal Employment Opportunity
EV	Electric Vehicle
FCEB	Fuel Cell Electric Bus
FRR	Farebox Recovery Ratio
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
FY19	Fiscal Year 2019
FY21	Fiscal Year 2021
FY22	Fiscal Year 2022
FY23	Fiscal Year 2023
FY24	Fiscal Year 2024
FY25	Fiscal Year 2025
FY26	Fiscal Year 2026
FY27	Fiscal Year 2027
GHG	Greenhouse Gas
Go-Pass	Community College Pass
ICT	Innovative Clean Transit
LCFS	Low-Carbon Fuel Standard
LCTOP	Low Carbon Transit Operations Program
LEP	Limited English Proficiency
LTF	Local Transportation Fund
MOU	Memorandum of Understanding
MSJC	Mount San Jacinto College
NCTD	North County Transit District

NTD	National Transit Database
OCTA	Orange County Transportation Authority
OPEB	Other Post-Employment Benefits
PPP	Public Private Partnership
PTASP	Public Transportation Agency Safety Plan
RCTC	Riverside County Transportation Commission
RFP	Request for Proposals
RFQ	Request for Qualifications
RINs	Renewable Identification Numbers
RTA	Riverside Transit Agency
§	Section
SCAG	Southern California Association of Governments
SCAQMD	Southern California Air Quality Management District
SGR	State of Good Repair
SMS	Safety Management Systems
SRTP	Short Range Transit Plan
SSP	Sustainable Service Plan
STA	State Transit Assistance
TAM	Transit Asset Management
TDA	Transportation Development Act
TOD	Transportation Oriented Development
TMD	Transportation Management & Design
TNC	Transportation Network Company
T-NOW	Transportation NOW
TTCA	Temecula Towne Center Associates
TTS	Timed Transfer System
TUMF	Transportation Uniform Mitigation Fee
UCR	University of California, Riverside
U-Pass	University Pass
U.S.C.	United States Code
USDOL	United States Department of Labor
UZA	Urbanized Area as defined by the U.S. Census Bureau
WRCOG	Western Riverside Council of Governments
ZEB	Zero-Emission Bus
ZEB Plan	ZEB Rollout and Implementation Plan
ZETCP	Zero-Emission Transit Capital Program

EXECUTIVE SUMMARY

This Short Range Transit Plan (SRTP), updated annually, covers Fiscal Year 2025 (FY25) through Fiscal Year 2027 (FY27). The plan provides a description of Riverside Transit Agency’s (RTA) services, regional transit needs and a look ahead at RTA’s proposed service plans and capital projects.

During the past year, RTA offered exciting new services, implemented emerging technology and saw fuller buses. More people are choosing RTA as their preferred way to get to work, school, shopping and to visit friends and family. In Fiscal Year 2023 (FY23), RTA’s ridership grew to 5.2 million, an increase of 27 percent from the previous year! After one year of service, GoMicro continues to exceed expectations in Hemet and San Jacinto with high ridership and improved efficiencies. More college students rode the bus thanks to our successful U-Pass and Go-Pass programs. A tidal wave of people took advantage of a fare promotion that offered free rides on Fridays. Post-pandemic, RTA continues to make year over year gains in ridership as can be seen in the chart below.

Calendar Year (CY) to Calendar Year (CY) Fixed Route Unlinked Passenger Trips					
Agency	2019	2020	2021	2022	2023
RTA	8,222,689	4,123,903	3,138,652	4,630,550	5,317,662
NCTD	6,336,029	3,529,707	3,374,758	4,293,271	4,700,870
Omnitrans	10,541,433	5,376,995	4,408,002	5,511,573	6,280,450
SunLine	4,048,831	2,418,205	2,008,944	2,389,946	2,563,479
Foothill	11,751,793	7,199,280	6,226,106	7,389,595	8,452,534
National Total	4,430,281,630	2,422,128,502	2,370,892,328	2,871,291,694	3,331,398,171

Percentage Change in Fixed Route Ridership Relative to Calendar Year (CY) 2019					
Agency	2019	2020	2021	2022	2023
RTA	0.00%	-49.85%	-61.83%	-43.69%	-35.33%
NCTD	0.00%	-44.29%	-46.74%	-32.24%	-25.81%
Omnitrans	0.00%	-48.99%	-58.18%	-47.72%	-40.42%
SunLine	0.00%	-40.27%	-50.38%	-40.97%	-36.69%
Foothill	0.00%	-38.74%	-47.02%	-37.12%	-28.07%
National Total	0.00%	-45.33%	-46.48%	-35.19%	-24.80%

Source: FTA National Transit Database (Unlinked Motor Bus & Commuter Bus Passenger Trips)



Vine Street Mobility Hub Ribbon Cutting

Perhaps the biggest accomplishment during the year was the January 14th opening of the Vine Street Mobility Hub in Riverside, one of the county’s most-anticipated transportation projects. The hub features 16 bus bays, a community plaza, shade structures and plenty of greenspace. The five-acre project’s vicinity to the Metrolink station and downtown Riverside is part of a broader vision for a thriving, prospering and



Vine Street Mobility Hub

dynamic community. The hub was built to accommodate current and future RTA bus service and provide riders with a safe, comfortable place to wait for their bus and make their connections.

RTA also implemented the first wave of improvements from our three-year Sustainable Service Plan (SSP), which aims to promote service efficiency and enhance our customers’ travel experience. Some highlights during the first year included 15-minute service between 6 a.m. and 6 p.m. on Route 1, the extension of Route 18, access to more destinations

throughout the system and better connections with Metrolink trains on routes 13 and 61.

RTA is also making good on its commitment to implement new technology. RTA’s fareboxes accept several ways to pay, including tap-enabled credit and debit cards, mobile ticketing, Apple Pay and Google Pay. Now paying for a ride is as easy as paying for a cup of coffee. More people are using GoMobile, RTA’s official all-in-one mobile ticketing app, which allows riders to buy passes, pay for their fares, plan their trip, view estimated bus arrival times and get service alerts at the touch of a button.



RTA has begun phasing out its older, high-mileage vehicles and is replacing them with newer models. The Agency has received 70 new buses, replacing roughly half of its current fleet of large buses that have reached the end of their useful service life. Future bus orders will include a mixed fleet of both Compressed Natural Gas (CNG) and hydrogen Fuel Cell Electric Buses (FCEB) as we move towards our goal of transitioning to cleaner fuel.

This year, RTA kicked off an Organizational Culture and Leadership Project. This ambitious effort will aim to improve leadership at all levels of the Agency while also redefining our mission statement and core values to be more in line with the current vision of the Agency. RTA is making investments in several key services and projects and will continue to focus on long-term improvements during FY25. The following is a summary of the most significant projects over the next year:

Comprehensive Operational Analysis (COA): With portions of the SSP three-year recommendations already being implemented, the Agency is ready to embark on a longer-term study. The COA, which will kick off in FY25, is a 10-year strategic plan that will propose short-term and long-term goals to strengthen the regional network, consolidate and streamline routes to offer faster and more frequent service, evaluate the possibility of microtransit zones in other areas, meet growing demand and ultimately aim to grow ridership while serving the public more efficiently. The COA will include extensive community outreach, stakeholder input and will lay the groundwork for the next 10 years of service improvements and growth for the region.

Fare Promotions: RTA plans to offer more fare promotions in FY25. These promotions have proven to boost ridership in the past few years. The promotions will include free rides for youth ages 18 and under, 25 cent rides during the summer and other free ride days throughout the year.

Purchase of New CNG Buses: A fleet of brand-new 32-foot Contract Operated Fixed Route (COFR) CNG buses are arriving at RTA as part of an effort to swap out our oldest, highest-mileage vehicles and replace them with newer models. In all, RTA plans to roll out 50 new buses to replace COFR buses that are nearing the end of their useful service life of 7 years or 200,000 miles per Federal Transit Administration (FTA) guidelines. Future bus orders for the COFR may include some FCEBs once an Altoona-approved engine, required per federal guidelines, is made available.

Purchase of New Dial-A-Ride (DAR) Buses and Vans: A fleet 25 of brand-new DAR buses are arriving at RTA to replace older, higher mileage vehicles that have met their useful service life of five years or 150,000 miles per FTA guidelines. New this coming year, RTA's DAR fleet will now include 25 DAR vans which seat up to 8 passengers and are equipped with two wheelchair positions. These lighter duty vehicles have a useful service life of four years or 100,000 miles. The addition of transit vans to the DAR fleet will help reduce operating costs, increase efficiency and combat driver shortages.

Preparation and Implementation of the Bus Stop Strategic Policy: More than 100 bus shelters with benches and trash receptacles have been installed at bus stops throughout the RTA service area since this plan was adopted in 2015. RTA is currently updating the policy to ensure amenities continue to be equitably and sustainably distributed across RTA's large service area. The update will also take into consideration new state policies and funding for on-going maintenance costs. The updated policy will be presented to the RTA Board of Directors for their consideration in FY25. If approved, staff will identify stops that qualify for improvements during FY25.

Installation of Solar Panels and Hydrogen Fueling Stations: Thanks to a \$1.6 million federal grant, RTA plans to purchase and install solar panels at our Riverside and Hemet facilities during FY25. Installation of solar panels will significantly decrease costs and

Greenhouse Gas (GHG) emissions and allow the Agency to produce clean, sustainable and renewable energy. RTA is also planning to begin work on new fueling stations during FY25 that will power our future fleet of hydrogen-powered buses.

Zero-Emission Buses (ZEB): The Agency continues to work towards the California Air Resources Board’s (CARB) Innovative Clean Transit (ICT) regulation which requires all California transit agencies to gradually transition to a 100 percent ZEB fleet with the goal of a full transition by the year 2040. Per RTA’s ZEB Rollout and Implementation Plan (ZEB Plan), it is estimated to cost RTA an additional \$127 million dollars in operating and capital expenses over the next 20 years to transition the fleet to ZEBs. In that plan, hydrogen was assumed to be six dollars per kilogram, a price that is not available in the current market. In March 2023, the Board authorized staff to join the Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES). ARCHES is a public-private hydrogen consortium whose purpose is to accelerate the development and deployment of clean, renewable hydrogen projects and infrastructure to reduce GHG emissions. In Fiscal Year 2024 (FY24), ARCHES was awarded federal funding from the H2Hubs competitive grant opportunity. As a partner, RTA will receive funding to help facilitate the transition to FCEBs. This will also help the Agency in obtaining a guaranteed supply of green, renewable hydrogen at a much lower, more affordable price than is currently available.

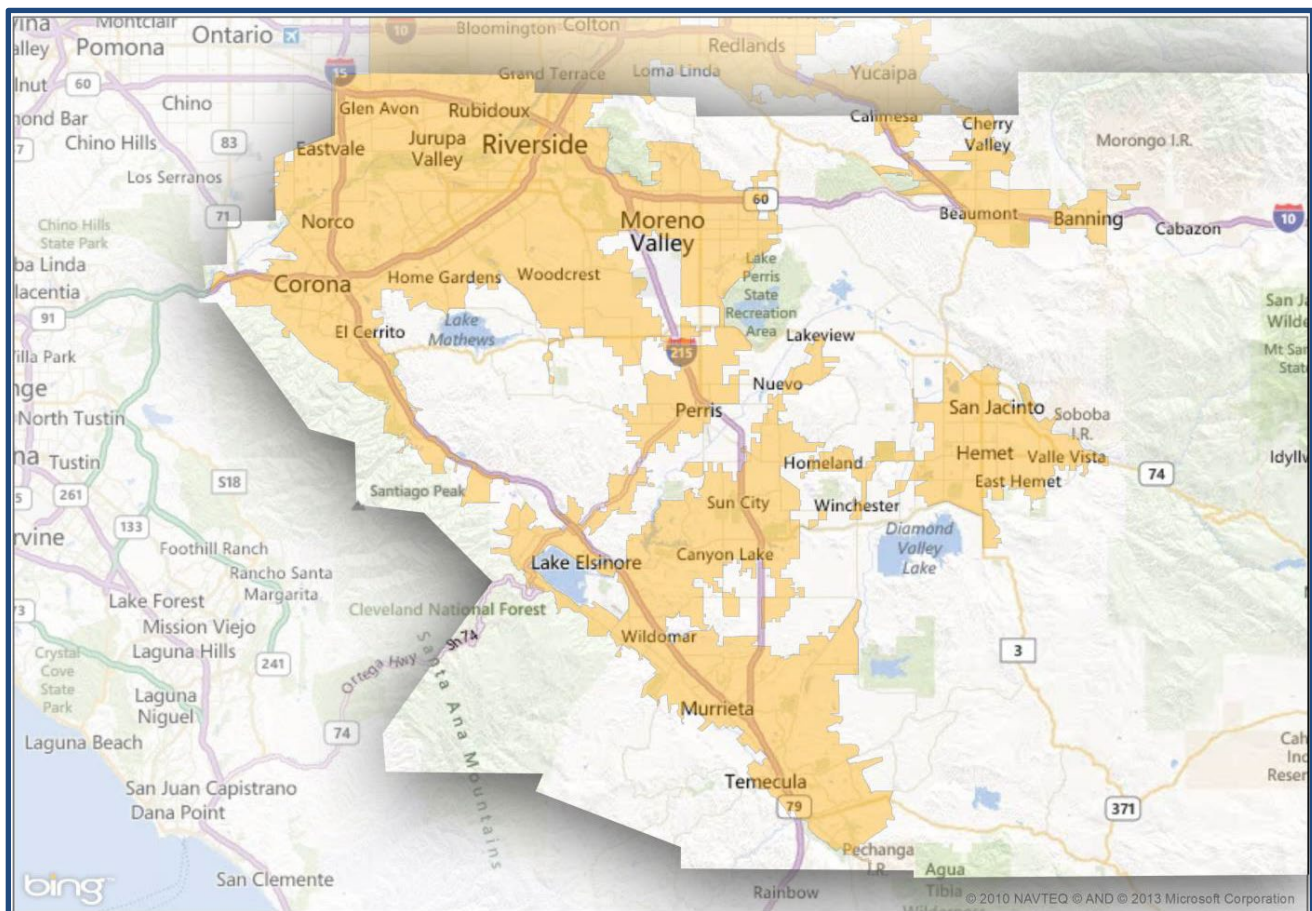
Autonomous Shuttle Pilot: In November 2023, the Riverside City Council voted unanimously to finalize an agreement with the all-electric autonomous shuttle company Ohmio to move its international headquarters and manufacturing from New Zealand to Riverside. The city will lease or purchase three autonomous shuttles and operate them in Riverside during a two-year pilot program. Each shuttle will have a safety operator who can take control of the shuttle if necessary and assist passengers throughout their trip. RTA is looking into a potential partnership with the City of Riverside to provide the safety operators and some of the maintenance for the two-year pilot program, pending Board approval. If successful, this pilot will provide the Agency with cutting edge insight into autonomous vehicles and has the potential to be implemented in other areas.

The SRTP is organized as follows: Chapter 1 provides an overview of the system. Chapter 2 describes route performance and existing service. Chapter 3 details planned service changes during FY25. Chapter 4 covers the financial and capital plans.

CHAPTER 1: SYSTEM OVERVIEW

1.1 JURISDICTION

RTA’s jurisdiction is among the largest in the nation for a transit system, encompassing approximately 2,500 square miles of western Riverside County. Included in RTA’s service area are the 18 cities of Banning, Beaumont, Calimesa, Canyon Lake, Corona, Eastvale, Hemet, Jurupa Valley, Lake Elsinore, Menifee, Moreno Valley, Murrieta, Norco, Perris, Riverside, San Jacinto, Temecula and Wildomar, as well as the unincorporated areas of Riverside County supervisorial districts 1, 2, 3 and 5. RTA provides service in both urban and rural areas. Urbanized and rural areas are defined by the United States Census Bureau based on population size and revised every 10 years with each new census. The urbanized areas (UZA) in the jurisdiction are Riverside-San Bernardino, Hemet and Murrieta-Temecula-Menifee. Portions of RTA routes also connect to Los Angeles-Long Beach-Anaheim, providing interregional mobility options for RTA customers. The map below illustrates RTA’s jurisdictional boundaries and highlights the portions of the region considered urbanized.

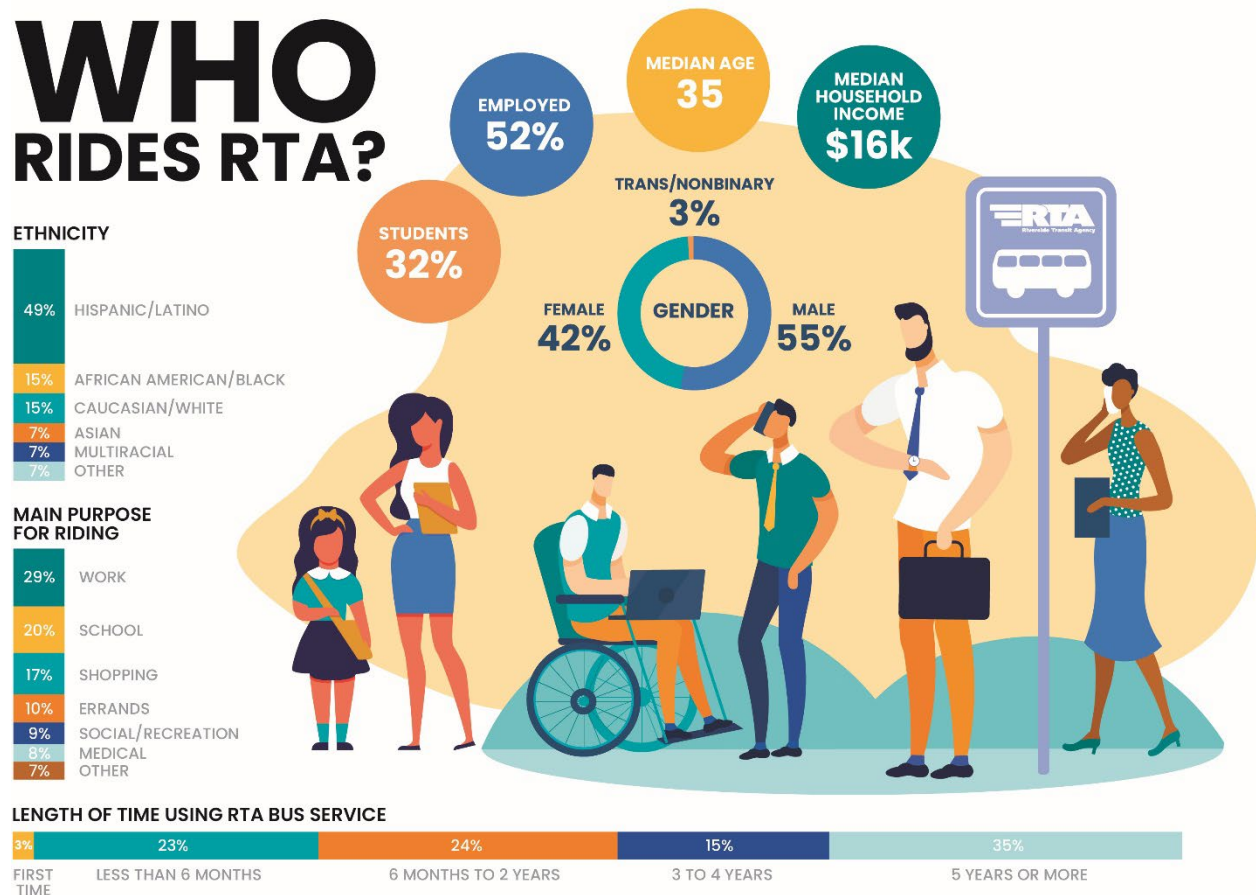


1.2 POPULATION PROFILE AND DEMOGRAPHIC PROJECTIONS

Because our customers’ travel needs evolve over time, RTA continually plans and designs routes that are customer-oriented and financially sustainable. By studying the characteristics of our riders, a better understanding is gained to more appropriately plan for and meet the needs of the transit market. Moreover, it is key to determining the shifts or changes in ridership behavior following the COVID-19 pandemic. Rider characteristics, along with demographic and population changes, are used to shape and strategize how resources will be allocated in future years.

Population Profile – Rider Characteristics

RTA passenger characteristics were collected from on-board surveys in November and December 2021 as part of the RTA 2021 Onboard Rider Survey. A demographic summary of RTA riders offered the following characteristics:



Source: RTA Fall 2021 Onboard Rider Survey.

Population Profile

Deployment of future transit service will directly correspond to demographic and land use changes within the RTA service area, driven by population growth and buffered by the aforementioned ICT impacts.

The table below shows population changes between 2020 and 2023 based on California Department of Finance data as of May 2023. Between 2020 and 2023, population for the service area has grown by nearly one percent with growth as high as nine percent in some areas and decreases as high as six percent in other areas across this period.

WESTERN RIVERSIDE COUNTY						
Historical Populations, with 2020 Census Counts						
City	2020	2021	2022	2023	Change 2020 - 2023	% Change
Banning	30,621	30,592	30,856	31,250	629	2.1%
Beaumont	53,318	53,945	54,349	56,590	3,272	6.1%
Calimesa	10,028	10,588	10,950	10,962	934	9.3%
Canyon Lake	11,069	11,082	11,003	10,949	-120	-1.1%
Corona	156,637	157,182	157,139	157,005	368	0.2%
Eastvale	69,742	70,457	69,978	69,514	-228	-0.3%
Hemet	89,325	89,302	89,170	89,918	593	0.7%
Jurupa Valley	104,828	105,131	105,154	104,983	155	0.1%
Lake Elsinore	70,572	71,225	71,989	71,973	1,401	2.0%
Menifee	102,466	104,323	107,411	110,034	7,568	7.4%
Moreno Valley	208,237	208,387	208,302	208,289	52	0.0%
Murrieta	110,702	111,024	110,592	109,998	-704	-0.6%
Norco	26,659	24,680	25,035	25,037	-1,622	-6.1%
Perris	78,614	78,867	78,474	78,948	334	0.4%
Riverside	316,307	309,598	314,818	313,676	-2,631	-0.8%
San Jacinto	53,835	54,186	54,303	54,103	268	0.5%
Temecula	109,820	109,881	109,468	108,899	-921	-0.8%
Wildomar	36,720	36,713	36,438	36,336	-384	-1.0%
Unincorporated*	293,910	296,010	298,803	301,270	7,360	2.5%
Incorporated (City totals)	1,639,500	1,637,163	1,645,429	1,648,464	8,964	0.5%
Grand Total	1,933,410	1,933,173	1,944,232	1,949,734	16,324	0.8%

*Unincorporated estimate is based on 75% of all the County unincorporated, not just western Riverside County (as per WRCOG guidance).

Source: California Department of Finance, May 2023

Riverside County Total Population Projections					
2020	2025	2030	2035	2040	2045
2,422,134	2,471,003	2,540,559	2,596,890	2,637,463	2,661,201
% Change	2.02%	2.81%	2.22%	1.56%	0.90%

Source: California Department of Finance, March 2024

Across the RTA service area, the highest population and employment densities continue to be found in the corridor linking Corona, Riverside and Moreno Valley. This area encompasses more than one-third of the estimated 1.9 million residents in western Riverside County¹. The highest concentration of jobs is in, around and between the cities of Riverside and Corona and in the Murrieta/Temecula area at the southern portion of the County.² The population and employment densities of these cities make public transit a more viable option for travel.

1.3 FIXED-ROUTE AND PARATRANSIT SERVICES

Following the COVID-19 pandemic, RTA has gradually increased service in response to growing ridership and demand. Service on RTA's top 10 performing routes was increased in Fiscal Year 2022 (FY22) and FY23, with the return to in-person sessions for grade schools and colleges. In FY24, RTA implemented most year one recommendations from the SSP. As of July 1, 2024, RTA will operate 32 local fixed routes, three CommuterLink express routes, GoMicro microtransit service in Hemet-San Jacinto and complementary demand response paratransit services throughout the service area. Routes in higher density urban areas with greater peak ridership are usually operated with larger vehicles, while routes in suburban and rural areas with lower ridership are usually operated with smaller- to medium-sized vehicles. Table 1 contains a complete listing of both directly operated and contract operated routes.

Fixed-Route Services

RTA fixed-route services fall within two categories:

- Thirty-two local routes
- Three CommuterLink express routes

See Table 1 for a complete listing of routes and the areas they serve.

On-Demand Microtransit Services

In the Hemet-San Jacinto area, RTA launched GoMicro, an on-demand pilot microtransit program that offers shared rides within the zone. Riders can request a ride when they need it and get picked up within 60 minutes of their request. They can travel from bus stop to bus stop and connect to fixed route service within the zone.

Paratransit Services

RTA offers complementary demand-response paratransit DAR service to persons with disabilities and seniors (age 65 and older). DAR is an advanced-reservation service:

¹ California Department of Finance, Demographic Research Unit (May 2019).

² RCTC Long Range Transportation Study (December 2019).

- DAR trips must begin/end within 0.75 miles of an active RTA fixed route (excluding express buses).
- DAR service operates at times equivalent to the local fixed-route bus services.
- Despite fixed route service decreases from the COVID-19 pandemic, DAR service availability remains intact to ensure essential trips are available to vulnerable, transit-dependent passengers who utilize these services.

RTA has Three Types of DAR Services:

- Americans with Disabilities Act (ADA) Priority DAR Service: RTA gives priority service to individuals who are certified under ADA law for trips throughout the RTA service area based on the above criteria.
- Senior and Disabled DAR Service: Seniors ages 65 and older and persons with disabilities are eligible for local DAR service for trips that begin/end within a single city based on the above criteria.
- DAR Plus Service: To provide service to those who live in rural areas that do not have access to public transportation, RTA began the DAR Plus Lifeline Service program in July 2015. This program extends the DAR service boundary around local fixed routes by an additional two miles (2.75-mile radius) to qualified applicants needing life-sustaining services. The program provides wheelchair accessible service to seniors aged 65 and older and to persons with disabilities for lifeline services such as doctor's appointments, medical treatments, trips to the pharmacy, grocery store and to the senior center to access hot meal services.

1.4 EXISTING FIXED-ROUTE AND DIAL-A-RIDE SERVICE

In FY24, RTA budgeted 670,016 revenue hours for the operation of 9,926,620 revenue miles system-wide:

- 501,182 revenue hours and 6,996,784 revenue miles budgeted for operation of 35 fixed routes
- 151,554 revenue hours and 2,739,497 revenue miles budgeted for operation of complementary DAR service
- 17,280 revenue hours and 190,339 revenue miles budgeted for operation of microtransit services in Hemet and San Jacinto

The Agency continues to see year over year increases in ridership due to numerous service improvements and fare promotions. FY24 saw improvements in service per the Board approved SSP. This included the addition of earlier morning service to connect to Metrolink trains and route improvements to increase access to major destinations. Not all year one SSP recommendations were implemented due to operator shortages, which is being experienced by transit agencies nationwide. The shortage is a result of having more operators on leave, resigning and/or retiring

and difficulty in recruiting new staff. To ensure riders have consistent, reliable service and given the number of coach operators employed, the Agency reduced weekend service on multiple routes with the September 10, 2023 Service Change. The Agency continues to hire coach operators and has held multiple hiring events throughout the service area.

1.5 CURRENT FARE STRUCTURE

In April 2019, the Board approved a fare increase that was implemented in July 2019. Prior to this increase, RTA had not increased fares for 10 years. In addition, the Board authorized a subsequent increase in fares effective July 2021. In February 2021, the Board unanimously approved delaying the July 2021 fare increase for one year until July 2022 due to the financial impacts of the COVID-19 pandemic. As conditions have dramatically changed since the last fare study was completed in 2019, the Board approved canceling the second fare increase that was scheduled to begin on July 1, 2022. Furthermore, to fully understand post-pandemic ridership trends and demands, the Board approved staff to tentatively complete a new fare policy study as early as FY24. The Agency plans to complete a fare study as part of the upcoming COA which is slated to kick off in FY25. The current fare structure is as follows:

FIXED-ROUTE/GOMICRO FARES				
Fare Categories	Base Fares	Day Pass*	7-Day Pass*	30-Day Pass*
General	\$1.75	\$5.00	\$20.00	\$60.00
Youth (age 18 and younger)**	\$1.75	\$5.00	\$20.00	\$45.00
Senior / Disabled**	\$0.75	\$2.50	\$20.00	\$30.00
Medicare Card Holder**	\$0.75	\$2.50	\$20.00	\$30.00
Veteran**	\$0.75	\$2.50	\$20.00	\$30.00
Child (46" tall or under)	\$0.50	N/A	N/A	N/A

COMMUTERLINK FARES		COMMUTERLINK + LOCAL	
Fare Categories	Base Fares	Day Pass	30-Day Pass
General	\$3.50	\$10.00	\$95.00
Youth (age 18 and under)**	\$3.50	\$10.00	\$95.00
Senior / Disabled**	\$2.75	\$7.00	\$70.00
Medicare Card Holder**	\$2.75	\$7.00	\$70.00
Veteran**	\$2.75	\$7.00	\$70.00
Child (46" tall or under)	\$2.75	N/A	N/A

DAR FARES Not accepted on fixed-route buses		
Fare Categories	Base Fares	10-Ticket Books
Senior / Disabled	\$3.50 - \$10.50	\$35.00
Medicare Card Holder	\$3.50 - \$10.50	\$35.00
Child (46" tall or under)	\$0.75	N/A

*Accepted as base fare. CommuterLink trips require an additional \$2.00 (Senior, Disabled, Medicare and Veteran) or \$1.75 (General) per trip.

**Proper identification is required at time of boarding.

In addition to these fare categories, participating colleges fund the U-Pass and Go-Pass programs. Eligible students get unlimited rides on any RTA fixed route, including CommuterLink and GoMicro service in the RTA network by downloading a pass on GoMobile, RTA’s mobile ticketing application. Staff intends to extend all agreements with colleges and universities for FY25. Active jurors, active-duty military, police and fire personnel in uniform with valid identification are also eligible for complimentary rides on RTA fixed-routes and GoMicro service.

Cooperative Fare and Subsidy Programs

RTA makes every effort to create partnerships that will improve service for customers by developing fare programs that promote the use of public transit.

In FY25, the following cooperative fare and subsidy programs are expected to continue:

- City of Temecula – Route 55 Temecula Trolley
- University of California, Riverside (UCR) – Route 51 Crest Cruiser and Route 56 Hunter Park/UCR Loop

Thanks to the popular Go-Pass and U-Pass programs, students at California Baptist University, La Sierra University, Moreno Valley College, Mount San Jacinto College (MSJC), Norco College, Riverside City College and UCR get endless rides anywhere RTA buses go, anytime they operate. College students who attend participating colleges can ride by downloading the GoMobile app on their mobile devices. To increase the number of college students that ride the bus, RTA began accepting college ID cards at UCR. This pilot, which began in February 2024, makes it easier for students to ride because they no longer need to register with the Transportation and Parking Services and wait for their GoMobile pass. The Agency will continue to monitor usage with the possibility of expanding to other participating colleges.

1.6 REVENUE FLEET

As of March 25, 2024, RTA has a total active fleet of 305 buses:

- One hundred and fifty 40-foot buses, which run on CNG, provide fixed-route services directly operated by RTA drivers. They are eligible for replacement when they have reached their useful life of 12 years or 500,000 miles.
- Sixty-three 32-foot buses, which run on CNG, provide fixed-route services operated by contracted drivers. They are eligible for replacement when they have reached their useful life of seven years or 200,000 miles.
- Eighty-four DAR buses, which run on gasoline, provide paratransit services operated by contracted drivers. They are eligible for replacement when they reach their useful life of five years or 150,000 miles.

- Eight GoMicro buses, which are converted DAR buses, run on gasoline and provide on-demand services operated by contracted drivers. They are eligible for replacement when they reach their useful life of five years or 150,000 miles.

See Table 1.1 for a complete inventory of the RTA fleet.

1.7 EXISTING FACILITIES

Existing Facilities

RTA's primary facility is Division I in the City of Riverside. RTA's secondary facility is Division II in the City of Hemet. RTA's Riverside facility is utilized primarily for directly operated routes in the northern portion of the system's network while RTA's Hemet facility is utilized for directly operated routes in the southern portion of the system's network. Currently, the Riverside facility has 365 active employees and the Hemet facility has 61 active employees.

In FY25, RTA's contracted fixed-route service will continue to be provided by Empire Transportation, operating from a facility they lease in the City of Perris. DAR service, including DAR Plus, is provided by Transdev and operates from a facility they lease in the City of Perris. The DAR facility in Perris also houses the DAR reservation call center. After going through a formal competitive bid process, the Board approved a contract award to Transdev in September 2022 to provide microtransit software and transportation services for GoMicro, the microtransit pilot program in Hemet-San Jacinto. Contractors are responsible for housing, operating and maintaining RTA-owned vehicles.

Existing Passenger Transit Facilities

In addition to improvements to service frequency and expanding service, RTA has been focused on the creation of a Timed Transfer System (TTS) and enhancing support infrastructure, such as transit hubs, to improve efficiency and customer experience. It is neither feasible nor cost effective to run direct service from every trip origin to destination. Strategically placed transit hubs are essential to making a TTS work at its optimum.

Furthermore, transit hubs are more than just a place to make bus connections. They can be community-centered, multi-modal facilities where bus and rail customers share a selection of mobility choices. These modes of travel can include single-occupancy vehicles, carpools, vanpools, bicycles, pedestrian walkways, local and commuter express buses, light rail and regional rail networks. Transit hubs are generally owned by various public agencies and are well-situated for the advancement of public-private investment partnerships leading to transit-oriented commercial and residential development.

The following is a summary of the existing transit facilities in the RTA service area:



Perris Station Transit Center: This transit center in the City of Perris at C Street and 4th Street (SR-74) has eight bus bays served by eight RTA routes. The facility handles multi-modal transfers between Metrolink; RTA local and regional routes; RTA’s DAR; and park-and-ride patrons in the southwest region. It is owned, operated and maintained by the Riverside County Transportation Commission (RCTC).



Corona Transit Center: This transit center is in the City of Corona off Grand Boulevard and North Main Street and includes eight bus bays served by three RTA bus routes, two Corona Cruiser routes and a pedestrian bridge to connect to trains at the North Main Corona Metrolink Station. This facility is owned, operated and maintained by RTA.



Galleria at Tyler: The demand for enhanced connections and improved bus stop amenities prompted RTA to improve the stops at the Galleria at Tyler Mall, which is served by seven routes. The upgrade was completed in October 2014 and nearly doubled the size of the facility, which now includes six bus bays with new passenger shelters equipped with solar lighting. The facility, which is located on mall property and maintained by RTA, includes customer amenities that comply with ADA design

standards. Reinforced concrete bus pads were installed to protect the roadway and increase the useful life of this facility. Further improvements were made in 2017 to add two additional stops on Magnolia Avenue to accommodate additional buses. In March of 2020, RTA completed construction of a new turnout for the westbound routes on Magnolia Avenue to avoid blocking the travel lanes. In 2023, the amenities were refurbished which includes a deep cleaning, repairing any damages and repainting all items to keep them in mint condition.



Moreno Valley Mall: Similar to the Galleria at Tyler, the transit facility at Moreno Valley Mall is an integral part of establishing transfers within RTA’s network. Completed in March 2015, the upgraded facility, which is utilized by five RTA bus routes, has tripled in size to include six upgraded bus bays with pedestrian amenities that comply with ADA design standards. New bus shelters with solar lighting, information kiosks, benches and trash receptacles were installed. Concrete bus pads were also installed to

preserve the roadway and increase the useful life of the stop. In January 2020, space for two bus bays were added to help ease bus congestion that resulted from RTA’s frequency improvements on routes 16 and 19. The facility is located on mall property and is maintained by RTA. In 2023, the amenities were refurbished to keep them in mint condition.



Promenade Mall Mobility Hub: RTA and the City of Temecula worked together to identify a project site located at Promenade Mall in Temecula, which is owned and operated by Temecula Towne Center Associates (TTCA). Promenade Mall had a single bus stop that was served by seven RTA bus routes. RTA had outgrown this facility and passengers were often left in the elements waiting for their bus due to the lack of an adequate shade structure and waiting area.

RTA worked with TTCA on delivering this project as a Public Private Partnership (PPP), with RTA providing construction funds and TTCA agreeing to own and maintain the hub. The project was completed on January 13, 2019 and placed into service. The new hub features five shelter areas/shade structures, nine benches, improved lighting, sidewalk upgrades, real-time passenger information and expanded room for up to five full-sized buses.



La Sierra Metrolink Station: An expansion project at the La Sierra Metrolink Station was completed in January 2019 and was delivered through a public-public partnership with RCTC. The La Sierra Metrolink Station is emerging as a major intermodal mobility hub that brings together rail, two RTA routes, plus first-mile-last-mile solutions including bikeways, pedestrian walkways and market-rate housing. The facility is owned, operated and maintained by RCTC. This station

expansion project supports RTA’s goal of implementing timed transfer connections and intermodal connectivity between rail and bus and includes six bus bays with passenger amenities, as well as a coach operator restroom facility.



Canyon Crest Bus Stops: UCR is one of the busiest transit destinations in the Agency’s transit network. The Canyon Crest Bus Stop Improvements were completed in partnership with the City of Riverside in December 2021. The on-street bus stops were expanded and improved to include six bus bays with shelters, benches, trash receptacles and bus pads and is served by four RTA routes. The expanded stops have improved connectivity, enhanced safety, reduced congestion and will effectively

accommodate current and future service levels. Across the street from the bus stops is a modernized two-way bike lane built by the City of Riverside. The protected bike lanes improve safety and provide first-mile-last-mile connections.



Vine Street Mobility Hub: Located across the street from the Riverside Downtown Metrolink Station, the Vine Street Mobility Hub provides vital connections between bus, train and active transportation. Construction was completed in December 2023 and the hub features 16 bus bays to accommodate current and future RTA bus service, and associated facilities, including a coach operator’s lounge, security office, storage area, restrooms, staff parking, a

community plaza, shade structures and greenspace. The hub also includes charging infrastructure for RTA’s electric staff vehicles. The site is split into two central bus islands, each with custom overhead shelters and other rider amenities including seating areas, trash receptacles, an information kiosk, real-time messaging signs, directional signs, lighting, closed-circuit television cameras and bike storage. The overhead canopies include solar panels and lighting to minimize energy demand.



Other Transit Enhancements: During FY24, nine stops were enhanced by adding or replacing shelters, benches and trash receptacles and improving the accessibility of the stops. These enhancements are made in accordance with the Board-adopted Bus Stop Strategic Policy and deployed based on ridership and geographic equity.

1.8 EXISTING COORDINATION BETWEEN TRANSIT AGENCIES

RTA is one of two designated Consolidated Transportation Services Agencies (CTSA) in Riverside County, the other being SunLine Transit Agency in the Coachella Valley. RTA’s role as a CTSA is to assist RCTC in coordinating public transit throughout RTA’s approximate 2,500-square-mile jurisdiction, support driver training and technical workshops and assist with preparing grant applications. RTA also certifies all eligible ADA passengers for western Riverside County. Passengers for Beaumont Transit, Banning Connect, City of Riverside and City of Corona are certified through RTA and qualify for ADA services and reduced fares on all systems.

Regional Coordination

RTA coordinates regional services with the cities of Corona, Beaumont and Banning. In the City of Riverside, RTA coordinates with Riverside Connect, which provides complementary ADA-compliant service to RTA’s fixed-routes. Additionally, RTA periodically meets with social service providers, including Blindness Support Services, bus riders and other advocates through forums such as RCTC’s Citizens and Specialized Transit Advisory Committee (CSTAC), RTA’s ADA meetings, Transportation NOW (T-NOW) chapters and surrounding regional transit operators.

As a CTSA, RTA continues to assist other agencies throughout western Riverside County by helping them to apply for federal and state funds such as the FTA § 5310 program. The projects funded through the 5310 program improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding available transportation options.

RTA also assisted the City of Corona with some questions regarding the procurement of contracted services.

Interregional Coordination and Transfer Agreements

While most trips are completed within RTA's jurisdiction, there is a demand to provide connectivity to areas outside of this area. As such, RTA has collaborated with other transit agencies on agreements for funding splits and/or jurisdictional overlap, to further interregional connectivity via public transportation.

As a result of these collaborations, RTA has transfer agreements with the following agencies: Metrolink, Omnitrans, Orange County Transportation Authority (OCTA), Corona Cruiser, Banning Connect, Beaumont Transit and SunLine. Metrolink tickets and passes are accepted on RTA fixed routes that serve Metrolink stations during the period from one hour before to one hour after Metrolink service hours and are valid on the day of travel. Fare media from Omnitrans, SunLine and Beaumont Transit are accepted at transfer locations at the equivalent base fare rate, excluding CommuterLink service, on the day of travel. Corona Cruiser fare media is accepted at transfer locations and adjacent stops. OCTA fare media is accepted for base fare on CommuterLink Route 200 at transfer locations in Orange County. Current and retired employees, as well as dependents of Omnitrans and OCTA are eligible to ride at no cost on any local fixed-route, CommuterLink or GoMicro in the RTA service area. These transfer agreements will continue in FY25.

In Fiscal Year 2018, as part of the introduction of new CommuterLink Route 200, RTA and Omnitrans reached an agreement to allow Route 200 to include a stop at the Downtown San Bernardino Transit Center. RTA also reached an agreement with OCTA and the City of Anaheim to allow Route 200 to serve stops in Anaheim including Harbor Boulevard at Disneyland. Omnitrans and RTA also coordinated on developing a new transfer point in South Fontana for RTA Route 49 and Omnitrans Route 82, as well as identified space for Omnitrans service at the Amazon Eastvale transit hub. With the opening of the Vine Street Mobility Hub in January 2024, RTA and Omnitrans signed an agreement to allow Omnitrans' Route 215 to include a stop at the Vine Street Mobility Hub. Omnitrans drivers also have access to the driver facilities on site. In FY25, RTA will continue to collaborate with these agencies to provide options for enhanced interregional connectivity via transfer and funding agreements and jurisdictional overlap.

1.9 RECENT STUDIES AND PLANS

RTA regularly conducts various studies to provide efficient, reliable, safe and accessible transportation that meets the needs of the community. These studies also lay out plans for RTA's future service, replacement and maintenance of capital equipment, financial projections and transition to ZEBs. Studies and plans are also completed to meet federal and local requirements

to apply for grant funding. Listed below are the recent studies that have been completed and/or updated.

Title	Summary	Calendar Year of Completion/ Update	Location
Transit Asset Management (TAM) Plan Update	The TAM Plan includes an inventory and condition assessment of RTA’s assets, as well as a plan to maintain the assets in a state of good repair. The plan forecasts when assets will need to be repaired or replaced and outlines future financial capital needs. Per FTA requirements, the plan must be updated in its entirety, at least once every four years. The TAM Plan update was completed in 2022.	2022	RTA Board of Directors Meeting Agenda June 2022
ZEB Analysis and Rollout Plan	This study analyzed RTA’s current route profiles, service area, energy consumption needs and ridership to determine which type(s) of ZEB technology would be operationally feasible and cost effective for RTA. The study included a Rollout Plan which provides a detailed timeline and estimated cost for a phased transition to FCEBs that meets CARB requirements. The Rollout Plan is a fluid document and any updates made require Board approval. Due to decreased ridership during the pandemic, the bus purchase schedule is due to be modified and the Rollout Plan will be updated for Board consideration in FY25.	2020	RTA ZEB Analysis Board of Directors Meeting Agenda November 2020 RTA’s CARB Approved Rollout Plan

Title	Summary	Calendar Year of Completion/ Update	Location
Public Transportation Agency Safety Plan (PTASP)	The PTASP is reviewed annually and summarizes RTA’s safety plans and includes the process and procedures to implement Safety Management Systems (SMS). This ensures RTA is performing the necessary risk management activities, monitoring the results and making the necessary adjustments to maintain a safe system. The document is managed by the Safety Committee, which is comprised of an equal number of representatives for both labor and management.	2023	RTA Board of Directors Meeting Agenda May 2023
Contagious Virus Response Plan	This plan was developed in response to the COVID-19 pandemic. This plan details RTA’s contingency plan if service reductions are needed due to increased staff absenteeism or as mandated by the Board of Directors or other governmental authority. The reduction of service is presented in increasing tiers with the final third tier being a complete suspension of service.	2020	RTA Board of Directors Meeting Agenda March 2020
Title VI Program 2022 Update	As a recipient of federal funding, RTA must show compliance with FTA Title VI requirements by submitting a Title VI Program to their FTA regional civil rights officer once every three years.	2022	RTA Website
Title VI Analysis	As a recipient of federal funding, RTA is required to conduct a Title VI analysis for all major service and fare changes to identify, mitigate and/or justify any disparate impacts on minority populations or disproportionate burdens on low-income populations. RTA performs this analysis yearly during the budget process as well as any other time it’s necessary.	Ongoing	Appendix B

Title	Summary	Calendar Year of Completion/ Update	Location
RTA Climate Action Plan – Pathway to Zero-Emissions	As part of the FTA’s Sustainable Transit for a Healthy Planet Challenge, the Agency submitted a Climate Action Plan (CAP) which outlines strategic and measurable actions the Agency can take to reduce its impact on climate change and work towards a sustainable, resilient transportation system that meets the needs of the community and improves environmental and public health. The foundation of the CAP is the Agency’s ZEB Plan and includes the Agency’s Rollout Plan for the transition to FCEBs. The CAP builds upon these plans, calculates current GHG emission levels and identifies five goals to help reduce emissions.	2022	RTA Board of Directors Meeting Agenda March 2022
Fall 2021 Onboard Rider Survey	The Fall 2021 Onboard Rider Survey helped determine shifts or changes in ridership behavior due to the COVID-19 pandemic and identify potential customer-centric solutions. The survey provided valuable insight into rider demographics, behavior shifts, needs, wants, preferences and satisfaction levels of current riders. The survey results help the Agency understand the current perceptions of its audiences and steer strategic planning and operations going forward.	2022	RTA Board of Directors Meeting Agenda March 2022

Title	Summary	Calendar Year of Completion/ Update	Location
Sustainable Service Plan (SSP)	The SSP was commissioned to realign RTA's service delivery with the mobility needs of the region following the pandemic. The SSP examined current routes, unmet travel needs, emerging travel patterns and evolving demands for service. The SSP also evaluated the Agency's Service Standards and Warrants and developed a vehicle plan to lower the spare ratio.	2023	RTA Board of Directors Meeting Agenda March 2023
Service Standards and Warrants	As part of the SSP, the Service Standards and Warrants were reviewed and re-drafted to reflect current service levels and travel patterns.	2024	RTA Board of Directors Meeting Agenda February 2024

CHAPTER 2: ROUTE PERFORMANCE AND EXISTING SERVICE

2.1 KEY PERFORMANCE INDICATORS

RTA evaluates and plans for its services using the RTA Board-adopted Service Standards and Warrants metrics, which are updated as needed. The Agency’s original Service Standards and Warrants were adopted with the COA in 2007 and updated in 2012. Since then, many changes have taken place including the COVID-19 pandemic, which affected service and ridership, and the launch of GoMicro, the microtransit pilot program in Hemet-San Jacinto. As part of the SSP, the Service Standards and Warrants were reviewed and redrafted to reflect current service levels and travel patterns. The document was approved by the Board in February 2024.

Service Standards and Warrants

The Service Standards and Warrants guidelines are design standards that set the requirements for a minimum level of service that respects service quality characteristics such as route structure, service area coverage, operating hours and on-time performance. There are several factors that are typically considered when objectively measuring service performance. These factors, used in conjunction with the Annual State of Public Transit Report, help determine whether service is cost effective.

SUMMARY OF SERVICE STANDARDS AND WARRANTS	
<i>Service Accessibility</i>	Urban Areas: 70 percent of population and jobs are within 0.5 miles of any RTA route. Non-Urban Areas: 20 percent of population and jobs are within 0.5 miles of any RTA route.
<i>Service Classifications</i>	RTA service can be classified into five categories – Frequent, Regional, Local, Express and Microtransit. Complementary to the fixed-route service is DAR. See Table 1 for the route classification of each route.
<i>Span of Service</i>	The span of service or the hours of operation refers to the start and end time of a route. The span of service will vary based on service classifications and current service levels.
<i>Bus Stop Spacing</i>	Depending on the service classification, the new bus stop spacing standards allows spacing of 0.25 to 0.5 miles to support frequent, local, regional and microtransit routes. For regional routes in more suburban and rural areas, bus stop spacing may be limited to locations with accessible curb, gutters and sidewalks suitable for ADA compliance. For express routes that travel longer distances, the number of bus stops will be limited and are located in cities and communities that will attract the greatest number of commuters traveling in the same direction.
<i>On-Time Performance</i>	RTA requires that no bus shall leave a time point early and should arrive at a time point no later than six minutes after the scheduled arrival time. This limit is appropriate for RTA’s service area due to the average distance traveled by each route and the combined rural and urban areas.

<i>Headways (Frequency)</i>	Headways are the timed intervals between each scheduled trip within a fixed-route bus (e.g., the bus runs every 30 minutes). Headways range anywhere from every 10 minutes to every 120 minutes depending on the service classification. Frequent service is aimed at operating in 10-minute increments. Express routes may vary depending on demand. Microtransit service aims for a 60-minute response time.
<i>Service Efficiency</i>	Service efficiency is measured by reviewing Farebox Recovery Ratio (FRR), Passengers per Revenue Hour and GHG Reduction quantities.
<i>Load Factor (Maximum Vehicle Loads)</i>	Depending on the bus, the maximum number of passengers should not exceed 150 percent of the seating capacity or the legal weight limit of the bus. DAR vehicles should not exceed 100 percent of the seated capacity.

Source: RTA’s Service Standards and Warrants (2024)

Productivity vs. Coverage Target

The Transportation Development Act (TDA) of 1971 established fiscal performance requirements of 20 percent farebox recovery in urbanized areas and 10 percent in rural areas. To help remain in compliance with this state mandate, and to improve effectiveness and efficiency, RTA has adopted the following policy for service deployment:

- Sixty percent of fixed-route service should be deployed in areas with higher population and employment densities where transit is able to meet productivity standards, and
- Forty percent of fixed-route service should be to maintain coverage in areas where lower population and employment densities limit transit service productivity.

The 60/40 split establishes a benchmark for RTA to meet mandatory farebox recovery. By state mandate, new or significantly modified service is exempt from meeting the required criteria for up to two years plus the year of commencement. The objective is to give these routes time to perform up to standards. Other key metrics monitored are operating cost per revenue hour, passenger per revenue hour and mile and other key subsidy measurements. These key metrics are noted by route in Table 2.3.

2.2 SRTTP PERFORMANCE REPORT

Since the onset of the COVID-19 pandemic, RTA has gradually increased service in response to growing ridership and demand. FY24 marked the first year of implementing recommendations from the SSP, a blueprint for transit enhancements over the next three years. The SSP aims to upgrade service to popular destinations, increase frequencies and improve connections between bus routes and Metrolink trains. In all, more than a dozen routes have been tagged for upgrades with the first set of changes implemented in September of 2023 when several routes were adjusted and improved. Year two SSP recommendations, along with any remaining year one SSP recommendations not yet completed, will be implemented in FY25. Detailed information on the service improvements to be made can be found in Chapter 3. DAR service availability will remain consistent with pre-pandemic levels as the Agency strives to serve the most vulnerable population. For FY25, RTA projects 674,653 revenue hours for the operation of 9,938,474

revenue miles systemwide. Ridership is projected to be 6,049,047 an increase from FY24 in response to SSP year one service improvements. Table 2.3 shows detailed information on the FY24 Performance Report.

2.3 SRTP SERVICE SUMMARY

For FY25, the projected systemwide revenue miles and hours are distributed as follows:

- 371,056 revenue hours and 5,011,672 revenue miles budgeted for directly operated routes.
- 136,935 revenue hours and 2,028,188 revenue miles budgeted for contract operated routes.
- 151,926 revenue hours and 2,736,297 revenue miles budgeted for operation of DAR and DAR Plus service.
- 14,736 revenue hours and 162,317 revenue miles budgeted for operation of GoMicro microtransit service.

For FY25, of the miles and hours budgeted, 325,429 revenue hours and 4,147,615 revenue miles are being delivered by routes that qualify for an exclusion from the farebox recovery ratio calculation. Table 2.3 provides detailed information on RTA's FY25 projected service and Table 2.2A lists the excluded routes and dates they will expire.

2.4 SERVICE PERFORMANCE

In the years following the COVID-19 pandemic, RTA has steadily increased service in response to growing demand. In addition to improving frequencies on the top ten performing routes, RTA also launched new service with the Route 44 and GoMicro microtransit service in Hemet and San Jacinto. The Agency also kicked off Route 56 connecting Hunter Park Metrolink Station with UCR. During the past year, RTA had strong ridership gains despite cuts made to weekend service due to operator shortages. Ridership numbers are still short of what they were pre-pandemic, but the gap continues to close. Looking ahead to FY25, RTA plans to make several changes to existing routes to boost service to Metrolink stations, improve frequency and enhance on-time performance. The total projected revenue miles and hours are provided in route level detail in Table 2.3. Estimated number of passengers, passenger miles, revenue hours and miles, operating costs and passenger revenue information are provided for each route including DAR which is summarized by UZA. The FY25 projections are based on the SSP which takes into account the effects of the COVID-19 pandemic on travel patterns, ridership, service levels, operational capacity and revenue.

2.5 PRODUCTIVITY IMPROVEMENT EFFORTS

RTA continually monitors key service performance metrics such as farebox recovery and passengers per hour or trip. These metrics are key factors in evaluating the performance of individual routes and trips. In September 2022, Transportation Management and Design, Inc. (TMD) was contracted to complete the SSP. The SSP included a complete analysis of the Agency's service area, a performance review of all fixed route trips and significant community outreach. The SSP was approved by the Board in March 2023 and calls for a variety of transit enhancements over the next three years, beginning in FY24. The FY25 service improvements are based on year two of the SSP service improvements, as well as any year one SSP recommendations that were not implemented in FY24 due to operator shortages. Route performance will be monitored in the coming months to ensure that the services being offered are as efficient as possible and continue to meet the needs of the communities.

2.6 MAJOR TRIP GENERATORS

Work-related, education-related, retail and recreational trips are RTA's largest trip purposes. Customer surveys conducted in 2021 for the Rider Survey indicated that:

- Thirty-five percent of trips were for retail, errands or recreational purposes
- Twenty-nine percent of trips were for work purposes
- Twenty percent of all trips were to/from college or school

These market segments will remain critical to ridership expansion.

RTA's student pass programs with local colleges and universities have been a great source of ridership over the last decade and continue to be marketed heavily to the college populations. RTA also continues to make every effort to coordinate transit service with K-12 school bell schedules and boundaries.

GoMicro microtransit service began operating in the Hemet and San Jacinto area in December 2022. GoMicro replaced under-performing fixed-route transit service and the goal of the service is to continue to provide meaningful mobility to Hemet and San Jacinto residents while reducing operating costs for RTA to ensure financial sustainability. The Marketing Department will continue efforts to promote the service.

The SSP, which included extensive community outreach and rider and non-rider surveys, points to the ongoing need for service improvements concentrated on six core themes:

1. Service Frequency: Key improvement required for RTA services to attract new and more frequent ridership.

2. Span of Service: Add early morning service for major employment centers and to connect with Metrolink trains.
3. Lower Cost: Defer fare increases and continue to offer promotional fares.
4. Expand Routes and Locations Served: Provide service to destinations not currently served.
5. Connectivity: Better coordination between RTA services at key connection points.
6. Streamlining: Focus routes on major streets/corridors, reduce circuitous and overlapping routing of service, improve travel times, on-time performance, safety and ease of understanding of the service network.

RTA will continue to explore service changes that address these key service attributes in order to retain existing customers, as well as gain new ones.

2.7 RECENT SERVICE CHANGES

Key service changes implemented in FY24 are listed below:

- The opening of the Vine Street Mobility Hub which is served by routes 1, 15, 22, 29, 49, 200 and DAR.
- Schedules were adjusted to improve on time performance, overall efficiency and connections with other routes, trains and school bell times: 1, 9, 11, 12, 14, 15, 18, 19, 22, 23, 24, 27, 28, 29, 30, 31, 41, 44, 49, 61, 74, 79, 200, 204 and 206.
- Decreased weekend service due to operator shortages: 1, 11, 13, 14, 16, 19, 22, 27 and 28.
- Route 1: Increased weekday frequency to every 15 minutes from 6 a.m. to 6 p.m.
- Route 8: Service to Canyon Estates and Saddle Ridge was discontinued due to low ridership and the schedule was adjusted to improve connections with Route 9.
- Route 11: Service along portions of Ironwood and Hemlock avenues were discontinued due to low ridership. The route was adjusted to serve the March Veterans Village on N Street.
- Route 13: The route no longer travels along Monroe Street and Colorado Avenue but instead travels along Van Buren Boulevard to improve access to retail and grocery shopping destinations. The route serves bus stop 4789 located on Magnolia Avenue instead of bus stop 1063 inside the Galleria at Tyler Mall.
- Route 15: The route serves bus stop 4789 located on Magnolia Avenue instead of bus stop 1063 inside the Galleria at Tyler Mall.
- Route 18: The route was adjusted to extend service to Corporate Centre Place to improve access to retail and grocery shopping destinations. Weekday and weekend schedules were adjusted to decrease frequencies from every 50 minutes to about 75 minutes on the weekdays and every 60 minutes on the weekends.
- Route 21: A new weekday northbound trip departing the Galleria at Tyler at 6:24 a.m. and a new southbound trip departing the Jurupa Valley/Pedley Metrolink Station at 7 a.m. were added to connect with trains at the Pedley Metrolink Station.

- Route 22: The route was realigned and no longer serves stops 3491 and 3574 on University Avenue and Market Street and stops 1001 and 1002 on University Avenue and Lemon Street. The route now serves bus stop 3489 on Lemon Street and University Avenue in both directions.
- Route 27: The route serves bus stop 4789 located on Magnolia Avenue instead of bus stop 1063 inside the Galleria at Tyler Mall.
- Route 30: A new weekday trip departing the Perris Station Transit Center at 5:10 a.m. was added to connect with Metrolink service.
- Route 41: Weekend service was discontinued due to low ridership.
- Route 61: The route was realigned from Newport Road and Bradley Road to travel through Haun Road and La Piedra Road to improve access to retail and grocery shopping destinations.
- Route 74: The portion of the route from Sun City to Perris Station Transit Center was discontinued and weekday and weekend frequencies were improved from every 75-95 minutes to every 70 minutes.
- Route 79: The portion of the route from Promenade Mall to Old Town Temecula was discontinued due to low ridership and weekday and weekend frequencies were improved to every 85 minutes.
- Route 200: A new weekday westbound trip departing the San Bernardino Downtown Transit Center at 4:15 a.m. and a new eastbound trip departing Disneyland at 6:20 a.m. were added. The eastbound trips serve bus stop 4789 located on Magnolia Avenue instead of bus stop 1063 inside the Galleria at Tyler Mall.

FY24 also marked the completion of the first full year of GoMicro service in Hemet and San Jacinto. Performance on GoMicro has exceeded expectations with high ridership numbers and passengers per vehicle hour, a measurement of efficiency. RTA will continue to monitor GoMicro and examine ways to improve efficiencies and meet growing demand.

CHAPTER 3: FUTURE SERVICE PLANS, FARE CHANGES, CAPITAL PLANNING AND MARKETING

3.1 PLANNED SERVICE CHANGES

Preparation of the FY25 service plan began with the SSP which included a performance review of all fixed-route bus service. The study took into account the pandemic's effect on travel demand and charts the path forward for the next few years. As approved by the Board, year two service improvements from the SSP will be implemented in FY25, as well any year one recommendations that have not yet been implemented. With additional operators on staff, the Agency plans to reinstate the discontinued weekend service resulting in improved frequencies. Service changes include adjustments to multiple routes to improve service reliability and efficiency while increasing ridership and access to major destinations.

The following service changes are planned for FY25. Implementation is contingent on ridership demand, funding and operator availability.

- September 2024 service changes:
 - Reinstate the discontinued weekend service resulting in improved frequencies on routes 1, 11, 13, 14, 16, 19, 22, 27 and 28.
 - Route 8: Improve frequency to every 60 minutes and implement a new transfer location with Route 9 at Walmart at Central & Cambern.
 - Route 9: Discontinue service to the Lake Elsinore Outlet Mall and improve frequency from every 70 minutes to every 60 minutes. Provide timed connections with Route 8 at Walmart at Central & Cambern.
 - Route 200: Add one roundtrip in the morning due to high demand.
- January 2025 service changes:
 - Route 1: Increased service to the Vine Street Mobility Hub to connect to Metrolink trains.
 - Route 16: Improve weekday frequency to every 15 minutes from 6 a.m. to 6 p.m.
 - Route 19: Improve weekday frequency to every 15 minutes from 6 a.m. to 6 p.m.
 - Route 28: Improve weekday frequency from every 35-40 minutes to every 30 minutes.
 - Route 44: Improve frequency on San Jacinto Ave. from every 60 to 70 minutes to every 40 minutes.

In partnership with Metrolink rail service, RTA has previously operated the Route 54 shuttle service for Riverside's Mission Inn Festival of Lights on four Friday and Saturday evenings in November and December. This shuttle is well utilized and helps reduce traffic congestion at this

popular event. If the shuttle is needed this winter, RTA will work with Metrolink on an agreement to fund the Route 54 shuttle.

There are three routes that are normally subsidized by agency partners. Routes 51 and 56 are funded by UCR. Route 55 is partially funded by the City of Temecula. All three routes are currently operating and are included in the FY25 budget. New funding agreements are currently being finalized for FY25.

3.2 MODIFICATIONS TO PARATRANSIT SERVICE

RTA will continue its mobility management assistance for seniors, disabled persons and veterans using the Customer Information Center (CIC) located at Division II in Hemet. Passengers will be given step-by-step training on how to travel using RTA's fixed route system and will benefit from receiving instructions through phone calls and emails. As appropriate, RTA will continue to encourage transition from DAR to fixed-route through classroom presentations, train-the-trainer programs and trip planning through the CIC. Expenses related to phone assistance and mobility training are reimbursed through a 5310 Grant. Through the Low Carbon Transit Operations Program (LCTOP), transit passes will be provided to teachers/aides who assist and train disabled students on how to ride fixed routes. RTA Planning and Marketing staff are also available for select presentations and will be working to train affordable housing residents in the coming years on how to use public transportation thanks to the Affordable Housing and Sustainable Communities (AHSC) grant that RTA, Wakeland Housing and Development Corp and City of Riverside partnered on.

3.3 FUTURE MARKETING PLANS, STUDIES AND PROMOTION

The Marketing Department executes marketing and communication campaigns targeted at existing and potential riders, commuters, students, elected officials, members of the business community, the media and non-profit groups. With the Agency's vision, mission and core values in mind, the department's FY25 efforts will address customer service; support community and government relations; allocate resources to increase the awareness of RTA's services; promote the increased use of public transit; as well as develop a positive relationship between the Agency and the people we serve. More specifically, the Marketing Department seeks to address the following areas:

- Increasing fixed-route ridership and awareness of RTA services
- Encouraging trial and repeat use among residents who currently do not ride the bus
- Enhancing a positive image among riders, potential riders, community leaders and elected officials
- Ensuring public awareness and education for new and expanded bus service
- Educating the public on the benefits of public transportation
- Coordinating timely updates to RTA's website: RiversideTransit.com

- Promoting our services and community events on social media
- Representing the Agency at various community events
- Providing excellent customer service
- Enhancing government relations
- Assisting with employee communication

With a focus on revitalizing service, the Marketing Department continues to explore opportunities to increase ridership and promote travel by bus, while developing creative strategies to communicate and interact with customers. The department has identified objectives, target markets and strategies that can result in maximum impact both now and for years to come. The coming year provides a variety of opportunities for the department, including the promotion of new mobility hubs, and continued efforts to push mobile ticketing, as well as popular free- or reduced-fare ride programs for area college students.

Service Adjustments: Marketing promotes information regarding service adjustments through a variety of advertising methods to reach customers including email rider alerts, website information, brochures, advertisements, on-bus information, newsletters and social media.

Customer Information Materials: RTA aims to make the transit system easier to understand and use through enhanced passenger information and signage. Materials are developed for both novice riders and experienced users to read and understand. Informational documents are readily available and designed to attractively promote RTA services to new users, while maintaining interest and engagement from existing riders.

Public Speaking Opportunities: Presentations are customized for a variety of market segments. Outreach to business and community leaders is used to educate these groups about the economic benefits that transit provides to the community, while presentations for social service agencies or other gatekeeper organizations are tailored to educate these groups on how transit can enhance personal mobility and how they can help to promote its usage. Presentations also occur at senior centers, colleges and school orientation programs that focus on how those populations can use the bus to accomplish their various tasks.

Community Relations: Many of RTA's strategies rely on working through local organizations and businesses to direct specific promotional messages to constituencies with realistic potential for using RTA's transit services. Community-based marketing and partnerships with local businesses and public agencies of this kind are cost-effective. A way RTA builds upon these relationships is by participating in community events such as expos and parades, which provide the opportunity to attract potential new users and promote RTA as an active community partner.

Website and Social Media: RTA's website is used to publish up-to-date information about Agency services, policies and publications. RTA also utilizes social media, including Facebook, X, TikTok, YouTube, Instagram, LinkedIn and iAlerts. The use of social media allows RTA to provide information quickly and easily to users while raising RTA's brand and stakeholder engagement.

Customer Information Center: The CIC provides phone information to customers seven days a week. As call volumes fluctuate, RTA maintains staffing levels to adequately meet its customers' needs. Various resources such as Google Transit trip planner, GoMobile app and BusWatch real-time bus tracking allow customer service representatives to answer customer inquiries quickly and accurately. English- and Spanish-speaking clerks are available to assist callers. For other language requirements, both written and verbal, RTA uses the service of LanguageLine Solutions which provides interpretation and translation in more than 200 languages.

Transportation NOW: T-NOW was formed in 1992 as a grassroots advocacy group comprised of public transit advocates. Members of T-NOW range from elected officials and community activists to everyday transit users who are committed not only to addressing regional transportation issues but meeting the needs of individual communities. There are six T-NOW chapters throughout the service area that include Greater Riverside, Hemet/San Jacinto Area, Northwest, Moreno Valley/Perris, San Geronio Pass Area and Southwest. Each chapter meets monthly.

U-Pass and Go-Pass Programs: The Agency partners with local colleges and universities to provide students with unlimited free or reduced-fare rides on all RTA local fixed route, CommuterLink and GoMicro buses. The Go-Pass program will be financed by student fees during the fall, spring and summer terms and include students at the Riverside Community College District, which includes Moreno Valley College, Norco College and Riverside City College, and students at MSJC. The U-Pass program, which includes Cal Baptist University, La Sierra University and UCR, will be financed by the universities that pay on a discounted per-boarding basis. At UCR, the program also includes faculty and staff.

Implementation of Fare Promotions Program: From June 1 to August 31, 2024, RTA will run a 25-cent fare promo for all riders on all fixed route and GoMicro services. Youth ages 18 and under will have free fares for one year. Free fare transit passes will be provided for teachers/aides who assist and train disabled students on how to ride fixed route services. In addition, the Agency will run free promo days on the following days:

- Car Free Day – September 22, 2024
- California Clean Air Day – October 2, 2024
- Election Day – November 5, 2024
- New Year's Eve after 2:30 p.m. – December 31, 2024
- Transit Equity Day – February 4, 2025
- Earth Day – April 22, 2025
- Dump the Pump Day – June 17, 2025

Providing access to affordable transportation can increase access to education, jobs and essential destinations and lead to an improved quality of life. RTA may implement other fare promotions throughout the year that will require marketing efforts. These programs will also increase

awareness of RTA routes while shaping new travel habits for new and existing riders. Historically, promotional fares have played a vital role in encouraging ridership growth. The Implementation of Fare Promotions Program is funded through LCTOP.

3.4 PROJECTED RIDERSHIP GROWTH (FY25-27)

With improved service and multiple fare promotions throughout the year, more people are getting back on board the bus in Riverside County. During FY24 through March, RTA buses have carried more than 4.2 million passengers, compared to 3.8 million during the same time last year, an increase of 11 percent thanks to a flurry of special promotions that allowed customers to ride for 25 cents in the summer and for free every Friday. The trend is encouraging, given the fact that ridership was down as much as 70 percent during the pandemic. To date, ridership remains down roughly 34 percent from pre-pandemic levels, showing RTA is making good on its efforts to slowly close the gap. The projected ridership for FY25 shows a 5 percent increase over the actual FY24 ridership. RTA is taking a conservative approach and projecting modest gains in ridership from the FY24.

3.5 PROPOSED FARE STRUCTURE CHANGES

In April 2019, after completing a comprehensive fare policy study that included public outreach, equity analysis, fare comparisons with other regional transit agencies, ridership sensitivity and consideration of farebox recovery requirements, the Board approved a two-phase fare increase. The first phase was implemented in July 2019. The second fare increase was scheduled to be implemented in July 2021. However, on February 25, 2021, the Board unanimously approved delaying the July 2021 fare increase for one year until July 2022 due to the financial impacts of the COVID-19 pandemic. Given the significant changes that took place since completing the fare policy study in 2019 and with ridership still down when compared to pre-pandemic levels, the Board approved cancelling the July 1, 2022 increase in fares. Furthermore, the Board authorized staff to complete a new fare policy study to examine pricing, help fully understand post-pandemic ridership trends and demands and to consider other options such as fare capping. In FY25, RTA will begin working on the COA which will include a fare study.

3.6 CAPITAL IMPROVEMENT PLANNING

Capital improvements to the transit system are necessary to maintain vehicles, facilities and equipment in a state of good repair, reduce costly repairs and ensure the safety and security of the public. Moreover, capital projects, such as improvements to stops and installation of passenger amenities, can lead to an increase in ridership. Listed below are RTA's upcoming projects pending available funding. These projects are estimated to begin within the next few fiscal years.

Revenue Vehicles

RTA purchases revenue vehicles to replace older vehicles that have reached their minimum useful life in years or mileage as defined by the FTA. Projections on when vehicles will need to be replaced are based on service levels and are outlined in RTA's TAM Plan. Future purchases of replacement revenue vehicles will follow the ZEB Rollout Plan and meet CARB's ICT mandate. Revenue CNG vehicles and DAR vehicles projected to be purchased in FY25 are fully funded within this SRTP. Per the Agency's Board approved Rollout Plan, the first FCEBs are estimated to be delivered in 2026 with the next deliveries estimated to take place in 2028 and 2030. These dates may change depending on ridership growth and demand in the post-pandemic environment which may warrant increases in service. The Agency was awarded FY22 5339(c) Low or No Emission competitive grant funds to purchase the first five FCEBs and complete workforce development training. RTA is also a partner member of ARCHES, a public-private-partnership created to facilitate California's transition to clean, renewable, zero-emission hydrogen energy. ARCHES was awarded federal funding from the H2Hubs competitive grant opportunity. As a partner, RTA will receive funding to help facilitate the transition to FCEBs. Thanks to Senate Bill 125, additional funding from the Zero Emission Transit Capital Program (ZETCP) will help the Agency purchase additional FCEBs. The Agency will continue to pursue grant funding to help purchase future FCEBs.

Equipment and Passenger Amenities

Moreno Valley Mall Bus Stop Improvements: In January 2020, two additional bus stops were added at the Moreno Valley Mall Transit Center to ease bus congestion. RTA staff plans to add passenger amenities and bus pads to protect the roadway. This project is currently unfunded. RTA has continued discussions with mall ownership and city staff on possibly partnering on future improvements.

CHAPTER 4: FINANCIAL PLANNING

The proposed budgets are developed to support overall Agency goals of providing safe and reliable public bus transportation in western Riverside County, providing excellent customer service, and preserving and regaining ridership – all within estimated fiscal constraints. Staff remains fully committed to exploring all service and financial alternatives necessary to meet the public transit needs of the citizens of western Riverside County. Public transportation is considered essential, alleviates congestion, ensures mobility, promotes more livable communities and assists with meeting additional ADA needs.

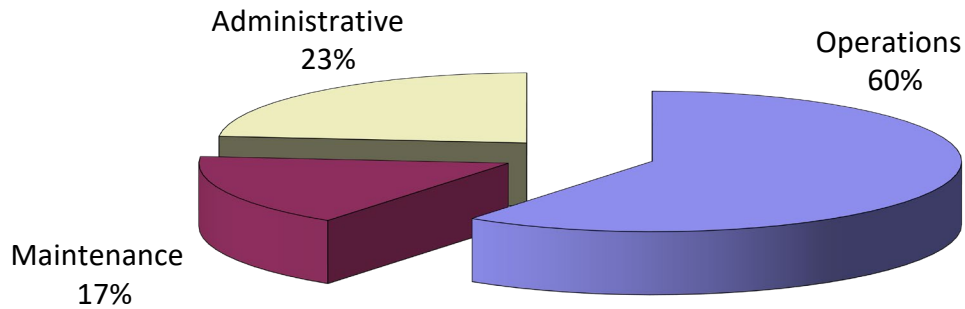
4.1 OPERATING AND CAPITAL BUDGET FOR FY25

In general, current FY24 fixed route revenue service levels are expected to continue throughout FY25. To meet commuter demand, the service plan will also continue to offer peak CommuterLink trips on select routes. DAR service availability, including DAR Plus, remains unchanged. It is anticipated that DAR demand will continue to rise in FY25. The Agency's branded microtransit service, GoMicro, will continue to serve the Hemet-San Jacinto area.

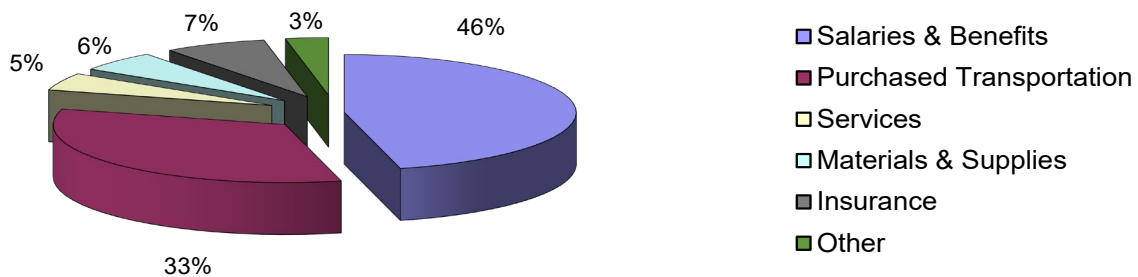
To support the proposed service plan, the total proposed FY25 Budget for the Agency is \$149,380,478. This includes \$106,588,400 for operating expenses and \$42,792,078 for capital projects. The \$106,588,400 FY25 Operating Budget reflects an increase of \$4,559,492, or four percent, from the FY24 budget. The increase is largely driven by growth in Salaries & Benefits, Purchased Transportation and Services. The proposed Operating Budget includes funding to commence the COA. Transit Agencies typically undergo a COA every 10 years to take a comprehensive look at various factors that affect its current and future service delivery plans. The Agency last completed a COA in 2015. In addition to examining the Agency's service factors, the COA will also review the Agency's fare structure and bus stop layout.

The FY25 proposed Capital Budget is \$42,792,078 and includes funding for various critical projects. These projects include facilities and equipment improvements, information technology enhancements, revenue and support vehicle replacements, bus tires and bus stop improvements.

Operating Budget Profile:



The proposed Operating Budget totals \$106,588,400. Operations, at 60 percent, constitutes the largest component of the proposed Operating Budget. Maintenance represents another 17 percent of the total. Together, Operations and Maintenance equate to 77 percent of the Agency Operating Budget. Administrative functions combine for the remaining 23 percent of the Operating Budget.



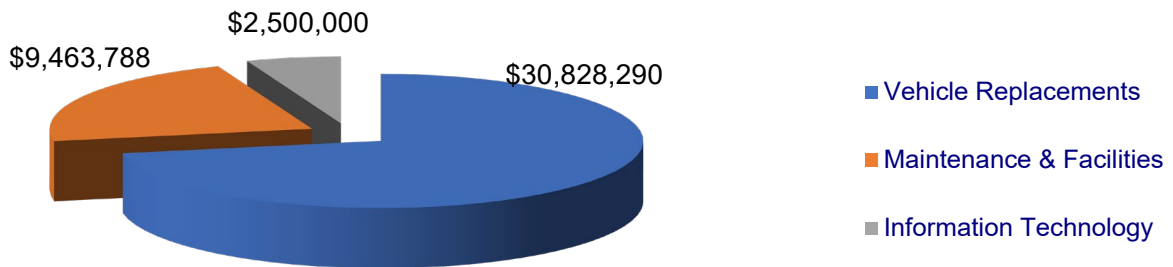
The Operating Budget contains six major cost elements. The elements are:

- Salaries and Benefits (46 percent) are comprised of employee wages/salaries and fringe benefits including, but not limited to, medical, pension, workers’ compensation and other post-employment benefits (OPEB).
- Purchased Transportation (33 percent) represents the resources required for contracted transportation services for certain fixed routes, DAR and GoMicro.
- Services (5 percent) includes external auditing, legal counsel, legislative support, marketing, outside maintenance, custodial, armored transport, actuarial services, insurance brokerage and towing.
- Materials & Supplies (6 percent) consists primarily of fuel, parts and lubricants for the operation, repair and maintenance of Agency vehicles.
- Insurance (7 percent) includes the premiums and resources required to insure the Agency against general liability claims, property and equipment damage, crime, employment practice, pollution and more.
- Other (3 percent) consists of utilities, printing and publications, advertising and promotion, dues and subscriptions and other miscellaneous expenses.

Capital Budget Profile:

The proposed FY25 Capital Budget totals \$42,792,078. Capital funding will be used for the purchase of critical items to maintain existing operations, infrastructure and service levels.

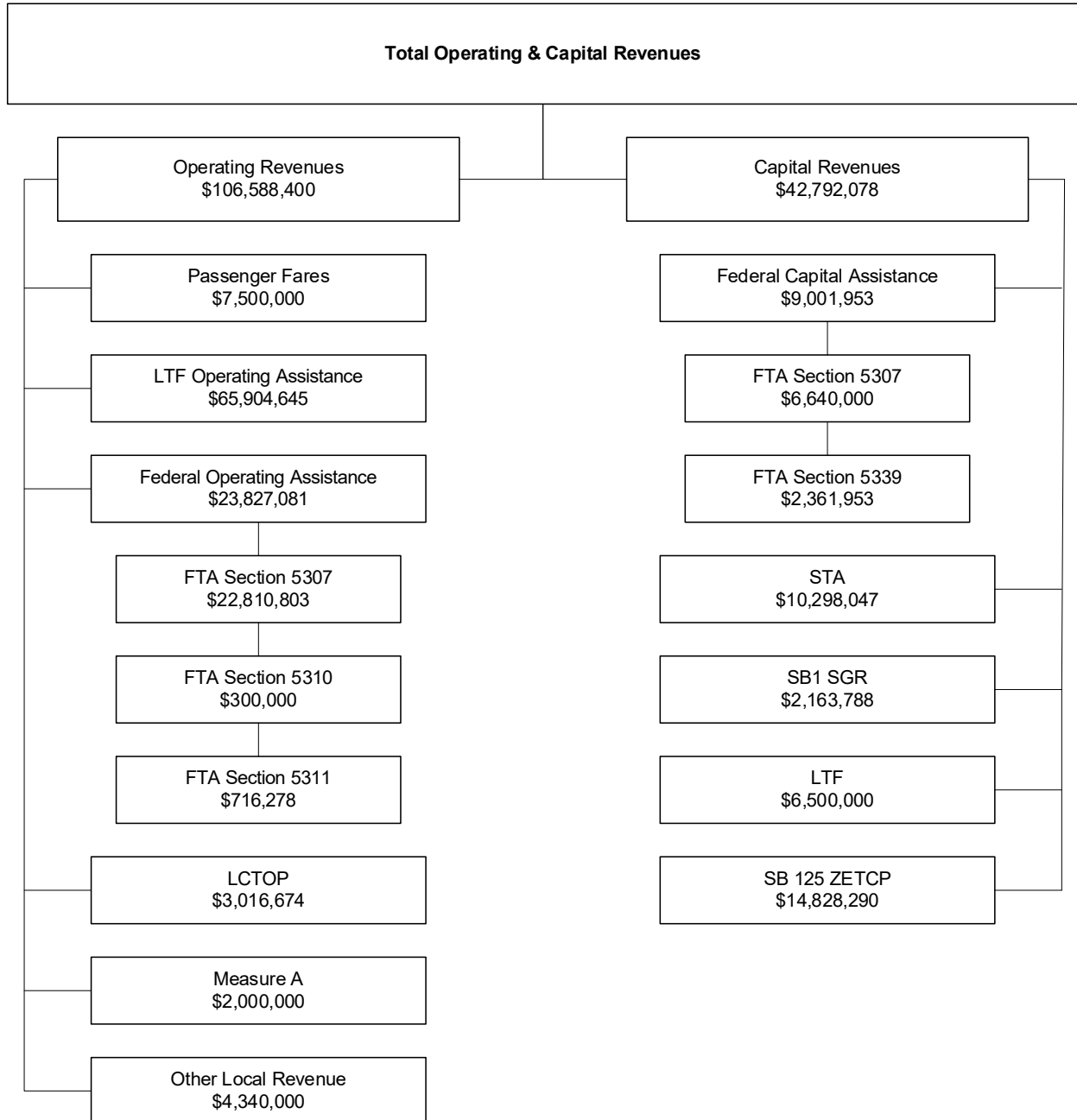
The FY25 Capital Budget profile by major project element is shown below:



- Vehicle Replacements will fund the replacement of contract-fixed route buses, DAR vehicles and support vehicles. Vehicle Replacements also includes funding for hydrogen buses, which will allow the Agency to comply with air quality mandates. Circulating new vehicles into the aging fleet is necessary to ensure the safety and efficiency of our service delivery.
- Maintenance & Facilities includes funding to maintain and improve Agency equipment and facilities. This includes improvements to bus stops. Keeping equipment and facilities in optimal condition is vital to maintaining the critical infrastructure necessary to deliver world-class transportation services.
- Information Technology projects will ensure the Agency’s systems and software are up to date and foster a safe and efficient transit operation.

4.2 FUNDING SOURCES FOR OPERATING AND CAPITAL PROGRAMS

Funding for the Operating and Capital Budgets are generated from federal, state and local revenue sources. The table shown below summarizes the allocation of each revenue source for FY25.



Funding for Fiscal Year 2026 (FY26) and FY27 Operating and Capital Budgets is also expected to be from federal, state and local revenue sources. Tables 4.1 and 4.2 are based on a few simple assumptions.

With respect to the Operating Budget, these amounts are based on delivering the same approximate level of service with the same approximate level of staffing. For planning, a year-over-year inflation factor was used starting with FY25. Once the estimated budget was established under these assumptions, funding sources were reviewed for viability and expectation. As necessary, revenue sources were adjusted.

With respect to the Capital Budget, these amounts are based on estimated needs over a longer time horizon based on today's expectation of the future. When the succeeding fiscal year's budgets are prepared, the capital needs and plans will be re-addressed for current and expected circumstances.

4.3 TUMF PROGRAM

The Western Riverside Council of Governments (WRCOG) Transportation Uniform Mitigation Fee (TUMF) Program ensures that a new development pays its fair share for the increased traffic that it creates. As identified in the WRCOG TUMF Administrative Plan, RTA is currently allocated three percent of every TUMF dollar collected for use on projects of regional significance located in the TUMF network. Below is the comprehensive list of RTA's projects included in the 2016 TUMF Nexus Study.

PROJECT NAME	CATEGORY	UNIT COST	# OF UNITS	COST	TUMF SHARE
Riverside Mobility Hub at Vine Street	Transit Center 1	\$6,000,000	1	\$6,000,000	\$3,630,000
Moreno Valley Mobility Hub(s)	Transit Center 2	\$9,000,000	1	\$9,000,000	\$5,445,000
Jurupa Valley Mobility Hub(s)	Transit Center 2	\$9,000,000	1	\$9,000,000	\$5,445,000
Banning Mobility Hub(s)	Transit Center 2	\$9,000,000	1	\$9,000,000	\$5,445,000
Lake Elsinore / Canyon Lake Mobility Hub(s)	Transit Center 2	\$9,000,000	1	\$9,000,000	\$5,445,000
Transit Enhancements in Temecula / Murrieta	Transit Center 2	\$9,000,000	1	\$9,000,000	\$5,445,000
Hemet Mobility Hub	Transit Center 2	\$9,000,000	1	\$9,000,000	\$5,445,000
San Jacinto Mobility Hub	Transit Center 2	\$9,000,000	1	\$9,000,000	\$5,445,000
MSJC Mobility Hub	Transfer Facility	\$1,000,000	1	\$1,000,000	\$605,000
Regional Operations and Maintenance Facility	O and M Facility	\$50,000,000	1	\$50,000,000	\$30,251,000
Annual Transit Enhancements Program	Bus Stop	\$40,000	290	\$11,600,000	\$7,018,000
Central Corridor RapidLink Implementation	BRT Service Capital	\$60,000	42	\$2,520,000	\$1,525,000
Vehicle Fleet Medium Buses	Vehicle Fleet 1	\$155,000	7	\$1,085,000	\$656,000
Vehicle Fleet Large Buses	Vehicle Fleet 2	\$585,000	29	\$16,965,000	\$10,264,000
COA Study	COA Study	\$950,000	1	\$950,000	\$575,000
TOTALS:				\$153,120,000	\$92,639,000

Source: TUMF Nexus Study – 2016 Program Update, Page 51.

The Nexus Study is a planning document, and programming of TUMF funds is subject to funding availability and done through the TUMF Project Expenditure Plan. Table 5 contains RTA’s FY25 – FY29 TUMF Expenditure Plan effective July 1, 2024.

4.4 REGULATORY AND COMPLIANCE REQUIREMENTS

As a recipient of state and federal funding, RTA is required to comply with regulatory policies and procedures that are reviewed and audited regularly.

SUMMARY OF REGULATORY AND COMPLIANCE REQUIREMENTS
<p>TDA Triennial Audit: Under the State of California, TDA provides two major sources of funding for public transportation: Local Transportation Funds (LTF) and State Transit Assistance (STA) funds. These funds are for the development and support of public transportation needs that exist in California and are allocated to areas of each county based on population, taxable sales and transit performance.</p> <p><i>See Table 4.3 for a summary of the recommendations from RTA’s FY19-21 TDA Audit. The audit was completed, and a final report was received in August 2022. There were no findings.</i></p>
<p>FTA Triennial Review: The triennial review is a comprehensive review of compliance with FTA requirements that is conducted of § 5307 grantees at least every three years. Even though the review is conducted of § 5307 grantees, it addresses all FTA programs for which the grantee is the direct recipient of funds, including § 5304, 5307, 5310, 5311 and 5339. It addresses the grantee’s implementation of Federal requirements in 23 areas and its oversight of sub-recipients, operations contractors or lessees funded by these programs.</p> <p><i>The last FTA Triennial Review was completed for FFY19-22 in May 2023 with one deficiency found in the Disadvantaged Business Enterprise (DBE) area. On June 21, 2023, the Agency submitted a corrected FY22 Uniform Report, updated procurement procedures and a revised DBE Program to the FTA Office of Civil Rights ahead of the October 18, 2023 deadline. On March 13, 2024, RTA received a letter from the FTA confirming the closeout and completion of the FFY19-22 Triennial Review.</i></p>
<p>ADA: The federal ADA Act of 1990 prohibits discrimination and ensures equal opportunity and access for persons with disabilities. Under the ADA Act, public transit operators are required to provide complementary paratransit service to persons who are ADA certified and are within three-quarters of a mile of a local fixed-route bus during the hours of bus service operation.</p> <p><i>RTA remains fully compliant with all Federal ADA regulations and has had no ADA customers denied service on DAR.</i></p>
<p>DBE Program: The federal DBE Program seeks to ensure nondiscrimination in the award and administration of FTA’s Department of Transportation-assisted contracts in the Department’s highway, transit and airport financial assistance programs and to create a level playing field on which DBEs can compete fairly for Department of Transportation-assisted contracts.</p> <p><i>In accordance with U.S. Department of Transportation regulations found at 49 C.F.R. § 26.45, a 3-year DBE goal was submitted for review to the FTA and became effective on October 1, 2021. RTA’s DBE program will remain in effect through September 30, 2024.</i></p>

<p>Equal Employment Opportunity (EEO): The Federal Transit Laws, 49 U.S.C. § 5332 (b), provide that “no person in the United States shall on the grounds of race, color, religion, national origin, sex or age be excluded from the participation in, be denied the benefits of or be subjected to discrimination under any project, program or activity funded in whole or in part through financial assistance under this Act.” This applies to employment and business opportunities and is considered to be in addition to the provisions of Title VI of the Civil Rights Act of 1964.</p> <p><i>The EEO Program is submitted to FTA every four years and RTA is in compliance. The last submission was on March 1, 2022.</i></p>
<p>Drug and Alcohol Testing: Per the Code of Federal Regulations (Title 49, Part 40 and 655), RTA established a Drug and Alcohol testing policy in an effort to deter drug and alcohol use in the workplace. The policy establishes the circumstances in which applicants and employees are tested for drugs and alcohol in the workplace and the consequences when they test positive. The purpose of the policy is to prevent accidents, injuries and fatalities resulting from the misuse of alcohol and prohibited drugs by employees who perform safety-sensitive functions.</p> <p><i>The Drug and Alcohol Report is in compliance with FTA and was last updated on December 17, 2020.</i></p>
<p>Title VI of the Civil Rights Act of 1964: Title VI of the Civil Rights Act of 1964 provides that "no person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of or be subjected to discrimination under any program or activity receiving Federal financial assistance." (42 U.S.C. § 2000d).</p> <p><i>RTA submits the Title VI Program to FTA every three years. The last report was submitted in September 2022. The FTA has concurred with comments. The 2022 Title VI Program will remain in effect through November 30, 2025.</i></p>
<p>Limited English Proficiency (LEP): FTA issued regulations based on Executive Order 13166 to all transit operators to establish LEP policies and procedures that ensures that RTA publications are issued in English and any other languages used by a significant number of the general population in the service area as determined by periodic demographic assessments.</p> <p><i>RTA’s updated LEP policy and plan was submitted with the Title VI Program in September 2022.</i></p>
<p>Public Hearing Policy: U.S. Code Title 49 § 5307 under the Urbanized Area Formula Grant Program requires that transit systems maintain a process to solicit and consider public comments before raising fares or implementing major reductions in service.</p> <p><i>RTA’s Public Hearing Policy for Major Service and Fare Changes was last revised in October 2012.</i></p>
<p>Alternative Fueled Vehicles: RCTC Resolution No. 00-018 established an emissions standards requirement for the acquisition of urban transit buses with federal, state or local funds. All full-sized urban public transit buses purchased or leased with federal, state or local funds granted or programmed by RCTC shall meet the urban bus optional, reduced-emissions standards set by CARB for oxides of nitrogen and non-methane hydrocarbons.</p> <p><i>RTA remains fully compliant with RCTC Resolution No. 00-0018 for vehicles purchased using federal, state or local funds.</i></p>

Southern California Air Quality Management District (SCAQMD) – Rule 1192: This rule requires public transit fleets of 15 or more revenue vehicles and operating in SCAQMD’s jurisdiction to acquire alternative fuel heavy duty vehicles when procuring revenue vehicles. The rule applies whether revenue vehicles are operated by government agencies or by private entities under contract to government agencies that provide passenger transportation services including intra- and inter-city shuttle services.

National Transit Database (NTD): The NTD is the primary source for information and statistics on U.S. transit systems. Congress requires agencies to report NTD data on an annual basis if they receive or benefit from §5307 or §5311 formula grants. NTD also requires monthly operating and safety statistics reports from agencies that file as a “Full Reporter.” FTA submits annual NTD reports that summarize transit service and safety data to Congress for review and use.

RTA submits weekly, monthly and annual NTD reports. The last annual safety report was submitted in February 2024 and the last annual operations report was submitted in October 2023.

4.5 OPEN PROJECTS

Listed below are RTA’s current projects. Capital projects help to increase the safety, efficiency and reliability of the transit system and can lead to a growth in ridership. RTA also works with public agencies and developers on land developments to incorporate and promote the use of public transportation. Detailed information on all open capital projects can be found in Table 4.4.

Planned Passenger Transit Facilities

Hemet Mobility Hub: Today, about 180,000 people reside in Hemet and San Jacinto, a rapidly growing area in western Riverside County. The City of Hemet has a projected population of 124,000 in 2045, a 52 percent increase from 81,500 in 2016.³ Population growth will result in an increased demand for transit service in the area.

The City of Hemet developed a Downtown Specific Plan in April 2017. The city’s Downtown Specific Plan has identified a need for an intermodal mobility hub to meet the projected demand for local and regional transit services such as bus, rail, car, bike sharing and Transportation Network Companies (TNCs) such as Uber and Lyft. The intermodal mobility hub will also serve as a park-and-ride facility and include solar power and Electric Vehicle (EV) charging stations to support emerging EV technologies. Furthermore, the potential extension of commuter rail service from the City of Perris to Hemet and San Jacinto could also benefit from the intermodal mobility hub. According to RCTC’s Next Generation Rail Study which was completed in 2019, the Perris to San Jacinto rail corridor is one of three corridors that are recommended to be included as potential future rail service in RCTC’s Long Range Transportation Study.

The plan identifies a city owned 14.5-acre site as the Transportation Oriented Development (TOD) and includes plans for a multi-modal mobility hub. The hub will be central to the Hemet Civic Center to the south, the County Administrative Center to the north and the Hemet Valley

³ SCAG 2020-2045 RTP/SCS, Demographics and Growth Forecast.

Hospital complex to the east. A substantial portion of this site will be available to transit supportive land uses that could be developed through a PPP. The plan envisions a transit-oriented development that will include housing, retail, office, public spaces and entertainment venues that will include energy-efficient sustainable design features to fully activate the mobility hub to be a thriving community activity center.

The proposed Hemet Mobility Hub will address current and future mobility, sustainability and efficiency needs of the City of Hemet and RTA. It will have the capacity to anchor RTA routes 28, 31, 44, 74, 79 and GoMicro, all of which currently serve Hemet and San Jacinto. RTA plans to construct a mobility hub in partnership with the City of Hemet. On October 27, 2016, the RTA



Rendering of the Hemet Mobility Hub from the Conceptual Plan

Board of Directors approved staff's recommendation to enter into a Memorandum of Understanding (MOU) with the City of Hemet to prepare a conceptual plan. A contract was awarded for Architectural and Engineering (A&E) in April 2017 to PSOMAS. Site selection, conceptual planning and initial design were completed in April 2018. In Fiscal Year 2019 (FY19), RTA

had the project modeled by the Southern California Association of Governments (SCAG) during the Federal Transportation Improvement Program (FTIP) update, programmed additional 5339 small urban funds for construction and submitted a grant for those funds. In January 2019, RTA received approval of the final conceptual report and direction to explore PPP options to deliver the project. In May 2019, the Hemet City Council approved moving forward with a Request for Proposal (RFP) to develop all 14.5 acres of city-owned property.

The City of Hemet received funding for an SB2 grant which includes funding for a Market Analysis and a Project Manager for the TOD portion. A Project Manager was hired in spring of 2020 and a MOU between RTA and the City of Hemet was being finalized. In FY22, the City of Hemet released an RFP to complete a Market Analysis study to identify the mixed land use/development potential for the land surrounding the Hub and completed an updated CEQA document for the project area. The Agency was not included in the Market Analysis as a key stakeholder or partner. The City of Hemet completed the Market Analysis in April 2022. It is RTA's understanding that the analysis identified workforce housing and limited retail for this area, which is not what RTA had discussed with the City Council or community during the conceptual planning phase.

In FY24, RTA was approached by the City of Hemet and Palm Communities to partner on an AHSC grant. Significant community outreach was completed as required by the grant. To meet the grant deadline and if awarded, it was decided to construct the Hemet Mobility Hub on its own, without the surrounding parcels. The City of Hemet and RTA entered into a MOU for the AHSC grant in March 2024. If awarded, the grant will help fund the construction of the Hemet Mobility Hub, provide three years of passes to residents of Palm Villas at State, the affordable housing development, and the purchase and installation of amenities at five bus stops in Hemet. The five bus stop amenities will be installed and maintained by the City of Hemet, unless otherwise indicated by RTA's Bus Stop Strategic Policy Update which is currently being completed. Other projects include construction of the affordable housing development, a pedestrian and bicycle corridor and Class 4 bikeways. The application was submitted in March 2024 and award announcements are estimated to be released in early fall 2024. If awarded, RTA and City staff will work on a MOU for project delivery. Once the MOU is finalized and approved by both the City of Hemet and the RTA Board of Directors, the Agency will move forward with the A&E phase for the Hemet Mobility Hub.



AHSC Community Meeting at the Hemet Public Library on 1/31/24.

Equipment and Passenger Amenities

EV Charging Stations: RTA installed six electric chargers at Riverside Division I to charge electric support vehicles in Fiscal Year 2021 (FY21). Due to the COVID-19 pandemic and resulting safety measures and decreased service levels, support vehicles have not been used as much as anticipated. As a result, installation of the remaining 8 electric chargers has been postponed until usage of non-revenue vehicles increases. This project is fully funded.

Hydrogen Fueling Stations – Riverside and Hemet Facilities: RTA cannot procure any FCEBs until the facilities are improved with equipment needed to operate and maintain FCEBs. Furthermore, this equipment cannot be utilized until staff is trained. Construction of a hydrogen fueling station at the facilities is the first step in implementing the ZEB Plan. In preparation for the arrival of the first FCEBs in 2026, the Agency released a Request for Qualifications (RFQ) in May 2023. The Design-Build RFP was released in July 2023. After further review, it was decided to complete the design for both facilities and construct the Riverside hydrogen fueling station first. The Hemet hydrogen fueling station will be built in the future when additional FCEBs are procured. The Design-Build RFP was rereleased in March 2024. RTA was awarded \$8.7 million in competitive 5339(b) Buses and Bus Facilities federal grant funding to construct hydrogen fueling stations at the Riverside and Hemet facilities. This is a huge win for RTA as it is estimated to cost an additional

\$76 million in capital funding to transition to FCEBs per the Agency's ZEB Plan. The grant also includes funding for workforce development to help properly train coach operators and mechanics on the new technology. A&E will begin in FY25 with construction estimated to begin in FY26.

Installation of Solar Panels – Riverside and Hemet Facilities: RTA is already committed to providing safe, clean and sustainable public transportation and is on the path to gradually transition to a 100 percent zero-emission FCEB fleet. To further reduce public transportation's carbon footprint, the Agency will work towards achieving greener, cleaner facilities by installing solar panels. Installation of solar panels will significantly decrease costs and GHG emissions and allow the Agency to utilize clean, sustainable, renewable sources of energy. The solar panels will result in cost savings that can be used towards improving service, amenities and buses. In FY23, RTA was awarded nearly \$1.6 million in federal 5339(b) Buses and Bus Facilities competitive grant funding to purchase and install solar panels at RTA's Riverside and Hemet Facilities and to complete workforce development to properly train staff on the new technology. The RFQ was issued in March of 2023 and the RFP to design and build RTA's solar photovoltaic system was released in May 2023. The proposals received did not meet Buy America requirements. RTA has been working with the FTA on a Buy America Waiver request in order to move forward with the project. The design and installation of the solar panels may be further postponed pending compliance with Buy America requirements.

Revenue Vehicles: RTA purchases revenue vehicles to replace older vehicles that have reached their minimum useful life in years or mileage as defined by the FTA. The Agency is in the process of receiving 50, 32-foot CNG buses to replace those that have exceeded their useful life per FTA requirements. Future bus orders for the COFR may include some FCEBs once an Altoona-approved engine, required per federal guidelines, is made available. The Agency is also in the process of receiving 25 DAR buses, which seat up to 12 passengers and are equipped with three wheelchair positions, and 25 DAR vans, which seat up to 8 passengers and are equipped with two wheelchair positions. The addition of transit vans to the DAR fleet will help reduce operating costs, increase efficiency and combat driver shortages. This project is fully funded.

Non-Revenue Vehicles: Non-revenue vehicles are used for coach operator shift changes, operations supervisors and administrative staff. Trucks are used for the stops and zones crew that service all of RTA's bus stop amenities. RTA is purchasing electric support vehicles to minimize GHG emissions. In FY20-21, RTA purchased 12 electric support vehicles to replace older vehicles that had reached their minimum useful life in years or mileage as defined by the FTA. Due to the pandemic, support vehicles have not been used as much as anticipated. Procurement of the remaining 27 EVs has been postponed until service levels increase and support vehicles are needed. RTA is currently in the process of replacing old maintenance trucks that have met their useful life per FTA requirements. This project is fully funded.

Additional open projects can be found in Table in 4.4.

Comparative Statistics: FY2024 Budget vs. Proposed FY2025 SRTP

	Unlinked Passengers		Revenue Hours		Revenue Miles		Fare Revenue		Operating Expenses	
	FY2024	FY2025	FY2024	FY2025	FY2024	FY2025	FY2024	FY2025	FY2024	FY2025
Direct Operated Routes										
1	1,280,266	1,466,194	72,579	72,148	808,969	803,359	\$ 1,050,000	\$ 1,330,978	\$ 12,402,803	\$ 12,815,781
10	95,796	99,264	10,976	11,008	125,081	124,909	\$ 55,000	\$ 93,346	\$ 1,875,593	\$ 1,955,398
11	49,095	46,120	8,188	7,712	84,307	77,347	\$ 35,000	\$ 36,882	\$ 1,399,147	\$ 1,369,916
12	152,915	174,606	16,822	16,715	193,765	190,270	\$ 138,091	\$ 162,942	\$ 2,874,744	\$ 2,969,157
13	110,821	134,290	13,107	12,978	152,938	150,807	\$ 97,588	\$ 135,334	\$ 2,239,743	\$ 2,305,338
14	142,214	172,897	15,837	15,897	201,285	199,526	\$ 115,000	\$ 163,403	\$ 2,706,317	\$ 2,788,325
15	244,253	272,704	21,155	21,089	246,163	245,507	\$ 200,000	\$ 270,633	\$ 3,615,040	\$ 3,746,129
16	304,699	374,155	29,499	29,440	333,055	329,178	\$ 200,000	\$ 343,418	\$ 5,040,988	\$ 5,229,553
18	49,138	46,474	5,403	5,310	72,815	72,702	\$ 30,000	\$ 49,325	\$ 923,243	\$ 943,238
19	582,073	690,390	48,563	48,409	621,214	608,265	\$ 350,000	\$ 660,098	\$ 8,298,855	\$ 8,599,098
20	135,297	167,486	18,108	18,172	270,768	271,648	\$ 135,000	\$ 169,212	\$ 3,094,511	\$ 3,227,970
21	35,485	41,180	4,959	5,064	52,655	51,178	\$ 30,000	\$ 33,436	\$ 847,465	\$ 899,540
22	201,433	221,725	17,371	18,241	282,628	281,798	\$ 125,000	\$ 228,360	\$ 2,968,413	\$ 3,240,227
27	106,521	109,531	12,876	12,457	242,217	238,256	\$ 103,232	\$ 108,835	\$ 2,149,041	\$ 2,212,790
28	287,971	355,467	27,470	29,120	461,160	486,167	\$ 225,000	\$ 325,911	\$ 4,694,359	\$ 5,172,710
29	96,807	103,809	11,367	11,398	154,370	153,115	\$ 75,000	\$ 102,534	\$ 1,942,490	\$ 2,024,675
49	151,488	165,912	11,383	11,377	127,116	125,824	\$ 130,000	\$ 150,561	\$ 1,945,195	\$ 2,020,945
54F	7,911	8,144	455	455	2,275	2,275	\$ 75,000	\$ -	\$ 77,754	\$ 80,824
200	129,377	162,556	16,141	18,601	413,319	466,499	\$ 175,000	\$ 295,035	\$ 2,758,295	\$ 3,304,175
204D	13,016	17,534	2,718	2,729	59,371	58,617	\$ 20,000	\$ 23,158	\$ 464,438	\$ 484,764
206D	12,141	11,223	2,913	2,937	71,686	74,424	\$ 20,000	\$ 28,270	\$ 497,715	\$ 521,712
Total Directly Operated Routes	4,188,714	4,841,761	367,588	371,056	4,977,157	5,011,672	\$ 3,383,911	\$ 4,711,670	\$ 62,816,149	\$ 65,912,265
% Change - FY24 vs. FY25		15.59%		0.94%		0.69%		39.24%		4.93%
Contracted Fixed Routes										
3	54,019	73,390	10,709	10,728	118,886	118,931	\$ 60,000	\$ 83,779	\$ 1,311,123	\$ 1,338,032
8	101,903	125,950	14,022	18,064	208,877	241,975	\$ 75,000	\$ 110,227	\$ 1,716,600	\$ 2,253,096
9	39,760	47,835	5,403	5,126	99,842	104,370	\$ 40,000	\$ 49,278	\$ 661,444	\$ 639,346
23	55,506	70,378	12,871	13,262	176,659	176,291	\$ 55,000	\$ 74,926	\$ 1,575,691	\$ 1,654,132
24	43,907	55,265	10,598	10,615	121,794	121,509	\$ 25,000	\$ 50,924	\$ 1,297,417	\$ 1,323,933
30	30,141	41,960	5,406	5,886	73,652	73,880	\$ 18,000	\$ 33,897	\$ 661,821	\$ 709,238
31	64,461	77,134	14,190	14,023	309,027	308,707	\$ 75,000	\$ 86,083	\$ 1,737,173	\$ 1,749,101
41C	33,358	37,862	3,813	4,055	68,615	64,075	\$ 28,000	\$ 37,013	\$ 466,792	\$ 505,719
44	86,447	119,636	13,127	13,565	142,012	141,706	\$ 45,000	\$ 162,054	\$ 1,607,038	\$ 1,691,885
51	17,299	15,059	1,780	1,770	18,767	18,656	\$ 175,000	\$ 195,919	\$ 217,913	\$ 220,726
55	7,015	4,502	1,031	1,031	8,796	8,796	\$ 20,500	\$ 25,374	\$ 126,224	\$ 128,629
56	4,012	25,039	3,302	3,315	29,325	29,441	\$ 225,000	\$ 350,000	\$ 404,236	\$ 413,473
61	68,457	80,807	15,111	15,430	258,099	257,654	\$ 85,000	\$ 122,270	\$ 1,849,913	\$ 1,924,586
74	52,574	47,534	10,523	9,441	183,115	164,840	\$ 85,000	\$ 70,135	\$ 1,288,245	\$ 1,177,567
79	56,639	63,033	11,706	10,825	202,162	197,356	\$ 85,000	\$ 66,450	\$ 1,432,967	\$ 1,350,168
Total Contracted Fixed Routes	715,498	885,383	133,594	136,935	2,019,627	2,028,188	\$ 1,096,500	\$ 1,518,330	\$ 16,354,597	\$ 17,079,631
% Change - FY24 vs. FY25		23.74%		2.50%		0.42%		38.47%		4.43%
Total Fixed Routes	4,904,211	5,727,144	501,182	507,991	6,996,784	7,039,860	\$ 4,480,411	\$ 6,230,000	\$ 79,170,746	\$ 82,991,896
% Change - FY24 vs. FY25		16.78%		1.36%		0.62%		39.05%		4.83%
Dial-A-Ride Routes										
Riv-San UZA	151,852	160,768	90,449	91,398	1,634,967	1,646,135	\$ 630,000	\$ 750,000	\$ 12,103,118	\$ 12,870,925
Murr-Tem-Men UZA	65,091	65,397	38,771	37,179	700,827	669,616	\$ 200,000	\$ 250,000	\$ 5,187,991	\$ 5,282,860
Hemet UZA	36,771	40,017	21,902	22,750	395,909	409,743	\$ 135,545	\$ 200,000	\$ 2,930,782	\$ 3,177,470
Non-UZA	724	1,055	431	600	7,795	10,804	\$ 3,500	\$ 5,000	\$ 57,705	\$ 86,181
Total Dial-A-Ride Routes	254,438	267,238	151,554	151,926	2,739,497	2,736,297	\$ 969,045	\$ 1,205,000	\$ 20,279,596	\$ 21,417,436
% Change - FY24 vs. FY25		5.03%		0.25%		-0.12%		24.35%		5.61%
Microtransit										
GoMicro	51,495	54,665	17,280	14,736	190,339	162,317	\$ 50,544	\$ 65,000	\$ 2,578,566	\$ 2,179,068
Total Microtransit	51,495	54,665	17,280	14,736	190,339	162,317	\$ 50,544	\$ 65,000	\$ 2,578,566	\$ 2,179,068
% Change - FY24 vs. FY25		6.15%		-14.72%		-14.72%		28.60%		-15.49%
GRAND TOTAL	5,210,145	6,049,047	670,015	674,653	9,926,621	9,938,474	\$ 5,500,000	\$ 7,500,000	\$ 102,028,908	\$ 106,588,400
% Change - FY24 vs. FY25		16.10%		0.69%		0.12%		36.36%		4.47%



RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2024/2025 - FY2026/2027

Table 1: FY2024/25 Individual Route Descriptions as of July 1, 2024

Route #	Route Class	Route Description	Cities/Communities Served	Connections
Directly Operated Fixed Routes				
1	Regional	From UCR and downtown Riverside to Galleria at Tyler and Corona primarily via University Ave. and Magnolia Ave.	Riverside, Home Gardens, Corona	Metrolink, Corona Cruiser, Omnitrans
10	Local	From Big Springs Rd. on Riverside's Northside to Galleria at Tyler primarily via Blaine St., Third St., Victoria Ave. and Lincoln Ave.	Riverside	Omnitrans
11	Local	Circulator between Moreno Valley Mall and March Air Reserve Base primarily via Frederick St., Ironwood Ave., Heacock St. and JFK Dr.	Moreno Valley, March Joint Powers Authority	
12	Local	From Stephens Ave. and Center St. on Riverside's Northside, through downtown, then to Corona Hills Plaza via Jurupa Ave., California Ave., Magnolia Ave., Collett Ave. and Promenade Ave.	Riverside, Corona, Highgrove	Omnitrans, Corona Cruiser
13	Local	From Hunter Park Metrolink Station to Galleria at Tyler in Riverside via Chicago Ave., MLK Blvd., Magnolia Ave., Central Ave., Arlington Ave., Van Buren Blvd. and Tyler St.	Riverside	Metrolink, Omnitrans
14	Regional	From Galleria at Tyler to downtown Riverside via Indiana Ave. and Brockton Ave., then University Ave. and Iowa Ave. and Center St then to Loma Linda VA Hospital via Mount Vernon Ave. and Barton Rd.	Riverside, Highgrove, Loma Linda	Omnitrans, Beaumont Transit
15	Local	From downtown Riverside to Galleria at Tyler via Magnolia Ave., Arlington Ave., La Sierra Ave., Indiana Ave. and Tyler St.	Riverside	Metrolink, Omnitrans
16	Local	From Moreno Valley Mall to UCR via Day St., Box Springs Rd., Central Ave., Canyon Crest Dr., Campus Dr., University Ave., Iowa Ave. and Linden St.	Moreno Valley, Riverside	
18	Local	From Moreno Valley Mall to Heacock and Manzanita via Pigeon Pass Rd., Sunnymead Ranch Pkwy. and Perris Blvd., to Corporate Centre Place via Town Circle, Campus Pkwy., Corporate Centre Place, Canyon Springs Pkwy., Day St. and Gateway Dr.	Moreno Valley	
19	Regional	From Moreno Valley Mall to Perris Station Transit Center via Sunnymead Blvd., Perris Blvd. and Moreno Valley College with service to distribution centers at Indian Ave. and Morgan St.	Moreno Valley, Perris	Metrolink
20	Regional	From Magnolia Ave. and Elizabeth St. in Riverside to Moreno Valley College via Central Ave., Alessandro Blvd., Moreno Beach Dr. and Iris Ave. with select trips serving Moreno Valley March Field Metrolink Station	Riverside, March Joint Powers Authority, Moreno Valley	Metrolink
21	Local	From Galleria at Tyler in Riverside to Pedley Metrolink Station via Magnolia Ave. and Van Buren Blvd.	Jurupa Valley, Pedley, Riverside	Metrolink
22	Regional	From Perris Station Transit Center to downtown Riverside via Old Elsinore Rd., Clark St., Wood Rd., Alessandro Blvd., Chicago Ave. and University Ave.	Riverside, Woodcrest, Mead Valley, Perris	Metrolink, Omnitrans
27	Regional	From Perris Station Transit Center to Galleria at Tyler in Riverside via I-215 Fwy and Van Buren Blvd.	Riverside, Woodcrest, Orangecrest, March Joint Powers Authority, Perris	Metrolink
28	Regional	From Florida Ave. and Lincoln Ave. in East Hemet to Perris Station Transit Center via Hwy. 74 and I-215.	Perris, Romoland, Homeland, Hemet, East Hemet, Valle Vista, Green Acres	Metrolink
29	Regional	From downtown Riverside to Amazon Eastvale via Market St., Rubidoux Blvd., Limonite Ave. and Hamner Ave.	Eastvale, Jurupa Valley, Pedley, Rubidoux, Mira Loma, Riverside	Metrolink, Omnitrans
49	Regional	From downtown Riverside to Country Village and Fontana via Mission Blvd.	Country Village, Glen Avon, Jurupa Valley, Rubidoux, Riverside, Fontana	Metrolink, Omnitrans
200	Express	From San Bernardino Transit Center to Anaheim via I-215, SR-91 and SR-55 Freeways with stops at downtown Riverside and La Sierra Metrolink Stations, Village at Orange and Anaheim Resort district	San Bernardino, Riverside, Orange, Anaheim	Omnitrans, Metrolink, OCTA, RidePV, Beaumont Transit, Mountain Transit, SunLine Transit, ATN, LA Metro
204	Express	From UCR to Montclair TransCenter via downtown Riverside, Country Village and Ontario Mills Mall	Country Village, Riverside, Jurupa Valley, Ontario, Montclair	Metrolink, Omnitrans, Foothill Transit
206	Express	From the Promenade Mall in Temecula to Corona via I-15 and SR-91 Fwys with stops in Murrieta, Lake Elsinore, Temescal Valley, Dos Lagos and Corona Transit Center	Temecula, Murrieta, Lake Elsinore, Temescal Valley, Corona	Metrolink, Corona Cruiser



RIVERSIDE TRANSIT AGENCY
 SHORT RANGE TRANSIT PLAN
 FY2024/2025 - FY2026/2027

Table 1: FY2024/25 Individual Route Descriptions as of July 1, 2024

Route #	Route Class	Route Description	Cities/Communities Served	Connections
Contracted Fixed Routes				
3	Local	From the Corona Transit Center to Amazon Eastvale via Main St., Hamner Ave. and Limonite Ave.	Corona, Norco, Eastvale, Jurupa Valley	Metrolink, Corona Cruiser, Omnitrans
8	Local	Serving Lake Elsinore Outlet Center, Walmart at Central and Cambern and Lakeland Village via Lakeshore Dr., Mission Trail, Grand Ave. and Riverside Dr.	Lake Elsinore, Lakeland Village, Wildomar	
9	Local	From Lake Elsinore Outlet Center to Perris Station Transit Center via Hwy 74, Theda St. and Ellis Ave.	Perris, Good Hope, Meadowbrook, Lake Elsinore	Metrolink
23	Local	From Palomar & Wildomar through Murrieta to Promenade Mall in Temecula.	Wildomar, Murrieta, Temecula	
24	Local	Temecula service with stops at Promenade Mall, Old Town, Pechanga Resort and Temecula Valley Hospital	Temecula	
30	Local	Perris local circulator serving the Perris Transit Center, Walmart and May Ranch	Perris	Metrolink
31	Regional	Service from MSJC San Jacinto to Moreno Valley Mall via Banning and Beaumont with stops at Sun Lakes Village, Walmart on Moreno Beach Dr., Moreno Valley Senior Center and Riverside University Medical Center	Moreno Valley, Banning, Beaumont, San Jacinto	Beaumont Transit, Banning Connect, SunLine
41	Regional	From the Mead Valley Community Center to Moreno Valley with stops at Moreno Valley College and Riverside University Medical Center	Moreno Valley, Perris, Mead Valley	
44	Local	Circulator traveling between Hemet Valley Mall and Mt. San Jacinto College via State St., Oakland Ave., Lyon Ave. and San Jacinto Ave.	Hemet, San Jacinto	
51	Trolley	Circulator traveling between UCR and Canyon Crest Towne Center via Canyon Crest Dr., Central Ave., Chicago Ave., University Ave., Iowa Ave., Spruce St. and Watkins Dr.	Riverside	
55	Trolley	Temecula Trolley traveling between Promenade Mall and Harveston.	Temecula	
56	Local	Hunter Park/UCR Metrolink Station to UCR loop via Marlborough Ave., Iowa Ave., MLK Blvd., Campus Dr., Aberdeen Dr., Canyon Crest Dr., Watkins Dr. and Spruce St.	Riverside	Metrolink
61	Regional	From the Perris Station Transit Center to Cherry Hills Blvd. and Bradley Rd. in Menifee and Temecula with stops at MSJC Menifee campus, Loma Linda University Medical Center - Murrieta and Promenade Mall.	Perris, Menifee, Murrieta, Temecula	Metrolink
74	Regional	From Hemet to Menifee and Perris, serving Hemet Valley Mall, Winchester, MSJC Menifee campus and Sun City.	Hemet, Winchester, Menifee, Sun City	
79	Regional	From the Hemet Valley Mall to Old Town Temecula via Winchester Rd. (State Hwy 79). Also serves Promenade Mall, Temecula City Hall and Southwest Justice Center	Hemet, Winchester, French Valley, Temecula	
GoMicro	Local	On-demand microtransit service in Hemet and San Jacinto. Riders can travel from bus stop to bus stop within the microtransit zone.	Hemet, San Jacinto	
Contracted Paratransit Routes				
Riverside-San Bernardino UZA		Origin-to-Destination	Banning, Beaumont, Corona, Eastvale, Good Hope, Highgrove, Jurupa Valley, Loma Linda, Mead Valley, Meadowbrook, Moreno Valley, Norco, Perris, Quail Valley, Riverside, Woodcrest	
Hemet UZA		Origin-to-Destination	East Hemet, Gillman Springs, Green Acres, Hemet, Homeland, San Jacinto, Valle Vista, Winchester	
Murrieta-Temecula-Menifee UZA		Origin-to-Destination	Canyon Lake, French Valley, Lake Elsinore, Lakeland Village, Menifee, Murrieta, Temecula, Wildomar, Romoland	
Non-UZA		Origin-to-Destination	March Joint Powers Authority	

Bus (Motorbus) / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2023/24	# of Contingency Vehicles FY 2023/24	Life to Date Vehicle Miles Prior Year End FY 2022/23	Life to Date Vehicle Miles through March FY 2023/24	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2023/24
2013	GIL	G27D102N4	38	43	42	CN	43		37,005,951	31,684,591	736,850
2014	GIL	G27D102N4	38	20	42	CN	20		9,590,297	10,300,464	515,023
2016	GIL	G27D102N4	38	30	42	CN	30		7,881,474	8,944,690	298,156
2023	GIL	G31D102H4	38	45	42	CN	45			381,823	8,484
Totals:			152	138			138		54,477,722	51,311,568	371,823

Bus (Motorbus) / Purchased Transportation

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2023/24	# of Contingency Vehicles FY 2023/24	Life to Date Vehicle Miles Prior Year End FY 2022/23	Life to Date Vehicle Miles through March FY 2023/24	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2023/24
2018	GLV	Entourage	28	21	33	CN	21		6,155,321	4,160,036	198,096
2019	GLV	Entourage	28	3	33	CN	3		591,123	518,514	172,838
2020	GLV	Entourage	28	30	33	CN	30		4,120,262	5,350,580	178,352
2018	SPC	Senator II	12	4	32	CN	4		671,376	738,535	184,633
2017	ZZZ	Villager	28	3	32	CN	3		207,732	233,475	77,825
2018	ZZZ	Villager	28	2	32	CN	2		122,180	134,736	67,368
Totals:			152	63			63		11,867,994	11,135,876	176,760

Table 1.1 - Fleet Inventory
FY 2024/25 Short Range Transit Plan
Riverside Transit Agency

Commuter Bus / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2023/24	# of Contingency Vehicles FY 2023/24	Life to Date Vehicle Miles Prior Year End FY 2022/23	Life to Date Vehicle Miles through March FY 2023/24	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2023/24
2013	GIL	G27D102N4	38	3	42	CN	3		6,722,486	2,909,673	969,891
2014	GIL	G27D102N4	38	2	42	CN	2		596,236	616,638	308,319
2016	GIL	G27D102N4	38	7	42	CN	7		2,089,009	2,389,963	341,423
Totals:			114	12			12		9,407,731	5,916,274	493,023

Demand Response / Purchased Transportation

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2023/24	# of Contingency Vehicles FY 2023/24	Life to Date Vehicle Miles Prior Year End FY 2022/23	Life to Date Vehicle Miles through March FY 2023/24	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2023/24
2017	GLV	Universal	12	16	24	GA	16		4,915,533	2,954,797	184,674
2018	SPC	Senator II	12	39	22	GA	39		4,751,187	5,646,529	144,782
2020	SPC	Senator II	12	37	23	GA	37		1,715,473	2,756,349	74,495
Totals:			36	92			92		11,382,193	11,357,675	123,453



RIVERSIDE TRANSIT AGENCY
 SHORT RANGE TRANSIT PLAN
 FY2024/2025 - FY2026/2027

Table 2.2A Excluded Routes

Excluded routes are new routes or new service extensions that are eligible for exemption from the farebox recovery requirements.

Route #	Mode (FR/MT/DAR)	Service Type (DO/CO)	Route Description	Date of Implementation	Exemption End Date
1	FR	DO	University of California, Riverside (UCR) to downtown Riverside and Corona	9/8/2024	6/30/2027
4 ¹	FR	CO	New route from Amazon Eastvale to Corona Transit Center via Archibald Ave. and River Rd. through Eastvale, Norco and Corona	---	---
8	FR	CO	Lake Elsinore to Wildomar Loop	9/8/2024	6/30/2027
11	FR	DO	Moreno Valley Mall to March Air Reserve Base Loop	9/8/2024	6/30/2027
13	FR	DO	Hunter Park/UCR Metrolink Station to Downtown Riverside and Galleria at Tyler	9/8/2024	6/30/2027
14	FR	DO	Galleria at Tyler Mall to downtown Riverside and Loma Linda VA Hospital	9/8/2024	6/30/2027
16	FR	DO	Moreno Valley Mall to UCR	9/8/2024	6/30/2027
19	FR	DO	Moreno Valley Mall to Perris Station Transit Center	9/8/2024	6/30/2027
20	FR	DO	Riverside (Magnolia & Elizabeth) to Riverside University Medical Center, Kaiser, and Moreno Valley College	9/11/2022	6/30/2025
22	FR	DO	Downtown Riverside to Perris Station Transit Center	9/8/2024	6/30/2027
27	FR	DO	Galleria at Tyler Mall to Perris Station Transit Center	9/8/2024	6/30/2027
28	FR	DO	From Florida Ave. and Lincoln Ave. in east Hemet to Perris Station Transit Center	9/8/2024	6/30/2027
44	FR	CO	Circulator that connects Hemet Valley Mall with Mount San Jacinto College	1/8/2023	6/30/2025
49	FR	DO	Downtown Riverside to Jurupa Valley (Country Village) and Fontana	9/11/2022	6/30/2025
56	FR	CO	Hunter Park Metrolink Station to UCR Loop	1/8/2023	6/30/2025
GoMicro	MT	CO	On-demand microtransit service offering shared rides in the Hemet - San Jacinto microtransit zone	1/8/2023	6/30/2025

¹ Route 4 implementation has been postponed due to the COVID-19 pandemic.

Data Elements

Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Measure-A Revenue	LCTOP Revenue
RTA-1	All Days	18	1,466,194	9,395,651	72,147	79,778	803,360	986,560	\$12,815,781	\$4,530,215	\$0	\$0
RTA-10	All Days	3	99,264	633,951	11,008	11,879	124,909	144,109	\$1,955,398	\$266,283	\$0	\$0
RTA-11	All Days	2	46,120	295,189	7,712	8,050	77,347	87,301	\$1,369,916	\$114,235	\$0	\$0
RTA-12	All Days	5	174,606	1,119,982	16,715	17,284	190,270	206,501	\$2,969,157	\$449,450	\$0	\$0
RTA-13	All Days	2	134,290	859,952	12,978	13,354	150,807	157,941	\$2,305,338	\$231,613	\$0	\$0
RTA-14	All Days	5	172,897	1,104,109	15,697	16,588	199,526	224,288	\$2,788,325	\$287,413	\$0	\$0
RTA-15	All Days	5	272,704	1,745,003	21,089	21,648	245,507	256,230	\$3,746,129	\$664,217	\$0	\$0
RTA-16/16E	All Days	11	374,155	2,392,263	29,440	31,915	329,178	394,158	\$5,229,553	\$573,702	\$0	\$0
RTA-18	All Days	1	46,474	296,403	5,310	5,420	72,702	76,042	\$943,238	\$138,880	\$0	\$0
RTA-19	All Days	8	690,390	4,425,494	48,409	54,786	608,265	755,801	\$8,599,098	\$995,566	\$0	\$0
RTA-20	All Days	5	167,486	1,071,050	18,172	19,023	271,648	296,004	\$3,227,970	\$310,032	\$0	\$0
RTA-200	All Days	4	162,656	5,526,947	18,601	20,045	466,499	498,190	\$3,304,175	\$1,443,416	\$0	\$0
RTA-204D	All Days	2	17,534	597,212	2,729	3,030	58,617	60,915	\$484,764	\$156,267	\$0	\$0
RTA-206D	All Days	2	11,223	382,247	2,937	5,232	74,424	157,740	\$521,712	\$154,099	\$0	\$0
RTA-21	All Days	1	41,180	264,544	5,064	5,528	51,178	64,948	\$899,540	\$132,581	\$0	\$0
RTA-22	All Days	5	221,725	1,418,458	18,241	20,346	281,798	328,580	\$3,240,227	\$348,448	\$0	\$0
RTA-23	All Days	2	70,378	729,171	13,262	16,441	176,291	276,948	\$1,654,132	\$223,140	\$0	\$0
RTA-24	All Days	5	55,265	575,445	10,615	12,401	121,509	180,230	\$1,323,933	\$167,829	\$0	\$0
RTA-27	All Days	1	109,531	703,805	12,457	13,570	238,256	273,872	\$2,212,790	\$208,860	\$0	\$0
RTA-28	All Days	6	355,467	2,278,716	29,120	31,665	486,167	536,488	\$5,172,710	\$557,309	\$0	\$0
RTA-29	All Days	2	103,809	665,412	11,398	12,071	153,115	172,506	\$2,024,675	\$293,598	\$0	\$0
RTA-3	All Days	6	73,390	747,089	10,728	14,056	118,931	223,417	\$1,338,032	\$231,266	\$0	\$0
RTA-30	All Days	3	41,960	431,719	5,686	6,538	73,880	88,777	\$709,238	\$121,704	\$0	\$0
RTA-31	All Days	5	77,134	794,700	14,023	17,843	308,707	402,644	\$1,749,101	\$258,531	\$0	\$0
RTA-41C	All Days	3	37,862	384,542	4,055	5,852	64,075	104,330	\$505,719	\$156,646	\$0	\$0
RTA-44	All Days	5	119,636	1,235,404	13,565	17,344	141,706	229,521	\$1,691,885	\$184,625	\$0	\$0
RTA-49	All Days	2	165,912	1,064,214	11,377	11,902	125,824	144,681	\$2,020,945	\$236,517	\$0	\$0
RTA-51	All Days	2	15,059	150,894	1,770	2,282	18,656	30,153	\$220,726	\$209,115	\$0	\$0
RTA-54	All Days	1	8,144	70,790	455	605	2,275	2,470	\$80,824	\$30,507	\$0	\$0
RTA-55	All Days	1	4,502	45,110	1,031	1,826	8,796	32,749	\$128,629	\$48,853	\$0	\$0
RTA-56	All Days	2	25,039	250,892	3,315	4,242	29,441	51,293	\$413,473	\$373,173	\$0	\$0
RTA-61	All Days	4	80,807	833,496	15,430	18,411	257,654	334,656	\$1,924,586	\$271,612	\$0	\$0
RTA-74	All Days	4	47,534	492,572	9,441	11,420	164,840	207,582	\$1,177,567	\$203,676	\$0	\$0
RTA-79	All Days	1	63,033	651,623	10,825	13,815	197,356	279,126	\$1,350,168	\$224,800	\$0	\$0
RTA-8	All Days	7	125,949	1,301,282	18,063	22,871	241,976	328,484	\$2,253,096	\$222,684	\$0	\$0
RTA-9	All Days	1	47,835	495,219	5,126	6,185	104,370	134,631	\$639,346	\$121,592	\$0	\$0

Data Elements

Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Measure-A Revenue	LCTOP Revenue
RTA-DR+HEM	All Days	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0
RTA-DR+MTM	All Days	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0
RTA-DR+NON	All Days	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0
RTA-DR+RSB	All Days	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0
RTA-HEMDAR	All Days	0	40,017	492,611	22,750	27,031	409,743	496,534	\$3,177,470	\$158,874	\$0	\$0
RTA-MICRO	All Days	8	54,665	564,555	14,736	18,346	162,317	249,567	\$2,179,068	\$65,372	\$0	\$0
RTA-MTMDAR	All Days	0	65,397	805,043	37,179	44,349	669,616	820,378	\$5,282,860	\$264,143	\$0	\$0
RTA-NonDAR	All Days	0	1,055	12,989	600	685	10,804	12,908	\$86,181	\$4,309	\$0	\$0
RTA-RSBDAR	All Days	0	160,769	1,979,058	91,397	110,617	1,646,134	2,009,152	\$12,870,925	\$681,522	\$0	\$0
		150	6,049,047	49,284,806	674,653	776,274	9,938,474	12,318,405	\$106,588,400	\$16,316,674	\$0	\$0

Performance Indicators

Route #	Day Type	Net Subsidy	Operating Cost Per Revenue Mile	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
RTA-1	All Days	\$8,285,566	\$177.63	\$15.95	\$8.74	35.34%	\$5.65	\$0.88	\$114.84	\$10.31	20.32	1.83
RTA-10	All Days	\$1,689,115	\$177.63	\$15.65	\$19.70	13.61%	\$17.02	\$2.66	\$153.44	\$13.52	9.02	0.79
RTA-11	All Days	\$1,255,681	\$177.63	\$17.71	\$29.70	8.33%	\$27.23	\$4.25	\$162.82	\$16.23	5.98	0.60
RTA-12	All Days	\$2,519,707	\$177.63	\$15.60	\$17.00	15.13%	\$14.43	\$2.25	\$150.75	\$13.24	10.45	0.92
RTA-13	All Days	\$2,073,725	\$177.63	\$15.29	\$17.17	10.04%	\$15.44	\$2.41	\$159.79	\$13.75	10.35	0.89
RTA-14	All Days	\$2,500,912	\$177.63	\$13.97	\$16.13	10.30%	\$14.46	\$2.27	\$159.32	\$12.53	11.01	0.87
RTA-15	All Days	\$3,081,912	\$177.63	\$15.26	\$13.74	17.73%	\$11.30	\$1.77	\$146.14	\$12.55	12.93	1.11
RTA-16/16E	All Days	\$4,655,851	\$177.63	\$15.89	\$13.98	10.97%	\$12.44	\$1.95	\$158.15	\$14.14	12.71	1.14
RTA-18	All Days	\$804,358	\$177.63	\$12.97	\$20.30	14.72%	\$17.31	\$2.71	\$151.48	\$11.06	8.75	0.64
RTA-19	All Days	\$7,603,532	\$177.63	\$14.14	\$12.46	11.57%	\$11.01	\$1.72	\$157.07	\$12.50	14.26	1.14
RTA-20	All Days	\$2,917,938	\$177.63	\$11.88	\$19.27	9.60%	\$17.42	\$2.72	\$160.57	\$10.74	9.22	0.62
RTA-200	All Days	\$1,860,759	\$177.63	\$7.08	\$20.31	43.68%	\$11.44	\$0.34	\$100.04	\$3.99	8.74	0.35
RTA-204D	All Days	\$328,497	\$177.63	\$8.27	\$27.65	32.23%	\$18.73	\$0.55	\$120.37	\$5.60	6.43	0.30
RTA-206D	All Days	\$367,613	\$177.63	\$7.01	\$46.49	29.53%	\$32.76	\$0.96	\$125.17	\$4.94	3.82	0.15
RTA-21	All Days	\$766,959	\$177.63	\$17.58	\$21.84	14.73%	\$18.62	\$2.90	\$151.45	\$14.99	8.13	0.80
RTA-22	All Days	\$2,891,779	\$177.63	\$11.50	\$14.61	10.75%	\$13.04	\$2.04	\$158.53	\$10.26	12.16	0.79
RTA-23	All Days	\$1,430,992	\$124.73	\$9.38	\$23.50	13.48%	\$20.33	\$1.96	\$107.90	\$8.12	5.31	0.40
RTA-24	All Days	\$1,156,104	\$124.72	\$10.90	\$23.96	12.67%	\$20.92	\$2.01	\$108.91	\$9.51	5.21	0.45
RTA-27	All Days	\$2,003,930	\$177.63	\$9.29	\$20.20	9.43%	\$18.30	\$2.85	\$160.87	\$8.41	8.79	0.46
RTA-28	All Days	\$4,615,401	\$177.63	\$10.64	\$14.55	10.77%	\$12.98	\$2.03	\$158.50	\$9.49	12.21	0.73
RTA-29	All Days	\$1,731,077	\$177.63	\$13.22	\$19.50	14.50%	\$16.68	\$2.60	\$151.88	\$11.31	9.11	0.68
RTA-3	All Days	\$1,106,766	\$124.72	\$11.25	\$18.23	17.28%	\$15.08	\$1.48	\$103.17	\$9.31	6.84	0.62
RTA-30	All Days	\$587,534	\$124.73	\$9.60	\$16.90	17.15%	\$14.00	\$1.36	\$103.33	\$7.95	7.38	0.57
RTA-31	All Days	\$1,490,570	\$124.73	\$5.67	\$22.68	14.78%	\$19.32	\$1.88	\$106.29	\$4.83	5.50	0.25
RTA-41C	All Days	\$349,073	\$124.71	\$7.89	\$13.36	30.97%	\$9.22	\$0.91	\$86.08	\$5.45	9.34	0.59
RTA-44	All Days	\$1,507,260	\$124.72	\$11.94	\$14.14	10.91%	\$12.60	\$1.22	\$111.11	\$10.64	8.82	0.84
RTA-49	All Days	\$1,784,428	\$177.63	\$16.06	\$12.18	11.70%	\$10.76	\$1.68	\$156.85	\$14.18	14.58	1.32
RTA-51	All Days	\$11,611	\$124.70	\$11.83	\$14.66	94.73%	\$0.77	\$0.08	\$6.56	\$0.62	8.51	0.81
RTA-54	All Days	\$50,317	\$177.64	\$35.53	\$9.92	37.74%	\$6.18	\$0.71	\$110.59	\$22.12	17.90	3.58
RTA-55	All Days	\$79,776	\$124.76	\$14.62	\$28.57	37.97%	\$17.72	\$1.77	\$77.38	\$9.07	4.37	0.51
RTA-56	All Days	\$40,300	\$124.73	\$14.04	\$16.51	90.25%	\$1.61	\$0.16	\$12.16	\$1.37	7.55	0.85
RTA-61	All Days	\$1,652,974	\$124.73	\$7.47	\$23.82	14.11%	\$20.46	\$1.98	\$107.13	\$6.42	5.24	0.31
RTA-74	All Days	\$973,891	\$124.73	\$7.14	\$24.77	17.29%	\$20.49	\$1.98	\$103.16	\$5.91	5.03	0.29
RTA-79	All Days	\$1,125,368	\$124.73	\$6.84	\$21.42	16.64%	\$17.85	\$1.73	\$103.96	\$5.70	5.82	0.32
RTA-8	All Days	\$2,030,412	\$124.74	\$9.31	\$17.89	9.88%	\$16.12	\$1.56	\$112.41	\$8.39	6.97	0.52
RTA-9	All Days	\$517,754	\$124.73	\$6.13	\$13.37	19.01%	\$10.82	\$1.05	\$101.01	\$4.96	9.33	0.46

Performance Indicators

Route #	Day Type	Net Subsidy	Operating Cost Per Revenue Mile	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
RTA-DR+HEM	All Days	\$0										
RTA-DR+MTM	All Days	\$0										
RTA-DR+NON	All Days	\$0										
RTA-DR+RSB	All Days	\$0										
RTA-HEMDAR	All Days	\$3,018,596	\$139.67	\$7.75	\$79.40	5.00%	\$75.43	\$6.13	\$132.69	\$7.37	1.76	0.10
RTA-MICRO	All Days	\$2,113,696	\$147.87	\$13.42	\$39.86	2.99%	\$38.67	\$3.74	\$143.44	\$13.02	3.71	0.34
RTA-MTMDAR	All Days	\$5,018,717	\$142.09	\$7.89	\$80.78	5.00%	\$76.74	\$6.23	\$134.99	\$7.49	1.76	0.10
RTA-NonDAR	All Days	\$81,872	\$143.64	\$7.98	\$81.69	4.99%	\$77.60	\$6.30	\$136.45	\$7.58	1.76	0.10
RTA-RSBDAR	All Days	\$12,189,403	\$140.82	\$7.82	\$80.06	5.29%	\$75.82	\$6.16	\$133.37	\$7.40	1.76	0.10
		\$90,271,726	\$157.99	\$10.72	\$17.62	15.30%	\$14.92	\$1.83	\$133.80	\$9.08	8.97	0.61



RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2024/2025 - FY2026/2027

Table 3 Highlights

Type	FY2020/2021 Audited	FY2021/2022 Audited	FY2022/2023 Audited	FY2023/2024 Estimated	FY2024/2025 Planned
System-Wide Ridership	3,015,606	4,110,465	5,246,708	5,713,036	6,049,047
Operating cost per revenue hours	\$151.37	\$134.32	\$149.19	\$156.10	\$157.99

Recent Trends:

The Agency continues to see year over year increases in ridership due to numerous service improvements and fare promotions. FY24 saw improvements in service per the Board approved SSP. This included the addition of earlier morning service to connect to Metrolink trains and route improvements to increase access to major destinations. Not all year one SSP recommendations were implemented due to operator shortages, which is being experienced by transit agencies nationwide.

FY24 saw the following service changes:

- The opening of the Vine Street Mobility Hub which is served by routes 1, 15, 22, 29, 49, 200 and DAR.
- Schedules were adjusted to improve on time performance, overall efficiency and connections with other routes, trains and school bell times: 1, 9, 11, 12, 14, 15, 18, 19, 22, 23, 24, 27, 28, 29, 30, 31, 41, 44, 49, 61, 74, 79, 200, 204 and 206.
- Decreased weekend service due to operator shortages: 1, 11, 13, 14, 16, 19, 22, 27 and 28.
- Route 1: Increased weekday frequency to every 15 minutes from 6 a.m. to 6 p.m.
- Route 8: Service to Canyon Estates and Saddle Ridge was discontinued due to low ridership and the schedule was adjusted to improve connections with Route 9.
- Route 11: Service along portions of Ironwood and Hemlock avenues were discontinued due to low ridership. The route was adjusted to serve the March Veterans Village on N Street.
- Route 13: The route no longer travels along Monroe Street and Colorado Avenue but instead travels along Van Buren Boulevard to improve access to retail and grocery shopping destinations. The route serves bus stop 4789 located on Magnolia Avenue instead of bus stop 1063 inside the Galleria at Tyler Mall.
- Route 15: The route serves bus stop 4789 located on Magnolia Avenue instead of bus stop 1063 inside the Galleria at Tyler Mall.
- Route 18: The route was adjusted to extend service to Corporate Centre Place to improve access to retail and grocery shopping destinations. Weekday and weekend schedules were adjusted to decrease frequencies from every 50 minutes to about 75 minutes on the weekdays and every 60 minutes on the weekends.
- Route 21: A new weekday northbound trip departing the Galleria at Tyler at 6:24 a.m. and a new southbound trip departing the Jurupa Valley/Pedley Metrolink Station at 7 a.m. were added to connect with trains at the Pedley Metrolink Station.
- Route 22: The route was realigned and no longer serves stops 3491 and 3574 on University Avenue and Market Street and stops 1001 and 1002 on University Avenue and Lemon Street. The route now serves bus stop 3489 on Lemon Street and University Avenue in both directions.
- Route 27: The route serves bus stop 4789 located on Magnolia Avenue instead of bus stop 1063 inside the Galleria at Tyler Mall.
- Route 30: A new weekday trip departing the Perris Station Transit Center at 5:10 a.m. was added to connect with Metrolink service.
- Route 41: Weekend service was discontinued due to low ridership.
- Route 61: The route was realigned from Newport Road and Bradley Road to travel through Haun Road and La Piedra Road to improve access to retail and grocery shopping destinations.
- Route 74: The portion of the route from Sun City to Perris Station Transit Center was discontinued and weekday and weekend frequencies were improved from every 75-95 minutes to every 70 minutes.
- Route 79: The portion of the route from Promenade Mall to Old Town Temecula was discontinued due to low ridership and weekday and weekend frequencies were improved to every 85 minutes.
- Route 200: A new weekday westbound trip departing the San Bernardino Downtown Transit Center at 4:15 a.m. and a new eastbound trip departing Disneyland at 6:20 a.m. were added. The eastbound trips serve bus stop 4789 located on Magnolia Avenue instead of bus stop 1063 inside the Galleria at Tyler Mall.

Proposed Service Changes for FY25:

As approved by the Board, year two service improvements from the SSP will be implemented in FY25, as well any year one recommendations that have not yet been implemented. With additional operators on staff, the Agency plans to reinstate the discontinued weekend service resulting in improved frequencies. Service changes include adjustments to multiple routes to improve service reliability and efficiency while increasing ridership and access to major destinations.

The following service changes are planned for FY25. Implementation is contingent on ridership demand, funding and operator availability.



RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2024/2025 - FY2026/2027

Table 3 Highlights

- September 2024 service changes:
 - Reinstated the discontinued weekend service resulting in improved frequencies on routes 1, 11, 13, 14, 16, 19, 22, 27 and 28.
 - Route 8: Improve frequency to every 60 minutes and implement a new transfer location with Route 9 at Walmart at Central & Cambern.
 - Route 9: Discontinue service to the Lake Elsinore Outlet Mall and improve frequency from every 70 minutes to every 60 minutes. ○ Provide timed connections with Route 8 at Walmart at Central & Cambern.
 - Route 200: Add one roundtrip in the morning due to high demand.
- January 2025 service changes:
 - Route 1: Increased service to the Vine Street Mobility Hub to connect to Metrolink trains.
 - Route 16: Improve weekday frequency to every 15 minutes from 6 a.m. to 6 p.m.
 - Route 19: Improve weekday frequency to every 15 minutes from 6 a.m. to 6 p.m.
 - Route 28: Improve weekday frequency from every 35-40 minutes to every 30 minutes.
 - Route 44: Improve frequency on San Jacinto Ave. from every 60 to 70 minutes to every 40 minutes.

Operating Budget (\$106,588,400):

- Increase of 4% over FY24 budget. Variance analysis by major cost element is provided below:
 - Salaries and Benefits - 5% increase due to wage and benefits growth
 - Purchased Transportation - 4% increase due to growth in contractor rates and demand
 - Services - 14% increase driven by planned Comprehensive Operational Analysis (COA)
 - Insurance - Flat as premiums stabilize
 - Materials & Supplies - 2% decrease due to improved natural gas market

Capital Budget (\$42,792,078):

- Funding for new vehicles - \$30.8 million
- Facilities and Equipment Improvements - \$6.0 million
- Information Technology Projects- \$2.5 million
- Capital Maintenance Programs - \$3.5 million



Table 4.0 - Summary of Funding Requests - FY 2024/25

Riverside Transit Agency

Original

Operating																
Project	Total Amount of Funds	5307 HS	5307 LALB	5307 MTM	5307 RS	5307 RS ARPA	5310 OB	5311	5339 HS	5339 LALB	5339 MTM	5339 RS	FARE	INT	LCTOP PUC99313	LCTOP PUC99314
ADA Complementary Paratransit Service	\$2,000,000				\$2,000,000											
AHSC Fare/Training	\$148,380												\$148,380			
Call Center	\$300,000						\$300,000									
Capital Cost of Contracting	\$7,500,000				\$7,500,000											
Capitalized Preventive Maintenance	\$8,750,000		\$435,194	\$6,000,000	\$2,314,806											
CNG Sales	\$300,000															
CommuterLink	\$1,000,000															
General Farebox Revenue	\$7,351,620												\$7,351,620			
Investment Income	\$1,500,000													\$1,500,000		
LCFS Credits	\$750,000															
LCTOP Project	\$3,016,674														\$2,668,115	\$348,559
Operating Assistance	\$72,721,726	\$4,560,803						\$716,278								
RINs Credits	\$1,250,000															
Sub-total Operating	\$106,588,400	\$4,560,803	\$435,194	\$6,000,000	\$11,814,806	\$0	\$300,000	\$716,278	\$0	\$0	\$0	\$0	\$7,500,000	\$1,500,000	\$2,668,115	\$348,559
Capital																
Project	Total Amount of Funds	5307 HS	5307 LALB	5307 MTM	5307 RS	5307 RS ARPA	5310 OB	5311	5339 HS	5339 LALB	5339 MTM	5339 RS	FARE	INT	LCTOP PUC99313	LCTOP PUC99314
FY25-1 Facility and Equipment Maintenance and Improvements - FY25-1	\$6,000,000			\$2,000,000	\$2,000,000											
FY25-2 Information Technology Improvements - FY 25-2	\$2,500,000															
FY25-3 Capital Tire Lease - FY25-3	\$300,000				\$240,000											
FY25-4 Associated Transit Improvements - FY25-4	\$1,000,000				\$800,000											
FY25-5 CFR Buses - FY25-5	\$12,000,000								\$386,933	\$21,089	\$565,295	\$1,388,636				
FY25-6 DAR Vehicles - FY25-6	\$2,000,000				\$1,600,000											
FY25-7 Support Vehicles - FY25-7	\$2,000,000															
FY25-8 State of Good Repair - FY25-8	\$2,163,788															
FY25-9 SB125 (ZEB) - FY25-9	\$14,828,290															
Sub-total Capital	\$42,792,078	\$0	\$0	\$2,000,000	\$4,640,000	\$0	\$0	\$0	\$386,933	\$21,089	\$565,295	\$1,388,636	\$0	\$0	\$0	\$0
Total Operating & Capital	\$149,380,478	\$4,560,803	\$435,194	\$8,000,000	\$16,454,806	\$0	\$300,000	\$716,278	\$386,933	\$21,089	\$565,295	\$1,388,636	\$7,500,000	\$1,500,000	\$2,668,115	\$348,559



Table 4.0 - Summary of Funding Requests - FY 2024/25

Riverside Transit Agency

Original

Operating															
Project	Total Amount of Funds	LTF	MA CTSA	MA IB	OTHR LCL	SB 125 TIRCP GF	SB 125 ZETCP GGRF	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314				
ADA Complementary Paratransit Service	\$2,000,000														
AHSC Fare/Training	\$148,380														
Call Center	\$300,000														
Capital Cost of Contracting	\$7,500,000														
Capitalized Preventive Maintenance	\$8,750,000														
CNG Sales	\$300,000				\$300,000										
CommuterLink	\$1,000,000			\$1,000,000											
General Farebox Revenue	\$7,351,620														
Investment Income	\$1,500,000														
LCFS Credits	\$750,000				\$750,000										
LCTOP Project	\$3,016,674														
Operating Assistance	\$72,721,726	\$65,904,645	\$1,000,000		\$540,000										
RINs Credits	\$1,250,000				\$1,250,000										
Sub-total Operating	\$106,588,400	\$65,904,645	\$1,000,000	\$1,000,000	\$2,840,000	\$0	\$0	\$0	\$0	\$0	\$0				

Capital															
Project	Total Amount of Funds	LTF	MA CTSA	MA IB	OTHR LCL	SB 125 TIRCP GF	SB 125 ZETCP GGRF	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314				
FY25-1 Facility and Equipment Maintenance and Improvements - FY25-1	\$6,000,000									\$501,674	\$1,498,326				
FY25-2 Information Technology Improvements - FY 25-2	\$2,500,000	\$2,500,000													
FY25-3 Capital Tire Lease - FY25-3	\$300,000									\$60,000					
FY25-4 Associated Transit Improvements - FY25-4	\$1,000,000									\$200,000					
FY25-5 CFR Buses - FY25-5	\$12,000,000	\$4,000,000								\$5,638,047					
FY25-6 DAR Vehicles - FY25-6	\$2,000,000									\$400,000					
FY25-7 Support Vehicles - FY25-7	\$2,000,000									\$2,000,000					
FY25-8 State of Good Repair - FY25-8	\$2,163,788							\$1,961,687	\$202,101						
FY25-9 SB125 (ZEB) - FY25-9	\$14,828,290					\$6,871,647	\$7,956,643								
Sub-total Capital	\$42,792,078	\$6,500,000	\$0	\$0	\$0	\$6,871,647	\$7,956,643	\$1,961,687	\$202,101	\$8,799,721	\$1,498,326				
Total Operating & Capital	\$149,380,478	\$72,404,645	\$1,000,000	\$1,000,000	\$2,840,000	\$6,871,647	\$7,956,643	\$1,961,687	\$202,101	\$8,799,721	\$1,498,326				



Table 4.0 - Summary of Funding Requests - FY 2024/25

Riverside Transit Agency

Original

FY 2024/25 Projected Funding Details	
5307 HS	\$4,560,803
5307 LALB	\$435,194
5307 MTM	\$6,000,000
5307 RS	\$11,814,806
5310 OB	\$300,000
5311	\$716,278
FARE	\$7,500,000
INT	\$1,500,000
LCTOP PUC99313	\$2,668,115
LCTOP PUC99314	\$348,559
LTF	\$65,904,645
MA CTSA	\$1,000,000
MA IB	\$1,000,000
OTHR LCL	\$2,840,000
Total Estimated Operating Funding Request	\$106,588,400
5307 MTM	\$2,000,000
5307 RS	\$4,640,000
5307 RS ARPA	\$0
5339 HS	\$386,933
5339 LALB	\$21,089
5339 MTM	\$565,295
5339 RS	\$1,388,636
LTF	\$6,500,000
SB 125 TIRCP GF	\$6,871,647
SB 125 ZETCP GGRF	\$7,956,643
SGR PUC99313	\$1,961,687
SGR PUC99314	\$202,101
STA PUC99313	\$8,799,721
STA PUC99314	\$1,498,326
Total Estimated Capital Funding Request	\$42,792,078
Total Funding Request	\$149,380,478



FY 2024/25 SRTP
Riverside Transit Agency
Table 4.0 A - Capital Project Justification
Original

Project Number: FY25-1

FTIP No: Not Assigned - New Project

Project Name: FY25-1 Facility and Equipment Maintenance and Improvements

Category: Buildings and Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: To maintain, replace, and improve Agency equipment, machinery, and facilities.

Project Justification: Funding will help ensure that Agency's equipment, machinery, and facilities are kept in good working condition, which in turn improves safety and morale. Funding will also allow improvements that help Agency operate more efficiently.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
5307 MTM	FY 2024/25	\$2,000,000
5307 RS	FY 2024/25	\$2,000,000
STA PUC99313	FY 2024/25	\$501,674
STA PUC99314	FY 2024/25	\$1,498,326
Total		\$6,000,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



FY 2024/25 SRTP
Riverside Transit Agency
Table 4.0 A - Capital Project Justification
Original

Project Number: FY25-2

FTIP No: Not Assigned - New Project

Project Name: FY25-2 Information Technology Improvements

Category: Communication and ITS

Sub-Category: Systems

Fuel Type: N/A

Project Description: To improve, maintain, upgrade information systems and software.

Project Justification: Funding for systems helps ensure efficiency, safety, and an improved customer experience.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
LTF	FY 2024/25	\$2,500,000
Total		\$2,500,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



FY 2024/25 SRTP
Riverside Transit Agency
Table 4.0 A - Capital Project Justification
Original

Project Number: FY25-3

FTIP No: Not Assigned - New Project

Project Name: FY25-3 Capital Tire Lease

Category: Bus

Sub-Category: Parts

Fuel Type: CNG

Project Description: To fund tires leased to operate 40' buses.

Project Justification: Funding for tires ensure that buses operate safely and efficiently .

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
5307 RS	FY 2024/25	\$240,000
STA PUC99313	FY 2024/25	\$60,000
Total		\$300,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



FY 2024/25 SRTP
Riverside Transit Agency
Table 4.0 A - Capital Project Justification
Original

Project Number: FY25-4

FTIP No: Not Assigned - New Project

Project Name: FY25-4 Associated Transit Improvements

Category: Bus Stop and Amenities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: Improvements to bus stops, including concrete, ADA compliance, shelters, and amenities.

Project Justification: Funding for bus stops ensures compliance with applicable laws, improved safety, and improved customer experiences.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
5307 RS	FY 2024/25	\$800,000
STA PUC99313	FY 2024/25	\$200,000
Total		\$1,000,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



FY 2024/25 SRTP

Riverside Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: FY25-5

FTIP No: Not Assigned - New Project

Project Name: FY25-5 CFR Buses

Category: Bus

Sub-Category: Replacement

Fuel Type: CNG

Project Description: 30-40' CNG buses for replacement of retired vehicles.

Project Justification: Funding for buses ensures that newer buses can be circulated into service fleet. Aging vehicles in operation are less efficient, more prone to breakdown, and not as safe.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
5339 HS	FY 2024/25	\$386,933
5339 LALB	FY 2024/25	\$21,089
5339 MTM	FY 2024/25	\$565,295
5339 RS	FY 2024/25	\$1,388,636
LTF	FY 2024/25	\$4,000,000
STA PUC99313	FY 2024/25	\$5,638,047
Total		\$12,000,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



FY 2024/25 SRTP
Riverside Transit Agency
Table 4.0 A - Capital Project Justification
Original

Project Number: FY25-6

FTIP No: Not Assigned - New Project

Project Name: FY25-6 DAR Vehicles

Category: Paratransit

Sub-Category: Replacement

Fuel Type: Gas

Project Description: Replacement of paratransit vehicles.

Project Justification: Funding for vehicles ensures that newer vehicles can be circulated into service fleet. Aging vehicles in operation are less efficient, more prone to breakdown, and not as safe.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
5307 RS	FY 2024/25	\$1,600,000
STA PUC99313	FY 2024/25	\$400,000
Total		\$2,000,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



FY 2024/25 S RTP
Riverside Transit Agency
Table 4.0 A - Capital Project Justification
Original

Project Number: FY25-7

FTIP No: Not Assigned - New Project

Project Name: FY25-7 Support Vehicles

Category: Support Vehicles

Sub-Category: Replacement

Fuel Type: Gas

Project Description: Replacement of vehicles that support revenue service, including maintenance vehicles, relief vehicles, and other support vehicles.

Project Justification: Funding for support vehicles ensures that Agency revenue service can be supported safely and efficiently.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2024/25	\$2,000,000
Total		\$2,000,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/S RTP Project No.	Description



FY 2024/25 SRTP
Riverside Transit Agency
Table 4.0 A - Capital Project Justification
Original

Project Number: FY25-8

FTIP No: Not Assigned - New Project

Project Name: FY25-8 State of Good Repair

Category: Maintenance

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: State of Good Repair

Project Justification: Funding helps maintain Agency operations through capital improvements, which ensure assets remain in a state of good repair.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2024/25	\$1,961,687
SGR PUC99314	FY 2024/25	\$202,101
Total		\$2,163,788

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



FY 2024/25 SRTP
Riverside Transit Agency
Table 4.0 A - Capital Project Justification
Original

Project Number: FY25-9

FTIP No: Not Assigned - New Project

Project Name: FY25-9 SB125 (ZEB)

Category: Bus

Sub-Category: Replacement

Fuel Type: Hydrogen

Project Description: SB125 Funding to assist in Agency's transition to mandated zero emission vehicle fleet.

Project Justification: Funding will help Agency transition to a zero emission fleet as mandated by CARB .

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SB 125 TIRCP GF	FY 2024/25	\$6,871,647
SB 125 ZETCP GGRF	FY 2024/25	\$7,956,643
Total		\$14,828,290

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2024/2025 - FY2026/2027

Table 4B Fare Revenue Calculation

#	Revenue Sources included in Farebox Calculation	Actuals from FY2022/23 Audit	FY2023/24 Estimated	FY2024/25 Plan
1	Passenger Fares	6,316,413	7,000,000	7,500,000
2	Measure A	4,000,000	2,000,000	2,000,000
3	Discounted Fares Value	3,683,690	2,700,000	3,016,674
4	Investment Income	2,298,164	3,000,000	1,500,000
5	Other Revenue	1,535,806	1,500,000	2,300,000
6	Exempt Routes	(3,224,894)	(3,000,000)	(5,445,223)
	Total Revenue (1-11)	\$14,609,179	\$13,200,000	\$10,871,451
	Net Operating Expense	\$48,026,566	\$50,245,222	\$42,880,043
	Farebox Recovery Ratio	30.42%	26.27%	25.35%



Table 4.1 - Summary of Funding Requests - FY 2025/26

Riverside Transit Agency

Original

Operating															
Project	Total Amount of Funds	5307 HS	5307 MTM	5307 RS	5310 OB	5311	FARE	INT	LCTOP PUC99313	LCTOP PUC99314	LTF	MA CTSA	MA IB	OTHR LCL	STA PUC99313
ADA Complementary Paratransit Service	\$2,000,000			\$2,000,000											
AHSC Fare/Training	\$150,000						\$150,000								
Call Center	\$300,000				\$300,000										
Capital Cost of Contracting	\$8,500,000		\$8,500,000												
Capitalized Preventive Maintenance	\$9,000,000			\$9,000,000											
CNG Sales	\$200,000													\$200,000	
CommuterLink	\$2,000,000												\$2,000,000		
General Farebox Revenue	\$8,500,000						\$8,500,000								
Investment Income	\$1,250,000							\$1,250,000							
LCFS Credits	\$750,000													\$750,000	
LCTOP Project	\$2,300,000								\$2,000,000	\$300,000					
Operating Assistance	\$79,200,000	\$4,500,000				\$700,000					\$72,000,000	\$2,000,000			
RINs Credits	\$1,250,000													\$1,250,000	
Sub-total Operating	\$115,400,000	\$4,500,000	\$8,500,000	\$11,000,000	\$300,000	\$700,000	\$8,650,000	\$1,250,000	\$2,000,000	\$300,000	\$72,000,000	\$2,000,000	\$2,000,000	\$2,200,000	\$0

Capital															
Project	Total Amount of Funds	5307 HS	5307 MTM	5307 RS	5310 OB	5311	FARE	INT	LCTOP PUC99313	LCTOP PUC99314	LTF	MA CTSA	MA IB	OTHR LCL	STA PUC99313
FY26-1 Vehicles - FY26-1	\$20,000,000										\$10,000,000				\$10,000,000
FY26-2 Maintenance - FY26-2	\$5,000,000										\$2,500,000				\$2,500,000
Sub-total Capital	\$25,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,500,000	\$0	\$0	\$0	\$12,500,000
Total Operating & Capital	\$140,400,000	\$4,500,000	\$8,500,000	\$11,000,000	\$300,000	\$700,000	\$8,650,000	\$1,250,000	\$2,000,000	\$300,000	\$84,500,000	\$2,000,000	\$2,000,000	\$2,200,000	\$12,500,000

FY 2025/26 Projected Funding Details	
5307 HS	\$4,500,000
5307 MTM	\$8,500,000
5307 RS	\$11,000,000
5310 OB	\$300,000
5311	\$700,000
FARE	\$8,650,000
INT	\$1,250,000
LCTOP PUC99313	\$2,000,000
LCTOP PUC99314	\$300,000
LTF	\$72,000,000
MA CTSA	\$2,000,000
MA IB	\$2,000,000
OTHR LCL	\$2,200,000
Total Estimated Operating Funding Request	\$115,400,000
LTF	\$12,500,000
STA PUC99313	\$12,500,000
Total Estimated Capital Funding Request	\$25,000,000
Total Funding Request	\$140,400,000



Table 4.2 - Summary of Funding Requests - FY 2026/27

Riverside Transit Agency

Original

Operating															
Project	Total Amount of Funds	5307 HS	5307 MTM	5307 RS	5310 OB	5311	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	MA CTSA	MA IB	OTHR LCL	STA PUC99313	
ADA Complementary Paratransit Service	\$2,300,000			\$2,300,000											
AHSC Fare/Training	\$160,000						\$160,000								
Call Center	\$325,000				\$325,000										
Capital Cost of Contracting	\$9,000,000		\$9,000,000												
Capitalized Preventive Maintenance	\$9,500,000			\$9,500,000											
CNG Sales	\$250,000												\$250,000		
CommuterLink	\$2,500,000											\$2,500,000			
General Farebox Revenue	\$9,000,000						\$9,000,000								
Investment Income	\$1,500,000												\$1,500,000		
LCFS Credits	\$750,000												\$750,000		
LCTOP Project	\$3,300,000							\$3,000,000	\$300,000						
Operating Assistance	\$83,200,000	\$5,000,000				\$700,000				\$75,000,000	\$2,500,000				
Sub-total Operating	\$121,785,000	\$5,000,000	\$9,000,000	\$11,800,000	\$325,000	\$700,000	\$9,160,000	\$3,000,000	\$300,000	\$75,000,000	\$2,500,000	\$2,500,000	\$2,500,000	\$0	

Capital															
Project	Total Amount of Funds	5307 HS	5307 MTM	5307 RS	5310 OB	5311	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	MA CTSA	MA IB	OTHR LCL	STA PUC99313	
FY27-1 Vehicles - FY27-1	\$20,000,000			\$5,000,000						\$10,000,000				\$5,000,000	
FY27-2 - FY27-2	\$5,000,000			\$3,000,000						\$2,000,000					
Sub-total Capital	\$25,000,000	\$0	\$0	\$8,000,000	\$0	\$0	\$0	\$0	\$0	\$12,000,000	\$0	\$0	\$0	\$5,000,000	
Total Operating & Capital	\$146,785,000	\$5,000,000	\$9,000,000	\$19,800,000	\$325,000	\$700,000	\$9,160,000	\$3,000,000	\$300,000	\$87,000,000	\$2,500,000	\$2,500,000	\$2,500,000	\$5,000,000	

FY 2026/27 Projected Funding Details	
5307 HS	\$5,000,000
5307 MTM	\$9,000,000
5307 RS	\$11,800,000
5310 OB	\$325,000
5311	\$700,000
FARE	\$9,160,000
LCTOP PUC99313	\$3,000,000
LCTOP PUC99314	\$300,000
LTF	\$75,000,000
MA CTSA	\$2,500,000
MA IB	\$2,500,000
OTHR LCL	\$2,500,000
Total Estimated Operating Funding Request	\$121,785,000
5307 RS	\$8,000,000
LTF	\$12,000,000
STA PUC99313	\$5,000,000
Total Estimated Capital Funding Request	\$25,000,000
Total Funding Request	\$146,785,000



RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2024/2025 - FY2026/2027

Table 4.3 FY19-22 FTA Quadrennial Review and FY19-21 TDA Triennial Audit

Agency	Audit Recommendations	Action Taken and Results
FTA	The last FTA Triennial Review was completed for FFY19-22 in May 2023. The Triennial Review focused on RTA’s compliance in 23 areas. No deficiencies were found with FTA requirements in 22 of these areas. One deficiency was found in Section 10 DBE5-1: DBE uniform reports contain inaccuracies. The finding was due to a discrepancy between the total procurement amounts that were awarded in Fiscal Year 2022 (FY22) and the total amounts reported in the FY22 semi-annual Uniform Report of DBE Awards. The reporting discrepancy was due to a missing category code in the filter of the software program that is used to run the Uniform Report. RTA had no repeat deficiencies from the FY 2019 Triennial Review.	On June 21, 2023, the Agency submitted a corrected FY22 Uniform Report, updated procurement procedures and a revised DBE Program to the FTA Office of Civil Rights ahead of the October 18, 2023 deadline. On March 13, 2024, RTA received a letter from the FTA confirming the closeout and completion of the FFY19-22 Triennial Review.
TDA	RTA was found compliant across all nine applicable operator compliance requirements. The one recommendation that was made, which was not based on any deficiencies, was to conduct a cost benefit evaluation for the use of electronic procurement (e-procurement) software.	Staff performed a cost benefit analysis of e-procurement platforms during the development of the FY23 budget. It was determined that a moderately priced e-procurement platform could yield the type of benefits needed to enhance Agency operations. The Agency began using Planet Bids, an e-procurement platform, in December 2022.



RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2024/2025 - FY2026/2027

Table 4.4 Open Projects Prior to FY2024/2025

Project Name	SRTP Capital Project No's	Project Element	Funding Category	Beg to End - Project Timeline	Total Project Cost	Programmed Funds	FY25 Programmed Funds	Unfunded Balance
Vine St. Mobility Hub	12-9, 15-11, 16-12,19-9,20-1,22-6, 24-11	4	1	08/2019 - 12/2024	18,349,858	18,349,858	0	0
Hemet Mobility Hub	17-9, 18-9, 19-8	4	1	01/2017- 12/2027	7,774,611	7,774,611	0	0
Hydrogen Fueling Stations	23-2, 23-8, 24-10	4	1	07/2022-06/2030	15,674,179	15,674,179	0	0
Maint Spare Components	24-2	9	1	07/2023- 06/2025	625,000	625,000	0	0
Associated Transit Improvements	16-11, 22-2, 23-1, 24-3, 25-4	6	1	09/2016 - 12/2025	3,075,981	2,075,981	1,000,000	0
Fareboxes	22-08	3	1	03/2019 - 06/2025	3,000,000	3,000,000	0	0
Facility Improvements	16-8, 17-7, 18-7, 19-6, 25-1	4	1	04/2019 - 6/2026	10,220,557	4,220,557	6,000,000	0
Solar Panels	24-7	4	1	07/2023-06/2027	2,074,789	2,074,789	0	0
Information System	18-8, 19-7, 24-1, 25-2	5	1	02/2019 - 12/2025	6,464,832	3,964,832	2,500,000	0
Tire Lease	22-01, 23-5, 25-3	9	1	07/2019 - 06/2025	858,805	558,805	300,000	0
DAR Vehicles	17-2, 18-2, 20-3, 24-4, 25-6	1	1	08/2019 - 12/2026	15,392,344	13,392,344	2,000,000	0
COFR Vehicles	19-1, 20-2, 25-5	1	1	08/2019 - 12/2026	30,378,709	18,378,709	12,000,000	0
DO Revenue Vehicles 40ft Bus	19-11, 20-1,22-4,23-3, 24-5	1	1	10/2019 - 12/2026	56,917,011	56,917,011	0	0
Support Vehicles	20-4, 21-1,21-2,21-3, 24-6, 25-7	2	1	01/2020 - 8/2026	4,074,543	2,074,543	2,000,000	0
SB125 ZETCP	25-9	1	1	07/2024-12/2030	14,828,290	0	14,828,290	0
SGR	20-1, 21-8,22-3, 23-7, 24-8, 25-8	4	1	Various	11,648,390	9,484,602	2,163,788	0
					201,357,899	158,565,821	42,792,078	0

Legend

Project Elements:

- 1 Revenue Vehicle Purchases
- 2 Non-Revenue Vehicle Purchases
- 3 Vehicle Systems and Equipment
- 4 Building, Land and Facilities
- 5 Communication and Information Technology Systems
- 6 Transit Shelters and Amenities
- 7 Fixed Guideways and Tracks
- 8 Debt Service
- 9 Maintenance
- 10 Security
- 11 Planning/Feasibility

Funding Category:

- 1 Fully Funded
- 2 Partially Funded



RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2024/2025 - FY2026/2027

Table 5 Riverside Transit Agency FY2025 - 2029 TUMF Expenditure Plan

Fiscal Year		Prior Years Expenditures	FY 23-24 Expenditures through 6/30 (estimate)	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	Current Programmed Phase Balance	Total Programmed Payments/Exp	Original Programmed Phase Cost		
	Forecast Revenues ¹		\$ 2,695,034	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 31,509,809	\$ 5,948,282	\$ 52,661,425		
	Estimated Carryover (as of 6/30)		\$ 24,159,835	\$ 24,009,809	\$ 23,071,088	\$ 21,771,088	\$ 16,130,395	\$ 12,280,395	<i>TIP Amended June 2017</i>				
									<i>5-Year Avail Forecast/Cash</i>	<i>5-Year Programmed</i>	<i>5-Year Delta</i>		
	Available Revenues		\$ 26,854,868	\$ 25,509,809	\$ 24,571,088	\$ 23,271,088	\$ 17,630,395	\$ 13,780,395	\$ 31,509,809	\$ 31,509,809	\$ (0)		
	Funded Expenditures	Phase	Project Amount										
	RTA-0001	Hemet Mobility Hub	ALL \$4,275,988	\$185,234	\$ 60	\$ 500,000	\$ 1,500,000	\$ 1,590,693	\$ 500,000	\$ -	\$ 4,090,693	\$ (185,295)	\$ 4,275,988
	RTA-0004	Associated Transit Enhancements Program	ENH \$1,940,437	\$172,654	\$ -	\$ 300,000	\$ 300,000	\$ 350,000	\$ 350,000	\$ 467,783	\$ 1,767,783	\$ (172,654)	\$ 1,940,437
	RTA-0005	Long Range Planning	ENH \$600,000	\$556,309	\$ 64,396	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (620,705)	\$ 620,705
	RTA-0007	Vine Street Mobility Hub ²	ALL \$3,630,000	\$2,189,026	\$ 2,780,603	\$ 638,721	\$ -	\$ -	\$ -	\$ -	\$ 638,721	\$ (4,969,629)	\$ 5,608,350
	RTA-0009	HQTC Improvements (former RapidLink Blue Line)	ENH \$1,500,000	\$0	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 1,500,000	\$ -	\$ 1,500,000
	RTA-0010	Regional Operations & Maintenance Facility	ALL \$30,251,000	\$0	\$ -	\$ 1,000,000	\$ 1,000,000	\$ 1,500,000	\$ 2,000,000	\$ 7,548,612	\$ 13,048,612	\$ -	\$ 13,048,612
	RTA-0011	San Jacinto Mobility Hub	ALL \$200,000	\$0	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000
	RTA-0012	Revenue Vehicle Purchase - ZEBs	ALL \$10,264,000	\$0	\$ -	\$ -	\$ 3,000,000	\$ 2,000,000	\$ 5,264,000	\$ 10,264,000	\$ -	\$ -	\$ 10,264,000
	Total Programmed Capital Improvements									\$ 31,509,809	\$ (5,948,282)	\$ 37,458,091	
	Annual Capital Funded Expenditure		\$52,661,425	\$3,103,223	\$ 2,845,059	\$ 2,438,721	\$ 2,800,000	\$ 7,140,693	\$ 5,350,000	\$ 13,780,395			
	Projected Funded Balance carryover			\$ 24,009,809	\$ 23,071,088	\$ 21,771,088	\$ 16,130,395	\$ 12,280,395	\$ (0)				

Summary Table								
Fiscal Year	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	5-Year Avail Forecast/Cash	5-Year Programmed	5-Year Balance
Available Revenue	\$ 25,509,809	\$ 24,571,088	\$ 23,271,088	\$ 17,630,395	\$ 13,780,395			
Programmed Phases	\$ 2,438,721	\$ 2,800,000	\$ 7,140,693	\$ 5,350,000	\$ 13,780,395	\$31,509,809	\$31,509,809	\$0
Carryover Balance	\$ 23,071,088	\$ 21,771,088	\$ 16,130,395	\$ 12,280,395	\$ (0)			

Notes:

1) Revenue increase to 3% for RTA due to Nexus Study, flat revenues for FY25 through FY29.

2) The Vine Street Mobility Hub is a Transit Center 2. The maximum TUMF share for the project is estimated to be \$5,608,350 which includes a 3% Construction Cost Index (CCI) increase which was approved at the WRCOG Executive Committee Meeting on July 12, 2021. The project is still within the allowed TUMF amount.

Appendix A:

RTA SYSTEM MAP AND FIXED-ROUTE MAPS



SYSTEM MAP

MAP NOT TO SCALE

Welcome aboard the Riverside Transit Agency (RTA), your community transportation provider. The RTA operates 47 bus routes to provide you with safe, cost-effective and reliable service in western Riverside County. We hope that this System Map is useful to you in planning your trip. Should you need additional information, please call the Customer Information Center at (951) 565-5002.

- 41** Route Number
- Route Path
- Commuter Routing
- Alternate Routing
- Point of Interest
- +** Medical Facility
- T** Transfer Point
- MT** Metrolink Station
- Interstate
- State Highway
- Main Road
- Water

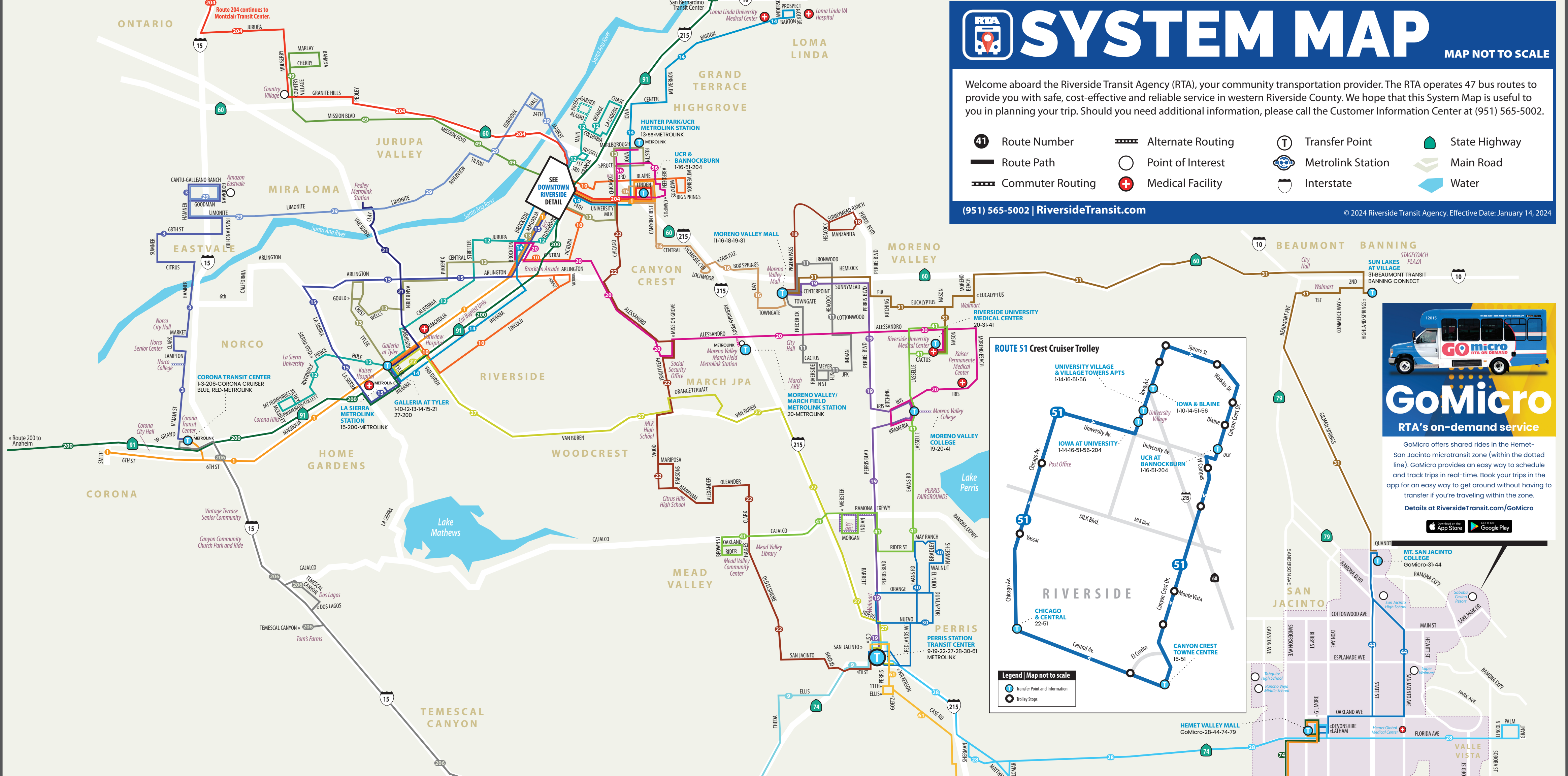
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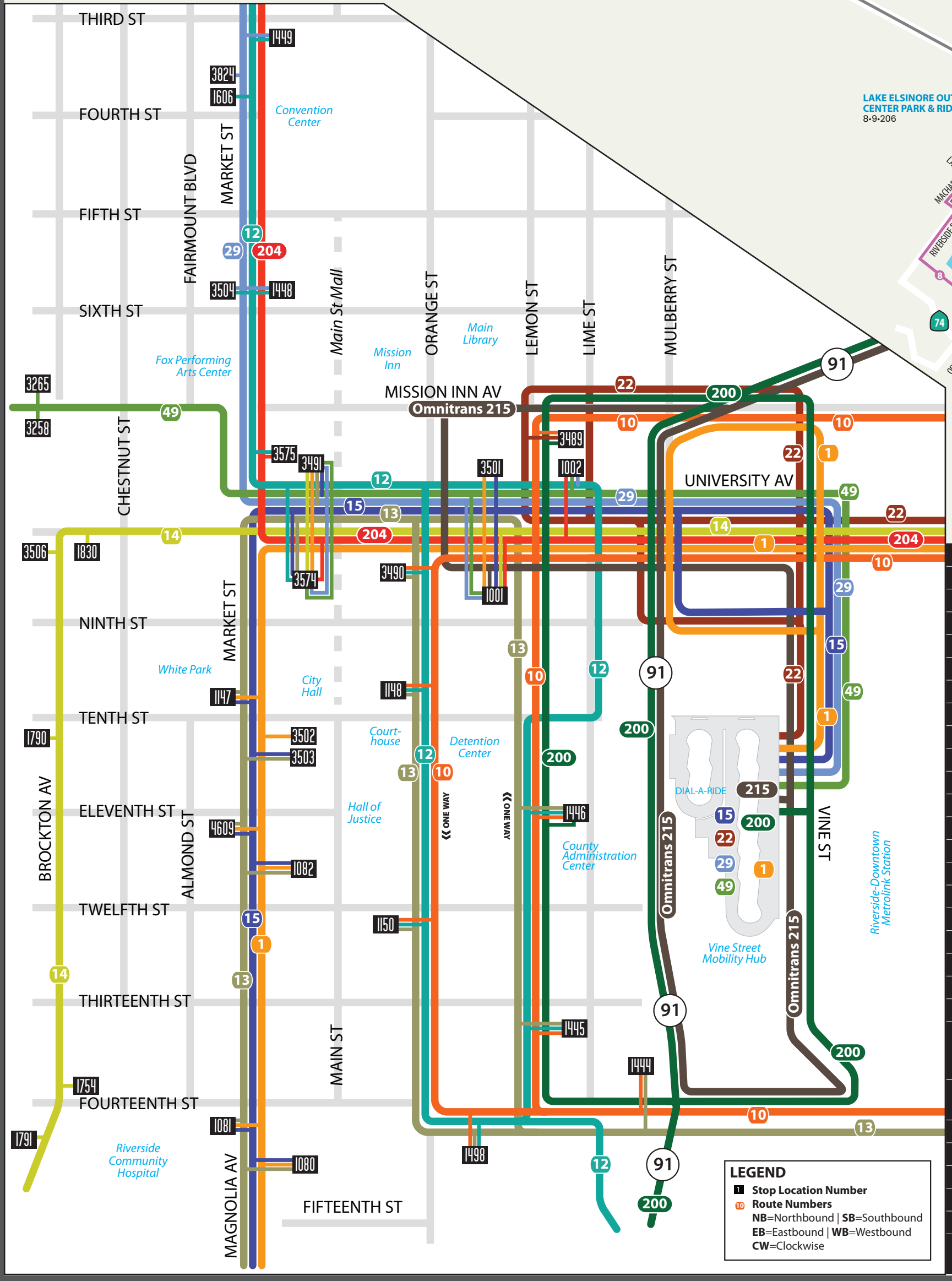


GoMicro

RTA's on-demand service
GoMicro offers shared rides in the Hemet-San Jacinto microtransit zone (within the dotted line). GoMicro provides an easy way to schedule and track trips in real-time. Book your trips in the app for an easy way to get around without having to transfer if you're traveling within the zone.
Details at [RiversideTransit.com/GoMicro](https://www.riversidetransit.com/GoMicro)



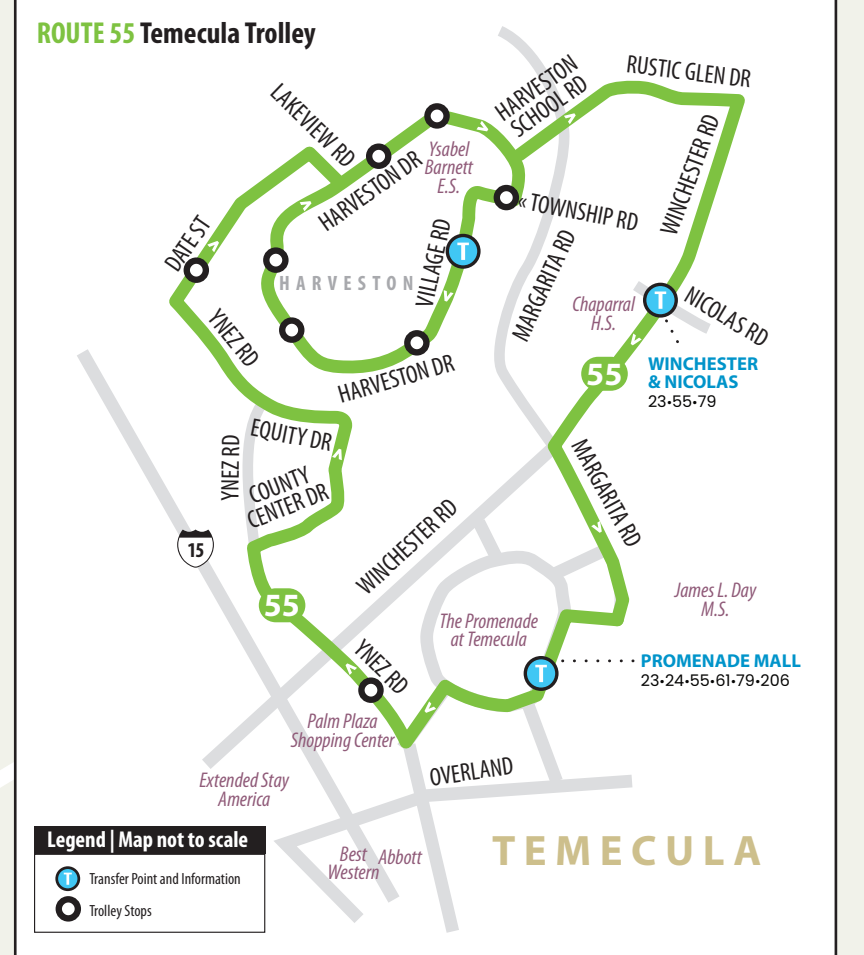
DOWNTOWN RIVERSIDE DETAIL



BUS STOP NUMBER	ROUTES & DIRECTION
1754	Brocton & 14th 14EB
1791	Brocton & 14th 14WB
1790	Brocton & 10th 14WB
3506	Brocton & University 14WB
1830	University & Brocton 14EB
3258	Mission Inn & Brocton 49EB
3265	Mission Inn & Brocton 49WB
1081	Magnolia & 14th 1WB, 13WB, 15WB
1080	Magnolia & 15th 1EB, 13EB, 15EB
1199	Market & 12th 1WB, 13WB, 15WB
1082	Market & 12th 1EB, 13EB, 15EB
4608	Market & 12th No Service
4609	Market & 11th No Service
1147	Market & 10th 1WB, 13WB, 15WB
3503	Market & 10th 13EB, 15EB
3575	Market & University 12EB, 204NB
3504	Market & 6th 12WB, 29EB
1448	Market & 6th 12EB, 29WB
1606	Market & 6th 12WB
1449	Market & 3rd 2EB, 29WB
3574	University & Market 1EB, 12WB, 13EB, 14EB, 15EB, 29EB, 49EB, 204SB
3491	University & Market 1WB, 13WB, 14WB, 15WB, 29WB, 49WB
1150	Orange & 12th 10WB, 12WB, 13EB
1148	Orange & 10th 10WB, 12WB, 13EB
3490	Orange & University 10WB, 12WB, 13EB
1438	14th & Orange Grove 10WB, 12WB, 13EB
1445	Lemon & 14th 10EB, 12EB, 13WB
1446	Lemon & 12th 10EB, 12EB, 13WB, 200EB/WB

BUS STOP NUMBER	ROUTES & DIRECTION
1001	University & Lemon 1EB, 14EB, 15EB, 29EB, 49EB, 204SB, OmniTrans 215
1002	University & Lemon 29WB, 49WB, 204NB
3489	Lemon & University 10EB, 22NB/SB, 200EB/WB
3501	University & Lemon 1WB, 15WB
4786	Vine St Mobility Hub Boarding at Bay B OmniTrans 215
4786	Vine St Mobility Hub Boarding at Bay C 200EB
4786	Vine St Mobility Hub Boarding at Bay D 200WB
4786	Vine St Mobility Hub Boarding at Bay E 1EB
4786	Vine St Mobility Hub Boarding at Bay F 1WB
4786	Vine St Mobility Hub Boarding at Bay G 49EB/WB
4786	Vine St Mobility Hub Boarding at Bay H 29EB/WB
4786	Vine St Mobility Hub Boarding at Bay I 22NB/SB

BUS STOP NUMBER	ROUTES & DIRECTION
4786	Vine St Mobility Hub Boarding at Bay J 15EB/WB
4786	Vine St Mobility Hub Boarding at Bay N DIAL-A-RIDE
3824	Market & 4th 29EB
3502	Market & 10th 1EB
1444	14th & Lime 10EB, 13WB



ROUTE 55 Temecula Trolley



RIDE GUIDE

EFFECTIVE JANUARY 14, 2024 – MAY 11, 2024 | EFECTIVO A PARTIR 14 DE ENERO, 2024 – 11 DE MAYO, 2024

YOUR MOBILITY HUB IS **NOW OPEN**

LEARN MORE INSIDE



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F2-24-0114a



All buses are accessible to persons with disabilities.
Todos los autobuses son accesibles a las personas incapacitadas.



A graphic illustration at the top of the page features a dark blue mountain range against a background of horizontal orange and yellow stripes. A white fingerprint is overlaid on the left side of the mountains. On the right, a bright orange with a green leaf is shown splashing into a pool of water, with white droplets and bubbles around it.

VINE STREET

MOBILITY HUB

WELCOME TO THE VINE STREET MOBILITY HUB

The Vine Street Mobility Hub is located near the Riverside–Downtown Metrolink Station. This long-awaited transit hub will provide crucial connectivity improvements between buses, trains and other active transportation, forever transforming the way public transportation is delivered in Riverside County. With ideal proximity to employment centers and entertainment destinations in downtown Riverside, urban housing complexes, the Riverside Convention Center, and education landmarks like Cal Baptist University, La Sierra University, UC Riverside, and Riverside City College, the Vine Street Mobility Hub will give residents of Riverside County another great reason to ride the bus.

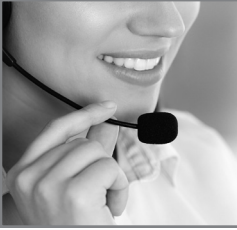
In addition to being a world-class transit center, the Vine Street Mobility Hub's design reflects the history of the region's dependence on water and citrus among other resources. Interpretive panels are found throughout the hub and present a brief history and reminder of the region's importance to Big Bear Lake, the Pacific Ocean and everything in between.



WELCOME ABOARD!

BIENVENIDOS ABORDO!

WHAT'S NEW THIS SERVICE CHANGE — [PAGE 162](#)



Customer Information Center - [\(951\) 565-5002](tel:9515655002). The information center is open from 6 a.m. to 10 p.m. weekdays, and 8 a.m. to 10 p.m. weekends.

Centro de información al cliente - [\(951\) 565-5002](tel:9515655002). El centro de información está abierto de 6 a.m. a 10 p.m. de lunes a viernes y de 8 a.m. a 10 p.m. fines de semana.



RiversideTransit.com - We recommend checking our website for service updates as your travel plans could be affected by temporary route and trip suspensions.

RiversideTransit.com - Recomendamos que visite nuestro sitio web para obtener actualizaciones del servicio, ya que sus planes de viaje podrían verse afectados por la suspensión temporal de rutas y viajes.



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Aplicación [GoMobile](#), [BusWatch](#), [Transit App](#) - Rastree su autobús y obtenga información del autobús en tiempo real descargando estas aplicaciones.



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TABLE OF CONTENTS

Route information available in large print upon request.

Phone Number Index		ROUTE MAPS AND SCHEDULES	
RTA Services	4	GoMicro On demand service in the Hemet-San Jacinto Area	34
Other Fixed-Route Services	4	Route 1 UCR, Vine Street Mobility Hub, Corona Transit Center, Smith & 6th	36
RTA Information		Route 3 Eastvale, Norco, Corona Transit Center	42
Customer Information Center	5	Route 8 Lake Elsinore, Wildomar ..	46
RTA Business Office	5	Route 9 Perris Station Transit Center, Lake Elsinore Outlet Center	50
Lost and Found	5	Route 10 Big Springs & Watkins, Downtown Riverside, Galleria at Tyler	52
How to Use Your Ride Guide		Route 11 Moreno Valley Mall, March ARB, Alessandro & Frederick	56
Getting Started	6	Route 12 La Cadena & Interchange, Downtown Riverside, Corona Hills Plaza	60
Service Animals and Pets	6	Route 13 Hunter Park/UCR Metrolink Station, Downtown Riverside, Galleria at Tyler	64
Safety and Travel Tips	7	Route 14 Galleria at Tyler, Downtown Riverside, Loma Linda VA Hospital	68
Wheelchairs	7	Route 15 Vine Street Mobility Hub, Downtown Riverside, Galleria at Tyler	72
Transportation NOW	8	Route 16 UCR, Moreno Valley Mall ..	78
Scooters and Bikes	8	Route 18 Sunnymead Ranch, Moreno Valley Mall	82
Surfboards/Boogie Boards	9	Route 19 Moreno Valley Mall, Perris Station Transit Center	84
Jury Duty	9		
Metrolink Passes	9		
Wi-Fi Service	9		
Reasonable Modification Policy	9		
Title VI of Civil Rights Act of 1964	9		
Fares, Passes, Tickets & IDs			
Definitions of Fare Categories	10		
Types of Passes	11		
Buying and Activating Your Pass	12		
GoMobile	12		
Fareboxes	12		
Fixed-Route Fares	13		
CommuterLink Fares	13		
U-Pass and Go-Pass	13		
Dial-A-Ride Fares	13		
Sección en Español.....	14-24		
Reduced Fare Identification	24		
Boarding Diagrams			
UCR at Bannockburn	25		
Corona Transit Center	26		
Galleria at Tyler Mall	27		
La Sierra Metrolink Station	28		
Moreno Valley Mall	29		
Perris Station Transit Center	30		
Vine Street Mobility Hub	31		
Service Guide	32		

Route 20 Magnolia & Elizabeth, Moreno Valley/March Field Metrolink Station, RUMC, Kaiser Permanente, Moreno Valley College	90	Route 55 Temecula Trolley Harveston, Promenade Mall, County Center Dr.	138
Route 21 Galleria at Tyler, Jurupa Valley Pedley Metrolink Station	94	Route 56 Hunter Park/UCR Metrolink Station to UCR	140
Route 22 Vine Street Mobility Hub, Perris Station Transit Center	96	Route 61 Perris Station Transit Center, Sun City, Quail Valley, Menifee, Murrieta, Temecula	142
Route 23 Temecula, Murrieta, Wildomar	100	Route 74 Hemet Valley Mall, Winchester, Menifee, Sun City	146
Route 24 Temecula, Pechanga Resort	104	Route 79 Hemet Valley Mall, Winchester, Temecula	150
Route 27 Galleria at Tyler, Orangecrest, Perris Station Transit Center	108	Route 200 San Bernardino Downtown Transit Center, Downtown Riverside, Vine Street Mobility Hub, Galleria at Tyler, La Sierra Metrolink Station, Village at Orange, Anaheim, Disneyland	154
Route 28 Perris Station Transit Center, Hemet Valley Mall, Florida & New Chicago	112	Route 204 UCR, Downtown Riverside, Country Village, Ontario Mills, Montclair Transcenter	158
Route 29 Vine Street Mobility Hub, Downtown Riverside, Jurupa Valley, Eastvale	116	Route 206 Temecula, Murrieta, Lake Elsinore Outlet Center Park and Ride, Tom's Farms, Dos Lagos, Corona Transit Center	160
Route 30 Perris Station Transit Center, May Ranch	120	What's New	162
Route 31 Moreno Valley Mall, Beaumont, Banning, MSJC San Jacinto	122	Notes/Notas	165
Route 41 Mead Valley Comm. Center, RUMC	126		
Route 44 Hemet Valley Mall - Mt. San Jacinto College Circulator	128		
Route 49 Vine Street Mobility Hub, Downtown Riverside, Country Village, Fontana	132		
Route 51 Crest Cruiser UCR, Canyon Crest, Riverside	136		

NO SERVICE ON MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, CHRISTMAS DAY AND NEW YEAR'S DAY.

PHONE NUMBER INDEX

CUSTOMER INFORMATION CENTER	(951) 565-5002
Information about bus routes, schedules, fares and to make a comment. Hours: weekdays 6 a.m. - 10 p.m., weekends 8 a.m. - 10 p.m. Deaf and Hard of Hearing TTY Bus Information.....	1-800-800-7825
California Relay	1-800-735-2929
LOST AND FOUND: RTA Lost and Found/Business Office, 1825 Third St., Riverside 92507	(951) 565-5000
RTA DIAL-A-RIDE SERVICES	1-800-795-7887
Type of Dial-A-Ride service varies by city. Please call or visit our website at RiversideTransit.com for availability of service in your city. Hours: weekdays 7 a.m. - 6 p.m., weekends 8 a.m. - 5 p.m. Deaf and Hard of Hearing TTY Dial-A-Ride.....	1-800-369-3610
California Relay	1-800-735-2929
Trip Cancellations.....	(866) 543-4782
After Hours ETA Hotline (Toll free)	(866) 543-4782
GoMicro	(951) 633-2629
Monday through Friday, 5:30 a.m. - 7:30 p.m. and Saturday and Sunday, 6 a.m. - 8 p.m.	
OTHER DIAL-A-RIDE SERVICES	
Banning Connect Dial-A-Ride.....	(951) 922-3252
Beaumont Transit Dial-A-Ride.....	(951) 769-8532
Care-A-Van (Hemet, San Jacinto).....	(951) 791-3572
Corona Dial-A-Ride.....	(951) 734-7220
MoVan.....	(800) 351-6571
Norco Senior Bus.....	(951) 270-5647
Riverside Connect.....	(951) 687-8080
OTHER FIXED-ROUTE SERVICES	
Amtrak (Nationwide Rail Passenger Service).....	1-800-872-7245
Coaster (Rail service in San Diego County).....	1-800-COASTER
Corona Cruiser (City of Corona bus service).....	(951) 734-9418
Foothill Transit (San Gabriel Valley).....	1-800-743-3463
Greyhound (Nationwide service)	1-800-231-2222
Metrolink (Rail Passenger Service)	1-800-371-5465
Los Angeles Metro (Red Line, Blue Line, MTA, etc.).....	(323) GO METRO
MTS (San Diego County bus service).....	(619) 557-4555
North County Transit District (North San Diego County).....	(760) 966-6500
OCTA (Orange County)	1-800-636-7433
Omnitrans (Western San Bernardino County).....	1-800-966-6428
Palo Verde Valley Transit (City of Blythe).....	(760) 922-1140
Beaumont Transit (Beaumont, Cherry Valley, Calimesa, Banning).....	(951) 769-8530
Banning Connect Transit (Banning, Cabazon, Beaumont).....	(951) 922-3243
SunLine Transit Agency (Palm Springs and Coachella Valley)	(800) 347-8628

NOTE: RTA operators can only provide RTA information. Please call the appropriate services with questions regarding other transportation services. RTA cannot be responsible for changed phone numbers.

RTA INFORMATION

CUSTOMER INFORMATION CENTER

RTA's Customer Information Center is staffed with friendly clerks ready to assist you with information about bus schedules, routes, fares and pass outlet locations. The center also takes reports of bus stops that need cleaning or repairs and they document customer complaints and commendations. Please note that some complaints may need to be submitted in writing by postal mail, e-mail or via RTA's website, RiversideTransit.com. The center is open 6 a.m. to 10 p.m. weekdays and 8 a.m. to 10 p.m. weekends. Call the Customer Information Center at [\(951\) 565-5002](tel:9515655002).

If you need help planning a trip, please be prepared to provide the following information to the customer information clerk:

1. The nearest street and main cross street of your starting point and destination, or address, not business name.
2. The time of day (a.m. or p.m.) you need to arrive.
3. Specify weekday or weekend schedule.

The RTA Customer Information Center can only assist you with RTA information. For information on other transportation services, please refer to the phone number index on Page 4.

RTA BUSINESS OFFICE

RTA's business office is located at 1825 Third Street in Riverside and is accessible by using routes 10 and 13. Office hours are 8 a.m. to 5 p.m. Monday through Friday, and closed Saturdays, Sundays and holidays. Hours are subject to change so call to confirm at [\(951\) 565-5000](tel:9515655000).

Passes may be obtained from our Riverside office during business hours. You may pay using cash, check, MasterCard, Visa, Discover, or ATM card with a Visa or MasterCard logo. There is a \$25 fee charged for all returned checks. You can also order passes securely at RiversideTransit.com or through the [GoMobile](#) app.

LOST AND FOUND

RTA's Lost and Found is located at the RTA business office at 1825 Third Street, Riverside, or call [\(951\) 565-5000](tel:9515655000) Monday to Friday between 8 a.m. to 5 p.m. Lost and Found items will be held for five business days.

HOW TO USE YOUR RIDE GUIDE

The RTA Ride Guide contains route maps and timetables for all its fixed routes. Understanding how to use the route maps and timetables will allow you to use the Ride Guide to plan your trip.

GETTING STARTED

The first steps in planning your trip is to decide the starting point, where you want to go, and what day and time you want to travel. The RTA system map will help you determine which route or routes you will take.

Once you have determined the route(s) you need, follow these simple steps to plan your trip using the Ride Guide:

1. On the route map, locate the beginning and ending point of your bus trip.
2. Locate the time point closest to your beginning and ending bus trip location. Time points are indicated on the route maps by a number inside a circle.

NOTE: Each time point on the route map has a corresponding column on the timetable. Not all bus stops are indicated on the map and there are many bus stops between each time point.

3. Find the column on the correct timetable that corresponds with your selected time point. Be sure you are using the timetable for the correct day of the week and direction of travel. Read down the column below the time point to find the time closest to your desired departure. Time for stops between time points can be estimated by adding the amount of time it will take the bus to get from the previous time point to your stop.

SERVICE ANIMALS AND PETS

Service Animals

The ADA defines a service animal as any guide dog, signal dog, or other animal individually trained to provide assistance to an individual with a disability. Service animals perform some of the functions and tasks that the individual with a disability cannot perform for themselves. Some examples include:

- Service animals can be guide dogs for the blind or visually impaired, signal dogs for the hearing impaired, or other types of animals that can be individually trained to work or perform tasks for an individual with a disability.
- Service animals perform some of the functions and tasks that the individual with a disability cannot perform in their day-to-day activities.
- A service animal must always be under the control of the owner or handler.
- Service animals require no special tag, identification, certification, papers, harness, vest, cape or pass.

What is not a service animal?

- Pets are not service animals.
- Emotional support, therapy, comfort, and companion animals are not service animals, as they have not been trained to perform a specific job or task. These animals would not be afforded access rights under the ADA.

Pets

Small pets and non-service or guide animals are allowed only if owners comply with the following rules:

- Small animals such as birds and cats must be secured in a commercially made pet carrier or cage that can be safely placed on the passenger's lap and does not require a separate seat.
- Glass, breakable or homemade carriers are not permitted.
- The animal must be completely enclosed within the pet carrier or cage at all times.
- The pet carrier or cage must completely prevent the animal from escaping or physically contacting another passenger.
- The pet carrier or cage must be constructed so that no bedding material or pet waste can exit.
- The animal must not interfere with, disrupt or disturb any service or guide animals in the vehicle.

SAFETY TIPS

- For safety reasons, RTA buses cannot stop at locations under construction or non-designated bus stops.
- When exiting the bus, use sidewalks and crosswalks whenever possible. Never cross the street directly in front of the bus.

TRAVEL TIPS

- Arrive to your bus stop at least 10 minutes early.
- No eating, drinking, smoking (including e-cigarettes), loud music or changing of clothes or diapers.
- Carry-on bags limited to three, must fit in lap and not in aisle.
- Please refrain from shouting, using profanity, offensive language or talking to the operator while the bus is in motion.
- No graffiti, alcohol, drugs or weapons

of any kind permitted on the bus.

- All customers should remain seated until the bus comes to a complete stop.
- Please exit through the rear doors, if possible, to speed boarding of customers.
- Fold-up seats and seats directly behind the operator are intended for seniors and customers with disabilities.
- Keep your buses and bus stops clean by using trash receptacles.
- Please keep your feet off the seats.
- Shopping carts and strollers should be folded prior to boarding the bus. Walkers should be folded prior to taking your seat. Customers seated in the front of the bus who are unable to collapse their foldable shopping carts may be asked to move to another area of the bus to keep aisles, doors and steps clear to facilitate safe boardings and wheelchair tie-downs.
- RTA customers are required to wear appropriate clothing (shirt, pants, shorts, dresses, and shoes) while riding. Customers wearing clothing with offensive or obscene images or messages will be asked to cover up or they will not be permitted to ride the bus.

WHEELCHAIRS

To ensure proper fastening of the chair during travel, please limit the number of carry-on bags stowed in the back of the chair. To avoid injury to yourself and other customers, please remove any protruding objects such as flag poles and reflectors with sharp points. Be aware that RTA buses deploy a wheelchair ramp/lift for easy boarding and alighting. When the ramp/lift is deployed, the bus will emit a beeping sound. When exiting the rear doors, listen for the beeping sound and be observant of the ramp to avoid

injuries. Wheelchairs and electric mobility scooters are allowed on the bus as long as they do not exceed 30 inches wide and 51 inches long and the combined weight does not exceed 800 pounds. For your safety, please turn off the power to your mobility device while the driver fastens the safety harness and during the entire trip. Refrain from removing wheelchair or scooter securement until you reach your destination and the bus comes to a complete stop. Please use the bus seats whenever possible.

TRANSPORTATION NOW

Since its inception in 1992, Transportation NOW has been a proud advocate and enthusiastic ally of public transportation in Riverside County. Members of the public are invited to attend any of the group's six chapters: Greater Riverside, Hemet/San Jacinto Area, Moreno Valley/Perris, Northwest, San Geronio Pass and Southwest. For more information or to join a chapter, call RTA at [\(951\) 565-5176](tel:9515655176) or email at comments@riversidetransit.com.

BIKE AND RIDE

Every RTA fixed-route and GoMicro bus has a bicycle rack capable of handling at least two bikes with standard bike tires. Bikes are accepted on a first-come, first-served basis. Passengers wishing to transport bikes should first notify the coach operator that they are loading or unloading a bike before approaching the bike rack.

NOTE: For your safety, loading and unloading of bicycles should be done from the curbside of the bus.

When loading your bicycle in the bike rack:

- Wait for the bus to come to a

complete stop before loading your bicycle.

- Bicycles must not exceed 55lbs.
- Loose articles must be removed from bicycle before being placed on the bike rack.
- Bicycle handlebars or baskets must not obstruct driver's view.
- Foldable bicycles (non-motorized) no larger than 28" X 20" X 11" are allowed on board (under the seat).
- The coach operator has the discretion to deny foldable bicycles and items which cannot be reasonably and safely stored under the seat or safely on the exterior bike rack.
- Tandem and tri-cycle bikes are not allowed.
- Please remember, you are responsible for the loading and unloading of your bicycle.
- When departing the bus, exit through the front door, and let the coach operator know you're removing your bicycle from the rack.
- RTA is not responsible for loss or damage to bicycles.

Battery-powered bicycles and scooters are allowed on RTA buses:

- Customers are allowed to place electric bicycles with sealed gel, lithium Ion or NiCad batteries in the bike rack as long as they fit safely in the bike rack and have standard tires. Must also meet the bicycle requirements listed above.
- Customers are allowed to carry on the bus electric scooters with sealed gel, lithium Ion or NiCad batteries as long as they can be folded and fit under your seat or on your lap.

The following items are not allowed on RTA buses:

- Customers are not allowed to bring on board the bus items such as used gasoline cans, car batteries, hover boards, gas-powered vehicles,

or objects too large to fit under passenger seats.

- Electric bikes with liquid lead acid batteries are not permitted in the bike rack nor are gas-powered bikes.

SURFBOARDS/BOOGIE BOARDS

Surfboards and boogie boards no longer than six feet and with a maximum 4" skeg are permitted on buses, provided they are enclosed in a bag, can be positioned in front of the customer while the bus is in motion and do not take up an additional seat.

JURY/GRAND JURORS DUTY

All jurors summoned to serve in Riverside County courthouses are able to ride for free on all RTA buses while on active jury duty by showing their current and valid juror summons badge to the coach operator.

METROLINK PASSES

RTA will accept valid Metrolink passes or tickets for the full fare on routes that serve Metrolink stations during the period from one hour before to one hour after Metrolink's service hours. The Metrolink pass or tickets must be valid on the day of travel and pass-holders must disembark at a Metrolink station.

WI-FI SERVICE

Free wireless Internet access (Wi-Fi) is available to RTA customers on all fixed-route and GoMicro buses. The availability, reliability, uptime and speed of the services are not guaranteed by RTA.

NO SMOKING OF ANY KIND ABOARD RTA BUSES

All Riverside Transit Agency buses and stations are entirely non-smoking.

This includes cigarettes, cigars and electronic smoking devices such as electronic cigarettes. The smoking of marijuana or ingestion of cannabis products for any purpose is also prohibited, and sealed containers are required for the transportation of any cannabis-related product.

REASONABLE MODIFICATION POLICY

The Riverside Transit Agency is committed to providing safe, reliable, courteous, accessible and user-friendly services to its customers. To ensure equality and fairness, RTA is committed to making reasonable modifications to its policies, practices and procedures to avoid discrimination and ensure programs and services are accessible to individuals with disabilities. Requests for modifications can be made by calling RTA at [\(951\) 565-5002](tel:9515655002) or emailing comments@riversidetransit.com.

NOTIFICATION OF PUBLIC RIGHTS UNDER TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

The Riverside Transit Agency operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act of 1964. Any person who believes they have been aggrieved by any unlawful discriminatory practice under the Title VI may file a complaint. For more information on the Riverside Transit Agency's civil rights program and the procedures to file a complaint, contact [\(951\) 565-5002](tel:9515655002), email comments@riversidetransit.com, or visit our administrative office at 1825 Third Street, Riverside, CA 92507. If information is needed in another language, contact [\(951\) 565-5002](tel:9515655002).

FARES, PASSES, TICKETS and IDS

DEFINITIONS OF FARE CATEGORIES AND IDENTIFICATION

General

All customers except those who meet the qualifications for youth, senior, disabled, veteran or child fare categories. No identification is required for General fares.

Youth

Appropriate ID must be shown each time you board a bus to receive the Youth fare. School-issued picture ID cards are appropriate identification. RTA also offers Youth identification cards. A Youth ID card costs \$2. Call [\(951\) 565-5002](tel:9515655002) for more information on how to obtain one.

Senior / Disabled / Medicare

Any person who meets RTA disability requirements, presents a valid Medicare card, Veteran ID or seniors age 60 or above are eligible for a discounted fare on all RTA fixed-route services. Medi-Cal cards will not be accepted. Customers must show appropriate ID each time they board a bus to receive the discounted fare. RTA-issued photo ID cards are available for senior and disabled customers.

To receive a Disabled ID card, individuals must present a disabled application form completed by a doctor or licensed health care professional or one of the following as proof of disability: Medicare Identification Card, Department of Motor Vehicles Disabled Person Placard Identification Card receipt, Braille Institute Identification Card, Disabled Veteran Service-Connected Identification Card, or a Social Security Disability Income Award Letter with proof of disability. There will be a cost of \$2 for the card. Applications are available at the RTA business office, on our website at

RiversideTransit.com or by calling our Customer Information Center at [\(951\) 565-5002](tel:9515655002).

Veteran

Any person who meets RTA Veteran requirements, presents a valid U.S. Department of Veterans Affairs issued ID card or a U.S. Uniformed Services ID card indicating retired status. Customers must show appropriate ID each time they board a bus to receive the discounted fare. RTA-issued photo ID cards are available for veteran customers. Please call [\(951\) 565-5002](tel:9515655002) for the location and time to obtain your ID card. There is a \$2 fee for the ID card. To receive a Veteran ID card, individuals must present a Department of Defense Form 214 and a picture ID. RTA also recognizes the Omnitrans Military Veteran Identification (issued by County of San Bernardino Department of Veteran Affairs).

Active Duty Military, Police and Fire Personnel

Any person who meets RTA active duty military, police or fire personnel requirements rides free on RTA fixed-route buses. Active duty military personnel must wear the appropriate uniform at the time of boarding or present to the driver a valid U.S. Uniformed Services ID card indicating active service or a Common Access card indicating uniformed services or active duty. Police and fire personnel must be in full uniform at the time of boarding.

Child

Height-based: 46" tall or under. Must be accompanied by a full-fare paying customer.

ADA

ADA The RTA Americans with Disabilities Act (ADA) ID card is for

persons who have been specially certified through the RTA ADA Certification process. This ID may qualify you for priority service on any RTA Dial-A-Ride, Corona Dial-A-Ride, Riverside Connect and Beaumont Dial-A-Ride. If your ADA card indicates that you require assistance and may travel with a personal care attendant (PCA), your PCA may accompany you at no charge along with a fare-paying companion. Additional companions may travel with you if space is available. All companions must pay the full fare. To become ADA certified, you are required to complete an application and provide a Healthcare Professional Verification form. This ID must be renewed every four years. For more information, call [\(951\) 565-5002](tel:9515655002).

Commuter Routes

Routes 200, 204, and 206 are commuter routes with fares of \$3.50 for general and \$2.75 for senior/disabled or Veteran. Persons may also buy a Plus+Pass which may be used on both local fixed routes and CommuterLink express routes.

TYPES OF PASSES

RTA uses electronic fareboxes in all buses and standard fareboxes in Dial-A-Ride buses. The electronic fareboxes accept coins, cash and paper tickets and passes, as well as mobile tickets and passes. Passes are the size of a credit card, printed on sturdy paper with a magnetic stripe on the back. Rather than showing your pass to the driver, you will dip your pass in the farebox similar to using an ATM card. For cash fares, please use exact fare only. No change will be issued from either the fareboxes or the drivers. To avoid delays, use quarters instead of smaller coins.

1-Day, 7-Day and 30-Day passes are available through the mail, at

RTA headquarters, on the [GoMobile](#) app, at some pass outlets or at [RiversideTransit.com](#). 1-Day passes may also be purchased on the bus.

1-Day Pass

1-Day passes are designed for the occasional rider who needs to transfer often. Customers may purchase a Local 1-Day Pass, valid on local fixed routes only, or a Local+CommuterLink 1-Day Pass valid on all local and commuter routes. The 1-Day Pass is good for unlimited travel on the day the pass is first used. Your 1-Day Pass will be validated by the farebox and the effective date will be printed on the back of the pass. Please verify that the correct date has been printed. 1-Day passes are not transferable to another day and there are no refunds or exchanges for lost or stolen passes. Use of a Senior/Disabled/Medicare or Veteran 1-Day Pass requires proper identification each time you board a bus. 1-Day Passes are not accepted on Dial-A-Ride.

7-Day Pass

The 7-Day Pass is designed to provide an affordable alternative to RTA's monthly pass. Customers may purchase a Local 7-Day Pass, valid on local fixed routes only. The 7-Day Pass must be used over a consecutive seven-day period beginning after first use. The 7-Day Pass is not sold on the bus and is only available by presale. 7-Day passes are not valid on Dial-A-Ride or CommuterLink services.

30-Day Pass

30-Day passes are ideal for customers who travel often on the RTA bus system. Customers may purchase a Local 30-Day Pass, valid on local fixed routes, or a Local+CommuterLink 30-Day Pass valid on all local and commuter routes. The 30-Day Pass must be used over a consecutive 30-day period beginning after first use.

The 30-Day Pass is not sold on the bus and is only available by presale.

Dial-A-Ride Tickets

Dial-A-Ride tickets are sold in books of ten. You will be required to present a ticket each time you board a Dial-A-Ride bus. Some trips may require more than one ticket. Dial-A-Ride tickets are only valid on RTA Dial-A-Ride buses and not valid on local fixed route, CommuterLink or other transit agency buses.

BUYING AND ACTIVATING YOUR PASS

7-Day and 30-Day passes are not sold on the bus. They may be purchased at a number of outlets throughout the county, through the mail, securely at [RiversideTransit.com](https://www.RiversideTransit.com) and on the [GoMobile](https://www.GoMobile.com) app. For the location of a pass sales outlet near you call [\(951\) 565-5002](tel:9515655002) or visit [RiversideTransit.com](https://www.RiversideTransit.com). Remember, passes are not refundable and are not accepted on Dial-A-Ride. When you purchase your 1-Day, 7-Day or 30-Day Pass, it will not be activated. You must activate the pass on the bus the first time you use it. To activate, insert the pass (printed side facing you with the arrow pointing down) in the activation slot on the top left side of the farebox. The farebox will print the effective dates on the back of the pass. Then, all you have to do is use your pass on all other buses you board and ride.

GOMOBILE

GoMobile is the Riverside Transit Agency official transit app and your partner for riding the bus. GoMobile is an all-in-one mobile app where you can buy passes, pay your fare on your phone, plan your trip, view estimated bus arrival times and get service alerts. Plus, you can log into

a personalized web portal to manage your account. If your school is a U-Pass or Go-Pass partner, you will find your mobile pass on the app. You can create, log into and manage your GoMobile account from any computer or tablet using the personalized web portal. There you can purchase mobile tickets and passes, and add funds. You can also view your purchase history. Log into your account at [RiversideTransit.com/GoMobileWebPortal](https://www.RiversideTransit.com/GoMobileWebPortal).

FAREBOXES

RTA traded its fareboxes for sleeker, modern ones that offer more payment options. We installed Genfare Fast Fare fareboxes on all fixed-route buses. They are similar to the old fareboxes and customers will continue to pay as they did in the past, using cash and paper passes. The only change is mobile ticketing will be done on the GoMobile app. In addition to mobile ticketing, the new fareboxes now accept all kinds of payment types including contactless tap-enabled credit and debit cards.

LOCAL FIXED-ROUTE/GoMicro FARES

Fare Categories	Base Fares	Day Pass*	7-Day Pass*	30-Day Pass*
General	\$1.75	\$5	\$20	\$60
Youth (age 18 and younger)**	\$1.75	\$5	\$20	\$45
Senior/Disabled**	75¢	\$2.50	\$20	\$30
Medicare Card Holder**	75¢	\$2.50	\$20	\$30
Veteran**	75¢	\$2.50	\$20	\$30
Child (46" tall or under)	50¢	N/A	N/A	N/A

COMMUTERLINK FARES**COMMUTERLINK + LOCAL**

Fare Categories	Base Fares	Day Passes	30-Day Pass
General	\$3.50	\$10	\$95
Youth (age 18 and younger)**	\$3.50	\$10	\$95
Senior/Disabled**	\$2.75	\$7	\$70
Medicare Card Holder**	\$2.75	\$7	\$70
Veteran**	\$2.75	\$7	\$70
Child (46" tall or under)	\$2.75	N/A	N/A

U-Pass, Go-Pass, Active Jurors, Active Duty Military, Police, Fire Personnel | RIDE FREE

U-Pass: UC Riverside, Cal Baptist University, La Sierra University using GoMobile

Go-Pass: Moreno Valley College, Mt. San Jacinto College, Norco College, Riverside City College using GoMobile

DIAL-A-RIDE FARES | Not accepted on fixed-route buses

Fare Categories	Base Fares	10-Ticket Books
Senior/Disabled	\$3.50 - \$10.50	\$35
Medicare Card Holder	\$3.50 - \$10.50	\$35
Child (46" tall or under)	75¢	N/A

* Accepted as base fare. CommuterLink trips require an additional \$2 (senior/disabled) or \$1.75 (general) per trip.

** If you plan to use a senior, disabled, Medicare, veteran or youth discounted fare, you must show proper ID each time you board the bus. You must also show proper ID to purchase discounted passes at retail outlets. For a list of accepted forms of identification, see Page 24.

INFORMACIÓN SOBRE RTA

CENTRO DE INFORMACIÓN AL CLIENTE

El Centro de Información al Cliente de RTA cuenta con personal amable que están listos para ayudarlo con información sobre los horarios de autobús, rutas, tarifas y ubicaciones de centros de venta de pases. El centro también recibe reportes sobre las paradas de autobús que necesitan limpieza o reparaciones y documentan las quejas y elogios de los pasajeros. Tenga en cuenta que algunas quejas tienen que ser sometidas por escrito y mandadas por correo postal, correo electrónico o por el sitio web de RTA, RiversideTransit.com. El centro está abierto de 6 a.m. a 10 p.m. entre semana y de 8 a.m. a 10 p.m. los fines de semana. Llame al Centro de Información al Cliente al [\(951\) 565-5002](tel:9515655002).

Si necesita asistencia para planear su viaje, por favor esté listo para proveer la siguiente información al personal del Centro de Información al Cliente:

1. La calle más cercana e intersección principal de su punto de partida y destino o su domicilio. No necesitamos el nombre del negocio.
2. La hora del día (a.m. o p.m.) que debe llegar a su destino.
3. Especifique el horario de entre semana o fin de semana.

El Centro de Información al Cliente de RTA le puede ayudar únicamente con información relacionada con RTA. Para obtener información sobre otros servicios de transportación, por favor mire la lista telefónica que empieza en la página 4.

OFICINA ADMINISTRATIVA DE RTA

La oficina administrativa de RTA está ubicada en 1825 Third Street en Riverside y es accesible usando las rutas 10 y 13. Las horas de oficina son de 8 a.m. a 5 p.m., de lunes a viernes y está cerrada los sábados, domingos y los días festivos. Los horarios están sujetos a cambios, así que llame para confirmar al [\(951\) 565-5000](tel:9515655000).

Los pases se pueden obtener en nuestra oficina en Riverside durante las horas laborales. Usted puede pagar con dinero en efectivo, cheques, tarjetas de crédito MasterCard, Visa, Discover o tarjeta de débito con el logo de Visa o MasterCard. Habrá un cargo de \$25 por todos los cheques devueltos por el banco. Los pases también se pueden ordenar de forma segura en RiversideTransit.com o a través de la aplicación [GoMobile](#).

OBJETOS PERDIDOS/ ENCONTRADOS

El Departamento de Objetos Perdidos/ Encontrados está ubicado en la oficina administrativa de RTA en 1825 Third Street, en Riverside, o llame al [\(951\) 565-5000](tel:9515655000) de lunes a viernes de 8 a.m. a 5 p.m. Los objetos perdidos/ encontrados se guardarán por cinco días laborales

CÓMO USAR SU GUÍA DE VIAJES

La Guía de Viajes de RTA contiene mapas y horarios de todas las rutas fijas. Entender cómo usar los mapas de las rutas y los horarios le permitirá usar la Guía de Viajes para planear su viaje.

CÓMO COMENZAR

El primer paso en planear su viaje es decidir el punto de partida, adónde quiere ir, y qué día y hora desea viajar. El mapa del sistema de RTA le ayudará a determinar qué ruta o rutas necesitará tomar.

Una vez que haya determinado la(s) ruta(s) que necesita, siga estos simples pasos para planear su viaje usando la Guía de Viajes:

1. En el mapa de rutas, localice el punto de partida y de llegada de su viaje en autobús.
2. Localice el punto de tiempo con horario más cercano a su ubicación de partida y llegada de su viaje en autobús. Los puntos de tiempo se indican en los mapas de rutas con un número dentro de un círculo.

NOTA: Cada punto de horario en el mapa de ruta tiene una columna correspondiente en la tabla de horarios. No todas las paradas de autobús están indicadas en el mapa y hay varias paradas entre cada punto de tiempo.

3. En la tabla de horarios, encuentre la columna que corresponda con su punto de tiempo seleccionado. Asegúrese de usar la tabla de horarios que corresponda al día de la semana correcta y la dirección de su viaje. Lea la columna debajo del punto de tiempo para encontrar la hora más cercana que usted desea partir. Las horas de las paradas entre los puntos de tiempo se pueden calcular sumando el

tiempo que tardará el autobús en llegar desde el punto de tiempo anterior hasta su parada.

ANIMALES DE SERVICIO Y MASCOTAS

Animales de servicio

ADA define un animal de servicio como cualquier perro guía, perro de señal u otro animal entrenado individualmente para dar asistencia a una persona con discapacidad. Los animales de servicio realizan algunas de las funciones y tareas que el individuo con discapacidad no puede realizar por sí mismo. Algunos ejemplos incluyen:

- Los animales de servicio pueden ser perros guía para personas ciegas o con discapacidad visual, perros de señalización para personas con discapacidad auditiva o otros tipos de animales que pueden ser entrenados individualmente para trabajar o realizar tareas para una persona con discapacidad.
- Los animales de servicio realizan algunas de las funciones y tareas que la persona con discapacidad no puede realizar en sus actividades diarias.
- Un animal de servicio siempre debe estar bajo el control del dueño o del manejador.
- Los animales de servicio no requieren una etiqueta especial, identificación, certificación, papeles, arnés, chaleco, capa o pase.

¿Qué no es un animal de servicio?

- Las mascotas no son animales de servicio.
- Apoyo emocional, terapia,

comodidad y los animales de compañía no son animales de servicio, ya que no han sido entrenados para realizar un trabajo o tarea específica. Estos animales no tendrían derechos de acceso bajo la ADA.

Mascotas

Se admiten mascotas pequeñas y animales que no sean de servicio o guía solo si los dueños cumplen con las siguientes reglas:

- Los animales pequeños, como pájaros y gatos deben estar asegurados en una jaula de mascotas fabricada comercialmente o una jaula que pueda colocarse de manera segura en las piernas del pasajero y que no requiera un asiento separado.
- No se permiten portadores de vidrio, frágiles o caseros.
- El animal debe estar completamente encerrado dentro del transportador de mascotas o la jaula en todo momento.
- El portador o la jaula de la mascota debe evitar por completo que el animal se escape o que tenga contacto físico con los pasajeros.
- El portador de mascotas o la jaula deben estar contruidos de manera que no se pueda salir el material de cama o desechos de mascotas.
- El animal no debe interferir, interrumpir o perturbar ningún animal de servicio o guía en el vehículo.

CONSEJOS DE SEGURIDAD

- Por razones de seguridad, los autobuses de RTA no pueden parar en paradas bajo construcción o paradas de autobús que no estén designadas.
- Al salir del autobús, utilice la banqueta y el paso de peatones siempre que sea posible. Nunca cruce la calle directamente enfrente del autobús.

DATOS PARA SU VIAJE

- Llegue a su parada de autobús al menos 10 minutos antes.
- No se permite comer, beber, fumar (incluyendo e-cigarrillos), escuchar música con volumen alto o cambiarse de ropa o pañales.
- Límite el número de bolsas a tres y deben de caber en sus piernas y no en el pasillo.
- Por favor absténgase de gritar, usar lenguaje ofensivo o hablar con el Operador mientras el autobús este en movimiento.
- No se permite grafiti, alcohol, drogas o armas de cualquier tipo en el autobús.
- Todos los pasajeros deben permanecer sentados hasta que el autobús pare completamente.
- Si es posible, por favor salga por la puerta de atrás para acelerar el abordaje de los pasajeros.
- Los asientos plegables y los asientos directamente detrás del Operador están destinados para personas de tercera edad y los pasajeros con discapacidades.
- Mantenga sus autobuses y paradas de autobús limpios usando el recipiente de basura.
- Por favor no suba los pies en los asientos.
- Los carritos de compras y las carriolas deben doblarse antes de subir al autobús. Los andadores se deben doblar antes de tomar su asiento. Los pasajeros sentados en la parte de enfrente del autobús que no pueden doblar sus carritos plegables de compras se les puede pedir que se muevan a otra área del autobús para mantener los pasillos, puertas y los escalones despejados para facilitar los abordajes y los amarres de sillas de ruedas.
- Los clientes de RTA deben usar ropa adecuada (camisa, pantalones, pantalones cortos, vestidos

y zapatos) mientras viajan. A los clientes que usen ropa con imágenes o mensajes ofensivos u obscenos se les pedirá que se cubran o no se les permitirá viajar en el autobús.

SILLAS DE RUEDAS

Para garantizar la correcta fijación de la silla de ruedas durante el viaje, por favor limite el número de bolsas detrás de la silla. Para evitar lesiones a usted y a otros pasajeros, por favor quite cualquier objeto que sobresalga, tal como postes de banderas y reflectores con puntas afiladas. Tenga en cuenta que los autobuses de RTA despliegan una rampa/elevador de silla de ruedas para facilitar que suba o baje del autobús. Cuando se despliega la rampa/elevador de silla de ruedas, el autobús emitirá un sonido. Al salir por la puerta de atrás, escuche el sonido y observe la rampa/elevador de silla de ruedas para evitar lesiones. Las sillas de ruedas y scooters eléctricas de movilidad se permiten en el autobús siempre y cuando no excedan 30 pulgadas de ancho y 51 pulgadas de largo y el peso combinado no exceda 800 libras. Para su seguridad, apague el dispositivo móvil mientras el Operador abrocha el enganche de seguridad y durante todo el viaje. No quite la seguridad de la silla de ruedas o scooter hasta que llegue a su destino y el autobús pare completamente. Por favor use los asientos del autobús siempre que sea posible.

TRANSPORTE NOW

Desde su creación en 1992, Transporte NOW ha sido un representante orgulloso y entusiasta aliado del transporte público en el Condado de Riverside. Los miembros del público están invitados a asistir a cualquiera de los grupos de los seis capítulos:

Gran Riverside, Hemet/San Jacinto Area, Moreno Valley/Perris, Noroeste, San Gorgonio Pass y Suroeste. Para más información o para unirse a un capítulo, llame a RTA al [\(951\) 565-5176](tel:951-565-5176) o al correo electrónico comments@riversidetransit.com.

BICICLETA Y PASEO

Cada autobús de RTA tiene un estante de bicicletas con la capacidad de transportar al menos dos bicicletas con llantas de bicicleta estándar. Las bicicletas son aceptadas en orden de llegada. Los pasajeros que deseen transportar bicicletas deben notificar primero al Operador del autobús que van a cargar o descargar la bicicleta antes de acercarse al estante de bicicleta.

NOTA: Para su seguridad, cuando cargue y descargue bicicletas debe realizarse desde la acera del autobús.

Cuando suba su bicicleta en el estante de bicicletas:

- Espere a que el autobús pare completamente antes de cargar su bicicleta.
- Las bicicletas no deben exceder 55lbs.
- Debe de quitar los artículos flojos de la bicicleta antes de colocarla en el estante de bicicleta.
- Los manillares o las canastas de bicicleta no deben obstruir la vista del conductor.
- Se permiten abordo las bicicletas plegables (no motorizadas) que no pasen de 28 "x 20" x 11" debajo del asiento.
- El Operador tiene la discreción de negar bicicletas plegables y artículos que no se puedan guardar bajo del asiento o asegurarse en el estante de bicicletas exterior.
- No se permiten triciclos y bicicletas tándem.

- Por favor recuerde que usted es responsable de cargar y descargar su bicicleta.
- Cuando salga del autobús, salga por la puerta de enfrente y avísele al Operador del autobús que quitará la bicicleta del estante.
- RTA no se hace responsable por la pérdida o daño de las bicicletas

Se permiten bicicletas y scooters con pilas en los autobuses de RTA:

- Se permite que los pasajeros coloquen bicicletas eléctricas con gel sellado, baterías de iones de litio o NiCad en el estante de bicicletas, siempre y cuando quepan con seguridad en el estante de bicicletas y tengan llantas estándar. También debe cumplir con los requisitos de bicicletas en la lista de arriba.
- Se permite que los pasajeros suban al autobús las scooters eléctricas con el gel sellado, baterías de iones de litio o NiCad mientras que pueden ser dobladas y que quepan debajo de su asiento o en sus piernas.

Los siguientes elementos no están permitidos en los autobuses de RTA:

- No se permite a los pasajeros subir a bordo del autobús artículos como latas de gasolina usadas, baterías de automóvil, tablas flotantes, vehículos de gasolina o objetos demasiado grandes para caber debajo de los asientos de los pasajeros.
- No se permiten bicicletas eléctricas con baterías de plomo-ácido líquido en el estante de bicicletas ni bicicletas de gasolina.

TABLAS DE "SURF"/"BOOGIE"

Tablas de surf y de boogie que no sean más largas de seis pies y con un máximo de cuatro pulgadas son permitidas en los autobuses siempre y

cuando se transporten adentro de una bolsa y que se pueda colocar en frente del pasajero mientras el autobús este en movimiento y no deben ocupar un asiento adicional.

SERVICIO DE JURADO

Todos los miembros del jurado convocados para servir en los tribunales del Condado de Riverside pueden viajar gratis en todos los autobuses de RTA mientras estén en servicio del jurado activo mostrando su identificación actual y válida del jurado al Operador del autobús.

PASES DE METROLINK

RTA acepta pases o boletos validos de Metrolink como pago de tarifa completa en las rutas que sirven las estaciones de Metrolink durante el período de una hora antes y una hora después de las horas de operación de Metrolink. Los pases o boletos de Metrolink tienen que estar vigentes con el día del viaje y los pasajeros deben bajarse en la estación de Metrolink.

SERVICIO INALÁMBRICO (WI-FI)

Acceso gratis a Internet Inalámbrico (Wi-Fi) está disponible para los pasajeros de RTA en los autobuses. La disponibilidad, confiabilidad, tiempo de funcionamiento y velocidad de los servicios no están garantizados por RTA.

NO SE FUMA DE NINGÚN TIPO A BORDO DE AUTOBUSES DE RTA

Todos los autobuses y estaciones de RTA son totalmente libres de humo. Esto incluye cigarrillos, cigarros y dispositivos electrónicos para fumar. Fumar marihuana o la ingestión de productos de cannabis para cualquier propósito también está prohibido, y

se requieren contenedores sellados para transportar cualquier producto relacionado con el cannabis.

PÓLIZA DE MODIFICACIÓN RAZONABLE

Riverside Transit Agency se compromete a proporcionar servicios seguros, confiables, amables, accesibles y fácil de usar para sus pasajeros. Para garantizar la igualdad y la equidad, RTA se compromete a hacer modificaciones razonables a sus pólizas, prácticas y procedimientos para evitar la discriminación y asegurar que los programas y servicios sean accesibles para las personas con discapacidades. Las solicitudes para modificaciones se pueden hacer llamando a RTA al [\(951\) 565-5002](tel:9515655002) o enviando un correo electrónico a comments@rivsidetransit.com.

NOTIFICACIÓN DE LOS DERECHOS PÚBLICOS BAJO EL TÍTULO VI DE LA LEY DE DERECHOS CIVILES DEL ACTO DE 1964

Riverside Transit Agency opera sus programas y servicios sin distinción de raza, color, y origen nacional de acuerdo con el Título VI de la Ley de Derechos Civiles del Acto de 1964. Las personas que creen que han sido perjudicadas por una práctica discriminatoria ilegal bajo el Título VI, pueden presentar una queja. Para más información sobre el programa de derechos civiles de Riverside Transit Agency y los procedimientos para presentar una queja, llame al [\(951\) 565-5002](tel:9515655002), o mande un email a comments@rivsidetransit.com o visite nuestra oficina administrativa en 1825 Third Street, Riverside, CA 92507. Si necesita la información en otro idioma, llame al [\(951\) 565-5002](tel:9515655002).

TARIFAS, PASES, BOLETOS Y TARJETAS DE IDENTIFICACIÓN

DEFINICIÓN DE CATEGORÍAS DE TARIFAS E IDENTIFICACIÓN

General

Todos los pasajeros excepto aquellos que califican para las tarifas de jóvenes, personas de tercera edad, discapacitados o niños. No se necesita identificación para las tarifas generales.

Jóvenes

Se requiere identificación apropiada al abordar el autobús para recibir la tarifa con descuento. Identificaciones escolares con fotografía se consideran apropiadas. El costo de la identificación es de \$2. Llame al [\(951\) 565-5002](tel:9515655002) para más información de cómo obtener una identificación.

Personas de Tercera Edad/ Discapacitadas/Medicare

Personas que cumplan con los requisitos de discapacidad de RTA, personas que presenten una tarjeta valida de Medicare, identificación de Veteranos o personas de 60 años o mayores, son elegibles para una tarifa con descuento en todos los servicios de rutas fijas de RTA. No se aceptan tarjetas de Medi-Cal para recibir la tarifa con descuentos. Los pasajeros deben mostrar identificación apropiada cada vez que suban al autobús. RTA ofrece identificaciones con fotografía a personas de tercera edad y discapacitadas. Para recibir una identificación de discapacidad, los pasajeros deben presentar una aplicación completada por su médico o profesional de salud

autorizado o una de las siguientes pruebas de discapacidad: Tarjeta de Identificación de Medicare, recibo del Departamento de Motores Vehículos comprobando la compra del cartel de discapacidad, tarjeta de identificación del Instituto Braille, identificación de discapacidad de Veterano del ejército o carta de otorgación de beneficios de la Oficina del Seguro Social. Habrá un costo de \$2 por cada tarjeta. Si tiene alguna pregunta, por favor llame al [\(951\) 565-5002](tel:9515655002). Las aplicaciones están disponibles en la oficina administrativa de RTA, en nuestro sitio web en RiversideTransit.com o llamando al Centro de Información al Cliente al [\(951\) 565-5002](tel:9515655002).

Veterano

Cualquier persona que cumpla con los requisitos de RTA referente a los Veteranos Militares, presente una tarjeta de identificación válida del Departamento de Asuntos de Veteranos de EE.UU. o una tarjeta de identificación de Servicios Uniformados de EE.UU. que indique el estado retirado. Los pasajeros deben mostrar la identificación apropiada cada vez que suban a un autobús para recibir la tarifa con descuento. Las tarjetas de identificación con fotografía de RTA están disponibles para los pasajeros veteranos. Por favor llame al [\(951\) 565-5002](tel:9515655002) para la ubicación y el tiempo que pueda obtener su tarjeta de identificación. Hay un costo de \$2 para la tarjeta de identificación. Para recibir una tarjeta de identificación de veterano, las personas deben presentar un Formulario 214 del Departamento de Defensa y una identificación con fotografía. RTA también reconoce la identificación de Veterano Militar de Omnitrans (emitido por el Departamento de Asuntos de Veteranos del Condado de San Bernardino).

Personal en Servicio Militar Activo, Policía y Bomberos

Cualquier persona en servicio militar activo, policial o bomberos que cumpla con los requisitos de RTA viaja gratis en los autobuses de ruta fija de RTA. El personal militar en servicio activo debe llevar puesto el uniforme adecuado en el momento de subir al autobús o presentar al Operador una tarjeta de identificación válida de Servicios Uniformados de EE.UU. que indique servicio activo o una tarjeta de Acceso Común que indique servicios uniformados o servicio activo. El personal de policía y bomberos deben estar en uniforme completo en el momento de subir al autobús.

Niños

Basada en estatura: 46 pulgadas o menos. Deben de ser acompañados por un adulto que pague la tarifa completa.

ADA

ADA La tarjeta de identificación de la Ley de Estadounidenses con Discapacidades (ADA) de la RTA es para personas que han sido certificadas especialmente a través del proceso de Certificación ADA de la RTA. Esta identificación puede calificarlo para el servicio prioritario en cualquier RTA Dial-A-Ride, Corona Dial-A-Ride, Riverside Connect y Beaumont Dial-A-Ride. Si su tarjeta ADA indica que necesita asistencia y puede viajar con un asistente de atención personal (PCA), su PCA puede acompañarlo sin cargo junto con un acompañante que paga la tarifa. Los acompañantes adicionales pueden viajar con usted si hay espacio disponible. Todos los acompañantes deben pagar la tarifa completa. Para obtener la certificación ADA, debe completar una solicitud y proporcionar un formulario de verificación de profesional de la salud. Esta

identificación debe ser renovada cada cuatro años. Para más información llame al [\(951\) 565-5002](tel:9515655002).

COMMUTERS “RUTAS EXPRÉS”

Las rutas 200, 204, y 206 son rutas exprés con tarifas de \$3.50 para general y \$2.75 para personas de tercera edad/discapacitados. Las personas también pueden comprar un “Plus+Pass” que puede usarse tanto en rutas fijas como en las rutas CommuterLink exprés.

TIPOS DE PASES

RTA utiliza cajas de tarifas electrónicas en todos los autobuses y cajas de tarifas estándar en los autobuses Dial-A-Ride. Las cajas de tarifas aceptan monedas, dinero efectivo y boletos y pases de papel, así como boletos y pases móviles. Los pases son del tamaño de una tarjeta de crédito, impresos en papel firme con una banda magnética en la parte de atrás. En lugar de enseñar su pase al Operador, pasará el pase en la caja de igual manera como lo hace con su tarjeta de ATM. Por favor use cambio exacto cuando pague en efectivo. El Operador o la caja de tarifas no tienen la capacidad de darle cambio. Para evitar demoras, use monedas de 25 centavos en lugar de monedas de menos denominación. Pases de 1-día, 7-días y 30-días están disponibles por correo, en la oficina administrativa de RTA, en [GoMobile](#) app, en nuestro sitio web en RiversideTransit.com o en algunos centros de venta de pases. Pases de 1-día también se pueden comprar en el autobús.

Pases de 1-Día

Los pases de 1-Día están diseñados para el cliente ocasional que necesita hacer varias conexiones en un día. Los pasajeros pueden comprar el pase Local de 1-Día, válido únicamente

en las rutas fijas locales o el pase Local+CommuterLink de 1-Día válido en todas las rutas locales y rutas Exprés. El pase de 1-Día es válido para viajes ilimitado el día que el pase se use por primera vez. Su pase de 1-Día será validado por la caja de tarifas con la fecha actual impresa al reverso. Por favor verifique que la fecha esté correcta. Los pases de 1-Día no son transferibles a otro día y no hay devoluciones o cambios por pases extraviados o robados. El uso del pase de 1-Día para personas de tercera edad/discapacitados/Veteranos requiere identificación apropiada cada vez que suba al autobús. Los pases de 1-Día no se aceptan en Dial-A-Ride.

Pases de 7-Días

El pase de 7-Días está diseñado para proveer una alternativa económica al pase mensual de RTA. Los clientes pueden comprar un pase Local de 7-Días, válido en rutas fijas locales solamente. El pase de 7-Días se debe usar durante un periodo consecutivo de siete días comenzando con el primer día de uso. El pase de 7-Días no se vende en el autobús y solo está disponible por adelantado. Los pases de 7-Días no son válidos en Dial-A-Ride.

Pase de 30-Días

Los pases de 30-Días son ideales para clientes que usan el sistema de autobús de RTA con frecuencia. Los clientes pueden comprar un pase Local de 30-Días, válido en rutas fijas locales o un pase Local+CommuterLink de 30-Días válido en todas las rutas locales y rutas exprés. El pase de 30-Días debe usarse durante un periodo consecutivo de 30-días comenzando con el primer día de uso. El pase de 30-Días no se vende en el autobús y solo está disponible por adelantado.

Boletos de Dial-A-Ride

Los boletos de Dial-A-Ride solo se venden en libros de diez boletos. Es necesario presentar un boleto cada vez que aborde un autobús de Dial-A-Ride. Algunos viajes pueden requerir más de un boleto. Los boletos de Dial-A-Ride solo son válidos en autobuses de Dial-A-Ride de RTA y no son válidos en rutas fijas locales, CommuterLink o otros autobuses de agencia de tránsito.

COMPRA Y ACTIVACIÓN DE SU PASE

Los pases de 7-Días y 30-Días no se venden en el autobús. Se pueden comprar en varios centros de distribución de pases a través del condado, por correo o de forma seguro en nuestro sitio Web en RiversideTransit.com. Para la ubicación del centro de distribución de pases más cercano a usted llame al [\(951\) 565-5002](tel:951-565-5002). Recuerde, los pases no son reembolsables y no se aceptan en Dial-A-Ride. Cuando compre su pase de 1-Día, 7-Días o 30-Días, no estarán activados. El pase se debe de activar a bordo del autobús cuando se use por primera vez. Para activar, meta el pase (el lado impreso mirando hacia usted con la flecha apuntando hacia abajo) en la ranura de activación en el lado izquierdo de la caja de tarifas. La caja de tarifas imprimirá las fechas de vigencias al reverso del pase. Después, todo lo que tiene que hacer es deslizar el pase abordo de todos los autobuses en que viaje.

GOMOBILE

GoMobile es la aplicación oficial de transporte público de Riverside Transit Agency (RTA) y su compañero para viajar en autobús. GoMobile es una aplicación móvil todo en uno en la que puede comprar pases, pagar su tarifa

en su teléfono, planificar su viaje, ver las horas estimadas de llegada de los autobuses y recibir alertas de servicio. Además, puede acceder a un portal web personalizado para administrar su cuenta. Si su escuela es parte de U-Pass o Go-Pass, encontrará su pase móvil en la aplicación. Puede crear, iniciar sesión y manejar su cuenta GoMobile desde cualquier computadora o tableta utilizando el portal web personalizado. Allí puede comprar boletos y pases móviles, y anadir fondos.. También puede ver su historial de compras. Inicie sesión en su cuenta en RiversideTransit.com/GoMobileWebPortal.

CAJAS DE TARIFA

RTA ha cambiado sus cajas de tarifa por otras más elegantes y modernas que ofrecen más opciones de pago. Instalamos cajas de tarifa Genfare Fast Fare en todos los autobuses de ruta fija. Son similares a las antiguadas cajas de tarifa y los clients seguirán pagandom como lo hacian en el pasado usando dinero en efectivo y pases de papel. El único cambio es que ahora puede comprar y usar los pases de autobús en so teléfono “mobile ticketing” en la aplicación GoMobile. Además de la venta de pases, las nuevas cajas de tarifa aceptan todo tipo de pagos, incluyendo las tarjetas de crédito y débito sin contacto.

TARIFAS DE RUTA FIJA/GoMicro

Categorías de Tarifas	Tarifa Básica	Pase Diario*	Pase de 7-días*	Pase de 30-Días*
General	\$1.75	\$5	\$20	\$60
Jóvenes (18 años o menos)**	\$1.75	\$5	\$20	\$45
Personas de Tercera Edad**	75¢	\$2.50	\$20	\$30
Personas Discapacitadas**	75¢	\$2.50	\$20	\$30
Personas con Tarjeta de Medicare**	75¢	\$2.50	\$20	\$30
Veterano**	75¢	\$2.50	\$20	\$30
Niños (46 pulgadas de altura o menos)	50¢	N/A	N/A	N/A

TARIFAS DE COMMUTERLINK

TARIFAS DE COMMUTERLINK + LOCAL

Categorías de Tarifas	Tarifa Básica	Pase Diario	Pase de 30-Días
General	\$3.50	\$10	\$95
Jóvenes (18 años o menos)**	\$3.50	\$10	\$95
Personas de Tercera Edad**	\$2.75	\$7	\$70
Personas Discapacitadas**	\$2.75	\$7	\$70
Personas con Tarjeta de Medicare**	\$2.75	\$7	\$70
Veterano**	\$2.75	\$7	\$70
Niños (46 pulgadas de altura o menos)	\$2.75	N/A	N/A

Jurados activos, servicio militar activo, policía, bomberos | VIAJEN GRATIS

U-Pass: UC Riverside, Cal Baptist University, La Sierra University con GoMobile

Go-Pass: Moreno Valley College, Mt. San Jacinto College, Norco College, Riverside City College con GoMobile

TARIFAS DIAL-A-RIDE (DAR) | No se aceptan en los autobuses de ruta fija.

Categorías de Tarifas	Tarifa Básica	Talones de Boletos se venden en libros de 10 boletos
Personas de Tercera Edad	\$3.50 - \$10.50	\$35
Personas Discapacitadas	\$3.50 - \$10.50	\$35
Personas con Tarjeta de Medicare	\$3.50 - \$10.50	\$35
Niños (46 pulgadas de altura o menos)	75¢	N/A

* Se acepta como tarifa básica en servicio de rutas fijas. Para usar el servicio de CommuterLink, se requerirá \$2 adicional (Personas de Tercera Edad/Discapacitadas) o \$1.75 (general) por viaje.

** Si planea usar las tarifas de descuento para personas de la tercera edad, discapacitadas, persona con tarjeta de Medicare, Veteranos o jóvenes, debe mostrar identificación adecuada cada vez que aborde el autobús. También debe mostrar una identificación adecuada para comprar pases de descuentos en los centros de distribución de pases. Para obtener una lista de las clases de identificación aceptables, vea la Página 24.

Reduced Fare Identification

Identificación para Tarifas Reducidas

To qualify for a reduced fare, customers must show proper ID each time they board the bus and when they purchase discounted passes. Below are the accepted forms of ID:

Senior: RTA issued Senior ID card, CA Driver License or ID card or Medicare card.

Youth: RTA issued Youth ID card or school issued (age 18 and younger) picture ID with current school year validation.

Disabled: RTA issued disabled ID card, RTA ADA card, Medicare card, Veteran's Service connected ID card or Braille Institute ID card.

Veteran: RTA-issued Veteran ID cards, U.S. Department of Veterans Affairs issued ID card or a U.S. Uniformed Services ID card indicating retired status.

Medicare Card: Medicare Card is eligible for a reduced fare on all RTA fixed-route and GoMicro services.

Para calificar para una tarifa reducida, los clientes deben mostrar una identificación adecuada cada vez que abordan el autobús y cuando compran pases con descuento. A continuación se muestran las formas de identificación aceptadas:

Personas de la Tercera Edad: Tarjeta de identificación para personas de la tercera edad expedida por RTA, licencia de conducir o identificación de California o la tarjeta Medicare.

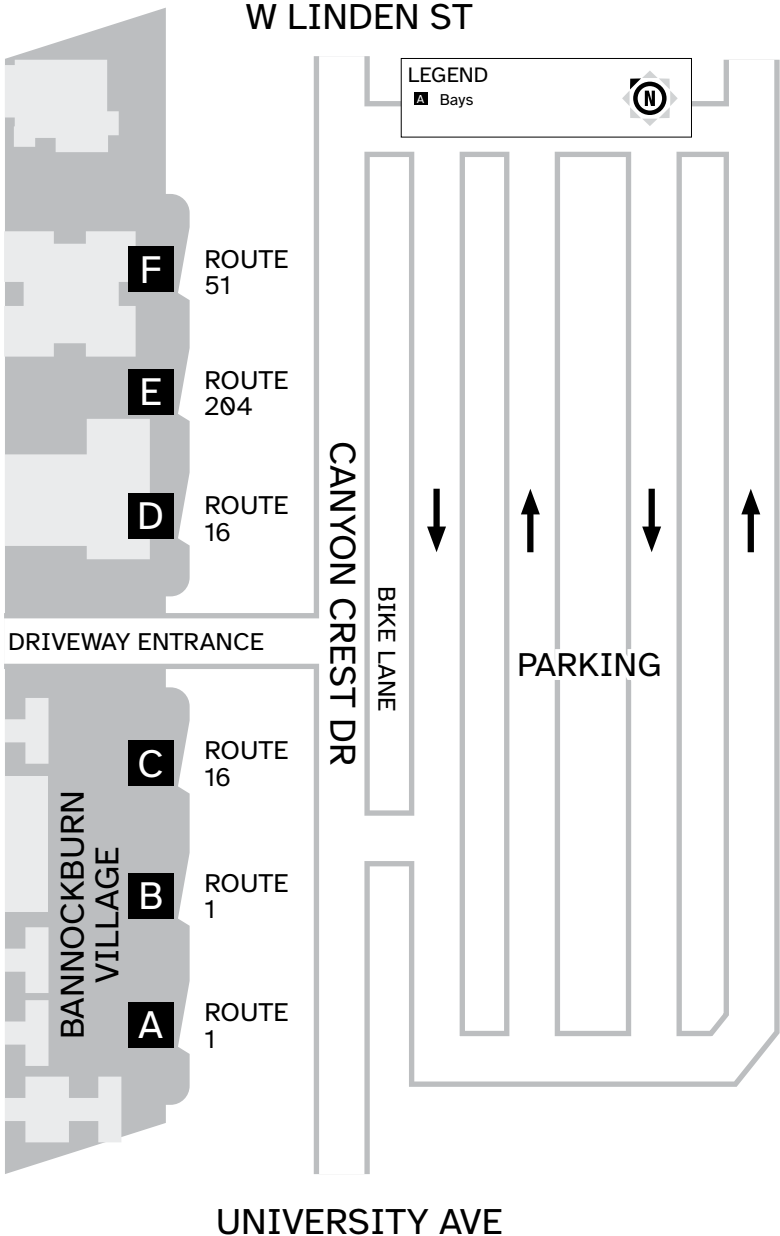
Jóvenes: Tarjeta de identificación de Jóvenes con fotografía expedida por RTA o por las escuelas (18 años o menos) con validación actual del año escolar.

Personas Discapacitadas: Tarjeta de identificación para personas discapacitadas expedida por RTA, tarjeta ADA de RTA, tarjeta Medicare, tarjeta de identificación del Servicio de Veteranos o tarjeta de identificación del instituto Braille.

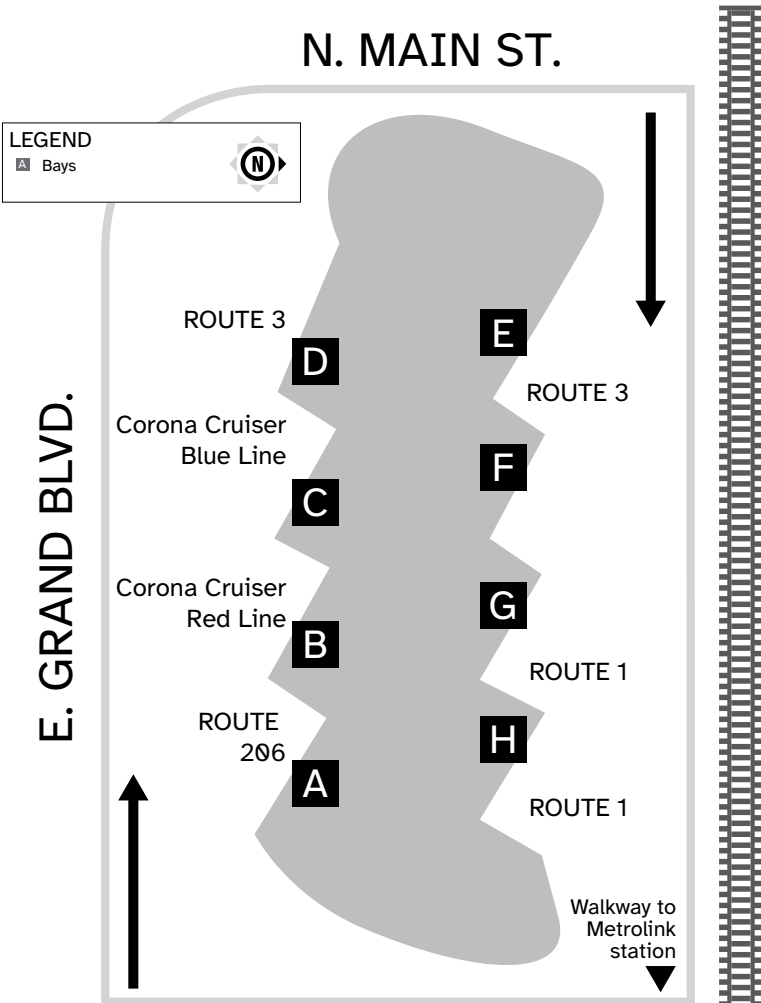
Veterano: Las tarjetas de identificación Veterano emitida por RTA, Departamento de Asuntos de Veteranos de EE.UU. o una tarjeta de identificación de Servicios Uniformados de EE.UU. que indica el estado retirado.

Personas con Tarjeta de Medicare: Cualquier persona que muestre tarjeta valida de Medicare es elegible para las tarifas de descuento en todas las rutas fijas de RTA.

BOARDING DIAGRAM



BOARDING DIAGRAM



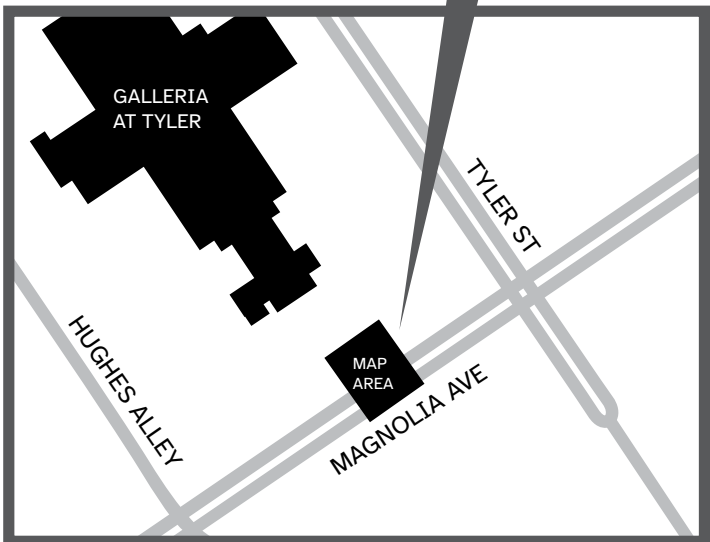
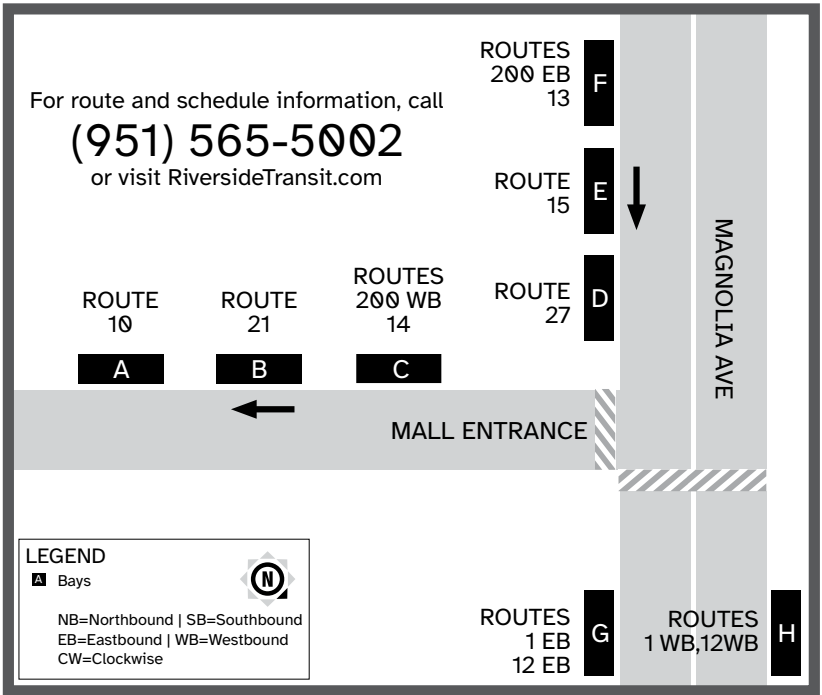
For route and schedule information call

(951) 565-5002

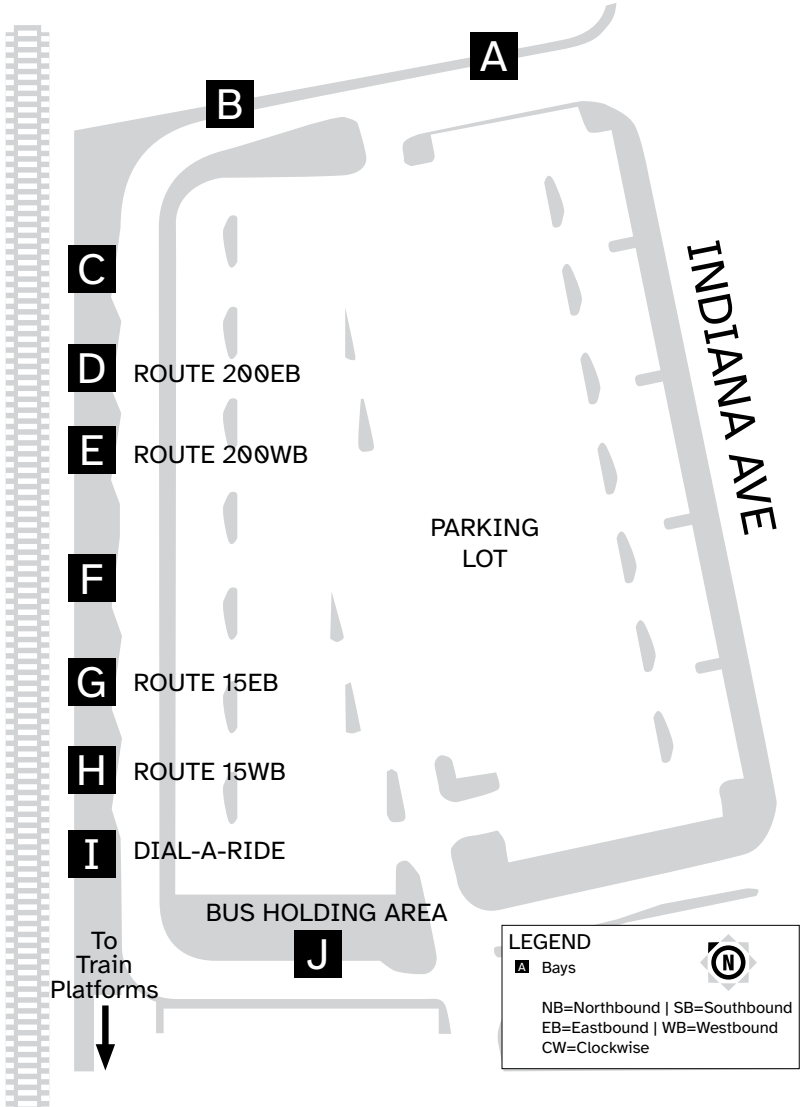
or visit RiversideTransit.com

Galleria at Tyler Mall

BOARDING DIAGRAM



BOARDING DIAGRAM



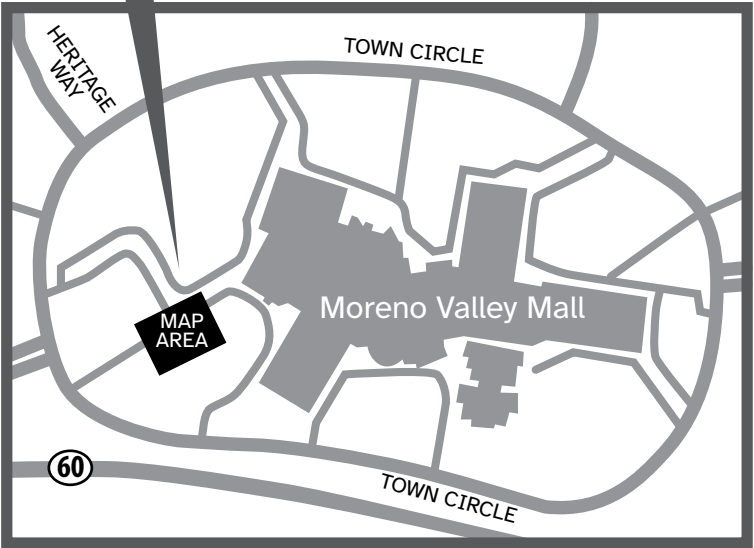
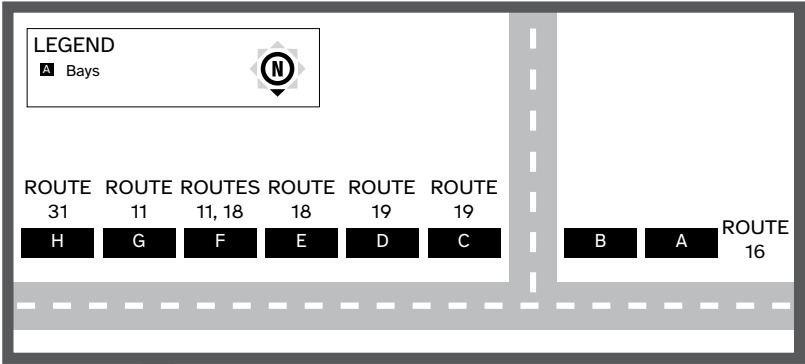
For route and schedule information call

(951) 565-5002

or visit RiversideTransit.com

Moreno Valley Mall Transit Center

BOARDING DIAGRAM

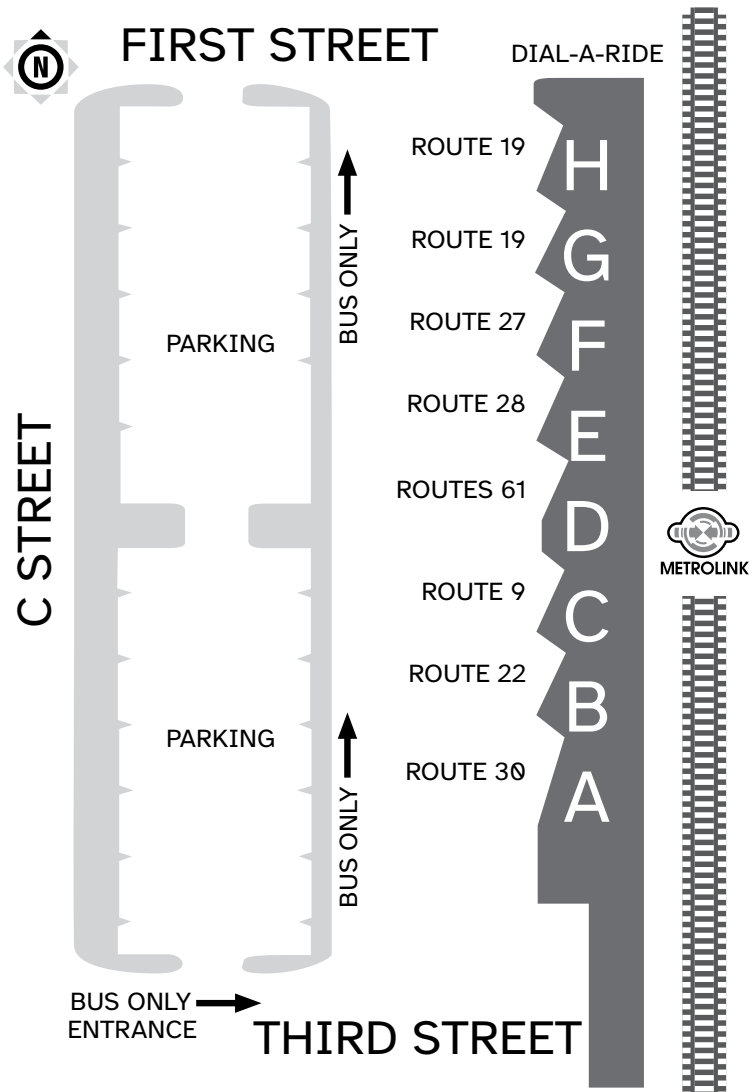


For route and schedule information call

(951) 565-5002

or visit RiversideTransit.com

BOARDING DIAGRAM

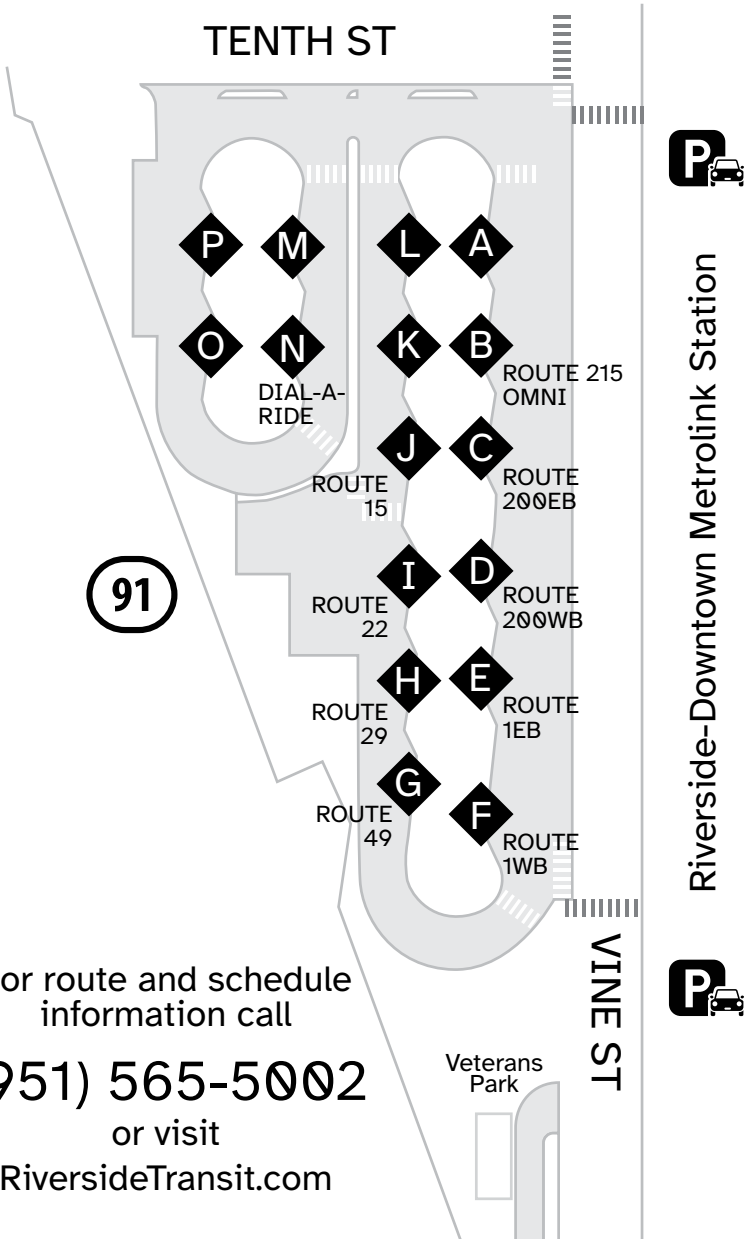


For route and schedule information call

(951) 565-5002

or visit RiversideTransit.com

BOARDING DIAGRAM



For route and schedule information call

(951) 565-5002

or visit

RiversideTransit.com

SERVICE GUIDE

CITY/COMMUNITY	RTA SERVICE & OTHER CONNECTING SERVICES
Anaheim	RTA 200, OCTA, ART, LA Metro
Banning	RTA 31, Beaumont Transit, Banning Connect, Greyhound
Beaumont	RTA 31, Beaumont Transit, Banning Connect, Amtrak Thruway, SunLine Transit Agency
Corona	RTA 1, 3, 12, 206, Corona Cruiser, Metrolink
Country Village	RTA 49, 204, Omnitrans
Eastvale	RTA 3, 29, Omnitrans
French Valley	RTA 79
Fontana/Glen Avon	RTA 49
Hemet	RTA GoMicro, 28, 44, 74, 79, Amtrak Thruway
Highgrove	RTA 12, 14, Omnitrans
Homeland/Romoland/ Valle Vista/Green Acres	RTA 28
Home Gardens	RTA 1, Corona Cruiser
Jurupa Valley	RTA 3, 21, 29, 49, 204
Lake Elsinore	RTA 8, 9, 206
Loma Linda	RTA 14, Omnitrans
Mead Valley	RTA 22, 41
Menifee/Sun City	RTA 28, 61, 74, Amtrak Thruway
Mira Loma	RTA 29
Moreno Valley	RTA 11, 16, 18, 19, 20, 31, 41, Amtrak Thruway
Montclair	RTA 204, Metrolink, Omnitrans, Foothill Transit
Murrieta	RTA 23, 61, 206
Norco	RTA 3
Ontario	RTA 204, Omnitrans, Metrolink
Orange	RTA 200, OCTA
Orange Crest	RTA 22, 27
Pedley	RTA 21, 29, Metrolink
Perris	RTA 9, 19, 22, 27, 28, 30, 41, 61, Amtrak Thruway, Greyhound
Quail Valley	RTA 61
Riverside	RTA 1, 10, 12, 13, 14, 15, 16, 20, 21, 22, 27, 29, 49, 51, 56, 200, 204, Riverside Special Transportation, Amtrak Thruway, Metrolink, Omnitrans, Amtrak
Rubidoux	RTA 29, 49
San Bernardino	RTA 200, Omnitrans, SunLine Transit Agency, VVTA, Mountain Transit, Beaumont Transit, Metrolink
San Jacinto	RTA GoMicro, 31, 44
Temecula	RTA 23, 24, 55, 61, 79, 206, Greyhound
Temescal Valley	RTA 206
Wildomar	RTA 8, 23
Winchester	RTA 74, 79
Woodcrest	RTA 22, 27



FREE RIDE FRIDAYS

THROUGH JUNE 28, 2024

**FREE EVERY FRIDAY.
ANYWHERE WE GO.**

**GRATIS TODOS LOS VIERNES.
DONDEQUIERA QUE VAYAMOS.**

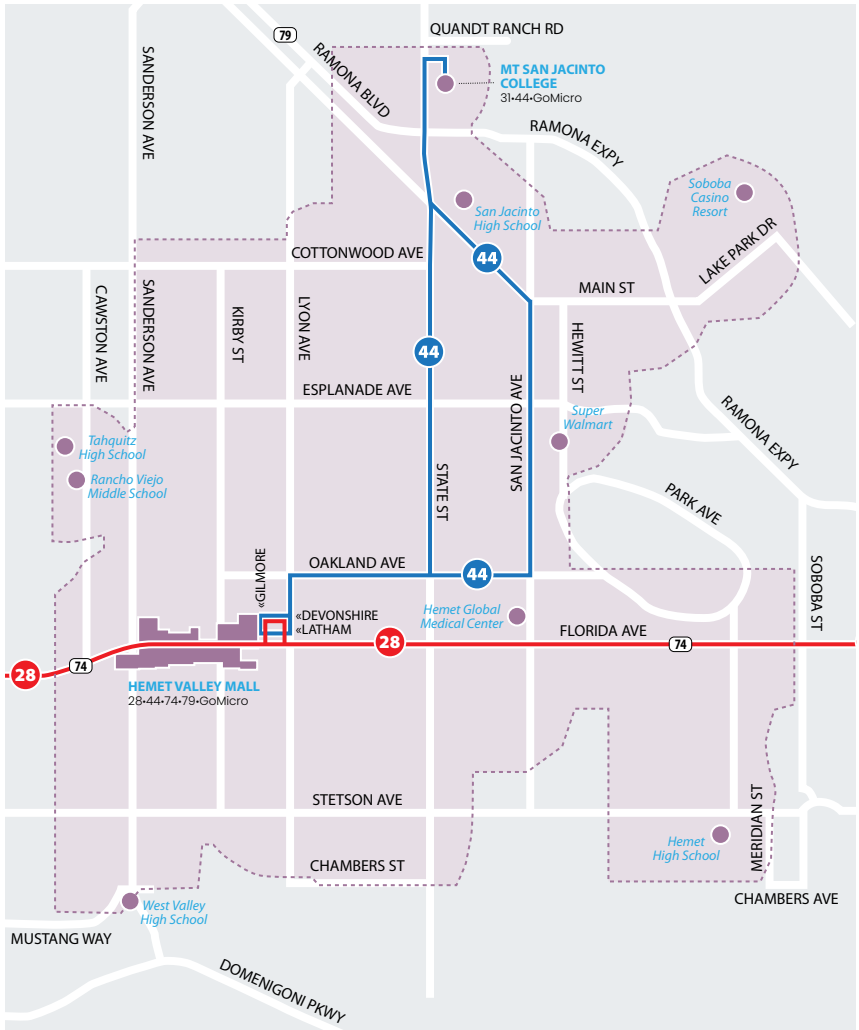


VIERNES DE VIAJE GRATIS



Get your free pass on the GoMobile app!
Obtenga su pase en la aplicación GoMobile.





GoMicro is RTA's on-demand service that offers shared rides in the Hemet-San Jacinto microtransit zone. The service operates Monday through Friday, 6:30 a.m. - 6:30 p.m. and Saturday and Sunday, 7 a.m. - 7 p.m. GoMicro rides can be booked by downloading the GoMicro app available in the Apple App Store and Google Play Store. Trips can also be booked by calling (951) 633-2629 or by visiting book.gomicro.rideco.com. Visit RiversideTransit.com/GoMicro for more details. **Note:** Trips beginning and ending at Route 28 or Route 44 stops must use those routes and cannot be booked on GoMicro.



GoMicro offers shared rides in the Hemet-San Jacinto microtransit zone. GoMicro provides an easy way to schedule and track trips in real-time. Book your trips in the app for an easy way to get around if you're traveling within the zone. Trips will be booked on-demand in real-time so you can get to your destination quicker.

Details at [RiversideTransit.com/GoMicro](https://www.RiversideTransit.com/GoMicro)



1

UCR - DOWNTOWN RIVERSIDE - CORONA

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.

RTA and Corona Cruiser honor each other's 1-Day and 30-Day passes at shared stops.



UNIVERSITY & LEMON
1-10-14-15-22-29-49
200-204-OMNITRANS 215

MARKET & UNIVERSITY
1-12-13-14-15-29-49
204

VINE STREET MOBILITY HUB
1-15-22-29-49-200
OMNITRANS 215
Boarding diagram pg 31

IOWA & UNIVERSITY
1-14-16-51-56-204

IOWA & BLAINE
1-10-14-51-56

UCR AT BANNOCKBURN
1-16-51-204
Boarding diagram pg 25

CHICAGO & UNIVERSITY
1-13-14-22

Legend | Map not to scale

- Time and/or Transfer Point
- Alternate Routing
- Transfer Point

RIVERSIDE

HOME GARDENS

CORONA

CORONA TRANSIT CENTER
1-3-206-CORONA CRUISER
BLUE, RED-METROLINK
Boarding diagram pg 26

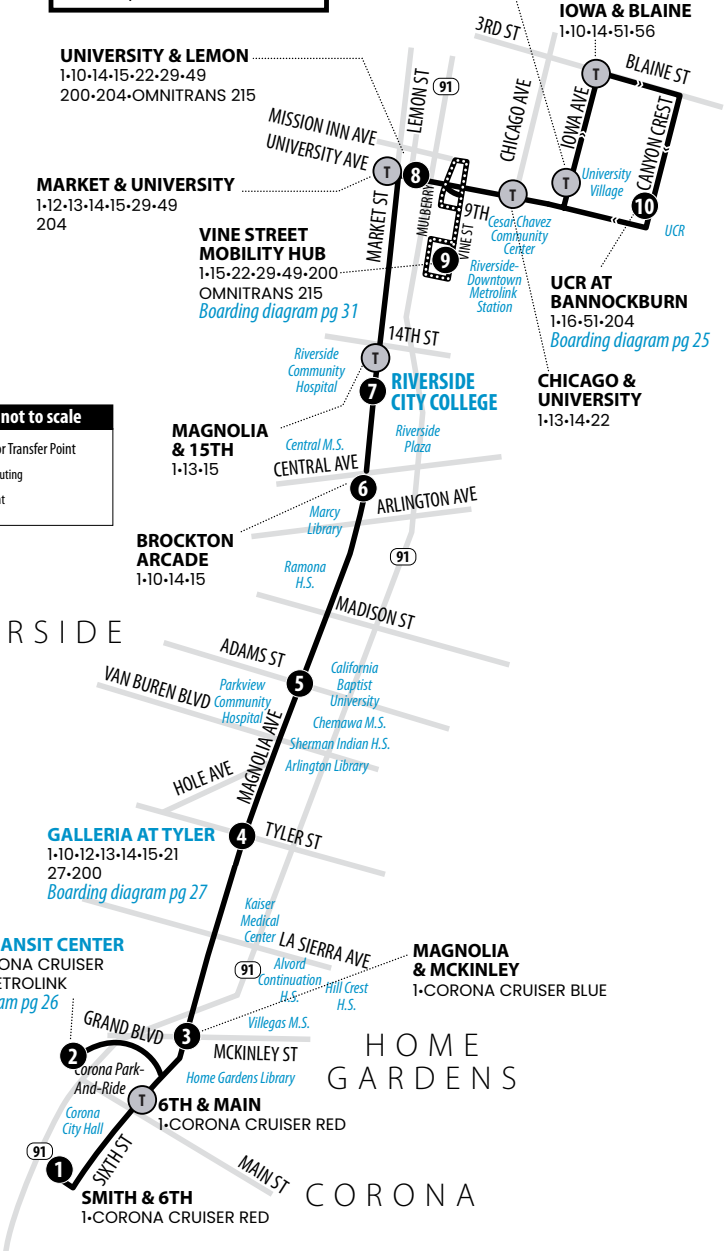
GALLERIA AT TYLER
1-10-12-13-14-15-21
27-200
Boarding diagram pg 27

BROCKTON ARCADE
1-10-14-15

MAGNOLIA & 15TH
1-13-15

6TH & MAIN
1-CORONA CRUISER RED

SMITH & 6TH
1-CORONA CRUISER RED



1

EASTBOUND TO DOWNTOWN RIVERSIDE/UCR | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

SMITH & 6TH	CORONA TRANSIT CENTER	MAGNOLIA & MCKINLEY	GALLERIA AT TYLER	MAGNOLIA & ADAMS	BROCKTON ARCADE	RIVERSIDE CITY COLLEGE	UNIVERSITY & LEMON	VINE STREET MOBILITY HUB	UCR AT BANNOCKBURN
1	2	3	4	5	6	7	8	9	10
3:19	3:29	3:40	3:51	4:00	4:06	4:11	4:16	4:20	4:34
4:05	4:17	4:28	4:39	4:48	4:54	4:59	5:04	5:10	5:24
4:34	4:45	4:56	5:07	5:16	5:22	5:27	5:32	5:36	5:50
4:49	5:00	5:11	5:22	5:31	5:37	5:42	5:47	5:51	6:05
5:05	5:15	5:26	5:37	5:46	5:52	5:57	6:02	6:06	6:20
5:25	5:37	5:48	5:59	6:08	6:14	6:20	6:25	6:29	6:43
5:57	6:09	6:20	6:31	6:40	6:46	6:52	6:57	7:01	7:17
6:12	6:24	6:35	6:46	6:55	7:01	7:07	7:12	7:16	7:33
6:27	6:39	6:49	7:02	7:12	7:18	7:25	7:31	7:35	7:53
6:42	6:54	7:06	7:20	7:33	7:41	7:48	7:53	7:57	8:12
6:59	7:13	7:25	7:39	7:52	7:59	8:06	8:12	—	8:29
7:13	7:27	7:40	7:55	8:06	8:12	8:19	8:25	—	8:43
7:30	7:44	7:57	8:11	8:22	8:31	8:38	8:46	—	9:05
7:46	8:00	8:13	8:27	8:38	8:44	8:51	8:57	—	9:15
8:03	8:17	8:29	8:43	8:52	8:58	9:05	9:11	—	9:30
8:18	8:32	8:44	8:58	9:08	9:14	9:21	9:27	—	9:48
8:33	8:47	8:59	9:13	9:23	9:30	9:36	9:42	—	10:03
8:48	9:02	9:14	9:28	9:39	9:46	9:53	10:00	—	10:20
9:03	9:17	9:29	9:43	9:54	10:01	10:08	10:15	—	10:35
9:18	9:32	9:44	9:59	10:11	10:18	10:26	10:33	—	10:53
9:33	9:47	9:59	10:14	10:26	10:33	10:41	10:48	—	11:08
9:48	10:02	10:14	10:30	10:41	10:48	10:56	11:03	—	11:23
10:03	10:17	10:29	10:45	10:56	11:03	11:11	11:18	—	11:37
10:18	10:32	10:44	11:00	11:12	11:19	11:27	11:35	—	11:53
10:35	10:49	11:01	11:20	11:32	11:39	11:47	11:55	—	12:14
10:48	11:04	11:16	11:35	11:47	11:54	12:02	12:10	—	12:29
11:03	11:17	11:29	11:45	11:56	12:03	12:12	12:20	—	12:39
11:18	11:32	11:44	12:00	12:13	12:20	12:29	12:37	—	12:56
11:35	11:50	12:02	12:19	12:32	12:39	12:48	12:56	—	1:15
11:50	12:05	12:17	12:34	12:48	12:55	1:03	1:11	—	1:30
12:04	12:19	12:32	12:49	1:02	1:09	1:17	1:25	—	1:44
12:19	12:33	12:46	1:03	1:15	1:22	1:30	1:38	—	1:57
12:34	12:48	1:01	1:18	1:30	1:37	1:45	1:53	—	2:12
12:49	1:03	1:16	1:33	1:46	1:53	2:01	2:09	—	2:28
1:03	1:17	1:30	1:47	2:00	2:07	2:15	2:23	—	2:42
1:18	1:31	1:44	2:01	2:14	2:21	2:30	2:38	—	2:59
1:33	1:47	2:00	2:20	2:35	2:44	2:52	3:00	—	3:21
1:48	2:02	2:15	2:31	2:45	2:54	3:02	3:10	—	3:31
2:01	2:14	2:30	2:49	3:03	3:12	3:20	3:28	—	3:49
2:14	2:30	2:46	3:05	3:19	3:30	3:39	3:47	—	4:08
2:30	2:46	3:02	3:22	3:36	3:44	3:52	4:00	—	4:21
2:45	3:01	3:17	3:37	3:50	3:57	4:05	4:13	—	4:34
3:00	3:16	3:32	3:50	4:03	4:11	4:19	4:27	—	4:48
3:15	3:31	3:47	4:05	4:18	4:26	4:34	4:42	—	5:04
3:35	3:53	4:09	4:28	4:41	4:49	4:58	5:06	5:11	5:34
3:55	4:12	4:28	4:47	5:01	5:09	5:18	5:26	5:31	5:52
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4:35	4:52	5:07	5:25	5:38	5:46	5:54	6:02	6:07	6:27
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5:20	5:35	5:50	6:07	6:19	6:26	6:33	6:40	6:45	7:06
5:39	5:56	6:09	6:26	6:38	6:45	6:52	6:59	7:04	7:22
5:58	6:12	6:25	6:41	6:52	6:59	7:06	7:12	7:17	7:35
6:20	6:34	6:47	7:03	7:15	7:22	7:29	7:35	7:40	7:58
6:40	6:55	7:07	7:22	7:33	7:39	7:46	7:52	7:57	8:15
7:25	7:40	7:52	8:07	8:18	8:24	8:31	8:37	8:42	9:01
7:58	8:12	8:24	8:38	8:48	8:54	9:01	9:07	9:12	9:30
8:30	8:43	8:55	9:09	9:19	9:25	9:32	9:38	9:43	10:01
9:10	9:22	9:34	9:48	9:58	10:04	10:11	10:17	10:22	10:39
10:06	10:16	10:28	10:42	10:51	10:57	11:03	11:09	11:14	11:28

1

WESTBOUND TO CORONA | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

UCK AT BANNOCKBURN	VINE STREET MOBILITY HUB	UNIVERSITY & LEMON	RIVERSIDE CITY COLLEGE	BROCKTON ARCADE	MAGNOLIA & ADAMS	GALLERIA AT TYLER	MAGNOLIA & MCKINLEY	CORONA TRANSIT CENTER	SMITH & 6TH
10	9	8	7	6	5	4	3	2	1
4:25	4:37	4:41	4:46	4:52	4:58	5:06	5:19	5:33	5:45
5:00	5:12	5:16	5:21	5:27	5:34	5:43	5:56	6:10	6:22
5:34	5:46	5:50	5:55	6:01	6:07	6:15	6:28	6:42	6:55
6:01	6:13	6:17	6:23	6:29	6:35	6:44	6:57	7:14	7:27
6:17	6:29	6:33	6:39	6:45	6:51	7:00	7:13	7:28	7:41
6:38	6:50	6:54	7:01	7:07	7:15	7:25	7:42	7:57	8:11
6:53	—	7:04	7:11	7:17	7:28	7:38	7:54	8:08	8:22
7:08	—	7:19	7:26	7:33	7:44	7:56	8:11	8:25	8:39
7:23	—	7:35	7:42	7:49	7:58	8:10	8:25	8:39	8:53
7:38	—	7:50	7:57	8:04	8:17	8:27	8:42	8:56	9:10
7:53	—	8:05	8:12	8:19	8:27	8:37	8:52	9:07	9:21
8:08	—	8:20	8:27	8:34	8:41	8:51	9:06	9:21	9:35
8:23	—	8:35	8:41	8:48	8:55	9:06	9:21	9:36	9:50
8:39	—	8:51	8:58	9:05	9:15	9:25	9:40	9:55	10:17
8:53	—	9:05	9:13	9:20	9:28	9:40	9:55	10:10	10:30
9:06	—	9:18	9:25	9:32	9:40	9:52	10:07	10:22	10:40
9:19	—	9:30	9:37	9:44	9:52	10:04	10:19	10:34	10:52
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11:08	—	11:21	11:29	11:37	11:45	11:58	12:15	12:30	12:53
11:23	—	11:36	11:44	11:52	12:00	12:13	12:30	12:45	1:09
11:38	—	11:53	12:01	12:09	12:17	12:30	12:47	1:02	1:20
11:53	—	12:06	12:14	12:22	12:30	12:43	1:00	1:15	1:32
12:08	—	12:25	12:34	12:42	12:50	1:04	1:21	1:36	1:54
12:24	—	12:40	12:48	12:56	1:04	1:18	1:35	1:51	2:09
12:39	—	12:55	1:03	1:11	1:19	1:33	1:50	2:05	2:22
12:53	—	1:09	1:17	1:25	1:33	1:50	2:07	2:22	2:39
1:08	—	1:26	1:34	1:42	1:50	2:02	2:19	2:37	2:54
1:25	—	1:43	1:52	2:00	2:08	2:20	2:37	2:53	3:10
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1:54	—	2:08	2:16	2:24	2:33	2:48	3:05	3:21	3:37
2:10	—	2:29	2:37	2:45	2:55	3:09	3:26	3:42	3:58
2:26	—	2:43	2:51	2:59	3:09	3:25	3:43	3:59	4:16
2:38	—	2:55	3:03	3:11	3:21	3:37	3:55	4:11	4:26
2:54	—	3:11	3:20	3:28	3:39	3:55	4:13	4:28	4:43
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4:46	5:02	5:07	5:15	5:23	5:32	5:45	6:02	6:17	6:40
5:01	5:17	5:22	5:30	5:38	5:46	5:58	6:15	6:30	6:52
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9:40	9:57	10:01	10:08	10:15	10:22	10:33	10:48	11:00	11:17
10:50	11:06	11:10	11:17	11:24	11:31	11:42	11:57	12:09	12:26

1

EASTBOUND TO DOWNTOWN RIVERSIDE/UCR | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

SMITH & 6TH	CORONA TRANSIT CENTER	MAGNOLIA & MCKINLEY	GALLERIA AT TYLER	MAGNOLIA & ADAMS	BROCKTON ARCADE	RIVERSIDE CITY COLLEGE	UNIVERSITY & LEMON	VINE STREET MOBILITY HUB	UCR AT BANNOCKBURN
1	2	3	4	5	6	7	8	9	10
5:44	5:56	6:06	6:16	6:24	6:30	6:35	6:41	—	6:54
6:10	6:22	6:32	6:42	6:51	6:57	7:02	7:08	7:12	7:25
6:50	7:05	7:16	7:27	7:36	7:42	7:47	7:53	—	8:06
7:15	7:30	7:41	7:52	8:01	8:07	8:12	8:18	8:22	8:35
7:55	8:10	8:21	8:32	8:41	8:47	8:53	8:59	9:03	9:17
8:25	8:40	8:51	9:02	9:11	9:17	9:24	9:31	—	9:47
8:45	9:02	9:14	9:26	9:38	9:44	9:51	9:58	—	10:14
9:06	9:24	9:37	9:49	10:01	10:07	10:14	10:21	—	10:39
9:33	9:51	10:04	10:16	10:28	10:35	10:42	10:50	—	11:08
10:03	10:21	10:34	10:46	10:58	11:05	11:12	11:20	—	11:38
10:36	10:54	11:07	11:22	11:34	11:41	11:48	11:56	—	12:14
11:03	11:21	11:34	11:49	12:01	12:08	12:15	12:23	—	12:41
11:33	11:51	12:04	12:19	12:31	12:38	12:45	12:53	—	1:11
12:03	12:21	12:34	12:49	1:01	1:08	1:15	1:23	—	1:41
12:33	12:51	1:04	1:19	1:31	1:38	1:45	1:53	—	2:11
1:03	1:21	1:34	1:49	2:01	2:08	2:15	2:23	—	2:43
1:33	1:51	2:04	2:19	2:31	2:38	2:45	2:53	—	3:13
2:03	2:21	2:34	2:49	3:01	3:08	3:15	3:23	—	3:43
2:33	2:51	3:04	3:19	3:31	3:38	3:45	3:53	—	4:13
3:03	3:21	3:34	3:49	4:01	4:08	4:15	4:23	—	4:40
3:33	3:51	4:04	4:18	4:30	4:37	4:44	4:52	4:57	5:15
4:03	4:21	4:34	4:48	5:00	5:07	5:14	5:22	5:27	5:45
4:33	4:51	5:03	5:16	5:28	5:35	5:42	5:50	—	6:08
5:03	5:21	5:33	5:46	5:57	6:03	6:10	6:18	—	6:36
5:33	5:51	6:03	6:16	6:27	6:33	6:40	6:48	6:53	7:11
5:56	6:14	6:26	6:39	6:50	6:56	7:03	7:11	—	7:29
6:30	6:46	6:58	7:10	7:21	7:27	7:34	7:41	—	7:59
6:56	7:12	7:24	7:36	7:47	7:53	8:00	8:07	—	8:25
7:22	7:38	7:50	8:02	8:13	8:19	8:26	8:33	—	8:51
8:04	8:20	8:32	8:44	8:55	9:01	9:07	9:13	9:18	9:33
8:46	9:01	9:13	9:25	9:36	9:42	9:48	9:54	—	10:07

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

UCR AT BANNOCKBURN	VINE STREET MOBILITY HUB	UNIVERSITY & LEMON	RIVERSIDE CITY COLLEGE	BROCKTON ARCADE	MAGNOLIA & ADAMS	GALLERIA AT TYLER	MAGNOLIA & MCKINLEY	CORONA TRANSIT CENTER	SMITH & 6TH
10	9	8	7	6	5	4	3	2	1
5:48	—	5:56	6:02	6:08	6:14	6:23	6:35	6:45	6:56
6:18	—	6:26	6:33	6:39	6:45	6:54	7:06	7:16	7:27
6:43	6:55	6:59	7:06	7:12	7:18	7:27	7:39	7:50	8:01
7:20	7:34	7:38	7:45	7:51	7:58	8:10	8:25	8:36	8:47
7:48	—	8:01	8:08	8:14	8:21	8:33	8:48	9:00	9:11
8:16	8:30	8:34	8:41	8:47	8:55	9:07	9:22	9:34	9:45
8:46	9:00	9:04	9:11	9:18	9:26	9:38	9:53	10:05	10:18
9:07	—	9:20	9:28	9:35	9:43	9:55	10:10	10:22	10:35
9:40	—	9:53	10:01	10:08	10:16	10:30	10:45	10:57	11:10
10:02	—	10:15	10:23	10:30	10:39	10:53	11:09	11:23	11:36
10:24	—	10:37	10:45	10:52	11:01	11:16	11:32	11:46	11:59
10:54	—	11:07	11:15	11:22	11:31	11:47	12:03	12:17	12:30
11:24	—	11:38	11:46	11:53	12:02	12:18	12:34	12:48	1:01
11:54	—	12:09	12:17	12:24	12:33	12:49	1:05	1:19	1:32
12:24	—	12:39	12:47	12:54	1:03	1:19	1:36	1:50	2:03
12:54	—	1:09	1:17	1:25	1:34	1:50	2:08	2:22	2:35
1:24	—	1:39	1:47	1:55	2:04	2:20	2:38	2:52	3:05
1:54	—	2:09	2:18	2:26	2:35	2:50	3:08	3:22	3:35
2:24	—	2:39	2:48	2:56	3:05	3:20	3:38	3:52	4:05
2:54	—	3:09	3:18	3:26	3:35	3:50	4:08	4:22	4:35
3:24	—	3:39	3:48	3:56	4:05	4:20	4:38	4:52	5:05
3:54	—	4:09	4:18	4:26	4:35	4:50	5:08	5:22	5:35
4:24	—	4:39	4:48	4:56	5:05	5:20	5:38	5:52	6:05
4:54	5:10	5:14	5:23	5:31	5:40	5:54	6:11	6:25	6:38
5:25	5:41	5:45	5:53	6:00	6:08	6:22	6:38	6:50	7:02
5:56	—	6:09	6:17	6:24	6:32	6:45	7:00	7:11	7:23
6:20	—	6:33	6:41	6:48	6:55	7:08	7:23	7:34	7:46
6:51	7:05	7:09	7:17	7:24	7:31	7:44	7:59	8:10	8:22
7:50	—	8:03	8:11	8:18	8:25	8:37	8:52	9:03	9:15
8:35	—	8:48	8:56	9:03	9:10	9:22	9:37	9:48	10:00
9:05	9:19	9:23	9:31	9:38	9:45	9:57	10:12	10:23	10:35



FREE RIDE FRIDAYS

THROUGH JUNE 28, 2024

**FREE EVERY FRIDAY.
ANYWHERE WE GO.**

**GRATIS TODOS LOS VIERNES.
DONDEQUIERA QUE VAYAMOS.**



VIERNES DE VIAJE GRATIS



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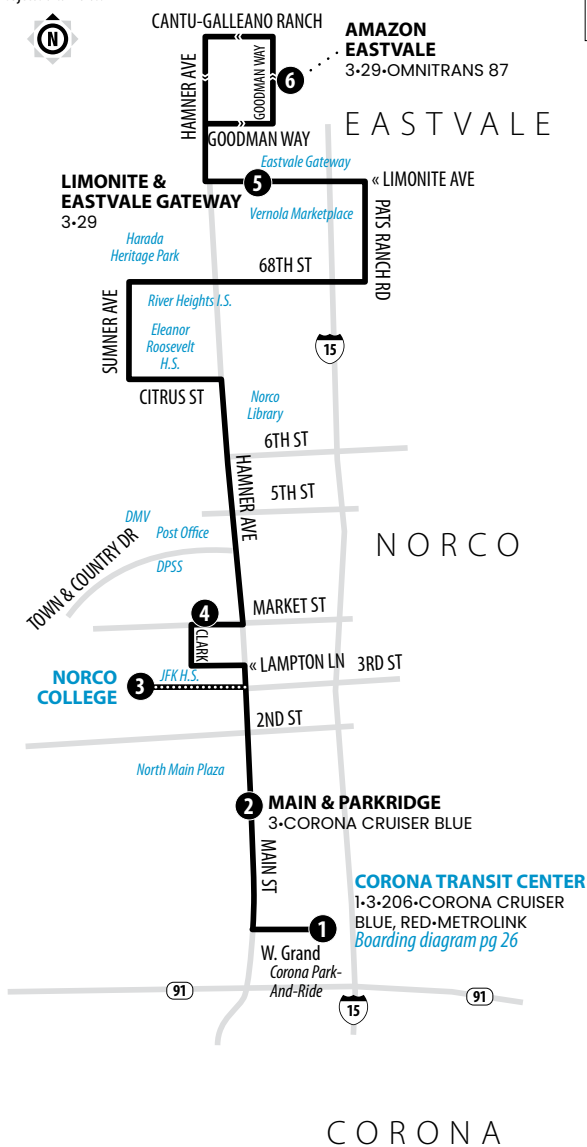
3

EASTVALE - NORCO - CORONA

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.

Legend | Map not to scale

- 1** Time and/or Transfer Point
- Alternate Routing



RTA and Corona Cruiser honor each other's 1-Day and 30-Day passes at shared stops.

3

NORTHBOUND TO EASTVALE | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

CORONA TRANSIT CENTER	MAIN & PARKRIDGE	NORCO COLLEGE	MARKET & CLARK	LIMONITE & EASTVALE GATEWAY	AMAZON EASTVALE
1	2	3	4	5	6
6:30	6:34	6:46	6:52	7:21	7:34
7:43	7:47	8:00	8:06	8:31	8:44
9:06	9:10	9:23	9:30	9:53	10:06
10:15	10:19	10:32	10:39	11:04	11:17
11:23	11:27	11:40	11:47	12:14	12:27
12:40	12:44	12:59	1:06	1:33	1:48
2:08	2:12	2:28	2:35	3:02	3:17
3:14	3:18	3:34	3:42	4:15	4:30
4:59	5:03	5:18	5:25	5:53	6:08
6:11	6:15	6:27	6:34	7:04	7:19
7:31	7:35	7:47	7:54	8:24	8:39
8:42	8:46	8:57	9:03	9:26	9:41
9:57	10:01	10:12	10:18	10:41	10:56

3

SOUTHBOUND TO CORONA | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

AMAZON EASTVALE	LIMONITE & EASTVALE GATEWAY	MARKET & CLARK	NORCO COLLEGE	MAIN & PARKRIDGE	CORONA TRANSIT CENTER
6	5	4	3	2	1
6:20	6:28	6:51	6:58	7:08	7:18
7:48	7:58	8:27	8:35	8:45	8:58
9:00	9:10	9:36	9:44	9:54	10:07
10:13	10:23	10:45	10:53	11:03	11:16
11:25	11:35	12:00	12:08	12:18	12:31
12:38	12:48	1:14	1:21	1:33	1:46
2:17	2:27	2:57	3:05	3:15	3:29
3:28	3:40	4:10	4:18	4:28	4:42
4:40	4:50	5:16	5:24	5:34	5:48
6:17	6:27	6:50	6:56	7:05	7:21
7:30	7:40	8:03	8:09	8:18	8:34
8:47	8:57	9:20	9:25	9:33	9:45
10:00	10:10	10:33	10:38	10:46	10:58

3

NORTHBOUND TO EASTVALE | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

CORONA TRANSIT CENTER	MAIN & PARKRIDGE	MARKET & CLARK	LIMONITE & EASTVALE GATEWAY	AMAZON EASTVALE
1	2	4	5	6
7:08	7:12	7:20	7:44	7:52
9:03	9:08	9:17	9:40	9:48
11:01	11:06	11:15	11:42	11:50
1:09	1:13	1:22	1:49	1:57
3:07	3:11	3:20	3:47	3:55
5:15	5:19	5:27	5:54	6:02
7:15	7:19	7:27	7:51	7:59

3

SOUTHBOUND TO CORONA | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

AMAZON EASTVALE	LIMONITE & EASTVALE GATEWAY	MARKET & CLARK	MAIN & PARKRIDGE	CORONA TRANSIT CENTER
6	5	4	2	1
6:15	6:24	6:46	6:52	7:00
8:00	8:10	8:35	8:43	8:51
10:00	10:10	10:35	10:43	10:51
12:00	12:10	12:36	12:44	12:52
2:07	2:17	2:43	2:51	2:59
4:05	4:15	4:37	4:45	4:53
6:15	6:24	6:44	6:52	7:00



FOR YOUR SAFETY PARA SU SEGURIDAD

Your safety is our number-one priority. Thank you for following these simple tips for a safe travel.

- **When exiting the bus, use sidewalks and crosswalks whenever possible. Never cross the street directly in front of the bus.**
- **Thank you for keeping the aisle clear. Shopping carts and strollers should be folded prior to boarding the bus, and walkers should be folded prior to taking your seat.**
- **For safety reasons, RTA buses cannot stop at stops under construction or non-designated bus stops.**

Su seguridad es nuestra prioridad número uno. Gracias por seguir estos simples consejos para un viaje seguro.

- Al salir del autobús, utilice la banqueta y el paso de peatones cuando es posible. Nunca cruce la calle justo enfrente del autobús.
- Gracias por mantener el pasillo despejado. Los carritos de compras y las carriolas deben plegarse antes de subir al autobús, y los andadores deben doblarse antes de tomar asiento.
- Por razones de seguridad, los autobuses de RTA no pueden detenerse en paradas bajo construcción o paradas de autobús que no están designadas.

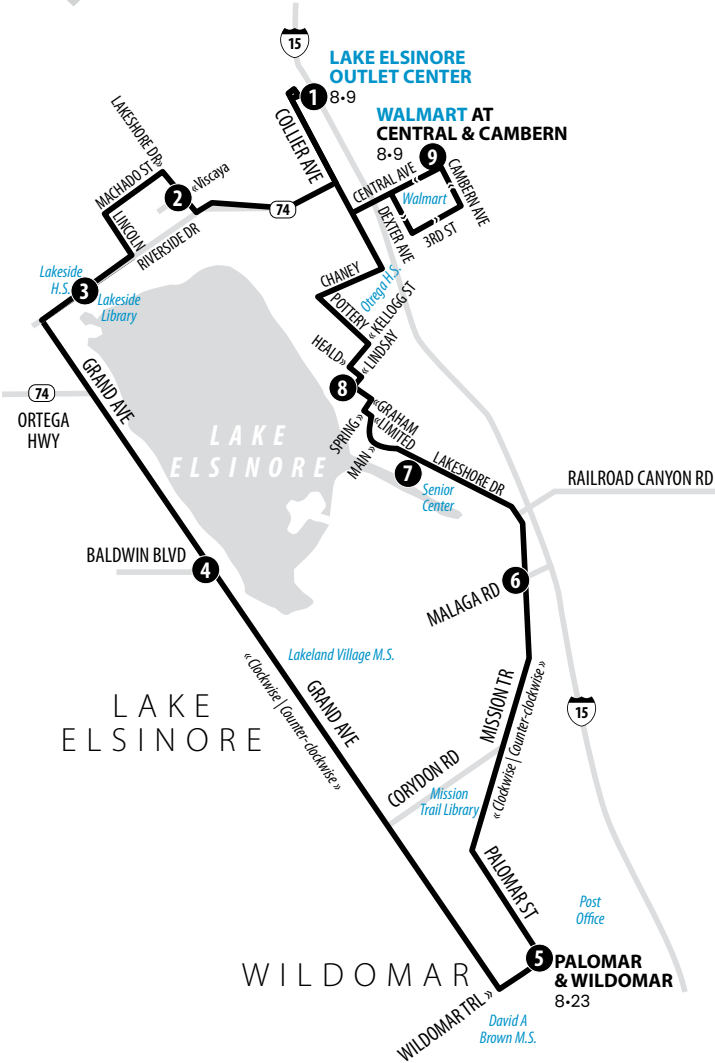
8

LAKE ELSINORE - WILDOMAR LOOP

Routing and timetables
subject to change.
Rutas designadas y horarios
son sujetos a cambios.

Legend | Map not to scale

1 Time and/or Transfer Point



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

* Inside Senior Center ** At Central and Cambern

LAKE ELSINORE OUTLET CENTER	LAKESHORE & VISCAYA	LAKESIDE HIGH SCHOOL	GRAND & BALDWIN	PALOMAR & WILDOMAR	MISSION TRAIL & MALAGA	*LAKEPOINT PARK	GRAHAM & LANGSTAFF	**WALMART	LAKE ELSINORE OUTLET CENTER
1	2	3	4	5	6	7	8	9	1
6:20	6:28	6:36	6:44	7:01	7:11	7:17	7:24	7:37	7:47
7:35	7:43	7:51	7:59	8:16	8:26	8:32	8:39	8:52	9:02
8:42	8:50	8:58	9:06	9:23	9:33	9:39	9:46	9:59	10:09
9:55	10:03	10:13	10:22	10:39	10:49	10:56	11:03	11:18	11:28
11:02	11:11	11:21	11:30	11:47	11:57	12:04	12:11	12:26	12:36
12:30	12:39	12:49	12:58	1:15	1:25	1:32	1:39	1:54	2:04
1:35	1:44	1:54	2:03	2:20	2:30	2:37	2:44	2:59	3:12
2:35	2:44	2:55	3:04	3:21	3:31	3:38	3:45	4:00	4:13
3:50	3:59	4:08	4:17	4:34	4:44	4:51	4:58	5:13	5:26
5:00	5:09	5:18	5:27	5:45	5:55	6:02	6:09	6:24	6:34
6:10	6:19	6:28	6:37	6:55	—	—	—	—	—
7:35	7:44	7:53	8:02	8:20	—	—	—	—	—

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

** At Central and Cambern

LAKE ELSINORE OUTLET CENTER	**WALMART	GRAHAM & LANGSTAFF	MISSION TRAIL & MALAGA	PALOMAR & WILDOMAR	GRAND & BALDWIN	LAKESIDE HIGH SCHOOL	LAKESHORE & VISCAYA	LAKE ELSINORE OUTLET CENTER
1	9	8	6	5	4	3	2	1
5:55	6:08	6:17	6:23	6:40	6:52	6:59	7:10	7:17
6:35	6:48	6:57	7:03	7:20	7:32	7:39	7:50	7:57
7:55	8:08	8:19	8:25	8:41	8:53	9:00	9:11	9:19
9:15	9:28	9:39	9:47	10:03	10:15	10:22	10:33	10:41
10:25	10:40	10:52	11:00	11:16	11:28	11:35	11:46	11:54
11:35	11:51	12:04	12:12	12:28	12:40	12:48	12:59	1:07
1:05	1:21	1:34	1:42	1:58	2:10	2:18	2:29	2:37
1:50	2:06	2:19	2:27	2:43	2:55	3:03	3:14	3:22
3:10	3:26	3:39	3:47	4:03	4:15	4:23	4:34	4:42
4:20	4:36	4:49	4:57	5:13	5:25	5:33	5:44	5:52
5:36	5:52	6:05	6:13	6:29	6:41	6:49	7:00	7:08
6:55	7:11	7:24	7:32	7:48	8:00	8:08	8:19	8:27

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

** At Central and Cambern

LAKE ELSINORE OUTLET CENTER	LAKESHORE & VISCAYA	LAKESIDE HIGH SCHOOL	GRAND & BALDWIN	PALOMAR & WILDOMAR	MISSION TRAIL & MALAGA	GRAHAM & LANGSTAFF	**WALMART	LAKE ELSINORE OUTLET CENTER
1	2	3	4	5	6	8	9	1
6:30	6:38	6:45	6:52	7:08	7:18	7:25	7:37	7:47
7:57	8:05	8:13	8:20	8:36	8:46	8:54	9:06	9:17
9:00	9:08	9:16	9:23	9:39	9:49	9:57	10:10	10:21
10:03	10:11	10:21	10:29	10:45	10:55	11:03	11:18	11:31
11:06	11:15	11:25	11:33	11:49	11:59	12:07	12:22	12:36
12:20	12:29	12:38	12:46	1:02	1:12	1:20	1:35	1:49
1:31	1:40	1:49	1:57	2:14	2:24	2:32	2:47	3:01
2:46	2:55	3:04	3:12	3:29	3:39	3:47	4:02	4:15
4:01	4:10	4:18	4:26	4:43	4:53	5:01	5:16	5:29
5:03	5:12	5:20	5:28	5:45	5:55	6:03	6:18	6:29
6:18	6:27	6:35	6:43	7:00	—	—	—	—

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

** At Central and Cambern

LAKE ELSINORE OUTLET CENTER	**WALMART	GRAHAM & LANGSTAFF	MISSION TRAIL & MALAGA	PALOMAR & WILDOMAR	GRAND & BALDWIN	LAKESIDE HIGH SCHOOL	LAKESHORE & VISCAYA	LAKE ELSINORE OUTLET CENTER
1	9	8	6	5	4	3	2	1
6:20	6:32	6:40	6:46	7:03	7:14	7:21	7:31	7:41
7:18	7:30	7:40	7:46	8:03	8:14	8:21	8:31	8:43
8:23	8:35	8:45	8:53	9:10	9:21	9:28	9:38	9:53
9:27	9:39	9:49	9:57	10:13	10:24	10:31	10:41	10:56
10:37	10:51	11:02	11:10	11:26	11:37	11:45	11:56	12:10
11:48	12:03	12:15	12:23	12:39	12:50	12:58	1:09	1:21
12:53	1:08	1:20	1:28	1:44	1:55	2:03	2:14	2:26
2:18	2:33	2:45	2:53	3:09	3:20	3:28	3:39	3:51
3:20	3:35	3:47	3:55	4:11	4:22	4:30	4:40	4:52
4:37	4:52	5:04	5:12	5:28	5:39	5:47	5:57	6:08
5:37	5:52	6:04	6:12	6:28	6:39	6:47	6:57	7:07

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9

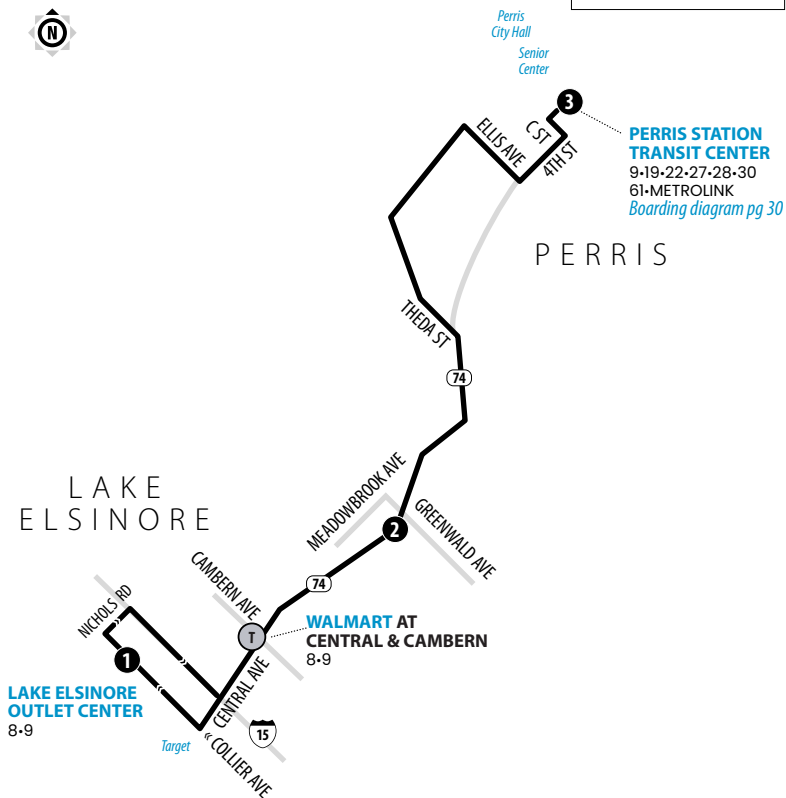
PERRIS STATION TRANSIT CENTER - LAKE ELSINORE OUTLET CENTER

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



Legend | Map not to scale

- 1 Time and/or Transfer Point
- T Transfer Point



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

NORTHBOUND TO PERRIS STATION TRANSIT CENTER		
LAKE ELSINORE OUTLET CENTER	HWY. 74 & MEADOWBROOK	PERRIS STATION TRANSIT CENTER
1	2	3
5:50	6:01	6:21
7:25	7:36	7:56
8:25	8:36	8:56
9:38	9:50	10:10
10:55	11:07	11:27
12:05	12:18	12:38
1:15	1:30	1:50
2:20	2:35	2:55
3:30	3:45	4:05
4:50	5:03	5:23
6:00	6:14	6:34
7:20	7:34	7:52

SOUTHBOUND TO LAKE ELSINORE OUTLET CENTER		
PERRIS STATION TRANSIT CENTER	HWY. 74 & MEADOWBROOK	LAKE ELSINORE OUTLET CENTER
3	2	1
6:50	7:03	7:17
8:05	8:18	8:32
9:20	9:33	9:47
10:17	10:34	10:48
11:35	11:48	12:03
12:45	12:59	1:14
1:55	2:09	2:24
3:10	3:24	3:40
4:15	4:32	4:51
5:30	5:45	6:01
6:55	7:10	7:24

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

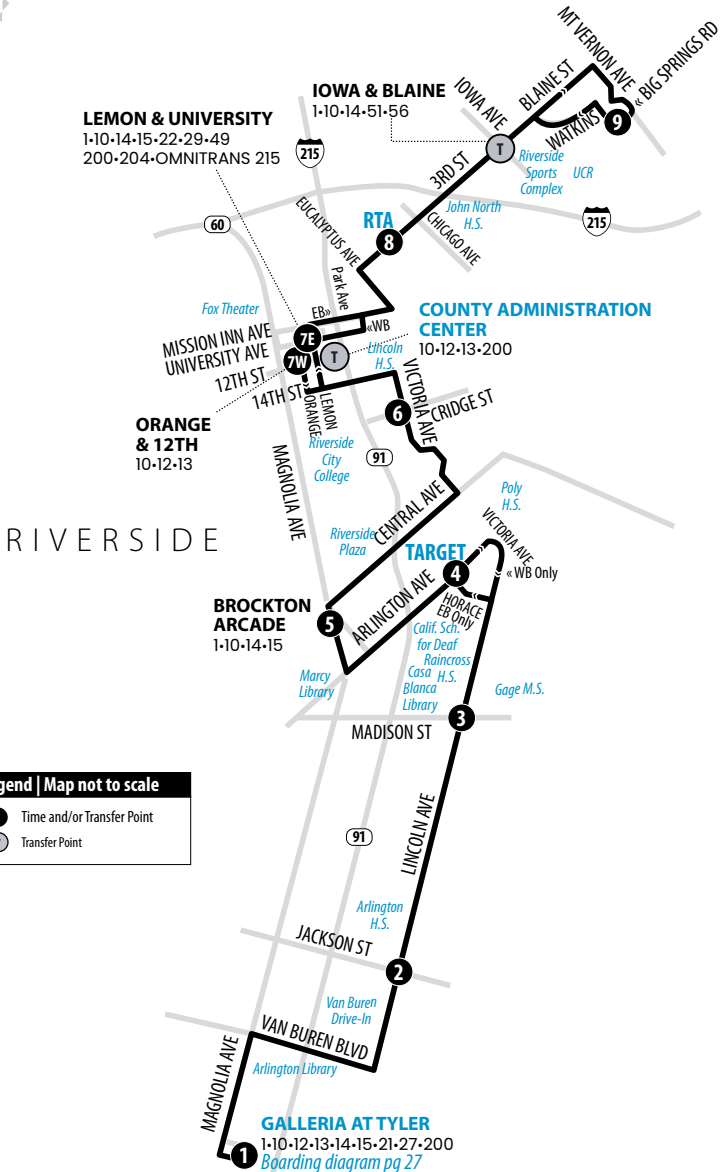
NORTHBOUND TO PERRIS STATION TRANSIT CENTER		
LAKE ELSINORE OUTLET CENTER	HWY. 74 & MEADOWBROOK	PERRIS STATION TRANSIT CENTER
1	2	3
6:38	6:48	7:03
7:50	8:00	8:15
9:26	9:37	9:52
10:36	10:47	11:02
11:45	11:56	12:13
12:46	12:59	1:16
1:59	2:12	2:29
3:11	3:24	3:41
4:21	4:34	4:51
5:36	5:48	6:05
6:37	6:49	7:04

SOUTHBOUND TO LAKE ELSINORE OUTLET CENTER		
PERRIS STATION TRANSIT CENTER	HWY. 74 & MEADOWBROOK	LAKE ELSINORE OUTLET CENTER
3	2	1
6:45	6:57	7:08
7:50	8:02	8:13
8:45	8:57	9:08
10:07	10:19	10:31
11:15	11:28	11:40
12:25	12:38	12:50
1:34	1:47	1:59
2:37	2:50	3:02
3:59	4:12	4:24
5:02	5:15	5:27
6:16	6:29	6:41

10

BIG SPRINGS & WATKINS - DOWNTOWN RIVERSIDE - GALLERIA AT TYLER

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.



10

EASTBOUND TO BIG SPRINGS & WATKINS | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

S = Operates when school is in session only.

	GALLERIA AT TYLER	LINCOLN & JACKSON	LINCOLN & MADISON	ARLINGTON AT TARGET	BROCKTON ARCADE	VICTORIA & CRIDGE	LEMON & UNIVERSITY	RTA OFFICES	BIG SPRINGS & WATKINS
	1	2	3	4	5	6	7E	8	9
	7:03	7:13	7:20	7:28	7:34	7:45	7:53	8:02	8:17
S	7:30	7:41	7:48	7:56	8:02	8:15	8:23	8:32	8:47
	8:28	8:38	8:45	8:53	8:59	9:09	9:17	9:29	9:44
	10:01	10:11	10:18	10:26	10:32	10:44	10:52	11:02	11:17
	11:35	11:48	11:55	12:03	12:09	12:21	12:29	12:39	12:54
	1:04	1:17	1:24	1:32	1:38	1:51	1:59	2:12	2:27
	2:46	2:59	3:08	3:17	3:23	3:41	3:50	4:00	4:17
S	3:25	3:38	3:46	3:53	3:59	4:12	4:21	4:31	4:46
	4:20	4:33	4:40	4:47	4:53	5:06	5:15	5:25	5:40
	6:00	6:13	6:20	6:27	6:33	6:46	6:54	7:03	7:18
	7:16	7:26	7:33	7:40	7:46	7:59	8:07	8:16	8:33

10

WESTBOUND TO GALLERIA AT TYLER | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

S = Operates when school is in session only.

	BIG SPRINGS & WATKINS	RTA OFFICES	ORANGE & 12TH	VICTORIA & CRIDGE	BROCKTON ARCADE	ARLINGTON AT TARGET	LINCOLN & MADISON	LINCOLN & JACKSON	GALLERIA AT TYLER
	9	8	7W	6	5	4	3	2	1
	6:55	7:04	7:13	7:21	7:33	7:40	7:54	8:04	8:18
S	7:35	7:46	7:55	8:03	8:17	8:24	8:32	8:38	8:52
	8:28	8:37	8:46	8:54	9:05	9:12	9:20	9:28	9:44
	10:01	10:13	10:24	10:32	10:44	10:51	11:01	11:09	11:25
	11:28	11:40	11:52	12:00	12:12	12:19	12:29	12:37	12:53
	1:13	1:26	1:35	1:44	1:56	2:03	2:13	2:21	2:37
	2:37	2:47	2:57	3:06	3:18	3:26	3:38	3:45	4:01
S	3:30	3:40	3:50	3:59	4:11	4:19	4:30	4:37	4:53
	4:27	4:36	4:46	4:55	5:07	5:15	5:26	5:33	5:49
	5:53	6:02	6:11	6:20	6:31	6:37	6:45	6:52	7:04
	7:30	7:39	7:48	7:57	8:07	8:13	8:21	8:27	8:39

10

EASTBOUND TO BIG SPRINGS & WATKINS | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

GALLERIA AT TYLER	LINCOLN & JACKSON	LINCOLN & MADISON	ARLINGTON AT TARGET	BROCKTON ARCADE	VICTORIA & CRIDGE	LEMON & UNIVERSITY	RTA OFFICES	BIG SPRINGS & WATKINS
1	2	3	4	5	6	7E	8	9
8:03	8:14	8:21	8:28	8:34	8:44	8:52	9:01	9:14
9:34	9:47	9:54	10:02	10:08	10:20	10:28	10:38	10:51
10:56	11:11	11:18	11:26	11:32	11:44	11:52	12:05	12:18
12:29	12:44	12:51	12:59	1:05	1:17	1:25	1:38	1:51
1:58	2:13	2:20	2:27	2:33	2:45	2:53	3:03	3:16
3:29	3:44	3:51	3:58	4:04	4:16	4:24	4:34	4:47
4:54	5:09	5:16	5:23	5:29	5:41	5:49	5:59	6:12
6:27	6:40	6:47	6:54	7:00	7:12	7:20	7:29	7:42

10

WESTBOUND TO GALLERIA AT TYLER | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

BIG SPRINGS & WATKINS	RTA OFFICES	ORANGE & 12TH	VICTORIA & CRIDGE	BROCKTON ARCADE	ARLINGTON AT TARGET	LINCOLN & MADISON	LINCOLN & JACKSON	GALLERIA AT TYLER
9	8	7W	6	5	4	3	2	1
8:09	8:18	8:27	8:37	8:48	8:55	9:04	9:10	9:24
9:25	9:37	9:46	9:56	10:08	10:15	10:24	10:31	10:46
11:01	11:10	11:19	11:29	11:41	11:48	11:57	12:04	12:19
12:28	12:37	12:46	12:56	1:08	1:15	1:24	1:31	1:46
2:01	2:10	2:19	2:29	2:41	2:48	2:57	3:04	3:19
3:26	3:35	3:44	3:54	4:06	4:13	4:22	4:29	4:44
4:57	5:09	5:18	5:28	5:40	5:47	5:56	6:02	6:17
6:24	6:33	6:42	6:52	7:02	7:08	7:16	7:22	7:36

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- buy passes
- pay your fare
- plan your trip
- get arrival times
- get service alerts

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Details at RiversideTransit.com/GoMobile

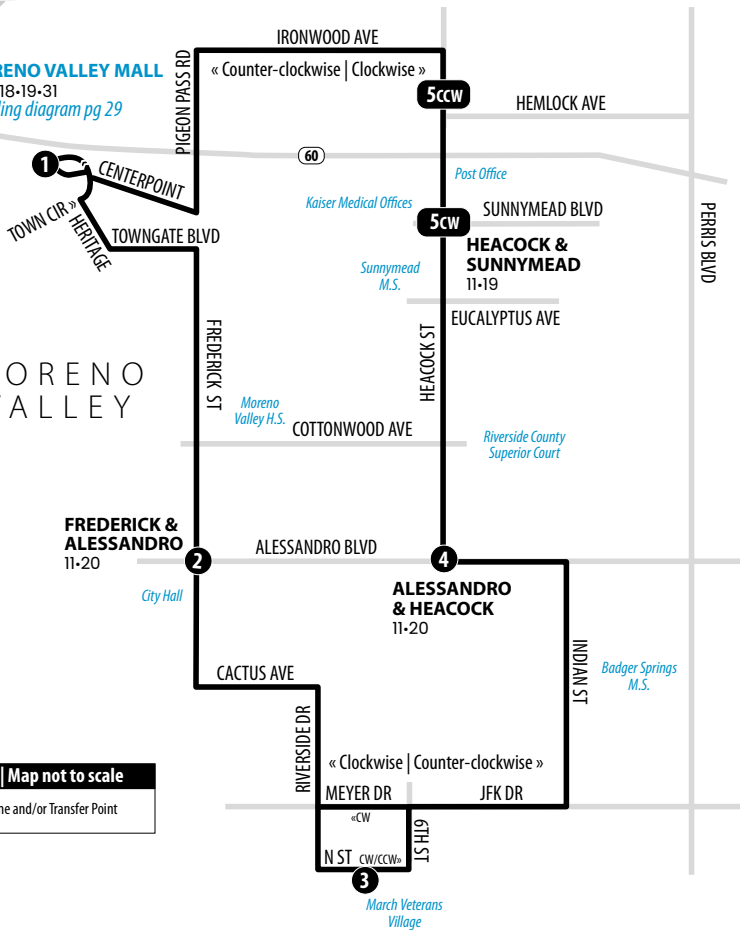
11

MORENO VALLEY MALL - MARCH ARB LOOP ROUTE

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.



MORENO VALLEY MALL
11-16-18-19-31
Boarding diagram pg 29



Legend | Map not to scale

1 Time and/or Transfer Point

March ARB

11

CLOCKWISE LOOP TO MARCH ARB VIA IRONWOOD | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	HEACOCK & SUNNYMEAD	ALESSANDRO & HEACOCK	N ST & 6TH	FREDERICK & ALESSANDRO	MORENO VALLEY MALL
1	5CW	4	3	2	1
7:20	7:34	7:42	7:54	8:01	8:16
8:30	8:46	8:55	9:08	9:15	9:30
9:40	9:56	10:05	10:18	10:25	10:40
10:50	11:06	11:15	11:28	11:35	11:50
12:00	12:16	12:25	12:38	12:45	1:00
1:10	1:26	1:35	1:48	1:55	2:10
2:20	2:36	2:45	2:58	3:05	3:20
3:30	3:46	3:55	4:08	4:15	4:30
4:40	4:55	5:04	5:17	5:24	5:37
6:15	6:30	6:39	6:52	6:59	7:12

11

COUNTERCLOCKWISE LOOP TO MARCH ARB VIA FREDERICK | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	FREDERICK & ALESSANDRO	N ST & 6TH	ALESSANDRO & HEACOCK	HEACOCK & HEMLOCK	MORENO VALLEY MALL
1	2	3	4	5CCW	1
8:50	8:59	9:05	9:20	9:31	9:46
10:00	10:09	10:15	10:30	10:41	10:56
11:10	11:19	11:25	11:40	11:51	12:06
12:20	12:29	12:35	12:50	1:01	1:16
1:30	1:39	1:45	2:00	2:11	2:26
2:40	2:49	2:55	3:10	3:21	3:36
3:50	3:59	4:05	4:20	4:31	4:46
5:00	5:09	5:15	5:30	5:41	5:56
6:10	6:19	6:25	6:40	6:51	7:06
7:20	7:29	7:35	7:50	8:01	8:13

11

CLOCKWISE LOOP TO MARCH ARB VIA IRONWOOD | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	HEACOCK & SUNNYMEAD	ALESSANDRO & HEACOCK	N ST & 6TH	FREDERICK & ALESSANDRO	MORENO VALLEY MALL
1	5CW	4	3	2	1
9:33	9:46	9:54	10:05	10:11	10:23
11:33	11:46	11:54	12:05	12:11	12:23
1:33	1:46	1:54	2:05	2:11	2:23
3:33	3:46	3:54	4:05	4:11	4:23
5:33	5:46	5:54	6:05	6:12	6:20

11

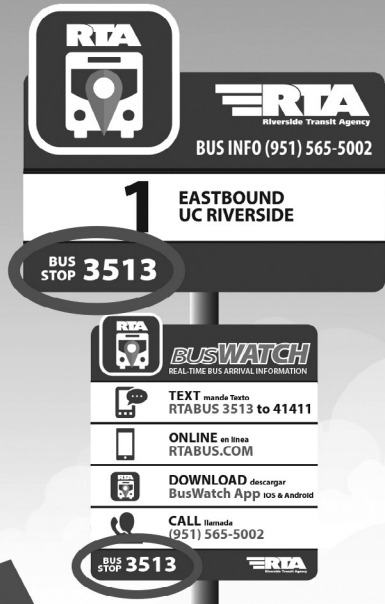
COUNTERCLOCKWISE LOOP TO MARCH ARB VIA FREDERICK | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	FREDERICK & ALESSANDRO	N ST & 6TH	ALESSANDRO & HEACOCK	HEACOCK & HEMLOCK	MORENO VALLEY MALL
1	2	3	4	5CCW	1
10:33	10:42	10:48	11:01	11:10	11:23
12:33	12:42	12:48	1:01	1:10	1:23
2:33	2:42	2:48	3:01	3:10	3:23
4:33	4:42	4:48	5:01	5:10	5:23
6:33	6:42	6:48	7:01	7:10	7:23

WHAT'S YOUR NUMBER?

Wondering when your bus will arrive? Get instant arrival times on your mobile device. Simply text us at 41411. In the message area, type "rtabus" and add a space, then the four-digit stop number. Then bam! You'll get an instant message telling you when your ride will arrive.



TEXT THE FOUR-DIGIT BUS STOP ID NUMBER
FOR REAL-TIME BUS ARRIVAL INFORMATION

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

* Trip will end service at Primer and Columbia bus stop.

PROMENADE & MCKINLEY	PIERCE & LA SIERRA	GALLERIA AT TYLER	ARLINGTON & STREETER	JURUPA & MAGNOLIA	OLIVEWOOD & RCC	UNIVERSITY & MARKET	MAIN & GARNER	LA CADENA & INTERCHANGE
1	2	3	4	5E	6	7E	8	9
5:05	5:16	5:23	5:36	5:44	5:49	5:59	—	6:14
5:55	6:06	6:13	6:26	6:34	6:39	6:49	7:02	7:10
7:00	7:11	7:20	7:34	7:44	7:49	7:59	—	8:20
8:01	8:13	8:21	8:35	8:43	8:48	8:58	—	9:18
9:01	9:13	9:21	9:35	9:43	9:48	9:58	—	10:19
10:01	10:13	10:21	10:36	10:46	10:51	11:01	—	11:23
11:01	11:13	11:22	11:37	11:47	11:52	12:02	—	12:25
12:03	12:15	12:24	12:40	12:50	12:55	1:05	—	1:30
1:09	1:21	1:30	1:46	1:56	2:01	2:11	—	2:31
2:14	2:26	2:35	2:52	3:06	3:11	3:21	3:34	3:42
3:19	3:32	3:41	3:58	4:08	4:13	4:23	—	4:51
4:27	4:39	4:48	5:05	5:15	5:20	5:30	—	5:55
5:32	5:44	5:53	6:09	6:19	6:24	6:34	—	6:59
6:38	6:50	6:59	7:15	7:25	7:29	7:39	—	7:59
7:41	7:53	8:02	8:18	8:27	8:31	8:41	—	8:57
8:41	8:53	9:02	9:18	9:27	9:31	9:41	—	9:57
9:42	9:54	10:03	10:19	10:28	10:32	10:42	—	10:58*

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

LA CADENA & INTERCHANGE	ORANGE & 10TH	OLIVEWOOD & RCC	JURUPA & BROCKTON	ARLINGTON & STREETER	GALLERIA AT TYLER	PIERCE & LA SIERRA	PROMENADE & MCKINLEY
9	7W	6	5W	4	3	2	1
5:35	5:51	5:55	6:00	6:07	6:20	6:27	6:47
The 5:35 a.m. trip will start service at the first stop on Orange St. north of Columbia Ave. at approximately 5:30 a.m.							
6:33	6:49	6:53	6:56	7:05	7:18	7:25	7:45
7:20	7:37	7:42	7:43	7:56	8:09	8:15	8:35
8:30	8:48	8:53	8:57	9:07	9:21	9:28	9:48
9:28	9:46	9:51	9:55	10:05	10:20	10:28	10:48
10:29	10:47	10:52	10:56	11:06	11:21	11:30	11:50
11:33	11:51	11:56	12:00	12:10	12:27	12:36	12:56
12:35	12:53	12:58	1:02	1:12	1:29	1:38	1:58
1:40	1:58	2:03	2:07	2:17	2:37	2:46	3:06
2:46	3:07	3:12	3:13	3:26	3:45	3:54	4:14
3:52	4:11	4:16	4:19	4:30	4:46	4:55	5:15
5:01	5:19	5:25	5:28	5:39	5:56	6:05	6:25
6:05	6:23	6:28	6:32	6:42	6:59	7:08	7:28
7:10	7:27	7:32	7:35	7:45	8:00	8:08	8:28
8:09	8:25	8:30	8:33	8:43	8:58	9:06	9:26

12

EASTBOUND TO LA CADENA & INTERCHANGE | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

* Trip will end service at Primer and Columbia bus stop.

PROMENADE & MCKINLEY	PIERCE & LA SIERRA	GALLERIA AT TYLER	ARLINGTON & STREETER	JURUPA & MAGNOLIA	OLIVEWOOD & RCC	UNIVERSITY & MARKET	LA CADENA & INTERCHANGE
1	2	3	4	5E	6	7E	9
6:27	6:41	6:48	7:01	7:10	7:14	7:24	7:40
7:24	7:38	7:45	7:58	8:07	8:11	8:21	8:37
8:22	8:36	8:43	8:57	9:07	9:11	9:21	9:37
9:18	9:32	9:39	9:53	10:06	10:10	10:20	10:36
10:20	10:35	10:43	10:57	11:07	11:11	11:21	11:39
11:20	11:35	11:43	11:57	12:07	12:11	12:21	12:39
12:19	12:34	12:43	12:59	1:13	1:17	1:27	1:45
1:25	1:40	1:49	2:05	2:19	2:23	2:33	2:51
2:25	2:40	2:49	3:05	3:16	3:20	3:30	3:48
3:32	3:47	3:56	4:12	4:23	4:27	4:37	4:55
4:35	4:50	4:59	5:15	5:26	5:30	5:40	5:58
5:36	5:51	5:59	6:15	6:26	6:30	6:40	6:58
6:40	6:55	7:03	7:19	7:28	7:32	7:42	8:00*

12

WESTBOUND TO CORONA HILLS PLAZA | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

LA CADENA & INTERCHANGE	ORANGE & 10TH	OLIVEWOOD & RCC	JURUPA & BROCKTON	ARLINGTON & STREETER	GALLERIA AT TYLER	PIERCE & LA SIERRA	PROMENADE & MCKINLEY
9	7W	6	5W	4	3	2	1
7:01	7:14	7:19	7:26	7:31	7:46	7:52	8:09
The 7:01 a.m. trip will start service at the first stop on Orange St. north of Columbia Ave. at approximately 6:55 a.m.							
7:55	8:10	8:15	8:19	8:29	8:44	8:51	9:08
8:47	9:06	9:11	9:15	9:25	9:42	9:49	10:06
9:47	10:07	10:12	10:16	10:26	10:43	10:50	11:07
10:46	11:05	11:10	11:14	11:26	11:44	11:51	12:09
11:52	12:11	12:16	12:20	12:32	12:50	12:57	1:15
12:49	1:08	1:13	1:17	1:29	1:50	1:57	2:15
1:55	2:12	2:17	2:21	2:33	2:51	2:58	3:16
3:01	3:18	3:23	3:27	3:39	3:57	4:04	4:22
4:01	4:18	4:23	4:27	4:39	4:57	5:05	5:23
5:05	5:22	5:27	5:31	5:43	6:01	6:09	6:27
6:10	6:27	6:32	6:36	6:48	7:06	7:14	7:32
7:10	7:25	7:30	7:34	7:46	8:01	8:09	8:27

13

HUNTER PARK/UCR METROLINK STATION - DOWNTOWN RIVERSIDE - GALLERIA AT TYLER

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



Legend | Map not to scale

- Time and/or Transfer Point
- Transfer Point

HUNTER PARK/UCR METROLINK STATION
13-56-METROLINK

CHICAGO & UNIVERSITY
1-13-14-22

ORANGE & 10TH
10-12-13

MARKET & UNIVERSITY
1-12-13-14-15-29-49-204

MARKET & 10TH
1-13-15

MARKET & 11TH
1-13-15

MAGNOLIA & 15TH
1-13-15

RIVERSIDE

VAN BUREN & ARLINGTON
13-15-21

ARLINGTON & VAN BUREN
13-15-21

ARLINGTON & MONROE
13-15

ARLINGTON & TYLER
13-15

GALLERIA AT TYLER
1-10-12-13-14-15-21-27-200
Boarding diagram pg 27

MARLBOROUGH 7
SPRUCE ST 8
MASSACHUSETTS AVE
BLAINE ST
3RD ST.
UNIVERSITY AVE
LEMON ST
ORANGE ST
MARKET ST
MAGNOLIA AVE
CENTRAL AVE
PRUDENK AVE
MONROE ST
WELLS AVE
TYLER ST
KIDD ST
MAGNOLIA AVE

CHICAGO AVE
Library
Stratton Community Center
Post Office

CHICAGO & 12TH
13-22-51
Riverside City Hall
Riverside County Administrative Center

COUNTY ADMINISTRATION CENTER
10-12-13-200
Riverside Plaza

Norte Vista H.S.

Riverside Airport

Sierra M.S.

DPSS

13

EASTBOUND TO HUNTER PARK/UCR METROLINK STATION | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

* If required, bus will take passengers to the bus stop on Market St. far side University Ave.

GALLERIA AT TYLER	ARLINGTON & VAN BUREN	PHOENIX & ARLINGTON	RIVERSIDE CITY COLLEGE	MARKET & 11TH	CHICAGO & UNIVERSITY	HUNTER PARK/UCR METROLINK STATION
1	2E	3	4	5E	6	7
6:30	6:49	6:56	7:09	7:12	7:25	7:38
7:25	7:46	7:55	8:08	8:11	8:26	8:39
8:44	9:04	9:12	9:27	9:30	9:45	9:57
9:25	9:45	9:53	10:06	10:10	10:25	10:37
10:35	10:55	11:03	11:17	11:21	11:37	11:49
11:30	11:50	11:58	12:12	12:16	12:32	12:45
12:30	12:50	12:58	1:13	1:17	1:33	1:46
1:30	1:50	1:58	2:13	2:17	2:35	2:48
2:31	2:53	3:02	3:17	3:21	3:39	3:52
3:40	4:02	4:11	4:26	4:30	4:49	5:02
4:57	5:19	5:27	5:41	5:45	6:03	6:16
5:42	6:03	6:10	6:23	6:27	6:42	6:54
6:35	6:56	7:03	7:14	7:16*	—	—

13

WESTBOUND TO GALLERIA AT TYLER | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

HUNTER PARK/UCR METROLINK STATION	SPRUCE & ATLANTA	CHICAGO & UNIVERSITY	MARKET & 10TH	RIVERSIDE CITY COLLEGE	PHOENIX & ARLINGTON	VAN BUREN & ARLINGTON	GALLERIA AT TYLER
7	8	6	5W	4	3	2W	1
7:10	7:15	7:21	7:34	7:38	7:53	7:59	8:26
7:55	8:00	8:07	8:20	8:24	8:35	8:42	9:06
8:58	9:03	9:10	9:24	9:28	9:42	9:49	10:13
10:08	10:13	10:20	10:35	10:39	10:53	11:00	11:24
11:00	11:07	11:14	11:29	11:33	11:47	11:54	12:18
12:04	12:09	12:16	12:31	12:35	12:49	12:56	1:23
1:00	1:08	1:15	1:30	1:34	1:48	1:55	2:22
2:12	2:17	2:24	2:39	2:43	2:58	3:05	3:32
3:00	3:05	3:13	3:28	3:32	3:47	3:55	4:22
4:05	4:10	4:18	4:33	4:37	4:51	4:59	5:26
5:20	5:25	5:33	5:47	5:51	6:04	6:11	6:38
6:27	6:32	6:39	6:53	6:56	7:09	7:16	7:43

13

EASTBOUND TO HUNTER PARK/UCR METROLINK STATION | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

* If required, bus will take passengers to the bus stop on Market St. far side University Ave.

GALLERIA AT TYLER	ARLINGTON & VAN BUREN	PHOENIX & ARLINGTON	RIVERSIDE CITY COLLEGE	MARKET & 11TH	CHICAGO & UNIVERSITY	HUNTER PARK/UCR METROLINK STATION
1	2E	3	4	5E	6	7
6:30	6:51	6:57	7:08	7:10	7:23	7:35
8:00	8:21	8:28	8:39	8:41	8:54	9:05
9:30	9:52	10:00	10:13	10:17	10:33	10:44
11:00	11:23	11:31	11:45	11:49	12:05	12:16
12:30	12:53	1:01	1:15	1:19	1:35	1:46
2:00	2:23	2:31	2:45	2:49	3:05	3:16
3:30	3:53	4:01	4:15	4:19	4:35	4:46
5:00	5:23	5:31	5:43	5:47	6:02	6:13
6:30	6:53	6:59	7:10	7:12*	—	—

13

WESTBOUND TO GALLERIA AT TYLER | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

HUNTER PARK/UCR METROLINK STATION	SPRUCE & ATLANTA	CHICAGO & UNIVERSITY	MARKET & 10TH	RIVERSIDE CITY COLLEGE	PHOENIX & ARLINGTON	VAN BUREN & ARLINGTON	GALLERIA AT TYLER
7	8	6	5W	4	3	2W	1
7:05	7:09	7:15	7:26	7:29	7:39	7:45	8:07
8:10	8:16	8:23	8:35	8:38	8:49	8:56	9:19
9:40	9:46	9:53	10:08	10:12	10:26	10:33	10:57
11:10	11:16	11:23	11:38	11:42	11:56	12:03	12:29
12:40	12:46	12:53	1:08	1:12	1:26	1:33	1:59
2:10	2:16	2:23	2:38	2:41	2:55	3:02	3:28
3:40	3:45	3:52	4:07	4:10	4:23	4:31	4:57
5:10	5:15	5:22	5:36	5:39	5:52	5:59	6:24



FREE RIDE FRIDAYS

THROUGH JUNE 28, 2024

**FREE EVERY FRIDAY.
ANYWHERE WE GO.**

**GRATIS TODOS LOS VIERNES.
DONDEQUIERA QUE VAYAMOS.**



VIERNES DE VIAJE GRATIS



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14

GALLERIA AT TYLER - DOWNTOWN RIVERSIDE - LOMA LINDA VA HOSPITAL

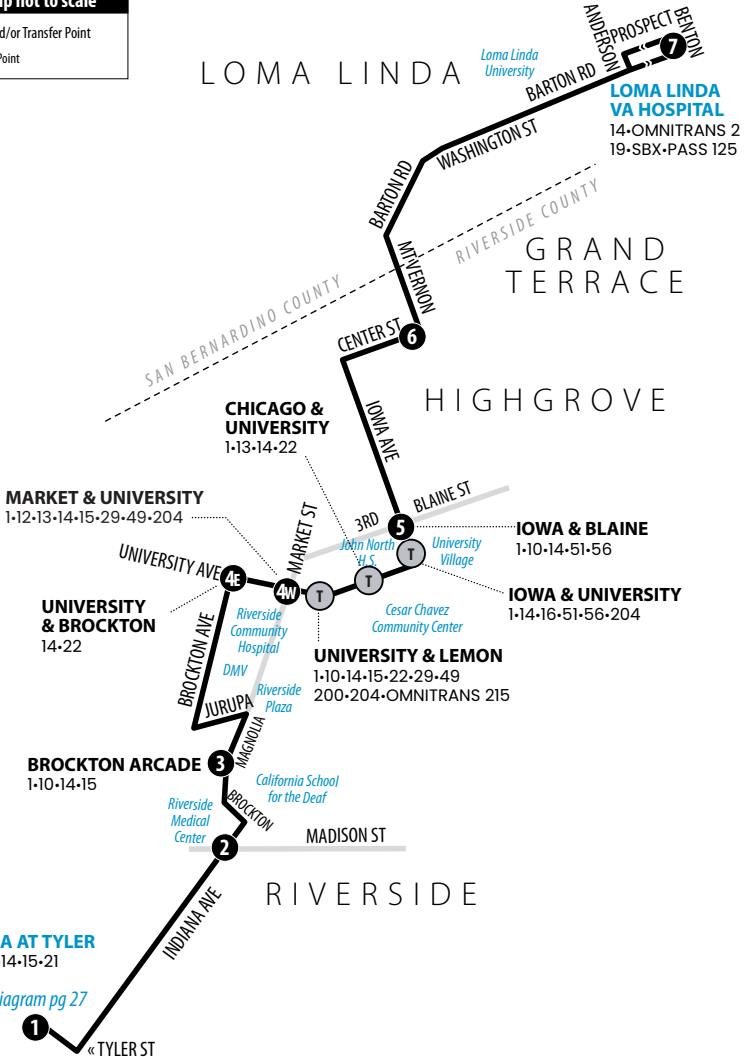
Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.

RTA does not serve Mt. Vernon Ave or Barton Rd. except at Loma Linda hospitals.



Legend | Map not to scale

- 1** Time and/or Transfer Point
- T** Transfer Point



14

EASTBOUND TO VA HOSPITAL | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

GALLERIA AT TYLER	INDIANA & MADISON	BROCKTON ARCADE	UNIVERSITY & BROCKTON	IOWA & BLAINE	CENTER & MICHIGAN	LOMA LINDA VA HOSPITAL
1	2	3	4E	5	6	7
4:55	5:07	5:11	5:20	5:35	5:46	6:06
5:50	6:04	6:09	6:19	6:34	6:45	7:05
6:55	7:09	7:14	7:25	7:40	7:52	8:11
7:55	8:09	8:14	8:26	8:41	8:53	9:11
8:42	8:56	9:01	9:12	9:29	9:41	10:01
9:50	10:04	10:11	10:22	10:41	10:53	11:13
10:50	11:04	11:11	11:23	11:39	11:50	12:11
11:50	12:04	12:11	12:23	12:43	12:56	1:19
12:50	1:04	1:11	1:23	1:44	1:57	2:21
1:50	2:05	2:12	2:25	2:43	2:56	3:20
2:44	2:59	3:06	3:19	3:39	3:56	4:20
3:45	4:01	4:08	4:21	4:43	4:56	5:20
4:45	5:00	5:07	5:20	5:42	5:55	6:19
5:50	6:04	6:10	6:21	6:40	6:51	7:15
6:50	7:04	7:10	7:21	7:40	7:51	8:15

14

WESTBOUND TO GALLERIA AT TYLER | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

LOMA LINDA VA HOSPITAL	CENTER & MICHIGAN	IOWA & BLAINE	UNIVERSITY & MARKET	BROCKTON ARCADE	INDIANA & MADISON	GALLERIA AT TYLER
7	6	5	4W	3	2	1
5:35	5:50	6:04	6:16	6:29	6:36	6:52
6:45	7:01	7:15	7:27	7:40	7:47	8:03
7:35	7:53	8:09	8:21	8:34	8:41	8:57
8:35	8:53	9:07	9:19	9:32	9:39	9:55
9:30	9:46	10:03	10:16	10:30	10:37	10:53
10:30	10:46	11:04	11:19	11:33	11:40	11:56
11:30	11:46	12:04	12:20	12:34	12:41	12:57
12:30	12:47	1:08	1:24	1:38	1:46	2:02
1:30	1:47	2:03	2:19	2:33	2:40	2:56
2:31	2:48	3:05	3:19	3:33	3:40	3:56
3:30	3:50	4:07	4:21	4:36	4:43	4:59
4:30	4:52	5:08	5:22	5:35	5:43	5:59
5:30	5:56	6:10	6:24	6:37	6:44	7:00
6:30	6:51	7:05	7:19	7:32	7:39	7:55
7:30	7:51	8:08	8:22	8:35	8:42	8:58

14

EASTBOUND TO VA HOSPITAL | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

* If required, bus will take passengers to the bus stop on Market St. far side University Ave.

GALLERIA AT TYLER	INDIANA & MADISON	BROCKTON ARCADE	UNIVERSITY & BROCKTON	IOWA & BLAINE	CENTER & MICHIGAN	LOMA LINDA VA HOSPITAL
1	2	3	4E	5	6	7
—	—	—	8:25	8:38	8:48	9:06
9:24	9:39	9:44	9:55	10:12	10:22	10:40
10:54	11:09	11:14	11:25	11:42	11:52	12:10
12:24	12:40	12:45	12:56	1:13	1:23	1:41
1:51	2:08	2:13	2:24	2:44	2:54	3:12
3:24	3:41	3:46	3:57	4:17	4:27	4:45
4:56	5:11	5:16	5:27	5:44	5:54	6:12
6:25	6:40	6:45	6:56*	—	—	—

14

WESTBOUND TO GALLERIA AT TYLER | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

LOMA LINDA VA HOSPITAL	CENTER & MICHIGAN	IOWA & BLAINE	UNIVERSITY & MARKET	BROCKTON ARCADE	INDIANA & MADISON	GALLERIA AT TYLER
7	6	5	4W	3	2	1
7:55	8:13	8:26	8:37	8:49	8:55	9:10
9:22	9:40	9:53	10:04	10:17	10:23	10:40
10:51	11:09	11:25	11:38	11:51	11:57	12:14
12:21	12:39	12:52	1:05	1:18	1:24	1:41
1:51	2:09	2:25	2:38	2:51	2:57	3:14
3:22	3:40	3:56	4:09	4:22	4:28	4:45
4:55	5:13	5:26	5:39	5:52	5:58	6:15
6:22	6:40	6:53	7:06	7:19	7:25	7:42



NEVER WALK IN FRONT OF A BUS TO CROSS THE STREET

Stay safe by using a crosswalk whenever possible and waiting until you can clearly see traffic.

NUNCA CAMINE EN FRENTE DE UN AUTOBÚS PARA CRUZAR LA CALLE

Manténgase seguro utilizando el paso de peatones siempre que sea posible y esperando hasta que pueda ver claramente el tráfico.

15

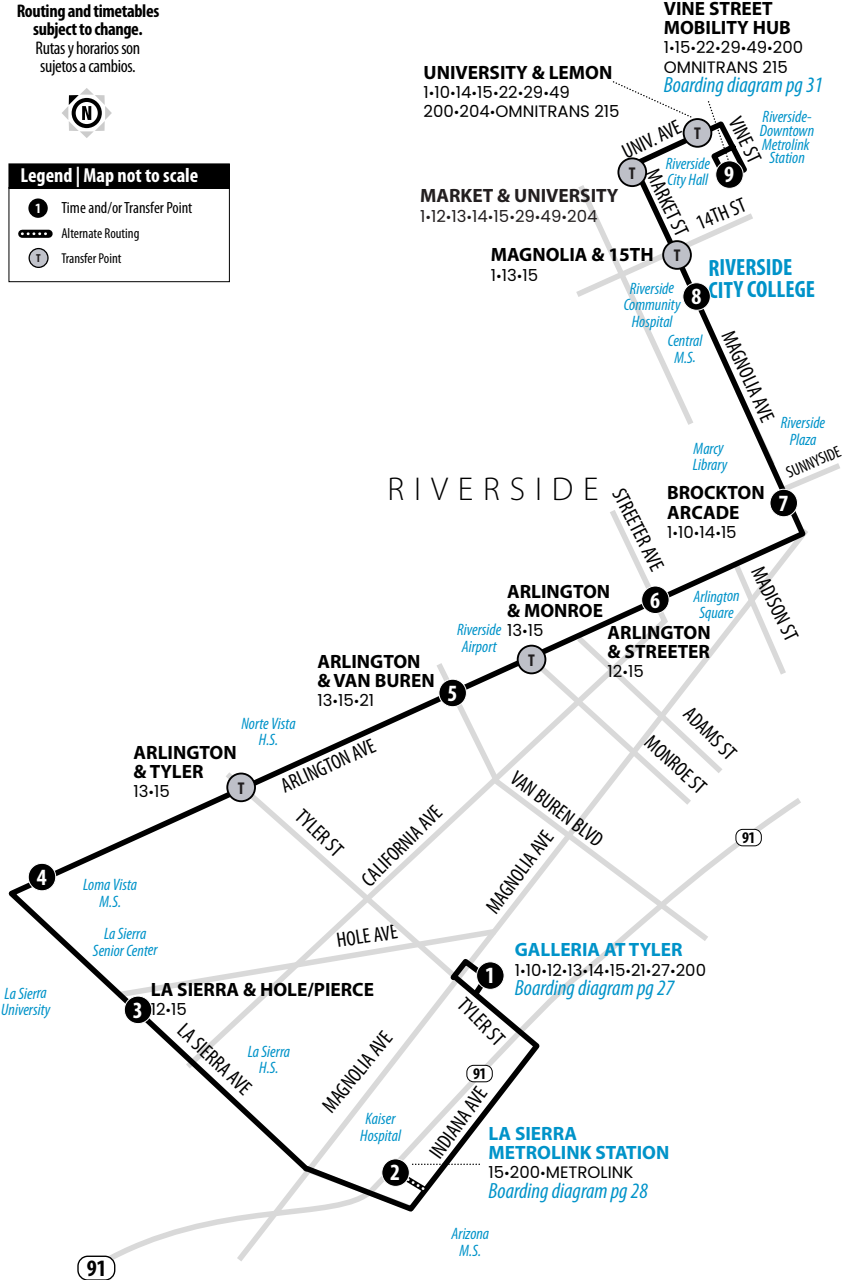
DOWNTOWN RIVERSIDE - MERCED & MAGNOLIA

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.



Legend | Map not to scale

- 1** Time and/or Transfer Point
- Alternate Routing
- T** Transfer Point



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

GALLERIA AT TYLER	LA SIERRA METROLINK STATION	LA SIERRA & HOLE/PIERCE	ARLINGTON & LA SIERRA	ARLINGTON & VAN BUREN	ARLINGTON & STREETER	BROCKTON ARCADE	RIVERSIDE CITY COLLEGE	VINE STREET MOBILITY HUB
1	2	3	4	5	6	7	8	9
4:45	4:50	4:57	5:02	5:10	5:16	5:21	5:26	5:45
5:25	5:30	5:37	5:42	5:50	5:56	6:01	6:06	6:19
6:00	6:05	6:12	6:17	6:27	6:33	6:38	6:44	6:55
6:50	6:55	7:04	7:11	7:23	7:31	7:37	7:45	7:56
7:31	7:36	7:46	7:55	8:07	8:15	8:20	8:27	8:38
8:00	—	8:15	8:21	8:31	8:38	8:43	8:50	9:01
8:50	—	9:01	9:07	9:17	9:24	9:29	9:36	9:47
9:33	—	9:45	9:51	10:01	10:08	10:13	10:20	10:31
10:00	—	10:12	10:18	10:28	10:35	10:40	10:47	10:58
10:43	—	10:55	11:01	11:11	11:18	11:23	11:30	11:41
11:20	—	11:32	11:38	11:49	11:56	12:02	12:09	12:21
12:00	—	12:12	12:18	12:29	12:37	12:43	12:50	1:02
12:40	—	12:53	12:59	1:10	1:18	1:24	1:31	1:43
1:16	—	1:29	1:35	1:46	1:54	2:00	2:07	2:19
2:00	—	2:14	2:20	2:32	2:42	2:48	2:56	3:08
2:40	—	2:54	3:01	3:16	3:25	3:32	3:40	3:52
3:30	—	3:47	3:54	4:07	4:15	4:21	4:29	4:41
4:11	—	4:25	4:31	4:43	4:51	4:57	5:05	5:17
4:51	4:58	5:09	5:15	5:27	5:35	5:41	5:49	6:01
5:40	5:47	5:58	6:04	6:15	6:22	6:27	6:33	6:45
6:25	6:32	6:42	6:47	6:57	7:04	7:09	7:15	7:27
7:00	7:06	7:16	7:21	7:31	7:37	7:42	7:48	8:00
7:35	—	7:47	7:52	8:01	8:07	8:12	8:18	8:30
8:31	8:37	8:45	8:50	8:59	9:05	9:10	9:16	9:28
9:05	—	9:15	9:20	9:29	9:35	9:40	9:46	9:58

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

VINE STREET MOBILITY HUB	RIVERSIDE CITY COLLEGE	BROCKTON ARCADE	ARLINGTON & STREETER	ARLINGTON & VAN BUREN	ARLINGTON & LA SIERRA	LA SIERRA & HOLE/PIERCE	LA SIERRA METROLINK STATION	GALLERIA AT TYLER
9	8	7	6	5	4	3	2	1
4:00	4:08	4:13	4:17	4:22	4:31	4:37	4:56	5:09
4:29	4:37	4:42	4:46	4:51	5:00	5:06	5:25	5:38
5:30	5:38	5:43	5:47	5:52	6:01	6:07	6:26	6:39
6:00	6:08	6:14	6:18	6:23	6:32	6:38	6:57	7:10
6:29	6:37	6:43	6:47	6:52	7:01	7:08	7:25	7:38
7:15	7:24	7:30	7:35	7:42	7:56	8:04	—	8:22
8:20	8:29	8:35	8:40	8:46	8:57	9:04	—	9:20
8:50	8:59	9:05	9:10	9:16	9:25	9:32	—	9:48
9:24	9:33	9:39	9:44	9:50	9:59	10:06	—	10:22
10:05	10:15	10:22	10:27	10:33	10:42	10:49	—	11:05
10:44	10:54	11:01	11:07	11:13	11:22	11:29	—	11:45
11:21	11:31	11:38	11:44	11:50	11:59	12:06	—	12:22
11:56	12:08	12:15	12:21	12:27	12:36	12:43	—	12:59
12:39	12:51	12:58	1:05	1:13	1:24	1:31	—	1:49
1:16	1:28	1:36	1:43	1:51	2:02	2:09	—	2:27
2:06	2:18	2:26	2:33	2:41	2:52	2:59	—	3:17
2:46	2:57	3:05	3:12	3:20	3:32	3:39	—	3:57
3:27	3:38	3:46	3:53	4:01	4:13	4:21	—	4:39
4:05	4:16	4:24	4:31	4:39	4:51	4:59	5:11	5:24
4:52	5:03	5:11	5:18	5:25	5:35	5:43	5:55	6:08
5:32	5:43	5:51	5:58	6:05	6:15	6:22	6:34	6:47
6:11	6:20	6:27	6:33	6:40	6:50	6:57	7:07	7:20
7:07	7:16	7:23	7:30	7:36	7:46	7:53	8:03	8:16
7:45	7:53	8:00	8:05	8:11	8:20	8:26	8:36	8:49
8:20	8:28	8:35	8:40	8:46	8:55	9:01	—	9:13

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

GALLERIA AT TYLER	LA SIERRA METROLINK STATION	LA SIERRA & HOLE/PIERCE	ARLINGTON & LA SIERRA	ARLINGTON & VAN BUREN	ARLINGTON & STREETER	BROCKTON ARCADE	RIVERSIDE CITY COLLEGE	VINE STREET MOBILITY HUB
1	2	3	4	5	6	7	8	9
6:40	6:47	6:57	7:02	7:11	7:18	7:22	7:27	7:36
7:25	7:34	7:44	7:49	7:58	8:05	8:10	8:16	8:26
8:08	—	8:24	8:29	8:38	8:45	8:50	8:56	9:06
9:00	—	9:16	9:21	9:31	9:38	9:43	9:49	9:59
9:48	—	10:04	10:09	10:19	10:26	10:31	10:37	10:47
10:30	—	10:46	10:51	11:01	11:08	11:13	11:19	11:29
11:24	—	11:40	11:45	11:55	12:02	12:07	12:13	12:23
12:12	—	12:28	12:34	12:44	12:51	12:56	1:02	1:12
12:55	—	1:11	1:17	1:28	1:35	1:40	1:46	1:56
1:49	—	2:05	2:11	2:22	2:29	2:34	2:40	2:50
2:38	—	2:54	3:00	3:11	3:18	3:23	3:29	3:39
3:22	—	3:38	3:44	3:54	4:01	4:06	4:12	4:22
4:17	—	4:33	4:39	4:49	4:56	5:01	5:07	5:17
5:10	5:19	5:29	5:35	5:45	5:52	5:57	6:03	6:13
5:52	—	6:08	6:14	6:23	6:30	6:35	6:41	6:51
6:52	7:01	7:11	7:17	7:26	7:33	7:38	7:44	7:54
7:40	—	7:56	8:02	8:11	8:18	8:23	8:29	8:39

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

VINE STREET MOBILITY HUB	RIVERSIDE CITY COLLEGE	BROCKTON ARCADE	ARLINGTON & STREETER	ARLINGTON & VAN BUREN	ARLINGTON & LA SIERRA	LA SIERRA & HOLE/PIERCE	LA SIERRA METROLINK STATION	GALLERIA AT TYLER
9	8	7	6	5	4	3	2	1
6:14	6:24	6:30	6:34	6:42	6:49	6:55	7:05	7:15
6:55	7:05	7:11	7:15	7:24	7:31	7:38	7:48	7:58
7:46	7:56	8:02	8:06	8:15	8:23	8:30	8:40	8:50
8:36	8:46	8:52	8:56	9:05	9:13	9:20	—	9:38
9:16	9:27	9:33	9:37	9:46	9:54	10:02	—	10:20
10:10	10:21	10:27	10:31	10:40	10:48	10:56	—	11:14
10:57	11:08	11:14	11:19	11:28	11:36	11:44	—	12:02
11:39	11:50	11:57	12:02	12:11	12:19	12:27	—	12:45
12:33	12:44	12:51	12:56	1:05	1:13	1:21	—	1:39
1:22	1:33	1:40	1:45	1:54	2:02	2:10	—	2:28
2:06	2:17	2:24	2:29	2:38	2:46	2:54	—	3:12
3:00	3:12	3:19	3:24	3:33	3:41	3:49	—	4:07
3:51	4:03	4:10	4:15	4:24	4:32	4:40	4:50	5:00
4:32	4:44	4:51	4:56	5:05	5:14	5:22	5:32	5:42
5:33	5:45	5:52	5:57	6:05	6:14	6:22	6:32	6:42
6:23	6:35	6:42	6:47	6:55	7:03	7:10	7:20	7:30
7:03	7:14	7:20	7:24	7:32	7:40	7:47	—	8:05



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16

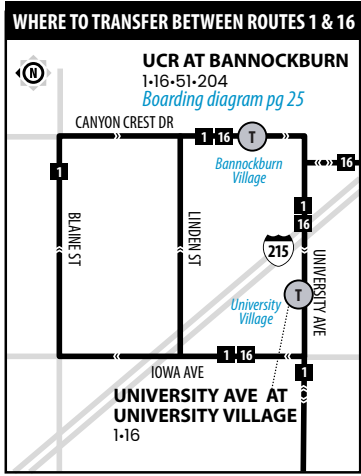
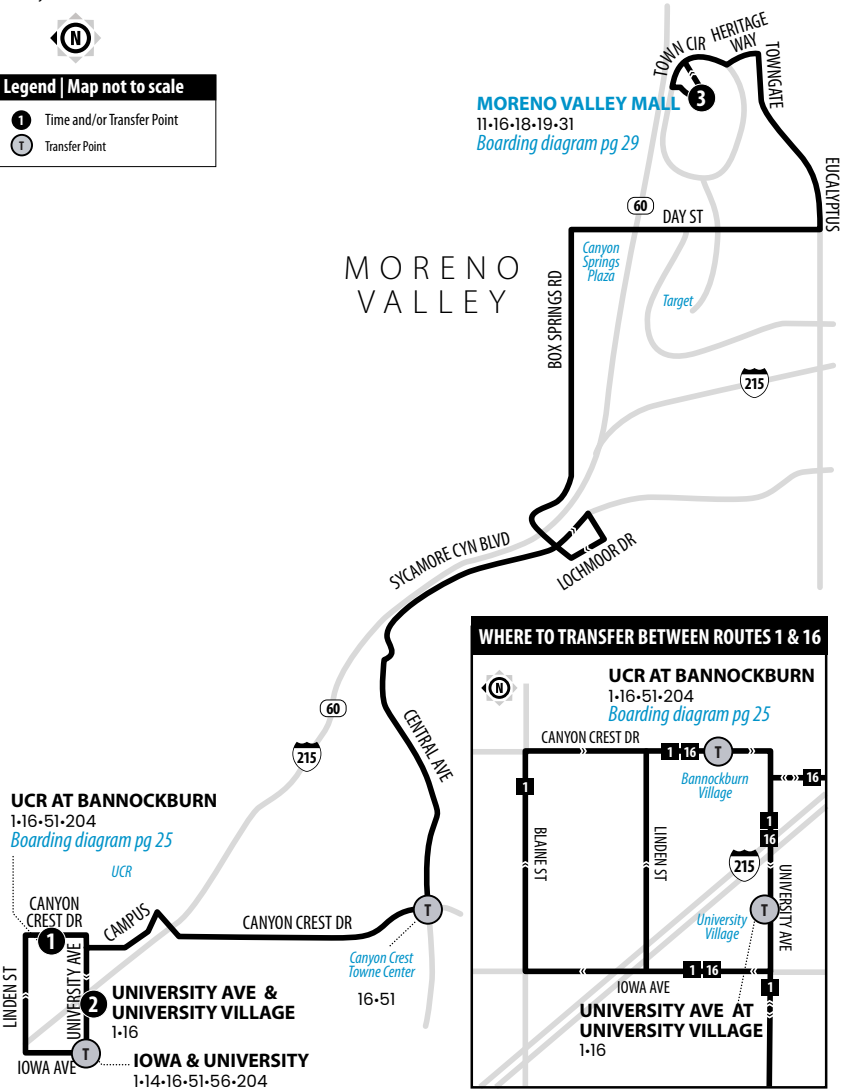
MORENO VALLEY MALL TO UCR

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.



Legend | Map not to scale

- 1** Time and/or Transfer Point
- T** Transfer Point



RIVERSIDE

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

EASTBOUND TO MORENO VALLEY MALL	
UCR AT BANNOCKBURN	MORENO VALLEY MALL
1	3
5:40	6:06
6:12	6:39
7:12	7:42
7:51	8:21
8:31	9:01
8:55	9:25
9:10	9:40
9:25	9:55
9:40	10:10
9:55	10:25
10:08	10:40
10:22	10:54
10:36	11:08
10:51	11:23
11:06	11:39
11:22	12:00
11:36	12:09
11:51	12:24
12:06	12:43
12:21	12:58
12:36	1:13
12:51	1:25
1:08	1:42
1:23	1:57
1:38	2:12
1:53	2:27
2:08	2:44
2:23	2:59
2:38	3:14
2:53	3:29
3:08	3:44
3:22	4:01
3:40	4:15
3:55	4:30
4:10	4:47
4:25	5:00
4:38	5:13
4:55	5:32
5:10	5:47
5:25	6:02
5:40	6:15
5:55	6:30
6:10	6:44
6:25	6:59
6:40	7:12
6:55	7:27
7:10	7:42
7:25	7:57
7:40	8:12
7:55	8:27
8:18	8:50
8:55	9:27
9:31	10:00
10:12	10:41

WESTBOUND TO UCR		
MORENO VALLEY MALL	UNIVERSITY AVE & UNIVERSITY VILLAGE	UCR AT BANNOCKBURN
3	2	1
4:55	5:16	5:24
5:27	5:54	6:02
6:25	6:52	7:01
6:58	7:32	7:41
7:35	8:12	8:21
8:00	8:33	8:42
8:16	8:49	8:58
8:31	9:00	9:09
8:46	9:15	9:24
9:01	9:35	9:44
9:16	9:46	9:55
9:31	10:01	10:10
9:46	10:16	10:25
10:01	10:31	10:40
10:16	10:46	10:56
10:31	11:02	11:12
10:46	11:16	11:26
11:01	11:31	11:41
11:16	11:46	11:56
11:31	12:01	12:11
11:46	12:16	12:26
12:02	12:31	12:41
12:17	12:46	12:56
12:32	1:01	1:11
12:47	1:16	1:26
1:02	1:31	1:41
1:17	1:46	1:56
1:32	2:02	2:12
1:47	2:17	2:27
2:02	2:32	2:42
2:17	2:47	2:57
2:32	3:02	3:12
2:49	3:20	3:30
3:02	3:33	3:43
3:17	3:48	3:58
3:32	4:03	4:13
3:47	4:18	4:28
4:02	4:34	4:44
4:17	4:49	4:59
4:32	5:04	5:14
4:47	5:19	5:29
5:02	5:34	5:44
5:17	5:47	5:57
5:32	6:02	6:12
5:47	6:17	6:27
6:02	6:31	6:41
6:17	6:46	6:56
6:32	7:01	7:11
6:47	7:13	7:23
7:02	7:28	7:38
7:17	7:43	7:53
7:32	7:58	8:08
7:47	8:13	8:23
8:09	8:35	8:45
8:45	9:11	9:21
9:29	9:52	10:02
10:15	10:37	10:47

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

EASTBOUND TO MORENO VALLEY MALL	
UCR AT BANNOCKBURN	MORENO VALLEY MALL
1	3
7:30	7:59
8:14	8:41
8:52	9:21
9:28	9:59
9:58	10:29
10:28	10:59
10:58	11:29
11:28	12:00
11:58	12:30
12:27	12:59
12:58	1:30
1:28	2:00
1:58	2:30
2:28	3:00
2:58	3:30
3:28	4:00
3:58	4:30
4:28	5:00
4:58	5:30
5:28	6:00
5:58	6:30
6:28	7:00
6:58	7:30
7:28	8:00
8:37	9:07
10:13	10:39

WESTBOUND TO UCR		
MORENO VALLEY MALL	UNIVERSITY AVE & UNIVERSITY VILLAGE	UCR AT BANNOCKBURN
3	2	1
7:11	7:36	7:44
7:56	8:21	8:29
8:38	9:06	9:14
9:10	9:38	9:46
9:40	10:08	10:16
10:10	10:38	10:46
10:40	11:08	11:16
11:10	11:38	11:46
11:40	12:08	12:16
12:10	12:40	12:48
12:40	1:10	1:18
1:10	1:40	1:48
1:40	2:10	2:18
2:10	2:40	2:48
2:40	3:10	3:18
3:10	3:40	3:48
3:40	4:10	4:18
4:07	4:37	4:45
4:40	5:10	5:18
5:10	5:40	5:48
5:40	6:09	6:17
6:09	6:37	6:44
6:39	7:07	7:15
7:09	7:37	7:45
7:39	8:07	8:15
8:25	8:53	9:01
9:19	9:47	9:55

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- get service alerts

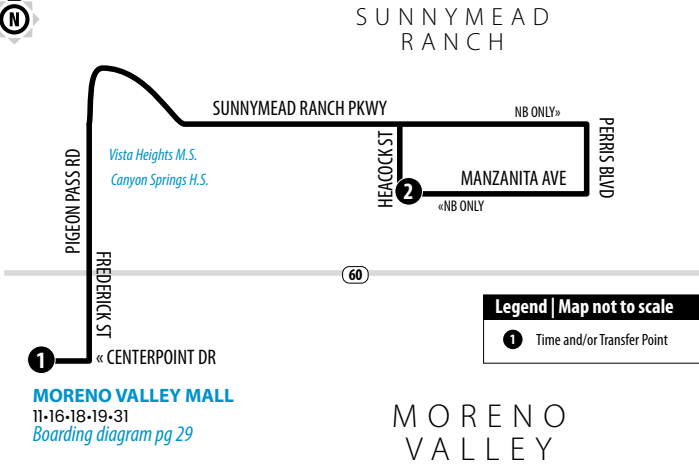
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18

SUNNYMEAD RANCH - MORENO VALLEY MALL

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	HEACOCK & MANZANITA	MORENO VALLEY MALL
1	2	1
6:19	6:41	7:03
7:08	7:30	7:52
7:57	8:19	8:41
8:46	9:08	9:30
9:35	9:57	10:20
10:25	10:47	11:10
11:15	11:37	12:00
12:05	12:27	12:50
12:55	1:17	1:40
1:45	2:07	2:30
2:45	3:07	3:30
3:35	3:57	4:20
4:25	4:47	5:10
5:15	5:37	5:59
6:05	6:27	6:49
6:55	7:17	7:39
7:45	8:07	8:29
8:35	8:57	9:19

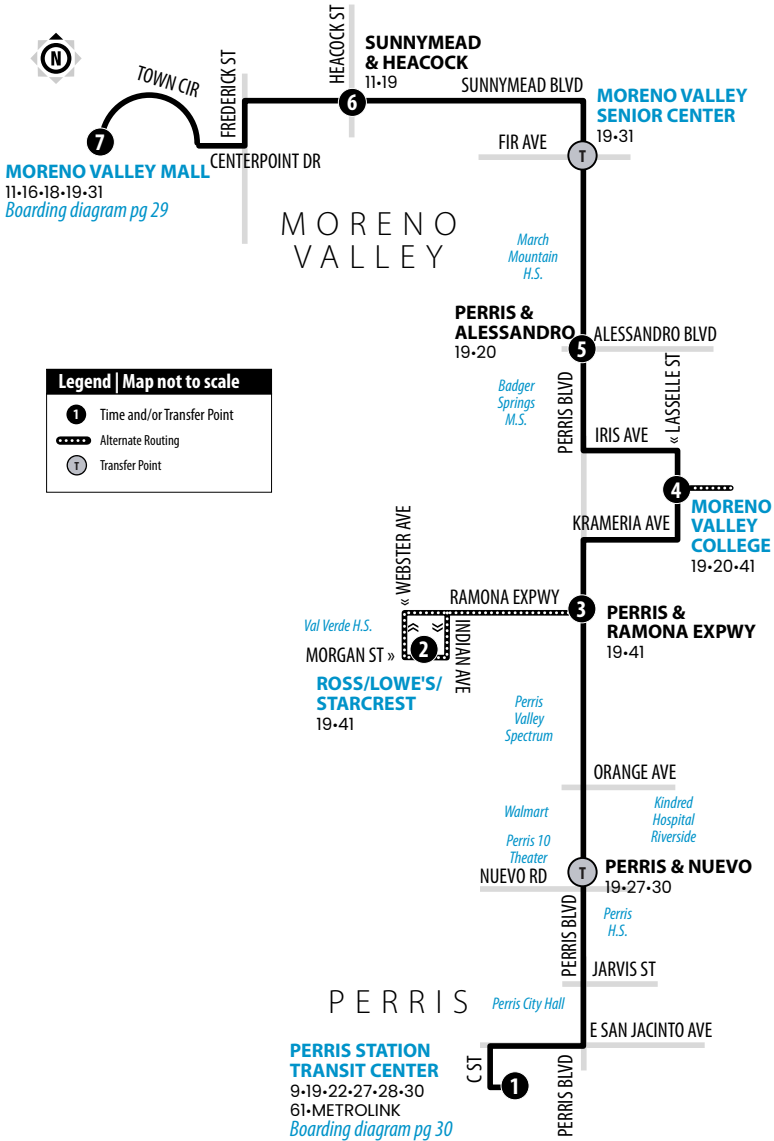
A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	HEACOCK & MANZANITA	MORENO VALLEY MALL
1	2	1
6:40	7:02	7:19
7:33	7:55	8:12
8:23	8:45	9:02
9:13	9:35	9:53
10:03	10:25	10:43
10:53	11:15	11:33
11:43	12:05	12:23
12:33	12:55	1:13
1:23	1:45	2:03
2:13	2:35	2:53
3:03	3:25	3:43
3:53	4:15	4:33
4:43	5:05	5:22
5:33	5:55	6:12
6:23	6:45	7:02
7:13	7:35	7:52
8:03	8:25	8:42

19

MORENO VALLEY MALL TO PERRIS STATION TRANSIT CENTER

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	ROSS/LOWE'S/ STARCREST	PERRIS & RAMONA EXPWY	MORENO VALLEY COLLEGE	PERRIS & ALESSANDRO	SUNNYMEAD & HEACOCK	MORENO VALLEY MALL
1	2	3	4	5	6	7
5:06	5:23	5:29	5:43	5:55	6:05	6:14
5:38	5:56	6:02	6:14	6:27	6:37	6:46
6:38	6:57	7:04	7:17	7:34	7:47	7:56
6:58	7:17	7:24	7:37	7:53	8:06	8:15
7:16	7:35	7:42	7:58	8:14	8:27	8:36
7:28	7:48	7:55	8:10	8:24	8:36	8:45
7:43	8:04	8:09	8:21	8:35	8:46	8:55
8:13	—	8:30	8:42	8:56	9:07	9:16
8:25	—	8:42	8:53	9:07	9:19	9:28
8:40	—	8:55	9:06	9:20	9:32	9:41
8:56	—	9:12	9:23	9:37	9:49	9:58
9:10	—	9:26	9:37	9:51	10:03	10:14
9:25	—	9:41	9:52	10:06	10:18	10:29
9:40	—	9:56	10:08	10:22	10:34	10:44
9:58	—	10:14	10:26	10:41	10:53	11:03
10:10	—	10:26	10:41	10:56	11:08	11:18
10:25	—	10:41	10:53	11:07	11:19	11:30
10:40	—	10:56	11:08	11:22	11:34	11:44
10:55	—	11:11	11:23	11:37	11:49	11:59
11:10	—	11:26	11:38	11:52	12:04	12:14
11:25	—	11:41	11:54	12:08	12:20	12:30
11:40	—	11:59	12:11	12:26	12:38	12:48
11:55	—	12:11	12:23	12:38	12:51	1:01
12:10	—	12:29	12:41	12:56	1:09	1:20
12:25	—	12:41	12:53	1:08	1:21	1:31
12:40	—	12:56	1:08	1:23	1:36	1:46
12:55	—	1:11	1:24	1:39	1:52	2:02
1:10	—	1:29	1:41	1:56	2:09	2:20
1:24	—	1:42	1:58	2:14	2:29	2:39
1:40	—	2:00	2:13	2:28	2:41	2:51
1:55	—	2:12	2:28	2:44	2:57	3:07
2:16	2:37	2:44	3:00	3:16	3:30	3:40
2:32	2:53	3:00	3:12	3:28	3:41	3:51
2:47	3:08	3:15	3:27	3:43	3:56	4:06
3:02	3:24	3:31	3:45	4:02	4:15	4:25
3:18	3:40	3:47	4:01	4:18	4:31	4:41
3:36	3:58	4:04	4:17	4:34	4:46	4:56
3:52	4:14	4:20	4:33	4:50	5:02	5:12
4:10	4:31	4:38	4:51	5:06	5:18	5:28
4:27	4:49	4:56	5:08	5:23	5:35	5:45
4:43	5:04	5:11	5:23	5:38	5:50	6:00
4:58	5:19	5:26	5:38	5:53	6:05	6:15
5:14	5:35	5:42	5:54	6:08	6:20	6:30
5:34	5:56	6:03	6:15	6:30	6:41	6:52
5:51	6:13	6:20	6:32	6:46	6:57	7:07
6:08	6:30	6:37	6:49	7:03	7:14	7:24
7:05	—	7:22	7:34	7:48	7:59	8:07
8:01	—	8:16	8:28	8:42	8:52	9:00
8:55	—	9:10	9:23	9:35	9:45	9:53
9:42	—	9:57	10:07	10:19	10:28	10:36

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	SUNNYMEAD & HEACOCK	PERRIS & ALESSANDRO	MORENO VALLEY COLLEGE	ROSS/LOWE'S/STARCREST	PERRIS & RAMONA EXPWY	PERRIS STATION TRANSIT CENTER
7	6	5	4	2	3	1
4:08	4:14	4:23	4:34	4:52	4:55	5:11
5:20	5:26	5:34	5:45	6:00	6:05	6:23
5:55	6:05	6:15	6:26	6:43	6:47	7:03
6:25	6:31	6:40	6:53	7:08	7:13	7:29
6:49	6:55	7:07	7:23	7:42	7:47	8:03
7:15	7:21	7:33	7:47	8:02	8:07	8:23
7:58	8:05	8:16	8:28	—	8:39	8:55
8:13	8:20	8:31	8:43	—	8:54	9:10
8:31	8:38	8:49	9:01	—	9:13	9:29
8:49	8:56	9:07	9:20	—	9:32	9:48
9:01	9:08	9:19	9:32	—	9:44	10:00
9:14	9:21	9:32	9:45	—	9:57	10:13
9:35	9:43	9:54	10:07	—	10:19	10:35
9:50	9:58	10:09	10:22	—	10:34	10:50
10:05	10:13	10:24	10:39	—	10:52	11:08
10:20	10:27	10:38	10:51	—	11:03	11:19
10:35	10:42	10:53	11:04	—	11:16	11:32
10:50	10:57	11:08	11:22	—	11:35	11:51
11:05	11:13	11:25	11:41	—	11:54	12:10
11:20	11:28	11:40	11:54	—	12:07	12:23
11:35	11:43	11:55	12:09	—	12:22	12:38
11:50	12:02	12:14	12:30	—	12:44	1:00
12:10	12:18	12:30	12:45	—	12:58	1:14
12:20	12:28	12:40	12:55	—	1:12	1:30
12:35	12:45	12:57	1:11	—	1:27	1:45
12:53	1:01	1:13	1:27	—	1:43	2:01
1:08	1:20	1:32	1:46	—	2:00	2:18
1:23	1:31	1:43	1:58	—	2:13	2:31
1:37	1:45	1:57	2:12	—	2:26	2:44
1:52	2:00	2:12	2:27	—	2:41	2:59
2:07	2:18	2:30	2:45	3:03	3:08	3:26
2:22	2:30	2:43	2:58	3:16	3:21	3:39
2:37	2:45	2:58	3:17	3:35	3:40	4:00
2:54	3:03	3:17	3:36	3:54	3:59	4:17
3:09	3:18	3:32	3:48	4:06	4:11	4:29
3:24	3:33	3:46	4:01	4:19	4:24	4:42
3:39	3:48	4:01	4:16	4:34	4:39	4:57
3:52	4:01	4:14	4:29	4:45	4:50	5:08
4:11	4:20	4:33	4:48	5:04	5:09	5:27
4:26	4:35	4:48	5:03	5:19	5:24	5:42
4:43	4:52	5:05	5:19	5:35	5:40	6:02
5:00	5:09	5:22	5:36	5:52	5:57	6:15
5:18	5:27	5:40	5:54	6:10	6:15	6:40
5:45	5:54	6:06	6:20	6:35	6:40	6:56
6:00	6:08	6:20	6:34	—	6:46	7:01
6:44	6:52	7:04	7:17	—	7:30	7:45
7:39	7:47	7:58	8:11	—	8:24	8:38
8:29	8:37	8:48	9:00	—	9:13	9:27
9:37	9:43	9:51	10:00	—	10:11	10:23
10:52	10:58	11:06	11:15	—	11:26	11:38

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	PERRIS & RAMONA EXPWY	MORENO VALLEY COLLEGE	PERRIS & ALESSANDRO	SUNNYMEAD & HEACOCK	MORENO VALLEY MALL
1	3	4	5	6	7
5:11	5:29	5:39	5:51	6:00	6:09
6:00	6:18	6:28	6:40	6:49	6:59
6:44	7:02	7:12	7:24	7:35	7:45
7:26	7:44	7:54	8:06	8:17	8:27
7:56	8:14	8:24	8:37	8:48	8:58
8:26	8:44	8:54	9:08	9:20	9:30
8:56	9:14	9:24	9:38	9:50	10:00
9:26	9:44	9:54	10:08	10:20	10:30
9:56	10:14	10:24	10:38	10:50	11:00
10:23	10:41	10:51	11:06	11:18	11:28
10:53	11:11	11:21	11:36	11:49	11:59
11:20	11:38	11:51	12:06	12:19	12:30
11:53	12:11	12:21	12:36	12:49	1:00
12:23	12:41	12:51	1:06	1:19	1:30
12:50	1:11	1:21	1:36	1:49	2:00
1:23	1:41	1:51	2:06	2:18	2:29
1:53	2:11	2:21	2:35	2:47	2:58
2:25	2:43	2:53	3:07	3:19	3:30
2:53	3:11	3:21	3:35	3:47	3:57
3:23	3:41	3:54	4:08	4:20	4:30
3:53	4:11	4:21	4:35	4:47	4:57
4:23	4:41	4:51	5:05	5:17	5:27
4:54	5:12	5:22	5:36	5:48	5:58
5:24	5:41	5:51	6:05	6:17	6:27
5:54	6:11	6:21	6:35	6:46	6:56
6:27	6:44	6:54	7:08	7:19	7:29
7:13	7:30	7:40	7:54	8:05	8:15
8:10	8:27	8:37	8:50	9:00	9:09
9:23	9:40	9:50	10:03	10:12	10:21

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	SUNNYMEAD & HEACOCK	PERRIS & ALESSANDRO	MORENO VALLEY COLLEGE	PERRIS & RAMONA EXPWY	PERRIS STATION TRANSIT CENTER
7	6	5	4	3	1
6:19	6:25	6:33	6:42	6:52	7:08
6:49	6:56	7:06	7:16	7:26	7:43
7:22	7:29	7:39	7:49	7:59	8:16
8:09	8:16	8:26	8:36	8:46	9:03
8:51	8:58	9:08	9:19	9:29	9:46
9:40	9:48	9:59	10:10	10:20	10:38
10:10	10:18	10:29	10:40	10:50	11:08
10:40	10:48	10:59	11:10	11:20	11:38
11:10	11:18	11:29	11:40	11:50	12:08
11:40	11:48	11:59	12:11	12:21	12:39
12:10	12:18	12:29	12:41	12:52	1:10
12:42	12:51	1:02	1:14	1:25	1:43
1:09	1:18	1:31	1:46	1:57	2:15
1:40	1:49	2:02	2:14	2:25	2:43
2:10	2:19	2:32	2:44	2:55	3:13
2:40	2:49	3:02	3:14	3:25	3:43
3:10	3:19	3:32	3:44	3:55	4:13
3:40	3:49	4:02	4:14	4:25	4:43
4:10	4:19	4:32	4:44	4:56	5:14
4:40	4:49	5:02	5:14	5:26	5:44
5:10	5:19	5:31	5:43	5:55	6:13
5:40	5:49	6:01	6:13	6:25	6:43
6:15	6:24	6:36	6:48	7:00	7:17
6:45	6:54	7:06	7:17	7:28	7:44
7:15	7:23	7:34	7:45	7:56	8:12
7:45	7:53	8:04	8:15	8:26	8:42
8:16	8:24	8:35	8:46	8:57	9:13
9:19	9:25	9:33	9:42	9:52	10:07
10:41	10:47	10:55	11:04	11:14	11:27



FREE RIDE FRIDAYS

THROUGH JUNE 28, 2024

**FREE EVERY FRIDAY.
ANYWHERE WE GO.**

**GRATIS TODOS LOS VIERNES.
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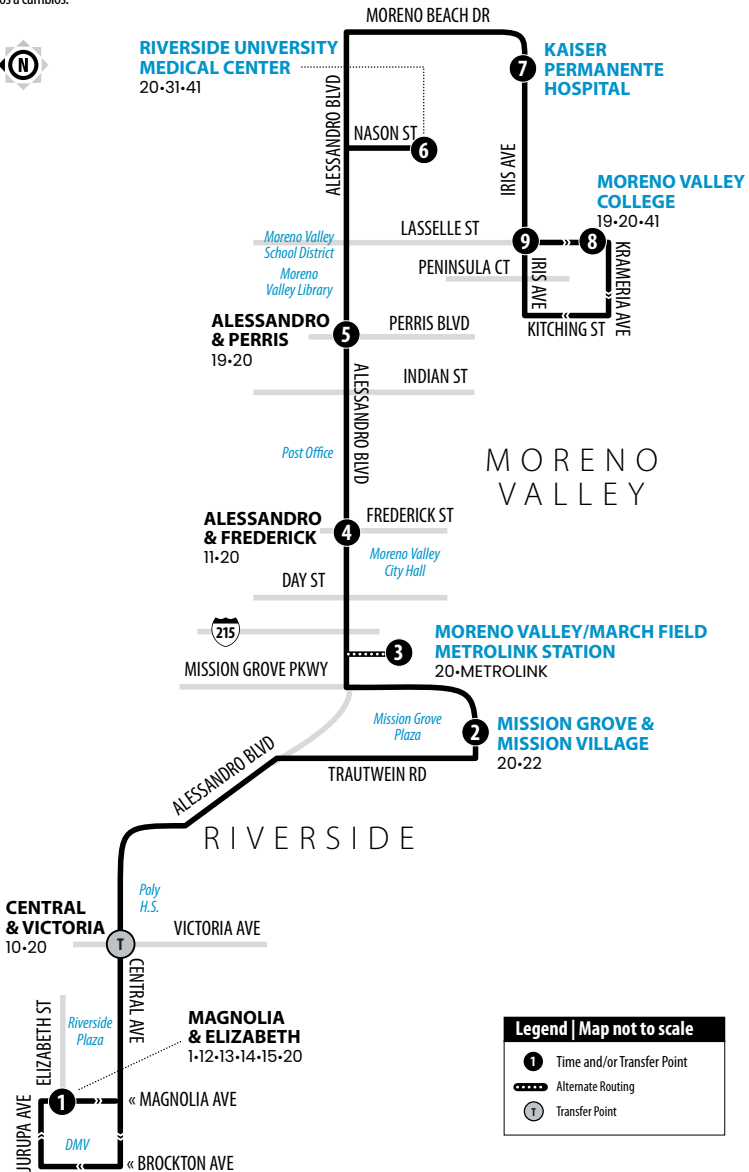
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20

MAGNOLIA & ELIZABETH - METROLINK - RUMC - KAISER PERMANENTE - MOVAL COLLEGE

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MAGNOLIA & ELIZABETH	MISSION GROVE & MISSION VILLAGE	MORENO VALLEY MARCH FIELD METROLINK STATION	ALESSANDRO & FREDERICK	ALESSANDRO & PERRIS	RIVERSIDE UNIVERSITY MEDICAL CENTER	IRIS AT KAISER PERMANENTE HOSPITAL	MORENO VALLEY COLLEGE	IRIS & LASSELLE
1	2	3	4	5	6	7	8	9
4:20	4:36	4:48	4:55	5:03	5:11	5:21	5:27	5:38
5:22	5:38	5:49	5:56	6:04	6:16	6:26	6:31	6:42
6:36	6:53	7:04	7:13	7:21	7:30	7:41	7:48	7:59
7:33	7:54	8:04	8:13	8:21	8:30	8:40	8:46	8:57
8:38	8:56	9:06	9:14	9:22	9:31	9:41	9:47	9:58
9:43	10:01	10:11	10:19	10:27	10:36	10:46	10:52	11:03
10:45	11:04	11:14	11:22	11:30	11:39	11:49	11:55	12:06
11:36	11:59	12:08	12:17	12:26	12:35	12:45	12:51	1:02
12:44	1:05	1:14	1:23	1:32	1:41	1:51	1:57	2:08
1:45	2:07	2:16	2:26	2:36	2:46	2:56	3:02	3:13
2:48	3:11	3:20	3:30	3:40	3:50	4:00	4:06	4:17
3:49	4:16	4:25	4:35	4:45	4:55	5:05	5:11	5:22
5:00	5:26	5:36	5:45	5:54	6:04	6:13	6:19	6:29
5:58	6:22	6:32	6:40	6:49	6:58	7:08	7:13	7:24
7:03	7:22	7:31	7:39	7:47	7:56	8:05	8:10	8:21
8:13	8:30	8:39	8:47	8:55	9:04	9:13	9:18	9:29
8:57	9:14	9:23	9:31	9:39	9:48	9:57	10:02	10:13
9:54	10:10	10:19	10:27	10:35	10:44	10:53	10:58	11:09

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

IRIS & LASSELLE	IRIS AT KAISER PERMANENTE HOSPITAL	RIVERSIDE UNIVERSITY MEDICAL CENTER	ALESSANDRO & PERRIS	ALESSANDRO & FREDERICK	MORENO VALLEY MARCH FIELD METROLINK STATION	MISSION GROVE & MISSION VILLAGE	MAGNOLIA & ELIZABETH
9	7	6	5	4	3	2	1
4:00	4:03	4:13	4:24	4:31	4:39	4:49	5:12
5:10	5:13	5:23	5:34	5:41	5:53	6:03	6:26
5:55	5:58	6:11	6:22	6:29	6:40	6:50	7:19
6:54	6:57	7:10	7:23	7:32	7:43	7:53	8:22
8:09	8:12	8:24	8:35	8:44	8:55	9:04	9:33
9:12	9:15	9:27	9:38	9:46	9:57	10:06	10:35
10:08	10:11	10:23	10:34	10:42	10:52	11:01	11:26
11:13	11:16	11:28	11:39	11:47	12:00	12:09	12:34
12:16	12:19	12:31	12:43	12:51	1:01	1:10	1:35
1:12	1:15	1:27	1:39	1:47	1:57	2:06	2:35
2:18	2:21	2:33	2:45	2:53	3:03	3:14	3:39
3:23	3:26	3:39	3:51	3:59	4:09	4:20	4:46
4:27	4:30	4:43	4:54	5:02	5:12	5:22	5:48
5:32	5:35	5:48	5:59	6:07	6:17	6:27	6:53
6:44	6:47	6:58	7:08	7:16	7:26	7:35	8:01
7:34	7:37	7:47	7:57	8:05	8:14	8:24	8:47
8:31	8:34	8:44	8:54	9:02	9:11	9:21	9:44
9:39	9:42	9:52	10:02	10:10	10:19	10:29	10:52

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MAGNOLIA & ELIZABETH	MISSION GROVE & MISSION VILLAGE	MORENO VALLEY MARCH FIELD METROLINK STATION	ALESSANDRO & FREDERICK	ALESSANDRO & PERRIS	RIVERSIDE UNIVERSITY MEDICAL CENTER	IRIS AT KAISER PERMANENTE HOSPITAL	MORENO VALLEY COLLEGE	IRIS & LASSELLE
1	2	3	4	5	6	7	8	9
6:49	7:06	7:16	7:24	7:32	7:39	7:49	7:54	8:03
7:40	7:57	8:07	8:15	8:23	8:31	8:41	8:46	8:55
8:28	8:45	—	8:57	9:07	9:15	9:25	9:30	9:39
9:31	9:48	—	10:01	10:11	10:19	10:29	10:34	10:43
10:31	10:50	—	11:03	11:13	11:21	11:31	11:36	11:45
11:31	11:50	—	12:03	12:13	12:21	12:31	12:36	12:45
12:31	12:50	—	1:03	1:13	1:21	1:31	1:36	1:45
1:34	1:53	—	2:06	2:16	2:24	2:34	2:39	2:48
2:36	2:55	—	3:08	3:18	3:26	3:36	3:41	3:50
3:36	3:55	—	4:08	4:18	4:26	4:36	4:41	4:50
4:31	4:50	—	5:03	5:13	5:21	5:31	5:36	5:45
5:22	5:41	5:51	5:59	6:09	6:17	6:27	6:32	6:41
6:28	6:47	—	6:59	7:07	7:15	7:25	7:30	7:39
7:26	7:44	—	7:56	8:04	8:11	8:21	8:26	8:35

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

IRIS & LASSELLE	IRIS AT KAISER PERMANENTE HOSPITAL	RIVERSIDE UNIVERSITY MEDICAL CENTER	ALESSANDRO & PERRIS	ALESSANDRO & FREDERICK	MORENO VALLEY MARCH FIELD METROLINK STATION	MISSION GROVE & MISSION VILLAGE	MAGNOLIA & ELIZABETH
9	7	6	5	4	3	2	1
7:05	7:09	7:19	7:30	7:37	7:47	7:57	8:18
8:16	8:20	8:30	8:41	8:48	—	9:00	9:21
9:05	9:09	9:20	9:32	9:40	—	9:54	10:17
9:49	9:53	10:04	10:16	10:24	—	10:38	11:01
10:53	10:57	11:08	11:20	11:28	—	11:42	12:05
11:55	11:59	12:10	12:22	12:30	—	12:44	1:07
12:55	12:59	1:10	1:22	1:30	—	1:44	2:07
1:55	1:59	2:10	2:22	2:30	—	2:44	3:07
2:58	3:02	3:13	3:25	3:33	—	3:47	4:10
4:00	4:04	4:15	4:27	4:35	—	4:49	5:12
5:00	5:04	5:15	5:27	5:35	5:45	5:55	6:18
6:05	6:09	6:20	6:32	6:39	—	6:53	7:16
7:00	7:04	7:15	7:27	7:34	—	7:45	8:06

21

GALLERIA AT TYLER TO PEDLEY METROLINK STATION

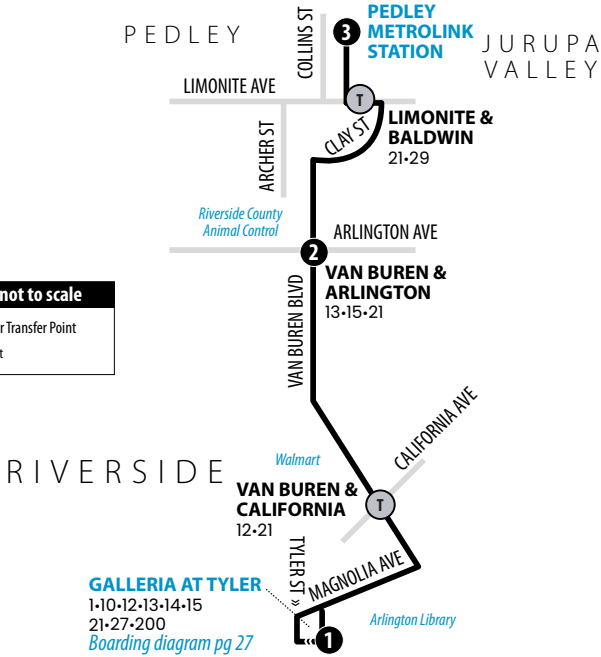
Routing and timetables
subject to change.

Rutas y horarios son
sujetos a cambios.



Legend | Map not to scale

- 1 Time and/or Transfer Point
- T Transfer Point



21

WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

NORTHBOUND TO PEDLEY METROLINK STATION		
GALLERIA AT TYLER	VAN BUREN & ARLINGTON	JURUPA VALLEY/ PEDLEY METROLINK STATION
1	2	3
6:24	6:36	6:50
7:40	7:52	8:06
9:04	9:16	9:30
10:19	10:31	10:45
11:32	11:47	12:01
12:54	1:13	1:27
2:17	2:33	2:47
3:44	4:00	4:14
5:11	5:26	5:40
6:48	7:01	7:15
8:05	8:18	8:32

SOUTHBOUND TO GALLERIA AT TYLER		
JURUPA VALLEY/ PEDLEY METROLINK STATION	VAN BUREN & ARLINGTON	GALLERIA AT TYLER
3	2	1
7:00	7:11	7:27
8:25	8:36	8:52
9:40	9:51	10:07
10:55	11:06	11:22
12:15	12:26	12:44
1:38	1:49	2:07
3:00	3:14	3:32
4:25	4:43	5:01
6:03	6:19	6:37
7:26	7:37	7:55
8:46	8:57	9:15

21

WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

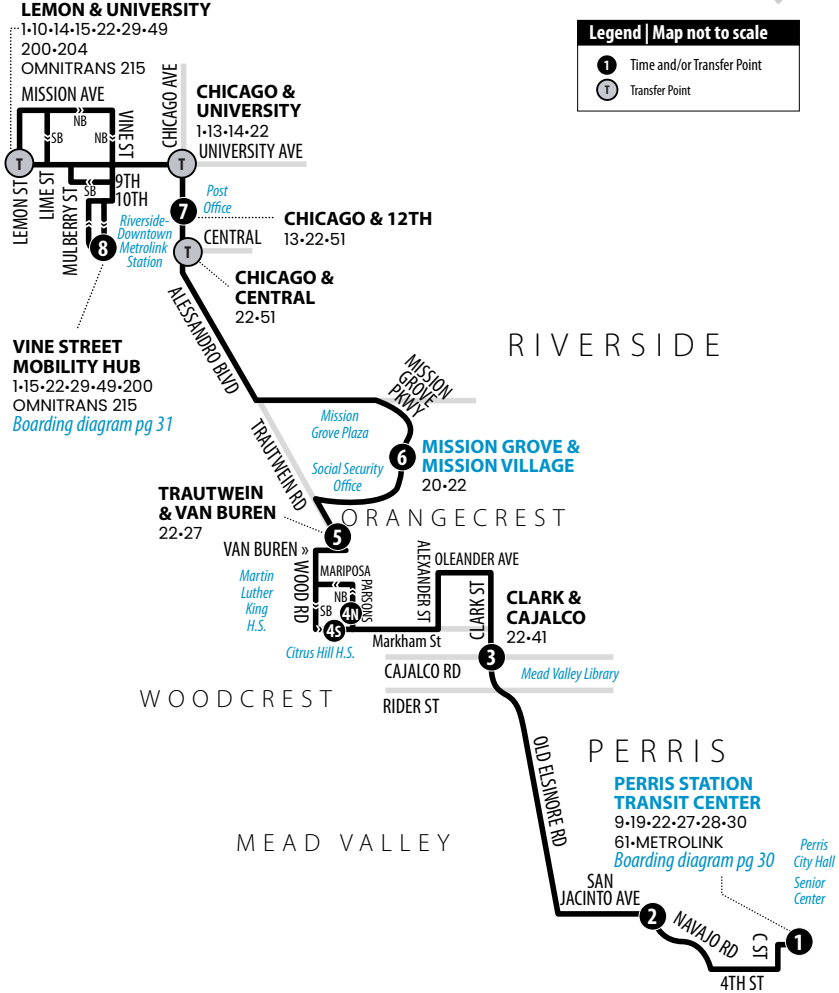
NORTHBOUND TO PEDLEY METROLINK STATION		
GALLERIA AT TYLER	VAN BUREN & ARLINGTON	JURUPA VALLEY/ PEDLEY METROLINK STATION
1	2	3
7:41	7:54	8:03
8:43	8:57	9:07
9:49	10:04	10:14
10:56	11:14	11:24
12:08	12:27	12:38
1:22	1:41	1:52
2:37	2:56	3:07
3:52	4:11	4:22
5:07	5:25	5:36
6:19	6:35	6:45

SOUTHBOUND TO GALLERIA AT TYLER		
JURUPA VALLEY/ PEDLEY METROLINK STATION	VAN BUREN & ARLINGTON	GALLERIA AT TYLER
3	2	1
8:13	8:23	8:38
9:17	9:27	9:44
10:24	10:34	10:51
11:34	11:45	12:03
12:48	12:59	1:17
2:02	2:14	2:32
3:17	3:29	3:47
4:32	4:44	5:02
5:46	5:57	6:14
6:55	7:06	7:23

22

DOWNTOWN RIVERSIDE - PERRIS STATION TRANSIT CENTER

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	SAN JACINTO & NAVAJO	CLARK & CAJALCO	PARSONS & MARKHAM	TRAUTWEIN & VAN BUREN	MISSION GROVE & MISSION VILLAGE	CHICAGO & 12TH	VINE STREET MOBILITY HUB
1	2	3	4N	5	6	7	8
5:20	5:29	5:41	5:54	6:03	6:11	6:27	6:39
6:25	6:34	6:47	7:00	7:09	7:17	7:38	7:52
7:10	7:16	7:30	7:48	8:01	8:11	8:28	8:42
8:10	8:16	8:28	8:40	8:49	8:55	9:09	9:23
9:00	9:06	9:18	9:30	9:39	9:45	9:59	10:13
9:40	9:46	9:58	10:10	10:19	10:25	10:39	10:54
10:25	10:31	10:43	10:55	11:04	11:10	11:24	11:39
11:05	11:11	11:23	11:35	11:44	11:50	12:04	12:19
12:00	12:06	12:18	12:30	12:39	12:45	12:59	1:14
12:50	12:56	1:08	1:20	1:29	1:35	1:50	2:05
1:30	1:36	1:48	2:00	2:09	2:16	2:31	2:46
2:15	2:22	2:34	2:46	2:58	3:05	3:20	3:35
3:15	3:24	3:37	3:53	4:05	4:12	4:27	4:42
4:10	4:21	4:34	4:47	4:57	5:03	5:17	5:32
5:00	5:08	5:23	5:36	5:46	5:52	6:06	6:19
5:50	5:58	6:13	6:25	6:35	6:40	6:53	7:08
6:40	6:48	7:03	7:15	7:25	7:30	7:43	7:58
7:30	7:36	7:48	7:59	8:07	8:11	8:22	8:35

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

VINE STREET MOBILITY HUB	CHICAGO & 12TH	MISSION GROVE & MISSION VILLAGE	TRAUTWEIN & VAN BUREN	MARKHAM & PARSONS	CLARK & CAJALCO	SAN JACINTO & NAVAJO	PERRIS STATION TRANSIT CENTER
8	7	6	5	4S	3	2	1
5:40	5:52	6:04	6:13	6:25	6:38	6:49	6:57
6:25	6:37	6:53	6:59	7:11	7:26	7:39	7:47
7:05	7:20	7:37	7:46	7:58	8:10	8:22	8:30
8:10	8:25	8:40	8:47	8:56	9:08	9:20	9:28
8:55	9:10	9:24	9:31	9:39	9:51	10:03	10:11
9:35	9:50	10:04	10:11	10:19	10:32	10:44	10:52
10:30	10:45	10:59	11:06	11:14	11:27	11:38	11:46
11:20	11:35	11:49	11:56	12:04	12:17	12:28	12:36
12:00	12:16	12:30	12:37	12:45	12:58	1:09	1:17
12:40	12:56	1:12	1:19	1:27	1:41	1:52	2:01
1:35	1:51	2:07	2:14	2:24	2:38	2:50	2:59
2:25	2:40	2:56	3:04	3:14	3:28	3:40	3:49
3:10	3:28	3:45	3:53	4:05	4:22	4:34	4:43
4:00	4:18	4:38	4:46	4:57	5:11	5:23	5:32
4:55	5:13	5:35	5:43	5:54	6:08	6:22	6:30
5:55	6:10	6:30	6:38	6:47	7:01	7:12	7:20
6:50	7:05	7:20	7:26	7:35	7:48	7:59	8:07
7:30	7:43	7:56	8:02	8:10	8:22	8:32	8:39

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	SAN JACINTO & NAVAJO	CLARK & CAJALCO	PARSONS & MARKHAM	TRAUTWEIN & VAN BUREN	MISSION GROVE & MISSION VILLAGE	CHICAGO & 12TH	VINE STREET MOBILITY HUB
1	2	3	4N	5	6	7	8
5:25	5:31	5:43	5:55	6:03	6:07	6:18	6:31
7:00	7:06	7:18	7:30	7:38	7:42	7:53	8:06
8:30	8:36	8:48	9:00	9:08	9:13	9:24	9:37
10:00	10:06	10:18	10:30	10:39	10:44	10:56	11:10
11:30	11:36	11:48	12:00	12:09	12:14	12:26	12:40
1:00	1:07	1:19	1:31	1:40	1:45	1:57	2:11
2:30	2:37	2:50	3:02	3:11	3:16	3:28	3:42
4:00	4:07	4:20	4:32	4:41	4:45	4:57	5:11
5:30	5:37	5:50	6:02	6:11	6:15	6:27	6:40
7:00	7:07	7:20	7:31	7:39	7:43	7:53	8:06

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

VINE STREET MOBILITY HUB	CHICAGO & 12TH	MISSION GROVE & MISSION VILLAGE	TRAUTWEIN & VAN BUREN	MARKHAM & PARSONS	CLARK & CAJALCO	SAN JACINTO & NAVAJO	PERRIS STATION TRANSIT CENTER
8	7	6	5	4S	3	2	1
7:00	7:13	7:26	7:32	7:39	7:51	8:03	8:11
8:32	8:45	8:58	9:04	9:11	9:24	9:36	9:44
9:55	10:10	10:25	10:32	10:40	10:53	11:04	11:12
11:25	11:40	11:55	12:02	12:10	12:23	12:34	12:42
12:55	1:10	1:24	1:31	1:39	1:52	2:03	2:11
2:25	2:40	2:54	3:01	3:09	3:22	3:33	3:41
3:55	4:10	4:24	4:31	4:39	4:52	5:03	5:11
5:25	5:40	5:54	6:01	6:09	6:22	6:33	6:41
7:06	7:21	7:34	7:41	7:48	8:00	8:10	8:18



NEVER WALK IN FRONT OF A BUS TO CROSS THE STREET

Stay safe by using a crosswalk whenever possible and waiting until you can clearly see traffic.

NUNCA CAMINE EN FRENTE DE UN AUTOBÚS PARA CRUZAR LA CALLE

Manténgase seguro utilizando el paso de peatones siempre que sea posible y esperando hasta que pueda ver claramente el tráfico.

23

TEMECULA - MURRIETA - WILDOMAR

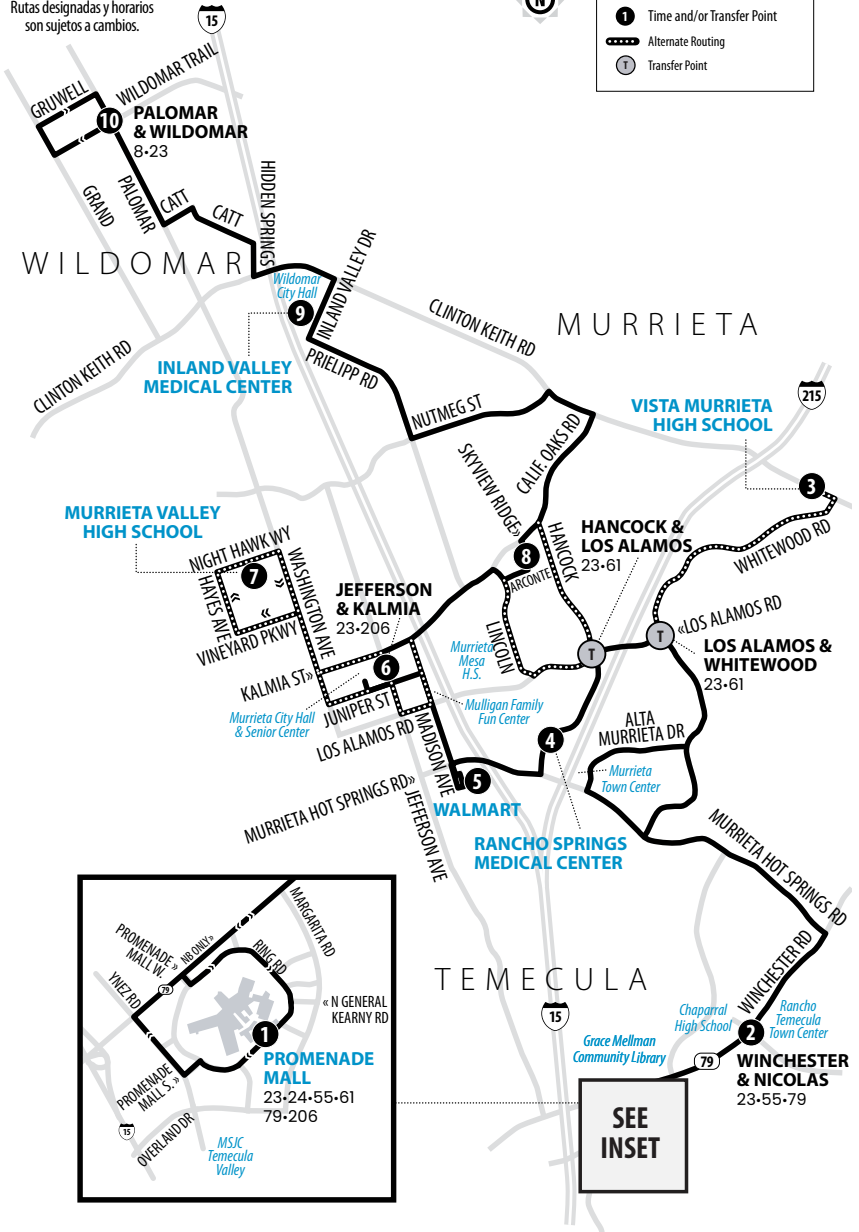
Information Center
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RiversideTransit.com
RTABUS.com

Routing and timetables
subject to change.
Rutas designadas y horarios
son sujetos a cambios.



Legend | Map not to scale

- 1** Time and/or Transfer Point
- ⋯** Alternate Routing
- T** Transfer Point



23

NORTHBOUND TO WILDOMAR | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

A = Alternate routing from Murrieta Valley High School, operates when school is in session.

	PROMENADE MALL	WINCHESTER & NICOLAS	RANCHO SPRINGS MEDICAL CENTER	MURRIETA WALMART	JEFFERSON & KALMIA	MURRIETA VALLEY HIGH SCHOOL	SKYVIEW RIDGE AMANDA APTS	INLAND VALLEY MEDICAL CENTER	PALOMAR & WILDOMAR
	1	2	4	5	6	7	8	9	10
	7:05	7:14	7:38	7:44	7:52	—	7:59	8:11	8:27
	8:20	8:29	8:59	9:05	9:14	—	9:20	9:30	9:46
	9:26	9:35	10:01	10:07	10:16	—	10:22	10:32	10:52
	10:30	10:39	11:05	11:11	11:21	—	11:28	11:38	11:56
	11:50	12:02	12:34	12:40	12:50	—	12:57	1:07	1:25
	1:00	1:11	1:41	1:47	1:57	—	2:04	2:14	2:32
	2:00	2:11	2:42	2:48	2:58	—	3:05	3:16	3:34
A	—	—	—	—	—	3:42	—	4:24	—
	3:35	3:48	4:23	4:29	4:39	—	4:46	4:57	5:15
	4:55	5:06	5:42	5:48	5:57	—	6:03	6:13	6:31
	5:50	6:01	6:33	6:39	6:48	—	6:54	7:04	7:21
	7:03	7:14	7:43	7:49	7:58	—	8:04	8:14	—

23

SOUTHBOUND TO TEMECULA (PROMENADE MALL) | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

B = Alternate routing to Murrieta Valley High School, operates when school is in session.

C = Alternate routing from Vista Murrieta High School, operates when school is in session.

	PALOMAR & WILDOMAR	INLAND VALLEY MEDICAL CENTER	SKYVIEW RIDGE AMANDA APTS	MURRIETA VALLEY HIGH SCHOOL	JEFFERSON & KALMIA	MURRIETA WALMART	RANCHO SPRINGS MEDICAL CENTER	VISTA MURRIETA HIGH SCHOOL	WINCHESTER & NICOLAS	PROMENADE MALL
	10	9	8	7	6	5	4	3	2	1
	6:04	6:17	6:28	—	6:36	6:45	6:50	—	7:12	7:20
	7:00	7:14	7:25	—	7:34	7:42	7:47	—	8:12	8:20
B	—	7:43	7:55	8:09	—	—	—	—	—	—
	8:37	8:51	9:03	—	9:12	9:23	9:28	—	9:52	10:02
	9:54	10:08	10:20	—	10:29	10:41	10:46	—	11:10	11:20
	11:02	11:16	11:28	—	11:37	11:48	11:53	—	12:17	12:27
	12:14	12:28	12:40	—	12:49	1:00	1:05	—	1:29	1:39
	1:12	1:26	1:38	—	1:50	2:01	2:06	—	2:30	2:40
	2:30	2:43	2:55	—	3:04	3:15	3:20	—	3:44	3:53
C	—	—	—	—	—	—	—	3:43	4:08	4:17
	3:46	3:58	4:09	—	4:19	4:29	4:34	—	4:58	5:07
	5:25	5:37	5:48	—	5:56	6:06	6:11	—	6:32	6:41
	6:39	6:51	7:02	—	7:10	7:20	7:25	—	7:46	7:55

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PROMENADE MALL	WINCHESTER & NICOLAS	RANCHO SPRINGS MEDICAL CENTER	MURRIETA WALMART	JEFFERSON & KALMIA	SKYVIEW RIDGE AMANDA APTS	INLAND VALLEY MEDICAL CENTER	PALOMAR & WILDOMAR
1	2	4	5	6	8	9	10
7:56	8:05	8:27	8:33	8:41	8:48	8:57	9:12
8:56	9:05	9:27	9:33	9:43	9:50	10:00	10:15
10:06	10:17	10:39	10:45	10:55	11:02	11:12	11:27
11:11	11:23	11:49	11:55	12:05	12:12	12:22	12:37
12:25	12:37	1:05	1:11	1:21	1:28	1:38	1:55
1:39	1:51	2:19	2:25	2:35	2:42	2:51	3:08
2:44	2:56	3:24	3:30	3:40	3:47	3:56	4:13
3:56	4:08	4:36	4:42	4:52	4:59	5:09	5:26
5:06	5:18	5:46	5:52	6:02	6:09	6:19	6:34
6:10	6:22	6:50	6:56	7:04	7:11	7:26	—

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PALOMAR & WILDOMAR	INLAND VALLEY MEDICAL CENTER	SKYVIEW RIDGE AMANDA APTS	JEFFERSON & KALMIA	MURRIETA WALMART	RANCHO SPRINGS MEDICAL CENTER	WINCHESTER & NICOLAS	PROMENADE MALL
10	9	8	6	5	4	2	1
7:19	7:31	7:41	7:49	7:57	8:02	8:22	8:31
8:33	8:45	8:55	9:04	9:12	9:17	9:37	9:46
9:42	9:54	10:04	10:13	10:23	10:28	10:48	10:57
10:48	11:00	11:10	11:19	11:29	11:35	11:55	12:04
11:52	12:05	12:15	12:24	12:34	12:40	1:00	1:09
1:05	1:18	1:28	1:37	1:47	1:53	2:13	2:22
2:17	2:29	2:39	2:48	2:58	3:04	3:24	3:33
3:32	3:44	3:54	4:03	4:13	4:19	4:39	4:48
4:46	4:58	5:08	5:17	5:27	5:33	5:53	6:02
5:46	5:58	6:08	6:16	6:26	6:32	6:52	7:01

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24

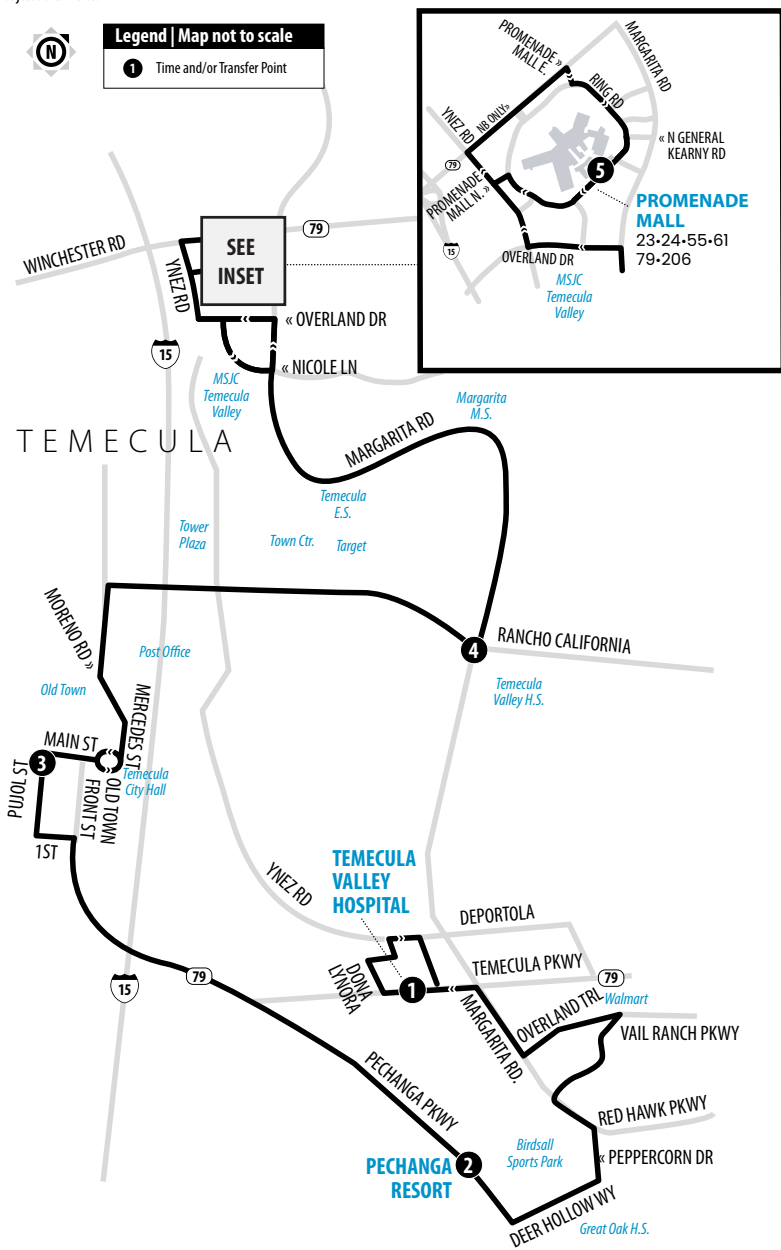
PROMENADE MALL - PECHANGA RESORT - TEMECULA VALLEY HOSPITAL

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.



Legend | Map not to scale

1 Time and/or Transfer Point



24

NORTHBOUND TO PROMENADE MALL | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

TEMECULA VALLEY HOSPITAL	PECHANGA RESORT	PUJOL & MAIN	MARGARITA & RANCHO CALIFORNIA	PROMENADE MALL
1	2	3	4	5
6:50	7:16	7:29	7:44	8:03
8:00	8:26	8:43	8:58	9:17
9:00	9:26	9:43	9:58	10:18
10:20	10:46	11:01	11:16	11:36
11:30	11:59	12:14	12:29	12:52
12:30	12:59	1:14	1:29	1:52
1:50	2:19	2:33	2:48	3:11
3:20	3:49	4:07	4:23	4:46
4:15	4:44	4:59	5:15	5:37
5:25	5:54	6:08	6:20	6:41
6:40	7:09	7:23	7:35	7:53

24

SOUTHBOUND TO TEMECULA VALLEY HOSPITAL | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PROMENADE MALL	MARGARITA & RANCHO CALIFORNIA	PUJOL & MAIN	PECHANGA RESORT	TEMECULA VALLEY HOSPITAL
5	4	3	2	1
6:40	6:51	7:02	7:12	7:34
7:30	7:45	7:56	8:06	8:28
9:00	9:15	9:30	9:43	10:06
10:10	10:25	10:42	10:55	11:18
11:28	11:44	12:03	12:16	12:39
12:30	12:46	1:02	1:15	1:38
1:55	2:12	2:28	2:41	3:04
2:50	3:07	3:22	3:35	3:58
4:00	4:17	4:32	4:45	5:07
5:15	5:32	5:47	6:00	6:22
6:50	7:07	7:22	7:35	7:57

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

TEMECULA VALLEY HOSPITAL	PECHANGA RESORT	PUJOL & MAIN	MARGARITA & RANCHO CALIFORNIA	PROMENADE MALL
1	2	3	4	5
7:40	8:06	8:18	8:33	8:46
8:48	9:14	9:28	9:43	9:56
9:52	10:18	10:31	10:46	11:01
11:05	11:34	11:47	12:02	12:17
12:19	12:48	1:01	1:16	1:31
1:23	1:52	2:05	2:21	2:36
2:33	3:02	3:15	3:31	3:46
3:45	4:14	4:27	4:43	4:56
4:55	5:24	5:37	5:49	6:00
6:10	6:39	6:52	7:04	7:13

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PROMENADE MALL	MARGARITA & RANCHO CALIFORNIA	PUJOL & MAIN	PECHANGA RESORT	TEMECULA VALLEY HOSPITAL
5	4	3	2	1
7:49	8:00	8:11	8:21	8:38
8:41	8:56	9:11	9:24	9:42
9:54	10:09	10:26	10:39	10:57
11:05	11:21	11:40	11:53	12:11
12:12	12:28	12:44	12:57	1:15
1:19	1:36	1:52	2:05	2:23
2:32	2:49	3:04	3:17	3:35
3:43	4:00	4:15	4:28	4:45
4:58	5:15	5:30	5:43	6:00
6:12	6:29	6:44	6:57	7:14



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GALLERIA AT TYLER - PERRIS STATION TRANSIT CENTER

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.



Legend | Map not to scale

- 1** Time and/or Transfer Point
- T** Transfer Point

GALLERIA AT TYLER
1-10-12-13-14-15-21-27-200
Boarding diagram pg 27

**PERRIS STATION
TRANSIT CENTER**
9-19-22-27-28-30
61-METROLINK
Boarding diagram pg 30



27

NORTHBOUND TO GALLERIA AT TYLER | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	TRAUTWEIN & VAN BUREN	VAN BUREN & WASHINGTON	GALLERIA AT TYLER
4	3	2	1
5:23	5:49	5:55	6:15
6:27	6:53	7:00	7:20
7:27	8:00	8:12	8:33
8:30	8:58	9:06	9:26
9:28	9:56	10:04	10:24
10:20	10:50	10:58	11:18
11:20	11:51	11:59	12:19
12:20	12:52	1:00	1:20
1:20	1:52	2:00	2:21
2:23	2:55	3:06	3:27
3:43	4:15	4:25	4:46
4:31	5:03	5:12	5:31
5:25	5:56	6:05	6:24
6:27	6:57	7:05	7:23
7:25	7:53	7:59	8:16
8:25	8:52	8:58	9:15

27

SOUTHBOUND TO PERRIS STATION TRANSIT CENTER | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

GALLERIA AT TYLER	VAN BUREN & WASHINGTON	TRAUTWEIN & VAN BUREN	PERRIS STATION TRANSIT CENTER
1	2	3	4
6:25	6:41	6:48	7:17
7:15	7:31	7:40	8:09
8:15	8:36	8:49	9:18
9:15	9:33	9:40	10:09
10:10	10:31	10:39	11:08
11:10	11:31	11:39	12:08
12:10	12:31	12:40	1:09
1:10	1:31	1:41	2:13
2:24	2:45	2:56	3:30
3:14	3:35	3:47	4:21
4:09	4:30	4:41	5:15
5:09	5:31	5:43	6:17
6:10	6:31	6:42	7:12
7:10	7:30	7:39	8:07
8:10	8:28	8:36	9:03

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	TRAUTWEIN & VAN BUREN	VAN BUREN & WASHINGTON	GALLERIA AT TYLER
4	3	2	1
5:30	5:56	6:00	6:15
6:45	7:11	7:17	7:32
8:18	8:44	8:50	9:07
9:45	10:13	10:19	10:37
11:15	11:45	11:52	12:11
12:45	1:15	1:21	1:42
2:15	2:45	2:51	3:12
3:45	4:15	4:21	4:42
5:15	5:45	5:51	6:09
6:45	7:15	7:20	7:37
8:15	8:41	8:46	9:03

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

GALLERIA AT TYLER	VAN BUREN & WASHINGTON	TRAUTWEIN & VAN BUREN	PERRIS STATION TRANSIT CENTER
1	2	3	4
6:50	7:05	7:10	7:39
8:20	8:37	8:42	9:12
9:50	10:12	10:18	10:50
11:18	11:40	11:46	12:18
12:50	1:12	1:18	1:50
2:18	2:40	2:46	3:18
3:50	4:12	4:19	4:51
5:20	5:42	5:49	6:21
6:50	7:10	7:15	7:45
8:20	8:38	8:43	9:11



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28

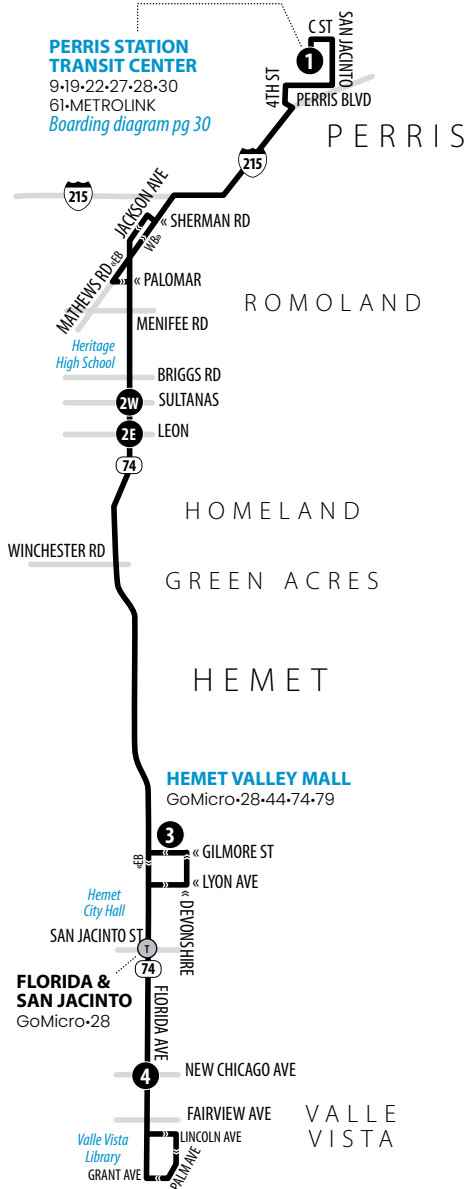
PERRIS STATION - HEMET - FLORIDA & NEW CHICAGO

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.



Legend | Map not to scale

- 1** Time and/or Transfer Point
- T** Transfer Point



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

* Trip will end at Florida Ave. & State St. bus stop at 12:22 a.m.

PERRIS STATION TRANSIT CENTER	HWY 74 & LEON	HEMET VALLEY MALL	FLORIDA & NEW CHICAGO
1	2E	3	4
4:25	4:43	5:00	5:30
5:15	5:33	5:50	6:20
5:55	6:14	6:35	7:05
6:35	6:56	7:17	7:51
7:15	7:36	7:57	8:31
7:45	8:09	8:30	9:04
8:42	9:03	9:28	10:02
9:25	9:46	10:09	10:49
10:00	10:21	10:44	11:19
10:35	10:56	11:19	11:54
11:05	11:26	11:55	12:35
11:45	12:07	12:33	1:13
12:30	12:52	1:18	1:58
1:08	1:30	1:59	2:39
1:43	2:07	2:36	3:16
2:18	2:42	3:08	3:48
2:58	3:22	3:48	4:28
3:40	4:08	4:35	5:15
4:20	4:44	5:11	5:51
4:50	5:14	5:38	6:14
5:25	5:47	6:11	6:47
6:05	6:27	6:51	7:27
6:45	7:07	7:31	8:07
7:20	7:42	8:04	8:38
8:00	8:19	8:41	9:15
9:00	9:19	9:44	10:18
10:00	10:19	10:41	11:15
11:43	11:59	12:16*	—

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

* Trip begins 8 minutes earlier at Lincoln & Palm.

FLORIDA & NEW CHICAGO	HEMET VALLEY MALL	HWY 74 & SULTANAS	PERRIS STATION TRANSIT CENTER
4	3	2W	1
—	3:41	3:54	4:14
—	4:31	4:44	5:04
4:48*	5:08	5:23	5:43
5:25*	5:45	6:00	6:22
6:00	6:21	6:38	7:00
6:35	6:56	7:13	7:35
7:20	7:45	8:04	8:26
8:05	8:30	8:49	9:11
8:42	9:07	9:24	9:46
9:20	9:45	10:02	10:24
9:45*	10:11	10:30	10:52
10:20	10:46	11:05	11:27
11:00	11:29	11:51	12:18
11:35	12:04	12:26	12:53
12:10	12:39	1:05	1:32
12:45	1:11	1:32	1:59
1:25	1:54	2:15	2:42
2:10	2:37	2:57	3:24
2:50	3:17	3:41	4:08
3:26	3:53	4:13	4:38
4:00	4:25	4:45	5:10
4:40	5:05	5:25	5:50
5:25	5:50	6:10	6:35
6:03	6:28	6:48	7:10
6:35	6:56	7:14	7:36
7:05	7:26	7:44	8:04
7:40	8:01	8:19	8:39
8:50	9:09	9:27	9:47
9:34	9:53	10:08	10:28
10:34	10:51	11:06	11:26

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

* Trip will end at Florida Ave. & State St. bus stop at 12:13 a.m.

PERRIS STATION TRANSIT CENTER	HWY 74 & LEON	HEMET VALLEY MALL	FLORIDA & NEW CHICAGO
1	2E	3	4
6:20	6:38	6:56	7:26
7:20	7:38	7:57	8:27
8:20	8:38	8:59	9:32
9:20	9:38	10:01	10:38
10:20	10:41	11:04	11:41
11:18	11:39	12:02	12:39
12:21	12:42	1:10	1:47
1:20	1:41	2:09	2:46
2:24	2:45	3:13	3:50
3:20	3:41	4:09	4:46
4:20	4:41	5:06	5:43
5:22	5:43	6:11	6:48
6:20	6:41	7:04	7:39
7:20	7:39	8:02	8:37
8:20	8:39	9:02	9:37
9:20	9:39	10:00	10:35
10:20	10:39	10:56	11:23
11:37	11:53	12:10*	—

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

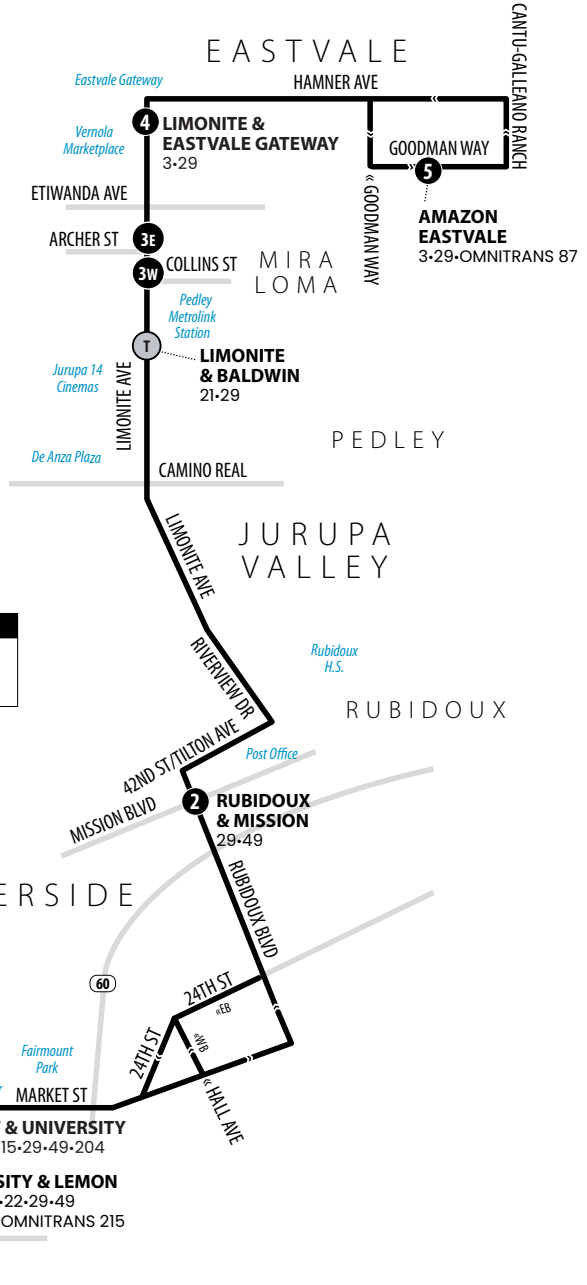
* Trip begins 8 minutes earlier at Lincoln & Palm.

FLORIDA & NEW CHICAGO	HEMET VALLEY MALL	HWY 74 & SULTANAS	PERRIS STATION TRANSIT CENTER
4	3	2W	1
—	4:29	4:43	5:01
5:18*	5:38	5:52	6:10
6:53*	7:15	7:32	7:50
7:53	8:15	8:33	8:52
8:51	9:15	9:34	9:53
9:53	10:17	10:40	11:02
10:53	11:20	11:41	12:03
11:53	12:23	12:44	1:06
12:53	1:20	1:45	2:07
1:57	2:24	2:49	3:09
2:56	3:23	3:44	4:04
4:00	4:24	4:45	5:05
4:56	5:20	5:40	6:00
5:53	6:17	6:37	6:56
6:58	7:19	7:38	7:55
7:53	8:14	8:33	8:50
8:53	9:14	9:31	9:48

29

DOWNTOWN RIVERSIDE - JURUPA VALLEY - EASTVALE

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.



29

EASTBOUND TO DOWNTOWN RIVERSIDE | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

AMAZON EASTVALE	LIMONITE & EASTVALE GATEWAY	LIMONITE & ARCHER	RUBIDOUX & MISSION	VINE STREET MOBILITY HUB
5	4	3E	2	1
5:00	5:09	5:19	5:33	5:56
6:10	6:19	6:29	6:43	7:06
7:28	7:38	7:51	8:07	8:29
8:55	9:05	9:17	9:33	9:58
10:08	10:19	10:31	10:47	11:12
11:28	11:40	11:52	12:08	12:33
12:46	12:58	1:12	1:28	1:53
2:04	2:16	2:32	2:49	3:14
3:25	3:37	3:53	4:10	4:35
4:55	5:07	5:23	5:40	6:05
6:25	6:37	6:51	7:06	7:29
7:42	7:52	8:06	8:21	8:44

29

WESTBOUND TO EASTVALE | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

VINE STREET MOBILITY HUB	RUBIDOUX & MISSION	LIMONITE & COLLINS	LIMONITE & EASTVALE GATEWAY	AMAZON EASTVALE
1	2	3W	4	5
5:05	5:26	5:39	5:49	5:59
6:20	6:42	6:56	7:07	7:17
7:30	7:55	8:09	8:21	8:31
8:55	9:20	9:36	9:48	9:58
10:09	10:34	10:50	11:02	11:12
11:25	11:50	12:06	12:18	12:28
12:43	1:13	1:31	1:43	1:53
2:03	2:33	2:51	3:05	3:15
3:32	4:00	4:18	4:32	4:42
5:05	5:33	5:51	6:04	6:14
6:28	6:53	7:09	7:22	7:32
7:58	8:23	8:37	8:50	9:00
9:17	9:42	9:56	10:08	10:18

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

AMAZON EASTVALE	LIMONITE & EASTVALE GATEWAY	LIMONITE & ARCHER	RUBIDOUX & MISSION	VINE STREET MOBILITY HUB
5	4	3E	2	1
5:57	6:06	6:17	6:31	6:50
6:56	7:05	7:16	7:30	7:49
8:04	8:13	8:25	8:39	9:00
9:09	9:19	9:31	9:47	10:10
10:21	10:31	10:43	10:59	11:22
11:33	11:43	11:55	12:11	12:34
12:46	12:56	1:10	1:26	1:49
2:04	2:14	2:30	2:46	3:09
3:13	3:23	3:39	3:55	4:18
4:33	4:43	4:59	5:15	5:38
5:41	5:51	6:05	6:21	6:42
7:00	7:10	7:24	7:40	8:01

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

VINE STREET MOBILITY HUB	RUBIDOUX & MISSION	LIMONITE & COLLINS	LIMONITE & EASTVALE GATEWAY	AMAZON EASTVALE
1	2	3W	4	5
5:55	6:16	6:28	6:38	6:46
7:00	7:21	7:35	7:46	7:54
7:59	8:24	8:40	8:51	8:59
9:10	9:35	9:51	10:03	10:11
10:20	10:45	11:01	11:15	11:23
11:32	11:58	12:14	12:28	12:36
12:44	1:10	1:26	1:40	1:48
1:59	2:25	2:41	2:55	3:03
3:19	3:45	4:01	4:15	4:23
4:28	4:54	5:10	5:23	5:31
5:48	6:13	6:29	6:42	6:50
6:52	7:17	7:30	7:43	7:51
8:11	8:36	8:49	9:01	9:09

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30

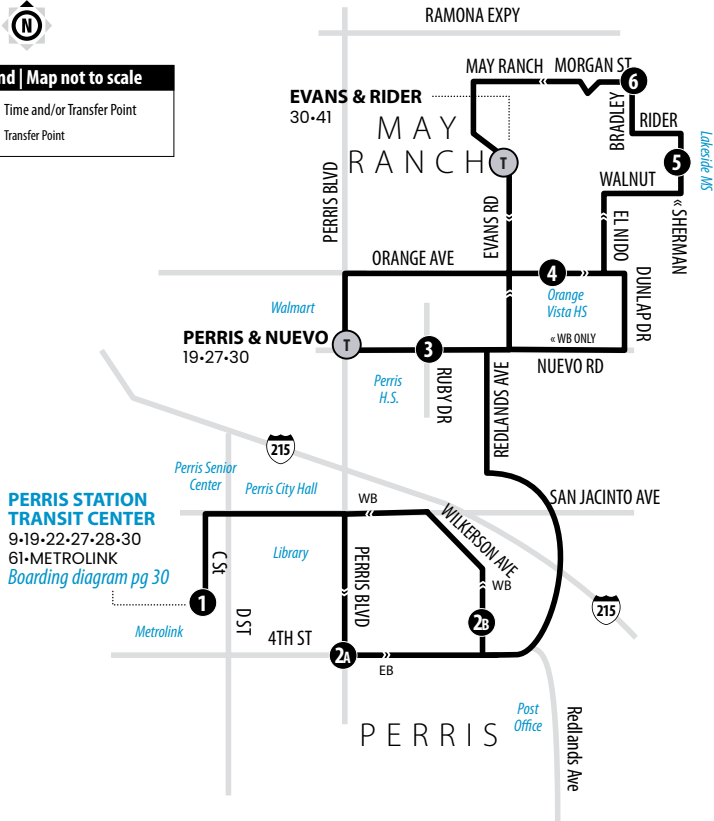
PERRIS STATION TRANSIT CENTER - MAY RANCH

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.



Legend | Map not to scale

- 1** Time and/or Transfer Point
- T** Transfer Point



30**LOOP | WEEKDAYS**

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
 S = Operates when school is in session only.

	PERRIS STATION TRANSIT CENTER	4TH & PERRIS	NUEVO & RUBY	ORANGE VISTA HIGH SCHOOL	SHERMAN & WALNUT	MORGAN & BRADLEY	ORANGE VISTA HIGH SCHOOL	NUEVO & RUBY	WILKERSON & 4TH	PERRIS STATION TRANSIT CENTER
	1	2A	3	4	5	6	4	3	2B	1
	5:10	5:14	5:19	5:32	5:39	5:43	5:51	6:11	6:19	6:25
	6:53	6:57	7:05	7:16	7:21	7:27	7:38	8:00	8:07	8:15
	8:25	8:29	8:37	8:48	8:53	8:59	9:08	9:29	9:37	9:45
	9:55	10:04	10:12	10:23	10:28	10:32	10:40	11:01	11:09	11:17
	11:28	11:37	11:47	11:58	12:03	12:07	12:15	12:36	12:44	12:52
	1:00	1:09	1:19	1:31	1:36	1:40	1:48	2:06	2:13	2:21
	2:30	2:39	2:49	3:01	3:07	3:11	3:20	3:42	3:49	3:57
S	—	—	—	3:45	3:52	3:57	4:06	4:25	—	—
	3:45	3:54	4:04	4:16	4:20	4:25	4:34	4:53	5:00	5:08
	5:17	5:26	5:36	5:49	5:53	5:57	6:06	6:25	6:32	6:42
	6:55	7:04	7:13	7:26	7:30	7:34	7:43	8:02	8:09	8:19
	8:29	8:38	8:45	8:55	8:59	9:03	9:12	9:32	9:39	9:47

30**LOOP | WEEKENDS**

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

	PERRIS STATION TRANSIT CENTER	4TH & PERRIS	NUEVO & RUBY	ORANGE VISTA HIGH SCHOOL	SHERMAN & WALNUT	MORGAN & BRADLEY	ORANGE VISTA HIGH SCHOOL	NUEVO & RUBY	WILKERSON & 4TH	PERRIS STATION TRANSIT CENTER
	1	2A	3	4	5	6	4	3	2B	1
	7:45	7:49	7:56	8:05	8:10	8:14	8:23	8:44	8:52	8:59
	9:10	9:14	9:22	9:32	9:37	9:41	9:50	10:12	10:20	10:27
	10:37	10:41	10:49	10:59	11:04	11:08	11:17	11:39	11:47	11:54
	12:13	12:17	12:25	12:35	12:40	12:44	12:53	1:15	1:23	1:30
	1:40	1:44	1:52	2:02	2:07	2:11	2:20	2:42	2:50	2:57
	3:05	3:09	3:17	3:27	3:32	3:36	3:45	4:07	4:15	4:22
	4:29	4:33	4:41	4:51	4:56	5:00	5:09	5:30	5:38	5:45
	5:53	5:57	6:05	6:15	6:20	6:24	6:33	6:54	7:02	7:09

31

SAN JACINTO - BEAUMONT - BANNING - MORENO VALLEY

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



31

NORTHBOUND TO MORENO VALLEY MALL | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MT. SAN JACINTO COLLEGE SAN JACINTO	BEAUMONT WALMART	SUN LAKES AT VILLAGE	SUPER WALMART AT MORENO BEACH DR	RIVERSIDE UNIVERSITY MEDICAL CENTER	MORENO VALLEY SENIOR CENTER	MORENO VALLEY MALL
1	2	3	4	5	6	7
5:33	5:52	5:57	6:19	6:32	6:45	6:59
6:50	7:09	7:14	7:36	7:49	8:02	8:16
7:48	8:07	8:12	8:34	8:47	9:00	9:14
9:03	9:23	9:28	9:50	10:03	10:16	10:32
10:10	10:30	10:35	10:58	11:11	11:24	11:40
11:20	11:41	11:46	12:09	12:22	12:35	12:51
12:25	12:46	12:52	1:15	1:28	1:41	1:57
2:05	2:25	2:31	2:54	3:07	3:20	3:36
2:50	3:11	3:16	3:41	3:54	4:07	4:23
4:10	4:30	4:36	5:01	5:14	5:27	5:43
5:39	5:59	6:04	6:29	6:42	6:55	7:09
6:28	6:47	6:51	7:16	7:29	7:42	7:55

31

SOUTHBOUND TO MSJC SAN JACINTO | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	MORENO VALLEY SENIOR CENTER	RIVERSIDE UNIVERSITY MEDICAL CENTER	SUPER WALMART AT MORENO BEACH DR	SUN LAKES AT VILLAGE	BEAUMONT WALMART	MT. SAN JACINTO COLLEGE SAN JACINTO
7	6	5	4	3	2	1
6:00	6:10	6:24	6:33	7:02	7:07	7:31
7:20	7:30	7:45	7:54	8:21	8:27	8:53
8:25	8:37	8:50	8:59	9:26	9:31	9:55
9:35	9:45	9:59	10:08	10:37	10:42	11:06
10:45	10:55	11:10	11:19	11:48	11:53	12:19
12:00	12:11	12:24	12:33	1:01	1:07	1:33
1:00	1:11	1:25	1:34	2:02	2:07	2:33
2:15	2:26	2:40	2:49	3:17	3:23	3:51
3:50	4:01	4:15	4:24	4:52	4:58	5:26
4:30	4:41	4:54	5:03	5:31	5:36	6:06
5:50	6:01	6:13	6:22	6:50	6:55	7:18
7:20	7:31	7:45	7:54	8:22	8:27	8:50

31

NORTHBOUND TO MORENO VALLEY MALL | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MT. SAN JACINTO COLLEGE SAN JACINTO	BEAUMONT WALMART	SUN LAKES AT VILLAGE	SUPER WALMART AT MORENO BEACH DR	RIVERSIDE UNIVERSITY MEDICAL CENTER	MORENO VALLEY SENIOR CENTER	MORENO VALLEY MALL
1	2	3	4	5	6	7
7:33	7:51	7:54	8:22	8:34	8:46	9:06
8:41	8:59	9:02	9:32	9:44	9:56	10:16
10:00	10:18	10:21	10:51	11:03	11:15	11:35
11:04	11:22	11:25	11:55	12:07	12:19	12:39
12:15	12:33	12:36	1:06	1:18	1:30	1:50
1:19	1:37	1:40	2:10	2:22	2:34	2:54
2:32	2:50	2:53	3:23	3:35	3:47	4:07
3:42	4:00	4:03	4:33	4:45	4:57	5:17
4:53	5:11	5:14	5:44	5:56	6:08	6:28
5:59	6:16	6:19	6:49	7:01	7:13	7:33

31

SOUTHBOUND TO MSJC SAN JACINTO | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	MORENO VALLEY SENIOR CENTER	RIVERSIDE UNIVERSITY MEDICAL CENTER	SUPER WALMART AT MORENO BEACH DR	SUN LAKES AT VILLAGE	BEAUMONT WALMART	MT. SAN JACINTO COLLEGE SAN JACINTO
7	6	5	4	3	2	1
7:10	7:22	7:34	7:43	8:11	8:16	8:36
8:24	8:36	8:48	8:57	9:25	9:30	9:50
9:25	9:37	9:49	9:58	10:27	10:32	10:52
10:33	10:45	10:57	11:06	11:35	11:40	12:00
11:45	11:57	12:09	12:18	12:47	12:52	1:12
12:56	1:08	1:20	1:29	1:58	2:03	2:23
2:07	2:19	2:31	2:40	3:09	3:14	3:34
3:08	3:20	3:32	3:41	4:10	4:15	4:35
4:22	4:34	4:46	4:55	5:24	5:29	5:49
5:34	5:46	5:58	6:07	6:35	6:39	6:58
6:52	7:04	7:16	7:25	7:53	7:57	8:16



GoMicro

RTA's on-demand service

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Details at [RiversideTransit.com/GoMicro](https://www.riversidetransit.com/GoMicro)



41

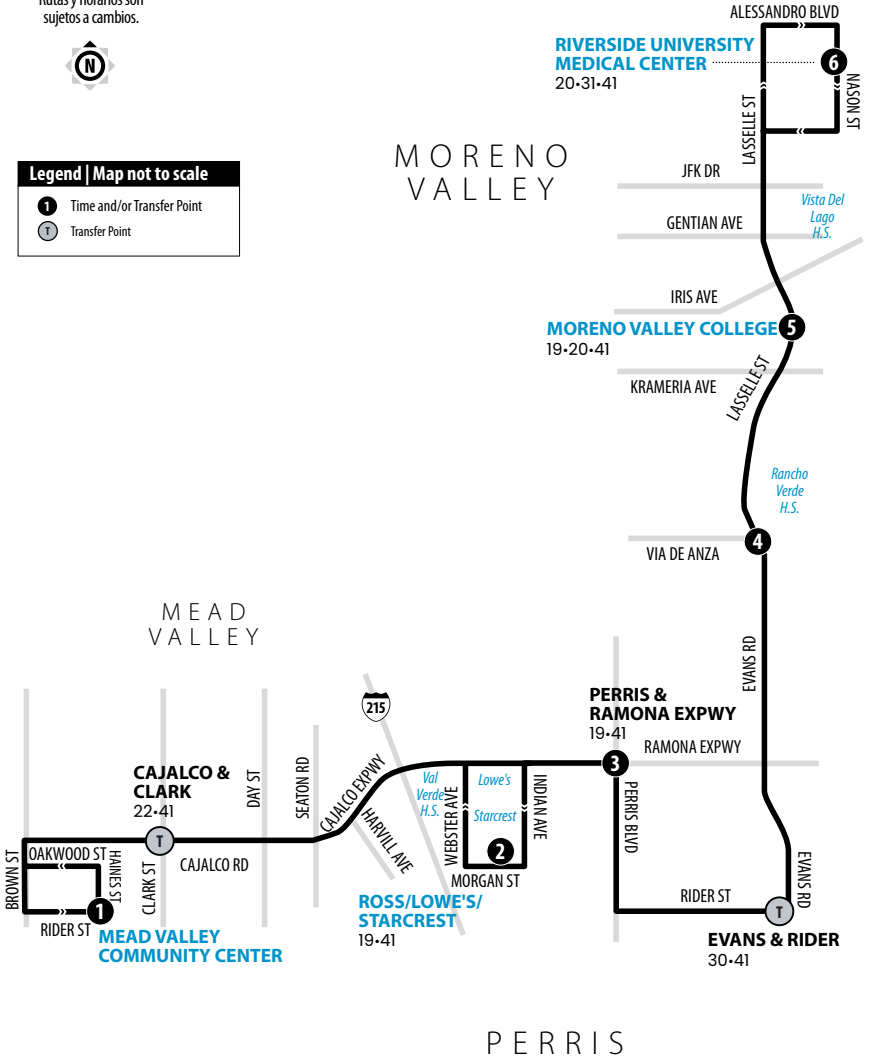
MEAD VALLEY COMMUNITY CENTER- MORENO VALLEY COLLEGE - RUMC

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.



Legend | Map not to scale

- 1** Time and/or Transfer Point
- T** Transfer Point



41**EASTBOUND TO RIVERSIDE UNIVERSITY MEDICAL CENTER | WEEKDAYS**

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

S = Operates when school is in session only.

	MEAD VALLEY COMMUNITY CENTER	ROSS / LOWE'S / STARCREST	PERRIS & RAMONA EXPWY	LASSELLE & VIA DE ANZA	MORENO VALLEY COLLEGE	RIVERSIDE UNIVERSITY MEDICAL CENTER
	1	2	3	4	5	6
	6:20	6:33	6:37	6:49	6:54	7:04
S	7:30	7:46	7:50	8:06	8:13	8:27
	8:14	8:30	8:34	8:46	8:51	9:07
	10:13	10:29	10:34	10:46	10:51	11:06
	12:11	12:27	12:32	12:44	12:49	1:04
	2:10	2:27	2:32	2:45	2:50	3:05
S	—	—	—	3:50	3:55	4:12
	3:30	3:49	3:54	4:09	4:16	4:31
	5:31	5:48	5:53	6:06	6:11	6:26

41**WESTBOUND TO MEAD VALLEY COMMUNITY CENTER | WEEKDAYS**

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

RIVERSIDE UNIVERSITY MEDICAL CENTER	MORENO VALLEY COLLEGE	LASSELLE & VIA DE ANZA	PERRIS & RAMONA EXPWY	ROSS / LOWE'S / STARCREST	MEAD VALLEY COMMUNITY CENTER
6	5	4	3	2	1
7:14	7:27	7:33	7:46	7:50	8:07
9:17	9:26	9:31	9:44	9:49	10:03
11:16	11:25	11:30	11:44	11:48	12:01
1:14	1:24	1:29	1:43	1:47	2:02
3:16	3:26	3:31	3:45	3:50	4:07
4:22	4:32	4:37	4:50	4:54	5:09
6:36	6:45	6:50	7:03	7:07	7:20

44

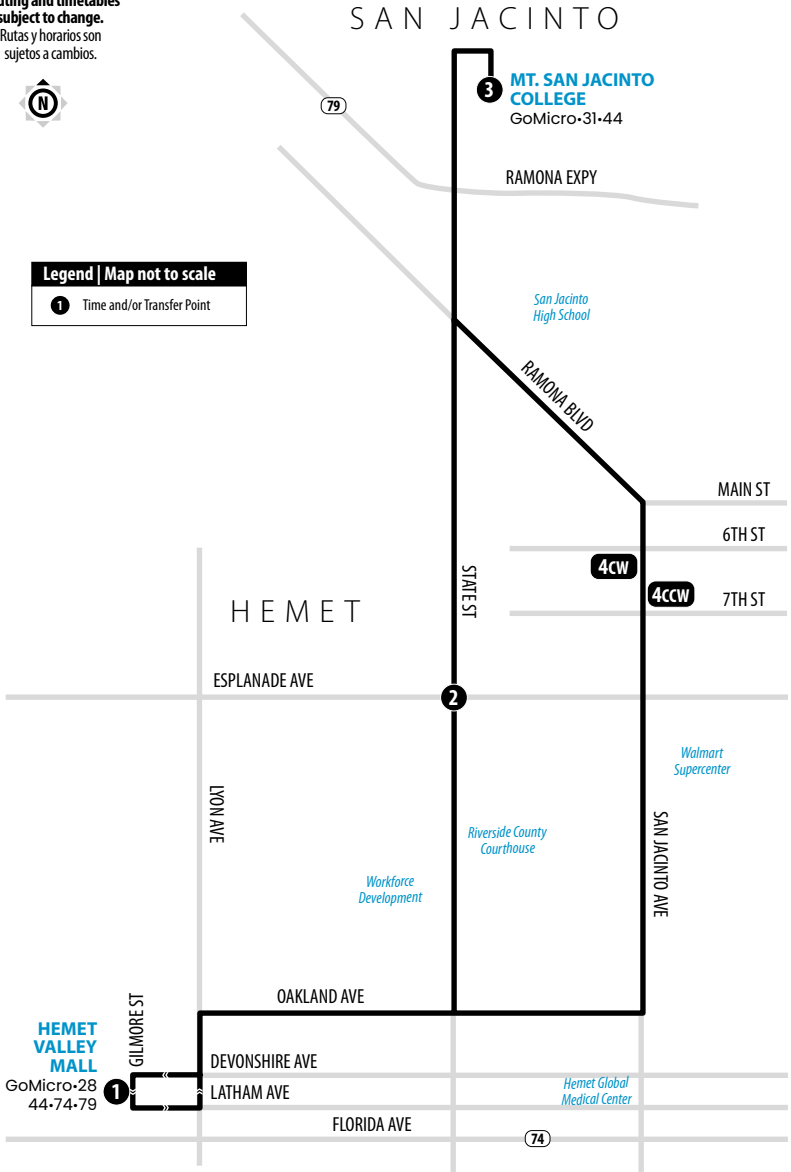
HEMET VALLEY MALL - MT. SAN JACINTO COLLEGE CIRCULATOR

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.



Legend | Map not to scale

1 Time and/or Transfer Point



Trips beginning and ending on Route 44 stops must use Route 44 and cannot be booked on GoMicro.

44

CLOCKWISE | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

HEMET VALLEY MALL	STATE & ESPLANADE	MT. SAN JACINTO COLLEGE SAN JACINTO	SAN JACINTO & SIXTH	HEMET VALLEY MALL
1	2	3	4CW	1
4:55	5:08	5:21	5:34	5:55
6:05	6:18	6:31	6:44	7:05
7:15	7:28	7:41	7:54	8:15
8:28	8:41	8:54	9:07	9:28
9:35	9:48	10:01	10:14	10:35
10:45	10:58	11:11	11:24	11:45
11:55	12:08	12:21	12:34	12:55
1:10	1:23	1:36	1:49	2:10
2:20	2:33	2:46	2:59	3:20
3:30	3:43	3:56	4:09	4:30
4:40	4:53	5:06	5:19	5:40
5:50	6:03	6:16	6:29	6:50
7:00	7:13	7:26	7:39	8:00
8:20	8:33	8:46	8:59	9:20
9:30	9:43	9:56	10:09	10:30

44

COUNTERCLOCKWISE | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MT. SAN JACINTO COLLEGE SAN JACINTO	STATE & ESPLANADE	HEMET VALLEY MALL	SAN JACINTO & SEVENTH	MT. SAN JACINTO COLLEGE SAN JACINTO
3	2	1	4CCW	3
5:00	5:15	5:27	5:47	6:00
6:10	6:25	6:37	6:57	7:10
7:18	7:33	7:45	8:05	8:18
8:46	9:01	9:13	9:33	9:46
9:59	10:14	10:26	10:46	10:59
11:09	11:24	11:36	11:56	12:09
12:35	12:50	1:02	1:22	1:35
2:00	2:15	2:27	2:47	3:00
3:05	3:20	3:32	3:52	4:05
4:15	4:30	4:42	5:02	5:15
5:29	5:44	5:56	6:16	6:28
6:35	6:50	7:02	7:22	7:35
7:45	8:00	8:12	8:32	8:45
8:55	9:10	9:22	9:42	9:55
10:00	10:15	10:27	10:47	11:00

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

HEMET VALLEY MALL	STATE & ESPLANADE	MT. SAN JACINTO COLLEGE SAN JACINTO	SAN JACINTO & SIXTH	HEMET VALLEY MALL
1	2	3	4CW	1
5:35	5:46	5:57	6:08	6:27
6:40	6:51	7:02	7:13	7:32
7:45	7:56	8:07	8:18	8:37
8:50	9:01	9:12	9:23	9:42
9:55	10:06	10:17	10:28	10:47
11:00	11:11	11:22	11:33	11:52
12:05	12:16	12:27	12:38	12:57
1:10	1:21	1:32	1:43	2:02
2:15	2:26	2:37	2:48	3:07
3:20	3:30	3:41	3:52	4:11
4:21	4:32	4:43	4:54	5:13
5:30	5:41	5:52	6:03	6:22
6:35	6:46	6:57	7:08	7:27
7:40	7:51	8:02	8:13	8:32
8:45	8:56	9:07	9:18	9:37

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MT. SAN JACINTO COLLEGE SAN JACINTO	STATE & ESPLANADE	HEMET VALLEY MALL	SAN JACINTO & SEVENTH	MT. SAN JACINTO COLLEGE SAN JACINTO
3	2	1	4CCW	3
5:35	5:48	5:58	6:16	6:27
6:38	6:51	7:01	7:19	7:30
7:45	7:58	8:08	8:26	8:37
8:50	9:03	9:13	9:31	9:42
9:55	10:08	10:18	10:36	10:47
11:00	11:13	11:23	11:41	11:52
12:05	12:18	12:28	12:46	12:57
1:10	1:23	1:33	1:51	2:02
2:15	2:28	2:38	2:56	3:07
3:20	3:31	3:41	3:59	4:10
4:25	4:38	4:48	5:06	5:17
5:30	5:43	5:53	6:11	6:22
6:35	6:48	6:58	7:16	7:27
7:40	7:53	8:03	8:21	8:32
8:45	8:58	9:08	9:26	9:37



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Details at [RiversideTransit.com/GoMicro](https://www.riversidetransit.com/GoMicro)



49

DOWNTOWN RIVERSIDE - COUNTRY VILLAGE - FONTANA

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.



VINE STREET MOBILITY HUB

1-15-22-29-49-200
OMNITRANS 215

Boarding diagram pg 31

Riverside-Downtown
Metrolink
Station

Fox
Theater

UNIVERSITY & LEMON

1-10-14-15-22-29-49
200-204-OMNITRANS 215

MARKET & UNIVERSITY

1-12-13-14-15-29-49-204

MISSION & RUBIDOUX

29-49

RUBIDOUX

BANANA & CHERRY

49
ONIMTRANS 82

COUNTRY VILLAGE

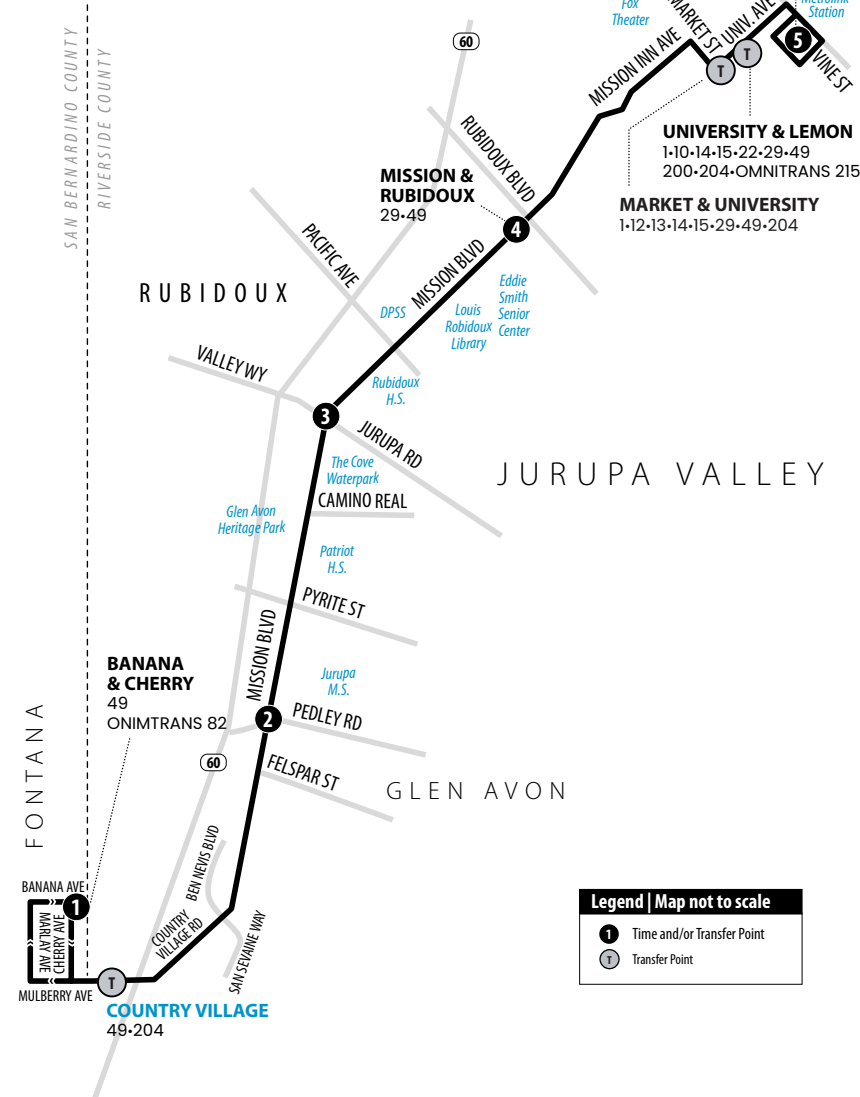
49-204

JURUPA VALLEY

GLEN AVON

Legend | Map not to scale

- 1** Time and/or Transfer Point
- T** Transfer Point



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

BANANA & CHERRY	MISSION & PEDLEY	MISSION & VALLEY	MISSION & RUBIDOUX	VINE STREET MOBILITY HUB
1	2	3	4	5
4:35	4:46	4:53	5:01	5:14
5:40	5:52	5:59	6:07	6:23
6:30	6:42	6:50	6:58	7:14
7:35	7:51	8:02	8:12	8:28
8:57	9:11	9:19	9:29	9:45
9:57	10:10	10:18	10:28	10:44
10:57	11:10	11:18	11:29	11:47
11:57	12:10	12:18	12:29	12:47
1:00	1:14	1:22	1:33	1:51
2:08	2:22	2:32	2:43	3:01
3:37	3:53	4:08	4:21	4:39
4:37	4:51	5:01	5:12	5:30
5:54	6:08	6:17	6:28	6:46
6:51	7:03	7:11	7:19	7:37
8:00	8:12	8:20	8:27	8:43
8:44	8:55	9:03	9:10	9:26

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

VINE STREET MOBILITY HUB	MISSION & RUBIDOUX	MISSION & VALLEY	MISSION & PEDLEY	BANANA & CHERRY
5	4	3	2	1
5:35	5:46	5:54	6:00	6:17
6:40	6:51	6:59	7:05	7:22
7:45	7:59	8:10	8:19	8:36
8:55	9:09	9:18	9:24	9:41
9:55	10:10	10:19	10:25	10:42
10:55	11:10	11:20	11:26	11:43
11:57	12:15	12:25	12:32	12:49
12:57	1:19	1:29	1:36	1:53
2:06	2:26	2:37	2:44	3:04
3:25	3:42	3:53	4:00	4:20
4:49	5:06	5:17	5:24	5:44
5:48	6:06	6:16	6:23	6:40
7:00	7:18	7:26	7:33	7:50
7:47	8:02	8:10	8:17	8:34
8:53	9:08	9:15	9:21	9:38
9:36	9:51	9:58	10:04	10:21

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

BANANA & CHERRY	MISSION & PEDLEY	MISSION & VALLEY	MISSION & RUBIDOUX	VINE STREET MOBILITY HUB
1	2	3	4	5
6:22	6:33	6:40	6:48	7:00
7:09	7:21	7:28	7:36	7:48
7:57	8:09	8:17	8:27	8:40
8:47	8:59	9:07	9:17	9:30
9:41	9:53	10:01	10:11	10:24
10:32	10:45	10:53	11:04	11:19
11:27	11:40	11:48	11:59	12:14
12:22	12:35	12:43	12:54	1:09
1:17	1:30	1:38	1:49	2:04
2:13	2:26	2:34	2:45	3:00
3:09	3:22	3:30	3:41	3:56
4:05	4:18	4:26	4:36	4:51
5:01	5:14	5:22	5:32	5:47
6:03	6:16	6:24	6:32	6:47
6:53	7:06	7:14	7:21	7:34

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

VINE STREET MOBILITY HUB	MISSION & RUBIDOUX	MISSION & VALLEY	MISSION & PEDLEY	BANANA & CHERRY
5	4	3	2	1
7:10	7:23	7:30	7:35	7:47
7:58	8:13	8:20	8:25	8:37
8:50	9:05	9:13	9:18	9:31
9:40	9:55	10:03	10:09	10:22
10:34	10:50	10:58	11:04	11:17
11:29	11:45	11:54	11:59	12:12
12:24	12:40	12:49	12:54	1:07
1:19	1:35	1:44	1:49	2:03
2:14	2:32	2:40	2:45	2:59
3:10	3:28	3:36	3:41	3:55
4:06	4:24	4:32	4:37	4:51
5:08	5:26	5:34	5:39	5:53
5:57	6:15	6:23	6:29	6:42
6:57	7:14	7:22	7:28	7:41
7:44	8:00	8:07	8:13	8:26



FREE RIDE FRIDAYS

THROUGH JUNE 28, 2024

**FREE EVERY FRIDAY.
ANYWHERE WE GO.**

**GRATIS TODOS LOS VIERNES.
DONDEQUIERA QUE VAYAMOS.**



VIERNES DE VIAJE GRATIS



Get your free pass on the GoMobile app!
Obtenga su pase en la aplicación GoMobile.



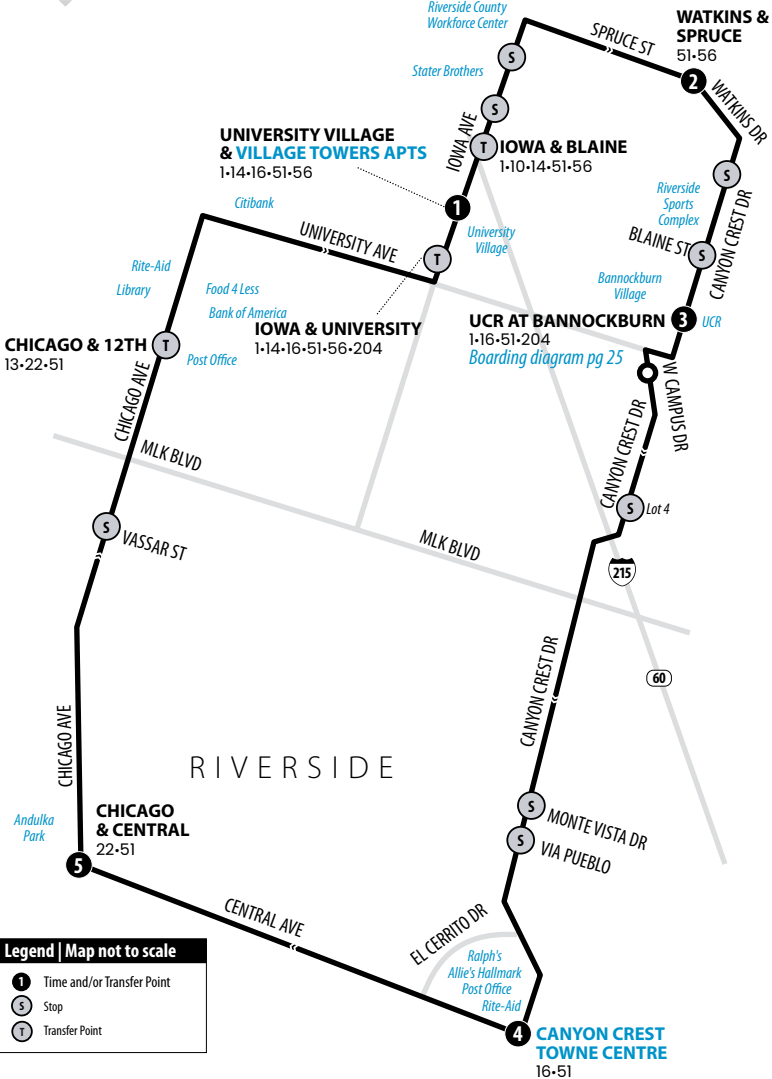
51

CREST CRUISER UCR - CANYON CREST TOWNE CENTRE

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.

No service on weekends or: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day or days when UCR is not in session.



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

UNIVERSITY VILLAGE & VILLAGE TOWER APARTMENTS	WATKINS & SPRUCE	UCR AT BANNOCKBURN	CANYON CREST TOWNE CENTRE	CHICAGO & CENTRAL	UNIVERSITY VILLAGE & VILLAGE TOWER APARTMENTS
1	2	3	4	5	1
7:29	7:35	7:39	7:49	7:52	8:01
8:09	8:15	8:19	8:29	8:32	8:41
8:49	8:55	8:59	9:10	9:13	9:22
9:29	9:35	9:39	9:50	9:53	10:02
10:09	10:15	10:19	10:30	10:33	10:42
10:49	10:55	10:59	11:10	11:13	11:22
11:29	11:35	11:39	11:50	11:53	12:02
12:09	12:15	12:19	12:30	12:33	12:42
12:49	12:55	12:59	1:10	1:13	1:22
1:29	1:35	1:39	1:50	1:53	2:02
2:09	2:15	2:19	2:30	2:33	2:42
2:49	2:55	2:59	3:10	3:13	3:22
3:29	3:35	3:39	3:50	3:53	4:02
4:09	4:15	4:19	4:30	4:33	4:42
4:49	4:55	4:59	5:12	5:15	5:24
5:29	5:35	5:39	5:50	5:53	6:02

OUT OF SERVICE DATES

Route will not operate on weekends or the following weekdays:

2024

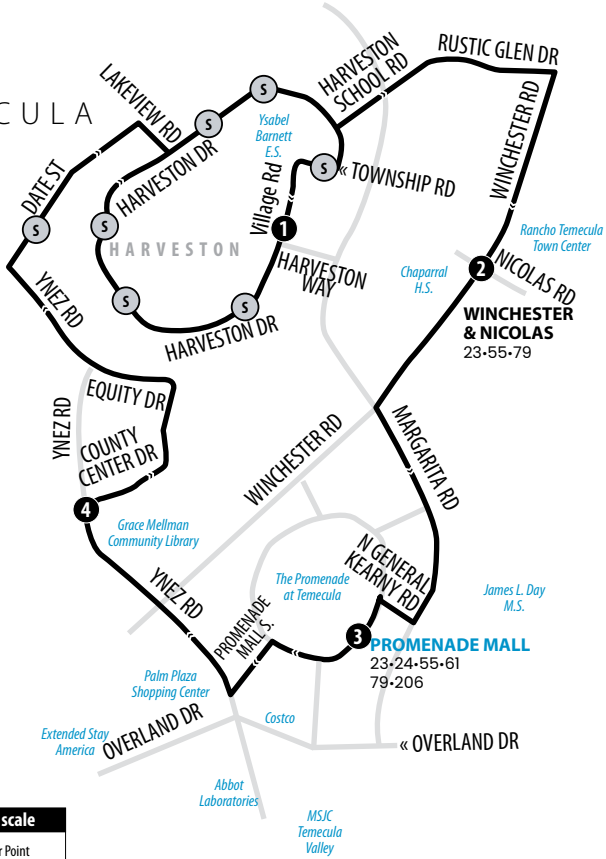
January 15	Martin Luther King, Jr Holiday
February 19	Presidents Day Holiday
March 25 - 29	Spring Break

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.

No service on weekends or: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day or days when school is not in session.



TEMECULA



Legend | Map not to scale

- 1 Time and/or Transfer Point
- S Stop

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

* If required by passengers, bus may continue after Village & Harveston timepoint to end trip at Lakeview Rd.

HARVESTON VILLAGE CENTER	WINCHESTER & NICOLAS	PROMENADE MALL	COUNTY CENTER	HARVESTON VILLAGE CENTER
1	2	3	4	1
6:55	7:05	7:14	7:21	7:35
7:40	7:48	7:57	8:02	8:16
2:30	2:39	2:49	2:56	3:10
2:45	2:54	3:06	3:13	3:30
3:35	3:44	3:51	3:58	4:12
4:00	4:09	4:16	4:23	4:37*
4:20	4:29	4:36	4:43	4:57*

OUT OF SERVICE DATES

Route will not operate on weekends or the following weekdays:

2024

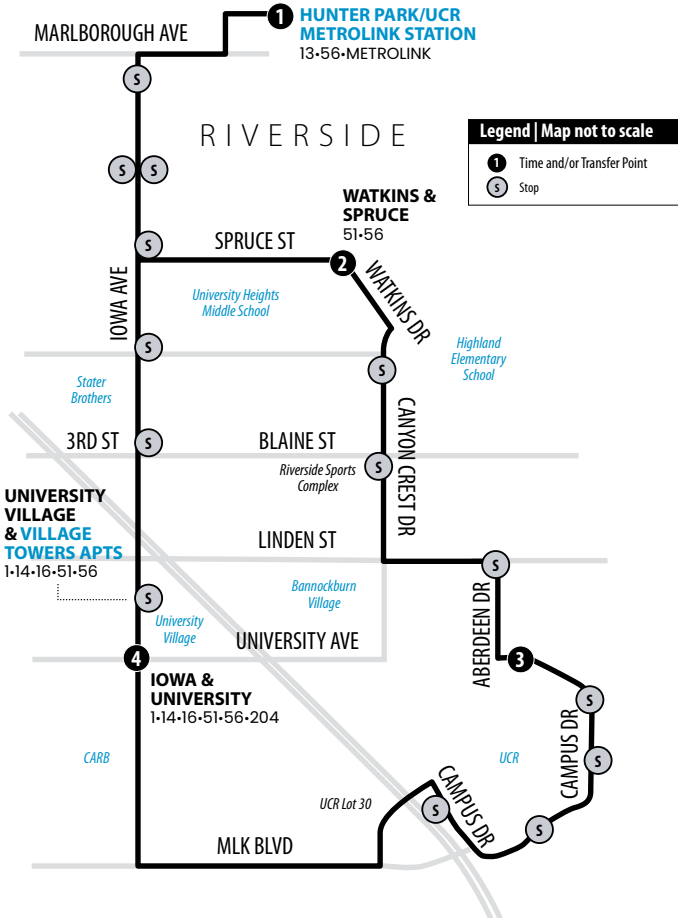
January 15	Martin Luther King, Jr Holiday
February 16	Abraham Lincoln's Holiday
February 19	Presidents Day Holiday
March 25 - April 05	Spring Break

56

HUNTER PARK/UCR METROLINK STATION TO UCR

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.

No service on weekends or: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate.

HUNTER PARK/UCR METROLINK STATION	WATKINS & SPRUCE	N. CAMPUS & ABERDEEN	IOWA & UNIVERSITY	HUNTER PARK/UCR METROLINK STATION
1	2	3	4	1
6:00	6:07	6:16	6:29	6:40
6:45	6:52	7:01	7:14	7:25
7:30	7:37	7:46	7:59	8:10
8:15	8:22	8:31	8:44	8:55
9:15	9:22	9:31	9:44	9:55
10:00	10:07	10:16	10:29	10:40
10:45	10:52	11:01	11:14	11:25
11:30	11:37	11:46	11:59	12:10
12:15	12:22	12:31	12:44	12:55
1:00	1:07	1:16	1:29	1:40
1:45	1:52	2:01	2:14	2:25
2:30	2:37	2:46	2:59	3:10
3:15	3:22	3:31	3:44	3:55
4:00	4:07	4:16	4:29	4:40
4:45	4:52	5:01	5:14	5:25
5:30	5:37	5:46	5:59	6:10
6:15	6:22	6:31	6:44	6:55

61

PERRIS STATION TRANSIT CENTER - SUN CITY - QUAIL VALLEY - MENIFEE - MURRIETA - TEMECULA

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.

PERRIS STATION TRANSIT CENTER
9-19-22-27-28-30
61-METROLINK
Boarding diagram pg 30

QUAIL VALLEY FIRE STATION

CHERRY HILLS & BRADLEY
61-74

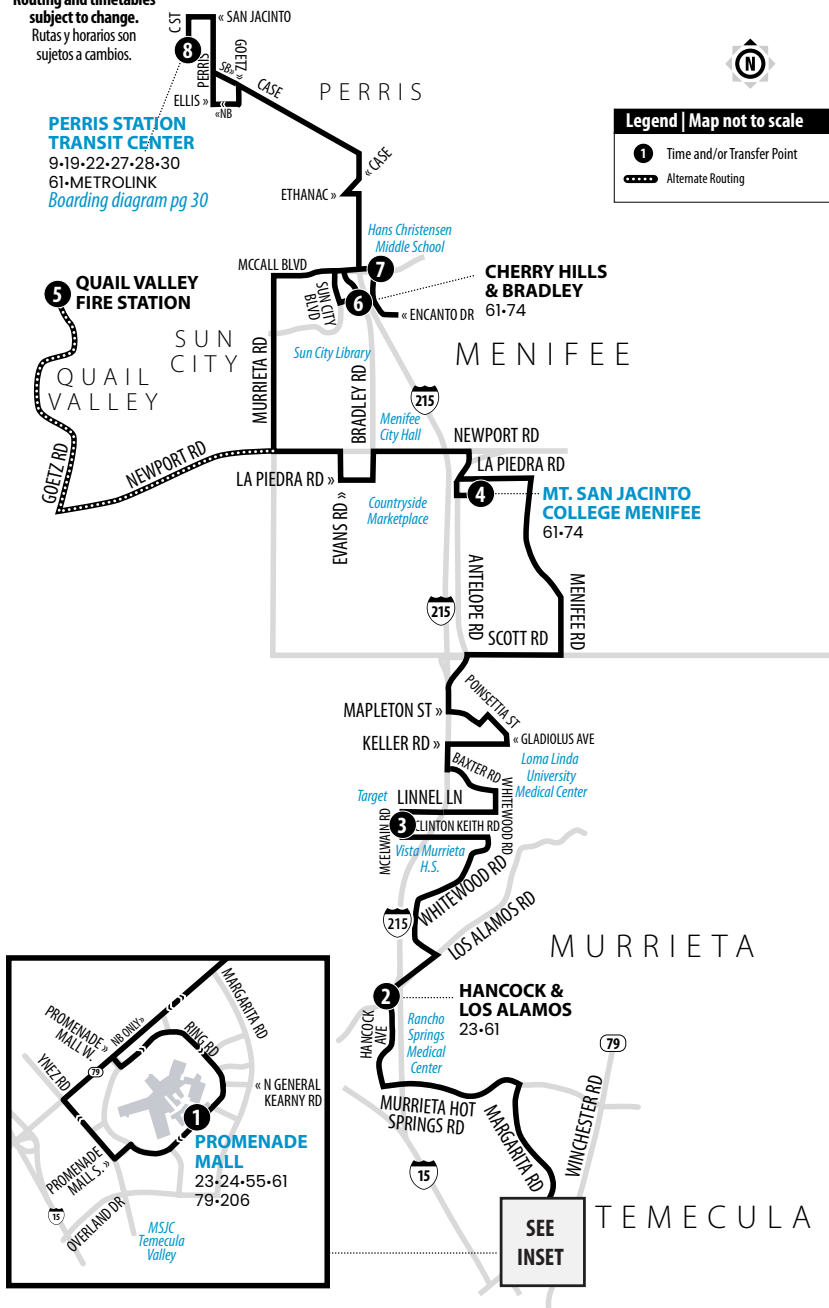
MT. SAN JACINTO COLLEGE MENIFEE
61-74

HANCOCK & LOS ALAMOS
23-61

PROMENADE MALL
23-24-55-61
79-206

Legend | Map not to scale

- 1 Time and/or Transfer Point
- Alternate Routing



61

NORTHBOUND TO PERRIS STATION TRANSIT CENTER | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

S = Operates when school is in session only

	PROMENADE MALL	HANCOCK & LOS ALAMOS	MCELWAIN AT SUPER TARGET	MT. SAN JACINTO COLLEGE MENIFEE	QUAIL VALLEY FIRE STATION	CHERRY HILLS & BRADLEY	ENCANTO & MCCALL	PERRIS STATION TRANSIT CENTER
	1	2	3	4	5	6	7	8
	4:40	4:56	5:06	5:29	—	5:53	6:00	6:25
	5:57	6:13	6:25	6:46	—	7:11	7:18	7:43
S	—	—	—	—	7:30	7:56	8:02	—
	7:08	7:28	7:42	8:07	—	8:34	8:40	9:05
	8:45	9:06	9:20	9:44	—	10:12	10:19	10:44
	9:54	10:15	10:28	10:56	—	11:24	11:31	11:56
	11:17	11:39	11:52	12:17	—	12:45	12:51	1:16
	12:59	1:21	1:34	1:59	—	2:25	2:31	2:56
	2:10	2:32	2:47	3:12	—	3:43	3:49	4:14
	3:01	3:31	3:52	4:17	—	4:46	4:54	5:19
	4:33	5:02	5:19	5:44	—	6:12	6:17	6:42
	6:30	6:52	7:05	7:28	—	7:53	7:57	8:20

61

SOUTHBOUND TO TEMECULA (PROMENADE MALL) | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

S = Operates when school is in session only

	PERRIS STATION TRANSIT CENTER	ENCANTO & MCCALL	CHERRY HILLS & BRADLEY	QUAIL VALLEY FIRE STATION	MT. SAN JACINTO COLLEGE MENIFEE	MCELWAIN AT SUPER TARGET	HANCOCK & LOS ALAMOS	PROMENADE MALL
	8	7	6	5	4	3	2	1
	6:35	6:55	7:02	—	7:29	7:55	8:16	8:35
	7:53	8:13	8:21	—	8:49	9:12	9:25	9:44
	9:15	9:35	9:44	—	10:12	10:35	10:48	11:07
	10:54	11:14	11:23	—	11:52	12:15	12:28	12:47
	12:03	12:23	12:32	—	1:01	1:27	1:40	1:59
	1:26	1:48	1:57	—	2:26	2:51	3:04	3:25
	3:06	3:28	3:39	—	4:10	4:35	4:51	5:12
S	—	3:28	3:38	3:59	—	—	—	—
	4:24	4:46	4:55	—	5:26	5:51	6:05	6:23
	5:30	5:50	5:59	—	6:28	6:53	7:05	7:23
	7:07	7:26	7:35	—	8:00	8:23	8:35	8:51

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PROMENADE MALL	HANCOCK & LOS ALAMOS	MCELWAIN AT SUPER TARGET	MT. SAN JACINTO COLLEGE MENIFEE	CHERRY HILLS & BRADLEY	ENCANTO & MCCALL	PERRIS STATION TRANSIT CENTER
1	2	3	4	6	7	8
6:27	6:44	6:53	7:14	7:38	7:45	8:07
8:11	8:28	8:38	8:58	9:25	9:32	9:55
9:28	9:45	9:56	10:17	10:42	10:49	11:12
10:50	11:07	11:18	11:38	12:03	12:10	12:33
12:05	12:27	12:41	1:01	1:27	1:34	1:56
1:19	1:41	1:52	2:14	2:39	2:46	3:08
2:50	3:14	3:25	3:47	4:13	4:20	4:42
4:06	4:30	4:43	5:03	5:28	5:35	5:57
5:39	6:02	6:13	6:35	7:00	7:06	7:28

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	ENCANTO & MCCALL	CHERRY HILLS & BRADLEY	MT. SAN JACINTO COLLEGE MENIFEE	MCELWAIN AT SUPER TARGET	HANCOCK & LOS ALAMOS	PROMENADE MALL
8	7	6	4	3	2	1
7:34	7:52	8:00	8:26	8:48	9:00	9:18
8:52	9:11	9:19	9:45	10:08	10:20	10:38
10:07	10:26	10:34	11:00	11:23	11:35	11:53
11:22	11:41	11:49	12:16	12:38	12:51	1:09
12:45	1:04	1:13	1:39	2:02	2:13	2:31
2:05	2:25	2:33	2:59	3:21	3:33	3:54
3:19	3:39	3:47	4:13	4:34	4:46	5:04
5:10	5:29	5:37	6:03	6:25	6:36	6:54

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RIVERSIDE TRANSIT AGENCY



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- pay your fare
- plan your trip
- get arrival times
- get service alerts

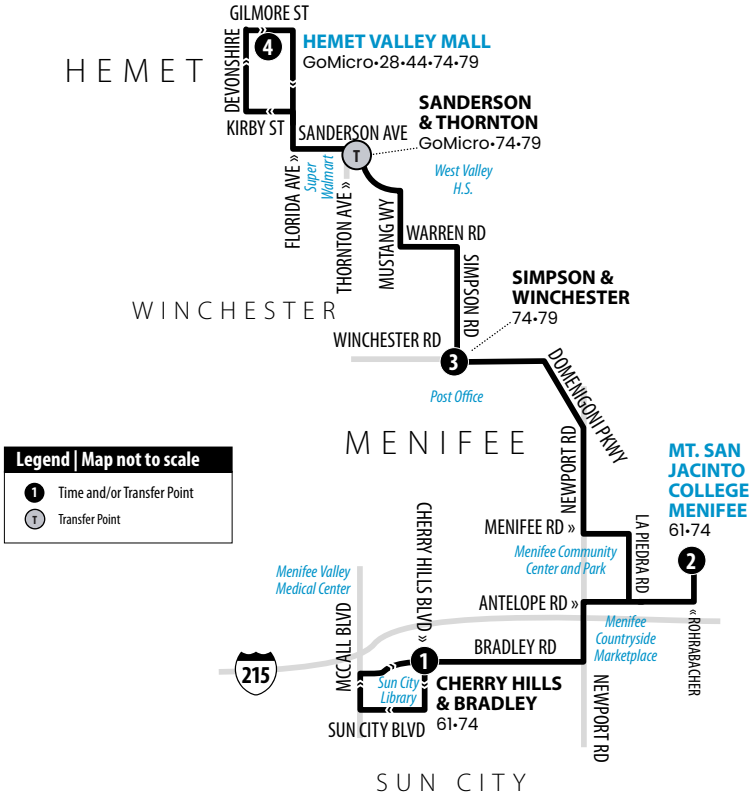
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Details at RiversideTransit.com/GoMobile

74

HEMET - WINCHESTER - MENIFEE - SUN CITY

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.



74

EASTBOUND TO HEMET VALLEY MALL | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

CHERRY HILLS & BRADLEY	MT. SAN JACINTO COLLEGE MENIFEE	SIMPSON & WINCHESTER	HEMET VALLEY MALL
1	2	3	4
6:01	6:16	6:32	6:52
7:23	7:40	7:58	8:23
8:28	8:47	9:03	9:30
9:39	9:58	10:14	10:37
10:46	11:05	11:21	11:44
11:54	12:13	12:29	12:52
1:02	1:21	1:39	2:05
2:11	2:33	2:51	3:17
3:25	3:47	4:05	4:31
4:40	5:05	5:22	5:48
5:50	6:11	6:26	6:49

74

WESTBOUND TO CHERRY HILLS & BRADLEY | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

HEMET VALLEY MALL	SIMPSON & WINCHESTER	MT. SAN JACINTO COLLEGE MENIFEE	CHERRY HILLS & BRADLEY
4	3	2	1
5:05	5:24	5:41	5:54
6:15	6:35	6:52	7:07
7:24	7:47	8:04	8:19
8:33	8:56	9:14	9:29
9:40	10:03	10:21	10:36
10:47	11:11	11:29	11:44
11:54	12:19	12:37	12:52
1:02	1:28	1:44	2:01
2:15	2:42	2:58	3:15
3:27	3:55	4:12	4:30
4:41	5:08	5:24	5:39
5:58	6:25	6:41	6:56
6:59	7:24	7:40	7:54

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

CHERRY HILLS & BRADLEY	MT. SAN JACINTO COLLEGE MENIFEE	SIMPSON & WINCHESTER	HEMET VALLEY MALL
1	2	3	4
7:09	7:21	7:35	7:57
8:26	8:40	8:56	9:18
9:36	9:50	10:06	10:28
10:46	11:00	11:16	11:40
12:05	12:19	12:35	1:02
1:20	1:35	1:51	2:18
2:30	2:45	3:01	3:28
3:35	3:50	4:06	4:34
4:45	5:00	5:15	5:42
5:55	6:10	6:25	6:51

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

HEMET VALLEY MALL	SIMPSON & WINCHESTER	MT. SAN JACINTO COLLEGE MENIFEE	CHERRY HILLS & BRADLEY
4	3	2	1
6:16	6:34	6:47	6:59
7:26	7:44	7:57	8:11
8:36	8:54	9:07	9:21
9:26	9:46	9:59	10:14
10:46	11:09	11:23	11:39
12:06	12:29	12:43	12:59
1:16	1:39	1:53	2:09
2:32	2:55	3:09	3:25
3:42	4:05	4:19	4:35
4:41	5:04	5:18	5:34
5:51	6:14	6:28	6:43
7:01	7:24	7:38	7:53



FREE RIDE FRIDAYS

THROUGH JUNE 28, 2024

**FREE EVERY FRIDAY.
ANYWHERE WE GO.**

**GRATIS TODOS LOS VIERNES.
DONDEQUIERA QUE VAYAMOS.**



VIERNES DE VIAJE GRATIS



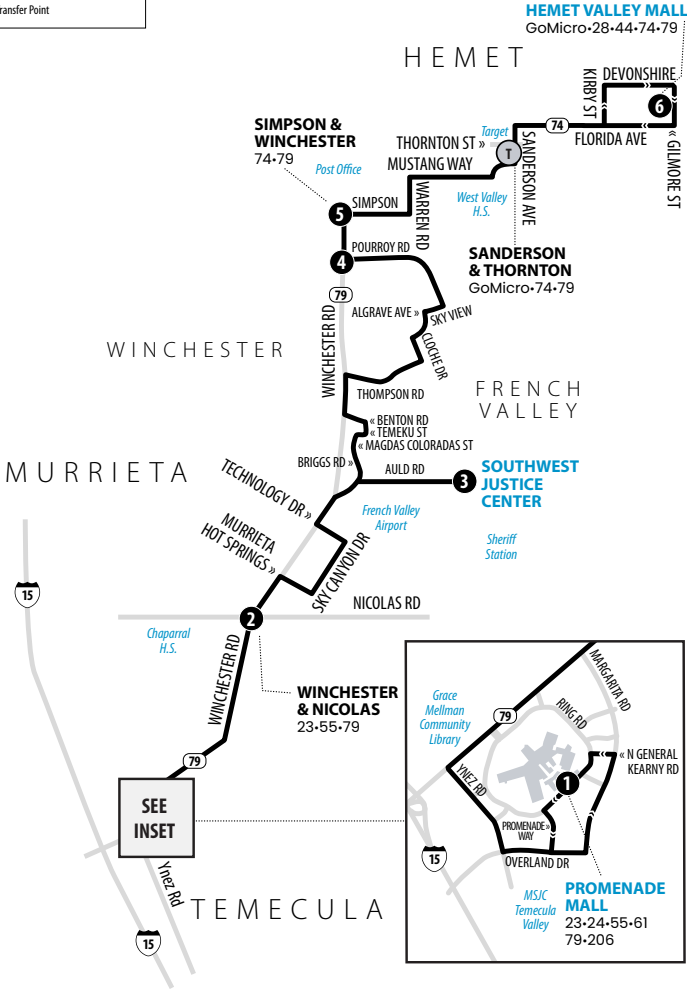
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Legend | Map not to scale

- 1** Time and/or Transfer Point
- T** Transfer Point



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PROMENADE MALL	WINCHESTER & NICOLAS	SOUTHWEST JUSTICE CENTER	WINCHESTER & POURROY	SIMPSON & WINCHESTER	HEMET VALLEY MALL
1	2	3	4	5	6
5:56	6:02	6:12	6:24	6:34	6:53
7:21	7:30	7:42	7:53	8:04	8:27
8:47	8:56	9:08	9:20	9:30	9:54
10:10	10:19	10:31	10:43	10:53	11:17
11:38	11:48	12:02	12:14	12:24	12:48
1:02	1:12	1:26	1:38	1:49	2:13
2:48	3:01	3:18	3:32	3:43	4:15
4:12	4:25	4:38	4:53	5:04	5:30
5:58	6:11	6:24	6:38	6:49	7:13
7:10	7:21	7:33	7:47	7:58	8:22
8:32	8:41	8:53	9:07	9:18	9:40

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

S = Operates when school is in session only.

	HEMET VALLEY MALL	SIMPSON & WINCHESTER	WINCHESTER & POURROY	SOUTHWEST JUSTICE CENTER	WINCHESTER & NICOLAS	PROMENADE MALL
	6	5	4	3	2	1
	4:38	4:57	5:08	5:23	5:39	5:49
	6:02	6:21	6:32	6:47	7:02	7:13
	7:05	7:27	7:38	7:53	8:14	8:29
S	7:58	8:23	8:34	8:50	9:05	9:20
	8:40	9:04	9:15	9:30	9:45	10:00
	10:04	10:28	10:39	10:54	11:09	11:24
	11:30	11:55	12:06	12:22	12:37	12:52
	1:08	1:33	1:44	2:00	2:15	2:30
	2:35	3:03	3:14	3:30	3:46	4:04
	4:25	4:53	5:04	5:20	5:36	5:51
	5:39	6:07	6:18	6:33	6:46	7:00
	7:25	7:49	8:00	8:15	8:28	8:42

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PROMENADE MALL	WINCHESTER & NICOLAS	SOUTHWEST JUSTICE CENTER	WINCHESTER & POURROY	SIMPSON & WINCHESTER	HEMET VALLEY MALL
1	2	3	4	5	6
7:20	7:27	7:38	7:48	7:58	8:20
8:35	8:42	8:53	9:03	9:13	9:35
10:10	10:17	10:28	10:39	10:49	11:12
11:30	11:39	11:50	12:02	12:12	12:39
1:00	1:09	1:20	1:32	1:42	2:09
2:25	2:34	2:46	2:58	3:08	3:36
3:50	3:59	4:11	4:23	4:33	5:01
5:15	5:25	5:37	5:49	5:59	6:25
6:35	6:45	6:57	7:09	7:19	7:45

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

HEMET VALLEY MALL	SIMPSON & WINCHESTER	WINCHESTER & POURROY	SOUTHWEST JUSTICE CENTER	WINCHESTER & NICOLAS	PROMENADE MALL
6	5	4	3	2	1
6:54	7:12	7:22	7:34	7:47	7:52
8:30	8:48	8:58	9:11	9:24	9:31
9:50	10:13	10:25	10:38	10:51	11:00
11:20	11:43	11:53	12:06	12:21	12:30
12:50	1:13	1:23	1:36	1:51	2:00
2:20	2:43	2:53	3:06	3:21	3:30
3:53	4:16	4:26	4:39	4:54	5:03
5:15	5:38	5:49	6:03	6:17	6:26
6:35	6:58	7:09	7:23	7:37	7:46



YOU'LL LIKE IT!

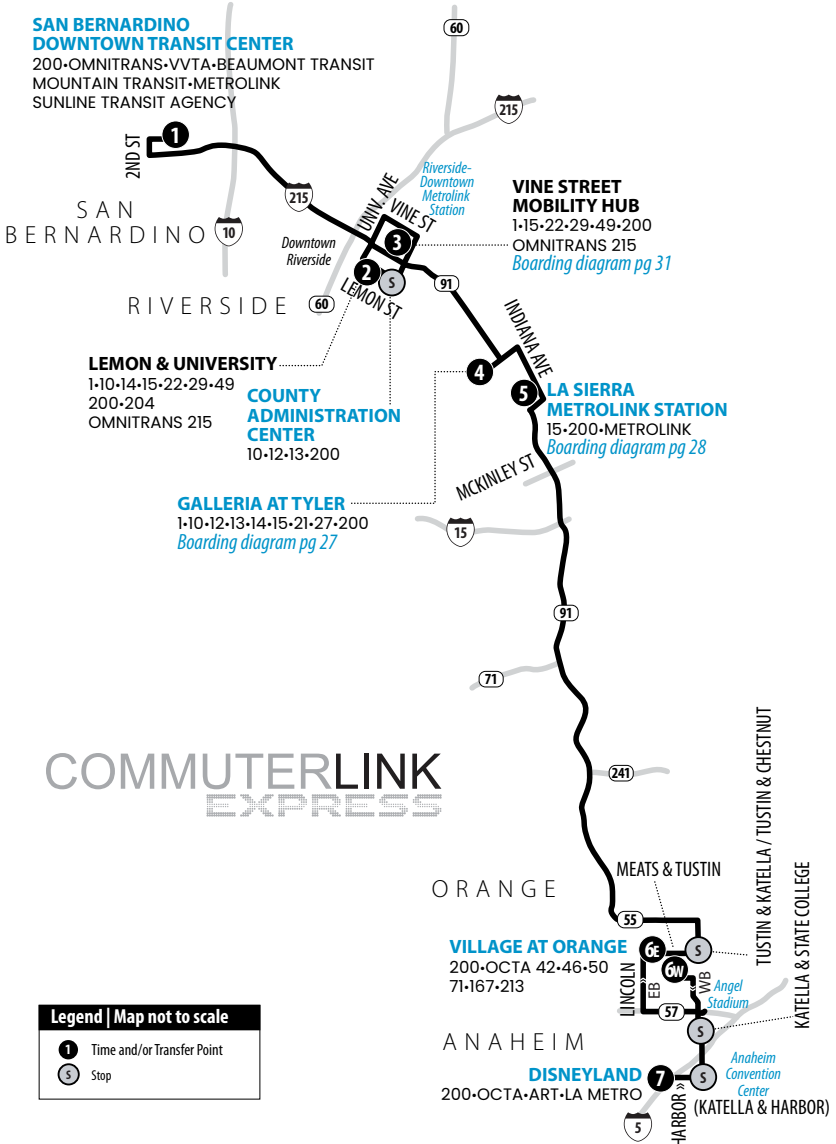
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200

SAN BERNARDINO - RIVERSIDE - ANAHEIM

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate.

SAN BERNARDINO DOWNTOWN TRANSIT CENTER	LEMON & UNIVERSITY (DOWNTOWN RIVERSIDE)	VINE STREET MOBILITY HUB	GALLERIA AT TYLER	LA SIERRA METROLINK STATION	MEATS & TUSTIN	DISNEYLAND
1	2	3	4	5	6W	7
4:15	4:32	4:35	4:48	4:58	5:34	5:58
5:20	5:37	5:40	5:55	6:05	6:41	7:05
6:40	6:59	7:02	7:15	7:27	8:11	8:35
8:20	8:39	8:42	8:55	9:07	9:41	10:04
9:37	9:55	10:01	10:21	10:31	11:05	11:28
11:18	11:36	11:39	11:56	12:06	12:41	1:11
12:38	12:56	12:59	1:19	1:28	2:03	2:35
2:13	2:40	2:43	3:01	3:10	3:45	4:15
4:11	4:33	4:36	4:57	5:06	5:42	6:07
5:48	6:08	6:11	6:30	6:39	7:13	7:38
7:18	7:36	7:39	7:55	8:04	8:36	9:03
8:10	8:27	8:30	8:44	8:53	9:24	9:49

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate.

DISNEYLAND	VILLAGE AT ORANGE	LA SIERRA METROLINK STATION	GALLERIA AT TYLER	LEMON & UNIVERSITY (DOWNTOWN RIVERSIDE)	VINE STREET MOBILITY HUB	SAN BERNARDINO DOWNTOWN TRANSIT CENTER
7	6E	5	4	2	3	1
6:20	6:46	7:22	7:29	7:47	7:50	8:07
7:40	8:06	8:42	8:49	9:07	9:10	9:27
9:10	9:36	10:12	10:19	10:37	10:43	11:04
10:35	11:01	11:37	11:44	12:03	12:06	12:23
12:05	12:32	1:09	1:16	1:37	1:43	2:00
1:45	2:12	2:58	3:06	3:30	3:36	4:01
3:07	3:35	4:35	4:43	5:06	5:11	5:34
4:45	5:16	6:12	6:20	6:40	6:43	7:00
6:36	7:03	7:45	7:52	8:11	8:14	8:31
8:12	8:35	9:10	9:17	9:35	9:38	9:55
9:35	9:58	10:36	10:43	11:00	11:03	11:20
10:28	10:49	11:23	11:29	11:44	11:47	12:03

200

WESTBOUND TO ANAHEIM | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate.

SAN BERNARDINO DOWNTOWN TRANSIT CENTER	LEMON & UNIVERSITY (DOWNTOWN RIVERSIDE)	VINE STREET MOBILITY HUB	GALLERIA AT TYLER	LA SIERRA METROLINK STATION	MEATS & TUSTIN	DISNEYLAND
1	2	3	4	5	6W	7
6:00	6:22	6:25	6:45	6:53	7:25	7:47
7:36	7:58	8:01	8:21	8:29	9:04	9:26
9:11	9:33	9:36	9:56	10:04	10:39	11:01
10:45	11:07	11:11	11:31	11:39	12:17	12:41
12:20	12:42	12:49	1:09	1:17	1:55	2:19
2:15	2:37	2:44	3:04	3:12	3:50	4:14
3:30	3:52	3:55	4:15	4:23	4:59	5:23
5:30	5:52	5:55	6:15	6:23	6:57	7:21
7:30	7:52	7:55	8:13	8:21	8:53	9:15

200

EASTBOUND TO SAN BERNARDINO | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate.

DISNEYLAND	VILLAGE AT ORANGE	LA SIERRA METROLINK STATION	GALLERIA AT TYLER	LEMON & UNIVERSITY (DOWNTOWN RIVERSIDE)	VINE STREET MOBILITY HUB	SAN BERNARDINO DOWNTOWN TRANSIT CENTER
7	6E	5	4	2	3	1
8:28	8:56	9:32	9:39	9:59	10:05	10:23
10:07	10:35	11:11	11:19	11:39	11:42	12:00
11:42	12:10	12:46	12:55	1:15	1:21	1:39
1:12	1:40	2:18	2:27	2:47	2:53	3:11
2:53	3:21	3:59	4:08	4:28	4:34	4:52
4:48	5:16	5:54	6:02	6:22	6:25	6:43
6:04	6:29	7:07	7:15	7:35	7:38	7:56
8:15	8:40	9:14	9:21	9:41	9:44	10:02
10:15	10:40	11:13	11:19	11:35	11:38	11:56

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- pay your fare
- plan your trip
- get arrival times
- get service alerts

all on your phone!

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204

UCR - DOWNTOWN RIVERSIDE - ONTARIO MILLS MALL - MONTCLAIR TRANSCENTER

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.

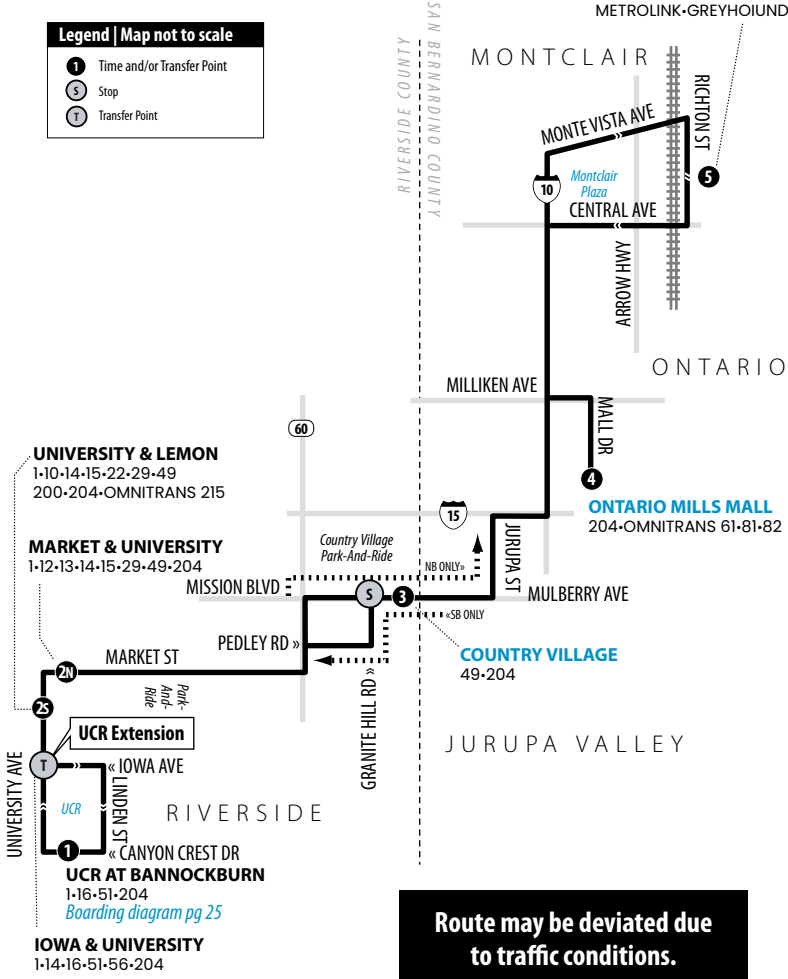
No service on weekends or: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.



Legend | Map not to scale

- 1 Time and/or Transfer Point
- S Stop
- T Transfer Point

MONTCLAIR TRANSCENTER
204-OMNITRANS 66-85
88-FOOTHILL TRANSIT
METROLINK-GREYHOUND



Route may be deviated due to traffic conditions.

COMMUTERLINK EXPRESS

204**NORTHBOUND TO ONTARIO MILLS MALL & MONTCLAIR TRANSCENTER | WEEKDAYS ONLY**

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

UCR AT BANNOCKBURN	MARKET & UNIVERSITY	COUNTRY VILLAGE	ONTARIO MILLS MALL	MONTCLAIR TRANSCENTER
1	2N	3	4	5
—	5:13	5:27	5:43	6:04
The 5:13 a.m. trip will start service at the stop on West University and Lemon at approximately 5:12 a.m.				
6:17	6:27	6:41	6:58	7:21
2:29	2:43	2:59	3:20	3:43
5:46	6:00	6:16	6:34	6:56

204**SOUTHBOUND TO DOWNTOWN RIVERSIDE & UCR | WEEKDAYS ONLY**

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MONTCLAIR TRANSCENTER	ONTARIO MILLS MALL	COUNTRY VILLAGE	UNIVERSITY & LEMON	UCR AT BANNOCKBURN
5	4	3	2S	1
6:23	6:42	7:01	7:20	7:32
7:31	7:54	8:16	8:39	8:51
3:53	4:24	4:47	5:20	5:36
7:06	7:28	7:47	8:06	8:18

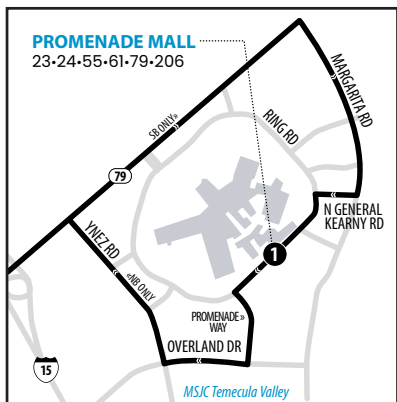
For Metrolink information, go to metrolinktrains.com or call 800-371-5465.

206

TEMECULA - MURRIETA - LAKE ELSINORE - CORONA TRANSIT CENTER

Routing and timetables **subject to change.**
Rutas y horarios son sujetos a cambios.

No service on weekends or: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.



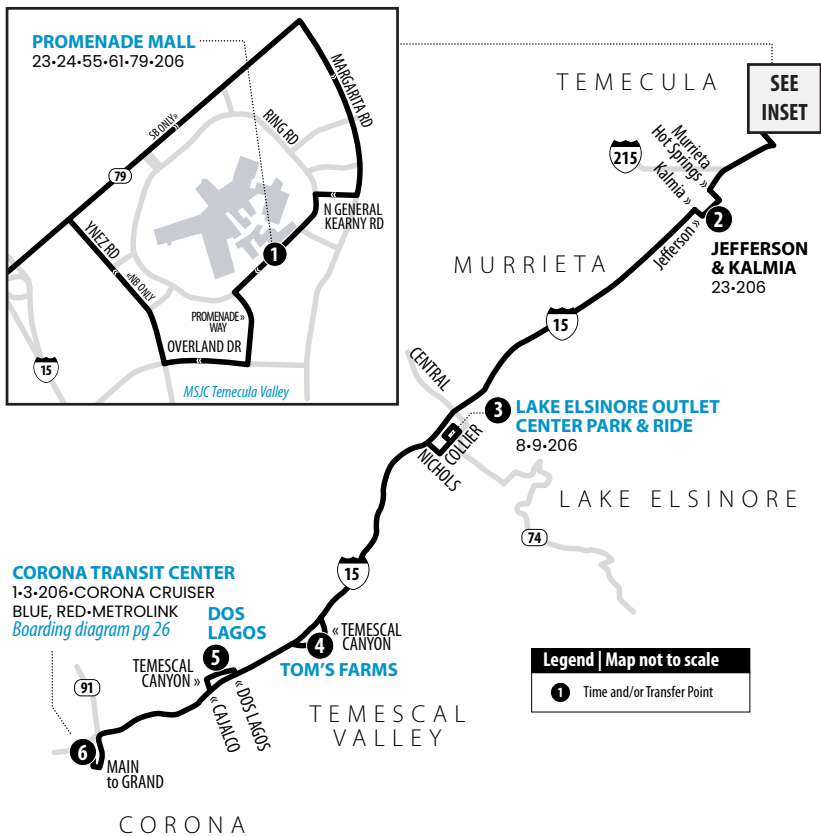
CORONA TRANSIT CENTER
1-3-206-CORONA CRUISER
BLUE, RED-METROLINK
Boarding diagram pg 26

DOS LAGOS

TOM'S FARMS

Legend | Map not to scale

1 Time and/or Transfer Point



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PROMENADE MALL	JEFFERSON & KALMIA	LAKE ELSINORE OUTLET CENTER PARK-AND-RIDE	TOM'S FARMS	DOS LAGOS	CORONA TRANSIT CENTER
1	2	3	4	5	6
3:56	4:07	4:27	4:41	—	5:01
4:36	4:47	5:07	5:23	—	5:45
—	—	5:35	5:50	6:02	6:25
—	—	6:08	6:23	6:38	7:05
3:45	4:02	4:25	4:40	4:49	5:09

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

CORONA TRANSIT CENTER	DOS LAGOS	TOM'S FARMS	LAKE ELSINORE OUTLET CENTER PARK-AND-RIDE	JEFFERSON & KALMIA	PROMENADE MALL
6	5	4	3	2	1
5:00	—	5:32	5:50	6:10	6:27
The 5:00 p.m. trip will wait for the 4:28 p.m., 4:45 p.m. and 4:56 p.m. trains, but not later than 5:10 p.m. before departing the Metrolink Station.					
6:10	6:37	6:46	7:05	7:25	7:40
The 6:10 p.m. trip will wait for the 5:26 p.m. and 5:52 p.m. trains, but not later than 6:20 p.m. before departing the Metrolink Station.					
6:50	—	7:16	7:33	7:53	8:18
The 6:50 p.m. trip will wait for the 6:37 p.m. train, but not later than 7:00 p.m. before departing the Metrolink Station.					

WHAT'S NEW

Affected Routes: 1, 3, 11, 12, 15, 19, 22, 23, 24, 29, 30, 41, 49, 61, 74, 79, 200 and 204.

On January 14, 2024, the Riverside Transit Agency (RTA) adjusted several routes and trips to ensure service efficiency, better connections, and improved on-time performance.

ROUTE 1: The weekday schedule in both directions was adjusted to improve efficiency. The route no longer travels to the Riverside-Downtown Metrolink Station and instead serves the nearby Vine Street Mobility Hub.

ROUTE 3: The northbound and southbound timepoint #5 was renamed Limonite and Eastvale Gateway.

ROUTE 11: The weekday clockwise schedule was adjusted to improve efficiency.

ROUTE 12: The westbound timepoint #5 is located at stop 1742 Jurupa and Brockton instead of stop 1741 Jurupa and Magnolia. Both stops will continue to be served. The weekend eastbound trip departing Promenade and McKinley at 1:28 p.m. was adjusted to depart at 1:25 p.m. to improve efficiency. The weekend westbound trip departing La Cadena and Interchange at 12:52 p.m. was adjusted to depart at 12:49 p.m. to improve efficiency.

ROUTE 15: The route no longer travels to the Riverside-Downtown Metrolink Station and instead serves the nearby Vine Street Mobility Hub. The weekday eastbound trip departing Galleria at Tyler at 4:50 a.m. was adjusted to depart at 4:45 a.m. to improve connections with trains at the Riverside-Downtown Metrolink Station.

ROUTE 19: To improve connections with other routes, weekday southbound trips departing the Moreno Valley Mall at 4:15 a.m. and 5:58 a.m. was adjusted to depart at 4:08 a.m. and 5:55 a.m., respectively.

ROUTE 22: The weekday and weekend schedules in both directions was adjusted to maintain on time performance and improve connections with school bell times. The route was realigned to serve the Vine Street Mobility Hub and will no longer serve stops 3491 and 3574 on University Avenue and Market Street and stops 1001 and 1002 on University Avenue and Lemon Street. The route serves bus stop 3489 on Lemon Street and University Avenue in both directions.

ROUTE 23: The weekday schedule in both directions was adjusted to maintain on-time performance.

ROUTE 24: To improve efficiency, the weekday northbound trip departing Temecula Valley Hospital at 12:40 p.m. was adjusted to depart at 12:30 p.m. and the southbound trip departing Promenade Mall at 6:40 p.m. was adjusted to depart at 6:50 p.m.

ROUTE 29: The eastbound and westbound timepoint #4 was renamed Limonite and Eastvale Gateway. The route no longer travels to the Riverside-Downtown Metrolink Station and instead serves the nearby Vine Street Mobility Hub. To improve efficiency and connections with trains, the weekday westbound trips departing the Riverside-Downtown Metrolink Station at 5:10 a.m. and 5 p.m. was adjusted to depart the Vine Street Mobility Hub at 5:05 a.m. and 5:05 p.m., respectively. The weekday eastbound trip departing Amazon Eastvale at 6:15 a.m. was adjusted to depart at 6:10 a.m.

ROUTE 30: The weekday schedule was adjusted to maintain on-time performance and improve connections with school bell times.

ROUTE 41: The weekday schedule in both directions was adjusted to maintain on-time performance and improve connections with school bell times.

ROUTE 49: The route no longer travels to the Riverside-Downtown Metrolink Station and will instead serve the nearby Vine Street Mobility Hub. The weekday eastbound trips departing Banana and Cherry at 4:40 a.m. and 6:35 a.m. was adjusted to depart at 4:35 a.m. and 6:30 a.m., respectively, to improve connections with trains. The weekday westbound trip departing the Riverside-Downtown Metrolink Station at 5:40 a.m. was adjusted to depart the Vine Street Mobility Hub at 5:35 a.m.

ROUTES 61: The weekday schedule in both directions was adjusted to maintain on-time performance.

ROUTES 74: The weekday schedule in both directions was adjusted to maintain on-time performance.

ROUTES 79: The weekday schedule in both directions was adjusted to maintain on-time performance.

ROUTE 200: A new weekday westbound trip departs the San Bernardino Downtown Transit Center at 4:15 a.m. and a new eastbound trip departs Disneyland at 6:20 a.m. The route serves the Vine Street Mobility Hub and no longer serves stop 3496 on Vine Street Layover.

ROUTE 204: Northbound trips serves stop 1002 on University Avenue and Lemon Street.



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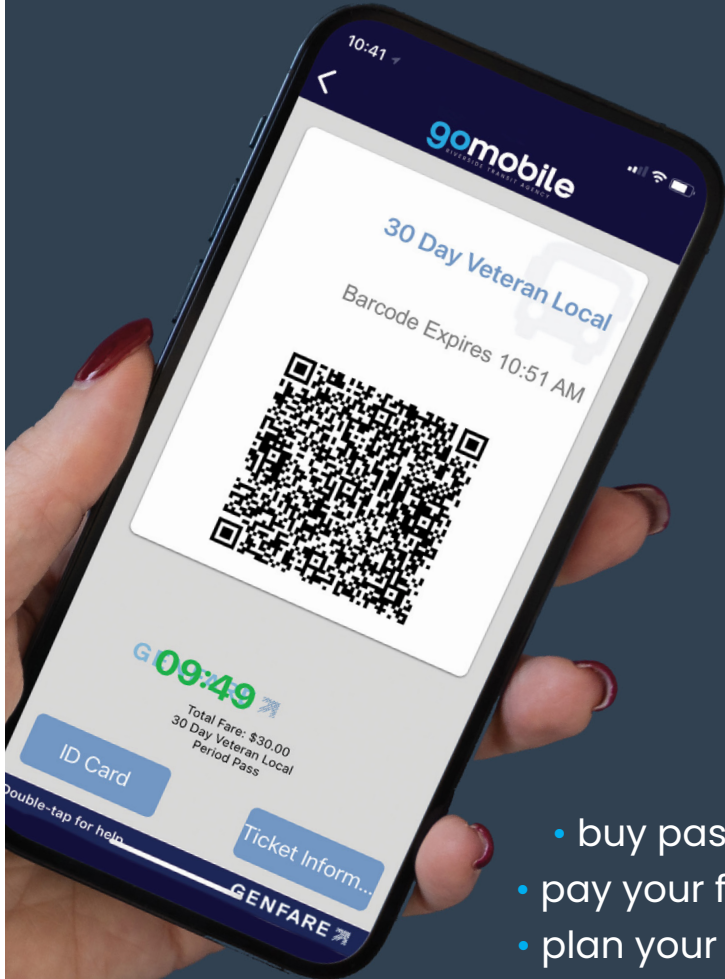


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Appendix B:

Title VI Analysis

Implementation of Fare Promotions Program

In Fiscal Year 2024 (FY24), RTA applied to the Low Carbon Transit Operations Program (LCTOP) to fund the Implementation of Fare Promotions Program in Fiscal Year 2025 (FY25). If awarded, this program will provide youth ages 18 and under with free rides from July 1, 2024 through June 30, 2025 on all fixed route and GoMicro buses. Of RTA's total service area population, 66.97% are minorities and 20.14% are low-income. In 2021, RTA conducted an Onboard Rider Survey which found that 85% of RTA riders identified as minorities and 81% as low-income. The survey also found that youth represent nearly 11 percent of RTA's ridership. Of the youth that ride, nearly 87 percent are minorities. Therefore, providing free fares for youth will greatly benefit minority and low-income populations in the service area. The Implementation of Fare Promotions in FY25, including the Free Fares for Youth promo, will not pose a disparate impact or disproportionate burden on minority or low-income populations but rather benefit the region by providing free public transportation.

Fiscal Year 2024 Service Changes

In order to comply with federal Title VI regulations, RTA must evaluate every service change to determine whether the changes are significant enough to warrant a Title VI review, and if so, whether the changes disproportionately affect low-income and minority communities. RTA defines a major service change as one that affects more than 25 percent of a route's revenue hours, revenue miles, or alignment.

In Fiscal Year 2024 (FY24), RTA made the following service changes:

- The opening of the Vine Street Mobility Hub which is served by routes 1, 15, 22, 29, 49, 200 and DAR.
- Schedules were adjusted to improve on time performance, overall efficiency and connections with other routes, trains and school bell times: 1, 9, 11, 12, 14, 15, 18, 19, 22, 23, 24, 27, 28, 29, 30, 31, 41, 44, 49, 61, 74, 79, 200, 204 and 206.
- Decreased weekend service due to operator shortages: 1, 11, 13, 14, 16, 19, 22, 27 and 28.
- Route 1: Increased weekday frequency to every 15 minutes from 6 a.m. to 6 p.m.
- Route 8: Service to Canyon Estates and Saddle Ridge was discontinued due to low ridership and the schedule was adjusted to improve connections with Route 9.
- Route 11: Service along portions of Ironwood and Hemlock avenues were discontinued due to low ridership. The route was adjusted to serve the March Veterans Village on N Street.
- Route 13: The route no longer travels along Monroe Street and Colorado Avenue but instead travels along Van Buren Boulevard to improve access to retail and grocery shopping destinations.
- Route 18: The route was adjusted to extend service to Corporate Centre Place to improve access to retail and grocery shopping destinations. Weekday and weekend schedules were adjusted to decrease frequencies from every 50 minutes to about 75 minutes on the weekdays and every 60 minutes on the weekends.
- Route 21: A new weekday northbound trip departing the Galleria at Tyler at 6:24 a.m. and a new southbound trip departing the Jurupa Valley/Pedley Metrolink Station at 7 a.m. were added to connect with trains at the Pedley Metrolink Station.
- Route 22: The route was realigned and no longer serves stops 3491 and 3574 on University Avenue and Market Street and stops 1001 and 1002 on University Avenue and Lemon Street. The route now serves bus stop 3489 on Lemon Street and University Avenue in both directions.
- Route 30: A new weekday trip departing the Perris Station Transit Center at 5:10 a.m. was added to connect with Metrolink service.
- Route 41: Weekend service was discontinued due to low ridership.
- Route 61: The route was realigned from Newport Road and Bradley Road to travel through Haun Road and La Piedra Road to improve access to retail and grocery shopping destinations.
- Route 74: The portion of the route from Sun City to Perris Station Transit Center was discontinued and weekday and weekend frequencies were improved from every 75-95 minutes to every 70 minutes.

- Route 79: The portion of the route from Promenade Mall to Old Town Temecula was discontinued due to low ridership and weekday and weekend frequencies were improved to every 85 minutes.
- Route 200: A new weekday westbound trip departing the San Bernardino Downtown Transit Center at 4:15 a.m. and a new eastbound trip departing Disneyland at 6:20 a.m. were added. The eastbound trips serve bus stop 4789 located on Magnolia Avenue instead of bus stop 1063 inside the Galleria at Tyler Mall.

In September 2023, several routes hit the threshold of a major service change. In the Agency's January 2024 and May 2024 Service Change, no routes hit the threshold of a major service change. The tables below show the changes in revenue miles and hours for each service change by route. Routes 1, 11, 13, 16, 19, 22, 27 and 41 have a greater than 25 percent change in revenue hours and/or revenue miles. Of these routes, routes 11, 19 and 41 serve a disproportionately higher percentage of minority populations. A Title VI Analysis was already completed and approved by the RTA Board of Directors for routes 11 and 19 on [August 24, 2023](#). It was concluded that no disparate impact or disproportionate burden on minority or low-income populations will occur as a result of the changes on routes 11 and 19. A Title VI analysis was completed and approved by the Board with the completion of the SSP on [March 23, 2023](#) and as part of the FY24 SRTP process on [May 25, 2023](#). It was concluded that no disparate impact or disproportionate burden on minority or low-income populations will occur as a result of the changes on Route 41.



TITLE VI ANALYSIS

FY24 Service Changes

FY24 Service Changes - September 2023
Route Level Changes to Identify Major Service Changes
Daily Numbers*

Route # D/O Routes	Revenue Service Hours (RSH)									Revenue Service Miles (RSM)									Title VI Equity Analysis				
	JULY 1, 2023 - SEP 9, 2023			SEP 10, 2023 - JAN 13, 2024			Percent Change in RSH			JULY 1, 2023 - SEP 9, 2023			SEP 10, 2023 - JAN 13, 2024			Percent Change in RSM			Minority %	Disparate Impact (Y/N)*	Low-income %	Disproportionate Burden (Y/N)*	
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday					
1	217.72	155.23	155.23	217.72	108.73	108.73	0.00%	-29.95%	-29.95%	2,429.71	1,772.71	1,772.71	2,429.71	1,267.48	1,267.48	0.00%	-28.50%	-28.50%	76.73%	No	28.38%	No	
10	33.55	23.15	23.15	33.55	23.75	23.75	0.00%	2.59%	2.59%	377.78	274.75	274.75	377.78	274.75	274.75	0.00%	0.00%	0.00%	88.66%	Yes	29.94%	No	
11	23.25	18.78	18.78	23.27	9.83	9.83	0.07%	-47.65%	-47.65%	246.02	221.41	221.41	221.27	110.64	110.64	-10.06%	-50.03%	-50.03%	77.78%	No	27.73%	No	
12	49.77	39.45	39.45	49.43	39.23	39.23	-0.67%	-0.55%	-0.55%	584.99	472.08	472.08	561.18	453.55	453.55	-4.07%	-3.92%	-3.92%	76.19%	No	23.52%	No	
13	38.02	32.55	32.55	38.07	26.62	26.62	0.13%	-18.23%	-18.23%	435.22	399.94	399.94	436.13	294.73	294.73	0.21%	-26.31%	-26.31%	90.89%	Yes	25.73%	No	
14	50.15	29.23	29.23	50.15	22.47	22.47	0.00%	-23.15%	-23.15%	626.71	397.17	397.17	626.71	313.43	313.43	0.00%	-21.08%	-21.08%	72.70%	No	24.17%	No	
15	66.05	41.30	41.30	66.05	41.28	41.28	0.00%	-0.04%	-0.04%	755.11	512.88	512.88	755.11	512.88	512.88	0.00%	0.00%	0.00%	72.27%	No	20.84%	No	
16	89.77	65.03	65.03	89.77	40.33	40.33	0.00%	-37.98%	-37.98%	980.59	724.30	724.30	980.59	468.01	468.01	0.00%	-35.38%	-35.38%					
18	15.10	13.98	13.98	15.10	14.03	14.03	0.00%	0.36%	0.36%	202.17	190.93	190.93	202.17	190.93	190.93	0.00%	0.00%	0.00%					
19	136.93	106.70	106.70	136.90	70.08	70.08	-0.02%	-34.32%	-34.32%	1,755.37	1,417.16	1,417.16	1,755.37	934.09	934.09	0.00%	-34.09%	-34.09%					
20	55.32	38.28	38.28	55.32	38.93	38.93	0.00%	1.70%	1.70%	818.06	594.16	594.16	818.06	604.21	604.21	0.00%	1.69%	1.69%					
21	13.73	11.93	11.93	15.00	12.20	12.20	9.22%	2.23%	2.23%	133.10	133.10	133.10	146.41	133.10	133.10	10.00%	0.00%	0.00%					
22	52.13	38.95	38.95	52.13	24.20	24.20	0.00%	-37.87%	-37.87%	828.45	681.15	681.15	828.45	431.45	431.45	0.00%	-36.66%	-36.66%					
27	36.40	31.42	31.42	36.40	26.53	26.53	0.00%	-15.54%	-15.54%	685.86	641.60	641.60	685.86	464.58	464.58	0.00%	-27.59%	-27.59%					
28	82.50	61.40	61.40	82.50	49.63	49.63	0.00%	-19.16%	-19.16%	1,368.81	1,070.58	1,070.58	1,368.81	829.50	829.50	0.00%	-22.52%	-22.52%					
29	32.73	28.80	28.80	32.73	29.13	29.13	0.00%	1.16%	1.16%	428.81	428.81	428.81	428.81	428.81	428.81	0.00%	0.00%	0.00%					
49	33.78	26.43	26.43	33.83	26.60	26.60	0.15%	0.63%	0.63%	359.72	337.24	337.24	359.72	337.24	337.24	0.00%	0.00%	0.00%					
200	46.75	40.25	40.25	46.28	40.25	40.25	-1.00%	0.00%	0.00%	1,213.05	992.49	992.49	1,213.05	992.49	992.49	0.00%	0.00%	0.00%					
204D	10.70			10.70			0.00%			233.74			233.74			0.00%							
206D	11.47			11.93			4.07%			284.92			289.97			1.77%							
C/O Routes																							
3	36.65	13.45	13.45	36.65	13.45	13.45	0.00%	0.00%	0.00%	395.16	174.68	174.68	395.16	174.68	174.68	0.00%	0.00%	0.00%					
8	39.50	35.52	35.52	40.98	34.87	34.87	3.76%	-1.83%	-1.83%	602.27	548.86	548.86	597.10	548.86	548.86	-0.86%	0.00%	0.00%					
9	16.20	13.52	13.52	16.53	13.83	13.83	2.06%	2.34%	2.34%	281.09	268.35	268.35	281.09	268.35	268.35	0.00%	0.00%	0.00%					
23	36.38	31.57	31.57	36.90	31.57	31.57	1.42%	0.00%	0.00%	511.98	439.77	439.77	511.98	439.77	439.77	0.00%	0.00%	0.00%					
24	31.35	24.62	24.62	31.43	24.50	24.50	0.27%	-0.47%	-0.47%	347.62	316.02	316.02	347.62	316.02	316.02	0.00%	0.00%	0.00%					
30	15.75	11.40	11.40	17.42	11.40	11.40	10.58%	0.00%	0.00%	209.32	156.33	156.33	225.97	156.33	156.33	7.95%	0.00%	0.00%					
31	41.25	35.12	35.12	40.97	35.33	35.33	-0.69%	0.62%	0.62%	891.33	779.52	779.52	891.33	779.52	779.52	0.00%	0.00%	0.00%					
41	14.02	12.03	12.03	14.02			0.00%	-100.00%	-100.00%	251.27	228.17	228.17	251.27			0.00%	-100.00%	#####	90.28%	Yes	22.71%	No	
44 (Circulator)	34.65	31.63	31.63	34.72	31.20	31.20	0.19%	-1.37%	-1.37%	372.33	372.33	372.33	372.33	372.33	372.33	0.00%	0.00%	0.00%					
51	10.53			10.53			0.00%			111.05			111.05			0.00%							
55	5.67			5.67			0.00%			48.33			48.33			0.00%							
56	13.00			13.00			0.00%			115.45			115.45			0.00%							
61	45.32	34.37	34.37	44.55	34.15	34.15	-1.69%	-0.63%	-0.63%	763.89	604.44	604.44	763.89	604.44	604.44	0.00%	0.00%	0.00%					
74	34.37	29.15	29.15	26.95	23.88	23.88	-21.58%	-18.07%	-18.07%	588.38	532.36	532.36	470.55	431.25	431.25	-20.03%	-18.99%	-18.99%					
79	43.48	28.50	28.50	31.80	24.40	24.40	-26.87%	-14.39%	-14.39%	688.44	476.02	476.02	585.21	457.81	457.81	-15.00%	-3.82%	-3.82%					

*To have a disparate impact on minority populations and a disproportionate burden on low-income populations, a route's population must be 20% higher than the system average. For RTA, a route would have to serve an 87% minority population and 30% low-income population to have a Title VI impact (based on RTA's 2022 Title VI Update).



TITLE VI ANALYSIS FY24 Service Changes

FY24 Service Changes - January 2024
Route Level Changes to Identify Major Service Changes
Daily Numbers*

Route #	Revenue Service Hours (RSH)									Revenue Service Miles (RSM)									Title VI Equity Analysis			
	SEP 10, 2023 - JAN 13, 2024			JAN 14, 2024 - MAY 11, 2024			Percent Change in RSH			SEP 10, 2023 - JAN 13, 2024			JAN 14, 2024 - MAY 11, 2024			Percent Change in RSM			Minority %	Disparate Impact (Y/N)*	Low-income %	Disproportionate Burden (Y/N)*
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday				
D/O Routes																						
1	217.72	108.73	108.73	217.55	108.73	108.73	-0.08%	0.00%	0.00%	2,429.71	1,267.48	1,267.48	2,420.88	1,264.88	1,264.88	-0.36%	-0.21%	-0.21%				
10	33.55	23.75	23.75	33.48	23.75	23.75	-0.20%	0.00%	0.00%	377.78	274.75	274.75	377.78	274.75	274.75	0.00%	0.00%	0.00%				
11	23.27	9.83	9.83	23.25	9.83	9.83	-0.07%	0.00%	0.00%	221.27	110.64	110.64	221.27	110.64	110.64	0.00%	0.00%	0.00%				
12	49.43	39.23	39.23	49.43	39.52	39.52	0.00%	0.72%	0.72%	561.18	453.55	453.55	561.18	453.55	453.55	0.00%	0.00%	0.00%				
13	38.07	26.62	26.62	38.07	26.53	26.53	0.00%	-0.31%	-0.31%	436.13	294.73	294.73	436.13	294.73	294.73	0.00%	0.00%	0.00%				
14	50.15	22.47	22.47	50.15	22.30	22.30	0.00%	-0.74%	-0.74%	626.71	313.43	313.43	626.71	313.43	313.43	0.00%	0.00%	0.00%				
15	66.05	41.28	41.28	65.87	41.28	41.28	-0.28%	0.00%	0.00%	755.11	512.88	512.88	753.93	512.08	512.08	-0.16%	-0.16%	-0.16%				
16	89.77	40.33	40.33	89.77	40.33	40.33	0.00%	0.00%	0.00%	980.59	468.01	468.01	980.59	468.01	468.01	0.00%	0.00%	0.00%				
18	15.10	14.03	14.03	15.10	14.03	14.03	0.00%	0.00%	0.00%	202.17	190.93	190.93	202.17	190.93	190.93	0.00%	0.00%	0.00%				
19	136.90	70.08	70.08	137.05	70.08	70.08	0.11%	0.00%	0.00%	1,755.37	934.09	934.09	1,755.37	934.09	934.09	0.00%	0.00%	0.00%				
20	55.32	38.93	38.93	55.35	39.02	39.02	0.06%	0.21%	0.21%	818.06	604.21	604.21	818.67	604.69	604.69	0.07%	0.08%	0.08%				
21	15.00	12.20	12.20	14.88	12.20	12.20	-0.78%	0.00%	0.00%	146.41	133.10	133.10	146.41	133.10	133.10	0.00%	0.00%	0.00%				
22	52.13	24.20	24.20	56.53	27.05	27.05	8.44%	11.78%	11.78%	828.45	431.45	431.45	845.23	440.35	440.35	2.03%	2.06%	2.06%				
27	36.40	26.53	26.53	36.40	26.53	26.53	0.00%	0.00%	0.00%	685.86	464.58	464.58	685.86	464.58	464.58	0.00%	0.00%	0.00%				
28	82.50	49.63	49.63	82.50	49.63	49.63	0.00%	0.00%	0.00%	1,368.81	829.50	829.50	1,368.81	829.50	829.50	0.00%	0.00%	0.00%				
29	32.73	29.13	29.13	32.82	29.13	29.13	0.25%	0.00%	0.00%	428.81	428.81	428.81	426.51	426.51	426.51	-0.54%	-0.54%	-0.54%				
49	33.83	26.60	26.60	33.77	26.60	26.60	-0.20%	0.00%	0.00%	359.72	337.24	337.24	356.95	334.64	334.64	-0.77%	-0.77%	-0.77%				
200	46.28	40.25	40.25	51.67	41.47	41.47	11.63%	3.02%	3.02%	1,213.05	992.49	992.49	1,328.89	996.67	996.67	9.55%	0.42%	0.42%				
204D	10.70			10.70			0.00%			233.74			229.87			-1.66%						
206D	11.93			11.52			-3.49%			289.97			291.86			0.65%						
C/O Routes																						
3	36.65	13.45	13.45	36.58	13.45	13.45	-0.18%	0.00%	0.00%	395.16	174.68	174.68	395.16	174.68	174.68	0.00%	0.00%	0.00%				
8	40.98	34.87	34.87	40.73	34.87	34.87	-0.61%	0.00%	0.00%	597.10	548.86	548.86	597.10	548.86	548.86	0.00%	0.00%	0.00%				
9	16.53	13.83	13.83	16.42	13.83	13.83	-0.71%	0.00%	0.00%	281.09	268.35	268.35	281.09	268.35	268.35	0.00%	0.00%	0.00%				
23	36.90	31.57	31.57	39.13	31.57	31.57	6.05%	0.00%	0.00%	511.98	439.77	439.77	511.98	439.77	439.77	0.00%	0.00%	0.00%				
24	31.43	24.50	24.50	31.63	24.50	24.50	0.64%	0.00%	0.00%	347.62	316.02	316.02	347.62	316.02	316.02	0.00%	0.00%	0.00%				
30	17.42	11.40	11.40	17.65	11.40	11.40	1.34%	0.00%	0.00%	225.97	156.33	156.33	225.97	156.33	156.33	0.00%	0.00%	0.00%				
31	40.97	35.33	35.33	40.58	35.33	35.33	-0.94%	0.00%	0.00%	891.33	779.52	779.52	892.32	780.42	780.42	0.11%	0.12%	0.12%				
41	14.02			15.90			13.44%			251.27			251.27			0.00%						
44 (Circulator)	34.72	31.20	31.20	38.12	31.20	31.20	9.79%	0.00%	0.00%	372.33	372.33	372.33	372.33	372.33	372.33	0.00%	0.00%	0.00%				
51	10.53			10.53			0.00%			111.05			111.05			0.00%						
55	5.67			5.67			0.00%			48.33			48.33			0.00%						
56	13.00			13.00			0.00%			115.45			115.45			0.00%						
61	44.55	34.15	34.15	46.58	34.15	34.15	4.56%	0.00%	0.00%	763.89	604.44	604.44	763.89	604.44	604.44	0.00%	0.00%	0.00%				
74	26.95	23.88	23.88	27.28	23.88	23.88	1.24%	0.00%	0.00%	470.55	431.25	431.25	470.55	431.25	431.25	0.00%	0.00%	0.00%				
79	31.80	24.40	24.40	32.50	24.40	24.40	2.20%	0.00%	0.00%	585.21	457.81	457.81	586.74	459.01	459.01	0.26%	0.26%	0.26%				

*To have a disparate impact on minority populations and a disproportionate burden on low-income populations, a route's population must be 20% higher than the system average. For RTA, a route would have to serve an 87% minority population and 30% low-income population to have a Title VI impact (based on RTA's 2022 Title VI Update).



TITLE VI ANALYSIS FY24 Service Changes

FY24 Service Changes - May 2024
Route Level Changes to Identify Major Service Changes
Daily Numbers*

Route #	Revenue Service Hours (RSH)									Revenue Service Miles (RSM)									Title VI Equity Analysis			
	JAN 14, 2024 - MAY 11, 2024			MAY 12, 2024 - JUNE 30, 2024			Percent Change in RSH			JAN 14, 2024 - MAY 11, 2024			MAY 12, 2024 - JUNE 30, 2024			Percent Change in RSM			Minority %	Disparate Impact (Y/N)*	Low-income %	Disproportionate Burden (Y/N)*
	Daily RSH Before Service Change			Daily RSH After Service Change			Weekday	Saturday	Sunday	Daily RSM Before Service Change			Daily RSM After Service Change			Weekday	Saturday	Sunday				
D/O Routes	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	
1	217.55	108.73	108.73	234.32	108.73	108.73	7.71%	0.00%	0.00%	2,420.88	1,264.88	1,264.88	2,525.89	1,264.88	1,264.88	4.34%	0.00%	0.00%				
10	33.48	23.75	23.75	33.10	23.75	23.75	-1.14%	0.00%	0.00%	377.78	274.75	274.75	377.78	274.75	274.75	0.00%	0.00%	0.00%				
11	23.25	9.83	9.83	23.92	9.83	9.83	2.87%	0.00%	0.00%	221.27	110.64	110.64	221.27	110.64	110.64	0.00%	0.00%	0.00%				
12	49.43	39.52	39.52	49.68	39.82	39.82	0.51%	0.76%	0.76%	561.18	453.55	453.55	584.99	472.08	472.08	4.24%	4.08%	4.08%				
13	38.07	26.53	26.53	38.07	26.53	26.53	0.00%	0.00%	0.00%	436.13	294.73	294.73	436.21	294.80	294.80	0.02%	0.03%	0.03%				
14	50.15	22.30	22.30	50.48	22.30	22.30	0.66%	0.00%	0.00%	626.71	313.43	313.43	626.71	313.43	313.43	0.00%	0.00%	0.00%				
15	65.87	41.28	41.28	65.88	41.28	41.28	0.03%	0.00%	0.00%	753.93	512.08	512.08	753.93	512.08	512.08	0.00%	0.00%	0.00%				
16	89.77	40.33	40.33	89.38	40.33	40.33	-0.43%	0.00%	0.00%	980.59	468.01	468.01	980.59	468.01	468.01	0.00%	0.00%	0.00%				
18	15.10	14.03	14.03	16.25	14.65	14.65	7.62%	4.39%	4.39%	202.17	190.93	190.93	198.37	187.14	187.14	-1.88%	-1.99%	-1.99%				
19	137.05	70.08	70.08	138.38	70.08	70.08	0.97%	0.00%	0.00%	1,755.37	934.09	934.09	1,755.37	934.09	934.09	0.00%	0.00%	0.00%				
20	55.35	39.02	39.02	54.97	39.02	39.02	-0.69%	0.00%	0.00%	818.67	604.69	604.69	818.67	604.69	604.69	0.00%	0.00%	0.00%				
21	14.88	12.20	12.20	14.85	12.20	12.20	-0.22%	0.00%	0.00%	146.41	133.10	133.10	146.41	133.10	133.10	0.00%	0.00%	0.00%				
22	56.53	27.05	27.05	57.48	27.05	27.05	1.68%	0.00%	0.00%	845.23	440.35	440.35	845.23	440.35	440.35	0.00%	0.00%	0.00%				
27	36.40	26.53	26.53	36.98	26.53	26.53	1.60%	0.00%	0.00%	685.86	464.58	464.58	679.73	460.47	460.47	-0.89%	-0.88%	-0.88%				
28	82.50	49.63	49.63	82.85	49.63	49.63	0.42%	0.00%	0.00%	1,368.81	829.50	829.50	1,368.81	829.50	829.50	0.00%	0.00%	0.00%				
29	32.82	29.13	29.13	32.90	29.13	29.13	0.25%	0.00%	0.00%	426.51	426.51	426.51	426.51	426.51	426.51	0.00%	0.00%	0.00%				
49	33.77	26.60	26.60	32.95	26.60	26.60	-2.42%	0.00%	0.00%	356.95	334.64	334.64	356.95	334.64	334.64	0.00%	0.00%	0.00%				
200	51.67	41.47	41.47	52.60	41.47	41.47	1.81%	0.00%	0.00%	1,328.89	996.67	996.67	1,328.90	996.67	996.67	0.00%	0.00%	0.00%				
204D	10.70			10.72			0.16%			229.87			230.14			0.12%						
206D	11.52			11.43			-0.72%			291.86			291.86			0.00%						
C/O Routes																						
3	36.58	13.45	13.45	36.65	13.45	13.45	0.18%	0.00%	0.00%	395.16	174.68	174.68	395.16	174.68	174.68	0.00%	0.00%	0.00%				
8	40.73	34.87	34.87	39.92	34.98	34.98	-2.00%	0.33%	0.33%	597.10	548.86	548.86	597.10	548.86	548.86	0.00%	0.00%	0.00%				
9	16.42	13.83	13.83	16.45	14.28	14.28	0.20%	3.25%	3.25%	281.09	268.35	268.35	281.09	268.35	268.35	0.00%	0.00%	0.00%				
23	39.13	31.57	31.57	37.12	31.57	31.57	-5.15%	0.00%	0.00%	511.98	439.77	439.77	511.98	439.77	439.77	0.00%	0.00%	0.00%				
24	31.63	24.50	24.50	31.83	24.50	24.50	0.63%	0.00%	0.00%	347.62	316.02	316.02	347.62	316.02	316.02	0.00%	0.00%	0.00%				
30	17.65	11.40	11.40	17.48	11.40	11.40	-0.94%	0.00%	0.00%	225.97	156.33	156.33	225.97	156.33	156.33	0.00%	0.00%	0.00%				
31	40.58	35.33	35.33	41.05	35.67	35.67	1.15%	0.94%	0.94%	892.32	780.42	780.42	892.32	780.42	780.42	0.00%	0.00%	0.00%				
41	15.90			17.70			11.32%			251.27			251.27			0.00%						
44 (Circulator)	38.12	31.20	31.20	34.72	31.23	31.23	-8.92%	0.11%	0.11%	372.33	372.33	372.33	372.33	372.33	372.33	0.00%	0.00%	0.00%				
51	10.53			10.53			0.00%			111.05			111.05			0.00%						
55	5.67			5.67			0.00%			48.33			48.33			0.00%						
56	13.00			13.00			0.00%			115.45			115.45			0.00%						
61	46.58	34.15	34.15	51.68	34.90	34.90	10.95%	2.20%	2.20%	763.89	604.44	604.44	760.14	601.37	601.37	-0.49%	-0.51%	-0.51%				
74	27.28	23.88	23.88	27.40	23.88	23.88	0.43%	0.00%	0.00%	470.55	431.25	431.25	470.55	431.25	431.25	0.00%	0.00%	0.00%				
79	32.50	24.40	24.40	34.28	24.37	24.37	5.49%	-0.14%	-0.14%	586.74	459.01	459.01	586.74	459.01	459.01	0.00%	0.00%	0.00%				

*To have a disparate impact on minority populations and a disproportionate burden on low-income populations, a route's population must be 20% higher than the system average. For RTA, a route would have to serve an 87% minority population and 30% low-income population to have a Title VI impact (based on RTA's 2022 Title VI Update).

Fiscal Year 2025 Planned Service Changes

In order to comply with federal Title VI regulations, RTA must evaluate every service change to determine whether the changes are significant enough to warrant a Title VI review, and if so, whether the changes disproportionately affect low-income and minority communities. RTA defines a major service change as one that affects more than 25 percent of a route's revenue hours, revenue miles or alignment.

As approved by the Board, year two service improvements from the Sustainable Service Plan (SSP) will be implemented in Fiscal Year 2025 (FY25), as well any year one SSP recommendations that have not yet been implemented. With additional operators on staff, the Agency plans to reinstate the discontinued weekend service resulting in improved frequencies. Service changes include adjustments to multiple routes to improve service reliability and efficiency while increasing ridership and access to major destinations.

The following service changes are planned for FY25. Implementation is contingent on ridership demand, funding and operator availability.

- September 2024 service changes:
 - Reinstate the discontinued weekend service resulting in improved frequencies on routes 1, 11, 13, 14, 16, 19, 22, 27 and 28.
 - Route 8: Improve frequency to every 60 minutes and implement a new transfer location with Route 9 at Walmart at Central & Cambern.
 - Route 9: Discontinue service to the Lake Elsinore Outlet Mall and improve frequency from every 70 minutes to every 60 minutes. Provide timed connections with Route 8 at Walmart at Central & Cambern.
 - Route 200: Add one roundtrip in the morning due to high demand.

- January 2025 service changes:
 - Route 1: Increased service to the Vine Street Mobility Hub to connect to Metrolink trains.
 - Route 16: Improve weekday frequency to every 15 minutes from 6 a.m. to 6 p.m.
 - Route 19: Improve weekday frequency to every 15 minutes from 6 a.m. to 6 p.m.
 - Route 28: Improve weekday frequency from every 35-40 minutes to every 30 minutes.
 - Route 44: Improve frequency on San Jacinto Ave. from every 60 to 70 minutes to every 40 minutes.

The table below shows the changes in revenue miles and hours for each route before (May 2024) and after the service change. Routes 1, 8, 11, 13, 14, 16, 19, 22, 27 and 28 have a greater than 25 percent change in revenue hours and/or revenue miles. All of those routes are due to an increase in service which will benefit the region. RTA's Title VI Policies define a disproportionate burden or disparate impact as an "adverse effect". Moreover, routes 11 and 19 serve a disproportionately higher percentage of minority populations and Route 28 serves a disproportionately higher



TITLE VI ANALYSIS

FY25 Planned Service Changes

percentage of low-income populations. Increasing service on these routes will benefit these populations. Of RTA's total service area population, 66.97% are minorities and 20.14% are low-income. In 2021, RTA conducted an Onboard Rider Survey which found that 85% of RTA riders identified as minorities and 81% as low-income. Therefore, increasing service on these routes will greatly benefit minority and low-income populations in the service area. Improving service on the routes listed will not pose a disparate impact or disproportionate burden on minority or low-income populations but rather benefit the region by providing increased service levels.

RTA also completes public outreach as part of the approval process for RTA's SRTP. The SRTP contains detailed information on the upcoming year's planned service changes. Outreach was predominantly done online through the website, RTA Reader, Rider News, press releases and social media. Customers are invited to comment on the proposals by phone, email, traditional mail or by attending the May Board of Directors meeting.



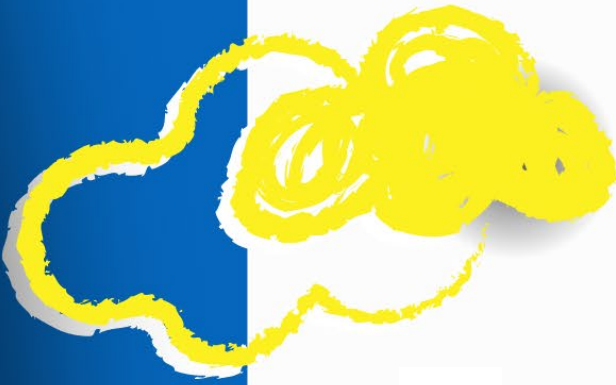
TITLE VI ANALYSIS

FY25 Planned Service Changes

FY25 Planned Service Changes
Route Level Changes to Identify Major Service Changes
Daily Numbers*

Route # D/O Routes	Revenue Service Hours (RSH)									Revenue Service Miles (RSM)									Title VI Equity Analysis			
	MAY 12, 2024 - JUNE 30, 2024			MAY 11, 2025 - JUNE 30, 2025			Percent Change in RSH			MAY 12, 2024 - JUNE 30, 2024			MAY 11, 2025 - JUNE 30, 2025			Percent Change in RSM			Minority %	Disparate Impact (Y/N)*	Low-income %	Disproportionate Burden (Y/N)*
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday				
1	234.32	108.73	108.73	227.07	155.23	155.23	-3.09%	42.77%	42.77%	2,525.89	1,264.88	1,264.88	2,481.48	1,772.71	1,772.71	-1.76%	40.15%	40.15%	76.73%	No	28.38%	No
10	33.10	23.75	23.75	33.48	23.75	23.75	1.16%	0.00%	0.00%	377.78	274.75	274.75	377.78	274.75	274.75	0.00%	0.00%	0.00%	88.66%	Yes	29.94%	No
11	23.92	9.83	9.83	23.25	18.78	18.78	-2.79%	91.02%	91.02%	221.27	110.64	110.64	221.27	221.41	221.41	0.00%	100.13%	100.13%	77.78%	No	27.73%	No
12	49.68	39.82	39.82	49.43	39.52	39.52	-0.50%	-0.75%	-0.75%	584.99	472.08	472.08	561.18	453.55	453.55	-4.07%	-3.92%	-3.92%	74.04%	No	28.08%	No
13	38.07	26.53	26.53	38.07	32.55	32.55	0.00%	22.68%	22.68%	436.21	294.80	294.80	436.13	399.94	399.94	-0.02%	35.66%	35.66%	76.19%	No	23.52%	No
14	50.48	22.30	22.30	50.15	29.23	29.23	-0.66%	31.09%	31.09%	626.71	313.43	313.43	626.71	397.17	397.17	0.00%	26.72%	26.72%	90.89%	Yes	25.73%	No
15	65.88	41.28	41.28	65.87	41.28	41.28	-0.03%	0.00%	0.00%	753.93	512.08	512.08	753.93	512.08	512.08	0.00%	0.00%	0.00%	72.70%	No	24.17%	No
16	89.38	40.33	40.33	90.77	65.03	65.03	1.55%	61.24%	61.24%	980.59	468.01	468.01	1,014.59	724.30	724.30	3.47%	54.76%	54.76%	72.27%	No	20.84%	No
18	16.25	14.65	14.65	15.10	14.03	14.03	-7.08%	-4.21%	-4.21%	198.37	187.14	187.14	205.77	194.53	194.53	3.73%	3.95%	3.95%	65.87%	No	35.43%	Yes
19	138.38	70.08	70.08	149.05	106.70	106.70	7.71%	52.25%	52.25%	1,755.37	934.09	934.09	1,843.37	1,417.16	1,417.16	5.01%	51.72%	51.72%				
20	54.97	39.02	39.02	55.35	39.02	39.02	0.70%	0.00%	0.00%	818.67	604.69	604.69	818.67	604.69	604.69	0.00%	0.00%	0.00%				
21	14.85	12.20	12.20	14.88	12.20	12.20	0.22%	0.00%	0.00%	146.41	133.10	133.10	146.41	133.10	133.10	0.00%	0.00%	0.00%				
22	57.48	27.05	27.05	56.53	38.95	38.95	-1.65%	43.99%	43.99%	845.23	440.35	440.35	845.23	681.15	681.15	0.00%	54.68%	54.68%				
27	36.98	26.53	26.53	36.40	31.42	31.42	-1.58%	18.40%	18.40%	679.73	460.47	460.47	685.86	641.60	641.60	0.90%	39.34%	39.34%				
28	82.85	49.63	49.63	98.50	61.40	61.40	18.89%	23.71%	23.71%	1,368.81	829.50	829.50	1,621.81	1,070.58	1,070.58	18.48%	29.06%	29.06%				
29	32.90	29.13	29.13	32.82	29.13	29.13	-0.25%	0.00%	0.00%	426.51	426.51	426.51	426.51	426.51	426.51	0.00%	0.00%	0.00%				
49	32.95	26.60	26.60	33.77	26.60	26.60	2.48%	0.00%	0.00%	356.95	334.64	334.64	356.95	334.64	334.64	0.00%	0.00%	0.00%				
200	52.60	41.47	41.47	57.05	41.47	41.47	8.45%	0.00%	0.00%	1,328.90	996.67	996.67	1,444.73	996.67	996.67	8.72%	0.00%	0.00%				
204D	10.72			10.70			-0.16%			230.14			229.87			-0.12%						
206D	11.43			11.52			0.73%			291.86			291.86			0.00%						
C/O Routes																						
3	36.65	13.45	13.45	36.58	13.45	13.45	-0.18%	0.00%	0.00%	395.16	174.68	174.68	395.16	174.68	174.68	0.00%	0.00%	0.00%	70.65%	No	29.20%	No
8	39.92	34.98	34.98	53.73	50.87	50.87	34.61%	45.40%	45.40%	597.10	548.86	548.86	714.10	647.86	647.86	19.59%	18.04%	18.04%				
9	16.45	14.28	14.28	14.42	12.83	12.83	-12.36%	-10.15%	-10.15%	281.09	268.35	268.35	300.09	278.35	278.35	6.76%	3.73%	3.73%				
23	37.12	31.57	31.57	39.13	31.57	31.57	5.43%	0.00%	0.00%	511.98	439.77	439.77	511.98	439.77	439.77	0.00%	0.00%	0.00%				
24	31.83	24.50	24.50	31.63	24.50	24.50	-0.63%	0.00%	0.00%	347.62	316.02	316.02	347.62	316.02	316.02	0.00%	0.00%	0.00%				
30	17.48	11.40	11.40	17.65	11.40	11.40	0.95%	0.00%	0.00%	225.97	156.33	156.33	225.97	156.33	156.33	0.00%	0.00%	0.00%				
31	41.05	35.67	35.67	40.58	35.33	35.33	-1.14%	-0.93%	-0.93%	892.32	780.42	780.42	892.32	780.42	780.42	0.00%	0.00%	0.00%				
41	17.70			15.90			-10.17%			251.27			251.27			0.00%						
44 (Circulator)	34.72	31.23	31.23	43.12	31.20	31.20	24.20%	-0.11%	-0.11%	372.33	372.33	372.33	439.33	372.33	372.33	17.99%	0.00%	0.00%				
51	10.53			10.53			0.00%			111.05			111.05			0.00%						
55	5.67			5.67			0.00%			48.33			48.33			0.00%						
56	13.00			13.00			0.00%			115.45			115.45			0.00%						
61	51.68	34.90	34.90	46.58	34.15	34.15	-9.87%	-2.15%	-2.15%	760.14	601.37	601.37	763.89	604.44	604.44	0.49%	0.51%	0.51%				
74	27.40	23.88	23.88	27.28	23.88	23.88	-0.43%	0.00%	0.00%	470.55	431.25	431.25	470.55	431.25	431.25	0.00%	0.00%	0.00%				
79	34.28	24.37	24.37	32.50	24.40	24.40	-5.20%	0.14%	0.14%	586.74	459.01	459.01	586.74	459.01	459.01	0.00%	0.00%	0.00%				

*To have a disparate impact on minority populations and a disproportionate burden on low-income populations, a route's population must be 20% higher than the system average. For RTA, a route would have to serve an 87% minority population and 30% low-income population to have a Title VI impact (based on RTA's 2022 Title VI Update).



FY25-27

SHORT-RANGE TRANSIT PLAN



TABLE OF CONTENTS



FY25-27 **SHORT-RANGE
TRANSIT PLAN**

CONTENTS

- Chapter 1. System Overview and Service Profile 2
 - 1.1 Description of Service Area 4
 - 1.2 Population Profile and Demographics..... 6
 - 1.3 Description of Services..... 12
 - 1.4 Current Fare Structure..... 28
 - 1.5 Revenue Fleet 31
 - 1.6 Existing Transit Facilities and Bus Stop Amenities 31
 - 1.7 Existing Coordination Between Transit Agencies and Private Providers 34
 - 1.8 Review of Previous Studies and Plans 35
- Chapter 2. Existing Service and Route Performance 37
 - 2.1 Service Standards..... 37
 - 2.2 Service Performance 44
- Chapter 3. Future Service Plans, Fare Changes, Capital Planning and Marketing 61
 - 3.1 Service Plans and Priorities FY 2025 to FY 2029..... 62
 - 3.2 SunLine’s Overall Marketing Plans, Studies, and Promotions..... 65
 - 3.3 Projected Ridership Growth (FY 2025 to FY 2029) 71
 - 3.4 Proposed Fare Structure Changes..... 71
 - 3.5 Capital Improvement Planning 73
- Chapter 4. Financial Planning 76
 - 4.1 Operating and Capital Budget..... 76
 - 4.2 Funding Plans to Support Proposed Operating and Capital Program 76
 - 4.3 Regulatory and Compliance Requirements 79
 - 4.4 Capital Project Status 80
- S RTP Tables..... 90
- Appendix A: SunLine Existing Route Profiles 125
 - Service Days 126
 - Route Numbers, Headsigns, and General Direction..... 127
 - Span of Service 128
 - FY 2025 Fixed Route Fleet..... 128
 - Route 1EV: Coachella – Via Hwy 111 – Palm Desert Mall..... 129
 - Route 1WV: Palm Desert Mall - Via Hwy 111 – Palm Springs 130

Route 2: Desert Hot Springs – Palm Springs – Cathedral City..... 131

Route 3: Desert Edge – Desert Hot Springs 132

Route 4: Palm Desert Mall – Palm Springs..... 133

Route 5: Desert Hot Springs – CSUSB Palm Desert – Palm Desert Mall..... 134

Route 6: Coachella – Via Fred Waring – Palm Desert Mall..... 135

Route 7: Bermuda Dunes – Indian Wells – La Quinta..... 136

Route 8: North Indio – Coachella – Thermal/Mecca..... 137

Route 9: North Shore – Mecca – Oasis 138

Route 10 Commuter Link: Indio – CSUSB (PDC) – CSUSB – San Bernardino Transit Center (SBTC)/Metrolink..... 139

School Trippers..... 140

FIGURES

Figure 1-1	SunLine Refueled Timeline.....	2
Figure 1-2	SunLine Service Area	5
Figure 1-3	SunLine Service Area Socioeconomic Profile	5
Figure 1-4	Riverside County and California Population Growth Projections (Percent)	9
Figure 1-5	Riverside County and Coachella Valley Population Projections (Total Population).....	9
Figure 1-6	Population Growth Projections for Jurisdictions in the SunLine Service Area	10
Figure 1-7	Senate Bill 535 Disadvantaged Communities	11
Figure 1-8	Areas of Persistent Poverty and Historically Disadvantaged Communities	12
Figure 1-9	Fixed Route Ridership	13
Figure 1-10	Fixed Route System Map.....	14
Figure 1-11	Example of SunRide Vehicle	15
Figure 1-12	SunRide Service Area – Cathedral City.....	17
Figure 1-13	SunRide Service Area – Coachella	18
Figure 1-14	SunRide Service Area – Desert Hot Springs – Desert Edge (formerly Desert Edge).....	19
Figure 1-15	SunRide Service Area – Indio.....	20
Figure 1-16	SunRide Service Area – Mecca-North Shore	21
Figure 1-17	SunRide Service Area – Palm Desert (formerly Cook St Corridor).....	22
Figure 1-18	SunRide Service Area – Palm Springs.....	24
Figure 1-19	SunRide Mobile App	25
Figure 1-20	SunDial Ridership Trend.....	26
Figure 1-21	SunLine service area employment	27
Figure 1-22	Coachella Valley major employers	28
Figure 1-23	Fare Structure	29
Figure 1-24	SunLine Support Vehicle Summary.....	31
Figure 1-25	Bus Stop by City/District	32
Figure 1-26	Top 10 Stops.....	33
Figure 1-27	Top 10 Weekend Stops	33
Figure 2-1	Service Frequency Standards	37
Figure 2-2	Passengers Per Revenue Hour/Revenue Trip Standards.....	39
Figure 2-3	Service Scheduled Speed Standard.....	40
Figure 2-4	On-Time Performance Standard.....	40
Figure 2-5	Service Completed Standard.....	41
Figure 2-6	Miles between Service Interruptions Standard	41
Figure 2-7	Load Standards.....	42
Figure 2-8	Average Fleet Age Standard.....	42
Figure 2-9	Bus Deployment Standard.....	42
Figure 2-10	Percentage Change in SunLine Fixed Route Ridership Relative to 2010 and Peers	45
Figure 2-11	Summary of Fixed Route Transit Services	Error! Bookmark not defined.
Figure 2-12	Service Frequencies, in Minutes.....	47
Figure 2-13	Service Spans	47
Figure 2-14	5-year Fixed Route Ridership Comparison	48
Figure 2-15	COVID-19 Impact on Fixed Route Ridership.....	48

Figure 2-16	SunDial On-Time Performance for FY 2020 to FY 2022.....	49
Figure 2-17	Paratransit Ridership COVID-19 Impact for FY 2022.....	50
Figure 2-18	Taxi Businesses	50
Figure 2-19	SolVan Ridership Trend.....	Error! Bookmark not defined.
Figure 2-20	Trunk Routes Average	51
Figure 2-21	Local Routes Average.....	52
Figure 2-22	Market Based Service Average	53
Figure 2-23	Fixed Route Average Speed.....	53
Figure 2-24	On-Time Performance, by Route.....	54
Figure 2-25	Miles between Service Interruptions.....	55
Figure 2-26	Fleet Age.....	56
Figure 2-27	SunRide System-wide Metrics.....	58
Figure 2-28	SunRide Unique Users	59
Figure 2-29	SunRide Monthly Service Labor Cost Per Rider	59
Figure 3-1	Headway, by Route and Service Level.....	62
Figure 3.3	Target Audience Analysis	66
Figure 3-2	Allocation of Bus Stop Shelter Improvements	74
Figure 4-1	Status of SunLine’s Capital Projects.....	80

SRTP TABLES

Table 1.0	Individual Route Descriptions.....	90
Table 1.1	Fleet Inventory – Motor Bus	Error! Bookmark not defined. 91
Table 1.2	Fleet Inventory – Demand Response	Error! Bookmark not defined.
Table 2.0	Service Provider Performance Target Report.....	Error! Bookmark not defined.
Table 2.1	FY 2022/23 SRTP Performance Report.....	Error! Bookmark not defined.
Table 2.2	SRTP Service Summary – Systemwide Totals.....	Error! Bookmark not defined.
Table 2.2	SRTP Service Summary – All Fixed Routes.....	Error! Bookmark not defined.
Table 2.2	SRTP Service Summary – SunDial.....	Error! Bookmark not defined.
Table 2.2	SRTP Service Summary – Vanpool	Error! Bookmark not defined.
Table 2.2A	Summary of Routes to be Excluded	Error! Bookmark not defined.
Table 2.3	SRTP Route Statistics (Table 1 of 2).....	Error! Bookmark not defined.
Table 3.0	Highlights of the FY2023/25 SRTP	Error! Bookmark not defined.
Table 4.0	Summary of Funding Requests (1 of 5).....	Error! Bookmark not defined.
Table 4.0A	Capital Project Justification (1 of 28).....	Error! Bookmark not defined.
Table 4.0B	Farebox Calculation	Error! Bookmark not defined.
Table 4.1	Summary of Funding Requests in FY2023–2024 (1 of 3)....	Error! Bookmark not defined.
Table 4.2	Summary of Funding Requests in FY2024–2025 (1 of 2)....	Error! Bookmark not defined. 123

APPENDIX

Appendix A: SunLine Existing Route Profiles

GLOSSARY OF COMMON ACRONYMS

5307	Formula grants for urbanized areas
5311	Formula grants for rural areas
5339	Formula grants for buses and bus facilities
ADA	Americans with Disabilities Act
ARPA	American Rescue Plan Act
CARB	California Air Resources Board
CDP	Census designated place
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CNG	Compressed natural gas
COVID-19	Coronavirus
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act
CSUSB	California State University, San Bernardino
DBE	Disadvantaged business enterprise
DPSS	Department of Public Social Services
EEO	Equal employment opportunity
FTA	Federal Transit Administration
FY	Fiscal year
ICT	Innovative Clean Transit
IVT	Imperial Valley Transit
IVTC	Imperial Valley Transportation Commission
JPA	Joint Powers Agreement
KPI	Key Performance Indicator
LCTOP	Low Carbon Transit Operations Program
LTF	Local Transportation Fund
MPH	Miles per hour
NTD	National Transit Database
RCTC	Riverside County Transportation Commission
SBTC	San Bernardino Transit Center

SCAG	Southern California Association of Governments
SGR	State of Good Repair
SRTP	Short Range Transit Plan
STA	State Transit Assistance
TAP	Transit Ambassador Program
TSP	Transit signal priority
U-Pass	University Pass
ZEB	Zero-emission bus

DEFINITIONS

Financially Constrained	Fully funded
Financially Unconstrained	Not funded
Microtransit	A form of demand response transit that offers flexible routing and/or flexible scheduling of minibus vehicles

BOARD OF DIRECTORS

SunLine was established under a Joint Powers Authority (JPA) on July 1, 1977, between Riverside County and the communities of the Coachella Valley, which at the time included the Cities of Coachella, Desert Hot Springs, Indio, Palm Desert, and Palm Springs. The JPA was later amended to include the Cities of Cathedral City, Indian Wells, La Quinta, and Rancho Mirage. The JPA's governing board consists of one elected official from each member entity and one county supervisor. The Board of Directors are responsible for setting Agency policy.

CATHEDRAL CITY	Nancy Ross
COACHELLA	Denise Delgado, Vice-Chair
DESERT HOT SPRINGS	Russell Betts
INDIAN WELLS	Ty Peabody
INDIO	Glenn Miller
LA QUINTA	John Peña
PALM DESERT	Kathleen Kelly
PALM SPRINGS	Lisa Middleton, Chair
RANCHO MIRAGE	Lynn Mallotto
RIVERSIDE COUNTY	V. Manuel Perez

ORGANIZATIONAL STRUCTURE

SunLine's CEO/General Manager implements the Board of Directors' policy direction and provides strategic and operational leadership to the organization. The Executive Team supports the CEO/General Manager by supporting and developing Agency staff, overseeing day-to-day business operations, and leading the implementation of Agency initiatives.

CHIEF EXECUTIVE OFFICER/GENERAL MANAGER	Mona Babauta
CHIEF FINANCIAL OFFICER	Luis Garcia
CHIEF SAFETY OFFICER	Bryan Valenzuela
CHIEF OF HUMAN RELATIONS	Tamara Miles
CHIEF TRANSPORTATION OFFICER	Isabel Vizcarra
CHIEF PLANNING OFFER	Paul Mattern
CHIEF MAINTENANCE OFFICER	Ray Allen
CHIEF OF CAPITAL PROJECTS	Walter Watcher
CHIEF ADMINISTRATIVE OFFICER	Tina Hamel

CHAPTER 1

System Overview & System Profile



FY25-27

SHORT-RANGE TRANSIT PLAN

Chapter 1. System Overview and Service Profile

As the Agency stands at the threshold of a new era, it is crucial to reflect on the challenges that have shaped our journey thus far. The convergence of the COVID-19 pandemic, a national shortage of labor, and the failure of critical infrastructure such as the hydrogen-fueling station has undoubtedly tested the resilience of our transit system. The cumulative impact of these adversities has led to disruptions, unreliable service, and, regrettably, necessary service cuts. It has underscored the urgent need for adaptation and innovation.

Despite these obstacles, we are poised to embark on a fresh path forward. Our foremost priority is clear: the customer. As we enter this new chapter of the Agency, we do so with a sense of determination and purpose. We recognize that the heart of any successful transit system lies in its ability to meet the diverse needs and expectations of its ridership. With this guiding principle at the forefront, we are dedicated to ensuring that every decision, every initiative, and every investment is driven by a genuine focus on enhancing the passenger experience.

Our vision for the future is one of reliability, accessibility, and excellence. We are committed to leveraging innovative technologies, optimizing operational efficiencies, and fostering collaborative partnerships to deliver a transit system that our passengers can rely on, day in and day out.

While we acknowledge the challenges we have faced, we also want to take the time to celebrate the achievements that help define our Agency's legacy:



We proudly highlight a key aspect of our service that sets us apart – our commitment to providing the **lowest fares** in the region. Our Board of Directors and staff understand the importance of accessible transportation options for all community members, regardless of their socio-economic status. By keeping our fixed route fare at \$1, we ensure that our services remain accessible to everyone, fostering inclusivity and connectivity across our community. Our goal is that maintaining low fares will enhance the attractiveness of public transit as a viable transportation option.



Over time, the transit industry has learned that the traditional fixed-route system may not always serve every corner of our community effectively. We are proud that our microtransit service, **SunRide**, has been able to expand into more cities bringing flexible, on-demand transportation to areas that were previously underserved by traditional transit routes.



In recent years, SunLine has been honored with three large **awards** (Figure 1-1) within the transit industry. These accolades serve as a testament to the hard work and dedication of all our employees and inspires us to chart a course for the future that refocuses our efforts on the customer experience.

For years, SunLine has been at the forefront of the clean fuels revolution, spearheading initiatives to reduce emissions and mitigate environmental impact. Our investment in hydrogen fuel cell technology, in particular, has positioned us as a trailblazer in the transition to cleaner,

greener transportation solutions. While the challenges of the last year related to our hydrogen station were undoubtedly disappointing, they also serve as valuable lessons in resilience and adaptability. We are committed to learning from the past, and leveraging our experiences to inform smarter, more resilient strategies for the future to ensure we stay on target for our Innovative Clean Transit roll-out plan goals.

As we look to the future outlined in this FY 2025-2027 Short Range Transit Plan (S RTP), we are approaching the upcoming years with optimism. We will navigate the road ahead alongside our community and are confident that the best is yet to come for SunLine Transit Agency.

Figure 1-1 Major Accomplishments of SunLine



1.1 Description of Service Area

SunLine serves the eastern portion of Riverside County known as the Coachella Valley, extending from the San Geronio Pass in the west to the Salton Sea in the southeast. Located 120 miles east of downtown Los Angeles and 60 miles east of Riverside and San Bernardino.

Key characteristics of SunLine’s service area include –



Geographic Size 1,120 square miles (



Figure 1-)



Fixed Route Service Coverage 150 square miles



Paratransit Service Coverage 200 square miles¹



9 JPA Member Cities SunLine provides service to Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs, and Rancho Mirage



Unincorporated Communities SunLine provides service to the unincorporated county areas of Bermuda Dunes, Desert Edge, Mecca, North Shore, Oasis, Thermal, and Thousand Palms

Commuter Service Commuter express service is provided outside of the service area connecting the Coachella Valley to San Bernardino

Figure 1-2 shows population and employment estimates for the jurisdictions within the SunLine service area.

¹ The Federal Transit Administration describes the service area as a measure of access to transit service in terms of population served and area covered. The service area is determined using the Americans with Disabilities Act of 1990 (ADA) to identify the corridor surrounding routes three-quarters of mile on either side. Source: <https://www.transit.dot.gov/ntd/national-transit-database-ntd-glossary>. Accessed March 16, 2023.

Figure 1-2 SunLine Service Area

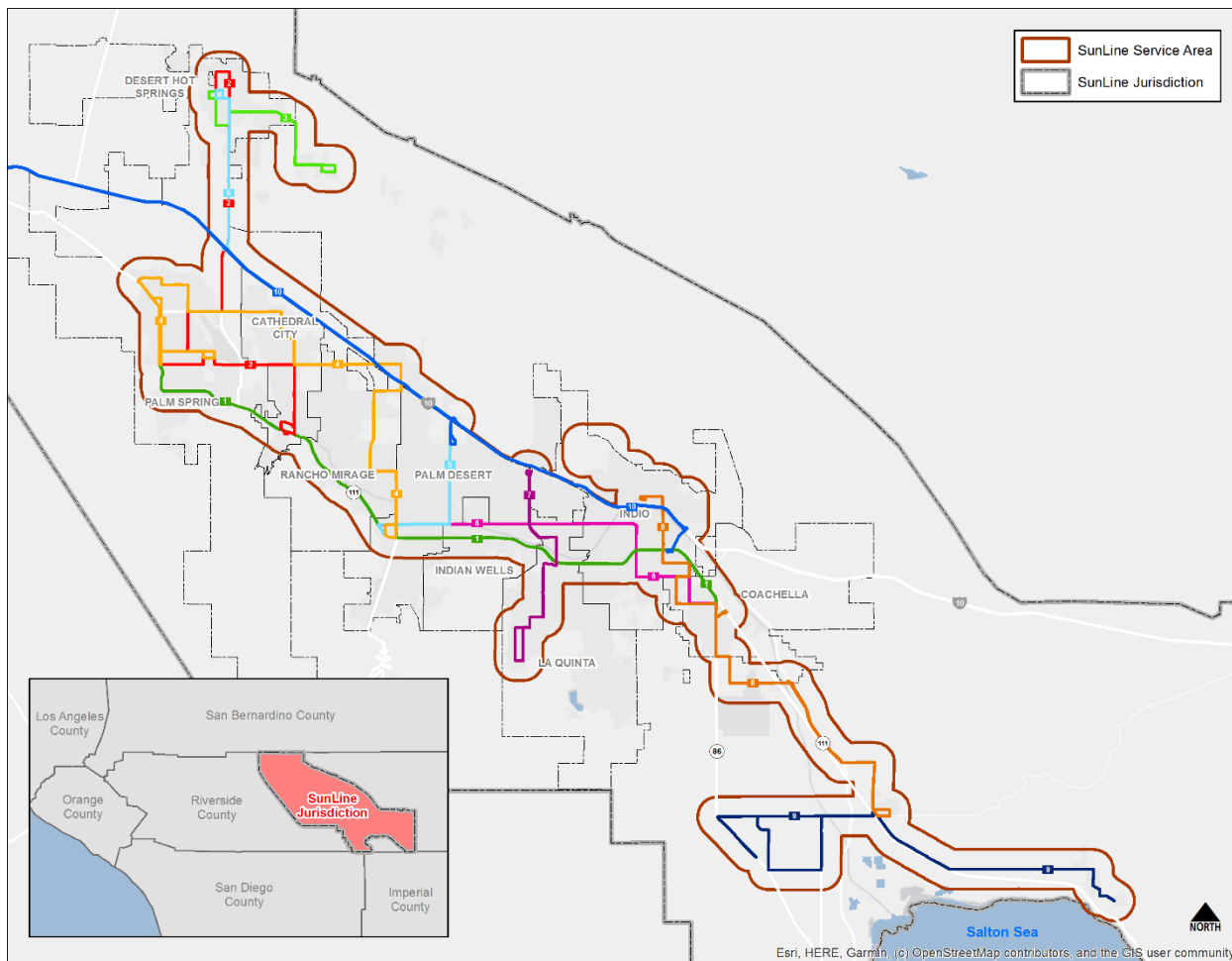


Figure 1-2 SunLine Service Area Socioeconomic Profile

Geography	Total population	Minority population		Population with poverty status determined	Poverty population		Total households	Zero auto households		Total employment
	Number	Number	%	Number	Number	%	Number	Number	%	Number
SunLine Jurisdiction	443,976	263,098	59.3%	441,897	75,195	17.0%	182,919	8,413	4.6%	151,433
Cathedral City	52,569	35,823	68.1%	52,510	9,893	18.8%	18,817	1,086	5.8%	9,925
Coachella	45,204	43,942	97.2%	45,130	8,664	19.2%	17,211	513	3.0%	8,973
Desert Hot Springs	27,829	20,372	73.2%	27,698	6,820	24.6%	9,707	824	8.5%	3,687
Indian Wells	7,054	1,465	20.8%	7,048	822	11.7%	3,446	46	1.3%	3,862
Indio	90,900	66,459	73.1%	89,958	15,639	17.4%	33,825	1,377	4.1%	20,767
La Quinta	40,510	18,429	45.5%	40,408	5,671	14.0%	16,054	424	2.6%	11,672
Palm Desert	51,009	16,782	32.9%	50,730	6,216	12.3%	23,580	1,137	4.8%	29,284
Palm Springs	49,651	19,719	39.7%	49,347	7,973	16.2%	25,155	1,722	6.8%	28,518
Rancho Mirage	17,913	3,749	20.9%	17,834	2,215	12.4%	9,327	341	3.7%	16,175
Unincorporated	61,337	36,358	59.3%	61,234	11,282	18.4%	25,797	943	3.7%	18,570

Source: American Community Survey 2020 5-year estimates; Longitudinal Employer-Household Dynamics 2019

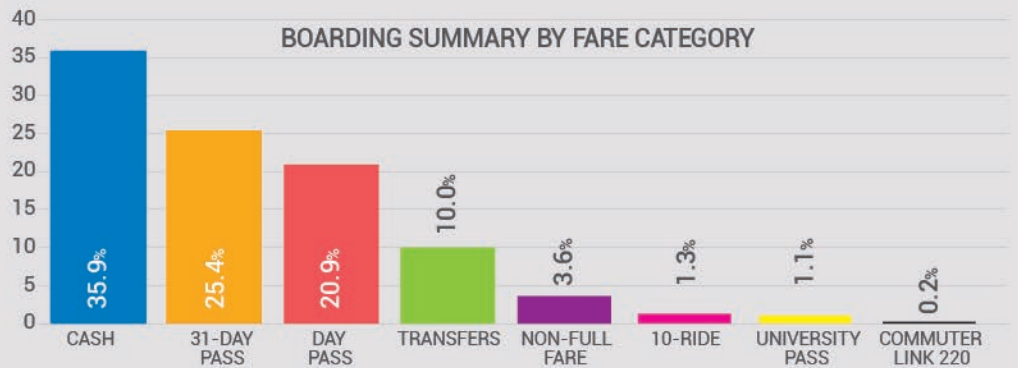
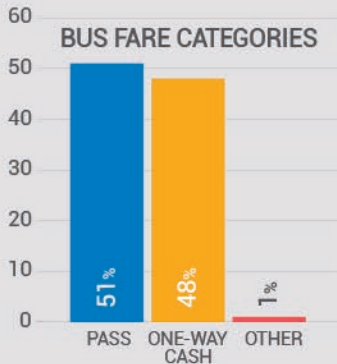
1.2 Population Profile and Demographics

The 2019 SunLine Transit Rider Survey was an important source of information for the plan. It gave SunLine staff a pre-COVID-19 ridership profile and described how riders used the transit system. The infographic on the next page shows the demographic characteristics of SunLine's riders before the pandemic. SunLine is preparing a new rider survey to assess changes resulting from the pandemic and the changes made to the system in the years following.

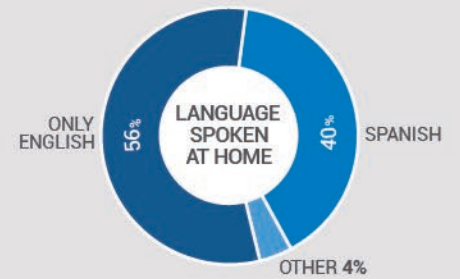
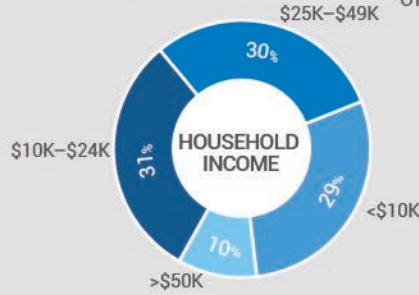
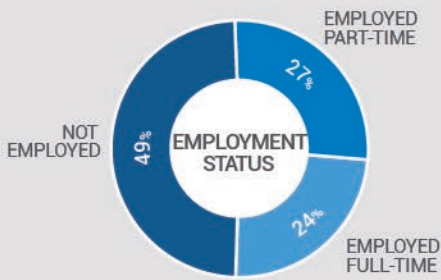
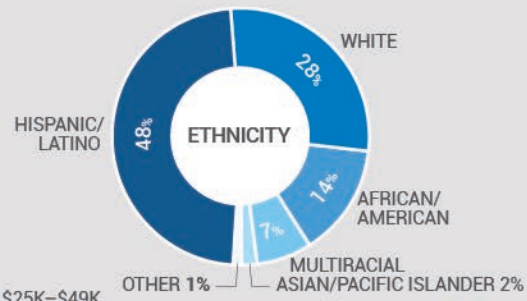
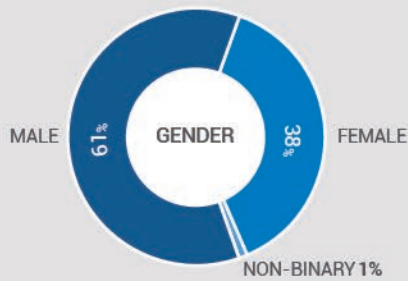
POPULATION PROFILE and RIDER CHARACTERISTICS

The SunLine Transit Rider Survey provided a snapshot of passenger characteristics, as summarized here.

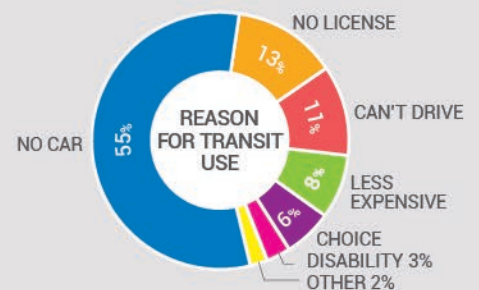
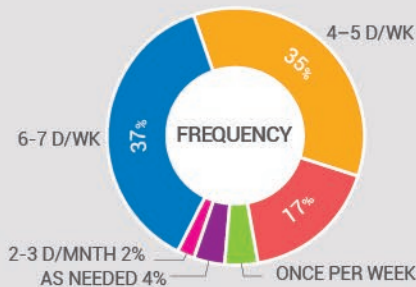
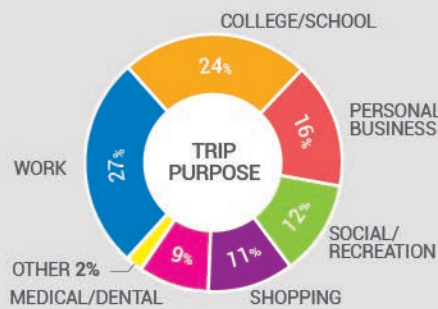
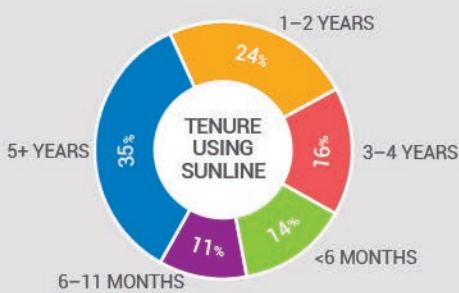
BOARDING FARE



DEMOGRAPHICS



TRANSIT USE



1.2.1 Demographic Projections

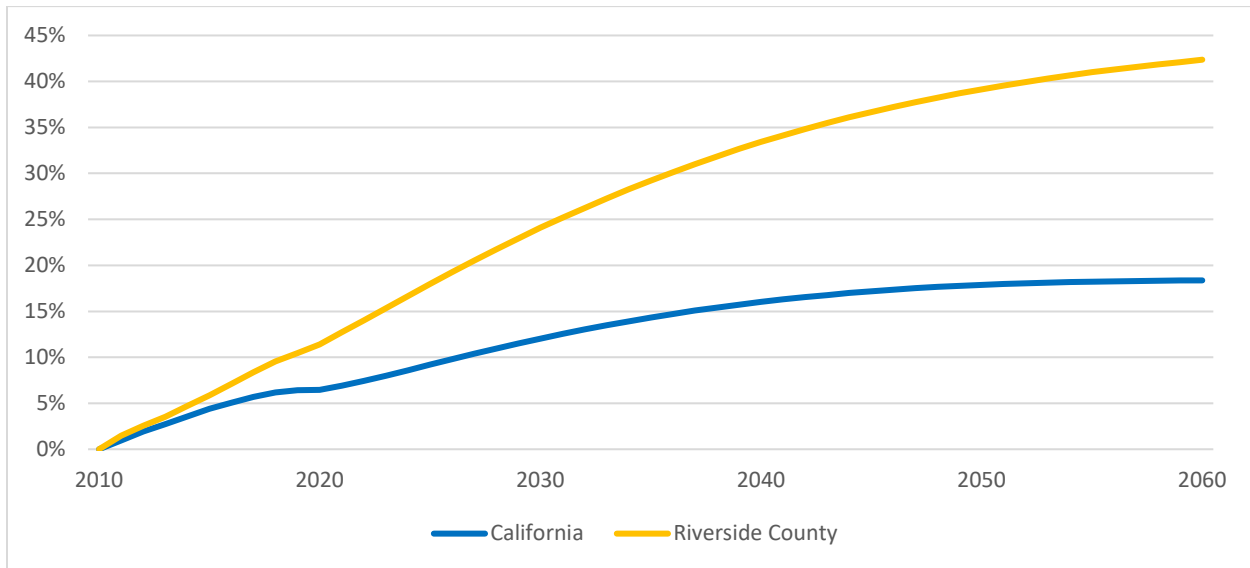
Despite ridership downturn related to the COVID-19 pandemic, population growth in Riverside County and the Coachella Valley will continue to drive demand for public transit services. In considering the public transit needs of the Coachella Valley, it is essential to understand the diverse demographics that make up our community. The Coachella Valley is characterized by a unique blend of residents, ranging from retirees to young families seeking opportunities for growth and prosperity. Additionally, our region experiences seasonal fluctuations in population due to tourism and seasonal residents, particularly during the winter months. Furthermore, we recognize the presence of economically disadvantaged populations, seniors, individuals with disabilities, and other vulnerable groups who rely heavily on public transportation for their mobility needs.

Like other transit agencies nationwide, SunLine is faced with the challenge of maintaining core service, extending service to new developments, and addressing the financial challenges resulting from the COVID-19 pandemic. It is imperative that we take into account these demographic nuances and strive to design services that are inclusive, accessible, and responsive to the diverse needs of our community. With the massive amount of growth we are experiencing in the Coachella Valley and limited funding, SunLine would be unable to provide direct service from every trip origin to every destination. However, with careful planning, we are working to ensure that our transit system effectively serves as a lifeline, connecting people to essential services, employment opportunities, recreational amenities, and each other.

The California Department of Finance estimates that the nine cities of the Coachella Valley had a population of just over 390,600 in January 2021. Riverside County has been growing faster than the state's population, and the Department of Finance projects this will continue through 2060, as shown in Figure 1-3. Within Riverside County, the Southern California Association of Governments (SCAG) projects that the nine cities of the Coachella Valley will grow faster than the county between 2016 and 2045.

Projections prepared by SCAG show that the Riverside County population is expected to grow by 37.6 percent from 2016 to 2045. This means an increase from 2.36 million people in 2016 to 3.25 million people in 2045, as shown in Figure 1-4. In contrast, the population in Coachella Valley cities is projected to grow even faster, increasing 55 percent over the same 29-year period, from 450,130 in 2016 to 697,690 in 2045, as shown in Figure 1-5. Growth percentages within the Coachella Valley vary by city. Coachella and Desert Hot Springs are among the cities projected to grow the fastest within the SCAG region, ranking first and third, respectively, among all SCAG cities by percentage growth over the next three decades.

Figure 1-3 Riverside County and California Population Growth Projections (Percent)



Source: California Department of Finance, 2021, <https://www.dof.ca.gov/forecasting/demographics/projections/>

Figure 1-4 Riverside County and Coachella Valley Population Projections (Total Population)

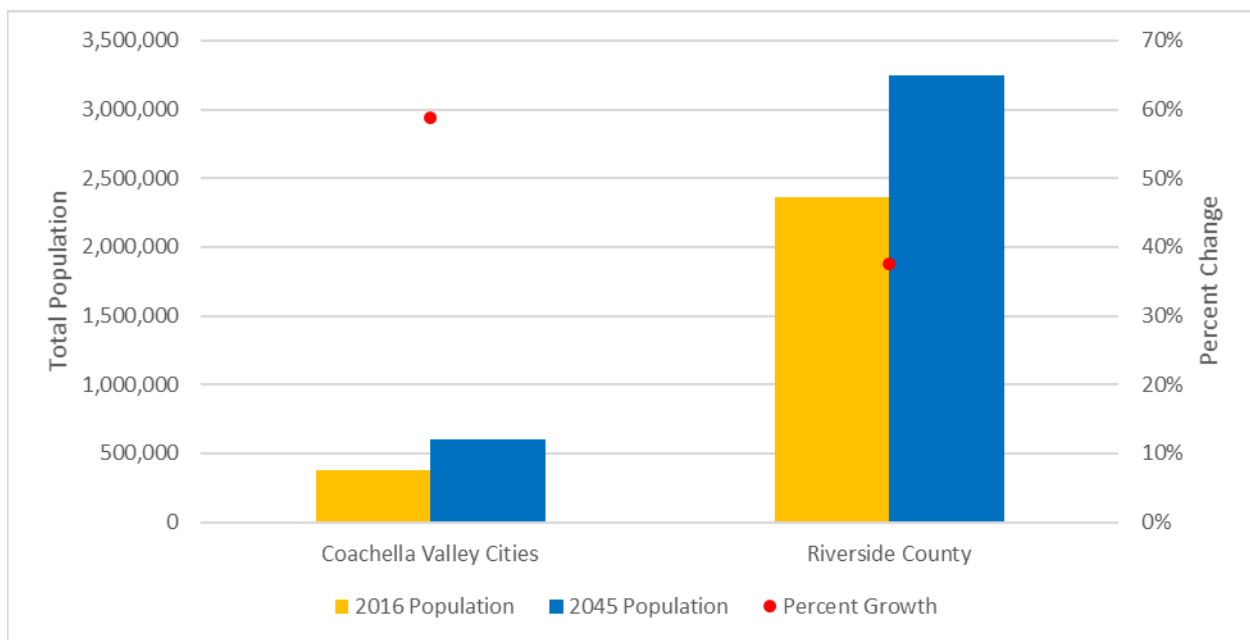


Figure 1-5 Population Growth Projections for Jurisdictions in the SunLine Service Area

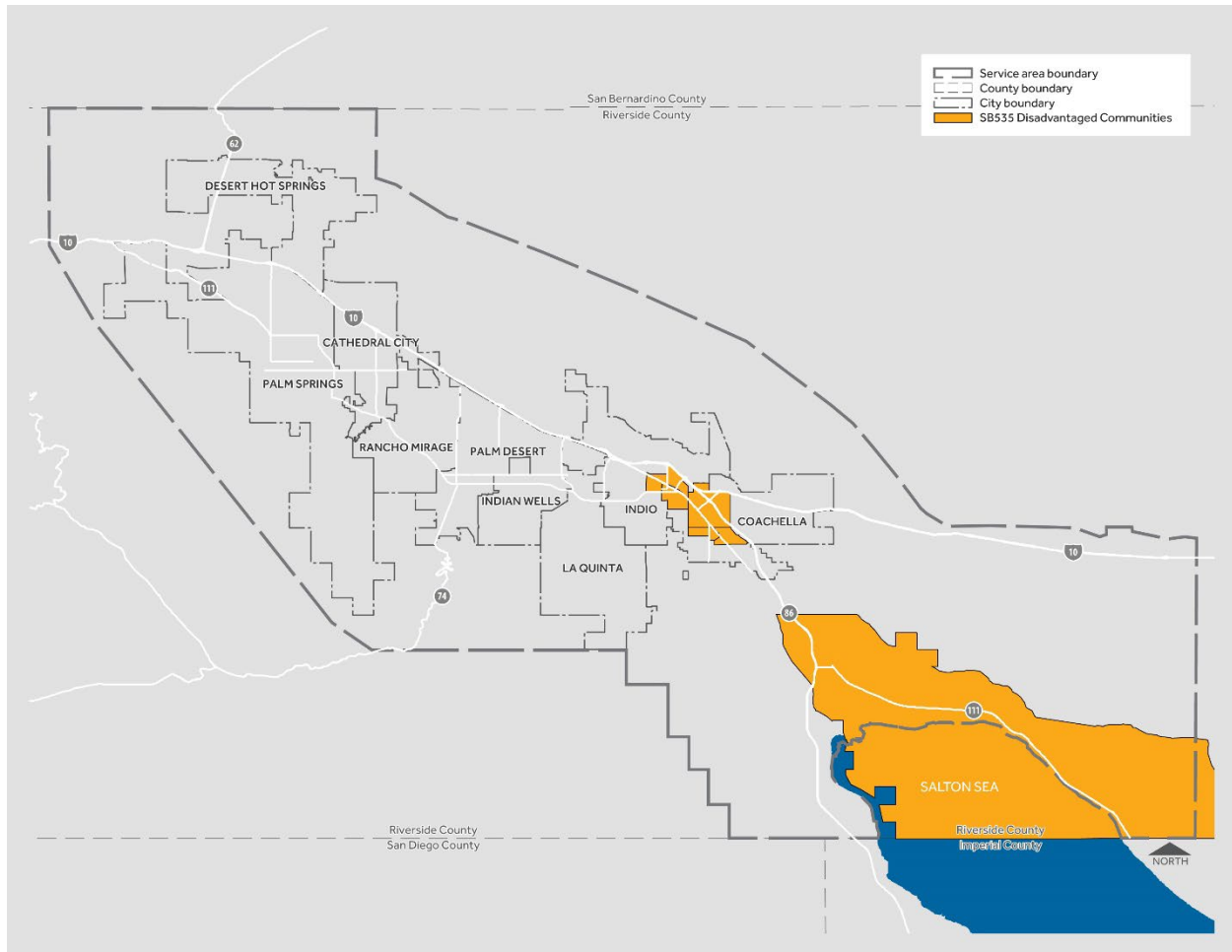
Location	SCAG 2016 estimates	SCAG 2045 estimates	Difference	% Difference
Bermuda Dunes Census Designated Place (CDP)	7,340	10,110	2,770	38%
Cathedral City	54,300	76,300	22,000	41%
Coachella city	45,300	129,300	84,000	185%
Desert Edge CDP	3,850	4,200	350	9%
Desert Hot Springs city	29,000	59,990	30,990	107%
Desert Palms CDP	6,940	6,990	50	1%
Garnet CDP	6,300	7,990	1,690	27%
Indian Wells city	5,400	6,400	1,000	19%
Indio city	88,100	129,300	41,200	47%
Indio Hills CDP	1,120	6,280	5,160	461%
La Quinta city	40,400	47,700	7,300	18%
Mecca CDP	8,860	11,840	2,980	34%
North Shore CDP	3,200	3,680	480	15%
Oasis CDP	4,370	4,500	130	3%
Palm Desert city	50,400	64,100	13,700	27%
Palm Springs city	47,100	61,600	14,500	31%
Rancho Mirage city	18,200	25,200	7,000	38%
Sky Valley CDP	2,570	7,080	4,510	175%
Thermal CDP	2,400	3,270	870	36%
Thousand Palms CDP	7,880	9,730	1,850	23%
Vista Santa Rosa CDP	3,780	3,950	170	4%
Whitewater CDP	820	980	160	20%
Other unincorporated areas	12,500	17,200	4,700	38%
Service area total	450,130	697,690	247,560	55%

Source: SCAG, 2020, https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf

Disadvantaged communities in California are specifically targeted for investment of proceeds from the state’s cap-and-trade program. Senate Bill 535 mandates that 25 percent of the proceeds from the Greenhouse Gas Reduction Fund go to projects that benefit disadvantaged communities. These investments are primarily aimed at improving public health, quality of life, and economic opportunity in the state’s most burdened communities while also reducing pollution.

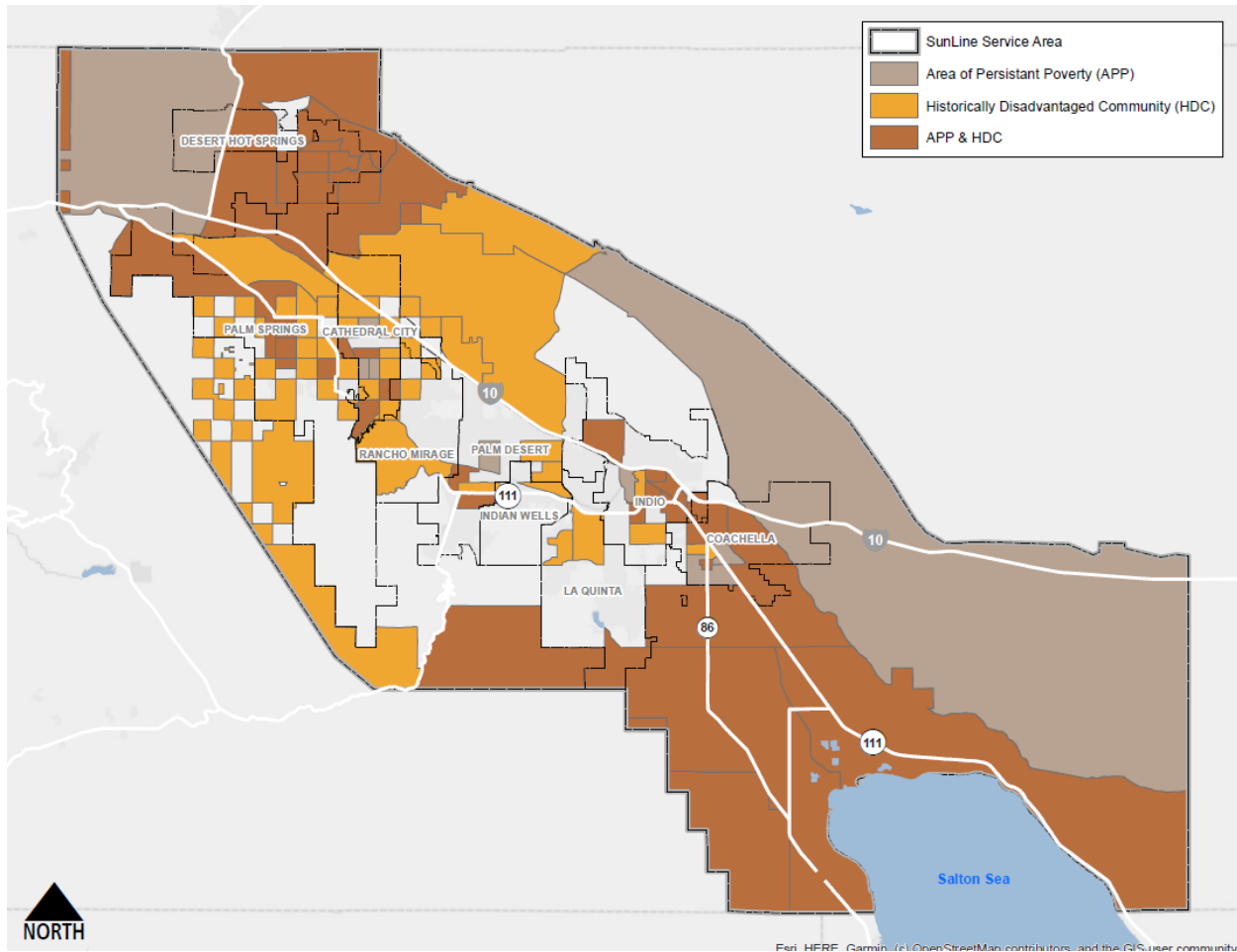
Disadvantaged communities are defined as the top 25 percent scoring census tracts from the California Environmental Health Screening Tool (CalEnviroScreen). The Senate Bill 535 disadvantaged communities within the SunLine service area are illustrated in Figure 1-6.

Figure 1-6 Senate Bill 535 Disadvantaged Communities



Several federal funding programs specifically target investment toward areas designated as Areas of Persistent Poverty or Historically Disadvantaged Communities. Areas of Persistent Poverty include census tracts with poverty rates of 20 percent or higher based on the 2014 to 2018 5-year American Community Survey, counties that have had poverty rates of 20 percent or higher in the 1900 and 2000 Decennial Censuses and the 2020 Small Area Income Poverty Estimates, and territories or possessions of the United States. Historically Disadvantaged Communities include census tracts identified based on six factors of socioeconomic disadvantage, tribal lands, and territories or possessions of the United States. Areas with these designations within the SunLine service area are shown in Figure 1-7.

Figure 1-7 Areas of Persistent Poverty and Historically Disadvantaged Communities



1.3 Description of Services

SunLine’s existing transit service includes SunBus (local bus), Commuter Link (regional commuter), SunRide (microtransit), and SunDial (paratransit). Additionally, SunLine’s taxi voucher program provides additional transportation options to residents throughout the Coachella Valley. Each of these service types is described briefly in the following sections.

1.3.1 SunBus – Local Bus

SunLine currently operates nine local routes in its service area. The local bus network is broken down into trunk routes and connector or feeder routes. Trunk routes serve highly traveled corridors with more frequent headways and include Routes 1EV, 1WV, and 2. Connector/feeder routes operate in less dense areas and connect to trunk routes. These routes generally operate at less frequent headways and include Routes 3 through 9. SRTP Table 1.0 (see the Tables section of the SRTP) shows a list of the routes and the areas they serve. Figure 1-8 illustrates fixed-route ridership trends over the last few years, including the impact of the COVID-19 pandemic service reductions and the subsequent recovery. Figure 1-9 shows the SunLine system map. Appendix A shows existing route profiles.

Figure 1-8 Fixed Route Ridership

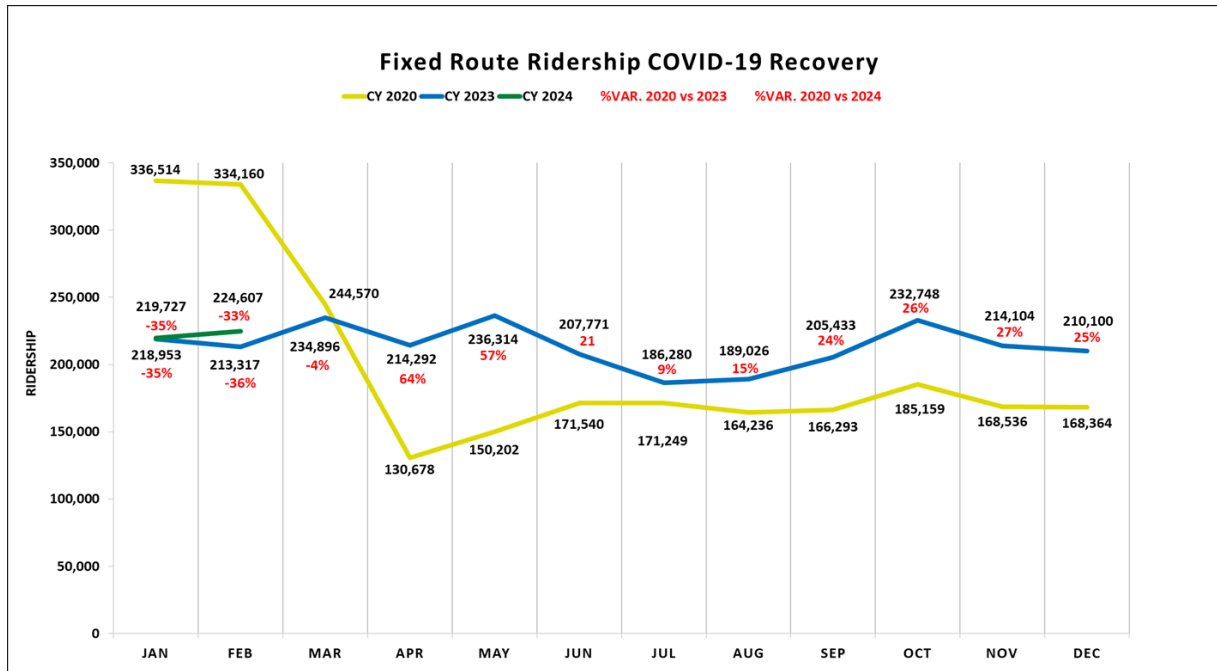
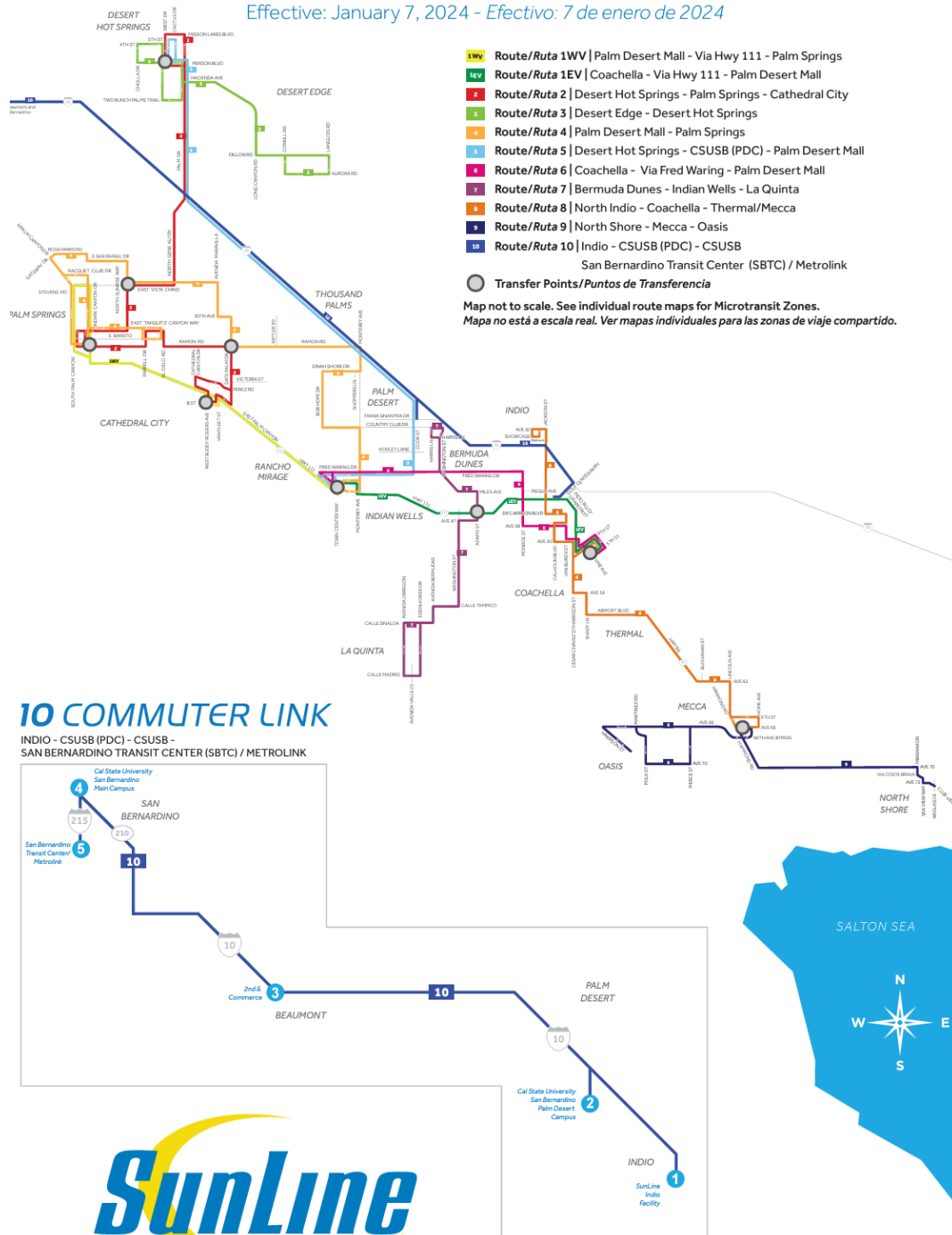


Figure 1-9 Fixed Route System Map

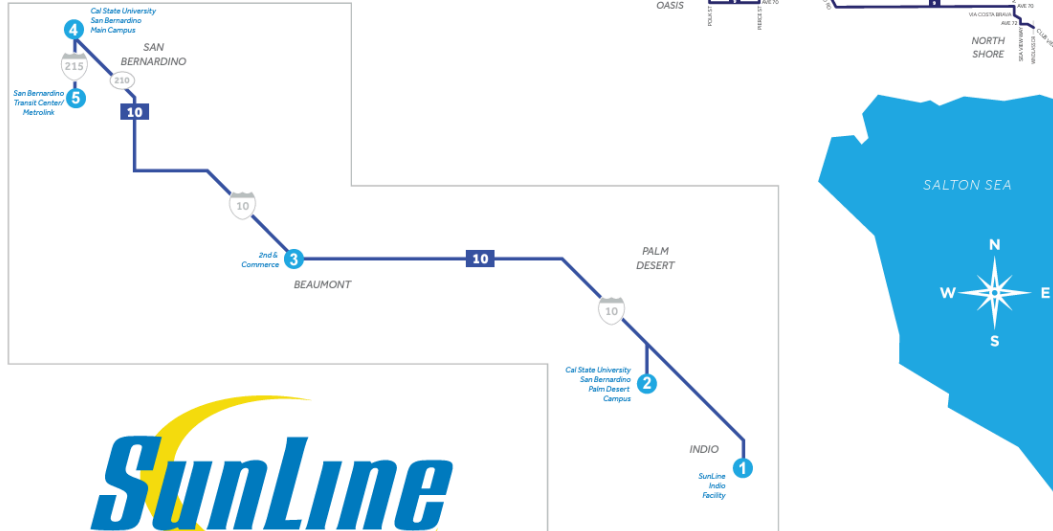
SYSTEM MAP - MAPA DEL SISTEMA

Effective: January 7, 2024 - Efectivo: 7 de enero de 2024



10 COMMUTER LINK

INDIO - CSUSB (PDC) - CSUSB - SAN BERNARDINO TRANSIT CENTER (SBTC) / METROLINK



760.343.3451 | SunLine.org

1.3.2 Commuter Link – Regional Commuter

The Route 10 Commuter Link, in operation since July 2021, is designed to improve regional service between the Coachella Valley and the Inland Empire. For students, the 10 Commuter Link provides a direct connection between CSUSB’s campuses in Palm Desert and San Bernardino. It also provides service to the San Bernardino Transit Center (SBTC) for connections with Metrolink trains and routes served by the Riverside Transit Agency, Omnitrans, Victor Valley Transit Authority, and Mountain Transit.

1.3.3 SunRide – Microtransit

Microtransit is an emerging transit mode that offers flexible and dynamic demand-driven transportation solutions to areas with limited transit access or where traditional fixed route service is simply not feasible. Microtransit is a shared-ride service that typically operates a fleet of smaller vehicles (for example, cutaway buses or vans—see Figure 1-10) in defined zones, with dynamic routing based on real-time demand. Similar to companies such as Uber and Lyft, users in designated areas specify the details of their trips on a mobile application and a vehicle is dispatched to deliver them to their destinations. Operating specifics such as service hours and coverage are tailored to meet the needs and/or resources of the agency (fleet availability, operating budget, etc.).

Figure 1-10 Example of SunRide Vehicle



SunRide Operations

The microtransit service, known as SunRide, serves eight zones in the Coachella Valley—Cathedral City, Coachella, Desert Hot Springs (including the community of Desert Edge), Indio, La Quinta, Mecca-North Shore, Palm Desert, and Palm Springs (Figure 1-11 to Figure 1-19). This on-demand service bridges the gap between riders and the fixed route network or designated points of interest. Riders typically use the SunRide smartphone app to book their ride, which dispatches a SunRide vehicle to pick them up and drop them off at locations indicated within the designated geo-fenced zones. Riders without access to a smartphone may also book a trip by calling SunRide’s Customer Service number or through the SunRide web portal at: book.sunride.rideco.com. The service is available Monday through Friday between 5:30 a.m. and 6:30 p.m.

The SunRide fare is \$3 per person, which includes a free transfer to/from the intersecting fixed bus routes. SunRide’s on-demand service allows a rider to book a trip within 15 minutes or to schedule a trip up to 7 days in advance. Riders may opt for contactless payment by choosing to pay using their credit or debit card. The app allows riders to store their credit or debit card information within the app for convenience when booking future rides. Riders may also choose to pay for their ride in cash by paying the SunRide driver directly when SunRide is the first leg of the trip or by purchasing a \$3 “SunRide Transfer Pass” on the fixed route bus when the rider boards the bus as the first leg of the trip.

Figure 1-11 SunRide Service Area – Cathedral City



Figure 1-12 SunRide Service Area – Coachella

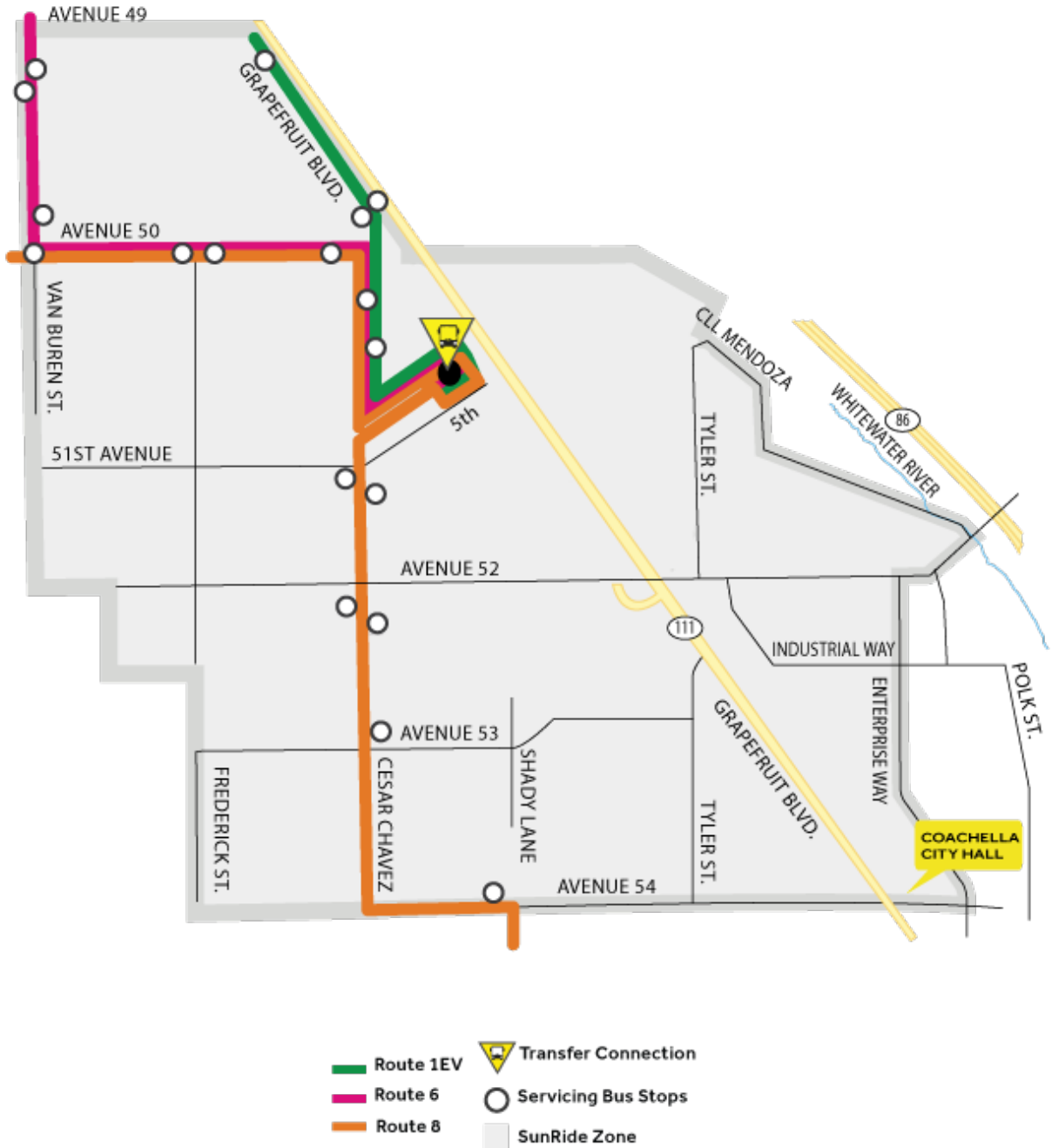


Figure 1-13 SunRide Service Area – Desert Hot Springs – Desert Edge

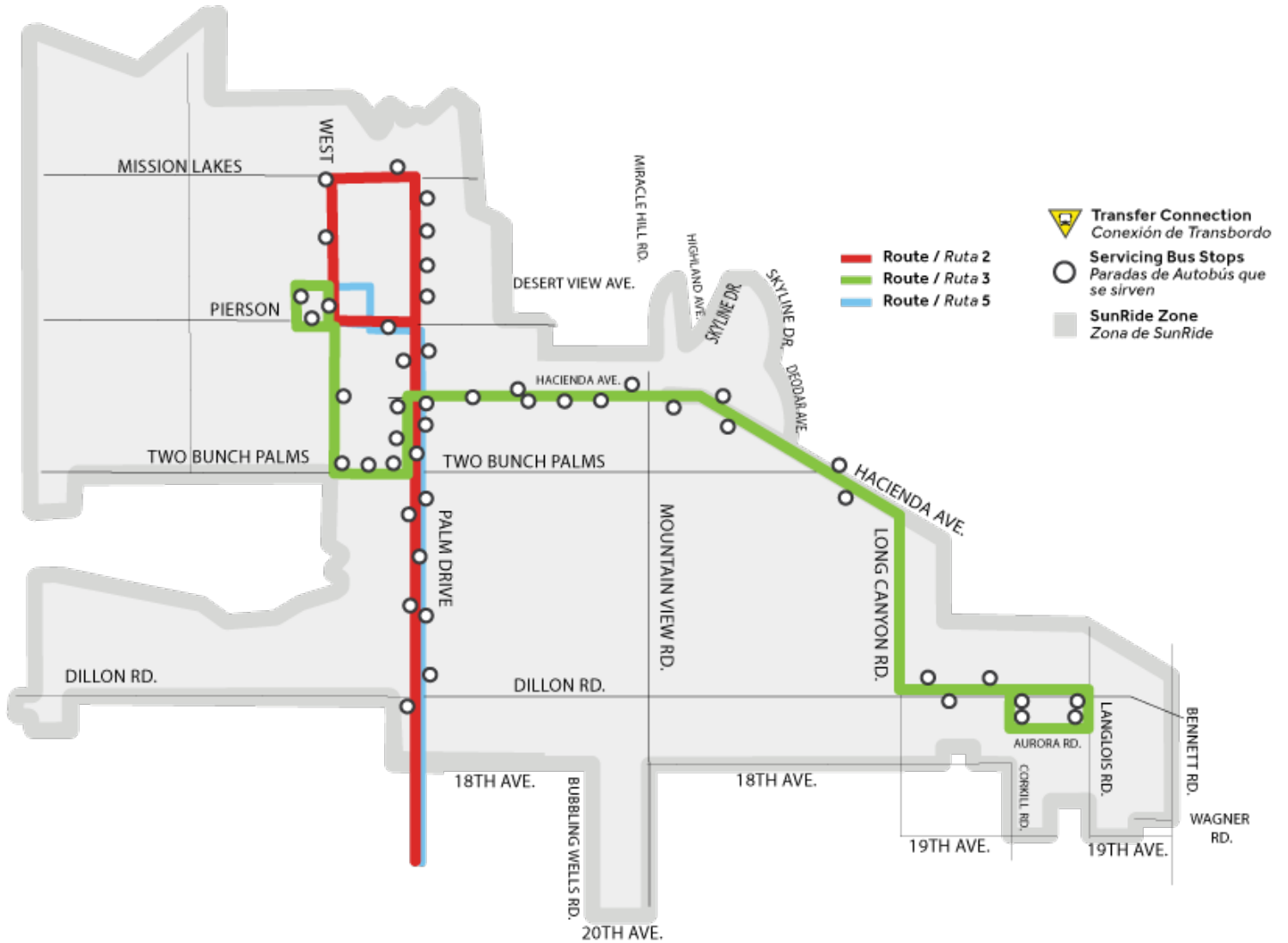


Figure 1-14 SunRide Service Area – Indio

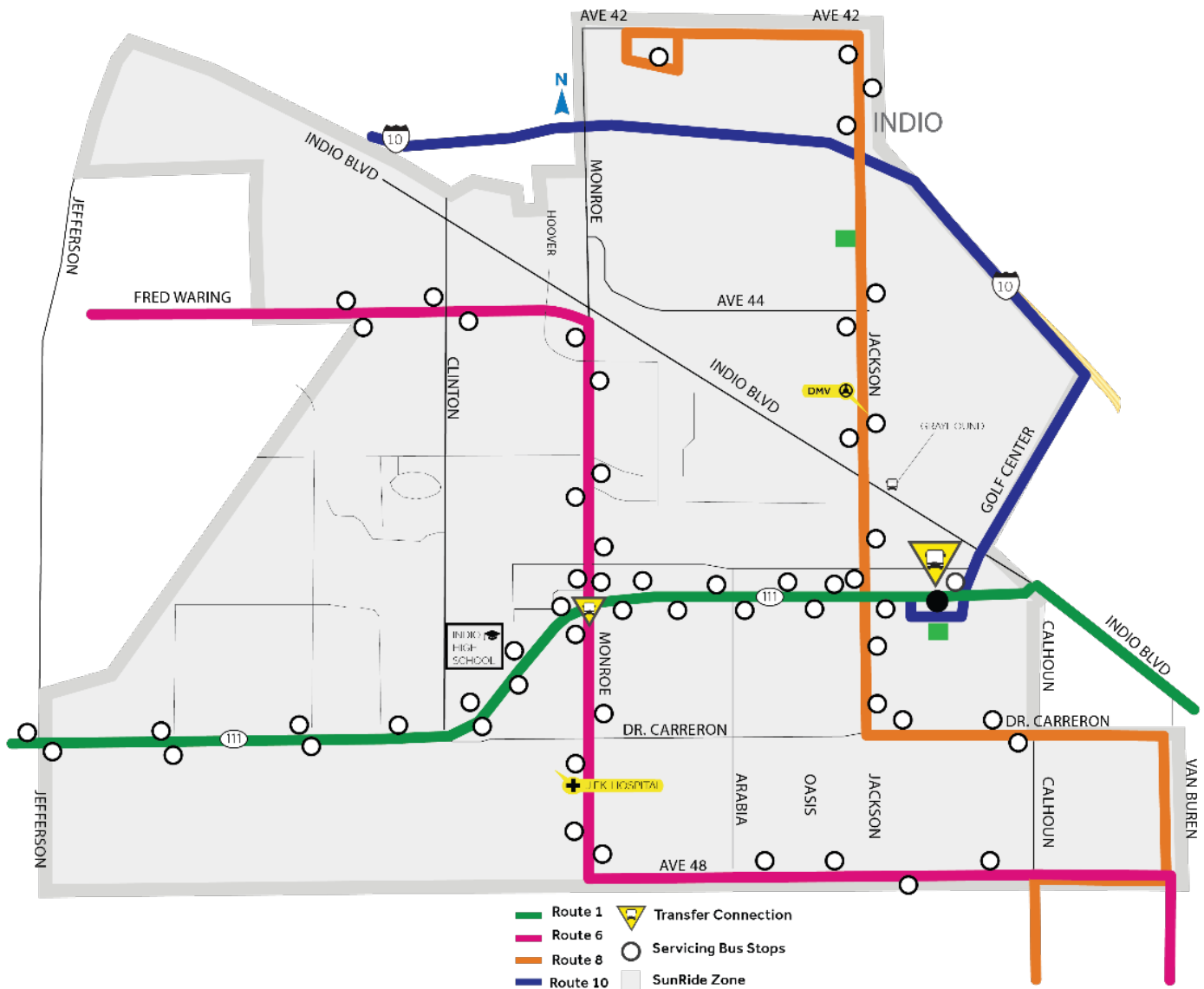


Figure 1-16 SunRide Service Area – La Quinta

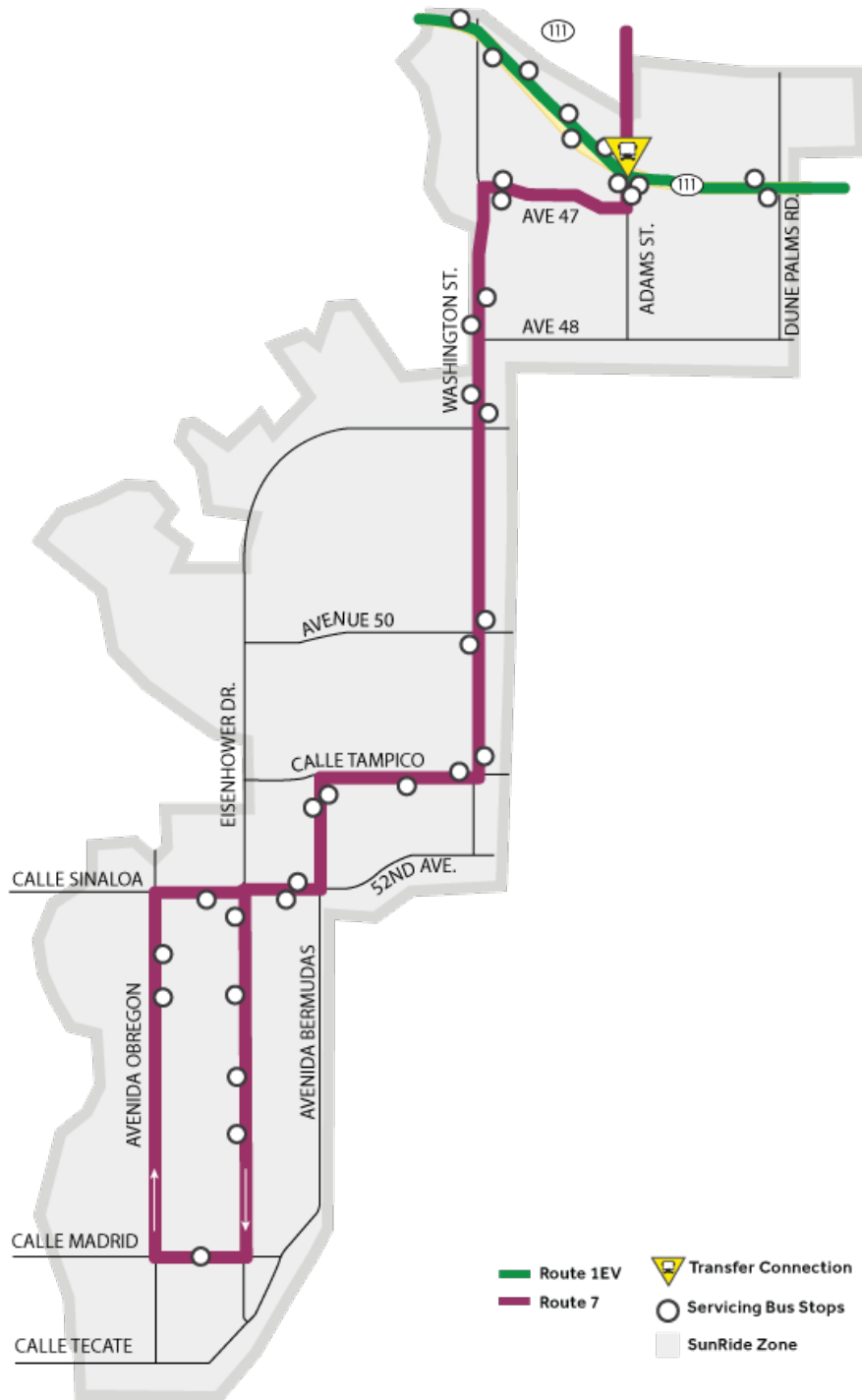


Figure 1-17 SunRide Service Area – Mecca-North Shore

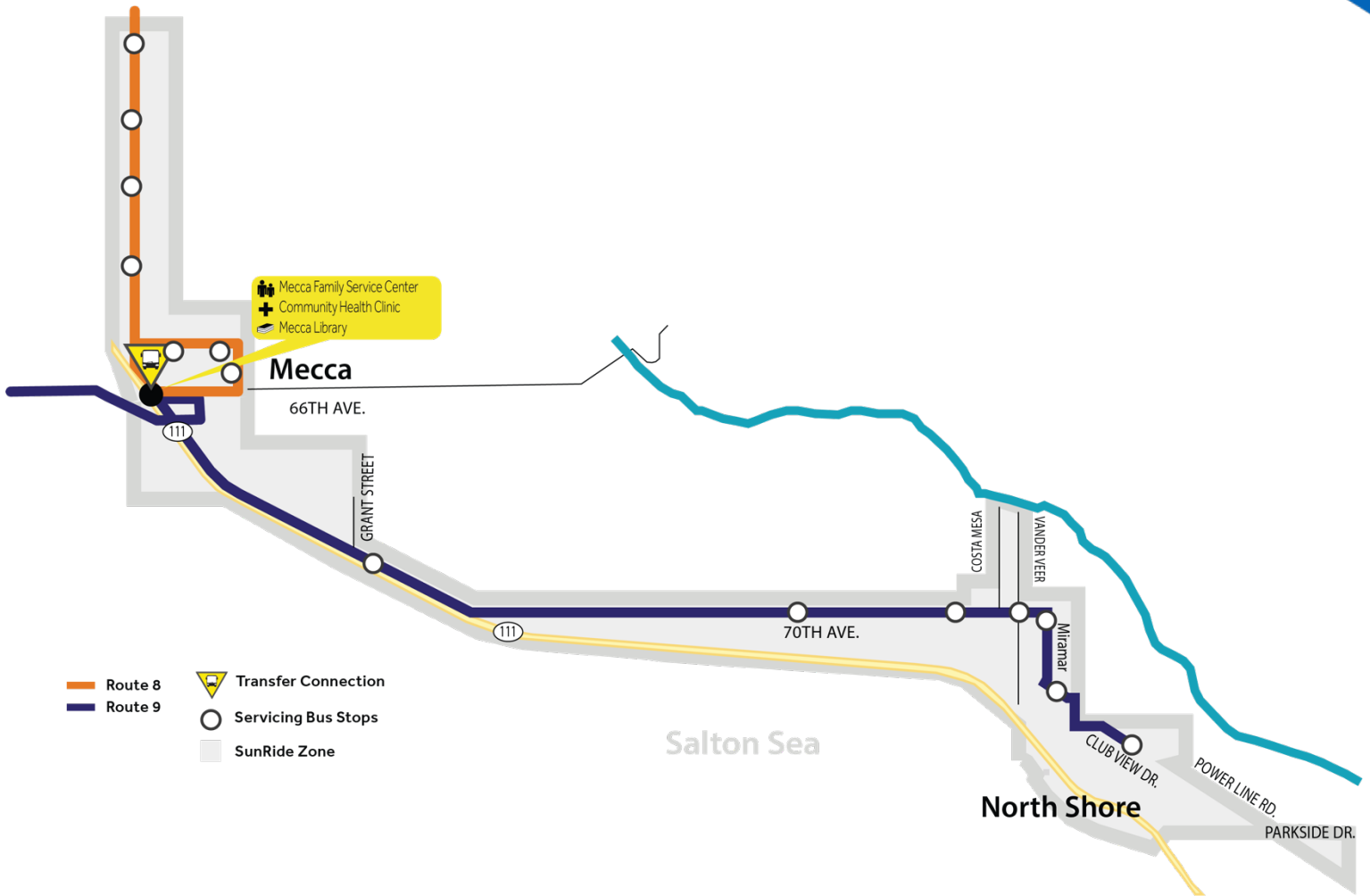


Figure 1-18 SunRide Service Area – Palm Desert

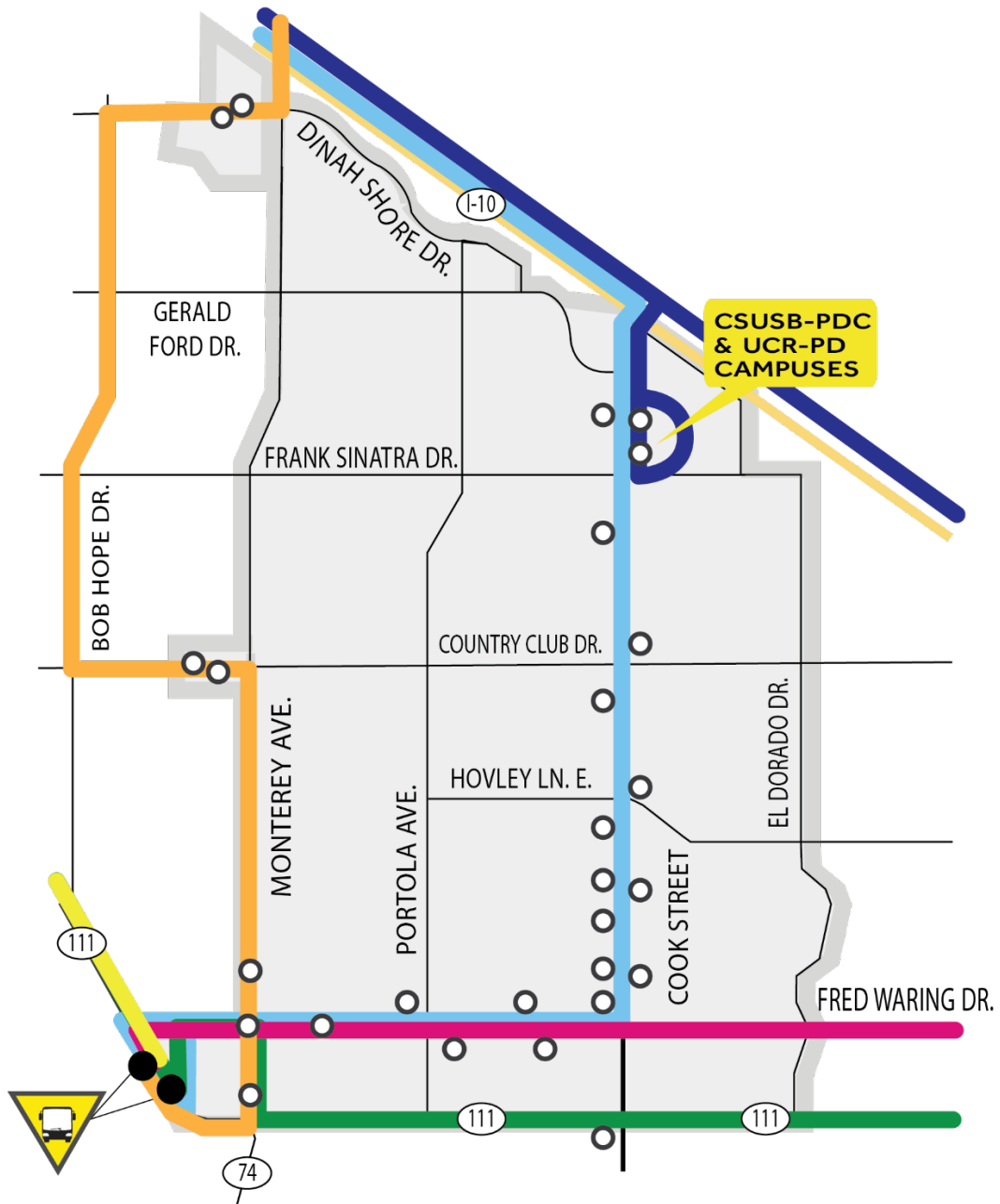
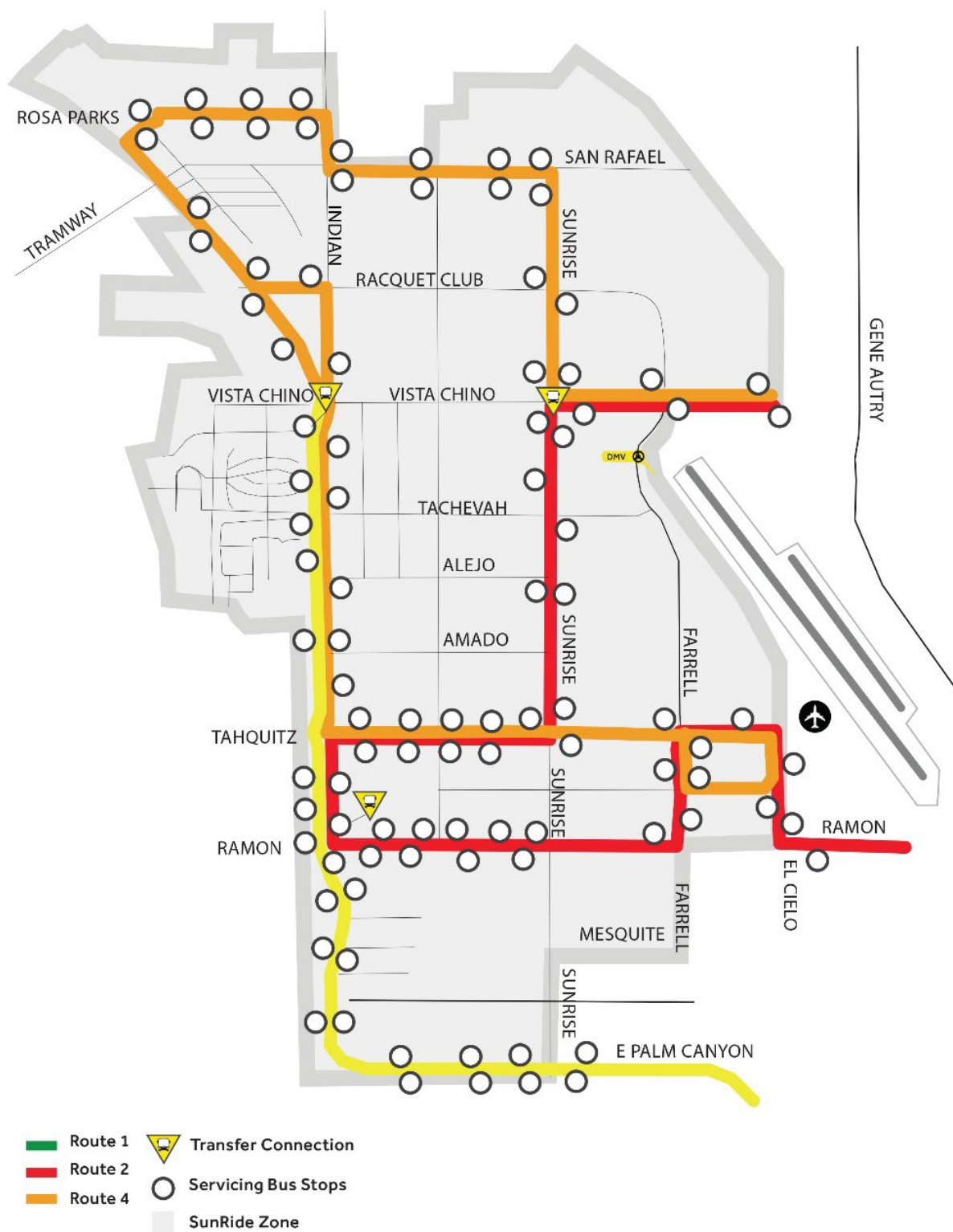


Figure 1-19 SunRide Service Area – Palm Springs



SunRide Technology Platform

In January, 2022, SunRide introduced a new SunRide branded mobile application (Figure 1-) developed by RideCo that offers additional features and functionality to enhance the user experience. Some of the new features and functionality include improved connections to the fixed route network, projected trip arrival times, and a five-star rider rating system. Putting ourselves in the shoes of our riders, SunLine has also added new stops at common points of interest within each geo-fence zone that serve as ride generators, providing new touchpoints for a choice rider experience. These points of interest include stops within a short walking distance of education, shopping, and medical facilities, implementing further service flexibility and more mobility options that are inclusive of a larger demographic. An advanced back-end software platform features a robust reporting suite to assist in evaluating the program’s performance metrics.

Figure 1-20 SunRide Mobile App



1.3.4 SunDial – Paratransit

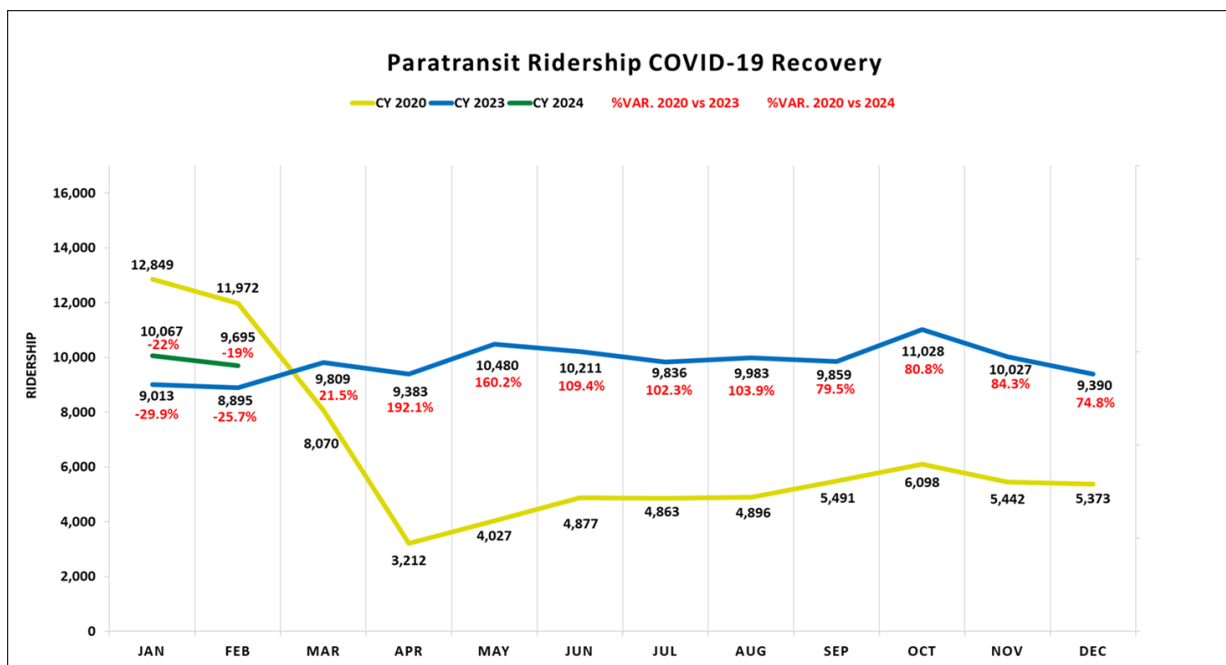
SunLine operates SunDial ADA paratransit to provide service to those certified under the ADA who cannot ride fixed route bus service. SunDial operates within three-quarters of a mile on either side of the SunBus route network and is available by advanced reservation only. Reservations may be made based on the service hours of the fixed routes serving passengers’ origins and destinations and may be used only at the same times, days, and frequency as local fixed route service. SunDial service is an origin-to-destination, shared-ride transit service for

persons who are functionally unable to use the fully accessible fixed route service either permanently or under certain conditions. Eligibility is not solely based on having a disability.

SunDial service is provided with a fleet of 39 vans 7 days a week during the same hours and days as the fixed route network. Service is not provided on Thanksgiving nor Christmas Day. As an operator of bus service, SunLine is required under the ADA to ensure that paratransit service is provided to eligible individuals with disabilities. The level of service provided must be comparable, in terms of hours and days of service and area served, to the service provided by the fixed route bus system.

To be eligible, all persons must complete an application, describing in detail the nature of their mental or physical disability that may prevent the individual from using regular fixed route service. Applicants must obtain an approved health care professional's statement and signature verifying the disability. Applicants are notified in writing of their application status within 21 days from receipt of a completed application. Riders who have the required ADA Certification Identification Card are eligible to use SunDial for their transportation needs, including medical appointments, shopping, and other social activities. Figure 1- shows the SunDial ridership trend for 2020 through early 2024.

Figure 1-21 SunDial Ridership Trend



Employment is distributed throughout the service area but is concentrated adjacent to major roadways such as Highway 111. Palm Springs and Palm Desert have some of the highest levels of employment density. Figure 1- shows the locations of selected employers. Figure 1- lists these major employers and their estimated number of employees by map ID.

Figure 1-22 SunLine Service Area Employment

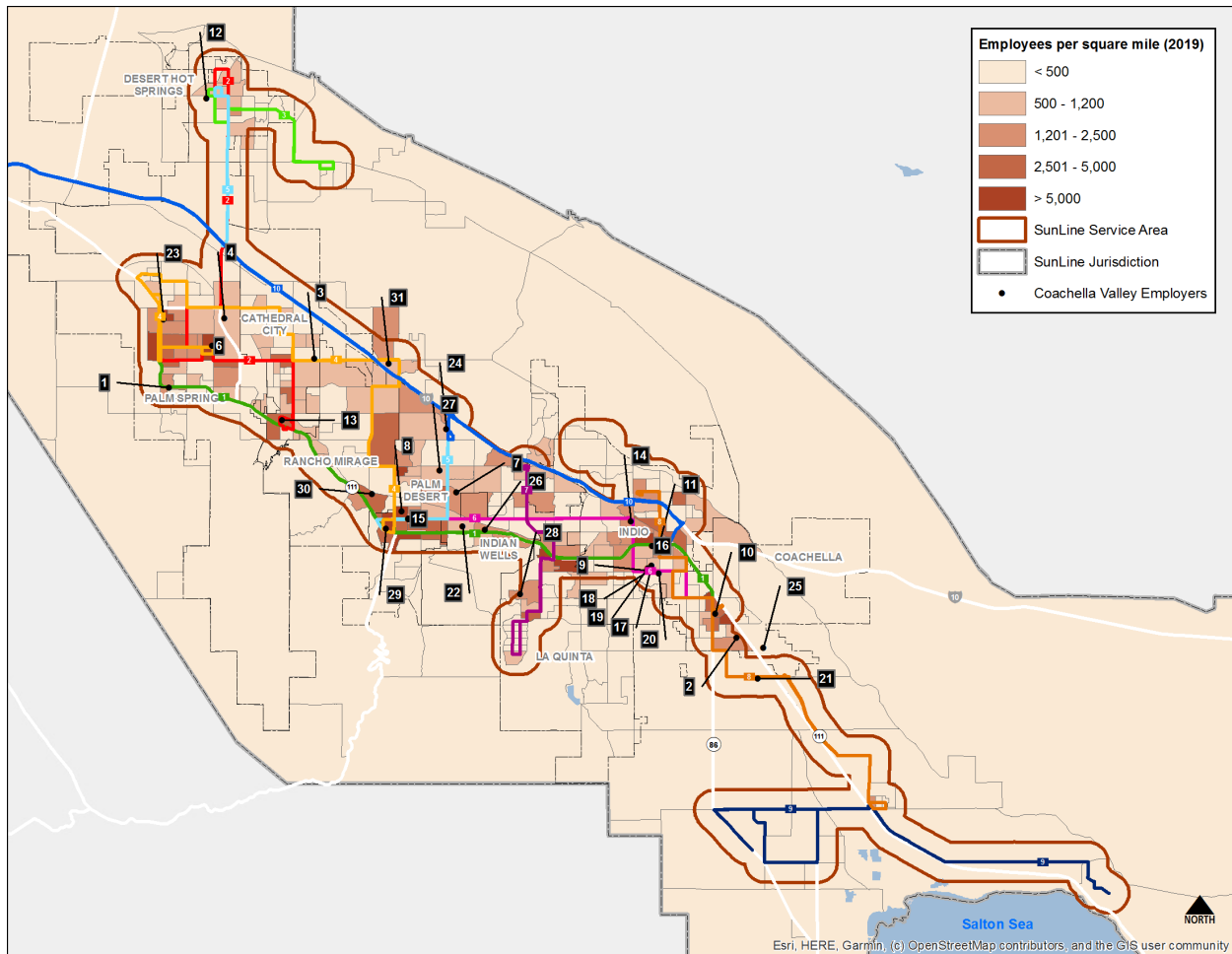


Figure 1-23 Coachella Valley Major Employers

Map ID	Name	Employees
1	Ace Hotel and Swim Club – Palm Springs	232
2	Armtec Defense Technologies – Coachella	284
3	Canyon Springs Industries – Cathedral City	1,200
4	Carefusion – Palm Springs	280
5	City of Palm Desert	111
6	City of Palm Springs	454
7	Coachella Valley Water District – Palm Desert	548
8	College of the Desert – Palm Desert	806
9	County of Riverside – Department of Child Support Service	95
10	County of Riverside – Department of Public Social Services (DPSS)	169
11	County of Riverside – District Attorney Office	158
12	County of Riverside – DPSS – Desert Hot Springs	124
13	County of Riverside – DPSS – Cathedral City	104
14	County of Riverside – DPSS – Indio	120
15	County of Riverside – Family Care Center	183
16	County of Riverside – Indio Jail – Sheriff – Coroner	247
17	County of Riverside – Indio Juvenile Hall	78
18	County of Riverside – Mental Health	53
19	County of Riverside – Probation Department Field Services	53
20	County of Riverside – Riverside Child Protective Service	170
21	County of Riverside – Sheriff Station Thermal	132
22	Desert Horizons	100
23	Desert Oasis Healthcare – Cook Street	700
24	Desert Regional Medical Center – Palm Springs	2,300
25	Ernie Ball (Paladar Manufacturing) – Coachella	411
26	Hyatt Regency Indian Wells Resort & Spa – Indian Wells	290
27	JW Marriott Desert Springs Resort & Spa – Palm Desert	1,500
28	La Quinta Resort and Club – La Quinta	500
29	Macy’s – Palm Desert	301
30	Omni Rancho Las Palmas Resort & Spa – Rancho Mirage	600
31	SunLine Transit Agency – Thousand Palms	328

1.3.5 Taxi Administration

The SunLine Regulatory Administration is charged with licensing and regulating taxicab businesses and drivers in the Coachella Valley.

1.4 Current Fare Structure

In 2002, SunLine raised its base cash fare from 75 cents to \$1. In 2011, a SunLine fare study recommended both eliminating the 25-cent transfer fare and incrementally raising the base cash

fare to \$1.50. These recommendations were not implemented. The SunLine Board of Directors has directed staff to explore fare-free operations.

Figure 1- shows the existing SunLine fare structure. This fare structure differentiates fares for specific transit customers and trip types, which shows how SunLine is targeting specific market segments with discounts to increase the system’s ridership and revenue. For example, SunLine provides a discounted 31-day youth pass for students using transit.

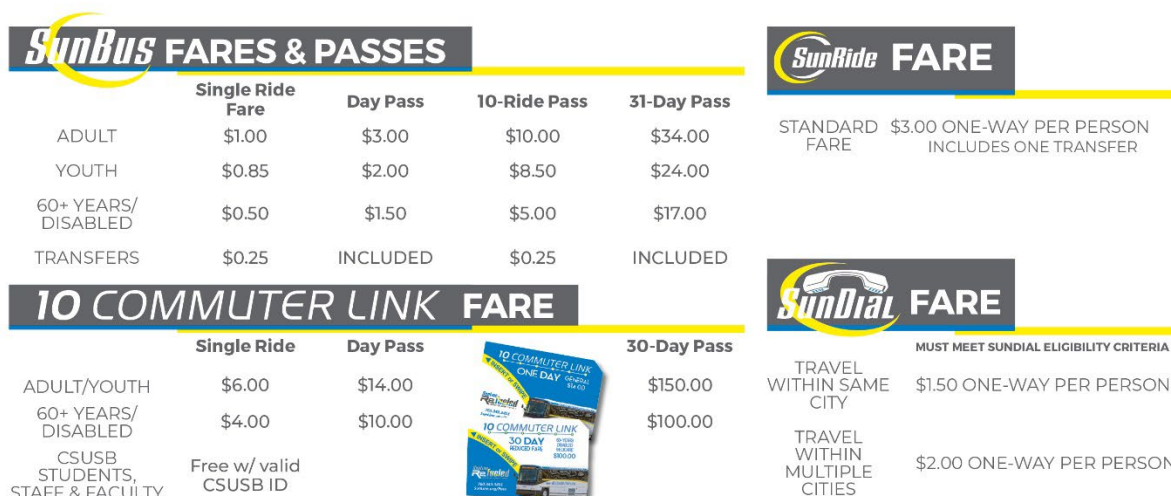
1.4.1 Cash Fares

In addition to the \$1 fare for adult riders, SunLine enforces a 25-cent fee for transfers. The transfer pass is good for unlimited rides within 2 hours of purchase and is valid only on the day issued. Transfers are issued only upon boarding.

The base cash fare for seniors, which SunLine defines as individuals 60 years of age or older, is 50 cents on all fixed route services. Individuals who qualify for the ADA also pay a 50-cent base cash fare on all fixed route services. The fare complies with FTA’s Half Fare rule, which requires agencies receiving federal funds to offer fares to persons 65 or over and disabled travelers at a level no more than half the base cash fare. Medicare cards, Department of Motor Vehicles driver’s license or senior ID cards, ADA certification cards, or SunLine Half Fare ID cards are accepted as proof of age or disability.

A discounted youth fare of 85 cents is also available for children between the ages of 5 and 17. Children 4 years of age and younger ride free with a paid adult cash fare (maximum of two children).

Figure 1-24 Fare Structure



1.4.2 Fare Passes

SunLine currently issues three types of fare passes: the Day Pass, 31-Day Pass, and 10-Ride Pass. Daily and monthly passes are available for the 10 Commuter Link service as well but are priced and sold separately from the general fixed route passes. SunLine also partners with employers and schools to offer passes to employees and students, respectively.

Day Pass

The SunLine Day Pass is available for \$3 and allows for unlimited rides on all fixed routes for the duration of 1 calendar day. In adherence to FTA's Half Fare rule, the Day Pass for seniors and disabled riders is available for \$1.50. The Day Pass for youth riders is \$2. The Day Pass for the 10 Commuter Link is \$14 for adults and \$10 for seniors.

31-Day Pass

SunLine sells a pass valid for a rolling 31-day period from the date of first use. The 31-Day Pass is available for \$34 for general adult riders, \$17 for seniors and disabled riders, and \$24 for youth. The monthly pass for the 10 Commuter Link is a 30-day pass available for \$150 (the 10 Commuter Link operates Monday through Friday only).

Multiple Ride (10-Ride)

A 10-Ride Pass is available for \$10 for general adult riders, \$5 for seniors and disabled riders, and \$8.50 for youths (ages 5 to 17). There is no discount from the base cash fare for this pass.

Employer Passes

SunLine offers a 31-Day Pass to businesses in the Coachella Valley with five or more employees interested in using transit. The pass can be used for unlimited rides on any of SunLine's fixed route services and is priced at \$24 a month. The pass is \$10 less than the 31-Day adult pass and is designed to encourage greater use of alternative modes of transportation.

Haul Pass

In August 2018, SunLine launched its Haul Pass Program to improve student access to Coachella Valley's colleges and university. Both the College of the Desert and the CSUSB Palm Desert Campus are partners. To ride SunLine, students at these schools can simply swipe their active student ID card through the SunBus card reader when they board. The program began after receiving a grant from California's Low Carbon Transit Operations Program (LCTOP) program and was expanded in August 2021 to provide free local service to all high school students in grades 9 to 12. High school students interested in the High School Haul Pass must submit an application form. Additional information is provided on the Haul Pass program page (<https://www.sunline.org/fares-passes/haul-pass>).

Token Transit

SunLine riders also have the option to download the Token Transit application to their smartphone and use it to pay SunLine fares. It requires a credit, debit card, Google Pay, Apple Pay and other forms of digital payment to set up an account and purchase bus passes but includes the benefit of being compatible with other transit agencies across the country.

1.5 Revenue Fleet

SunLine’s fleet includes fixed route buses, paratransit vehicles, and support vehicles. SRTF Table 1.1 (see SRTF Tables) shows the characteristics of SunLine’s fixed route and paratransit fleet. Figure 1- summarizes SunLine’s fleet of support vehicles.

Figure 1-25 SunLine Support Vehicle Summary

Type of vehicle	Fuel type	Number of vehicles
Electric light vehicles	Electric	15
Compressed natural gas (CNG) light vehicles	CNG	12
CNG light-duty trucks	CNG	15
Hybrid/Gasoline light-duty vehicles	Hybrid	2
Total		44

1.6 Existing Transit Facilities and Bus Stop Amenities

SunLine operates administrative and bus operations facilities at two locations. The administrative headquarters and main bus operations are located at 32-505 Harry Oliver Trail in Thousand Palms. SunLine also operates a maintenance and fueling facility at 83-255 Highway 111 in Indio. Park-and-ride facilities are located at 78-420 Varner Road in Thousand Palms and at 83-255 Highway 111 in Indio.

SunLine’s bus system has 571 stops with 415 shelters. In addition, there are 81 stops with stand-alone benches and 270 stops with waste containers. Figure 1- shows the number of stops and stops with shelters by city or district.

Figure 1-26 Bus Stop by City/District

City/District	Total Stops	Total Shelters		Stops with 10+ boardings		Stops with Shelters and 10+ boardings		Shelters needed to reach policy compliance ¹		# of shelters exceeding current policy ¹
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	
Cathedral City	61	52	85%	17	28%	17	100%	0	0%	35
Coachella	34	32	94%	7	21%	7	100%	0	0%	25
Desert Hot Springs	48	36	75%	13	27%	12	92%	1	13%	24
Indian Wells	15	13	87%	0	0%	0	N/A	0	0%	13
Indio	87	59	68%	19	22%	18	95%	1	13%	41
La Quinta	52	36	69%	12	23%	12	100%	0	0%	24
Palm Desert	52	42	81%	16	31%	16	100%	0	0%	26
Palm Springs	121	92	76%	37	31%	32	86%	5	63%	60
Rancho Mirage	33	25	76%	1	3%	1	100%	0	0%	24
Riverside County uninc.	68	28	41%	6	9%	5	83%	1	13%	23
<i>Thermal</i>	8	2	25%	0	0%	0	N/A	0	0%	2
<i>Oasis</i>	10	3	30%	0	0%	0	N/A	0	0%	3
<i>Mecca</i>	17	8	47%	2	12%	2	100%	0	0%	6
<i>One Hundred Palms</i>	3	2	67%	2	67%	2	100%	0	0%	0
<i>Thousand Palms</i>	9	9	100%	1	11%	1	100%	0	0%	8
<i>North Shore</i>	11	1	9%	0	0%	0	N/A	0	0%	1
<i>Desert Edge</i>	7	0	0%	1	14%	0	0%	1	13%	0
<i>Bermuda Dunes</i>	3	3	100%	0	0%	0	N/A	0	0%	3
Total	571	415	73%	128	22%	120	94%	8	100%	295

¹Current policy states that all bus stops with over 10 average daily boardings should have shelters

Figure 1- shows the top 10 stops served for weekday service and Figure 1- shows the top 10 weekend stops.

Figure 1-27 Top 10 Stops

Stop name	City	Average riders per day
Town Center/Hahn (Eastside)	Palm Desert	619
B St/Buddy Rogers	Cathedral City	416
5th/Vine	Coachella	261
West/Pierson	Desert Hot Springs	186
Indian Canyon/Ramon	Palm Springs	146
66th/Date Palm	Mecca	114
Palm Canyon/Stevens	Palm Springs	111
Ramon/Date Palm	Cathedral City	83
Palm Canyon/Baristo	Palm Springs	72
Ramon/Indian Canyon	Palm Springs	41

Source: APC Data March 1, 2023–February 29, 2024

Figure 1-28 Top 10 Weekend Stops

Stop name	City	Average riders per day
Town Center/Hahn (Eastside)	Palm Desert	582
B St/Buddy Rogers	Cathedral City	389
5th/Vine	Coachella	217
Indian Canyon/Ramon	Palm Springs	136
West/Pierson	Desert Hot Springs	122
66th/Date Palm	Mecca	104
Palm Canyon/Stevens	Palm Springs	92
Ramon/Date Palm	Cathedral City	73
Palm Canyon/Baristo	Palm Springs	61
Ramon/San Luis Rey	Palm Springs	57

Source: APC Data March 1, 2023–February 29, 2024

1.7 Existing Coordination Between Transit Agencies and Private Providers

As the designated consolidated transportation services agency, SunLine coordinates public transportation services throughout its service area. Agency staff participate in meetings with social and human service agencies, consumers, and grassroots advocates through forums such as the Riverside County Transportation Commission (RCTC) Citizens and Specialized Transit Advisory Committee, SunLine’s ACCESS Advisory Committee, San Geronio Pass Area – Transportation Now Coalition, and hold ongoing dialogue with neighboring transit operators.

SunLine facilitates the ACCESS Advisory Committee. Agency staff host regular meetings at the Thousand Palms administrative office, wherein SunLine uses input from the committee to improve relationships with the community to address public transportation issues in the Coachella Valley.

Additionally, staff members are actively involved in the regional transportation planning process through participation on RCTC, County and SCAG-led committees. These committees include the Specialized Transit Advisory Committee, the Technical Advisory Committee, Aging & Disability Resource Connection of Riverside Long-term Services and Supports Coalition, Desert Valley Builders Association, and related committees to enhance coordination efforts with SunLine.

1.7.1 Coordination with Other Public Transportation Providers

In addition to providing transit service throughout the Coachella Valley, SunLine offers transit connections to several adjacent transit operators. SunLine maintains interagency agreements between Riverside Transit Agency, Omnitrans, Metrolink, and California State University to coordinate the operation of the 10 Commuter Link service, which connects Indio/Palm Desert to the CSUSB campus and the SBTC/Metrolink Station, with an intermediate bus stop in Beaumont.

SunLine also hosts Basin Transit’s Routes 12 and 15 through a cooperative service agreement at its stops in downtown Palm Springs. The collaboration offers connections to Yucca Valley, Landers, Joshua Tree, and Twentynine Palms.

SunLine continues to collaborate with the Palo Verde Valley Transit Agency on its RidePV Express service (formerly known as the Blythe Wellness Express). This service, which originally launched in July 2017, operates 3 days per week and travels to the Coachella Valley’s three hospitals (Desert Regional Medical Center, Eisenhower Medical Center, and John F. Kennedy Memorial Hospital) within SunLine’s service area.

Amtrak Thruway (operated by Amtrak bus contractors) transports rail passengers traveling between rail hubs at certain Amtrak stations and SunLine’s bus stops in Palm Springs, Palm Desert, and La Quinta under an additional cooperative service agreement. Amtrak’s Sunset Limited intercity train serves the Palm Springs Station on North Indian Canyon Drive. However,

with rail service only serving Palm Springs three times a week in each direction and arriving in the middle of the night, it is currently impractical for SunLine to offer transit service to the station.

SunLine collaborates with the Imperial Valley Transportation Commission (IVTC) in an effort to find a future connection with Imperial Valley Transit (IVT). IVTC oversees the regional transportation services and programs provided by IVT in the Southern California areas of Brawley, Calexico, Imperial, West Shores, and El Centro.

SunLine maintains an interagency operating agreement with FlixBus, first established in 2019. FlixBus initiated regional bus service at Palm Springs and Indio that connects to Los Angeles in the west and Phoenix, Arizona, in the east.

1.8 Review of Previous Studies and Plans

The California Department of Transportation awarded SunLine its 2021 Excellence in Transportation Award in the Public Awareness Category in recognition for its Refueled initiative. The Refueled initiative started in 2019 when SunLine completed its *Transit Redesign and Network Analysis Study*. Prepared by HDR, this study took a comprehensive look at fixed route transit operations to make recommendations to optimize SunLine's service. SunLine also completed an on-board transit rider survey in 2019. This survey provided insight into rider preferences and needs to help guide the transit redesign. In 2022, SunLine retained HDR to conduct a *Before and After Study*, which evaluated the impact of the network redesign and how the needs of riders have changed through the pandemic. Those findings have continued to inform the development of the Agency's SRTP over the last few fiscal years.

Other reports reviewed for the preparation of this SRTP include:

- *Bus Rider Survey Study* (February 2015)
- *SunLine Transit Feasibility Study Hydrogen Station Expansion* (January 2016)
- *SunLine Transit Facilities Master Plan* (November 2016)
- *SunLine Transit Agency Transit Asset Management* (September 2018)
- *Network Study Report SunLine Transit Redesign & Network Analysis* (February 2019)
- *Innovative Clean Transit (ICT) Plan*, presented to SunLine Board of Directors (May 2020)

CHAPTER 2

& Existing Service Route Performance



FY25-27

SHORT-RANGE TRANSIT PLAN

Chapter 2. Existing Service and Route Performance

In January 2023, the Board of Directors approved the revised SunLine Service Standards Policy to provide Agency staff with direction regarding the planning, operation, and management of transit service in the Coachella Valley. The Service Standards Policy and accompanying metrics are intended to:

- promote continuous improvement of transit service
- provide regular updates on service performance
- meet federal requirements for monitoring Title VI of the Civil Rights Act
- avoid uninformed decision-making regarding the provision of service

The FY21-23 SRTP included updated key performance indicators (KPIs) that further support these quantitative, community-based planning methods. As we emerge from the pandemic, it will be more important than ever for SunLine to grow ridership while making necessary adjustments based on ridership trends.

2.1 Service Standards

2.1.1 Service Design Standards

Service frequency and span of service can be revised where sustainable (that is, where demand warrants increased frequency, where performance measures can still be met, and when funding can sustain the frequency and span of service).

New routes may be implemented based on a weekday-only service, typically between the hours of 6:00 A.M. and 7:00 P.M., usually when there is a peak demand. During the implementation of new service, a trial period is allocated from 12 to 18 months as an opportunity to provide for service adjustments before deciding to retain, expand, or eliminate the service. Figure 2-1 lists the minimum service frequencies and spans.

Figure 2-1 Service Frequency Standards

Frequency and Span by Service Type	Frequency of Service		Span of Service	
	Weekday	Weekend	Weekday	Weekend
Trunk bus routes	20 minutes peak 30 minutes off-peak	30 minutes	5:00 A.M. – 11:00 P.M.	5:00 A.M. – 11:00 P.M.
Local bus routes	30 minutes peak 60 minutes off-peak	60 minutes	5:00 A.M. – 7:00 P.M.	9:00 A.M. – 6:00 P.M.
Market-based services	Based on demand	Based on demand	Based on demand	Based on demand

Network Role

New services should be evaluated for their place in the overall transit network. Each new route in the network will have a unique role, whether it is facilitating transfers with existing services, introducing service coverage to a recent development, or providing connections between current routes and major destinations. While successful new routes connect with existing services, they should not duplicate existing service or compete for passengers.

Market Opportunities

There is a strong correlation between service performance, surrounding population, and employment densities. In other words, the more people with access to a route, the higher the route's potential ridership. Population-dense areas tend to coincide with mixed-use neighborhoods, walkable environments, and higher populations of transit-friendly constituencies such as students, seniors, zero-vehicle households, and low-income populations. The minimum population and employment density for the introduction of new all-day fixed route transit service is an average of 10 people/jobs per acre within a half mile of the proposed route.



A minimum threshold is considered supportive of fixed route service and should not be subjected to further analysis. Areas in this category that have unmet needs may be served by alternative options to fixed route service.

Unmet Mobility Needs

SunLine will strongly consider the mobility needs of transit-dependent populations when evaluating where to operate service. In assessing the area's demand for transit service, it is important to examine the presence of these demographic groups and identify any unmet needs.

Productivity vs. Coverage Target

The SunLine Board of Directors' goal is to capture choice riders and new riders and to expand transit market share. The Board is committed to investing in new operating plans that improve productivity and, when necessary, improve coverage. This is consistent with the Transportation Development Act of 1971 that established fiscal performance requirements of 20 percent of farebox recovery in urbanized areas and 10 percent in rural areas. To comply with this state mandate, and to improve effectiveness and efficiency, SunLine recommends the following policy for service deployment:

- Seventy percent of fixed-route service should be deployed in areas with higher population and employment densities where transit is able to meet productivity standards. 
- Thirty percent  of fixed-route service should be deployed to maintain coverage in areas where lower population and employment densities limit transit service productivity.

Key Destinations

Key destinations likely to generate higher demand for transit service include major area schools, colleges, universities, hospitals, retail/commercial/entertainment centers with more than 10 people/jobs per acre, open residential communities, and those with relatively lower income and vehicle ownership levels.

2.1.2 Service Productivity Standards

Passengers per revenue hour and passengers per revenue trip are KPIs that measure service effectiveness, or productivity, based on ridership (passenger boardings) generated for each hour of revenue service for local and trunk routes and boardings per trip for market-based services operated (see Figure 2-2).

Figure 2-2 Passengers Per Revenue Hour/Revenue Trip Standards

Routes 7/1/2022 to 6/30/2023		
Service Tiers	Routes in Service Type	Passengers Per Revenue Hour Standard
Trunk routes	Routes 1EV, 1WV, 2	20
Local routes	Routes 3, 4, 5, 6, 7, 8, 9	10
Market-based services	10 Commuter Link	10*

* Boardings per trip – is the productivity measure for market-based routes

2.1.3 Service Quality Standards

Service quality standards contribute to the reliability and consistency of service delivery. Customers may first be attracted to transit service based on headway and span. Choice riders may continue to use services because they know they can get to their destinations on time—unreliable service usually results in decreased ridership. Service quality standards are proposed to be measured using the following operational and passenger experience metrics:

- service scheduled speed (service quality)
- on-time performance (service reliability)
- runtime variance (service reliability)
- percent service completed (service reliability)
- miles between service interruption (service reliability)
- load standards (service comfort)
- average fleet age (service comfort)
- bus deployment standards

Each suggested metric is discussed in more detail below.

Service Scheduled Speed: Measures the route’s scheduled service speed. The measure is calculated from dividing revenue miles by revenue hours for each route. This KPI monitors services needed to maintain reasonable speed to retain and grow ridership.

The target performance scheduled speed is 12.5 miles per hour (mph) for SunLine’s transit system, as shown in Figure 2-3.

Figure 2-3 Service Scheduled Speed Standard

Service Mode	Service Speed - Weekdays	Service Speed - Weekends
Fixed Route Bus	12.5 MPH	12.5 MPH

On-time Performance: This KPI measures service reliability as defined by adherence to the published service schedule. “On-time” is when a trip departs a time point within a range of 0 minutes early to 5 minutes late. For SunLine to achieve targeted on-time performance, service running times need to be calibrated regularly based on existing conditions. SunLine has a relatively uncongested operating environment, which helps support a high KPI for on-time performance. Some challenges to on-time performance are related to construction, heavy traffic, and passenger problems.

On-time performance standards for fixed routes are at a target of 85 percent (Figure 2-4).

Figure 2-4 On-Time Performance Standard

Service Mode	On-Time Performance Standards
Fixed Route Bus	85% (Excepting Major Detours)

Runtime Variance: Runtime is the time allotted in a transit schedule for a route to travel from one time point to another time point, or from beginning to end. Calibrating the runtime for the day of the week and hour of the day (for example, peak vs. non-peak) helps routes and the overall system adhere to or surpass the adopted on-time performance. It is important to review runtime variance regularly because roadway traffic conditions are ever-changing.

Percent Service Completed: Percentage of service completed is a metric established as of September 2017. The initial intention was to report percentage of trips completed; however, because of limitations in the Avail ITS system, the percentage of revenue mileage completed is reported.

This KPI measures service reliability as defined by the percentage of miles completed daily. Three components are necessary to successfully complete scheduled service:

- daily availability of operators to meet service demands
- daily availability of fleet vehicles to meet service demands
- miles between service interruptions

The set standard for service completed is 99 percent by service mode, as seen in Figure 2-5. The percentage of service completed for FY 22-23 was 98 percent, failing to meet SunLine’s minimum service standard. We credit this minor shortcoming due to a lack of workforce and revenue buses available that caused loss in service.

Figure 2-5 Service Completed Standard

Percentage of Service Completed Service Mode	Service Completed Minimum Standard
Fixed route bus	99%

Miles between Service Interruptions: This KPI measures service reliability as defined by revenue miles between service interruptions, regardless of the cause. To meet this target, both avoidance of service interruptions through early identification (for example, planning for detours, proper fleet maintenance) and timely response to service interruptions that do occur are necessary. The set minimum target between service interruptions (road calls) is 5,000 miles, as seen in Figure 2-6.

Figure 2-6 Miles between Service Interruptions Standard

Miles between Service Interruptions Service Mode	Target Minimum Miles between Service Interruptions (Road Calls)
Fixed route bus	5,000

Load Standards: This service quality KPI establishes load standards for various vehicle types and is measured for each trip operated. While it may be acceptable for some riders to stand for short distances or time periods (for example, under 2 miles or 10 minutes) during peak periods, it is expected that seating should be available for all riders during normal off-peak conditions (Figure 2-7).

Figure 2-7 Load Standards

Load Standards Service Period	Maximum Consistent Load Factor
Peak	Average over 133% of seated load = 50 passengers
Off Peak	Average over 100% of seated load = 38 passengers

Average Fleet Age: The age of the vehicle fleet affects the performance and reliability of transit services and the attraction of customers. Adhering to the average fleet age requirement will ensure a consistently safe, reliable, and comfortable passenger experience (Figure 2-8).

Figure 2-8 Average Fleet Age Standard

Vehicle Average Age	Average Fleet Age
Standard Transit Bus	No greater than 10 years

Bus Deployment Policy: This policy specifies the kind of vehicle that should be used to operate individual routes. The type of vehicle deployed on a route depends primarily on ridership demand and trip loads (Figure 2-9). Using incorrectly sized vehicles on routes can unnecessarily add operating cost to a route or result in overcrowding.

Figure 2-9 Bus Deployment Standard

Bus Deployment	Vehicle Type
Trunk Bus Routes	40' Buses
Local Bus Routes	32' or 40' Buses - Based on ridership demand
Market-Based Services	MCI Coach

SunLine reviews the Bus Deployment Policy every 2 years (effective since 2018) and make necessary adjustments as the fleet is updated to ensure compliance with the Title VI requirements.

2.1.4 Service Warrants

The Warrants Standards provide guidelines for the introduction of new services. They are a tool for judging when new service or service extensions are appropriate. A new fixed route or route extension could be introduced when the ridership forecasts based on population, school enrollment, or job density are sufficient to achieve minimum passengers per revenue hour standards by service type. To ensure the Agency’s financial sustainability, SunLine will introduce only those new services that operate above the lower-performing route quartile or with productivity that is within 15 percent of the system average.

Planning new services around these guidelines will help ensure the successful performance of new routes. Providing a set of guidelines for which areas warrant all-day fixed route service will help SunLine respond to future community requests for new service.

Evaluating New Services

New routes should be monitored to determine whether they are reaching the desired performance standards. The route should first be evaluated after 6 months to determine whether it meets more than two-thirds of its performance standards. New services not meeting the minimum standards at the end of an 18- to 24-month trial period are subject to corrective action or discontinuation.

In some cases, trial periods for new services may vary based on the requirements of grant funding. For example, if a grant provided 3 years of funding for a route that did not meet standards, this route may still be operated for the full 3-year period.

2.1.5 Paratransit Service Standards (SunDial)

Eligibility

- Any person with a disability who is unable to board, ride, or disembark from an accessible vehicle without the assistance of another person is eligible.
- Any person with a disability who has a specific impairment-related condition that prevents the person from traveling to or from a boarding/disembarking location is eligible.
- Certification is based on an individual's functional ability to ride the fixed route system.
- Visitors qualified elsewhere in the United States may use the SunDial ADA service for up to 21 days per year and must then qualify locally.
- A maximum 21-day response period for the application and an appeals process exists.
- There is no limit to the number of trips a person can make. Reservations can be made up to 7 days in advance.
- A no-show policy exists for passengers who do not appear for their rides, with possible exclusion from SunDial service for a period of time in extreme cases.

SunLine's Eligibility Department processed 100 percent of completed applications within the 21-day target.

Access

- The agency must serve any origin and destination requests that are both within 0.75 miles of a fixed route corridor (excluding commuter bus service) at the times and days of service when the fixed route is operating. Next-day service by reservation during regular business hours must be provided.

- The reservations call center accepts client reservations 7 days per week between 8:00 A.M. and 5:00 P.M. for next-day service.

Travel Time

- Trip pick-up time must be scheduled within 1 hour before or after the requested pick-up time. Trip length should be comparable to the time it would take to make the same trip by the fixed route service.

On-time Performance

- Trip pick up should consistently occur within a 30-minute window from the scheduled pick-up time.
- On-time performance is in accordance with FTA Circular 4710.1 to perform equivalent to SunLine's fixed route service. Paratransit continues to meet and exceed this goal.

Capacity

- Subscription service is provided as a proportion of our total complementary paratransit service as long as it does not interfere with our capacity for demand trips.
- No more than 50 percent of the number of trips can be subscription. Going above this level could cause capacity constraints to serve our non-subscription riders.
- Staff ensures subscription trips are balanced with non-subscription trips to ensure adequate levels of service are provided on a daily basis.

Fares

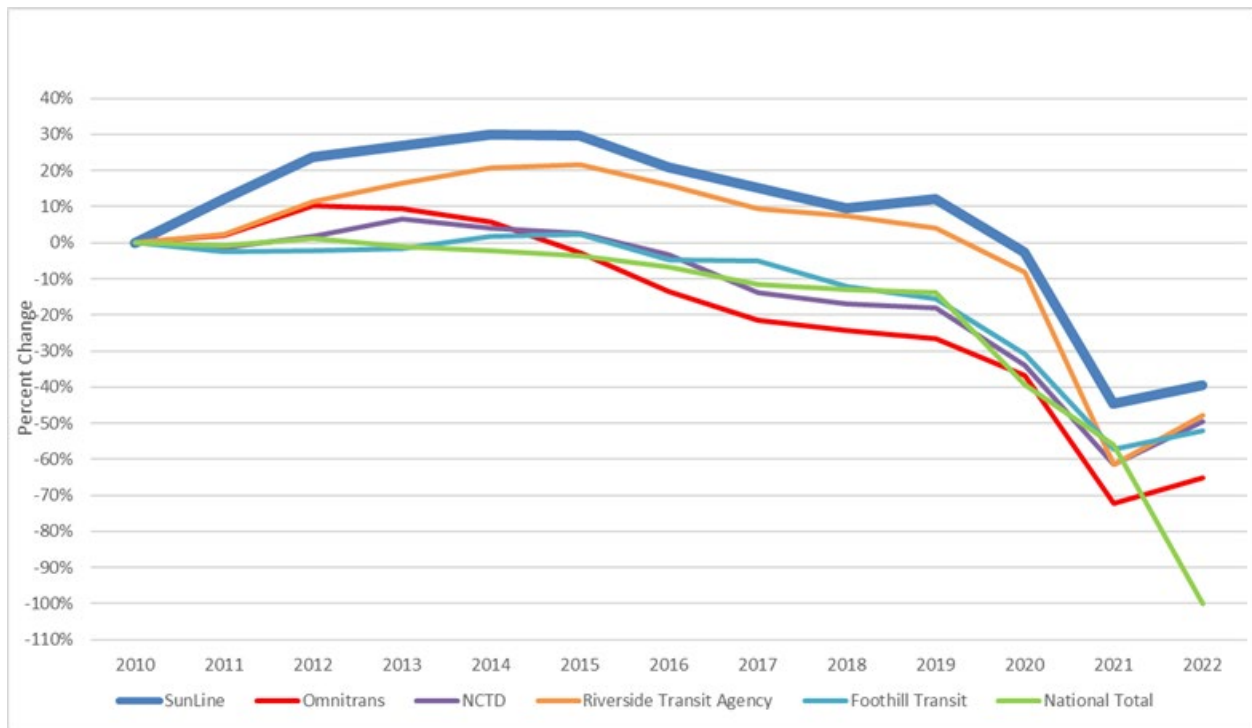
- Fares charged may not exceed twice the non-discounted fare for the fixed-route network at the time of the trip.
- No fare is to be charged to personal care attendants where they are required.
- Companions pay the same ADA fare.
- SunDial fares are based on travel within one city or multiple cities. Within one city the fare is \$1.50 per trip; travel within multiple cities is \$2.00 per trip.

2.2 Service Performance

2.2.1 Overall System Performance

Figure 2-10 shows total SunLine fixed route ridership relative to 2010 and its peers.

Figure 2-10 Percentage Change in SunLine Fixed Route Ridership Relative to 2010 and Peers



Date source: National Transit Database

Service Design

The transit routes and the cities or communities they serve are listed in **Error! Reference source not found.**

Figure 2-12 and Figure 2-13 show the frequency and service spans, respectively, for each route.

Figure 2-11 Summary of Fixed Route Transit Services

Route	Cities/Communities Served
1WV	Palm Springs, Cathedral City, Rancho Mirage
1EV	Palm Desert, Indian Wells, La Quinta, Indio, and Coachella
2	Desert Hot Springs, Palm Springs, and Cathedral City
3	Desert Hot Springs and Desert Edge
4	Palm Springs, Cathedral City, Rancho Mirage, Thousand Palms, and Palm Desert
5	Desert Hot Springs and Palm Desert
6	Palm Desert, Indian Wells, La Quinta, Indio, and Coachella
7	La Quinta, Palm Desert, Indian Wells, and Bermuda Dunes
8	Indio, Coachella, Thermal, and Mecca
9	Mecca and North Shore
10	Indio, Palm Desert, Beaumont, and CSUSB

Figure 2-12 Service Frequencies, in Minutes

Route	Weekday Frequency		Weekend Frequency	
	Peak	All Day	Peak	All Day
1WV	20	30	20	30
1EV	20	30	20	30
2	20	40	20	40
3	60	60	60	60
4	40	40	60	60
5	60	60	—	—
6	45	45	60	60
7	45	45	90	90
8	40	40	60	60
9	60	60	60	60
10	Select trips	Select trips	—	—

Figure 2-13 Service Spans

Route	Weekday Span		Weekend Span	
	Start	Finish	Start	Finish
1WV	5:00 A.M.	10:14 P.M.	5:00 A.M.	10:14 P.M.
1EV	5:00 A.M.	10:48 P.M.	5:00 A.M.	10:48 P.M.
2	5:00 A.M.	10:56 P.M.	5:00 A.M.	10:46 P.M.
3	6:45 A.M.	8:35 P.M.	6:45 A.M.	8:35 P.M.
4	6:10 A.M.	9:50 P.M.	6:10 A.M.	9:50 P.M.
5 (AM)	6:10 A.M.	9:00 A.M.	—	—
5 (PM)	3:00 P.M.	6:51 P.M.	—	—
6	6:00 A.M.	8:50 P.M.	6:00 A.M.	8:50 P.M.
7	5:10 A.M.	9:20 P.M.	5:10 A.M.	9:20 P.M.
8	5:30 A.M.	10:57 P.M.	5:35 A.M.	10:57 P.M.
9	6:00 A.M.	9:45 P.M.	6:00 A.M.	9:45 P.M.
10 (AM)	5:20 A.M.	2:00 P.M.	—	—
10 (PM)	12:50 P.M.	8:00 P.M.	—	—

Ridership

Ridership system-wide in FY 22-23 for SunBus, SunDial, SunRide and SolVan was a total of 2,698,682 boardings, an increase of 17.1 percent compared with FY 21-22:

- **SunBus** ridership totaled 2,559,249, an increase of 379,323 rides or 17.4%, in comparison to FY21-22.
- **SunDial** ridership totaled 110,154, an increase of 8,656 rides or 8.4%, in comparison to FY21-22.
- **SolVan** ridership totaled 1,972, an increase of 2,862 rides or 16.7%, in comparison to FY21-22.
- **SunRide** ridership totaled 9,127, an increase of 4,147 rides or 83.3%, in comparison to FY21-22.

Figure 2-14 5-Year Fixed Route Ridership Comparison

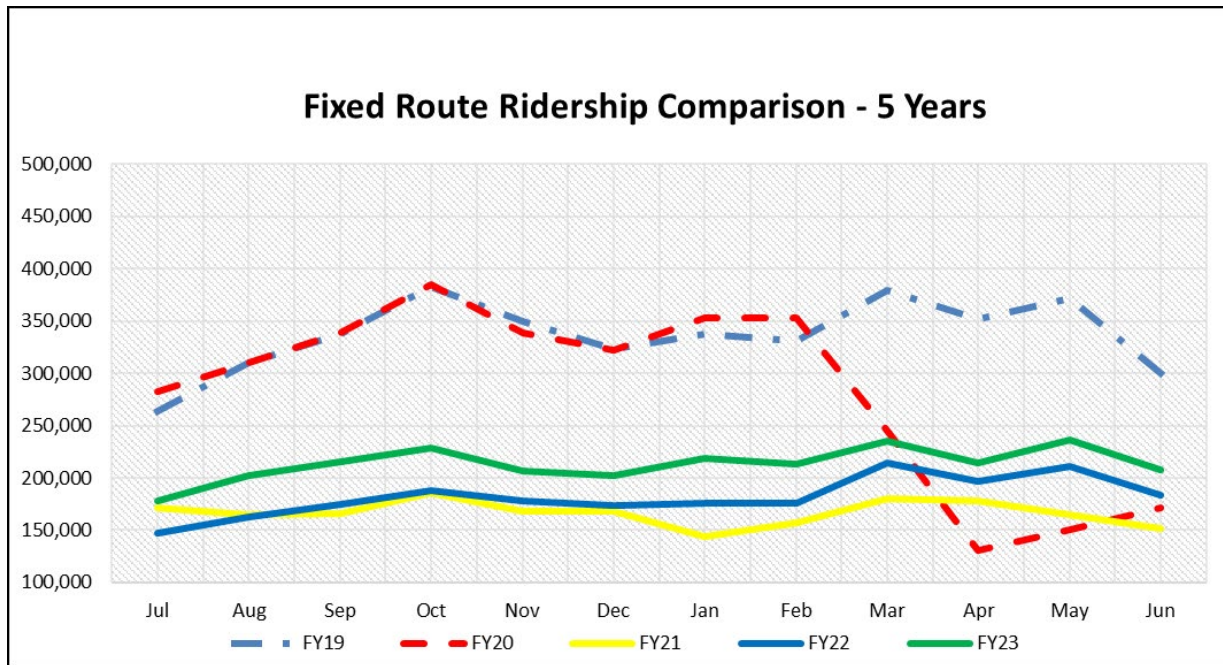
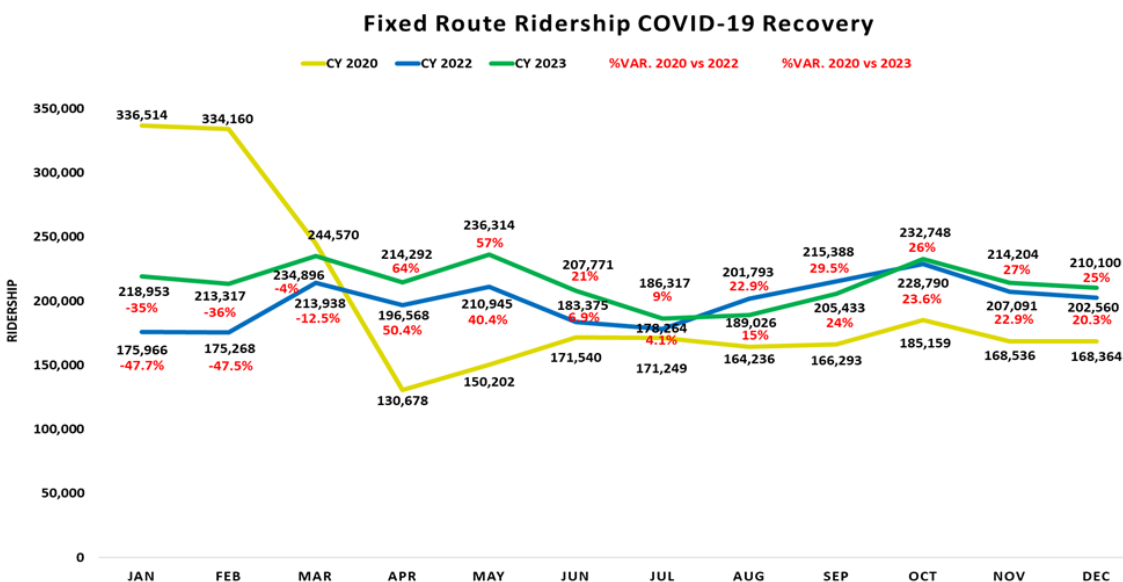


Figure 2-15 shows our COVID-19 recovery chart, showing detailed changes in ridership for calendar years 2020, 2022 and 2023.

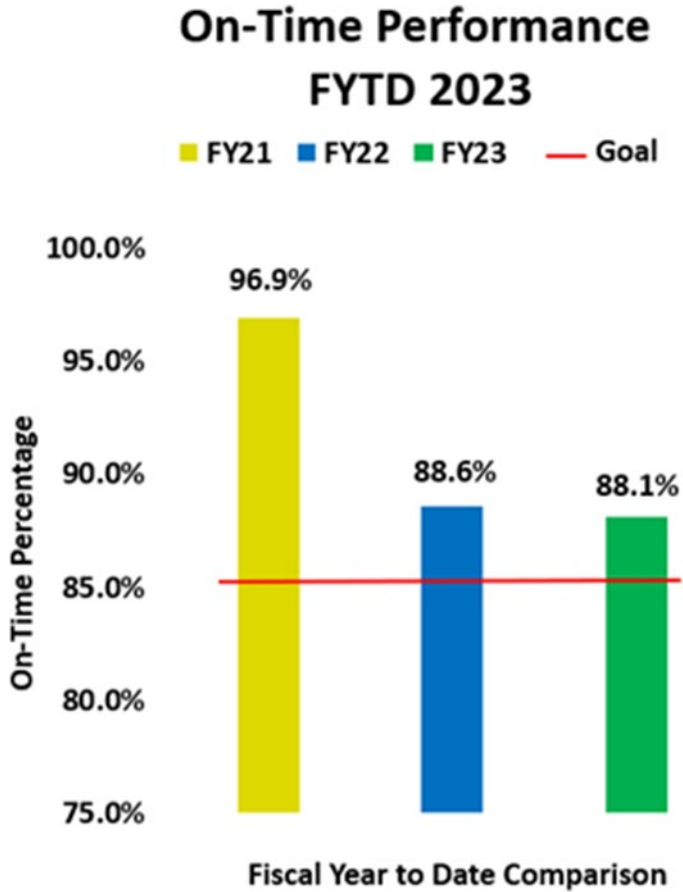
Figure 2-15 COVID-19 Impact on Fixed Route Ridership



Paratransit Performance

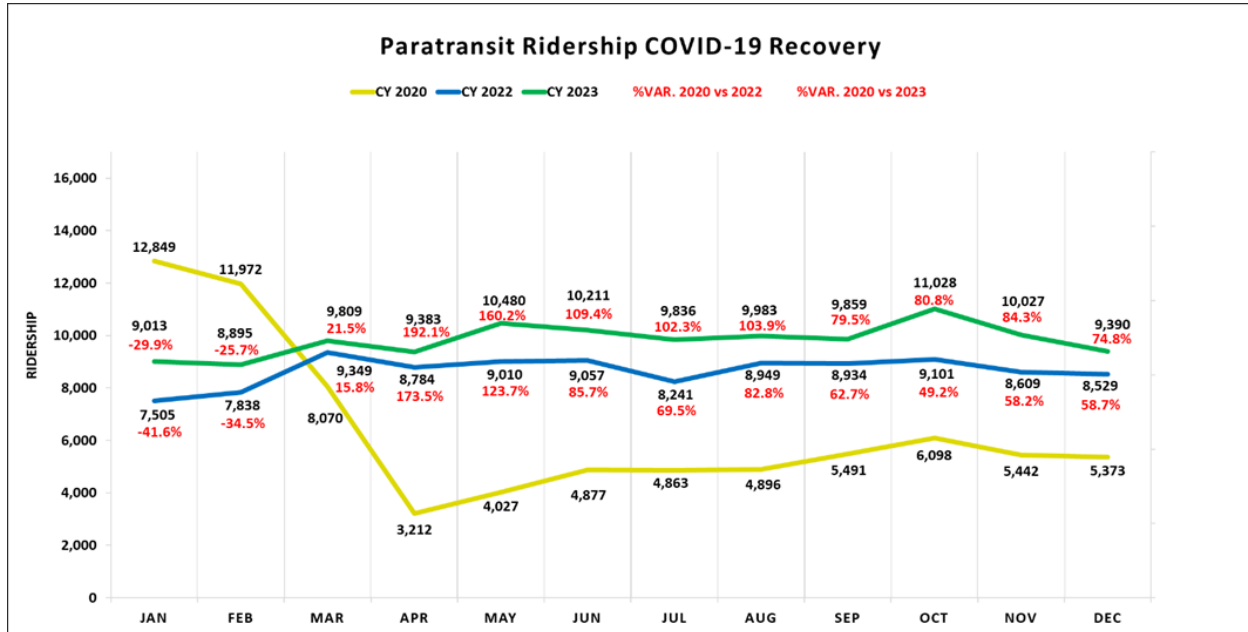
Figure 2-16 shows SunDial's on-time performance for FY 2021 to FY 2023.

Figure 2-16 SunDial On-Time Performance for FY 2020 to FY 2022



Paratransit had a 52.8% increase in ridership when comparing FY20 to FY22-23. For the month of October 2023, paratransit had its highest ridership of 11,028 which is an 80.8% increase when compared to October 2020. (Figure 2-17).

Figure 2-17 Paratransit Ridership COVID-19 Impact for FY 22-23



Taxi Administration

The SunLine Regulatory Administration is charged with licensing and regulating taxicab businesses and drivers in the Coachella Valley. Figure 2-18 presents the current operating taxi businesses in the Coachella Valley, along with the number of vehicles operated by each company.

Figure 2-18 Taxi Businesses

Business	Vehicles
Coachella Valley Taxi	18
City Cab	24
Yellow Cab of the Desert	25

*Data from December 31, 2023 reporting

Major Trip Generators

The 2019 SunLine Transit Agency Rider Survey identified the main transit trip generators in the Coachella Valley. The top destinations for home-based work trips are Palm Springs, Palm Desert, and La Quinta. The College of the Desert and Palm Springs High School are top destinations for home-based other trips that include shopping, recreation, and education. SunLine’s service design should focus on serving major trip generators and creating convenient, direct linkages between origins and destinations.

2.2.2 Route-level Performance

Productivity

Figure 2-19 indicates that neither of the two trunk routes (Routes 1 and 2) met their performance standards.

Figure 2-19 Trunk Routes Average

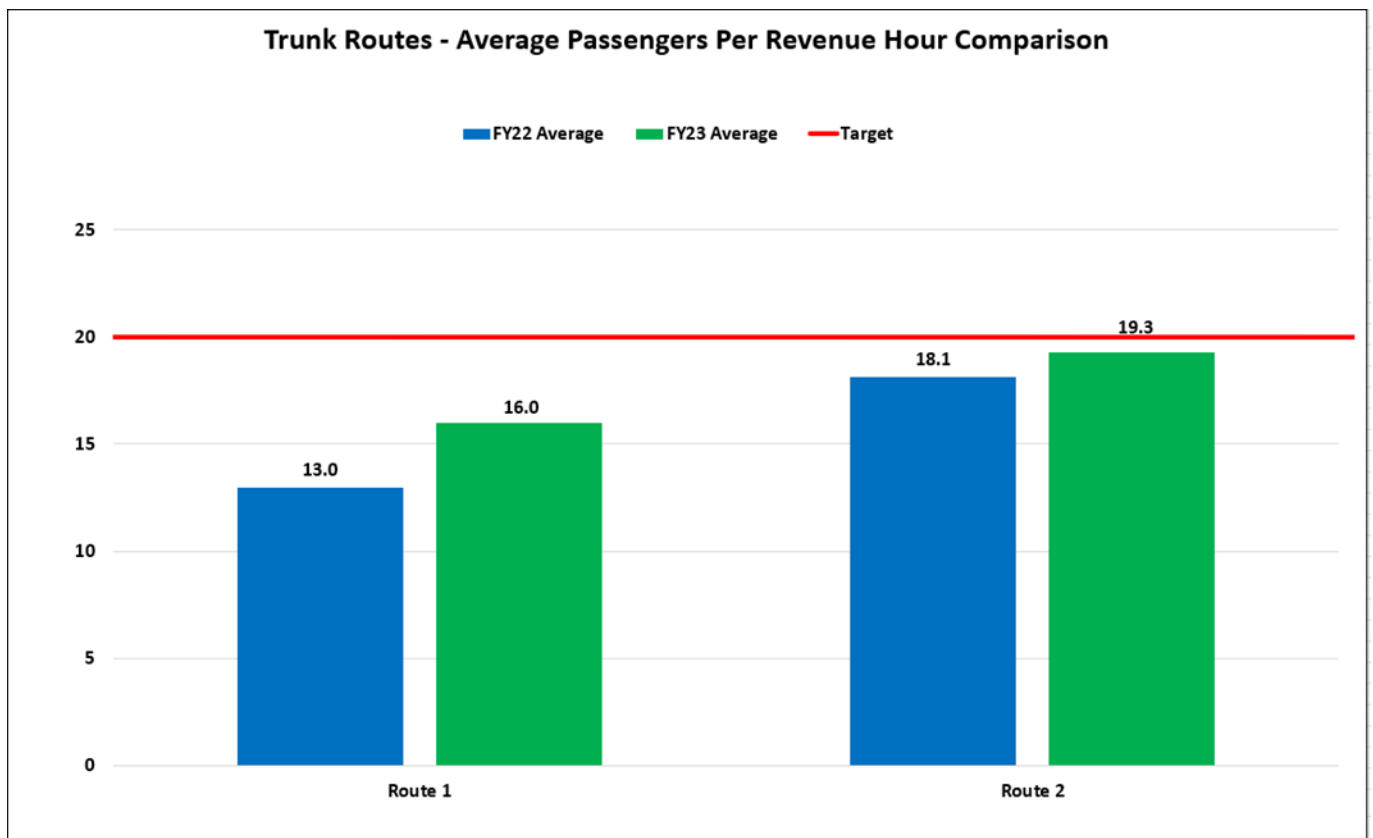
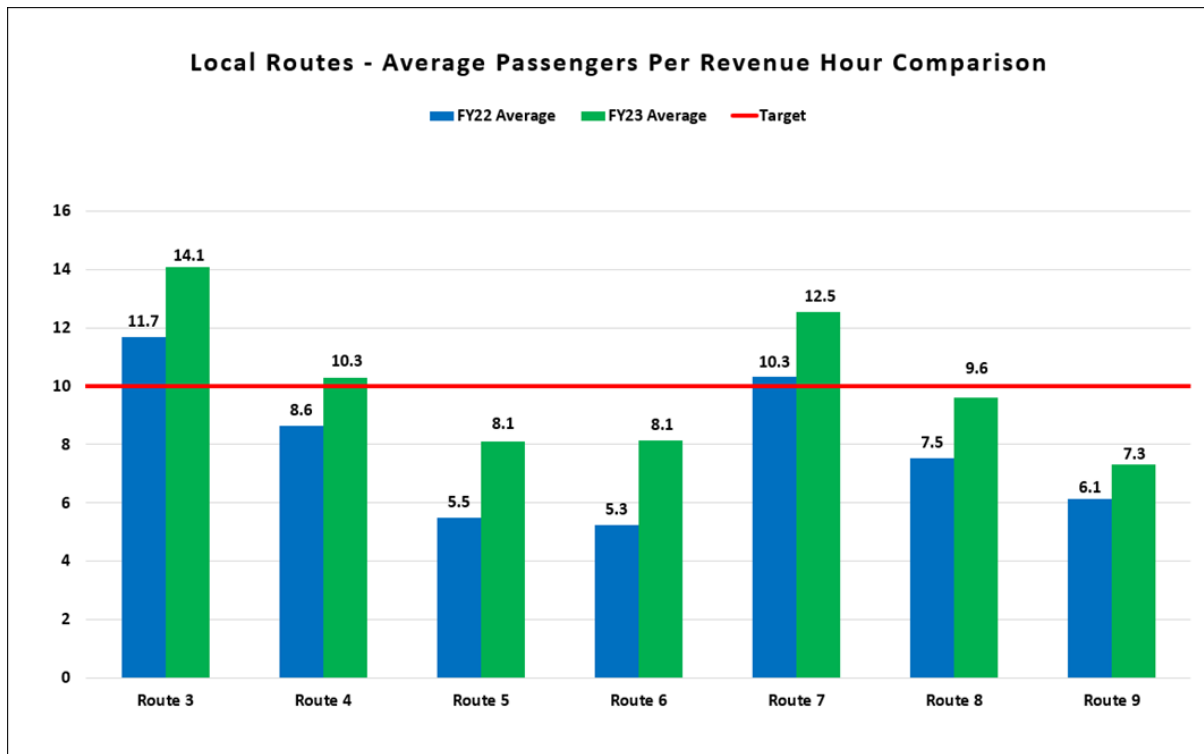


Figure 2-20 indicates that three out of the seven local routes met their performance standards goal:

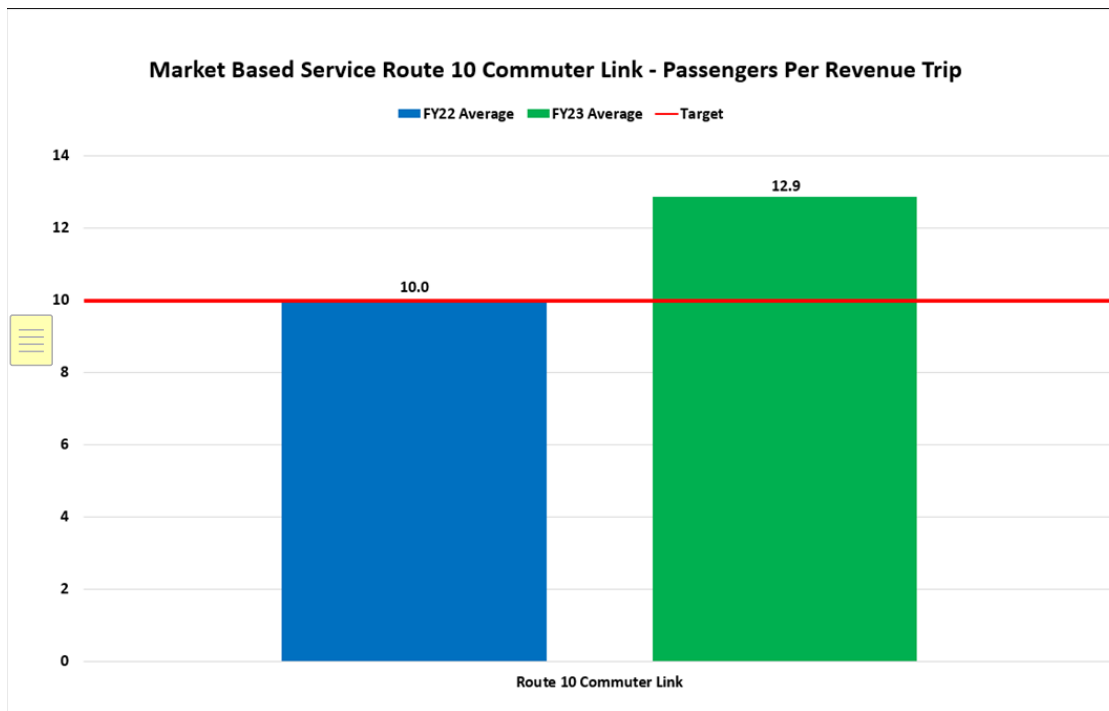
- For FY22-23, Routes 3, 4 and Route 7 met the PPRH goal of 10 passengers per revenue hour
- For FY22-23, Routes 5, 6, 8 & 9 failed to meet the target of 10 PPRH

Figure 2-20 Local Routes Average



Route 10 Commuter Link service started revenue service in July 2022 and is currently meeting its goal of 10 passengers per revenue trip (Figure 2-21).

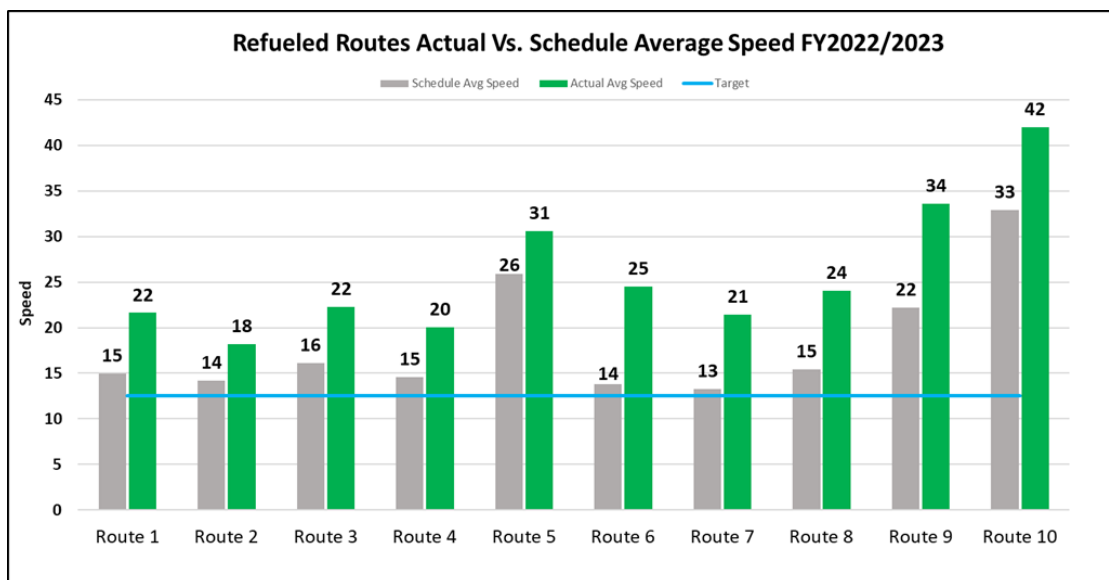
Figure 2-21 Market Based Service Average



Service Quality

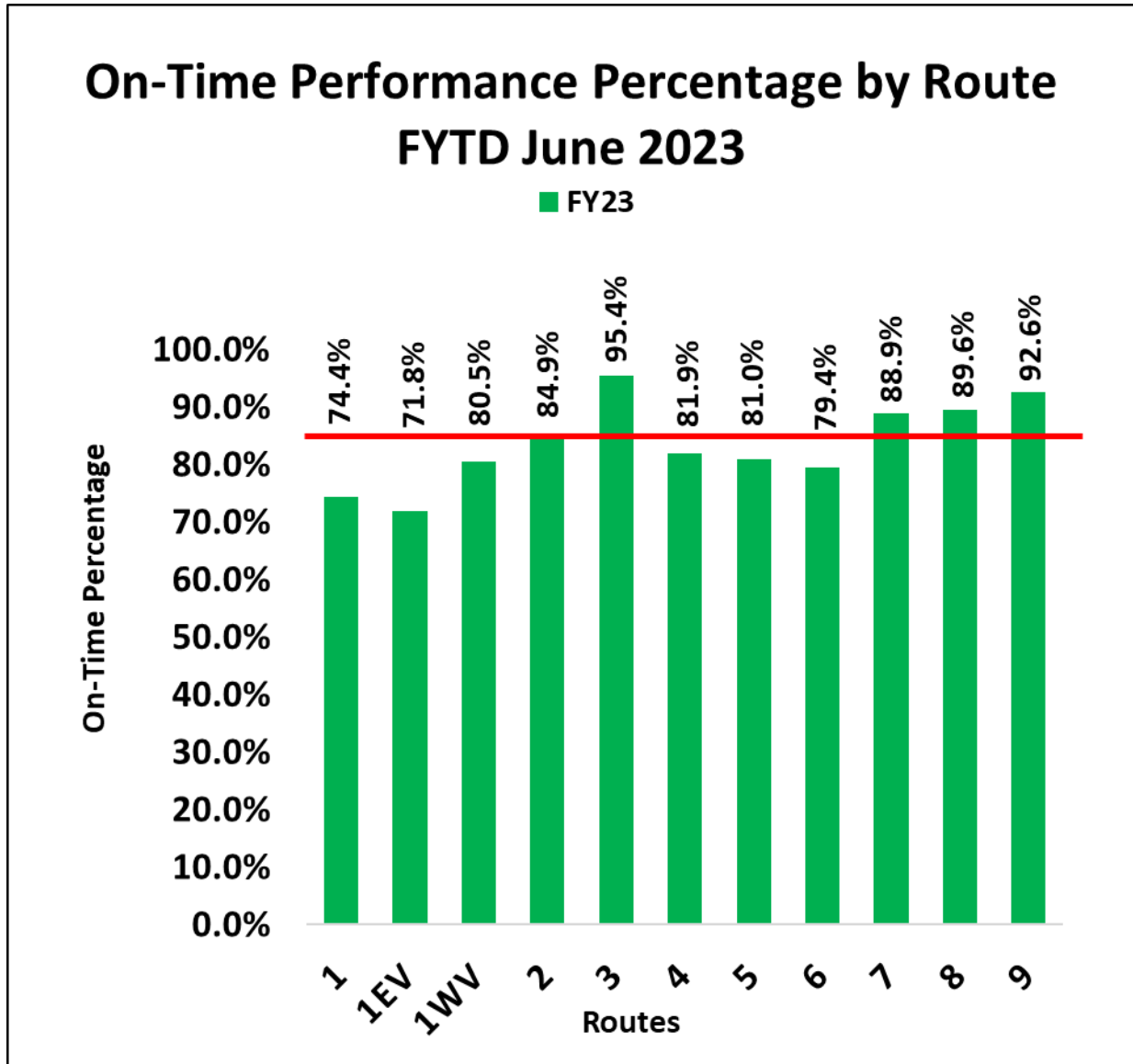
Service Scheduled Speed: The SunLine system is currently scheduled at an average speed of 16 mph, above the target scheduled speed of 12.5 mph (Figure 2-22).

Figure 2-22 Fixed Route Average Speed



On-time Performance: SunLine’s system-wide on-time performance is at 84 percent for July 1, 2022, to June 30, 2023. The Agency did not meet its goal for FY 22-23. Routes 2, 3, 7, 8 and 9 met the minimum on-time performance standard as captured in Figure 2-23.

Figure 2-23 On-Time Performance, by Route



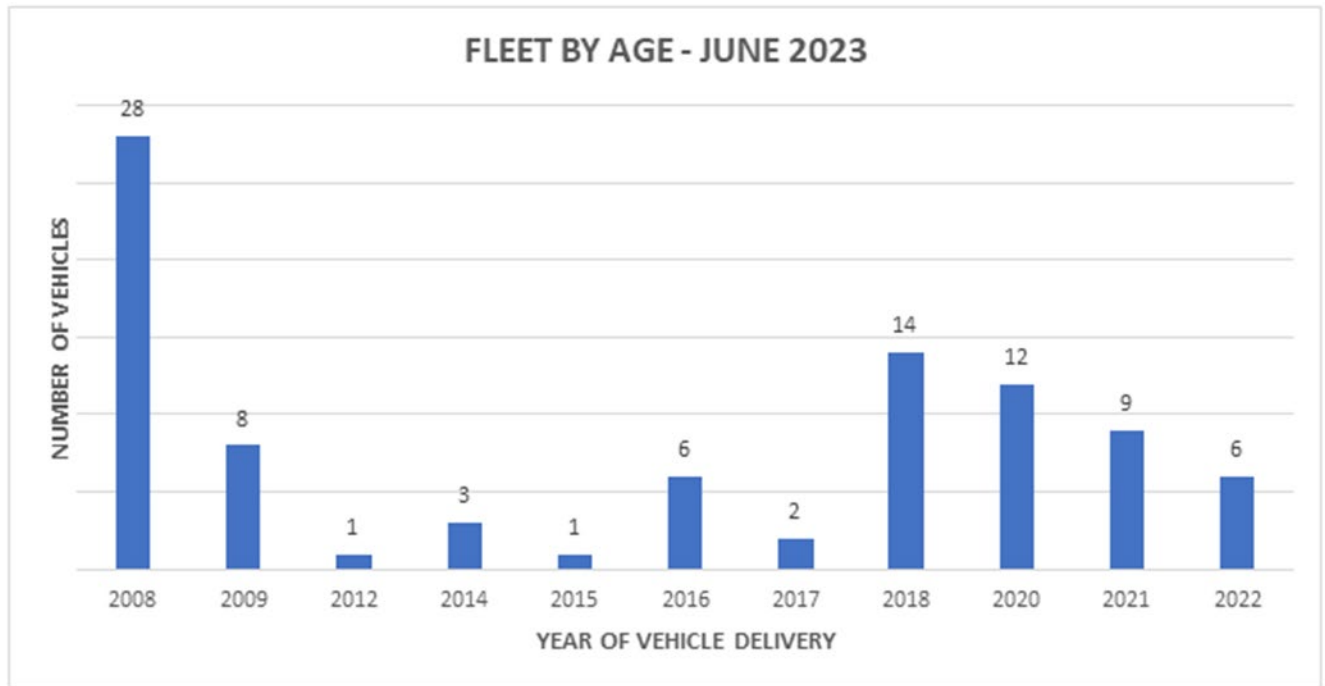
Miles between Service Interruptions: The standard of 5,000 miles between service interruptions were exceeded throughout the review period. Miles between service interruptions for FY 22-23 are noted in Figure 2-24.

Figure 2-24 Miles between Service Interruptions

FY2022/23	Fixed Route Miles between Service Interruptions
July	5,699
August	10,905
September	8,674
October	11,782
November	8,946
December	14,515
January	13,443
February	12,554
March	14,806
April	9,244
May	8,290
June	11,076

Average Fleet Age: The fixed route average fleet age is 8.4 years. SunLine continues to replace buses in the fleet that have met their useful life. Figure 2-25 shows the fleet age as of June 2023.

Figure 2-25 Fleet Age



Bus Deployment: SunLine is in full compliance with Title VI, which protects people from discrimination based on race, color, and national origin in programs and activities receiving federal financial assistance. SunLine ensures equitable distribution of its assets in delivery of transit services to the people of the Coachella Valley.

Buses are assigned according to successful completion of maintenance functions without regard to route assignment, or vehicle age, except in size considerations as outlined in the Bus Deployment Policy described previously. Additionally, fuel cell buses and battery electric buses are assigned to routes with shorter distances and/or durations that are within the acceptable range capacity of those vehicles.

Adequate numbers of buses are assigned to routes with high demand to avoid instances of overcrowding or standing passengers. All SunLine buses are fully air-conditioned and are 100 percent accessible to persons with disabilities.

- Routes 1, 2, 3, and 4 should use 40-foot buses given the higher passenger volumes.
- Other routes should use either 40- or 32-foot buses based on ridership demand.

2.2.3 Productivity Improvement Efforts Underway

SunRide has grown as a microtransit program from connecting riders to fixed route service by bridging the first mile, last mile gap, to including virtual stops within each geo-fence. Virtual stops consist of medical facilities, pharmacies, banks, grocery stores, educational facilities, and community services, such as libraries and senior centers.

Several efforts are underway to continue growing SunRide ridership. This includes outreaches in the geo-fences, walkabouts to local businesses, medical centers, and community organizations within each geo-fence to introduce SunRide as a transportation option, working with vehicle drivers on SunRide van awareness and recognition, as well as promotional offers such as free rides.

SunRide has been utilizing a more feature-rich mobile app since January 2022 that offers enhanced data analysis via KPIs and customer features, such as a five-star rating system and time snapping—the ability to time rides for minimal wait time to a fixed route bus. Additionally, drivers and customers now have the ability to contact each other for ride clarification questions.

To monitor the growth of SunRide, along with the effectiveness of marketing toward brand awareness, KPIs are monitored weekly and monthly to determine strengths, as well as areas where growth is needed. Regular monitoring of SunRide KPIs also assists in interceding and reversing any downward trends in ridership.

SunRide Service Performance

Figure 2-26 to Figure 2-28 show key performance metrics for SunRide during calendar year 2023.

Figure 2-26 SunRide System-wide Metrics

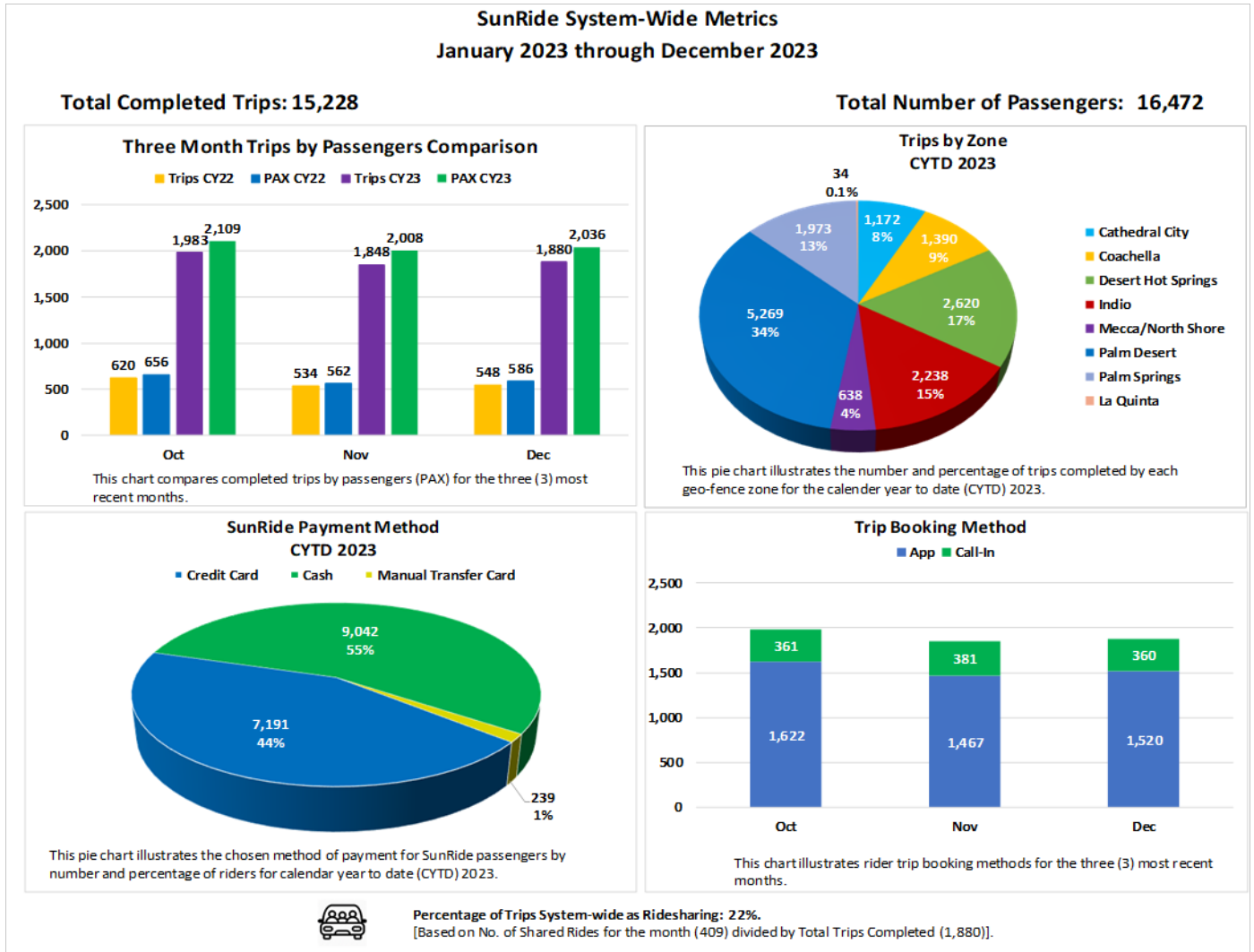


Figure 2-27 SunRide Unique Users

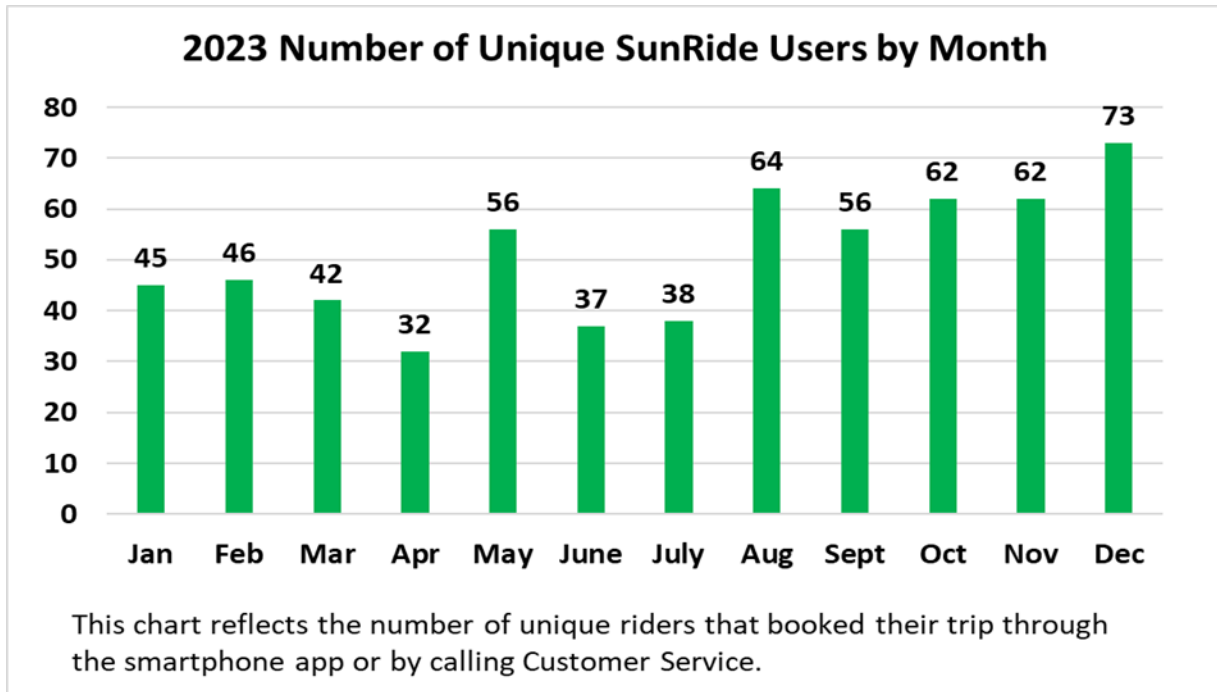
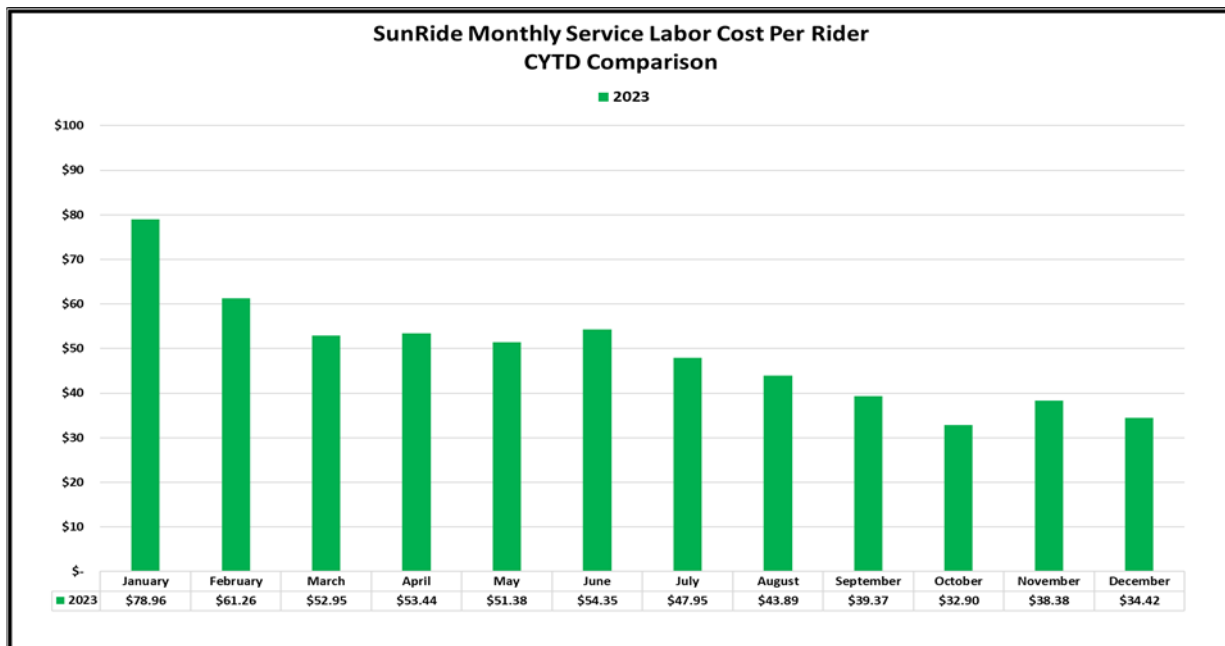


Figure 2-28 SunRide Monthly Service Labor Cost Per Rider





CHAPTER 3

Future Service
Plans, Fare Changes,
Capital Planning
& Marketing



FY25-27

SHORT-RANGE
TRANSIT PLAN

Chapter 3. Future Service Plans, Fare Changes, Capital Planning and Marketing

As an agency of firsts, SunLine has remained committed to building a truly intermodal, clean, and sustainable transportation network in partnership with local jurisdictions, regional and federal governments, and the private sector to develop, finance, and implement strategies to attract choice riders, expand SunLine’s market share, and increase ridership. SunLine continues to progress on the following strategic action items, discussed further in this chapter:

- Expand the SunRide program to establish a lifeline service in areas hard to serve with traditional fixed route service.
- Complete construction of the Coachella Mobility Hub with a proposed ready for service date of September 2024, or earlier, upon completion of construction.
- Through an ongoing bus stops and amenities improvement program, replace outdated bus stop shelters and amenities, add new bus shelters and amenities according to policy, and address non-emergency safety and accessibility improvements. Continuous improvement of bus stops and amenities is essential to maintain and improve the first impression of SunLine where current and potential passengers and the community connect with SunLine.
- Continue with SunLine’s ongoing improvement, communications, and education programs to enhance collaborative planning efforts that protect the integrity of the transit network and benefits of transit—that is, improve the experience of the entire journey.
- Update bus stop signs systemwide to ensure bus stops are easily identifiable, clean, accessible, and welcoming. To complement this program, SunLine is also updating bus stop signs with new information to connect with real-time bus arrival information and schedules necessary to complete the transit trip. These improvements are essential to attracting choice riders and expanding the transit market by making it convenient to use transit.
- Capitalize on the CVLink multimodal corridor, which has the potential to connect neighborhoods to transit, activity centers, and address some of the first- and last-mile mobility needs of the Coachella Valley.

3.1 Service Plans and Priorities FY 2025 to FY 2029

The fixed route network is functioning well, notwithstanding the impact of the pandemic and the national shortage of coach operators. Few service changes are proposed in the short term, such as realigning routes to serve the new Coachella Mobility Hub, and developing options to serve the Acrisure Arena.

Figure 3-1 Headway, by Route and Service Level

		Effective January 7, 2024		
		Weekday	Saturday	Sunday
1WV	Palm Desert Mall - Palm Springs	30	30	30
1EV	Coachella - Palm Desert Mall	30	30	30
2	Desert Hot Springs - Palm Springs - Cathedral City	30	30	30
3	Desert Edge - Desert Hot Springs	30	60	60
4	Palm Desert Mall - Palm Springs	60	60	60
5	Desert Hot Springs - CSUSB Palm Desert - Palm Desert Mall	60	NS	NS
6	Coachella - Via Fred Waring - Palm Desert Mall	60	NS	NS
7	Bermuda Dunes - Indian Wells - La Quinta	45	90	90
8	North Indio - Coachella - Thermal/Mecca	60	60	60
9	North Shore - Mecca - Oasis	60	60	60
10	Indio - CSUSB-PDC - CSUSB - San Bernardino Transit Center (SBTC)/Metrolink	4 round trips	NS	NS

NS: No Service

3.1.1 East of I-10

Development in the Coachella valley continues to expand east of I-10.

3.1.2 Coachella Mobility Hub

Routes 1, 6, and 8 currently connect at the Transfer Terminal at Vine Avenue and Fifth Street in Coachella. A new Coachella Mobility Hub at Fourth Street and Cesar Chavez Street is projected to be ready for service in September 2024. The Mobility Hub will provide a residential development, bus laybys, passenger amenities, and connecting pedestrian and bicycle paths. Following completion of the Mobility Hub, the current routes at the Vine Avenue Transfer Terminal should be refocused to serve the Coachella Mobility Hub.

3.1.3 Route 10 Commuter Link

Route 10 originates in Indio and terminates at the SBTC/Metrolink Station in downtown San Bernardino. Intermediate connections are made with California State University in Palm Desert, the Walmart Center in Beaumont, and CSUSB. There are four westbound and four eastbound trips each weekday, with no service on weekends or holidays.

Route 10 is a key service linking multiple transit routes, community services, and educational facilities in the eastern valley. Of concern is the unbalanced nature of the Route 10 ridership, with strong peak-direction ridership and little ridership on the return trip. Marketing and incentivizing reverse-peak-direction travel could improve the overall route's productivity.

To improve ridership on Route 10 Commuter Link, SunLine implemented off-peak fares for reverse commute trips. The local fare structure applies to morning trips from San Bernardino to Indio and afternoon trips from Indio to San Bernardino. The peak period fare remains unchanged. To help promote the service, the local fare structure also applies in the off-season when California State University is not in general session.

3.1.4 School Trippers

School trippers are provided to augment certain routes or areas to ensure the base routes are not overcrowded. They may also provide a more direct route to specific schools. A single well-utilized school tripper bus may be a very productive service; however, it is critical that these services are regularly reviewed to ensure they are required. If the base routes can accommodate the school ridership, then it is unproductive to add an overlay of school trippers.

3.1.5 SunRide (Microtransit) Service

SunRide on-demand microtransit service is available in eight Coachella Valley zones, connecting passengers to the fixed route network or a destination within the zone. As SunLine gains experience operating microtransit services, the existing zones should be reviewed to ensure they serve the appropriate geographies. In FY2023 SunLine expanded the Desert Hot Springs/Desert Edge zone to include the Mission Lakes area and expanded the Cathedral City

zone to include the new veterans housing complex and Salvation Army on Landau Boulevard north of Ramon Road. In addition, there was a new zone created in the City of La Quinta to further enhance the service. Other service areas within the Coachella Valley should be assessed for new SunRide opportunities. These may be new service areas or existing fixed route substitutions.

3.1.6 SunRide Future Service Plans

As the on-demand microtransit service increases ridership, geo-fence boundaries, hours of service, number of days of service, and vehicle requirements will be reviewed to determine appropriate changes to meet the growing needs of the Coachella Valley.

Fare Changes

In July 2021, the fare increased from the introductory fare of \$2 per person, per ride to \$3 per person, per ride to include a transfer to or from Fixed Routes 1 to 9. SunLine is exploring a variety of fare options, including a multi-ride pass, a monthly pass, a senior discount, as well as premium fares that might be linked with the Commuter Link or door-to-door service. Fare structures of microtransit service in Southern California agencies will also be considered for possible adjustments to fares or transfers from a one-time fixed route transfer to a fixed route day pass.

Capital Planning

To serve the growing needs of SunLine’s on-demand microtransit service, additional wheelchair-accessible minivans may need to be purchased within the next 2 years. Because the life of the SunRide vehicles is projected to sunset at 7 years, the four 2018 vans purchased in 2020 will be ready to be replaced in 2027 when the useful life of the vehicle is reached.

Marketing

Marketing efforts to educate the public and promote SunRide as a first mile-last mile solution is needed in all geo-fenced areas. Street outreach teams are the best way to get the word out to the public on this service and this will continue in the coming year

The Agency has annually invested in digital and polygon advertising campaigns, including video and animated ads to promote SunRide and educate Valley residents. The polygon advertising campaigns target precise borders around specific locations in each geo-fence. Digital advertising campaigns, through Paramount, are featured in the *Desert Sun* and YouTube as video ads that play + prior to reading an article or viewing a video, and as digital display ads on networks and platforms outside of USAToday.com and DesertSun.com, such as NBCPalmSprings.com, Alternet.org, and CelebWell.com. Digital and polygon advertising campaigns will continue each year to build brand awareness and introduce SunRide in new zones.

3.1.7 Modifications to Paratransit Service

The provision of ADA services remains a challenge because it is costly. Efforts to mitigate the increasing expenses in demand-responsive service include revisions to the paratransit eligibility/certification process and continuing to monitor late cancellations and no-shows, which improves the availability of appointment time slots and makes SunDial service more efficient for customers. SunDial staff periodically (monthly) measure the systemwide average rate for that month to determine whether a particular customer has excessive late cancellations or no-shows. They then consider the customer's overall frequency of use and evaluate whether there is “a pattern of abuse” relative to how often that customer travels with SunDial.

SunDial will continue to move forward with the paratransit eligibility/certification process and implement in-person interviews to ensure paratransit riders qualify for the service. SunLine also plans to implement new technology soon to facilitate online scheduling and cancelation of paratransit reservations. The new technology will provide a reminder call the day before to encourage cancelation when plans change and will also provide customers with notification 5 minutes prior to passenger pickup.

3.2 SunLine’s Overall Marketing Plans, Studies, and Promotions

In order to support the initiatives outlined in the SRTP, the Marketing Department will focus on the following key areas:

1. Help regain and build ridership among current, recent and lapsed riders
2. Identify and drive ridership among new riders
3. Build trust among stakeholders and the community to drive advocacy
4. Communicate SunLine’s efforts in maintaining and continuing to improve on-time performance
5. Convey progress made in SunLine’s clean fuels fleet initiatives
6. Collaborate across departments to help improve the customer experience for passengers and elevate SunLine’s brand
7. Explore new ways to engage with the community through various outreach and event opportunities

3.2.1 Target Audiences

In order for marketing efforts to resonate, analysis of target markets must be done, studying both who they are and what motivates them. Then, marketing materials must be customized to reach those target audiences. See Figure 3.3 for target audience analysis.

Figure 3.3 Target Audience Analysis

	Key Messages <i>What motivates them?</i>
Current riders	<ul style="list-style-type: none"> • On-time performance • Cleanliness • Social distancing • Safety • Price <p>For some: environment</p>
Potential new riders	<ul style="list-style-type: none"> • Ability to multitask • Cleanliness • Social distancing • Safety • On-time performance • Price • Technology friendly facilities (ie.: Wifi and chargers on buses) <p>For some: environment</p>
Community at large	<ul style="list-style-type: none"> • Economic prosperity • Reduced congestion • Reduced emissions • Transparency • Good environmental stewards
Employees	<ul style="list-style-type: none"> • Feeling valued and heard • Having the opportunity to contribute to the Agency's success • Compensation and benefits • Cleanliness in office/bus • Transparency

3.2.2 Marketing Strategies

There are several strategies for communicating with SunLine's various target audiences, and messaging will be tailored to connect with each of them based on their motivations as identified in the target audience analysis.

3.2.3 Social Media and Website

After building a robust social media program in recent years, SunLine has increased regular communication directly to its target audiences (fans/followers of the Agency's social media platforms). Posts have been entertaining and informative – both key components of keeping followers engaged.

Transit Tuesdays offer a live event on social media that discusses pre-selected topics sharing important updates with riders. Other social media posts tie in history, education, places to visit, comedy, safety, and recognition. This variety in messaging keeps the platform interesting and worth following.

A newly re-designed website will be released before the end of FY24. The re-design considers the overall user experience by highlighting information that is necessary to have front and center; thus, allowing website visitors to find that information instantly. The new website also follows new web trends and practices and will provide an easier pass purchase experience.

3.2.4 Advertising

Strategically utilizing SunLine's budget, an advertising plan that maximizes available advertising funds and incorporates innovative advertising strategies will be developed and implemented. It will utilize platforms such as digital, print, radio, streaming and TV media. The goal is also to promote all key messaging on internal advertising mediums, such as bus shelters and interior bus advertising.

3.2.5 Rider/Community Input

A strong marketing program incorporates a strategy for listening to constituents. SunLine will create and facilitate surveys to gather input regarding major service changes and how they are being received in the community. This provides the opportunity to learn about any issues that may need to be addressed. Data gathered can be shared with all appropriate departments to help improve the customer experience.

3.2.6 Public Relations

SunLine's public relations representatives will draft press releases to promote Agency initiatives. They will also pitch stories to the media to publicize key newsworthy items, coordinate media interviews and follow-up on media requests in a timely fashion.

3.2.7 Customer Service Center/Website

SunLine's Customer Service Center includes LiveChat on the web for those who need immediate assistance or find it more convenient for their schedule to use this chat based interface. The website has also been instrumental as a central resource for all communications and announcements disseminated by SunLine. In addition, the Customer Service Center offers phoneline support by customer service representatives Monday through Friday. Agents use

resources such as Google Transit Trip Planner and MyStop Bus Tracker to answer customer inquiries quickly and accurately. Bilingual customer service agents are available to assist with questions in both English and Spanish. Interpretation services for all other languages are available through our contract with LanguageLine. An interpreter can be accessed via phone, video or by using their app.

3.2.8 Video Production

The Agency will continue to put an increased focus on the creation of videos as marketing tools, according to shifts in social media audience preferences. By developing an expanded library of video assets, SunLine will be able to initiate increased engagement with its target markets, and those individuals will better retain the information being shared through unique videos. The Marketing Department will also explore opportunities to produce longer video features, like those developed to recap the Student Art Contest event, where possible.

3.2.9 Rider's Guide

The Rider's Guide has become an essential communications tool for SunLine. The Agency has maintained the layout of this revamped guide which has proven to be a more user-friendly format, featuring relevant information for riders and includes directions, maps, time point bus stop locations, schedules, fares, transfer instructions and how to receive assistance with SunLine's programs and services. Transit system information, which aligns with the updated Rider's Guide, can also be found at transit centers, on buses, at bus stops and community gathering locations. SunLine's system information is provided in both English and Spanish.

3.2.10 Clean Fuels Fleet Communications

The Agency's reputation as a pioneer in clear air and alternative fuel technology must continue to remain top-of-mind by promoting news regarding SunLine's advancement in its Zero-Emissions Bus Rollout Plan. SunLine's new liquid hydrogen station will give the Agency increased reliability in fueling the Agency's hydrogen fuel cell technology fleet.

3.2.11 Internal Communications

Keeping employees up to date on company initiatives and marketing efforts inspires higher morale and invites them to be involved in the bigger picture. To this end, SunLine will hold town hall meetings and re-create its internal newsletter featuring key stories and facts about the Agency's latest initiatives. In alignment with our strategic plan, a component of the newsletter and town-hall-style meetings are educating staff on how our Agency works. Examples of topics include the various types of funding we receive; what the different funding can be used for; and how we get the data for planning our service. These efforts aid in improving communication with the employee target audience segment, making SunLine Transit Agency an even better place to work.

3.2.12 Building an Effective Marketing Plan

All the tools mentioned above will be implemented to market SunLine as a leader in transportation, innovation, and alternative fuel technology. As stated, targeted messaging and the utilization of effective platforms and strategies will be pivotal to increasing ridership, rebuilding trust, communicating progress, and engaging employees.

3.2.13 Community Outreach

SunLine works with local organizations, businesses, government agencies, and non-profit organizations to promote SunLine programs and services. Community outreach involves working with grassroots organizations to identify unmet transit needs and build community-based marketing partnerships. Historically, SunLine invests in these relationships by participating in community events such as mobility workshops, food drives, fundraisers, parades, and special event activities.

3.2.14 Public Presentations and Town Hall Meetings

Target audiences include seniors, students, social services, businesses, and community leaders. The main goal is public education related to the economic and environmental benefits of using public transportation. During presentations, SunLine highlights the key role that we hold as a public transit provider and leader in alternative fuel technology. SunLine's use of hydrogen electric fuel cell and battery electric fuel cell buses have made positive impacts to the environment on a global scale. Presentations emphasize why this is important and how it affects residents of the Coachella Valley. These presentations typically occur at senior centers, colleges, government agencies (i.e. City Council meetings, SCAG, CVAG, etc.), and adult special needs schools and programs.

3.2.15 Travel Training

Transportation provides us with a sense of independence and opportunities to engage within our community. SunLine's Travel Training Program offers opportunities for riders to learn how to independently navigate a public transit system. To this end, SunLine offers group and one-on-one training virtually, in-person and/or aboard a fixed route bus to build confidence and allow people to travel with ease.

3.2.16 Transit Ambassador Program

The SunLine Transit Ambassador Program, known as TAP, empowers employees to expand SunLine's culture of customer service. TAP consists of a series of training sessions for SunLine employees that address crucial topics and everyday scenarios in public transportation service. A Transit Ambassador is one who has completed this program and can assist passengers with their trip planning. Transit Ambassadors will assist the rider until the rider feels confident in navigating the SunLine system independently.

3.2.17 Access Advisory Committee

The Access Advisory Committee, which meets bi-monthly, was formed in 1995 as an advocacy group consisting of various agencies in the Coachella Valley. Committee members range from community activists to everyday transit users who are committed to promoting the successful implementation of the transportation provisions of the ADA and other related federal legislation or regulations.

3.2.18 Free Ride Policy

SunLine will offer free rides on our local fixed route system on the days listed below:

- Transit Equity Day
- Earth Day
- Dump the Pump Day
- Car Free Day
- California Clean Air Day
- Rideshare Week
- Election Day

SunLine Transit Agency's Marketing team is developing a set of guidelines that will enable staff to determine, if any additional days can be added or when requests for free rides, can be accommodated.

3.2.19 Areas of Persistent Poverty and Historically Disadvantaged Communities

Transit is a vital service for disadvantaged populations in the SunLine service area. As discussed in Chapter 1, several census tracts in the SunLine service area meet the federal criteria to be designated as Areas of Persistent Poverty or Historically Disadvantaged Communities. Tribal lands, which are also considered Historically Disadvantaged Communities, are also located in the service area. As discussed in Section 3.3 below, disadvantaged populations are a core market for transit and have unique travel patterns. SunLine will consider these federal designations in its public outreach efforts and assessment of environmental justice when evaluating service improvements and funding opportunities.

3.3 Projected Ridership Growth (FY 2025 to FY 2029)

Following a significant downturn in ridership in March 2020 related to the COVID-19 pandemic, SunLine expects it may take several years for ridership to rebound. SunLine and its planning partners are using the regional travel demand model to prepare long-term ridership forecasts for the unconstrained transit redesign.

The SunLine Refueled before and after study identified several themes related to pandemic ridership recovery:

- Transit demand has been reduced by the pandemic, but not in an even manner. Lower-income riders and essential workers commuting to in-person jobs at all hours continue to depend on transit service. In contrast, the increase in telecommuting is anticipated to be sustained, although to an uncertain degree, resulting in reduced peak period demand for travel to central business districts. Agencies can respond by preserving frequent line-haul service throughout the day while deemphasizing costly peak-period service.
- Network redesigns that emphasize a set of frequent core routes, which SunLine Refueled did, have proven successful for other agencies, and this is the type of service that has performed best through the pandemic by meeting the needs of the disadvantaged populations that remain the “core” ridership base for transit agencies.
- Changes in vehicular travel patterns throughout the pandemic affect bus running time across the day and may require schedule modifications. Well-established practices, such as dedicated lanes and transit signal priority (TSP), can help agencies ameliorate the impacts of rising congestion and improve competitiveness in comparison with other modes. SunLine is participating in the ongoing SCAG Regional Transit Lanes Study, which includes Highway 111 as a potential corridor for TSP treatments.
- The untethering of jobs from offices has resulted in a shift toward living in suburbs and smaller urban areas, and the Coachella Valley is likely to continue growing faster than the Southern California region. As these population shifts drive development, SunLine will need to reevaluate which areas have sufficient population to support service and whether service levels are keeping up with growth in population.
- As transit ridership recovers, flexible, on-demand microtransit may be a more cost-effective way to maintain service coverage in areas with low fixed route ridership. Microtransit can also have synergy with and improve the efficiency of paratransit service through sharing of vehicles and automation of trip assignments. SunLine and RideCo are evaluating the potential of expansion of SunRide service areas.

3.4 Proposed Fare Structure Changes

While the Board of Directors has directed SunLine staff to explore a fare-free system, the aim of this fare policy is to increase SunLine’s revenues with a simplified structure that continues to

provide support for low-income individuals. Recent fare-related efforts and actions are discussed below.

Route 10 Commuter Link Off-Peak Pricing

To improve ridership on Route 10 Commuter Link, SunLine implemented off-peak fares for reverse commute trips. The local fare structure applies to morning trips from San Bernardino to Indio and afternoon trips from Indio to San Bernardino. The peak period fare remains the same. The local fare structure also applies in the off season when California State University is not in general session.

Haul Pass

The College of the Desert and CSUSB's Palm Desert Campus are important transit markets in our service area. Started in August 2018 with a grant from the LCTOP, the SunLine Haul Pass program gives students at these schools free access to SunLine buses with their student ID. The LCTOP grant is funding an expansion of the program to students who are enrolled in any Coachella Valley high schools. The program, which began with the 2021 school year, is anticipated to be available for 18 to 22 months with the goal of the program becoming self-sustaining in future years. All students who apply will be eligible to ride for free—not just to class, but anywhere SunLine buses go, anytime they operate.

Mobile Ticketing

The 2020 Refueled survey showed that more than 86 percent of SunLine riders have access to a smartphone or tablet with an internet connection. Access to a connected device was an important factor in the implementation of the Token Transit mobile ticketing. Mobile ticketing makes paying fares much easier. There's no need to carry coins or cash. No need to wait in line to buy a pass. And no need to search in a wallet for a buried bus pass. Customers can simply board the bus, use their phone to pay, and go.

Best Industry Practices

- **Review Fares Annually**

Fares should be reviewed annually to assess the ridership impact. This should include an examination of revenue by fare category and fare media. The fare review should provide a peer comparison to help ensure fare policy decisions are well-informed.

- **Make Fare Adjustments as Frequently as Possible**

Fares should be adjusted annually to address inflation and to deliver a more gradual change to riders. Fares that are frozen for several years and then adjusted through a large disproportionate increase result in a “shock” to riders that may negatively affect the Agency image and ridership.

- **Calculate the SunLine Internal Rate of Inflation to Establish Required Fare Adjustments**

Fare increases should be based on SunLine’s internal rate of inflation (goods, labor, and fuel), rather than the inflation of a general Consumer Price Index. The Consumer Price Index measures the inflation on a basket of goods and services unrelated to transit service and competing transportation modes.

To help low-income passengers access transit services and offset fare increases, SunLine may target fares for Coachella Valley residents who meet low-income guidelines. The U.S. Department of Labor’s Lower Living Standard Income Level is often used by transit agencies to determine eligibility for reduced fares. It identifies income levels by family size that are adjusted annually based on changes in the Consumer Price Index.

3.5 Capital Improvement Planning

California Air Resources Board’s (CARB’s) ICT regulation requires SunLine to gradually transition to a 100 percent zero-emission bus (ZEB) fleet. As SunLine grows its fleet to provide additional service, it will need to evaluate daily mileage needs and the incremental capital or electricity costs of depot-charging electric buses that cannot be offset by available incentive and funding programs. SunLine is also planning for the new infrastructure needed to support hydrogen production and refueling for its fuel cell buses. It is also evaluating expansion of its satellite facility in Indio to support hydrogen and ZEB fueling and maintenance.

SunLine is working with the Coachella Valley Association of Governments to plan and fund street improvements needed to preserve bus travel times and improve service reliability. These street improvements include TSP measures, queue jumpers, and dedicated bus lanes. Super stops are another capital improvement aimed at enhancing the passenger experience. These stops include enlarged and near-level boarding areas, enhanced shelters, and upgraded amenities.

SunLine is also working with its member cities to improve multimodal connections to its fixed route bus service. This includes connections to the CV Link. This bicycling and walking pathway links the Coachella Valley cities and the lands of three federally recognized tribes with a path that generally parallels Highway 111.

3.5.1 Bus Stop Improvements

SunLine’s current policy specifies that bus stops with more than 10 boardings per day warrant a shelter. Eight bus stops currently meet this threshold but lack shelters. SunLine anticipates funding availability to add 8 bus stop shelters in the next years.

Figure 3-2 summarizes the resulting allocation of bus shelters by jurisdiction. SunLine is committed to implementing these policy recommendations and installing the additional 8 shelters over the next 3 years.

Figure 3-2 Allocation of Bus Stop Shelter Improvements

Existing Amenity Distribution											
City/District	Total Stops	Total Shelters		Stops with 10+ boardings		Stops with Shelters and 10+ boardings		Shelters needed to reach policy compliance ¹		# of shelters exceeding current policy ¹	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent		
Cathedral City	61	52	85%	17	28%	17	100%	0	0%	35	
Coachella	34	32	94%	7	21%	7	100%	0	0%	25	
Desert Hot Springs	48	36	75%	13	27%	12	92%	1	13%	24	
Indian Wells	15	13	87%	0	0%	0	N/A	0	0%	13	
Indio	87	59	68%	19	22%	18	95%	1	13%	41	
La Quinta	52	36	69%	12	23%	12	100%	0	0%	24	
Palm Desert	52	42	81%	16	31%	16	100%	0	0%	26	
Palm Springs	120	91	76%	36	30%	31	86%	5	63%	60	
Rancho Mirage	33	25	76%	1	3%	1	100%	0	0%	24	
Riverside County uninc.	68	28	41%	6	9%	5	83%	1	13%	23	
<i>Thermal</i>	8	2	25%	0	0%	0	N/A	0	0%	2	
<i>Oasis</i>	10	3	30%	0	0%	0	N/A	0	0%	3	
<i>Mecca</i>	17	8	47%	2	12%	2	100%	0	0%	6	
<i>One Hundred Palms</i>	3	2	67%	2	67%	2	100%	0	0%	0	
<i>Thousand Palms</i>	9	9	100%	1	11%	1	100%	0	0%	8	
<i>North Shore</i>	11	1	9%	0	0%	0	N/A	0	0%	1	
<i>Desert Edge</i>	7	0	0%	1	14%	0	0%	1	13%	0	
<i>Bermuda Dunes</i>	3	3	100%	0	0%	0	N/A	0	0%	3	
Total	570	414	73%	127	22%	119	94%	8	100%	295	

¹Current policy states that all bus stops with over 10 average daily boardings should have shelters

CHAPTER 4

Financial Planning



FY25-27

SHORT-RANGE TRANSIT PLAN

Chapter 4. Financial Planning

The FY2025 financial planning process focused on prioritizing resources and alignment with the core strategic goal of regaining ridership and providing multimodal solutions. The team at SunLine brought their diverse insights to most effectively allocate resources to maintain essential services. The enclosed financial plan of the Agency is based on the best available financial projections and anticipated grants.

4.1 Operating and Capital Budget

In FY2025, SunLine will have an operating budget of \$49,417,378 and a capital budget of \$21,826,973 (Table 4 and 4A). The operating budget encompasses costs such as driver salaries, administrative salaries, fuel, insurance premiums, and other overhead costs required to run day to day operations. The available funding will be used effectively and efficiently in the accomplishment of organizational objectives. The operating budget will ensure that the Agency continues to offer safe and reliable transportation to Coachella Valley residents.

The capital budget incorporates key projects to help further advance the Agency's Capital Improvement Program. The Capital Improvement Program for FY2025 focuses on continuing SunLine's investment in replacing aging infrastructure and equipment. SunLine's Capital Program represents a unique opportunity to make long term investments in SunLine's operational capabilities, energy strategies, and regulatory compliance by conforming with the California Air Resources Board's Innovative Clean Transit mandate.

4.2 Funding Plans to Support Proposed Operating and Capital Program

For FY2025, funding plans for the proposed operating and capital programs are primarily funded as follows:

FTA Section 5307, FTA Section 5311, FTA Section 5311 (f) (Intercity), FTA Section 5339, Congestion Mitigation and Air Quality (CMAQ), California Air Resources Board (CARB), California Energy Commission (CEC), Air Quality Management District (AQMD), State Transit Assistance (STA), State of Good Repair (SGR), Low Carbon Operating Program (LCTOP), Local Transportation Funds (LTF), Local Measure A funding, Senate Bill 125 (Transit and Intercity Rail Capital Program) and farebox revenue.

The estimated FY2025 operating and capital budget of \$71,244,351 outlined in Table 4, is funded by:

Fund	Operating		Capital	
	Amount (\$)	Percent (%)	Amount (\$)	Percent (%)
ARPA Section 5307	120,000	0%	-	0%
California Air Resources Board (CARB)	200,000	0%	-	0%
California Energy Commission	100,000	0%	-	0%
CMAQ	380,000	1%	-	0%
Farebox	1,854,393	4%	-	0%
LCTOP	1,458,436	3%	-	0%
Local Transportation Fund (LTF)	28,829,900	58%	781,473	4%
Measure A	8,238,000	17%	-	0%
Other	3,221,663	7%	500,000	2%
Section 5307	4,285,218	9%	(2,242,772)	-10%
Section 5311	429,768	1%	-	0%
Section 5311(f)	300,000	1%	-	0%
Section 5339 Formula	-	0%	(744,782)	-3%
Senate Bill 125 (TIRCP)	-	0%	16,000,000	73%
State of Good Repair	-	0%	1,100,000	5%
State Transit Assistance Fund (STA)	-	0%	6,433,054	29%
Total	\$ 49,417,378	100%	\$ 21,826,973	100%

For FY26 and FY27, figures presented in tables 4.2 and 4.3 to fund operating and capital expenditures are based on best available funding projections.

TABLE 4.2

Fund	Operating		Capital	
	Amount (\$)	Percent (%)	Amount (\$)	Percent (%)
California Air Resources Board (CARB)	100,000	0%	-	0%
California Energy Commission	100,000	0%	2,680,200	5%
Farebox	1,816,893	4%	-	0%
LCTOP	1,425,813	3%	-	0%
Local Transportation Fund (LTF)	29,663,592	58%	-	0%
Measure A	8,403,000	17%	-	0%
Other	3,259,163	6%	15,231,904	27%
Section 5307	5,324,687	10%	1,332,446	2%
Section 5311	426,147	1%	-	0%
Section 5311(f)	313,927	1%	-	0%
Section 5339 Formula	-	0%	780,868	1%
Section 5339 Discretionary	-	0%	25,620,000	45%
Senate Bill 125 (TIRCP)	-	0%	6,405,000	11%
State Transit Assistance Fund (STA)	-	0%	4,266,686	8%
Total	\$ 50,833,222	100%	\$ 56,317,104	100%

TABLE 4.3

Fund	Operating		Capital	
	Amount (\$)	Percent (%)	Amount (\$)	Percent (%)
California Air Resources Board (CARB)	100,000	0%	-	0%
California Energy Commission	100,000	0%	-	0%
Farebox	1,816,893	4%	-	0%
LCTOP	1,460,352	3%	-	0%
Local Transportation Fund (LTF)	29,805,519	58%	-	0%
Measure A	8,571,000	17%	-	0%
Other	3,259,163	6%	-	0%
Section 5307	5,185,063	10%	1,120,000	6%
Section 5311	436,844	1%	-	0%
Section 5311(f)	313,927	1%	-	0%
Section 5339 Discretionary	-	0%	14,280,000	71%
State Transit Assistance Fund (STA)	-	0%	4,800,000	24%
Total	\$ 51,048,761	100%	\$ 20,200,000	100%

4.3 Regulatory and Compliance Requirements

4.3.1 Americans with Disabilities Act

SunLine complies with ADA guidelines by providing a 100 percent accessible revenue service fleet for fixed route transit services and ADA paratransit vehicles. As funding becomes available, SunLine continues to provide bus stop improvements to ensure accessibility. Staff also coordinates with developers and contractors regarding construction projects to include bus stop improvements when the opportunity arises.

4.3.2 Disadvantaged Business Enterprise

SunLine's most recent Disadvantaged Business Enterprise (DBE) program and goal were submitted to FTA in July 2021 and had an expiration date of September 2024. The next DBE report will be submitted by August 2024.

4.3.3 Equal Employment Opportunity

SunLine complies with federal regulations pertaining to employment and submits its Equal Employment Opportunity (EEO)-4 report annually to the U.S. Equal Employment Opportunity Commission (EEOC) and its EEO/Affirmative Action Program to FTA every 4 years, or as major changes occur in the workforce or employment conditions. The most recent EEO-4 report was submitted to the EEOC and certified in February 2024. The most recent EEO/Affirmative Action Program was revised and submitted to FTA in April 2024. The next update to the EEO/Affirmative Action Program is due to the FTA in March 2028.

4.3.4 Title VI

Title VI protects people from discrimination based on race, color, and national origin in programs and activities receiving federal financial assistance. SunLine's Title VI report was submitted to FTA in January 2023 and has an expiration date of October 2025.

4.3.5 Transportation Development Act

The Transportation Development Act provides two major sources of funding for public transportation: the LTF and STA. RCTC commissioned Michael Baker International to conduct the Triennial Performance Audit as required by the Transportation Development Act; recommendations from the auditors are referenced in section VI of that document.

4.3.6 Federal Transit Administration Triennial Review

In accordance with regulations, SunLine completed an FTA Triennial Audit site visit in 2023 and is working with FTA to provide final closeout documentation on all outstanding items.

4.3.7 National Transit Database

To keep track of the industry and provide public information and statistics as growth occurs, FTA’s National Transit Database records the financial, operating, and asset conditions of transit systems. Staff submit monthly reports and a yearly report which is used for funding formulas.

4.3.8 Alternative Fuel Vehicles

In alignment with SunLine’s Board-approved Alternative Fuel Policy, all revenue vehicles in the fleet use CNG, electric, or hydrogen fuel. The current active fleet consists of 49 CNG buses, 26 hydrogen electric fuel cell buses, four (4) battery electric buses, three (3) CNG coaches, 39 CNG paratransit vehicles, and 52 non-revenue CNG, gas and electric vehicles, including general support cars and trucks.

4.4 Capital Project Status

Figure 4-1 summarizes the status of SunLine’s existing capital projects and remaining funding as of March 2024.

Figure 4-1 Status of SunLine’s Capital Projects

Project	Project Description	Project Status	Total Project Funding Balance
Vehicles & Vehicle Improvements			\$ 34,996,139
Purchase of Hydrogen Fuel Cell Bus (7)	Purchase of replacement fixed route vehicles to replace buses that have exceeded their useful life of 12 years of 500,000 miles.	Project for eight (8) total buses approved by the Board of Directors at the June 2023 board meeting. Project split by into two line items to differentiate between AQMD funding and other funding.	\$ 9,742,374
Purchase of Battery Electric Buses (6)	Purchase of replacement fixed route vehicles to replace buses that have exceeded their useful life of 12 years of 500,000 miles. The competitive funding for the buses and included electrical chargers were awarded to the agency as part of a	Project not started. Staff will be working with FTA for a potential change from battery to fuel cell bus types.	7,064,109

	competitive Low Now funding application.		
Purchase of Hydrogen Fuel Cell Bus (1)	Purchase of replacement fixed route vehicles to replace buses that have exceeded their useful life of 12 years of 500,000 miles.	Project for eight (8) total buses approved by the Board of Directors at the June 2023 board meeting. Project split by into two line items to differentiate between AQMD funding and other funding.	1,391,356
Purchase of Fuel Cell Bus (1)	Purchase of replacement fixed route vehicle to replace buses that have exceeded their useful life of 12 years of 500,000 miles.	Project not started. Staff is planning to purchase buses from Riverside Transit Agency but will review the active fleet at that point to determine how many new replacement buses can be purchased with available funding.	768,000
Purchase of Fuel Cell Bus (1)	Purchase of replacement fixed route vehicle to replace buses that have exceeded their useful life of 12 years of 500,000 miles.	Project not started. Staff is planning to purchase buses from Riverside Transit Agency but will review the active fleet at that point to determine how many new replacement buses can be purchased with available funding.	649,088
Replacement of Fixed Route Bus (CNG)	Purchase of replacement fixed route vehicle to replace buses that have exceeded their useful life of 12 years of 500,000 miles.	Project not started. Staff is planning to purchase buses from Riverside Transit Agency but will review the active fleet at that point to determine how many new replacement buses can be	450,304

		purchased with available funding.	
Expansion Fixed Route Bus (Fuel Cell)	Purchase of expansion fixed route vehicle.	Project not started. Staff is planning to purchase buses from Riverside Transit Agency but will review the active fleet at that point to determine how many new replacement buses can be purchased with available funding.	382,147
Expansion Fixed Route Bus (Motor Coach)	This project will allow the purchase of one (1) additional MCI bus to meet the needs of the Agency.	The vehicle has been delivered. However, there have been issues that the manufacturer needs to address before the vehicles are placed into revenue service. The project team will begin the process to close this project once the vehicle is repaired and officially placed into service.	45,857
Sub-total Fixed Route Vehicles			20,493,236
Purchase of Paratransit Vehicles (15)	This project will allow the replacement of fifteen paratransit vehicles that have met their useful life.	Project not started.	3,600,000
Purchase of Paratransit Vehicles (10)	This project will allow the replacement of ten (10) paratransit vehicles that have met their useful life.	Board approved the purchase at the July 2023 and the vehicles are expected in May 2024.	2,322,092
Sub-total Demand Response Vehicles			5,922,092

Micro Transit Expansion (4)	This project will allow the procurement of two (2) micro transit Chrysler Voyager vehicles that are ADA accessible.	Both vehicles have been received and the project will be closed out.	170,576
H2 Vehicle Demonstration	This project will support the make ready costs for the demonstration of four (4) 22-foot hydrogen fuel cell vehicles. Vehicles to be demonstrated in Agency service including the ability to assign to microtransit.	All four (4) vehicles have been delivered but are not yet ready to be placed into service.	36,178
Sub-total Micro Transit Vehicles			206,753
Purchase of Stops & Zones CNG Trucks (3)	Purchase of three (3) support trucks to replace the current vehicles that have met their useful life.	The vehicles have been manufactured but are waiting CARB certification for the CNG conversion before the vehicles are completed and delivered to SunLine.	209,661
Purchase of Shop Service CNG Vehicle (1)	This project is for the purchase of a shop service vehicle to support the Maintenance and Transportation departments.	The vehicles have been manufactured but are waiting CARB certification for the CNG conversion before the vehicles are completed and delivered to SunLine.	159,400
Purchase of Administrative Vehicles (2)	This project is for the purchase of two (2) support vehicles.	A revised project initiation has been completed and procurement will begin in the second quarter of calendar year 2024.	119,971
Sub-total Support Vehicles			489,032
CNG Bus Refurbishments (12)	Refurbishment of 12 CNG buses to extend their useful life. This will allow time to obtain zero emission replacement buses.	Staff is working with the vendor and FTA to change the scope of the project to have different buses refurbished.	3,400,000

Bus Rehabilitation	This project allocates funding to ensure that the Agency's vehicles remain in a state of good repair.	Project not started.	505,853
Sub-total Bus Rehabilitation			3,905,853
Radio Replacements & ITS Phase 2	This project will allow the replacement of the current radio system and includes funding for a replacement ITS system for the fleet.	Project not started. This project will be initiated once the first phase of the radio project has been awarded and a determination of the estimated costs are finalized.	2,798,000
Radio Replacements Phase 1	This project will allow the replacement of the current radio system from analog to cellular services that will improve the day-to-day operational communications of SunLine's Transportation department.	Board approved agreement with Clever Devices at the February 2024 meeting. Project with vendor will begin in the second quarter of CY2024.	1,012,221
Sub-total Radio Replacements			3,810,221
Fare Collection Modernization (Study)	This project will allow the Agency to conduct a study of its fare collection mechanism and provide recommendations on new technology to replace the existing fareboxes.	Project not started.	100,000
H1 Vehicle Demonstration	This project will support the make ready costs for the demonstration of one (1) hydrogen fuel cell vehicle.	Vehicle has been delivered but it is not yet ready to be placed into service.	68,952
Sub-total Others			168,952
Facilities & Stations			\$ 40,229,455

Public Hydrogen Station Expansion	This project will allow the Agency to provide hydrogen to the public through 700 bar dispensers.	Project not started.	9,725,000
Liquid Hydrogen Refueling Infrastructure	The new liquid hydrogen station will include liquid storage, compression equipment, gaseous storage and dispensing, providing both additional capacity and resiliency for the existing fueling infrastructure. The new station will be capable of dispensing fuel at 350 and 700 bar.	Project is anticipated to be commissioned in June 2024.	8,954,923
Liquid Hydrogen Trailer	The new liquid hydrogen station in Indio would allow the Agency to fuel hydrogen fuel cell buses on the East end of the Valley and provide an opportunity for the public to access hydrogen.	Utility upgrades are currently being planned and discussed with IID to support power requirements of new station and backup generator.	3,523,000
Center of Excellence	This project is for the construction of a facility to serve as a training center and maintenance bay for zero-emission vehicles.	Bids received were higher than what was originally anticipated by the project team. Staff is currently reviewing the scope and will look to allocate additional funding.	3,498,926
Microgrid to Hydrogen	The microgrid will utilize power generated through solar panels to stored onsite in batteries. The project will reduce operating costs and provide for additional resiliency from green power.	Land has been purchased. The next step is the planning phase for the solar panels.	2,888,789
Coachella Transit Hub	This project is in conjunction with a grant awarded to SunLine as part of the Affordable Housing Sustainability Community Grant. SunLine, along with the City of Coachella, will construct sustainable	The vendor has initiated construction and is anticipated to be completed in the Q3 of CY24.	1,886,224

	transportation infrastructure to provide transportation related amenities.		
Indio CNG Station Upgrade	The project will upgrade the existing equipment and CNG station in Indio.	Project not started.	2,277,000
Electrolyzer	This project deployed five (5) new 40-foot fuel cell electric buses along with the upgrade of SunLine's existing hydrogen refueling station with a new electrolyzer.	Contractor failed to meet site acceptance test by the December 2023 deadline. Staff is actively working on the next steps of the project.	784,359
Bus Stop Improvements	Bus stop improvements funds are utilized to replace and install new amenities in locations that meet the Agency's ridership and equity standards.	Project ongoing.	969,444
Operator's Training Ground	The project will allow the Agency to begin the initial stages of the plan to utilize its existing land to develop an area where operators can be trained on how to maneuver buses in a safe location.	Project not started.	1,000,000
Asphalt & Concrete Upgrade	The project will allow the Agency to maintain the asphalt and concrete at its Thousand Palms division in a state of good repair.	Project not started.	1,000,000
Design & Construction of New Storage Building	This project would allow the Agency to construct a new pre-fabricated building for the Facility Maintenance staff.	Project not started.	800,000
Facility Maintenance Upgrade	This project will support the purchase of equipment and facility improvements.	Ongoing.	573,429

SoCal Gas Demonstration Project	SunLine, in partnership with the Southern California Gas Company, will install, test, monitor, and demonstrate a Steam Methane Reformer (SMR) in various operating conditions at SunLine's Thousand Palms facility.	Commissioning phase and equipment integration is anticipated to be completed in the second quarter of calendar year 2024.	494,200
Automatic Transfer Switch (ATS) T-1 & T-2	This project will upgrade the existing connection to the maintenance building by converting it to an automatic transfer switch and will connect the operations building to the backup generator.	Project being revised to replace existing generator with a new generator capable of supporting the new liquid hydrogen station as well as the operations and maintenance buildings.	362,382
Upgrade Gate and Guard Shack	This project will make upgrades to the existing entrance and guard shack at the main entrance to the Thousand Palms facility.	Project not started.	277,150
Facility Improvements	This project will support the purchase of facility improvements.	Ongoing.	324,000
Maintenance Facility Modernization (Study)	The project would assist the Agency conduct a study for future plans for the maintenance facility.	Project has been initiated.	200,000
Repair of Division 1 Maintenance Roof	The project will allow the Agency to make repairs to the roof in the maintenance shop at its Thousand Palms division.	Project not started.	200,000
Indio Facilities Improvements	The project would allow the Agency to make improvement and repairs to the Indio division property.	Ongoing.	153,923
Thousand Palms Facilities Improvements	This project will support the purchase of facility improvements.	Ongoing.	32,942
Upgrade Division 1 Fence	This project will allow the Agency to make upgrades to the fence surround the property at the Thousand Palms division.	Project not started.	100,000

Replace Vehicle Lift Equipment	This project will allow the Agency to repair existing lifts by replacing vital components.	Project is expected to be completed by the end of the second quarter of calendar year 2024.	98,000
Perimeter Lighting Division 1	Installation of perimeter lighting to enhance the safety and security of the Thousand Palms facility.	Project not started.	80,000
Operations Facility Replacement	Build and construction of an operations facility.	Project completed.	25,764
Equipment			\$ 17,282,731
Bus Chargers	Purchase of bus chargers to support the purchase for six (6) new electric buses. The competitive funding for the buses and included electrical chargers were awarded to the agency as part of a competitive Low Now funding application.	Project not started.	16,679,854
Tools & Equipment	This project will support the purchase of equipment needed in the maintenance department.	Project not started.	322,000
Miscellaneous Equipment	The project will allow the replacement of existing assets once they have met their useful life.	Project not started.	280,877
Systems			\$ 2,649,184
Project Management & Administration	This project allows the Agency to capitalize project management costs from third party contractors. Funding will be used when individual project costs do not allow for project management or do not have the budget to support project management.	Project is ongoing.	584,600
Software Expansion	This project would facilitate the Agency's need for	Project not started.	600,000

	software upgrades across its operations.		
Information & Technology	The project focuses on the purchase of information technology equipment such as servers, switches and battery backup systems, desktop replacements.	Project is ongoing.	694,789
Transit Asset Management	This project will allow the purchase of an asset management tool for the Maintenance Department.	Team is actively working with vendor to launch the software. Training is being conducted in April and initial go-live is scheduled for May 2024.	230,963
Access Control Surveillance	This project will allow the procurement and installation of new access control systems around the Agency.	Work has begun and the project is anticipated to be closed by the end of the second quarter of calendar year 2024.	106,458
Safety Projects	This project will be allow the Agency to improve overall safety of its facilities by enhancing the perimeter fence, gates and surveillance.	Project not started.	200,000
Real Time Surveillance System	This project is to add real time video surveillance to all Agency support vehicles.	Project not started.	90,000
Timekeeping Software Integration	This project is to replace an existing timekeeping interface between two software systems within the Agency.	Project has been completed.	82,374
Safety Enhancements	This project will be allow the Agency to improve overall safety of its facilities by enhancing the perimeter fence, gates and surveillance.	Project not started.	60,000
Grand Total			\$ 112,655,579

SRTP Tables

Table 1.0 Individual Route Descriptions

Routes	Route Classification	Major Destinations	Cities/Communities Served	Connections
1WV	Trunk	Hospital, Medical, Shopping, Mall, Center of Employment Training and Schools	Palm Springs, Cathedral City, Rancho Mirage and Palm Desert	2, 4, 5, 6
1EV	Trunk	Hospital, Medical, Shopping, College, Mall, Center of Employment Training and Schools	Palm Desert, Indian Wells, La Quinta, Indio and Coachella	4, 5, 6, 7, 8, and 10 Commuter
2	Trunk	Shopping, Schools, Employment Center, Library, Senior Center, Medical, Social Security, Theaters, Airport, Court House and Public Social Services	Desert Hot Springs, Palm Springs and Cathedral City	1WV, 1EV, 3, 4, 5
3	Local	Shopping Centers, Senior Center, Library, Community Center, City Hall, Medical, and Schools	Desert Hot Springs and Desert Edge	2 & 5
4	Local	Shopping, Medical, Library, Social Services, Theaters, School, College, Mall, Hospital and Airport	Palm Springs, Cathedral City, Rancho Mirage, Palm Desert and Thousand Palms	1WV, 1EV, 2, 5, 6
5	Local	Shopping, Senior Center, Library, Community Center, Schools, College, Medical, City Hall, University and Mall	Desert Hot Springs and Palm Desert	1WV, 1EV, 2, 3, 4, 6 and 10 Commuter
6	Local	Shopping, School, Tennis Gardens, Work Force Development, Social Services, Medical and College	Palm Desert, Indian Wells, La Quinta, Indio, Bermuda Dunes and Coachella	1WV, 1EV, 4, 5, 7, 8
7	Local	Shopping, Schools, Theaters, Tennis Gardens and Medical	La Quinta, Palm Desert, Indian Wells and Bermuda Dunes	1EV, 6
8	Local	Shopping, School, Senior Center, DMV, Community Center, College, City Hall and Center of Employment Training and Medical	Indio, Coachella, Thermal and Mecca	1EV, 6 and 9
9	Local	Shopping, Community Center, Medical and Schools	Mecca, North Shore and Oasis	8
10	Regional	Shopping, Business, Entertainment and University	Indio, Palm Desert, Beaumont, San Bernardino	1EV, 5, OmniTrans, MARTA, VVTA, Beaumont Transit, RTA and SB Metrolink

Table 1.1 Fleet Inventory – Motor Bus



Table 1.1 - Fleet Inventory
 FY 2023/24 Short Range Transit Plan
 SunLine Transit Agency

Bus (Motorbus) / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2022/23	# of Contingency Vehicles FY 2022/23	Life to Date Vehicle Miles Prior Year End FY 2021/22	Life to Date Vehicle Miles through March FY 2022/23	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2022/23
2018	BYD	K9	35	4	40	EB	4		96,667	41,051	10,262
2012	EDN	AXCESS	37	1	40	HY	1		11,054	3,336	3,336
2014	EDN	AXCESS	37	3	40	HY	3		65,741	16,505	5,501
2015	EDN	AXCESS	37	1	40	HY	1		26,420	3,056	3,056
2018	EDN	AXCESS	37	5	40	HY	5		197,093	81,389	16,277
2009	EDN	EZRider32'	29	8	32	CN	8		220,039	139,741	17,467
2020	MCI	D4500	40	2	40	CN	2		159,636	113,454	56,727
2008	NFA	LF 40'	39	10	40	CN	10	4	386,223	360,058	36,005
2008	NFA	LF 40'	39	21	40	CN	21		1,645,851	882,999	42,047
2016	NFA	LF 40'	39	6	40	CN	6		442,391	228,726	38,121
2018	NFA	XCELSIOR	39	5	40	HY	5		244,904	90,858	18,171
2020	NFA	XCELSIOR	39	10	40	CN	10		876,126	487,983	48,798
2021	NFA	XHE	39	4	40	HY	4		103,013	103,527	25,881
Totals:			486	80			80	4	4,475,158	2,552,683	31,909

Table 1.2 Fleet Inventory – Demand Response



Table 1.1 - Fleet Inventory
 FY 2023/24 Short Range Transit Plan
 SunLine Transit Agency

Demand Response / Directly Operated											
Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2022/23	# of Contingency Vehicles FY 2022/23	Life to Date Vehicle Miles Prior Year End FY 2021/22	Life to Date Vehicle Miles through March FY 2022/23	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2022/23
2020	ARB	Freedom	12	15	27	CN	15		358,598	320,861	21,390
2015	EDN	AEROTECH	12	2	22	CN	2		30,848	17,190	8,595
2016	EDN	AEROTECH	12	9	22	CN	9		375,183	181,009	20,112
2018	SPC	Senator	12	0	23	CN	14		705,165	358,131	25,580
Totals:			48	26			40		1,469,794	877,191	21,930

Table 2.0 Service Provider Performance Target Report

Note: This table is omitted while technical reporting issues are resolved.

Table 2.1 FY2022/23 SRTP Performance Report

Note: This table is omitted while technical reporting issues are resolved.

Table 2.2 SRTP Service Summary – Systemwide Totals

Note: This table is omitted while technical reporting issues are resolved.

Table 2.2 SRTP Service Summary – All Fixed Routes

Note: This table is omitted while technical reporting issues are resolved.

Table 2.2 SRTP Service Summary – SunDial

Note: This table is omitted while technical reporting issues are resolved.

Table 2.2 SRTP Service Summary – Vanpool

Note: This table is omitted while technical reporting issues are resolved.

Table 2.2A Summary of Routes to be Excluded

Route #	Description	Fare Box Calculation Exempt Routes	Notes
1WV	Palm Desert Mall - Palm Springs	No	No change, route intact
1EV	Coachella - Palm Desert Mall	No	No change, route intact
2	Desert Hot Springs - Palm Springs - Cathedral City	No	Productive route
3	Desert Edge - Desert Hot Springs	No	
4	Palm Desert Mall - Palm Springs	No	
5	Desert Hot Springs - CSUSB Palm Desert - Palm Desert Mall	No	
6	Coachella - Via Fred Waring - Palm Desert Mall	No	
7	Bermuda Dunes - Indian Wells - La Quinta	No	
8	North Indio - Coachella -Thermal/Mecca	No	
9	North Shore - Mecca - Oasis	No	
10	Indio - CSUSB-PDC - CSUSB - San Bernardino Transit Center (SBTC)/Metrolink	No	Commuter route, CSUSB funded

Table 2.3 SRTP Route Statistics (Table 1 of 2)



SRTP Route Statistics (S.P.)
 SunLine Transit Agency -- 8
 FY 2024/25

Data Elements

Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Measure-A Revenue	LCTOP Revenue
SUN-10 CL	All Days	2	42,994	319,015	5,653.0	6,503.0	187,626.0	217,512.0	\$2,571,780	\$440,803		
SUN-1EV	All Days	8	756,394	5,612,446	37,070.0	39,618.0	476,983.0	552,213.0	\$6,529,141	\$1,305,828		
SUN-1WV	All Days	7	576,912	4,280,688	34,477.0	36,452.0	417,930.0	465,323.0	\$5,501,790	\$1,100,358		
SUN-2	All Days	7	925,182	6,864,851	43,425.0	45,759.0	602,134.0	672,104.0	\$7,946,694	\$1,500,702		
SUN-200	Weekday	1	2,706	20,075	179.0	377.0	3,822.0	7,571.0	\$89,516	\$14,798		
SUN-3	All Days	2	103,043	764,580	9,298.0	9,854.0	150,113.0	168,282.0	\$1,989,704	\$372,976		
SUN-4	All Days	4	275,912	2,047,264	21,010.0	22,129.0	305,327.0	332,479.0	\$3,931,099	\$776,404		
SUN-5	Weekday	2	20,961	155,529	5,597.0	6,375.0	118,078.0	142,201.0	\$1,681,325	\$280,474		
SUN-500	Weekday	1	3,208	23,801	107.0	214.0	1,680.0	4,358.0	\$51,527	\$10,148		
SUN-6	Weekday	3	41,548	308,288	6,227.0	7,698.0	86,478.0	129,420.0	\$1,530,212	\$306,042		
SUN-7	Weekday	2	116,516	864,548	9,485.0	9,823.0	125,214.0	135,678.0	\$1,604,200	\$320,840		
SUN-700	Weekday	1	4,523	33,563	316.0	439.0	4,978.0	8,395.0	\$99,254	\$19,851		
SUN-701	Weekday	1	11,200	83,106	258.0	423.0	3,896.0	8,410.0	\$99,435	\$19,887		
SUN-8	All Days	3	228,912	1,698,529	18,063.0	19,007.0	275,971.0	312,815.0	\$3,698,603	\$633,739		
SUN-800	Weekday	1	23,941	177,643	255.0	467.0	5,166.0	12,714.0	\$150,329	\$30,066		
SUN-801	Weekday	1	30,797	228,511	255.0	510.0	4,322.0	9,320.0	\$110,199	\$22,040		
SUN-802	Weekday	1	7,145	53,016	255.0	551.0	4,955.0	14,900.0	\$176,168	\$35,234		
SUN-803	Weekday	1	19,172	142,257	212.0	296.0	4,307.0	13,028.0	\$154,037	\$30,807		
SUN-9	All Days	2	69,510	515,768	6,875.0	9,476.0	156,108.0	236,186.0	\$2,792,569	\$363,494		
SUN-DAR	All Days	30	111,698	1,072,301	62,425.0	68,780.0	902,092.0	1,073,151.0	\$7,309,796	\$1,391,347		
SUN-Micro	All Days	7	14,624	47,528	12,564.0	12,564.0	30,504.0	37,604.0	\$1,000,000	\$186,300		

Table 2.3 SRTP Route Statistics (Table 2 of 2)



SRTP Route Statistics (S.P.)
SunLine Transit Agency -- 8
FY 2024/25

Data Elements												
Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Measure-A Revenue	LCTOP Revenue
SUN-10 CL	All Days	2	42,994	319,015	5,653.0	6,503.0	187,626.0	217,512.0	\$2,571,780	\$440,803		
SUN-1EV	All Days	8	756,394	5,612,446	37,070.0	39,618.0	476,983.0	552,213.0	\$6,529,141	\$1,305,828		
SUN-1WV	All Days	7	576,912	4,280,688	34,477.0	36,452.0	417,930.0	465,323.0	\$5,501,790	\$1,100,358		
SUN-2	All Days	7	925,182	6,864,851	43,425.0	45,759.0	602,134.0	672,104.0	\$7,946,694	\$1,500,702		
SUN-200	Weekday	1	2,706	20,075	179.0	377.0	3,822.0	7,571.0	\$89,516	\$14,798		
SUN-3	All Days	2	103,043	764,580	9,298.0	9,854.0	150,113.0	168,282.0	\$1,989,704	\$372,976		
SUN-4	All Days	4	275,912	2,047,264	21,010.0	22,129.0	305,327.0	332,479.0	\$3,931,099	\$776,404		
SUN-5	Weekday	2	20,961	155,529	5,597.0	6,375.0	118,078.0	142,201.0	\$1,681,325	\$280,474		
SUN-500	Weekday	1	3,208	23,801	107.0	214.0	1,680.0	4,358.0	\$51,527	\$10,148		
SUN-6	Weekday	3	41,548	308,288	6,227.0	7,698.0	86,478.0	129,420.0	\$1,530,212	\$306,042		
SUN-7	Weekday	2	116,516	864,548	9,485.0	9,823.0	125,214.0	135,678.0	\$1,604,200	\$320,840		
SUN-700	Weekday	1	4,523	33,563	316.0	439.0	4,978.0	8,395.0	\$99,254	\$19,851		
SUN-701	Weekday	1	11,200	83,106	258.0	423.0	3,896.0	8,410.0	\$99,435	\$19,887		
SUN-8	All Days	3	228,912	1,698,529	18,063.0	19,007.0	275,971.0	312,815.0	\$3,698,603	\$633,739		
SUN-800	Weekday	1	23,941	177,643	255.0	467.0	5,166.0	12,714.0	\$150,329	\$30,066		
SUN-801	Weekday	1	30,797	228,511	255.0	510.0	4,322.0	9,320.0	\$110,199	\$22,040		
SUN-802	Weekday	1	7,145	53,016	255.0	551.0	4,955.0	14,900.0	\$176,168	\$35,234		
SUN-803	Weekday	1	19,172	142,257	212.0	296.0	4,307.0	13,028.0	\$154,037	\$30,807		
SUN-9	All Days	2	69,510	515,768	6,875.0	9,476.0	156,108.0	236,186.0	\$2,792,569	\$363,494		
SUN-DAR	All Days	30	111,698	1,072,301	62,425.0	68,780.0	902,092.0	1,073,151.0	\$7,309,796	\$1,391,347		
SUN-Micro	All Days	7	14,624	47,528	12,564.0	12,564.0	30,504.0	37,604.0	\$1,000,000	\$186,300		

Table 3.0 Highlights of the FY2025/29 SRTP

#	Description	Start Date
1	Maintain our current route reliability and gradually improve frequencies as key performance data deems it necessary	Ongoing
2	Complete construction of the Coachella Mobility hub	Sep-2024
3	To improve ridership on Commuter Link service, SunLine proposes off-peak fares for reverse commute trips and during off-season when California State University is not in general session. The local fare structure will apply to morning reverse commute trips from San Bernardino to Indio and afternoon trips from Indio to San Bernardino and to all trips when California State University is not in general session.	Ongoing
4	Update bus stop signs, schedule holders and install new bus shelters across the service area according to policy to enhance customer service, optimize trip planning technologies, and improve communication with passengers	Ongoing
5	Develop options to service north of the I-10 freeway	Ongoing dialouge
6	Liquid hydrogen station completion	Oct-2024
7	Implement the Innovative Clean Transit (ICT) plan. Transition to zero emissions by 2035 – five years ahead of the deadline set in the ICT Regulation (2040)	Ongoing
8	Radio replacement project	Jun-2025
9	CAD/AVL replacement project	Fall-2026

Table 4.0 Summary of Funding Requests (1 of 3)



Table 4.0 - Summary of Funding Requests - FY 2024/25
SunLine Transit Agency

Original																
Project	Total Amount of Funds	5307 IC	5307 IC ARPA OB	5307 IC OB	5307 RS OB	5309 OB	5311	5311(f)	5339 COMP	5339 IC	5339 IC OB	5339 RS OB	CARB	CEC Funds	CMAG OB	FARE
Center of Excellence	\$300,000												\$200,000	\$100,000		
Commuter 10	\$723,201							\$300,000								
Countywide Free Fare Days	\$66,000															
Hail Pass Program	\$433,333															
Operating Assistance	\$45,740,741	\$2,042,445		\$1,833,218	\$400,554		\$420,766									\$1,791,863
Retention and Recruitment Incentive Program	\$120,000		\$120,000													
Service Improvement	\$656,103															
SunRide Ride Share Program	\$1,000,000														\$380,000	\$25,000
Taxi Voucher Program	\$75,000															\$37,500
Sub-total Operating	\$49,417,378	\$2,042,445	\$120,000	\$1,833,218	\$400,554	\$0	\$420,766	\$300,000	\$0	\$0	\$0	\$0	\$200,000	\$100,000	\$380,000	\$1,854,363

Capital																
Project	Total Amount of Funds	5307 IC	5307 IC ARPA OB	5307 IC OB	5307 RS OB	5309 OB	5311	5311(f)	5339 COMP	5339 IC	5339 IC OB	5339 RS OB	CARB	CEC Funds	CMAG OB	FARE
Bus Rehabilitation - SL-25-07	\$200,000															
Bus Stop Improvement - SL-25-04	\$300,000															
Facility Maintenance Upgrade & Equipment - SL-25-02	\$400,000															
Feasibility Studies - SL-25-14	\$500,000															
IT Projects - SL-24-10	\$-320,000			\$-320,000												
IT Projects - SL-25-03	\$100,000															
Maintenance Facility (AFE) - SL-25-10	\$2,978,027															
Maintenance Facility (Construction) - SL-25-11	\$10,000,000															
Microgrid to Hydrogen Phase III (Original) - SL-25-01	\$625,000															
Office Furniture & Equipment - SL-25-09	\$50,000															
Project Management and Administration - SL-25-06	\$100,000															
Purchase of 1 Hydrogen Fuel Cell Bus - SL-25-12	\$1,100,000			\$-1,513,218	\$-409,554											
Purchase of Paratransit Vehicles (15) - SL-24-09	\$-2,067,554												\$-635,195	\$-109,565		
Purchase of Specialized Tools and Fueling Equipment - SL-25-08	\$50,000															
Radio Replacement Phase II & Upgrade to ITS 5339 (b) LoNo - SL-25-13	\$2,361,500															
Safety Enhancements - SL-25-05	\$50,000															
Sub-total Capital	\$21,829,973	\$0	\$0	\$-1,833,218	\$-409,554	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$-635,195	\$-109,565	\$0	\$0
Total Operating & Capital	\$71,244,351	\$2,042,445	\$120,000	\$0	\$0	\$0	\$420,766	\$300,000	\$0	\$0	\$0	\$0	\$200,000	\$100,000	\$380,000	\$1,854,363

Table 4.0 Summary of Funding Requests (2 of 3)



Table 4.0 - Summary of Funding Requests - FY 2024/25
SunLine Transit Agency

Original																
Project	Total Amount of Funds	LCTOP PUC93313	LCTOP PUC93314	LTF	MA SPT	OTHR FED	OTHR LCL	SB 125 TIRCP GF	SGR PUC93313	SGR PUC93314	SGR-OB PUC93313	STA - OB	STA PUC93313	STA PUC93314	TIRCP COMP	
Center of Excellence	\$300,000															
Commuter 10	\$723,201			\$242,201			\$181,000									
Countywide Free Fare Days	\$66,000	\$66,000														
Hail Pass Program	\$433,333	\$433,333														
Operating Assistance	\$45,740,741			\$27,955,199	\$8,238,000		\$3,040,663									
Retention and Recruitment Incentive Program	\$120,000															
Service Improvement	\$656,103	\$750,765	\$208,338													
SunRide Ride Share Program	\$1,000,000			\$595,000												
Taxi Voucher Program	\$75,000			\$37,500												
Sub-total Operating	\$49,417,378	\$1,250,069	\$208,338	\$29,829,900	\$8,238,000	\$0	\$3,221,663	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

Capital																
Project	Total Amount of Funds	LCTOP PUC93313	LCTOP PUC93314	LTF	MA SPT	OTHR FED	OTHR LCL	SB 125 TIRCP GF	SGR PUC93313	SGR PUC93314	SGR-OB PUC93313	STA - OB	STA PUC93313	STA PUC93314	TIRCP COMP	
Bus Rehabilitation - SL-25-07	\$200,000															
Bus Stop Improvement - SL-25-04	\$300,000															
Facility Maintenance Upgrade & Equipment - SL-25-02	\$400,000															
Feasibility Studies - SL-25-14	\$500,000															
IT Projects - SL-24-10	\$-320,000															
IT Projects - SL-25-03	\$100,000															
Maintenance Facility (AFE) - SL-25-10	\$2,978,027															
Maintenance Facility (Construction) - SL-25-11	\$10,000,000													\$940,558		
Microgrid to Hydrogen Phase III (Original) - SL-25-01	\$625,000												\$125,000			
Office Furniture & Equipment - SL-25-09	\$50,000												\$50,000			
Project Management and Administration - SL-25-06	\$100,000												\$100,000			
Purchase of 1 Hydrogen Fuel Cell Bus - SL-25-12	\$1,100,000															
Purchase of Paratransit Vehicles (15) - SL-24-09	\$-2,067,554								\$973,133	\$126,887						
Purchase of Specialized Tools and Fueling Equipment - SL-25-08	\$50,000															
Radio Replacement Phase II & Upgrade to ITS 5339 (b) LoNo - SL-25-13	\$2,361,500			\$781,473									\$1,580,027			
Safety Enhancements - SL-25-05	\$50,000												\$50,000			
Sub-total Capital	\$21,829,973	\$0	\$0	\$781,473	\$0	\$500,000	\$0	\$19,000,000	\$973,133	\$126,887	\$0	\$0	\$5,462,499	\$940,558	\$0	
Total Operating & Capital	\$71,244,351	\$1,250,069	\$208,338	\$29,611,373	\$8,238,000	\$500,000	\$3,221,663	\$19,000,000	\$973,133	\$126,887	\$0	\$0	\$5,462,499	\$940,558	\$0	

Table 4.0 Summary of Funding Requests (3 of 3)



Table 4.0 - Summary of Funding Requests - FY 2024/25
SunLine Transit Agency
Original

FY 2024/25 Projected Funding Details	
5307 IC	\$2,042,446
5307 IC ARPA OB	\$120,000
5307 IC OB	\$1,833,216
5307 RS OB	\$400,554
5311	\$420,766
5311(f)	\$300,000
CARB	\$200,000
CEC Funds	\$100,000
CMAG OB	\$380,000
FARE	\$1,564,363
LCTOP PUC69313	\$1,250,066
LCTOP PUC69314	\$208,338
LTF	\$28,829,000
MA SPT	\$6,236,000
OTHR LCL	\$3,221,863
Total Estimated Operating Funding Request	\$46,417,378
5307 IC	\$0
5307 IC OB	\$-1,833,216
5307 RS OB	\$-400,554
5309 OB	\$0
5339 COMP	\$0
5339 IC	\$0
5339 IC OB	\$-635,196
5339 RS OB	\$-109,566
LTF	\$781,473
OTHR FED	\$600,000
SB 125 TRCP GF	\$16,000,000
SGR PUC69313	\$973,133
SGR PUC69314	\$126,867
SGR-OB PUC69313	\$0
STA - OB	\$0
STA PUC69313	\$5,492,496
STA PUC69314	\$640,558
TRCP OCOMP	\$0
Total Estimated Capital Funding Request	\$21,826,973
Total Funding Request	\$71,244,351

Table 4.0A Capital Project Justification



FY 2024/25 SRTP
SunLine Transit Agency
Table 4.0 A - Capital Project Justification
 Original

Project Number: SL-24-09

FTIP No: RIV220509

Project Name: Purchase of Paratransit Vehicles (15)

Category: Paratransit

Sub-Category: Replacement

Fuel Type: CNG

Project Description: SunLine intends to use FY2024 Section 5307 (UZA #063180) and FY2023 Section 5339 (UZA #063180) Indio-Cathedral City Formula Funds and FY2024 STA funds for the Purchase of Paratransit Vehicles (15) project. Project Funding; Federal (80%) FY2024 5307 UZA #063180: \$1,513,218 FY2023 5307 UZA #060420: \$622,000 FY2023 5339 UZA #063180: \$635,196 FY2022 5339 UZA #060420: \$9,586 FY2023 5339 UZA #060420: \$100,000 State Transit Assistance: \$720,000 Total Project Cost: \$3,600,000

Project Justification: Vehicles need to be replace that passed their useful life per FTA guidelines.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
5307 IC OB	FY 2024/25	-\$1,513,218
5307 RS OB	FY 2024/25	-\$409,554
5339 IC OB	FY 2024/25	-\$635,196
5339 RS OB	FY 2024/25	-\$109,586
Total		-\$2,667,554

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
	RIV220509	SL-24-09	
	RIV220509	SL-24-09	
	RIV220509	SL-24-09	
	RIV220509	SL-24-09	



FY 2024/25 SRTP
SunLine Transit Agency
Table 4.0 A - Capital Project Justification
Original

Project Number: SL-24-10

FTIP No: RIV220501

Project Name: IT Projects

Category: Vehicle Systems and Equipment

Sub-Category: Replacement

Fuel Type: Electric

Project Description: SunLine intends to use the FY2024 Section 5307 UZA Indio-Cathedral City Formula Funds and FY2024 STA Funds for the IT Project. This project supports the purchases of the Agency's need for software, network infrastructure, computing resources, and business analytics. Project Funding Federal (80%) FY2024 5307 UZA #063180: \$320,000 State Transit Assistance (20%): \$80,000 Total Project Cost: \$400,000

Project Justification: The use of IT equipment is critical to the daily function and efficiency in providing safety , reliable and efficient transit services.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
5307 IC OB	FY 2024/25	-\$320,000
Total		-\$320,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
	RIV220501	SL-24-10	



FY 2024/25 SRTP
SunLine Transit Agency
Table 4.0 A - Capital Project Justification
Original

Project Number: SL-25-01

FTIP No: Not Assigned - New Project

Project Name: Microgrid to Hydrogen Phase III (Original)

Category: Buildings and Facilities

Sub-Category: Expansion

Fuel Type: Electric

Project Description: Continued funding related to solar panel and battery storage to support hydrogen equipment and increase renewable energy production.

Project Justification: Reduce cost of electricity associated with hydrogen production and act as resiliency to grid power.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
OTHR FED	FY 2024/25	\$500,000
STA PUC99313	FY 2024/25	\$125,000
Total		\$625,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		SL-22-06 (23)	
		SL-22-06 (23)	
		SL-22-06	
		SL-22-06	



FY 2024/25 SRTP
SunLine Transit Agency
Table 4.0 A - Capital Project Justification
Original

Project Number: SL-25-02

FTIP No: Not Assigned - New Project

Project Name: Facility Maintenance Upgrade & Equipment

Category: Vehicle Systems and Equipment

Sub-Category: Upgrade

Fuel Type: N/A

Project Description: SunLine intends to use STA funds for the Facility Maintenance Upgrade & Equipment project

Project Justification: Purchase of maintenance tools and equipment and facility improvements and support vehicles

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2024/25	\$400,000
Total		\$400,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		SL-24-13	



FY 2024/25 SRTP
SunLine Transit Agency
Table 4.0 A - Capital Project Justification
 Original

Project Number: SL-25-03

FTIP No: Not Assigned - New Project

Project Name: IT Projects

Category: Communication and ITS

Sub-Category: Systems

Fuel Type: N/A

Project Description: This project supports the purchases of the Agency's need for software, network infrastructure, computing resources, and business analytics.

Project Justification: The use of IT equipment is critical to the daily function and efficiency in providing safety, reliable, and efficient transit services.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2024/25	\$100,000
Total		\$100,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



FY 2024/25 SRTP
SunLine Transit Agency
Table 4.0 A - Capital Project Justification
 Original

Project Number: SL-25-04

FTIP No: Not Assigned - New Project

Project Name: Bus Stop Improvement

Category: Bus Stop and Amenities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: Bus stop improvements to existing locations including amenities and shelters.

Project Justification: New and upgraded bus stop shelters necessary for passenger safety and convenience

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2024/25	\$300,000
Total		\$300,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



FY 2024/25 SRTP
SunLine Transit Agency
Table 4.0 A - Capital Project Justification
Original

Project Number: SL-25-05

FTIP No: Not Assigned - New Project

Project Name: Safety Enhancements

Category: Buildings and Facilities

Sub-Category: Expansion

Fuel Type: N/A

Project Description: To enhance the safety and security of the facility

Project Justification: This project is needed to upgrade the current guard shack at SunLine's Division II facility. The upgrade will include security enhancements for occupant safety, proper securement of IT, and video equipment. In addition, the installation of a security film on the stairwell glass panels will assist in the event of the glass panels breaking the film and will keep the panels in place.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2024/25	\$50,000
Total		\$50,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



FY 2024/25 SRTP
SunLine Transit Agency
Table 4.0 A - Capital Project Justification
 Original

Project Number: SL-25-06

FTIP No: Not Assigned - New Project

Project Name: Project Management and Administration

Fuel Type: N/A

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2024/25	\$100,000
Total		\$100,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



FY 2024/25 SRTP
SunLine Transit Agency
Table 4.0 A - Capital Project Justification
Original

Project Number: SL-25-07

FTIP No: Not Assigned - New Project

Project Name: Bus Rehabilitation

Category: Bus

Sub-Category: Rehabilitation/Improvement

Fuel Type: CNG

Project Description: SunLine intends to use STA funds for Bus Rehabilitation not limited to cosmetic work to improve bus appearance.

Project Justification: Due to extreme weather the buses deteriorate and this project will improve the appearance.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2024/25	\$200,000
Total		\$200,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



FY 2024/25 SRTP
SunLine Transit Agency
Table 4.0 A - Capital Project Justification
Original

Project Number: SL-25-08

FTIP No: Not Assigned - New Project

Project Name: Purchase of Specialized Tools and Fueling Equipment

Category: Vehicle Systems and Equipment

Sub-Category: Replacement

Fuel Type: N/A

Project Description: SunLine intends to use STA funds for the Purchase of Specialized Tools and Fueling Equipment project.

Project Justification: To maintain the day-to-day uptime of the Agency's alternative fueling infrastructure program.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2024/25	\$50,000
Total		\$50,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		SL-24-12	



FY 2024/25 SRTP
SunLine Transit Agency
Table 4.0 A - Capital Project Justification
Original

Project Number: SL-25-09

FTIP No: Not Assigned - New Project

Project Name: Office Furniture & Equipment

Category: Vehicle Systems and Equipment

Sub-Category: Replacement

Fuel Type: N/A

Project Description: SunLine intends to use STA funds for the Office Furniture & Equipment project

Project Justification: Upgrading office furniture and equipment are made to improve workplace communication, provide cost efficiency to the agency, and uplift employee morale.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2024/25	\$50,000
Total		\$50,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		SL-24-18	



FY 2024/25 SRTP
SunLine Transit Agency
Table 4.0 A - Capital Project Justification
 Original

Project Number: SL-25-10

FTIP No: Not Assigned - New Project

Project Name: Maintenance Facility (A&E)

Category: Buildings and Facilities

Sub-Category: Systems

Fuel Type: N/A

Project Description: This provides for the A&E of the maintenance facility in Thousand Palms

Project Justification: The existing facility is beyond its useful life.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2024/25	\$2,037,469
STA PUC99314	FY 2024/25	\$940,558
Total		\$2,978,027

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



FY 2024/25 SRTP
SunLine Transit Agency
Table 4.0 A - Capital Project Justification
 Original

Project Number: SL-25-11

FTIP No: Not Assigned - New Project

Project Name: Maintenance Facility (Construction)

Category: Buildings and Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: Construction of a new maintenance facility in Thousand Palms.

Project Justification: The existing facility is beyond its useful life

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SB 125 TIRCP GF	FY 2024/25	\$16,000,000
Total		\$16,000,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



FY 2024/25 SRTP
SunLine Transit Agency
Table 4.0 A - Capital Project Justification
Original

Project Number: SL-25-12

FTIP No: Not Assigned - New Project

Project Name: Purchase of 1 Hydrogen Fuel Cell Bus

Category: Bus

Sub-Category: Replacement

Fuel Type: Hydrogen

Project Description: SunLine intends to use Local Funds to purchase one hydrogen fuel cell bus.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2024/25	\$973,133
SGR PUC99314	FY 2024/25	\$126,867
Total		\$1,100,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		SL-24-23	
		SL-24-23	



FY 2024/25 SRTP
SunLine Transit Agency
Table 4.0 A - Capital Project Justification
Original

Project Number: SL-25-13

FTIP No: RIV220502

Project Name: Radio Replacement Phase II & Upgrade to ITS 5339 (b) LoNo

Category: Communication and ITS

Sub-Category: Systems

Fuel Type: N/A

Project Description: Replace radio & ITS for all vehicles

Project Justification: Radio system parts are obsolete. Need to upgrade ITS with radio system.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
LTF	FY 2024/25	\$781,473
STA PUC99313	FY 2024/25	\$1,580,027
Total		\$2,361,500

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		SL-23-09	
		SL-23-09	
		SL-23-09	
		SL-23-09	



FY 2024/25 SRTP
SunLine Transit Agency
Table 4.0 A - Capital Project Justification
Original

Project Number: SL-25-14

FTIP No: Not Assigned - New Project

Project Name: Feasibility Studies

Category: Planning/Feasibility

Sub-Category: Study

Fuel Type: N/A

Project Description: Sunline Transit Agency's Comprehensive Operational Analysis (COA) is an in-depth evaluation aimed at optimizing transit services and enhancing operational efficiency. This thorough analysis examines various aspects of the agency's performance, including route effectiveness, ridership patterns, service reliability, and customer satisfaction. A component of the COA will be to study the modernization of the agency's fare payment system. This section focuses on assessing current fare collection methods and exploring innovative technologies to streamline the payment process. The goal is to enhance convenience for passengers, reduce operational costs, and improve data accuracy. By leveraging data-driven insights and stakeholder feedback, Sunline Transit Agency's COA ensures that transit services are aligned with current demands and future growth, fostering a more reliable, accessible, and sustainable public transportation system.

Project Justification: The On-Board Origin-Destination Ridership Study is a crucial evaluation recommended by the Federal Transit Administration (FTA) to be conducted every 4 to 5 years. This comprehensive study involves collecting detailed data on passengers' travel patterns, including where trips begin and end, transfer points, and the duration of travel. By analyzing this data, the study aims to gain insights into ridership behavior, identify trends, and understand the demand for transit services across different routes and times. The findings help transit agencies optimize route planning, improve service frequency, and enhance overall efficiency. The study's insights are vital for making informed decisions about future transit developments, ensuring that services meet the evolving needs of the community and contribute to a more effective and user-friendly public transportation system.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2024/25	\$500,000
Total		\$500,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

Table 4.0B Farebox Calculation

Table 4B - Farebox Calculation				
	Revenue Sources included in Farebox Calculation	Actual Amount from FY22/23 Audit	FY23/24 (Estimate)	FY24/25 (Plan)
1	Farebox Revenue	1,718,197	1,951,414	1,854,393
2	Measure A	10,900,000	8,275,000	8,238,000
3	Interest	12,715	16,908	15,000
4	Other Revenues	1,728,091	4,500,000	3,221,663
	Total Revenue for Farebox Calculation (1-13)	14,359,003	14,743,322	13,329,056
	Total Operating Expenses for Farebox Calculation	43,351,004	44,614,044	49,417,378
	Farebox Recovery Ratio	33.12%	33.05%	26.97%

Table 4.1 Summary of Funding Requests in FY2025-2026 (1 of 3)



Table 4.0 - Summary of Funding Requests - FY 2025/26
SunLine Transit Agency

Original

Operating																
Project	Total Amount of Funds	5307 IC	5307 RS	5311	5311(F)	5339 COMP	5339 IC	5339 RS OB	CARR	CEC Funds	CMAG OB	FARE	LCTOP PUC89313	LTF	MA SPT	OTHR FED
Commuter Link 10	\$737,128				\$313,927									\$242,201		
Haul Pass Program	\$433,334												\$433,334			
Operating Assistance	\$47,170,281	\$5,324,687		\$426,147	\$0							\$1,701,893		\$28,163,891	\$8,403,000	
Service Improvement	\$992,479												\$992,479			
SunRide Role Share Program	\$1,225,000										\$0	\$25,000		\$1,200,000		
Taxi Voucher Program	\$75,000													\$37,500		
West Coast Center of Excellence	\$200,000									\$100,000	\$100,000					
Sub-total Operating	\$50,833,222	\$5,324,687	\$0	\$426,147	\$313,927	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$0	\$1,816,893	\$1,425,813	\$28,663,562	\$8,403,000
Capital																
Project	Total Amount of Funds	5307 IC	5307 RS	5311	5311(F)	5339 COMP	5339 IC	5339 RS OB	CARR	CEC Funds	CMAG OB	FARE	LCTOP PUC89313	LTF	MA SPT	OTHR FED
Bus Rehabilitation - SL-26-07	\$500,000															
Bus Stop Improvement - SL-26-04	\$500,000	\$400,000														
Facility Maintenance Upgrade & Equipment - SL-26-02	\$500,000															
Indio Liquid Hydrogen Station - SL-26-13	\$6,000,000										\$2,680,200					\$3,319,800
IT Projects - SL-26-03	\$400,000	\$320,000														
Maintenance Facility (ASE) - SL-26-11	\$11,912,104					\$25,620,000										\$11,912,104
Maintenance Facility (Construction) - SL-26-12	\$32,025,000															
Office Furniture & Equipment - SL-26-06	\$100,000															
Project Management and Administration - SL-26-06	\$300,000															
Purchase of Paratransit Vehicles (15) - SL-26-14	\$2,880,000		\$212,440				\$671,282	\$106,586								
Purchase of Specialized Tools and Fueling Equipment - SL-26-08	\$200,000															
Replacement Support Vehicles - SL-26-01	\$500,000	\$400,000														
Safety Enhancements - SL-26-05	\$200,000															
Vehicle Equipment - SL-26-10	\$300,000															
Sub-total Capital	\$56,317,104	\$1,120,000	\$212,440	\$0	\$0	\$25,620,000	\$671,282	\$106,586	\$0	\$2,680,200	\$0	\$0	\$0	\$0	\$0	\$15,231,904
Total Operating & Capital	\$107,150,326	\$6,444,687	\$212,440	\$426,147	\$313,927	\$25,620,000	\$671,282	\$106,586	\$100,000	\$2,780,200	\$0	\$1,816,893	\$1,425,813	\$28,663,562	\$8,403,000	\$15,231,904

Table 4.1 Summary of Funding Requests in FY2025-2026 (2 of 3)



Table 4.0 - Summary of Funding Requests - FY 2025/26

SunLine Transit Agency

Original

Operating																
Project	Total Amount of Funds	OTHER LCL	SB 135 THRCF GF	STA PUC89313	STA PUC89314											
Commuter Link 10	\$737,128	\$181,000														
Haul Pass Program	\$433,334															
Operating Assistance	\$47,170,281	\$3,040,663														
Service Improvement	\$992,479															
SunRide Role Share Program	\$1,225,000															
Taxi Voucher Program	\$75,000	\$37,500														
West Coast Center of Excellence	\$200,000															
Sub-total Operating	\$50,833,222	\$3,259,163	\$0	\$0	\$0											
Capital																
Project	Total Amount of Funds	OTHER LCL	SB 135 THRCF GF	STA PUC89313	STA PUC89314											
Bus Rehabilitation - SL-26-07	\$500,000			\$500,000												
Bus Stop Improvement - SL-26-04	\$500,000			\$100,000												
Facility Maintenance Upgrade & Equipment - SL-26-02	\$500,000			\$500,000												
Indio Liquid Hydrogen Station - SL-26-13	\$6,000,000															
IT Projects - SL-26-03	\$400,000			\$80,000												
Maintenance Facility (ASE) - SL-26-11	\$11,912,104															
Maintenance Facility (Construction) - SL-26-12	\$32,025,000		\$6,405,000													
Office Furniture & Equipment - SL-26-06	\$100,000			\$100,000												
Project Management and Administration - SL-26-06	\$300,000			\$300,000												
Purchase of Paratransit Vehicles (15) - SL-26-14	\$2,880,000			\$946,128	\$940,558											
Purchase of Specialized Tools and Fueling Equipment - SL-26-08	\$200,000			\$200,000												
Replacement Support Vehicles - SL-26-01	\$500,000			\$100,000												
Safety Enhancements - SL-26-05	\$200,000			\$200,000												
Vehicle Equipment - SL-26-10	\$300,000			\$300,000												
Sub-total Capital	\$56,317,104	\$0	\$6,405,000	\$3,326,128	\$940,558											
Total Operating & Capital	\$107,150,326	\$3,259,163	\$6,405,000	\$3,326,128	\$940,558											

Table 4.1 Summary of Funding Requests in FY2025-2026 (3 of 3)



Table 4.0 - Summary of Funding Requests - FY 2025/26
SunLine Transit Agency
Original

FY 2025/26 Projected Funding Details	
5307 IC	\$5,324,687
5311	\$428,147
5311(f)	\$313,927
CARB	\$100,000
CEC Funds	\$100,000
CMAQ OB	\$0
FARE	\$1,816,893
LCTOP PUC9313	\$1,425,813
LTF	\$29,805,519
MA SPT	\$8,571,000
OTHR LCL	\$3,259,163
Total Estimated Operating Funding Request	\$50,833,222
5307 IC	\$1,120,000
5307 RS	\$212,440
5339 COMP	\$25,620,000
5339 IC	\$971,282
5339 RS OB	\$100,596
CEC Funds	\$2,680,200
OTHR FED	\$15,231,004
SB 125 TIRCP GF	\$6,405,000
STA PUC9313	\$3,328,128
STA PUC9314	\$940,558
Total Estimated Capital Funding Request	\$58,317,104
Total Funding Request	\$107,150,326

Table 4.2 Summary of Funding Requests in FY2026-2027 (1 of 2)



Table 4.0 - Summary of Funding Requests - FY 2026/27
SunLine Transit Agency
Original

Operating															
Project	Total Amount of Funds	5307 IC	5311	5311(f)	5339 COMP	CARB	CEC Funds	FARE	LCTOP PUC9313	LTF	MA SPT	OTHR LCL	STA PUC9313	STA PUC9314	
Commuter Link 10	\$737,128			\$313,927						\$242,201		\$181,000			
Haul Pass Program	\$433,334								\$433,334						
Operating Assistance	\$47,281,281	\$5,185,063	\$430,844					\$1,781,893		\$28,225,818	\$8,571,000	\$3,040,663			
Service Improvement	\$1,027,018								\$1,027,018						
SunRide Ride Share Program	\$1,325,000							\$25,000		\$1,300,000					
Tax Voucher Program	\$75,000									\$37,500					
West Coast Center of Excellence	\$200,000					\$100,000	\$100,000					\$37,500			
Sub-total Operating	\$51,048,761	\$5,185,063	\$430,844	\$313,927	\$0	\$100,000	\$100,000	\$1,816,893	\$1,460,352	\$29,805,519	\$8,571,000	\$3,259,163	\$0	\$0	
Capital															
Project	Total Amount of Funds	5307 IC	5311	5311(f)	5339 COMP	CARB	CEC Funds	FARE	LCTOP PUC9313	LTF	MA SPT	OTHR LCL	STA PUC9313	STA PUC9314	
Bus Rehabilitation - SL-27-07	\$500,000												\$500,000		
Bus Stop Improvements - SL-27-04	\$100,000	\$400,000											\$100,000		
Facility Maintenance Upgrade & Equipment - SL-27-02	\$500,000												\$500,000		
ITS Projects - SL-27-03	\$400,000	\$300,000											\$100,000		
Office Furniture & Equipment - SL-27-09	\$100,000												\$100,000		
Project Management and Administration - SL-27-08	\$300,000												\$300,000		
Purchase of 11 Hydrogen Fuel Cell Buses - SL-27-01	\$18,800,000				\$14,280,000								\$1,570,442	\$940,558	
Purchase of Specialized Tools and Fueling Equipment - SL-27-08	\$200,000												\$200,000		
Replacement Support Vehicles - SL-27-11	\$500,000	\$400,000											\$100,000		
Safety Enhancements - SL-27-05	\$200,000												\$200,000		
Vehicle Replacement - SL-27-10	\$200,000												\$200,000		
Sub-total Capital	\$20,200,000	\$1,120,000	\$0	\$0	\$14,280,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,859,442	\$940,558	
Total Operating & Capital	\$71,248,761	\$6,305,063	\$430,844	\$313,927	\$14,280,000	\$100,000	\$100,000	\$1,816,893	\$1,460,352	\$29,805,519	\$8,571,000	\$3,259,163	\$3,859,442	\$940,558	

Table 4.2 Summary of Funding Requests in FY2026-2027 (2 of 2)



Table 4.0 - Summary of Funding Requests - FY 2026/27
SunLine Transit Agency
Original

FY 2026/27 Projected Funding Details	
\$307 IC	\$5,185,083
\$311	\$439,844
\$311(I)	\$313,927
CARB	\$100,000
CEC Funds	\$100,000
FARE	\$1,819,893
LCTOP PUC#9313	\$1,490,352
LTF	\$29,825,519
MA SPT	\$8,571,000
OTHR LCL	\$3,259,163
Total Estimated Operating Funding Request	\$51,048,761
\$307 IC	\$1,120,000
\$339 COMP	\$14,280,000
STA PUC#9313	\$3,850,442
STA PUC#9314	\$940,558
Total Estimated Capital Funding Request	\$20,200,000
Total Funding Request	\$71,248,761

Appendix A: SunLine Existing Route Profiles

Contents

Appendix A: SunLine Existing Route Profiles	Error! Bookmark not defined.
Service Days	126
Route Numbers, Headsigns, and General Direction	127
Span of Service	128
FY 2024 Fixed Route Fleet.....	128
Route 1EV: Coachella – Via Hwy 111 – Palm Desert Mall.....	129
Route 1WV: Palm Desert Mall - Via Hwy 111 – Palm Springs	Error! Bookmark not defined.
Route 2: Desert Hot Springs – Palm Springs – Cathedral City.....	131
Route 3: Desert Edge – Desert Hot Springs	132
Route 4: Palm Desert Mall – Palm Springs.....	133
Route 5: Desert Hot Springs – CSUSB Palm Desert – Palm Desert Mall.....	134
Route 6: Coachella – Via Fred Waring – Palm Desert Mall.....	135
Route 7: Bermuda Dunes – Indian Wells – La Quinta.....	136
Route 8: North Indio – Coachella – Thermal/Mecca.....	137
Route 9: North Shore – Mecca – Oasis	138
Route 10 Commuter Link: Indio – CSUSB (PDC) – CSUSB – San Bernardino Transit Center (SBTC)/Metrolink.....	139
Route 1X: Express to Indio – Express to Palm Springs.....	Error! Bookmark not defined.
School Trippers	140
Route 200: Palm Springs High School AM Tripper.....	141
Route 500 SB: Palm Desert Mall PM Tripper	142
Route 501 NB: Palm Desert High School AM Tripper (UPDATE).....	143
Route 501 SB: Palm Desert Mall AM Tripper (UPDATE).....	144
Route 700: Harris/Washington – Calle Madrid/AVN Vallejo AM Tripper	145
Route 701 SB: Calle Madrid/Avn Vallejo PM Tripper.....	146
Route 701 NB: Harris/Washington PM Tripper.....	147
Route 800: Shadow Hills High School AM Tripper	148
Route 801: Jackson/44th PM Tripper	149
Route 802: Hwy 111/Golf Center Pkwy PM Tripper.....	150
Route 803 NB: Shadow Hills High School AM Tripper.....	151

Service Days

FY24/25 Summary	
Wk.	255
Sat	53
Sun	55
N/S	2
Total	365

Month	FY25 Calendar Days			FY25 Monthly Service Days		
	Wk.	Sat	Sun	Wk.	Sat	Sun
July	23	4	4	22	4	5
August	22	5	4	22	5	4
September	21	5	4	20	5	5
October	23	4	4	23	4	4
November	21	5	4	20	5	4
December	22	4	5	21	4	5
January	23	4	4	22	4	5
February	20	4	4	20	4	4
March	21	5	5	21	5	5
April	22	4	4	22	4	4
May	22	5	4	21	5	5
June	21	4	5	21	4	5
Total	261	53	51	255	53	55

Rules:

Sunday schedules operated on four weekdays:

1. Independence Day Thursday, July 4, 2024
2. Labor Day Monday, September 2, 2024
3. New Year's Day Wednesday, January 1, 2025
4. Memorial Day Monday, May 26, 2025
5. No service (N/S) on Thanksgiving Day November 27, 2025 and Christmas Day December 25, 2025

Route Numbers, Headsigns, and General Direction

Route #	Headsigns	Direction
1WV	Palm Desert Mall - Palm Springs	E/W
1EV	Coachella - Palm Desert Mall	E/W
2	Desert Hot Springs - Cathedral City	N/S
3	Desert Edge - Desert Hot Springs	E/W
4	Palm Desert Mall - Palm Springs	E/W
5	Desert Hot Springs - Palm Desert Mall	N/S
6	Coachella - Palm Desert Mall	E/W
7	Bermuda Dunes/Indian Wells - La Quinta	N/S
8	North Indio - Thermal/Mecca	N/S
9	North Shore - Oasis	E/W
10	Indio - San Bernardino/Metrolink	E/W

School Trips

200	PALM SPRINGS HIGH SCHOOL	
500	PALM DESERT MALL	
700	HARRIS / WASHINGTON - CALLE MADRID / AVN VALLEJO	N / S
701	CALLE MADRID / AVN VALLEJO - SOUTHBOUND HARRIS/WASHINGTON - NORTHBOUND	
800/803	SHADOW HILLS HIGH SCHOOL	
801	JACKSON / 44TH	
802	HWY 111 / GOLF CENTER PKWY	

Span of Service

Route #	Description	Direction	Weekday		Saturday		Sunday	
			Start*	End**	Start*	End**	Start*	End**
1WV	Palm Desert Mall - Via Hwy 111 - Palm Springs	E/W	5:00:00 AM	10:57:00 PM	5:00:00 AM	10:57:00 PM	5:00:00 AM	10:57:00 PM
1EV	Coachella - Via Hwy 111 - Palm Desert Mall	E/W	5:00:00 AM	11:06:00 PM	5:00:00 AM	11:06:00 PM	5:00:00 AM	11:06:00 PM
2	Desert Hot Springs - Palm Springs - Cathedral City	N/S	5:00:00 AM	10:46:00 PM	5:00:00 AM	10:46:00 PM	5:00:00 AM	10:46:00 PM
3	Desert Edge - Desert Hot Springs	E/W	5:00:00 AM	8:46:00 PM	6:45:00 AM	8:35:00 PM	6:45:00 AM	8:35:00 PM
4	Palm Desert Mall - Palm Springs	E/W	6:10:00 AM	9:50:00 PM	6:10:00 AM	9:50:00 PM	6:10:00 AM	9:50:00 PM
5	Desert Hot Springs - CSUSB Palm Desert - Palm Desert Mall (AM)	N/S	6:30:00 AM	11:26:00 AM	NS		NS	
5	Desert Hot Springs - CSUSB Palm Desert - Palm Desert Mall (PM)	N/S	2:10:00 PM	7:27:00 PM	NS		NS	
6	Coachella - Via Fred Waring - Palm Desert Mall (AM)	E/W	6:00:00 AM	11:46:00 AM	NS		NS	
6	Coachella - Via Fred Waring - Palm Desert Mall (PM)	E/W	2:00:00 PM	7:45:00 PM	NS		NS	
7	Bermuda Dunes - Indian Wells - La Quinta	N/S	5:15:00 AM	8:51:00 PM	5:10:00 AM	9:20:00 PM	5:10:00 AM	9:20:00 PM
8	North Indio - Coachella - Thermal/Mecca	N/S	5:30:00 AM	10:57:00 PM	5:30:00 AM	10:57:00 PM	5:30:00 AM	10:57:00 PM
9	North Shore - Mecca - Oasis (AM)	E/W	6:00:00 AM	9:45:00 AM	6:00:00 AM	9:45:00 AM	6:00:00 AM	9:45:00 AM
9	North Shore - Mecca - Oasis (PM)	E/W	2:00:00 PM	7:45:00 PM	2:00:00 PM	7:45:00 PM	2:00:00 PM	7:45:00 PM
10	Indio - CSUSB-PDC - CSUSB - San Bernardino Transit Center (SBTC)/Metrolink (AM)	E/W	5:20:00 AM	2:00:00 PM	NS		NS	
10	Indio - CSUSB-PDC - CSUSB - San Bernardino Transit Center (SBTC)/Metrolink (PM)	E/W	12:50:00 PM	9:00:00 PM	NS		NS	

NS: No Service

* First trip starts

** Last trip ends

FY 2025 Fixed Route Fleet

Route #	Description	Direction	Weekday Schedules (Effective May 5, 2024)		Saturday (Effective May 5, 2024)		Sunday (Effective May 5, 2024)	
			VOMS	Buses needed to operate service*	VOMS	Buses needed to operate	VOMS	Buses needed to operate
1WV	Palm Desert Mall - Palm Springs	E/W	6	6	5	5	5	5
1EV	Coachella - Palm Desert Mall	E/W	5	5	5	5	5	5
2	Desert Hot Springs - Palm Springs - Cathedral City	N/S	7	10	7	7	7	7
3	Desert Edge - Desert Hot Springs	E/W	2	2	1	1	1	1
4	Westfield Palm Desert - Palm Springs	E/W	4	5	4	5	4	5
5	Palm Desert	N/S	2	4	N/A	N/A	N/A	N/A
6	Coachella - Via Fred Waring - Westfield Palm Desert	E/W	3	3	N/A	N/A	N/A	N/A
7	Bermuda Dunes - Indian Wells - La Quinta	N/S	2	2	1	1	1	1
8	North Indio - Coachella - Thermal/Mecca	N/S	3	3	3	3	3	3
9	North Shore - Mecca - Oasis	E/W	2	4	2	4	2	4
10	Center (SBTC)/Metrolink	E/W	2	2	N/A	N/A	N/A	N/A
Total:			38	46	28	31	28	31

* Due to BEBs and FC buses, the actual number of buses needed to provide service is higher than VOMS

School Trippers	Weekday (Current)		Saturday		Sunday	
	AM	PM	AM	PM	AM	PM
200 PALM SPRINGS HIGH SCHOOL	1		0		0	
500 WESTFIELD PALM DESERT		1		0		0
700 CALLE MADRID / AVN VALLEJO	1		0		0	
701 SHADOW HILLS HIGH SCHOOL		1		0		0
800 JACKSON / 44TH	2		0		0	
801		2		0		0
802				0		0
Total:	4	4	0	0	0	0

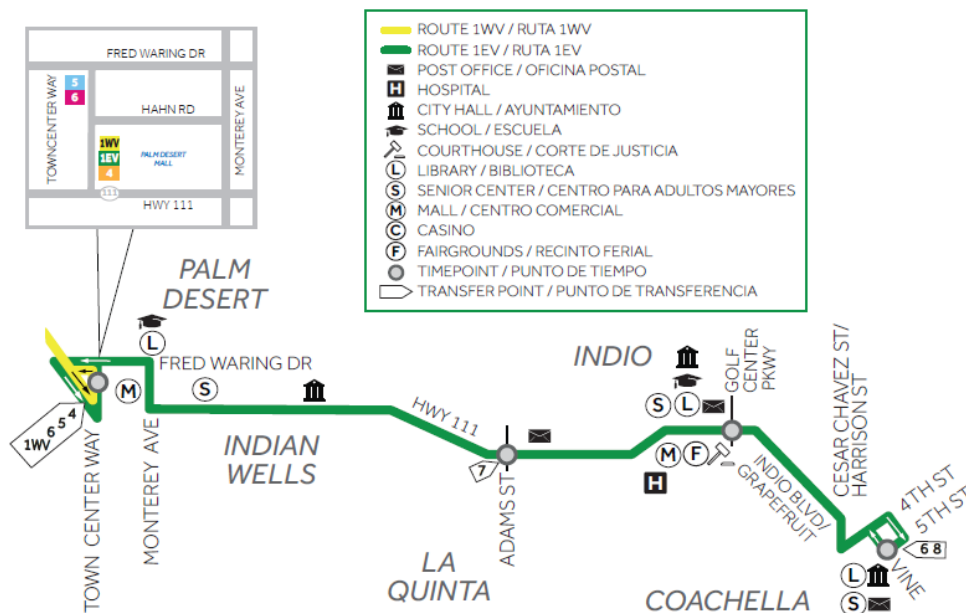
Spares		4	4	4
Buses needed to operate service	Total Fleet Requirement:	54	35	35
VOMS		42	28	28

Route 1EV: Coachella – Via Hwy 111 – Palm Desert Mall

On January 1, 2023, SunLine staff divided former Route 1 into two (2) routes: Route 1EV and Route 1WV. Route 1EV operates between Coachella and Town Center at Hahn by the Palm Desert Mall, and Route 1WV operates between Palm Springs and Town Center at Hahn by the Palm Desert Mall. Continuing passengers are allowed to transfer between these two routes free of charge. During the peak period it provides 20 min service, approximately 7:00am to 5:00pm and 30 min service during the off-peak period, 7 days a week generally along Highway 111.

On May 7, 2023, the weekend frequency on Route 1EV and 1WV was temporarily reduced to every 30 minutes from 20 minutes during the peak period due to shortage of coach operators. The off-peak weekend frequency remained at 30 minutes

It serves the cities of Coachella, Indio, La Quinta, Indian Wells, and Palm Desert. A variety of destinations are served, including retail and commercial centers, libraries, senior centers, city halls, recreational attractions, schools, and medical centers. The route also provides convenient connections for customers needing to transfer to SunLine Routes 1WV, 4, 5, 6, 7, 8 and 10. Those transfer points are located at 5th Street at Vine Avenue in Coachella (connections with Routes 6 and 8), Highway 111 at Adams Street in La Quinta (connections with Route 7), and Town Center Way at Hahn Road in Palm Desert (connections with Routes 6 and 8). Looking ahead, the Coachella Mobility Hub, the future eastern terminus is slated to open in the fall of 2024 the frequency of Route 1EV will be improved to 15 minutes during the weekday peak period as a condition of the funding agreement.

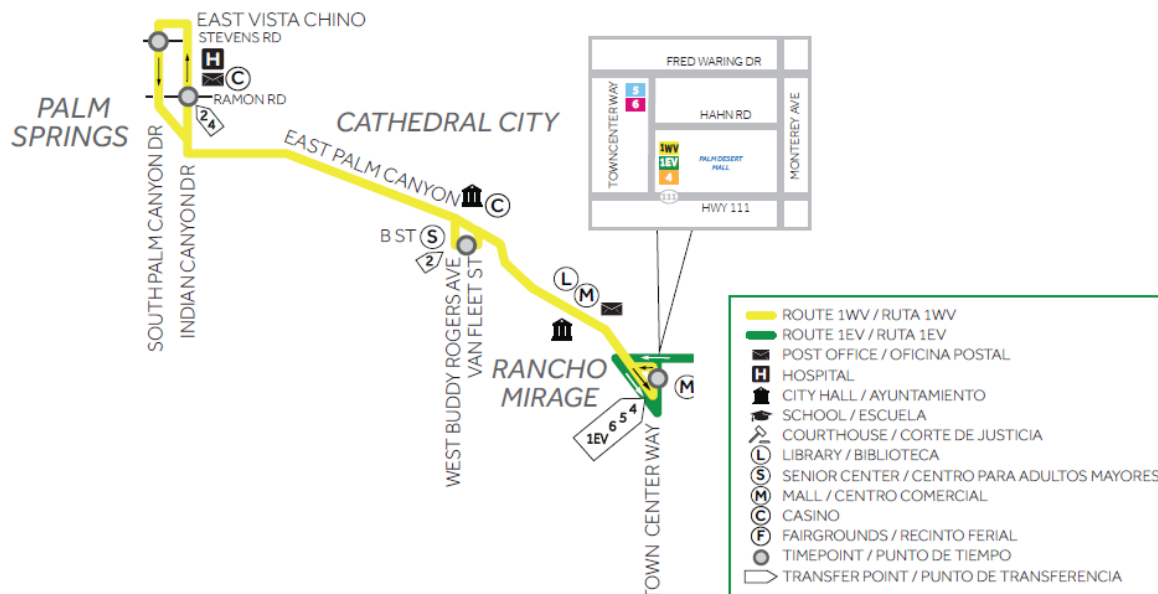


Route 1WV: Palm Desert Mall - Via Hwy 111 – Palm Springs

On January 1, 2023, SunLine staff divided former Route 1 into two (2) routes: Route 1EV and Route 1WV. Route 1WV operates between Palm Springs and Town Center at Hahn by the Palm Desert Mall. Route 1EV operates between Coachella and Town Center at Hahn by the Palm Desert Mall. Continuing passengers are allowed to transfer between these two routes free of charge. During the peak period it provides 20 min service, approximately 7:00am to 5:00pm and 30 min service during the off-peak period, 7 days a week generally along Highway 111.

On May 7, 2023, the weekend frequency on Route 1EV and 1WV was temporarily reduced to every 30 minutes from 20 minutes during the peak period due to shortage of coach operators. The off-peak weekend frequency remained at 30 minutes.

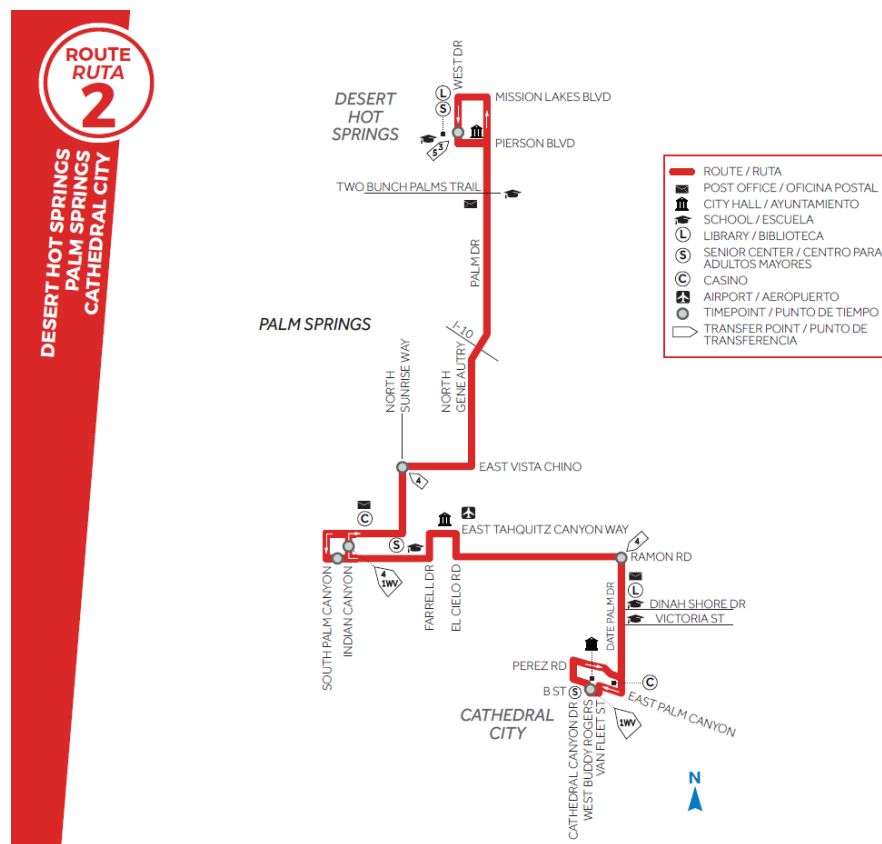
It serves the cities of Palm Desert, Cathedral City and Palm Springs. A variety of destinations are served, including retail and commercial centers, libraries, senior centers, city halls, recreational attractions, schools, and medical centers. The route also provides convenient connections for customers needing to transfer to SunLine Routes 1EV, 2, 4, 5, and 6. Those transfer points are located at Town Center Way at Hahn Road in Palm Desert, West Buddy Rogers Avenue and B Street in Cathedral City and downtown Palm Springs.



Route 2: Desert Hot Springs – Palm Springs – Cathedral City

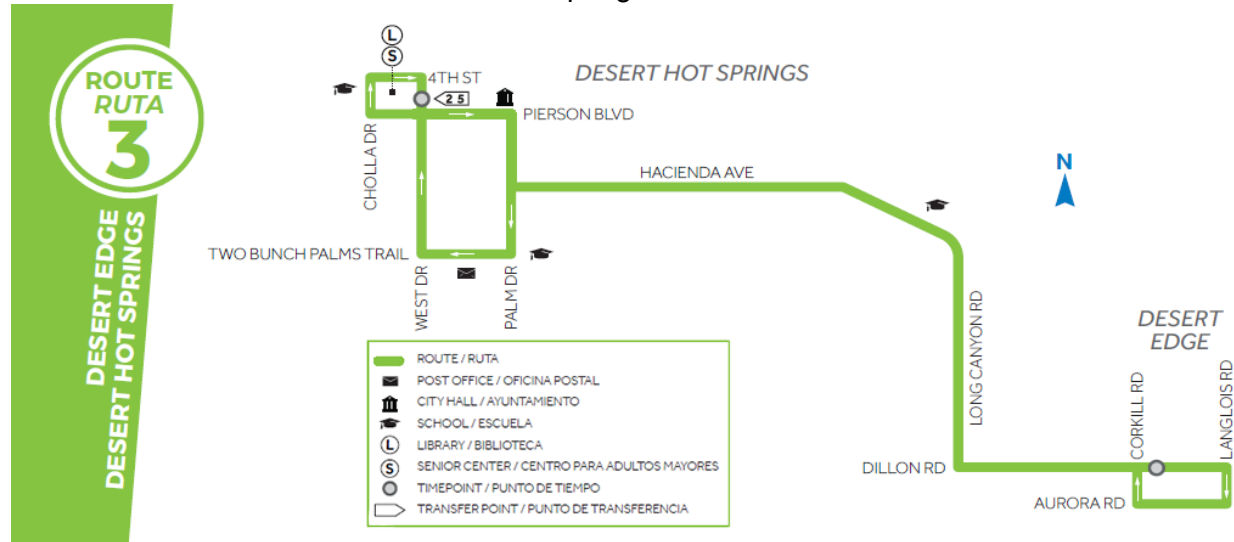
Route 2 is one of SunLine’s higher-performing routes and operates 7 days a week with 20-minute frequency during the peak period and every 40 minutes during the off-peak period, seven day a week. On May 7, 2023, the weekend frequency on Route 2 was temporarily reduced to every 30 minutes from 20 minutes due to shortage of coach operators. The off-peak weekend frequency remained at 40 minutes.

It connects Desert Hot Springs with Palm Springs and Cathedral City. A variety of destinations are served, including retail and commercial centers, libraries, senior centers, city halls, recreational attractions, schools, medical centers, and Palm Springs International Airport. A significant portion of Route 2 ridership is driven by customers living in Desert Hot Springs who work in downtown Palm Springs. The route also provides convenient connections for customers needing to transfer to SunLine Routes 1WV, 3, 4, and 5. Those transfer points are located at B Street at Buddy Rogers Avenue in Cathedral City (connection with Route 1WV), Ramon Road at Date Palm Drive in Cathedral City (connection with Route 4), Indian Canyon Drive at Ramon Road in Palm Springs (connections with Routes 1WV and 4), Sunrise Way at Vista Chino in Palm Springs (connection with Route 4), and West Drive at Pierson Boulevard in Desert Hot Springs (connections with Routes 3 and 5). Looking ahead, studies are underway to possibly boost service frequency to every 15 minutes, which is a proposal from the most recent Comprehensive Operational Analysis. That move would be contingent on available funding and Board approval.



Route 3: Desert Edge – Desert Hot Springs

Route 3 operates 7 days a week with 30-minute frequency on weekdays and 60-minute frequency on weekends, connecting Desert Edge with Desert Hot Springs. A variety of destinations are served, including retail and commercial centers, libraries, senior centers, city halls, recreational attractions, and schools. The route also provides convenient connections for customers needing to transfer to SunLine Routes 2 and 5. The transfer point is located at West Drive at Pierson Boulevard in Desert Hot Springs.



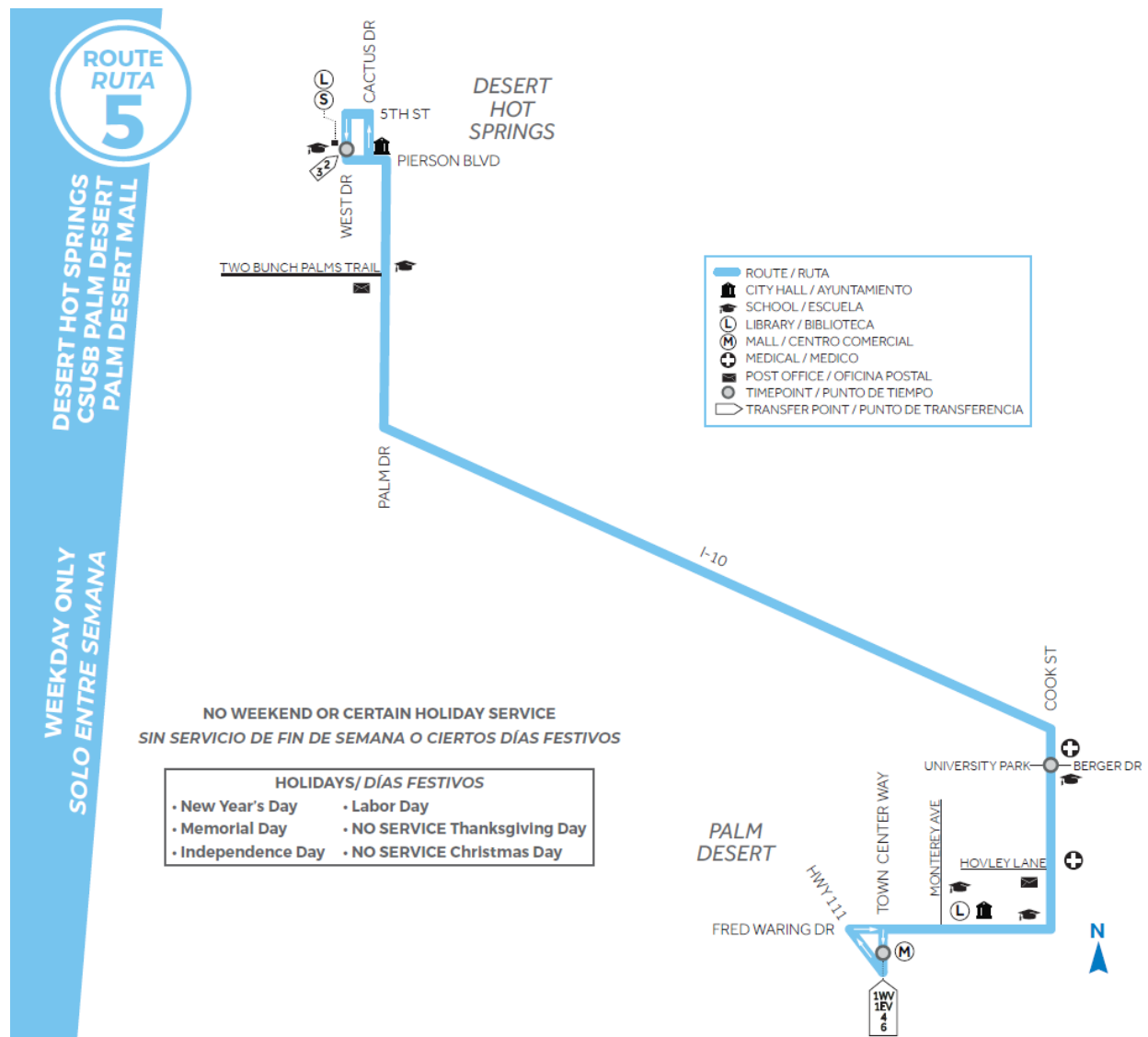
Route 4: Palm Desert Mall – Palm Springs

Route 4 is one of SunLine’s higher-performing routes and operates 7 days a week with 40-minute frequency, connecting Palm Springs with Palm Desert. It serves the cities of Thousand Palms, Rancho Mirage, and Cathedral City. A variety of destinations are served, including retail and commercial centers, libraries, senior centers, city halls, recreational attractions, schools, medical centers, and Palm Springs International Airport. The route also provides convenient connections for customers needing to transfer to SunLine Routes 1EV, 1WV, 2, 5, and 6. Those transfer points are located at Ramon Road at Date Palm Drive in Cathedral City (connection with Route 2), Indian Canyon Drive at Ramon Road in Palm Springs (connections with Routes 1WV and 2), Sunrise Way at Vista Chino in Palm Springs (connection with Route 2), and Town Center Way at Hahn Road (connections with Routes 1WV, 1EV, 5, and 6). Looking ahead, studies are underway to possibly boost service peak weekday frequency to every 30 minutes, which is a proposal from the most recent Comprehensive Operational Analysis. That move would be contingent on available funding and Board approval.



Route 5: Desert Hot Springs – CSUSB Palm Desert – Palm Desert Mall

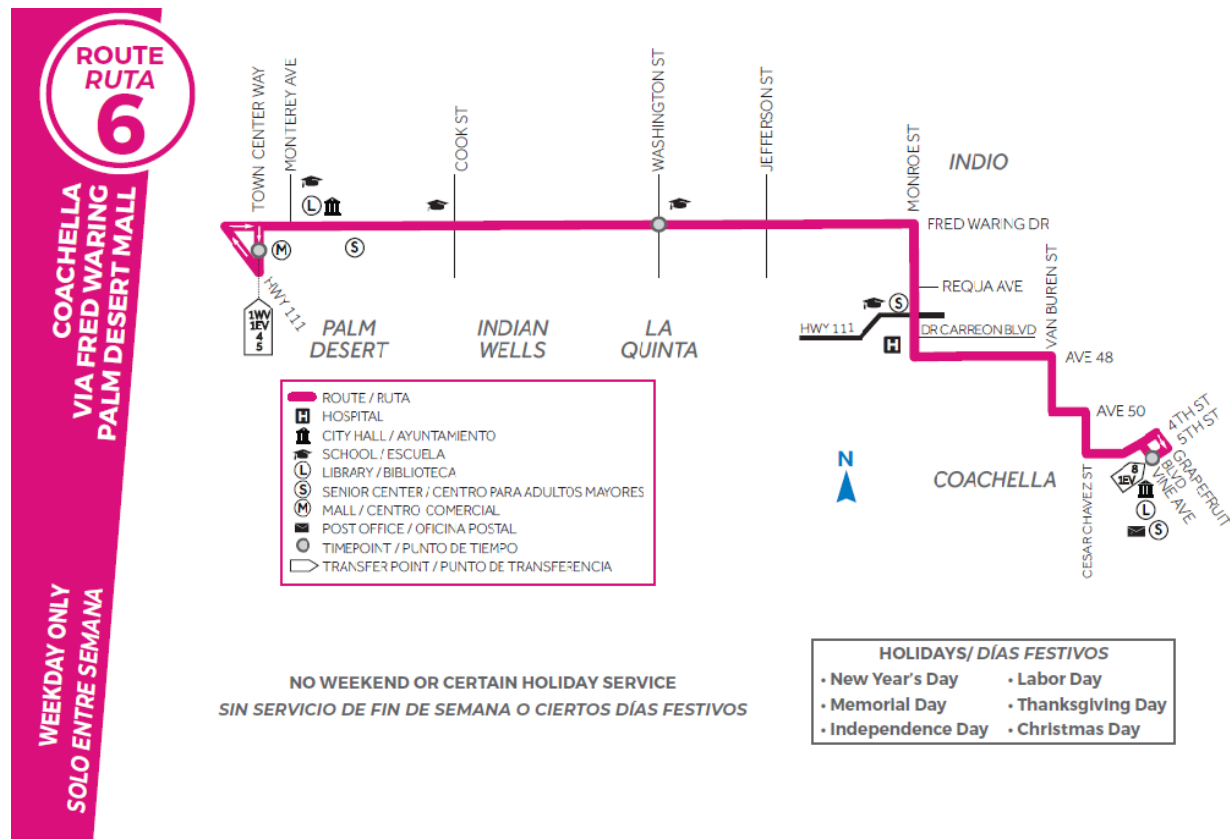
Route 5 operates 5 days a week with 60-minute frequency, connecting Desert Hot Springs with Palm Desert using a portion of the Interstate 10 freeway. A variety of destinations are served, including retail and commercial centers, libraries, senior centers, city halls, recreational attractions, and schools. The route also provides convenient connections for customers needing to transfer to SunLine Routes 1EV, 1WV, 2, 3, 4, and 6. The transfer points are located at West Drive at Pierson Boulevard in Desert Hot Springs (connections with Routes 2 and 3) and Town Center Way at Hahn Road in Palm Desert (connections with Routes 1WV, 1EV, 4, and 6). Looking ahead, studies are underway to possibly boost service frequency to every 40 minutes, which is a proposal from the most recent Comprehensive Operational Analysis. That move would be contingent on available funding and Board approval.



Route 6: Coachella – Via Fred Waring – Palm Desert Mall

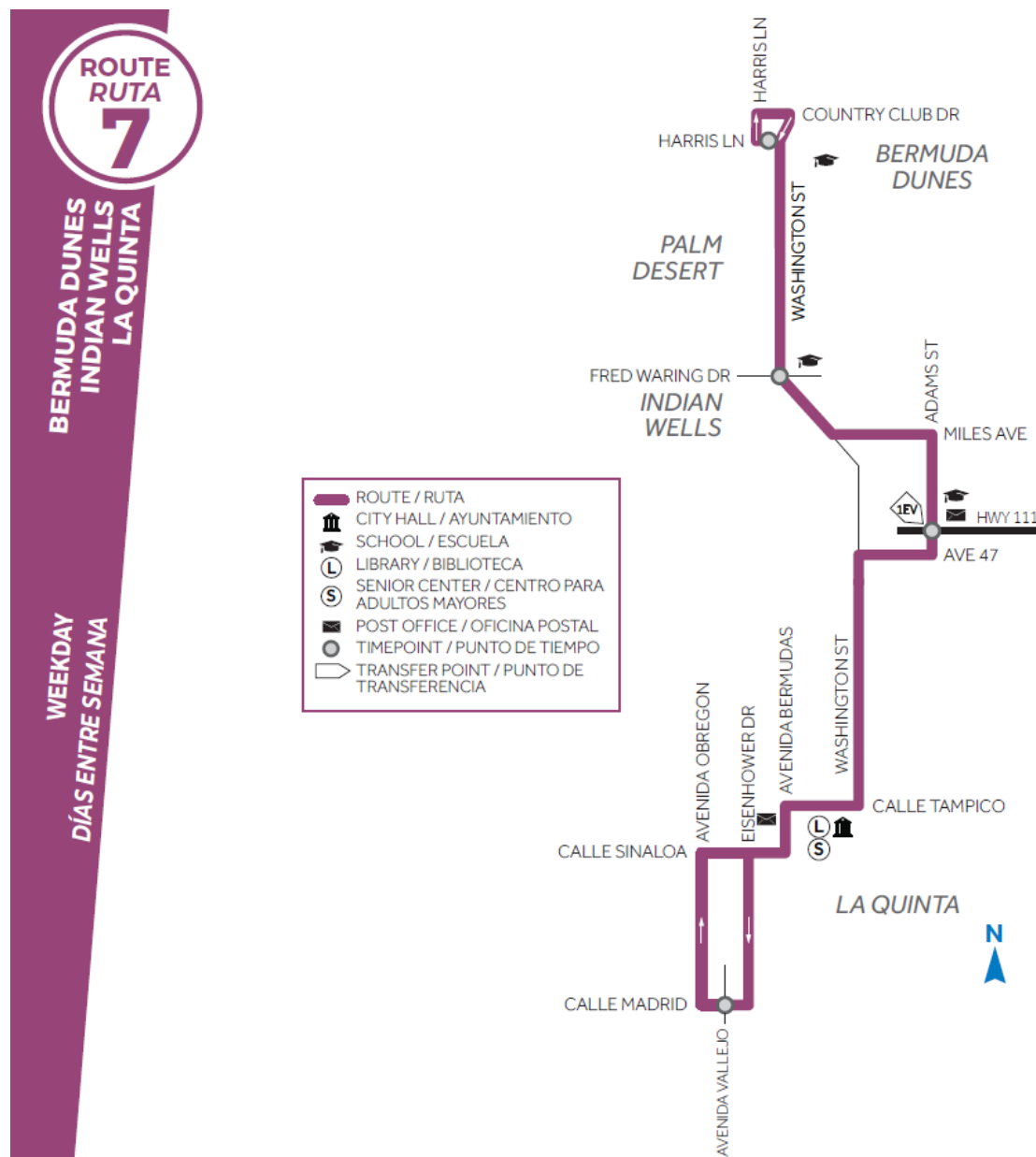
Route 6 operates 5 days a week with 60-minute frequency on weekdays connecting Palm Desert with Coachella in May 2023, the Agency eliminated weekend service and weekday off-peak service on Route 6 due to low productivity.

A variety of destinations are served, including retail and commercial centers, libraries, senior centers, city halls, recreational attractions, and schools. The route also provides convenient connections for customers needing to transfer to SunLine Routes 1EV, 1WV, 4, 5, and 8. The transfer points are located at 5th Street at Vine Avenue in Coachella (connections with Routes 1EV and 8) and Town Center Way at Hahn Road in Palm Desert (connections with Routes 1EV, 1WV, 4, and 5). Looking ahead, studies are underway to possibly boost service peak weekday frequency to every 30 minutes, which is a proposal from the most recent Comprehensive Operational Analysis. That move would be contingent on available funding and Board approval.



Route 7: Bermuda Dunes – Indian Wells – La Quinta

Route 7 operates 7 days a week with 45-minute frequency on weekdays and 1-hour, 45-minute frequency on weekends, connecting Bermuda Dunes with La Quinta. A variety of destinations are served, including retail and commercial centers, libraries, senior centers, city halls, recreational attractions, and schools. The route also provides a convenient connection for customers needing to transfer to SunLine’s Route 1EV. The transfer point is located at Highway 111 at Adams Street in La Quinta. Looking ahead, studies are underway to possibly boost the peak weekday service frequency to every 30 minutes, which is a proposal from the most recent Comprehensive Operational Analysis. That move would be contingent on available funding and Board approval.



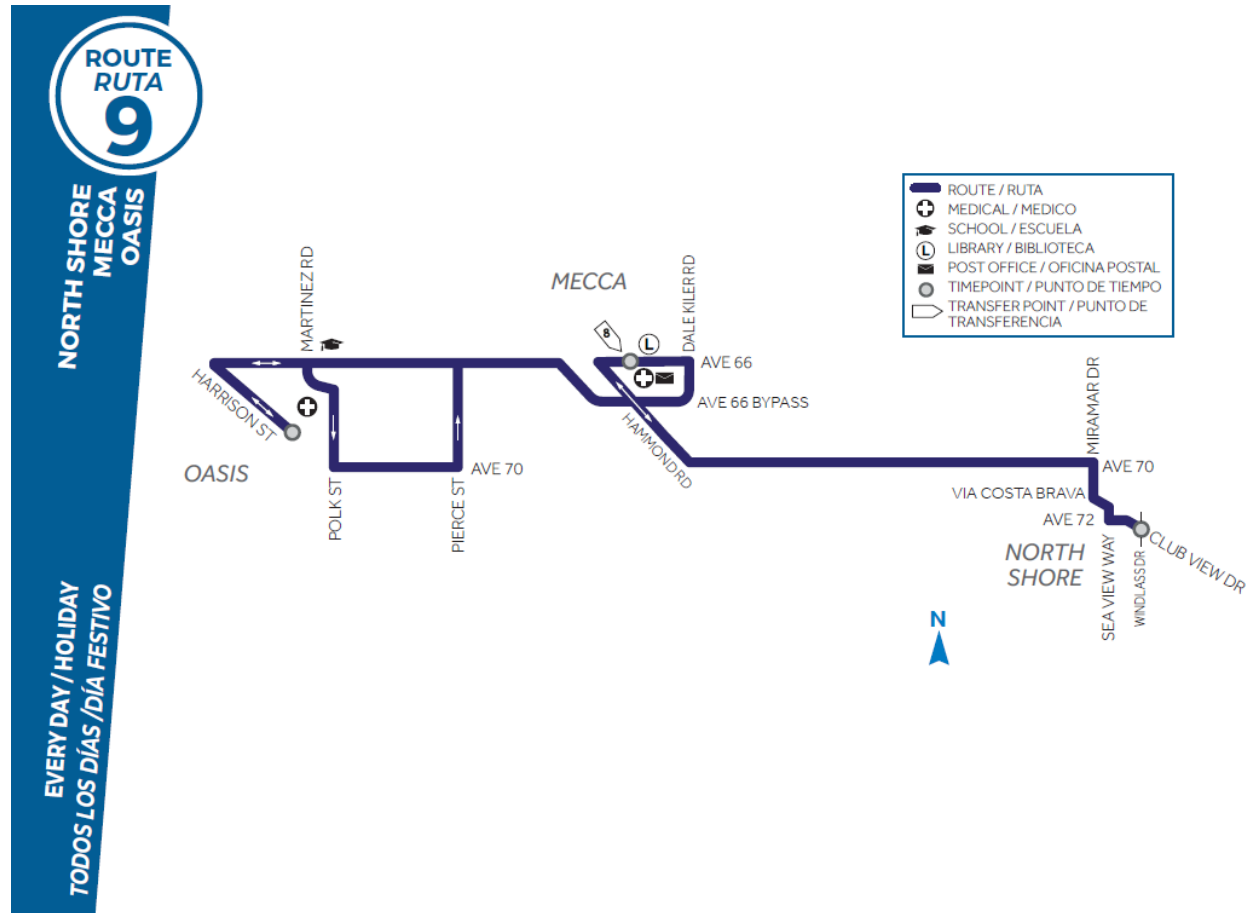
Route 8: North Indio – Coachella – Thermal/Mecca

Route 8 is one of SunLine’s critical routes linking the unincorporated part of the eastern Coachella Valley to the rest of SunLine’s network. The route, which operates 7 days a week with 40-minute frequency on weekdays and 60-minute frequency on weekends, connects Indio with Thermal/Mecca, and also serves the city of Coachella. A variety of destinations are served, including retail and commercial centers, libraries, senior centers, city halls, recreational attractions, schools, and medical centers. The route also provides convenient connections for customers needing to transfer to SunLine Routes 1EV, 6, and 9. Those transfer points are located at Avenue 66 at Mecca Health Clinic in Mecca (connection to Route 9) and 5th Street and Vine Avenue in Coachella (connection to Routes 1EV and 6).



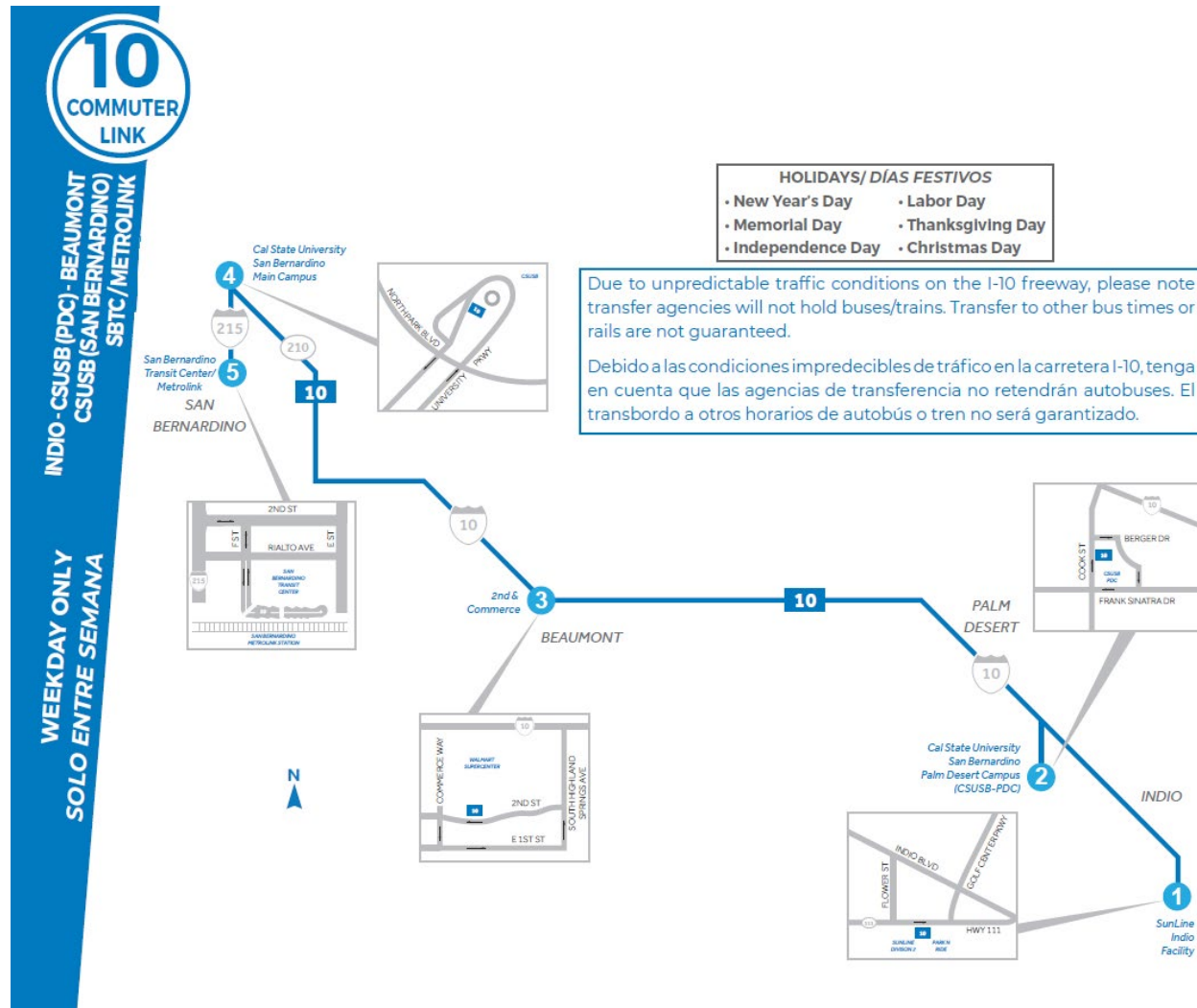
Route 9: North Shore – Mecca – Oasis

Route 9 operates 7 days a week with 60-minute frequency and connects North Shore with Oasis. A variety of destinations are served, including libraries, recreational attractions, medical centers, and schools. The route also provides a convenient connection for customers needing to transfer to SunLine’s Route 8. The transfer point is located at Avenue 66 at Mecca Health Clinic.



Route 10 Commuter Link: Indio – CSUSB (PDC) – CSUSB – San Bernardino Transit Center (SBTC)/Metrolink

The Route 10 Commuter Link is designed to improve regional service between the Coachella Valley and the Inland Empire. For students, the 10 Commuter Link provides a direct connection between CSUSB’s campuses in Palm Desert and San Bernardino. It also provides service to the San Bernardino Transit Center for connections with Metrolink trains as well as routes served by the Riverside Transit Agency, Omnitrans, Victor Valley Transit Authority, and Mountain Transit.



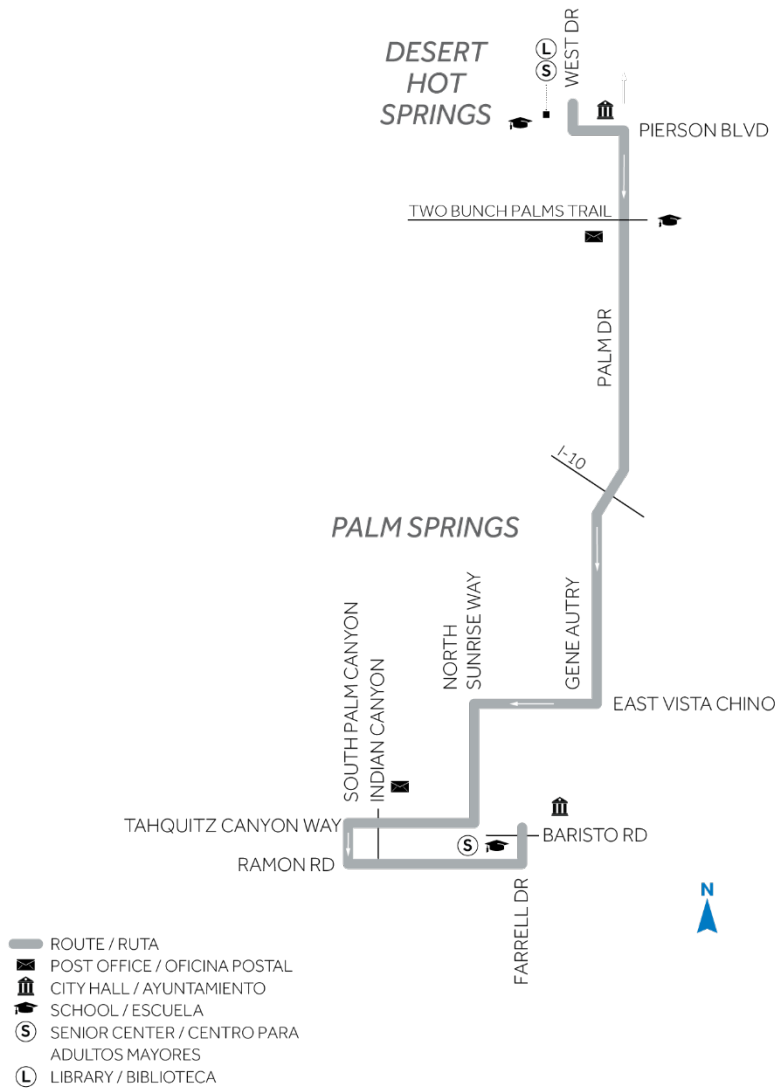
School Trippers

School tripper buses are traditionally added to regular routes when service reaches capacity or special alignments/deviations are created to address a specific demand for service. These buses are open to both students and members of the public. Rider information related to these routes must be shared with the public. SunLine is currently serving Desert Sands Unified School District and Palm Springs Unified School District campuses. School tripper service is a limited-stop service that operates on the schedules shown on the following maps. Effective May 2023, all Route 400 Trippers were eliminated.

Route 200: Palm Springs High School AM Tripper

200

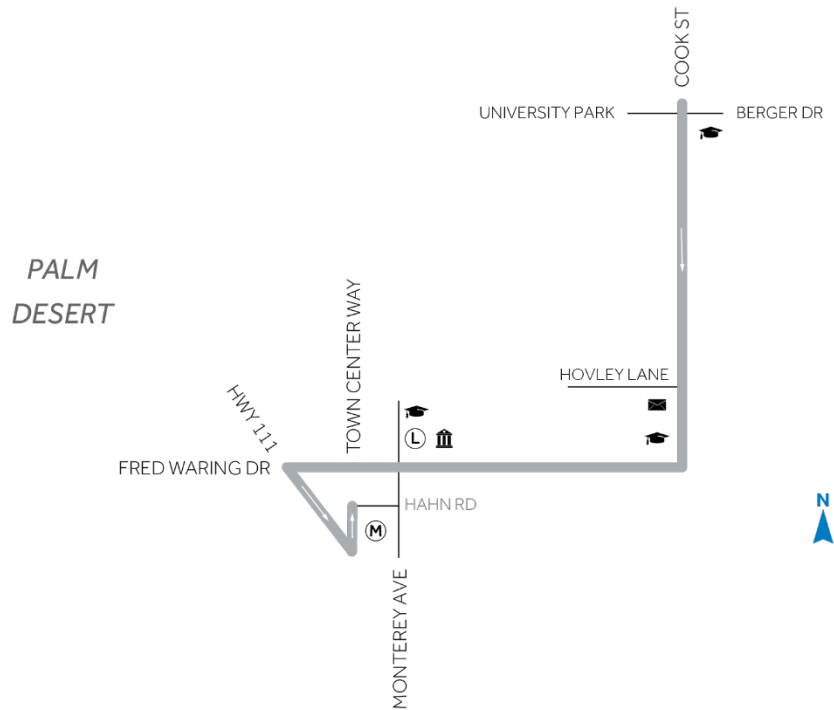
PALM SPRINGS HIGH SCHOOL



Route 500 SB: Palm Desert Mall PM Tripper

500

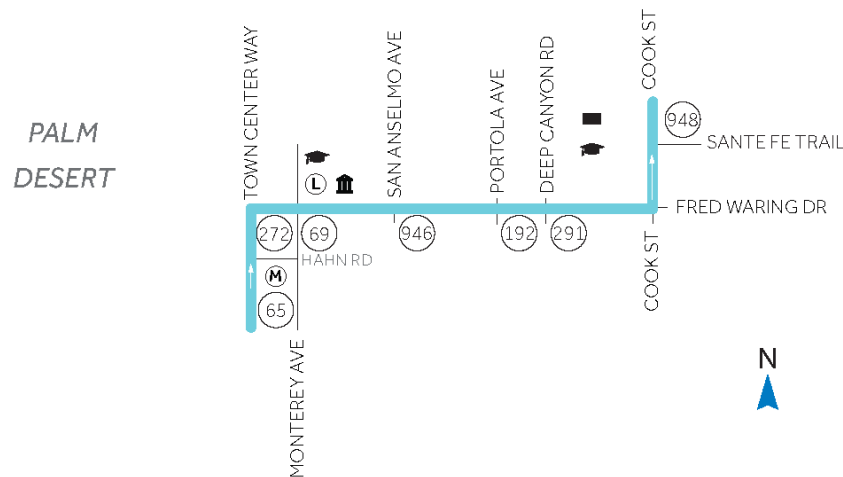
PALM DESERT MALL



- ROUTE / RUTA
- 🏛️ CITY HALL / AYUNTAMIENTO
- 🎓 SCHOOL / ESCUELA
- 📖 LIBRARY / BIBLIOTECA
- 🛍️ MALL / CENTRO COMERCIAL
- ✉️ POST OFFICE / OFICINA POSTAL

ROUTE 501 NB

PALM DESERT HIGH SCHOOL AM TRIPPER

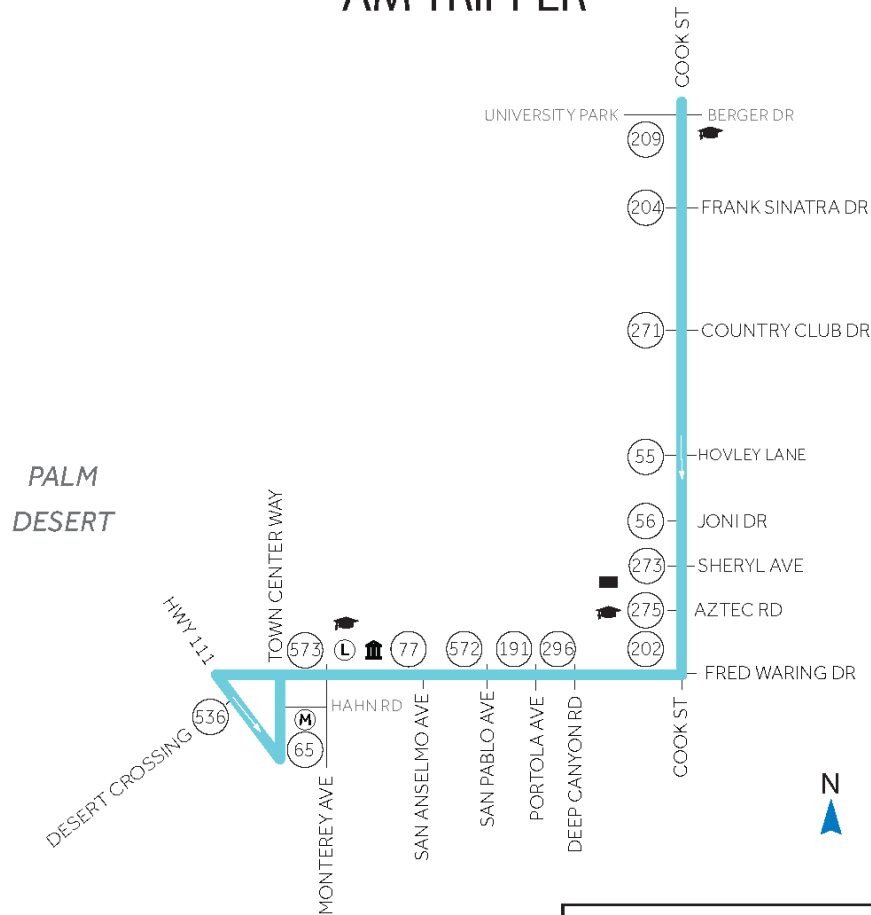


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- CITY HALL / AYUNTAMIENTO
- SCHOOL / ESCUELA
- LIBRARY / BIBLIOTECA
- MALL / CENTRO COMERCIAL
- POST OFFICE / OFICINA POSTAL
- BUS STOP AND BUS STOP ID NUMBER

ROUTE 501 NB SCHEDULE	
TOWNCENTER AT HAHN	7:10 AM
COOK AT SANTA FE	7:20 AM

ROUTE 501 SB

WESTFIELD PALM DESERT AM TRIPPER

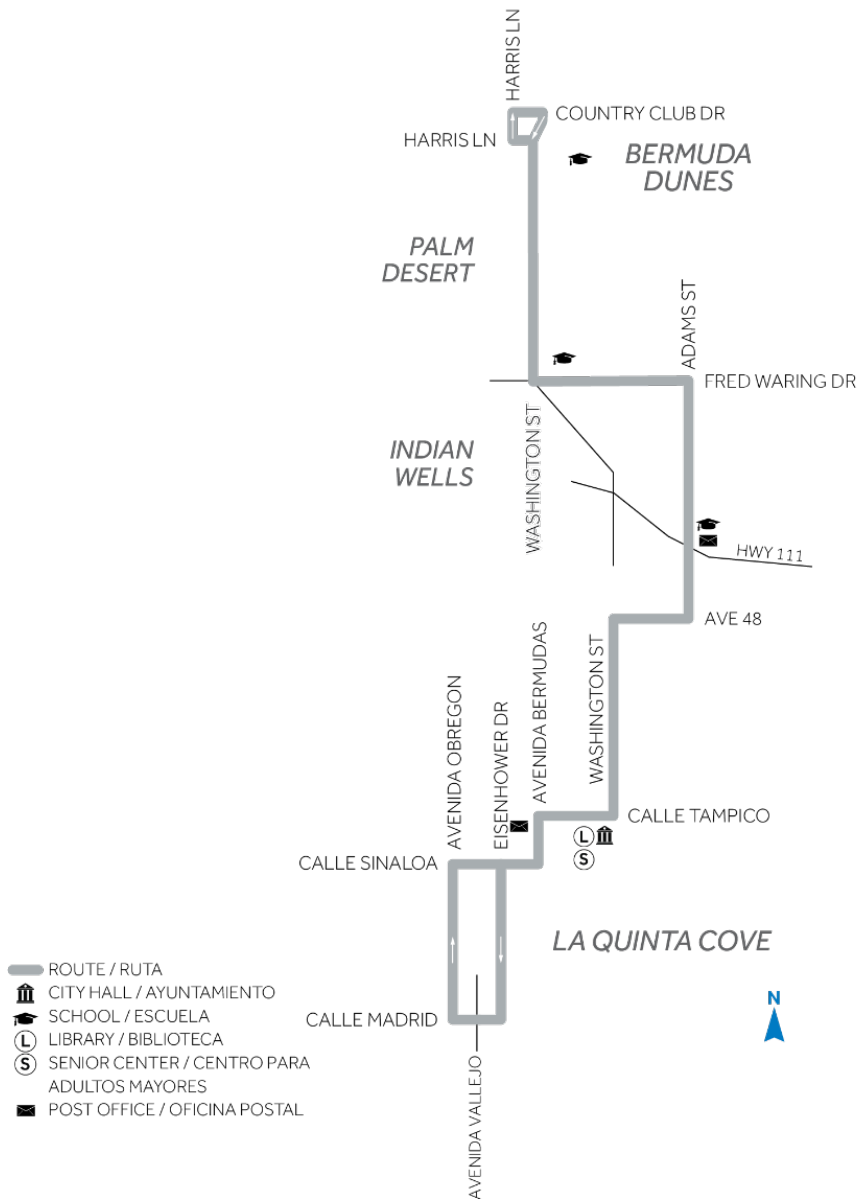


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- POST OFFICE / OFICINA POSTAL
- BUS STOP AND BUS STOP ID NUMBER

ROUTE 501 SB SCHEDULE	
COOK AT UNIVERSITY PARK	6:40 AM
COOK AT AZTEC	6:50 AM
TOWNCENTER AT HAHN	7:05 AM

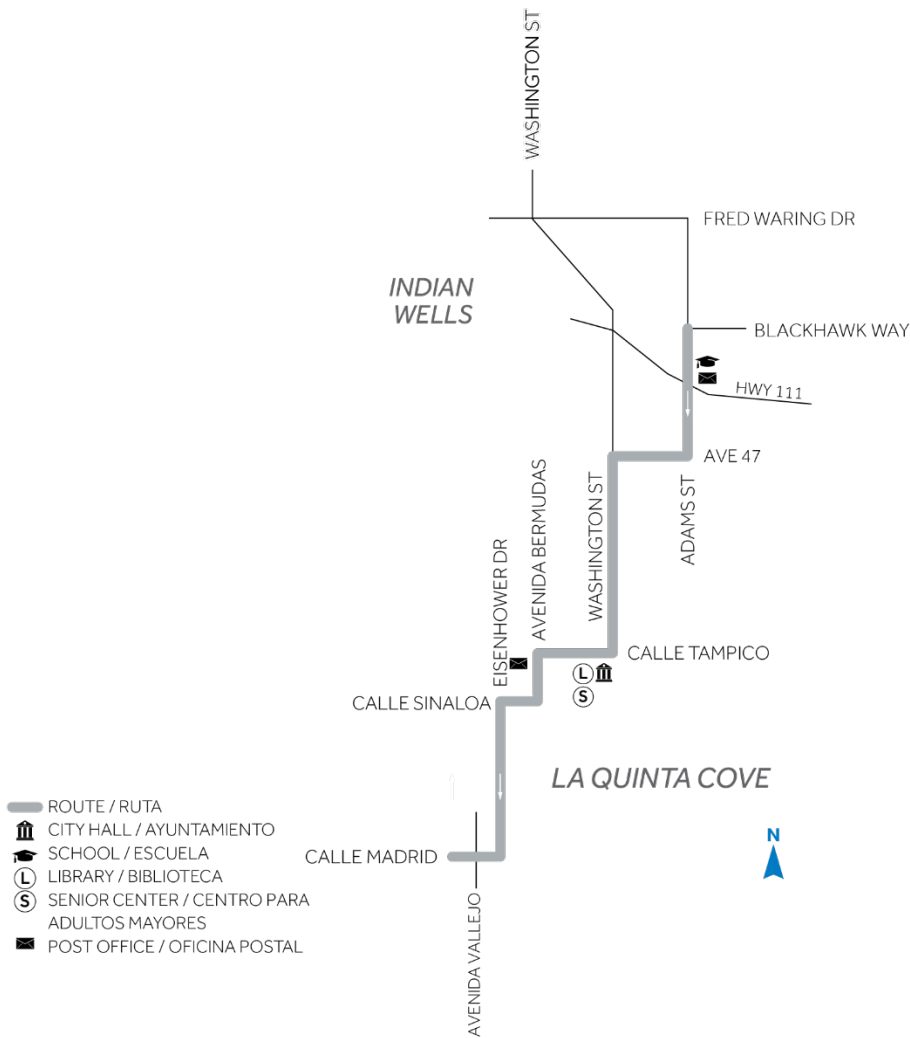
700

HARRIS / WASHINGTON - CALLE MADRID / AVN VALLEJO



701 SB

CALLE MADRID / AVN VALLEJO



701 NB

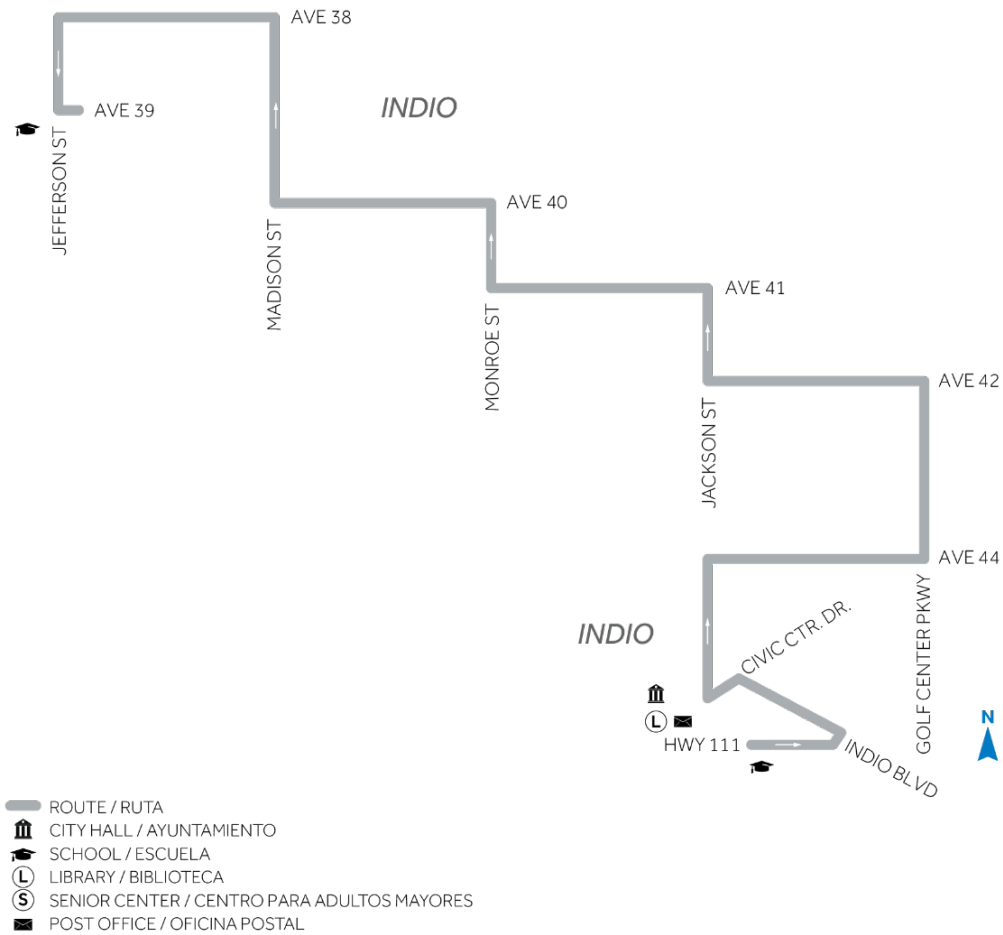
HARRIS / WASHINGTON



Route 800: Shadow Hills High School AM Tripper

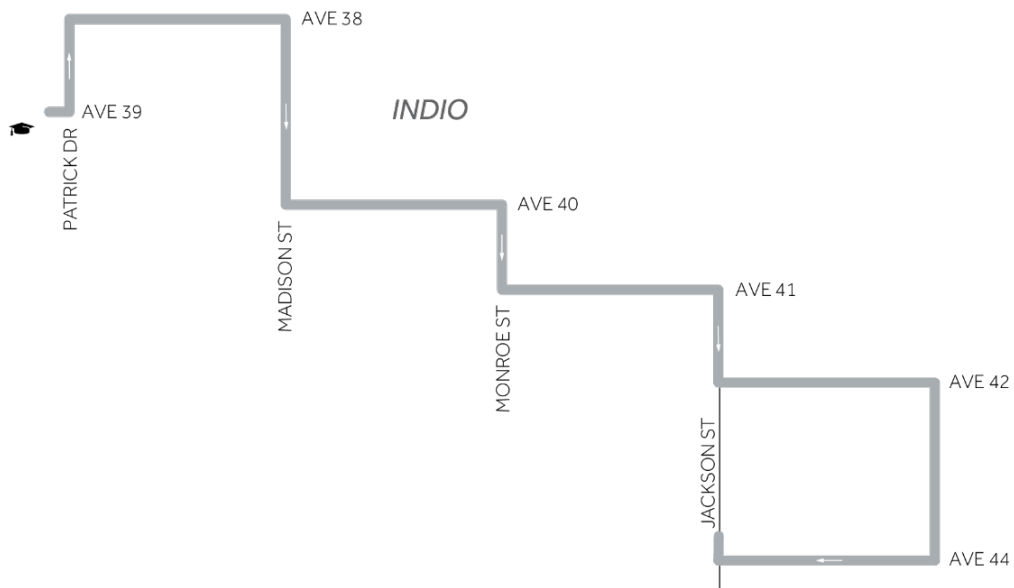
800

SHADOW HILLS HIGH SCHOOL



801

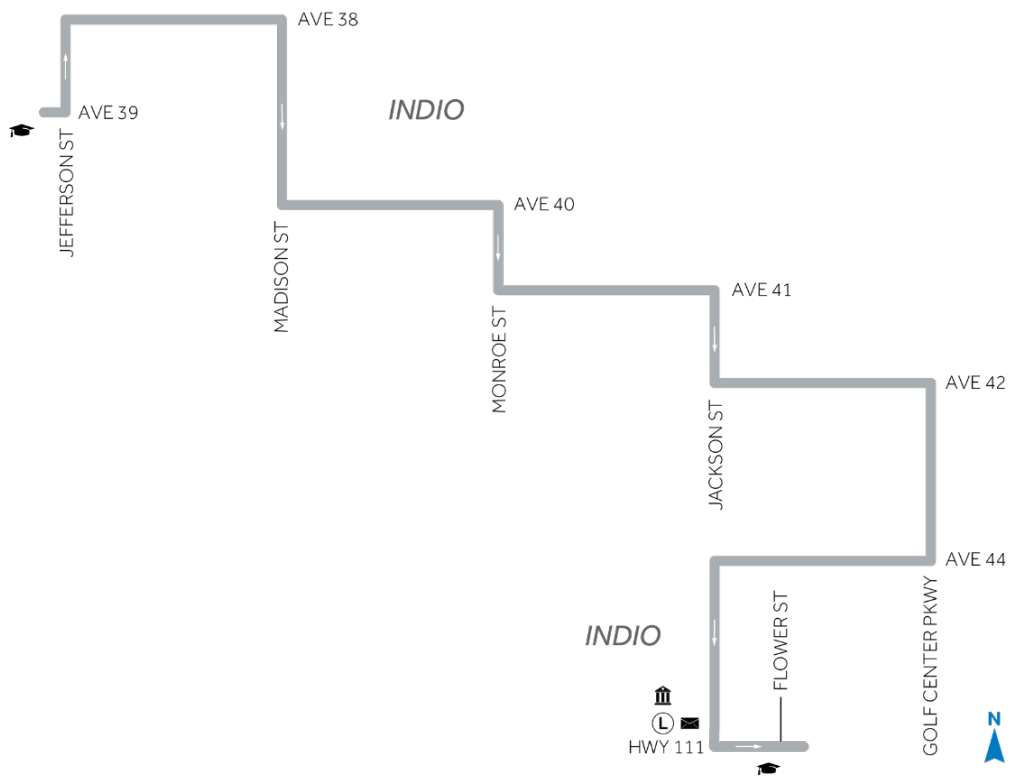
JACKSON / 44TH



— ROUTE / RUTA
🎓 SCHOOL / ESCUELA

802

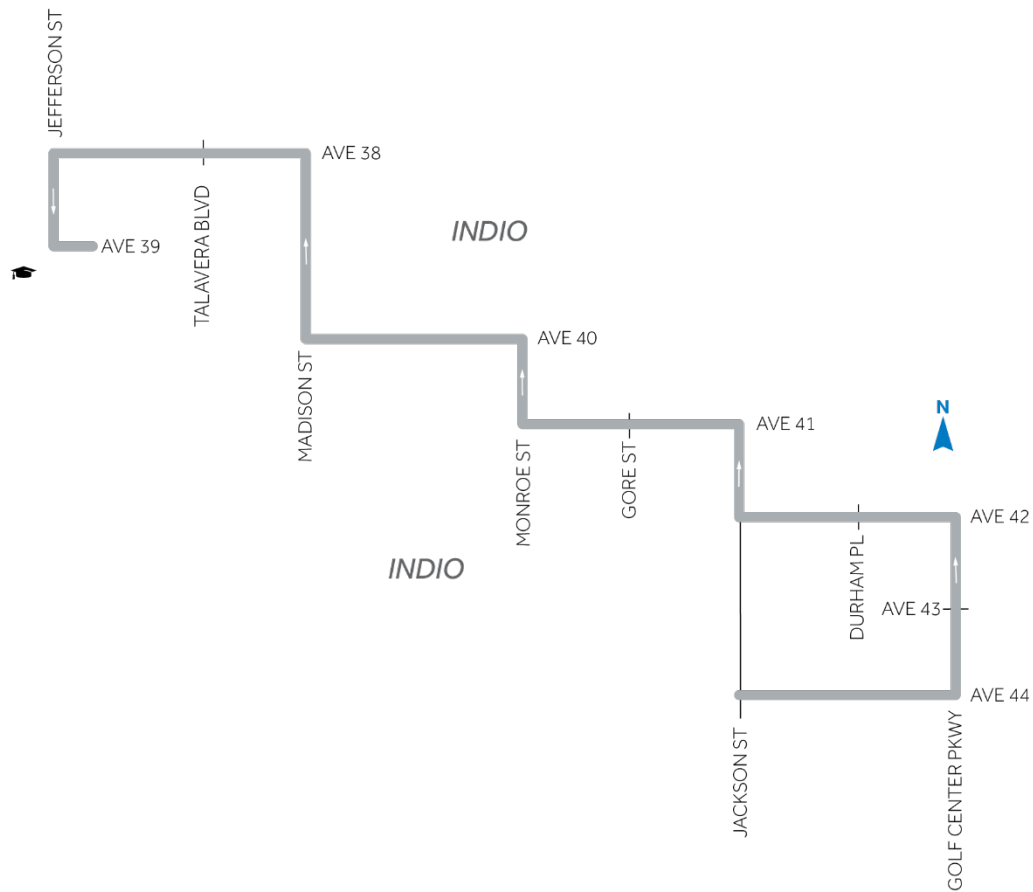
HWY 111 / GOLF CENTER PKWY



- ROUTE / RUTA
- CITY HALL / AYUNTAMIENTO
- SCHOOL / ESCUELA
- LIBRARY / BIBLIOTECA
- POST OFFICE / OFICINA POSTAL

ROUTE 803 NB

SHADOW HILLS HIGH SCHOOL AM TRIPPER



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- BUS STOP AND BUS STOP ID NUMBER



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AGENDA ITEM 7

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 10, 2024
TO:	Citizens and Specialized Transit Advisory Committee
FROM:	Monica Morales, Senior Management Analyst
SUBJECT:	Measure A Specialized Transit Award Recommendations for Fiscal Years 2024/25 – 2026/27

STAFF RECOMMENDATION:

This item is for the Committee to receive and file the proposed Western Riverside County Measure A Specialized Transit Program Fiscal Years 2024/25 – 2026/27 Call for Projects awards totaling \$9,945,249.

BACKGROUND INFORMATION:

The 2009 Measure A Expenditure Plan allocation approximately 11.6 percent of the annual revenues from the 2009 Measure A Western County program to public transit. The public transit allocation is then distributed amongst five programs: specialized transit services, specialized transit - consolidated transportation service agency, commuter rail, intercity bus, and commuter assistance. The Measure A Specialized Transit Program receives about 1.9 percent of the 2009 Measure A Western County program revenue, or a 16.4 percent share of the 11.6 percent for public transit. The program provides funding to benefit older adults, persons with disabilities, and/or those that are most vulnerable and truly needy in Western County. In Western County, this funding has been distributed through a competitive process to a wide array of non-profit and community organizations that serve these constituencies for specialized transit services for persons with disabilities and older adults.

The goals of the Measure A Specialized Transit Program for western Riverside County are to:

- Support directly operated services that expand or extend existing services, which, if not funded by Measure A funds, would leave an area and/or special population without alternate service options;
- Support existing services that offer an improved level of service coordination with the existing transportation network;
- Expand new services that leverage other revenue sources, can be administered in a cost-effective manner, and will not require long term support from measure A funding; and
- Support new and expansion of existing services including transportation for veterans and shuttles including, but not limited to, nutrition and medical services.

Projects that are eligible under the program include operating and capital projects such as senior transportation shuttles, non-emergency medical transportation services, bus pass/voucher

programs, mileage reimbursement programs, travel training, vehicle and maintenance equipment, communications and dispatch equipment and mobility management.

Providing funding to non-profit providers of transit services for persons with disabilities, low income, and senior citizens has long been a priority of the Commission. The voter-approved 1989 and 2009 Measure A Expenditure Plans specify funding allocations for the provision of this type of service provided by the transit operators and non-profit agencies.

DISCUSSION:

The current Measure A Specialized Transit Program cycle is set to expire June 30, 2024, and provided over \$9.1 million to 16 recipients. At its February 2024 meeting, the Commission directed staff to release the program guidelines and application for the FYs 2024/25 – 2026/27 Western Riverside County Measure A Specialized Transit Program Call for Projects and approved funding up to \$13,127,000 as shown in Table 1.

Table 1. Summary of Available Funding

Fiscal Years 2024/25 – 2026/27	
Fiscal Year	Total
FY 2024/25	\$ 4,289,000
FY 2025/26	4,375,000
FY 2026/27	4,463,000
Total	\$ 13,127,000

An application workshop for potential applicants was held on February 20, 2024, and one-on-one consultations were provided as requested. Final applications were due on March 14, 2024. A total of 21 applications from 15 different agencies were received: 15 for operating projects and six for capital projects, totaling \$11,481,126 in initial requests.

To evaluate and score the projects, one staff member from the San Bernardino County Transportation Authority (SBCTA), Riverside Transit Agency (RTA), and the city of Riverside (City) were asked to participate on the evaluation panel. Additionally, two Commission staff members and one consultant support staff evaluated applications. While it was the intent to have a total of six evaluators on the panel, SBCTA, RTA, and the City were unable to participate, and staff was unable to find replacement evaluators to meet the review deadline. The three remaining panelists provided enough expertise to score appropriately. The scoring criteria outline in the approved program guidelines were used by the evaluation committee.

After the evaluation committee completed its final scores, staff reviewed the scores and applications for areas that needed clarification. Staff then reached out to applicants on follow-up items such as ridership data, performance measures, and financial details that the evaluators raised. After communication with applicants was completed, it was determined that one capital project submitted by Riverside University Health System – Behavioral Health for an expansion

van did not have sufficient justification for the need and is not recommended for award. The applicants also refined their proposed budgets as necessary.

The adopted program guidelines allow transportation-only organizations an option for a reduced match for operating and capital projects. Organizations that are not transportation-only focused are required to have a minimum 34 percent match for operating and 50 percent match for capital projects. Two requests for match reductions were received from Forest Folk and Independent Living Partnership. The review panel reviewed these requests and deemed the justification appropriate for a lower match as indicated in Attachment 1.

The recommended projects (Attachment 1) will be presented to the Commission on June 12, 2024, for approval. Since the current program is undersubscribed, staff is also recommending that the Call for Projects remain open while available funding remains. If more applications are received, staff will return to the Commission and recommend funding awards up to the amount available.

Attachment: FY 2024/25–2026/27 Measure A Specialized Transit Award Recommendations



FY 2024/25 - FY 2026/27 PROJECT RECOMMENDATIONS

Applicant	Project Type	Project Name	Total 3-Year Project Cost	Total 3-Year Measure A Award	Required Match
1 B&GC Menifee Valley	Operating - Direct Transportation	Ride to Success	\$ 520,500	\$ 343,530	\$ 176,800
2 B&GC Southwest County	Operating - Direct Transportation	Before and After School Specialized Transportation	\$ 778,918	\$ 514,085	\$ 264,833
3 Care A Van	Operating - Direct Transportation	Care-A-Van Transit	\$ 2,312,690	\$ 1,526,377	\$ 773,992
4 City of Norco	Operating - Direct Transportation	Seniors on the Move	\$ 548,233	\$ 361,836	\$ 186,400
5 Forest Folk*	Operating - Direct Transportation	Idyllwild Area Shuttle Service	\$ 299,889	\$ 241,389	\$ 58,500
6 Friends of Moreno Valley	Operating - Direct Transportation	Senior Transportation	\$ 737,809	\$ 400,433	\$ 337,376
7 Operation SafeHouse	Operating - Direct Transportation	Main Street Transitional Living & Permanent Supportive Housing	\$ 229,455	\$ 151,441	\$ 78,014
8 RUHS BH	Operating - Direct Transportation	Transportation Change	\$ 1,941,393	\$ 1,281,497	\$ 660,073
9 RUHS MC	Operating - Direct Transportation	Transportation	\$ 1,855,982	\$ 1,224,948	\$ 631,034
10 Valley Resource Center dba EXCEED	Operating - Direct Transportation	Western Riverside Transportation	\$ 2,828,681	\$ 1,049,681	\$ 1,779,000
11 Angel View	Operating - Mileage Reimbursement	Mileage Reimbursement	\$ 383,278	\$ 229,967	\$ 153,312
12 Independent Living Partnership	Operating - Mileage Reimbursement	Volunteer Escort-Driver Reimbursement Program	\$ 4,583,647	\$ 1,709,979	\$ 2,873,668
13 Voices For Children	Operating - Mileage Reimbursement	Mileage Reimbursement	\$ 1,336,102	\$ 354,595	\$ 981,507
14 Blindness Support Services	Operating - Travel Training Assistance	Travel Training	\$ 316,590	\$ 208,949	\$ 107,641
15 Michelles Place	Operating - Voucher Program	Treatment Travel Assistance Program	\$ 117,090	\$ 77,280	\$ 39,810
16 Independent Living Partnership*	Capital - Equipment	Software Upgrade	\$ 76,762	\$ 76,762	\$ -
17 B&GC Menifee Valley	Capital - Replacement Vehicle	Replacement - Six Passenger Vans	\$ 75,000	\$ 37,500	\$ 37,500
18 Forest Folk*	Capital - Replacement Vehicle	Replacement - One Passenger Van	\$ 100,000	\$ 100,000	\$ -
19 RUHS BH	Capital - Replacement Vehicle	Replacement - One Passenger Van	\$ 55,000	\$ 27,500	\$ 27,500
20 RUHS MC	Capital - Replacement Vehicle	Replacement - One Mini Van	\$ 55,000	\$ 27,500	\$ 27,500
Grand Total			\$ 19,152,019	\$ 9,945,249	\$ 9,194,460
Operating Total			\$ 18,790,257	\$ 9,675,987	\$ 9,101,960
Capital Total			\$ 361,762	\$ 269,262	\$ 92,500

FY 2024/25 - FY 2026/27 PROJECT REQUESTS NOT AWARDED

Applicant	Project Type	Project Name	Total 3-Year Project Cost	Total 3-Year Measure A Award	Required Match
21 RUHS BH	Capital - Expansion	Expansion - One wheelchair van	\$ 85,000	\$ -	\$ -
			\$ 85,000	\$ -	\$ -

* Transportation-only organization reduced match was requested and approved