

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Citizens and Specialized Transit Advisory Council

TIME: 10:00 a.m.

DATE: Thursday, September 24

LOCATION: Pursuant to Governor Newsom's Executive Order N-29-20, (March 18, 2020), the meeting will only be conducted via video conferencing and by telephone.

☞ COUNCIL MEMBERS ☞

Lisa Castilone, GRID Alternatives, Western and Southwest Riverside County
John Chavez, Retired, the Pass
George Colangeli, Palo Verde Valley Transit Agency, Palo Verde Valley
Betty Day, Hemet Public Library Trustee, Hemet-San Jacinto
Alejandra Gonzalez, Norco Seniors on the Move, Western Riverside County
John Krick, T-Now Member, Western Riverside County
Jack Marty, Retired Citizen, Banning
Priscilla Ochoa, Blindness Support Services, Western Riverside County
Mary Jo Ramirez, Workforce Development Member, Southwest Riverside County
Catherine Rips, Angel View, Coachella Valley
Gloria J. Sanchez, Menifee Senior Advisory, Southwest Riverside County
Ivet Woolridge, Independent Living Partnership, Riverside County
Kenneth Woytek, Menifee Senior Advisory Committee, Southwest Riverside County
Riverside Transit Agency, Western Riverside County
SunLine Transit Agency, Coachella Valley

☞ RIVERSIDE COUNTY PUBLIC TRANSIT OPERATORS ☞

City of Banning
City of Beaumont
City of Corona
City of Riverside
Palo Verde Valley Transit Agency
Riverside County Transportation Commission – Commuter Rail & Coachella Valley Rail Program
Riverside Transit Agency
SunLine Transit Agency

☞ STAFF ☞

Lorelle Moe-Luna, Multimodal Services Director
Eric DeHate, Transit Manager
Monica Morales, Senior Management Analyst
Ariel Alcon Tapia, Management Analyst

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

www.rctc.org

AGENDA*

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

10:00 a.m.

Thursday, September 24, 2020

Pursuant to Governor Newsom's Executive Order N-29-20, (March 18, 2020), the Citizens and Specialized Transit Advisory Council meeting will only be conducted via video conferencing and by telephone. Please follow the instructions below to join the meeting remotely.

INSTRUCTIONS FOR ELECTRONIC PARTICIPATION

Join Zoom Meeting

<https://rctc.zoom.us/j/87270319311>

Meeting ID: 872 7031 9311

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Meeting ID: 872 7031 9311

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 September 23, 2020 at 5:00 p.m. and your comments will be made part of the official record of the proceedings. Members of the public may also make public comments through their telephone or Zoom connection when recognized by the Chair.

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if you need special assistance to participate in a Committee meeting, please contact the Clerk of the Board at (951) 787-7141. Notification of at least 48 hours prior to meeting time will assist staff in assuring that reasonable arrangements can be made to provide accessibility at the meeting.

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. PUBLIC COMMENTS**

4. APPROVAL OF MINUTES – July 9, 2019 and December 3, 2019

- 5. 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.)*

6. ELECTION OF OFFICERS

Overview

This item is for the Citizens and Specialized Transit Advisory Council to conduct an election of officers for 2020 – Chair, Vice Chair and Second Vice Chair.

7. FISCAL YEAR 2020/21 SHORT RANGE TRANSIT PLAN UPDATES AND TRANSIT FUNDING ALLOCATIONS

Overview

This item is for the Committee to receive and file Fiscal years 2020/21 – 2024/25 Short Range Transit Plans (SRTPs) for the cities of Banning (Banning), Beaumont (Beaumont), Corona (Corona), and Riverside; Palo Verde Valley Transit Agency (PVVTA); Riverside Transit Agency (RTA); SunLine Transit Agency (SunLine); and the Commission’s FY 2020/21 – 2024/25 SRTP for the Rail and Vanpool Programs.

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 Council meeting is to be determined.

AGENDA ITEM 4

MINUTES

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

CITIZENS ADVISORY COMMITTEE/ SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL

Minutes
July 9, 2019

1. CALL TO ORDER

Ariel Alcon Tapia, Management Analyst, called the Citizens Advisory Committee/Social Services Transportation Advisory Council to order at 11:02 a.m. in the March Field Conference Room at Riverside County Transportation Commission, 4080 Lemon St, 3rd Floor, Riverside, CA 92501.

2. ROLL CALL

Members Present

Victor Duran
Joe Forgiarini
Jack Marty
Priscilla Ochoa
Linda Samulski
Richard Smith
Mary Venerable

Members Absent

Laura Hernandez
Linda Samulski
Richard Smith

3. PUBLIC COMMENTS

Arnold San Miguel with Southern California Association of Governments (SCAG) announced SCAG is preparing their draft regional transportation plan. The draft is scheduled to be released in September/October 2019. He encouraged everyone to give his or her input for the transportation plan.

4. APPROVAL OF MINUTES

The minutes for the June 21, 2018 meeting will be approved at the next CAC Meeting.

5. PUBLIC HEARING – TRANSIT NEEDS IN RIVERSIDE COUNTY

See attached transcript.

6. ADDITIONS/REVISIONS

There were no additions/revisions to the agenda.

7. FISCAL YEARS 2019/20 – 2021/22 SHORT RANGE TRANSIT PLANS

Dale Reynolds from Palo Verde Valley Transit Agency presented the 2019/20 – 2021/22 SRTP. He reported the LCTOP Program has been implemented in the valley to provide free rides for K-12 students to help educate them on how to use the transit system.

Art Vela from the City of Banning presented the 2019/20 – 2021/22 SRTP. He reported the Transit Division has moved to the city's Public Works Department effective July 1, 2019. He also reported the City of Beaumont and the City of Banning have entered into an Interagency Services Agreement, and as a result, there will be 2 transfer stations within their cities- one at the Wal-Mart Shopping Center and one at the San Geronio Memorial Hospital.

Celina Cabrera from City of Beaumont presented the 2019/20 – 2021/22 SRTP. Service changes include re-routing and eliminating one bus on Route 2, adding a second bus route on CommuterLink 120. They have also added a stop to Casino Morongo. They will be completing a Comprehensive Operations Analysis to help better understand their demographic in the Pass Area.

Sudesh Paul from City of Corona presented the 2019/20 – 2021/22 SRTP. She reported the city awarded a new contract for transit service on September 1, 2018. They are focusing on contract monitoring and service improvements.

Ron Profeta from City of Riverside presented the 2019/20 – 2021/22 SRTP. The city plans to change the image of special transportation. They are branding their service as Riverside Connect. They are also launching electronic fare collection systemx, that will include a mobile app and the ability to set up an online account.

Joe Forgiarini from Riverside Transit Agency presented the 2019/20 – 2021/22 SRTP. RTA will be increasing frequencies on routes in Perris and Hemet/San Jacinto areas. They are also testing mid-day CommuterLink service for a couple of existing routes and adding more weekend service.

Victor Duran from SunLine Transit Agency presented the 2019/20 – 2021/22 SRTP. He reported their agency has experienced a 2.3% ridership increase. They attribute the increase to several new programs: the Hall Pass Program, which provides free bus rides to college students; Palm Springs bus service; and their rideshare program. They have also recently launched a mobile app. He also announced Sunline's redesign which reduced the number of fixed routes for more frequent service along the most heavily used corridors. Service changes for the redesign begin in January 2020.

Ariel Alcon Tapia presented Riverside County Transportation Commission's 2019/20 – 2021/22 SRTP. He reported MetroLink is planning to launch marketing campaigns and a ridership loyalty plan in the upcoming year. RCTC also plans to partner with other transit agencies to market special trains, e.g. Angels Express, Festival of Lights.

8. REBOOT MY COMMUTE PUBLIC ENGAGEMENT PROGRAM SUMMARY

Per RCTC staff's direction, this item was removed from the agenda.

9. COMMITTEE MEMBER/STAFF REPORT

Ariel Alcon Tapia reported that CAC Member Pamela Brown passed away on May 27, 2019.

10. ADJOURNMENT

There being no further business for consideration by the Citizens Advisory Committee/Social Services Transportation Advisory Council, the meeting adjourned at 12:46 p.m. in remembrance of Pamela Brown.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Lorelle Moe-Luna". The signature is fluid and cursive, with a long horizontal stroke at the end.

Lorelle Moe-Luna
Multimodal Services Director

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
TRANSIT NEEDS HEARING
11:00 a.m.
Tuesday, July 9, 2019
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor, March Field Conference Room
Riverside, CA 92501
Public Hearings Transcription**

Hearing Board:

**Joe Forgiarini, CAC Member, RTA CTSA
Jack Marty, CAC Member
Linda Samulski, CAC Member
John Standiford, RCTC Deputy Executive Director
Mary Venerable, CAC Member
Michael Williams, CAC Member, SunLine CTSA**

RCTC Staff Members:

**Lorelle Moe-Luna, Multimodal Services Director
Ariel Alcon Tapia, Management Analyst
Monica Morales, Management Analyst
Jennifer Anderson, Senior Administrative Assistant**

Public Hearing was called to order at 11:06 a.m. by Lorelle Moe-Luna.

Lorelle Moe: Luna: I'm going to go ahead and open the public hearing. My name is Lorelle Moe-Luna, I'm the Multimodal Services Director for RCTC. RCTC is holding a public hearing today to receive comments from the public on transit needs in Riverside County. The services and needs raised through the public hearing will be used to assist in the evaluation of current transit services. If you have a comment or complaint regarding specific drivers, missed trips, or specific routes, we would ask that you contact the service provider directly. We are here today to receive comments about public transit service needs and how we can improve services in terms of coverage, expansion, gaps in service, etc. Those of you who wish to address the hearing board which is comprised of our Citizens Advisory Committee may fill out a speaker card, a yellow one, located in the back or we can pass one out to you. Please make sure you include a mailing address, email address, or some way we can contact you so we can provide you with a response to your comments. It would also be helpful if you would provide a phone number in case we have to clarify any parts of your statement. If you would prefer to just listen today and give us some

written comments instead, you are welcome to that. You can also send your comments to our RCTC address at 4080 Lemon St., Riverside, CA 92501 or you can email me at lmoe-luna@RCTC.org.

I am going to go ahead and open the public hearing, what I'll do is call on those that have a comment card, I'll do that in the order that I receive them. We are here to receive your input and we can't necessarily respond to your comments today, but I can assure that any sort of input you provide us with today will be reviewed and shared with the appropriate transit provider. Our role here today is to listen, and we appreciated your effort to be here for this particular hearing. I know we are limiting comments to three minutes. We also have this being recorded and minutes being taken by our RCTC staff, so we will have a record of what you provide. CAC members may also provide a comment, but you would also need to fill out a comment card. So, our first commenter is Mr. Keith White.

Mr. Keith White: I am a resident of Eastvale, I am Keith White, in Eastvale, the way Eastvale was divided some areas are harder to design bus routes. We have stops on Hamner, by Shayner to access busses. You cannot access busses that way, for kids who how take busses, that's one way Eastvale needs to improve. Can you figure out how to fund this? Eastvale has long walks or long ways to shopping centers. Eastvale is mostly housing tracts so we need to figure out how to get more busses on Main St. by housing tracts. Another issue is, do I have more time? Another issue is in Corona, Compton Avenue. I have doctors over there and no bus service that gets to those doctors. The nearest are a block away I believe, uphill or downhill, so you can't get to those back houses for senior citizens now have to take the bus for some people that's another issue. We got to have have more busses at night time for people who want to get to activities the problem is the carriers don't have this service, carriers have more traffic in other areas so that's another issue we need to look at. Then with this new law coming out by 2040, all busses must be electric we need to figure how to get more wheel chairs on these busses on 2012, cause we knows it's more expensive, we need to get three wheel chairs on the buses. We need to maybe put two in the front and one in the back. We need to look at those issues. The wheel chairs are being passed up. We had an incident just the other night on 29 line that we had to pass up a wheel chair because there were already two wheel chairs on the bus. The wheel chairs are being left behind. That's the biggest major issue we have. A lot of senior can't get to their appointments so they have to use dial a ride, which is more money. A lot of senior citizens are low income, I'm low income and I do rely on the busses. We have to build more busses later at night. We need to get more cars off the road and more need get more citizens to ride the busses cause you got more cars on the road than busses. Yet SB 1 money that we are using I know in Eastvale. We need to look at those issues, especially the wheel chairs. Before you guys get brand new busses we need to figure out those issues.

Lorelle Moe- Luna: Thank you Keith, we have another CAC member that just joined us. Will you introduce yourself.

Mary Venable: My question to you is, you have an excellent presentation about what the needs are, have you ever you put this in writing?

Keith White: I have contacted RTA a long time ago about it

Mary Venable: My recommendation to you is to put this in writing because there are a lot of suggestion or comments, or complaint made, but we cannot do anything if they are not in writing.

Keith White: This is my first time here, I'll put in writing

Mary Venable: Understood, understood, this is a learning experience for both of us.

Lorelle Moe-Luna: Thank you Keith. Does anyone have a speaker card that they would like to comment, no. Thank you so much Keith. All of you that are here are welcome to stay for the duration of the meeting we are going to be receiving some presentation from each of the transit operators, which we will go into next. Oh, I'm sorry, I'll go ahead and officially close the public hearings at this time if there are no other comments.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

CITIZENS ADVISORY COMMITTEE/ SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL

Minutes
December 3, 2019

1. CALL TO ORDER

Lorelle Moe-Luna, Multi-Modal Services Director, called the meeting to order at 10:31 a.m. in the March Field Conference Room at Riverside County Transportation Commission, 4080 Lemon St, 3rd Floor, Riverside, CA 92501.

2. ROLL CALL

Members Present

Brittney Sowell
Joe Forgiarini
Jack Marty
Priscilla Ochoa
Linda Samulski
Richard Smith

Members Absent

Laura Hernandez
Mary Venerable

3. PUBLIC COMMENTS

None

4. ADDITIONS/REVISIONS

None

5. APPROVAL OF MINUTES

Motion was made by Smith, seconded by Marty to approve the minutes for the June 21, 2018 and the July 9, 2019 meetings were approved as submitted. The motion carried.

6. BYLAWS OF THE CITIZENS AND SPECIALIZED TRANSIT ADVISORY COUNCIL

Eric DeHate, Transit Manager, provided an overview of the proposed bylaws and name change. John Standiford, Deputy Executive Director, provided additional clarifying comments.

Discussion ensued regarding the renaming of the Committee, membership of the Committee, training, mission statements, alternates, and outreach.

Motion was made by Sowell, seconded by Smith, to approve the revised bylaws of the Citizens Advisory Committee/Social Service Transportation Council (CAC/SSTAC); Rename the CAC/SSTAC to the Citizens and Specialized Transit Advisory Council (CSTAC); and

forward to the Commission for final action. The committee added to the original motion to have staff add language to the staff report presented to the Commission that recounts discussion and suggestions from the meeting. The motion carried.

7. NEXT GENERATION RAIL CORRIDORS ANALYSIS REPORT

Sheldon Peterson, Rail Manager, provided an overview of the Next Generation Rail Corridors Analysis.

8. COMMITTEE MEMBER/STAFF REPORT

Joe Forgiarini announced he has accepted a position with another agency, LA Metro.

Brittany Sowell provided an update regarding Sunline's Fill the Bus event.

Ariel Alcon-Tapia, RCTC Management Analyst, provided an update on the Festival of Lights train service.

Lorelle Moe-Luna announced the Coordinated Plan will be coming to the next meeting.

John Standiford announced the Commission is considering a Traffic Relief Plan that may include a half cent sales tax be included on the November 2020 ballot.

In response to questions from Mr. Marty, Monica Morales, Management Analyst, provided a brief overview of the TDA audit process which includes looking at services being provided and unmet transit needs.

In response to comments and questions from Mr. Marty, Ms. Sowell suggested comments be brought up during the service change period for each transit operator.

9. ADJOURNMENT

There being no further business for consideration by the Citizens Advisory Committee/Social Services Transportation Advisory Council, the meeting adjourned at 11:35 a.m.

Respectfully submitted,



Lorelle Moe-Luna
Multimodal Services Director

AGENDA ITEM 6

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 24, 2020
TO:	Citizens and Specialized Transit Advisory Council
FROM:	Lisa Mobley, Clerk of the Board
THROUGH:	John Standiford, Deputy Executive Director
SUBJECT:	Election of Officers

STAFF RECOMMENDATION:

This item is for the Citizens and Specialized Transit Advisory Council to conduct an election of officers for 2020 – Chair, Vice Chair and Second Vice Chair.

BACKGROUND INFORMATION:

At its December meeting, the Commission approved the revised bylaws of the Citizens Advisory Committee/Social Service Transportation Council (CAC/SSTAC) and the renaming of the CAC/SSTAC to the Citizens and Specialized Transit Advisory Council (CSTAC).

Sections 5.2 and 5.3 of the bylaws state nominees for the positions of Chair, Vice Chair, and Second (2nd) Vice Chair shall be submitted and voted on by the Council during the first (1st) meeting of the calendar year. All nominees shall be members of the Council. The term of all officers shall be for one (1) year or up to two (2) years, upon approval of the Council.

Once the election has been conducted, the new Chair, Vice Chair and Second Vice Chair will immediately be seated in their new positions.

AGENDA ITEM 7

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	September 24, 2020
TO:	Citizens and Specialized Transit Advisory Council
FROM:	Eric DeHate, Transit Manager
THROUGH:	Lorelle Moe-Luna, Multimodal Services Director
SUBJECT:	Fiscal Year 2020/21 Short Range Transit Plan Updates and Transit Funding Allocations

STAFF RECOMMENDATION:

This item is for the Council to:

- 1) Receive and file Fiscal years 2020/21 – 2024/25 Short Range Transit Plans (SRTPs) for the cities of Banning (Banning), Beaumont (Beaumont), Corona (Corona), and Riverside; Palo Verde Valley Transit Agency (PVVTA); Riverside Transit Agency (RTA); SunLine Transit Agency (SunLine); and the Commission’s FY 2020/21 – 2024/25 SRTP for the 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 (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.

Under state law, the Commission is tasked with the responsibility to identify, analyze, and recommend potential productivity improvements to ensure federal, state, and local 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.

COVID-19 Impacts on Transit

Since mid-March 2020 when the Governor issued a stay at home order due to COVID-19, transit ridership plummeted 80 to 90 percent in just a few weeks, causing many transit operators to

reduce their scheduled services. Transit operators continue to monitor ridership closely and have implemented enhanced safety and sanitization measures for their vehicles, bus stops, and transit centers.

While there is still much uncertainty to when schools will reopen and the stay at home order will be lifted, the FY 2020/21 service plans address how scheduled services might return to pre-COVID levels under fiscally conservative economic conditions. For FY 2020/21, it is estimated that countywide ridership (excluding Metrolink data which is unavailable at this time) will reach almost 8.1 million, a decrease of about 42 percent from planned ridership for FY 2019/20 due to COVID-19. The proposed service plans also provide flexibility to ensure that when local and state health provisions are lifted, they can adapt quickly to market changes.

SRTP HIGHLIGHTS FOR FY 2020/21

At the June 10, 2020 Commission meeting, the Commission approved the operators' final SRTPs. Due to COVID-19, the operators and the Commission may have amendments to the SRTPs as funding obligations and needs may evolve. The following are service and capital program highlights for FY 2020/21 by operator.

Banning (Attachment 1)

Banning provides both Dial-A-Ride and three fixed route services and primarily covers the areas of Banning and Cabazon and provides connections to the Morongo Indian Reservation and Walmart in Beaumont. Banning estimates a total of \$1.9 million in operating and \$0.6 million in capital assistance needs, a combined increase about 4 percent from FY 2019/20 primarily due to the addition of a Transit Manager position.

Planned services and projects for FY 2020/21 include:

- Continued reduction of operating hours for Routes 1 and 6 as long as the stay at home orders remain in place;
- Rebranding of its transit system (Banning Connect) with marketing to increase ridership and update all stops, materials, and fleet with the new logos;
- Deployment of a new data platform in improving system performance, service reliability and real-time passenger information;
- Upgrading the existing compressed natural gas (CNG) station; and
- Replacement of one fixed route bus.

Beaumont (Attachment 2)

Beaumont provides both Dial-A-Ride and seven fixed route services. It primarily operates in Beaumont with stops in Banning and Calimesa. Beaumont estimates a total of \$3.0 million in operating and \$1.3 million in capital assistance needs, a combined decrease of about 27 percent from FY 2019/20 due to a reduction in capital assistance needs.

Planned services and projects for FY 2020/21 include:

- Continued reduction of services for Commuter Link Route 120/125 and Route 3/4 as long as the stay at home orders remain in place;
- Implementation of a free fare promotion for seniors, veterans, and disabled passengers for one year;
- Completion of a Comprehensive Operational Analysis (COA), including a fare elasticity analysis;
- Redevelopment of the Walmart Transportation Hub for added capacity of buses and passenger amenities;
- Construction of a new CNG fueling station;
- Design and engineering of the fleet maintenance and operations building; and
- Procurement of two electric vehicles for paratransit services.

Corona (Attachment 3)

Corona operates two fixed routes known as the Corona Cruiser 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 \$2.9 million in operating and \$0.5 million in capital assistance needs, a combined increase of about 15 percent from FY 2019/20 primarily due to an increase in materials, marketing and utilities for translation services of various transit documents to comply with Title VI, contracted services expenses for updating the Triennial Disadvantaged Business Enterprise (DBE) Program, and the implementation of a COA.

Planned services and projects in FY 2020/21 include:

- Fixed route service schedule adjustments for better connections, particularly for morning peak service;
- Implementation of a free fare program for special events and programs such as Bike to Work Day, Dump the Pump Day, Fixed Route Training Program, and Summer Student 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;
- Procuring services to conduct a COA to identify strengths as well as opportunities for service improvements;
- Procuring services for quarterly inspection of buses to ensure state of good repair;
- Procuring services to update the Triennial DBE Program for FY 2022/23; 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, and route development buses.

City of Riverside – Special Services (Attachment 4)

Riverside Special Services (RSS) operates a 24-hour advance reservation Dial-A-Ride for seniors and persons with disabilities within the Riverside city limits. RSS serves as the primary paratransit provider for those eligible within the city of Riverside. RSS 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. RSS estimates a total of \$5.4 million in operating and \$0.6 million in capital assistance needs, a combined increase of about 17 percent from FY 2019/20 primarily due to capital projects such as vehicle replacements and equipment upgrades to improve operational efficiencies.

Planned services and projects for FY 2020/21 include:

- Implementation of electronic fare collection and online reservations;
- Procurement of a consultant to assist in a strategic planning process;
- Replacement of three CNG mini-buses that have met their useful life;
- Upgrading computer software; and
- Renovation of the dispatch office area.

PVVTA (Attachment 5)

PVVTA provides six fixed route/deviated fixed routes services known as “Desert Roadrunner,” 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 \$1.7 million in operating and \$0.4 million in capital assistance needs, a combined increase of about 10 percent from FY 2019/20. This is due to expanding the Blythe Wellness Express to a three-day a week service and the replacement of a fixed route bus.

Planned services and projects for FY 2020/21 include:

- Continued reduction of operating hours for Routes 1 and 2 in response to the ongoing COVID-19 pandemic;
- Increasing service on the Blythe Wellness Express to three days a week;
- Upgrading of computer software;
- Replacement of a fixed route bus; and
- Encouraging new ridership through targeted marketing campaigns.

RTA (Attachment 6)

RTA operates 36 local, intercity, and regional fixed routes; nine CommuterLink express routes; and Dial-A-Ride services. RTA is also the Consolidated Transportation Service Agency (CTSA) for Western Riverside County and is responsible for coordinating transit services throughout the service area and providing driver training and grant application assistance to operators in Western County. RTA estimates a total of \$82.4 million in operating and \$2.6 million in capital assistance needs, a combined decrease of about 37 percent from FY 2019/20. This is attributable to significant reductions in service and expected Dial-A-Ride demand and not programming capital funding for the partial replacements of the heavy-duty CNG fleet, the contracted fixed route fleet, and the Dial-A-Ride fleet.

Planned services and projects for FY 2020/21 include:

- Continued Sunday-level and modified CommuterLink services as needed during the COVID-19 pandemic;
- Discontinuation of Routes 26 and 210 in September 2020;
- Elimination of various unproductive trips and schedule modifications to create a stronger, more efficient system;
- Completion of the Zero Emission Bus (ZEB) Analysis;
- Conducting a Route Reconstruction Study that aligns with post-COVID landscape, ZEB requirements, and new funding environment; and
- Reprogramming of funding from the cancelled UCR Mobility Hub to the Canyon Crest Turnout project, Associated Transit Improvements, and replacement of non-revenue vehicles resulting in a net zero change.

SunLine (Attachment 7)

SunLine operates 15 local and regional fixed routes; one express route known as “Commuter Link”; demand response service branded as “SunDial”; and a vanpool program branded as “SolVan”. SunLine is also the CTSA for the Coachella Valley and is responsible for coordinating transit services in the Coachella Valley. SunLine estimates a total of \$40.1 million in operating and \$6.3 million in capital assistance needs, for a combined decrease of about 12 percent from FY 2019/20 due to a reduction in capital programming.

Planned services and projects for FY 2020/21 include:

- Continued Sunday-level service as needed during the COVID-19 pandemic;
- Implementation of initial phases of the transit redesign service system that focuses on consolidating fixed routes to provide more productive routes with higher frequencies;
- Introduction of microtransit services;
- Facility and infrastructure projects such as replacement of operations facility, hydrogen fueling station, CNG fueling station, and Center of Excellence facility;
- Purchase of 9 replacement CNG fixed route buses;
- Expansion of SunLine property to include a solar farm; and
- Increased revenue through the advertising program.

RCTC Rail and Vanpool Programs (Attachment 8)

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. As of June 2020, total operating costs were estimated at \$48.9 million and capital of \$8.8 million, a combined decrease of about 1 percent from the prior year.

Planned services and projects for FY 2020/21 include:

- SCRRA will continue operating with a 30 percent reduction level of service through the first quarter due to COVID-19 and will focus its efforts on maintaining and regaining riders;
- Completion of station rehabilitation projects such as elevator replacements, pavement rehabilitation, station painting, bike and pedestrian improvements, and upgraded lighting and electrical;
- Increasing safety and sanitization measures at Metrolink stations such as social distancing platform placards for waiting areas, signage, hand sanitization stations, and enhanced daily and monthly deep cleaning routines for high traffic surfaces such as handrails, ticket vending machines, and elevators; and
- Construction of the Riverside-Downtown Layover Facility North Expansion project.

Coachella Valley – San Geronio Pass Rail Corridor Service

The proposed 200-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 Banning 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 2020/21 include the public release of a Tier 1 Program-level Environmental Documentation and Service Development Plan. The total capital programming request for FY 2021/21 is \$0.7 million for the completion 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 2020/21

is \$1.9 million, an increase of about 19 percent from FY 2019/20. This is attributable to the transition of a new application and database system, subsidies and incentives to help promote growth post-pandemic which will result in an overall increase in program performance and participation.

Planned service enhancements for FY 2020/21 will include:

- Transition from a locally provisioned Inland Empire-based rideshare and vanpool system to a regional platform solution which will expand the commuter database and improve ridematching capabilities;
- Procurement for a contract with additional leasing vendors to expand VanClub participant vehicle options;
- Expanding employer partnerships and new market development with a direct business-to-consumer strategy; and
- Continuing efforts to increase the number of leased park and ride spaces.

SRTP FINANCIAL OVERVIEW

In June 2020, the Commission approved about \$210.7 million in total funding to support the FY 2020/21 operating and capital requests for the provision of transit services in Riverside County. To implement the SRTPs for FY 2020/21, the programming plan is to utilize available funding of approximately \$189.0 million for operating and \$21.7 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 24 percent decrease compared to FY 2019/20 funding levels.

Table 1: FY 2020/21 and FY 2019/20 Operating and Capital Costs*

Fiscal Year	Operating	Capital	Total
2019/20	\$190,473,191	\$84,849,413	\$275,322,604
2020/21	\$189,001,056	\$21,725,536	\$210,726,592
% Change	-0.8%	-74.4%	-23.5%

*Excludes FY2019/20 and FY2020/21 amendments approved since June 2020.

Table 2 below provides an overview of the operating and capital costs by funding source required to support the County’s transit operations. Typically, state funds, primarily Local Transportation Funds (LTF) and State Transit Assistance (STA), make up the largest share of operating and capital funds. However, this year with the passage of the federal Coronavirus Aid, Relief, and Economic Security (CARES) Act, Federal Transit Administration (FTA) funds will make up the majority share of funding. Federal funds will account for about \$138.4 million (66 percent) of revenues, followed by state funds totaling about \$52.2 million (25 percent), and local revenues representing about \$20.1 million (9 percent).

Table 2: FY 2020/21 Funding Source Breakdown*

Fund Type	Fund Name	Amount	Percent of Total Funding
Federal	FTA CARES	\$ 95,930,168	45.5%
	FTA 5307	\$ 30,895,510	14.7%
	FTA 5310	\$ 418,947	0.2%
	FTA 5311	\$ 1,172,396	0.6%
	FTA 5312	\$ 37,320	0.0%
	FTA 5337	\$ 4,000,000	1.9%
	FTA 5339	\$ 384,700	0.2%
	CMAQ	\$ 5,279,357	2.5%
	Other Federal Funds	\$ 255,000	0.1%
	Federal Subtotal	\$ 138,373,398	65.7%
	State	LCTOP	\$ 5,994,635
LTF		\$ 36,000,783	17.1%
SGR		\$ 4,140,341	2.0%
STA		\$ 6,057,070	2.9%
State Subtotal		\$ 52,192,829	24.8%
Local	AB 2766	\$ 20,000	0.0%
	Interest	\$ 471,000	0.2%
	Measure A	\$ 11,515,583	5.5%
	Other Local Revenues	\$ 4,237,507	2.0%
	Passenger Fares	\$ 3,916,275	1.9%
	Local Subtotal	\$ 20,160,365	9.6%
Total for Federal, State and Local Funding		\$ 210,726,592	100%

*Excludes FY 2020/21 SRTP amendments

Transit operators may experience potential delays in receiving federal reimbursements. Staff will work with larger operators such as RTA and SunLine to advance as much LTF and Measure A in the first quarter up to the approved amount in this item to address potential cash flow issues.

Funding allocations by operator for FY 2020/21 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 2020/21 are solely for projection and planning purposes.

Staff reviewed the transit operators’ funding requests for farebox ratio compliance and other eligibility requirements. The Commission approved the FY 2020/21 SRTP updates (Attachments 1 – 8), funding allocations as summarized in Attachment 9, and subsequent programming of federally-funded and regionally significant projects into the FTIP in June 2020.

Fiscal Impact

LTF, STA, State of Good Repair (SGR), and Measure A fund allocations, as well as Rail and Vanpool FTA, Congestion Mitigation and Air Quality (CMAQ), and Low Carbon Transit Operations Program

(LCTOP) funds are included in the Commission’s approved FY 2020/21 budget. The various other FTA, CMAQ, LCTOP, and AB 2766 funds, as well as passenger fares and other revenues, received directly by the transit operators are not included in the Commission’s budget. Should any funding revenue projections change, or transit operators require additional funds, staff will return to the Commission with amendments as necessary.

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY 2020/21	Amount:	\$36,000,783 (LTF) \$6,057,070 (STA) \$11,515,583 (Measure A) \$4,140,341 (SGR)
Source of Funds:	TDA (LTF and STA); Measure A; and SGR		Budget Adjustment:	No	
GLA No.:	LOCAL TRANSPORTATION FUND			STATE TRANSIT ASSISTANCE	
	<u>Western County Bus</u>			<u>Western County Bus</u>	
	002210 86101 601 62 86101	\$16,594,828		002201 86102 241 62 86102	\$2,180,172
	<u>Western County Rail</u>			<u>Coachella Valley Bus</u>	
	002213 97001 601 62 97001	\$7,320,766		002202 86102 241 62 86102	\$2,968,598
	<u>Coachella Valley Bus</u>			<u>Coachella Valley Rail</u>	
	002211 86101 601 62 86101	\$11,000,000		002202 97001 241 62 97001	\$672,000
	<u>Palo Verde Valley</u>			<u>Palo Verde Valley</u>	
	002212 86101 601 62 86101	\$1,085,189		002203 86102 241 62 86102	\$236,300
	MEASURE A			STATE OF GOOD REPAIR	
	<u>Western Commuter Rail Operating</u>			<u>Western Riverside Bus</u>	
	265-33-XXXXX	\$4,160,400		002221 86102 242 62 86102	\$2,486,553
	265-24-XXXXX	\$1,399,300		<u>Western Riverside Rail</u>	
	<u>Coachella Valley Specialized Transit</u>			002224 86102 242 62 86102	
	258-26-86101	\$5,955,883		\$837,037	
				<u>Coachella Valley Bus</u>	
				002222 86102 242 62 86102	\$779,796
				<u>Palo Verde Valley</u>	
				002223 86102 242 62 86102	\$36,955
Fiscal Procedures Approved:			<i>Theresa Trevino</i>	Date:	05/22/2020

Attachments:

- 1) City of Banning, FY 2020/21 – FY 2022/23 SRTP
- 2) City of Beaumont, FY 2020/21 – FY 2022/23 SRTP
- 3) City of Corona, FY 2020/21 – FY 2022/23 SRTP
- 4) City of Riverside, FY 2020/21 – FY 2022/23 SRTP
- 5) PVVTA, FY 2020/21 – FY 2022/23 SRTP
- 6) RTA, FY 2020/21 – FY 2022/23 SRTP
- 7) SunLine, FY 2020/21 – FY 2022/23 SRTP
- 8) RCTC, FY 2020/21 – FY 2024/25 SRTP
- 9) FY 2020/21 Transit Operator Funding Allocations



City of Banning

Short Range Transit Plan

FY 2020/2021 – 2022/2023



City of Banning
99 E. Ramsey Street
Banning, CA 92220
951.922.3130



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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, 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.

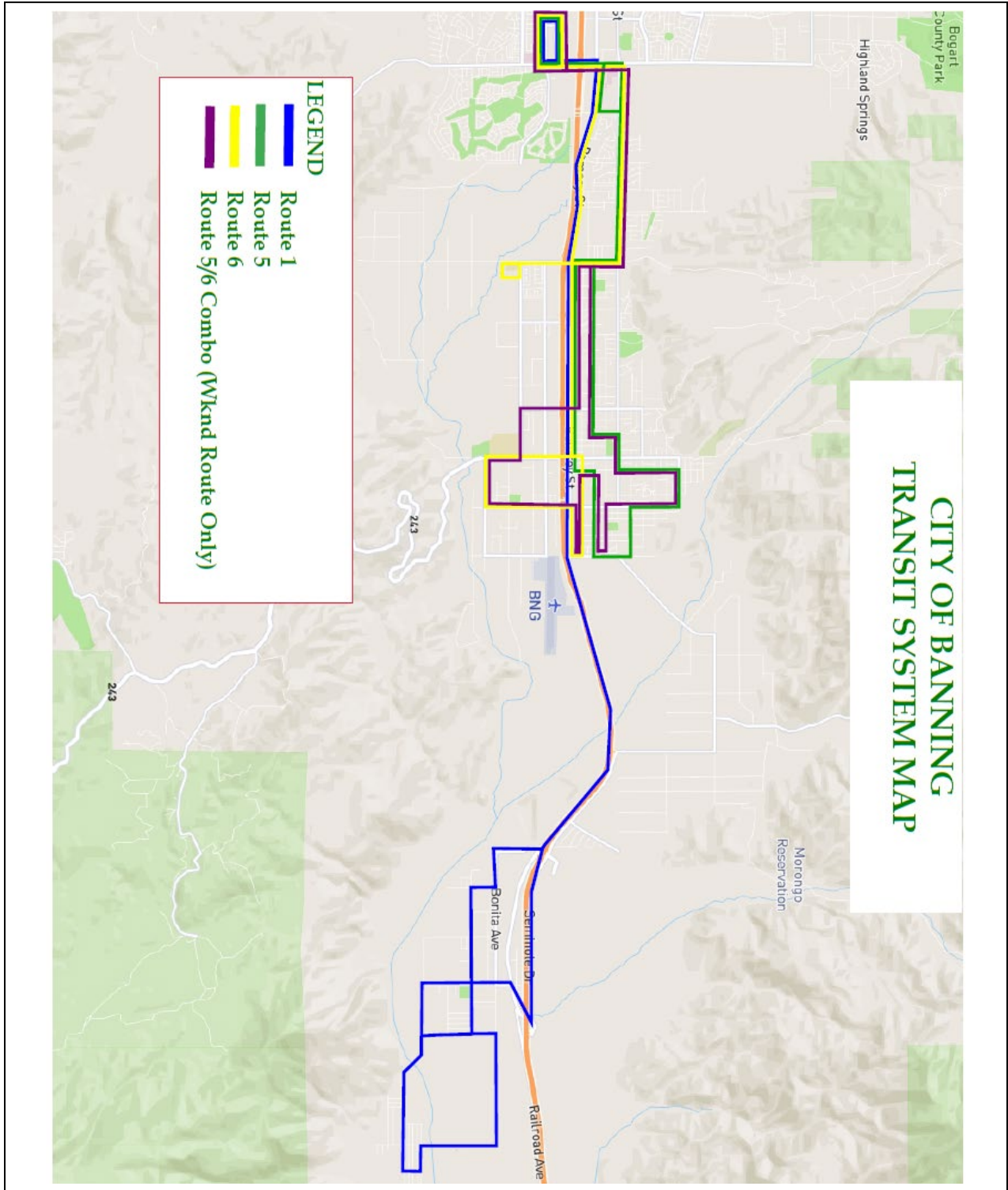
Banning has provided public transportation service since April 1973, which expanded to two routes in September 1985. The current transit system comprises three fixed-route services and a Dial-a-Ride system that is limited to seniors (60 + years of age) and persons with disabilities, including riders certified under the Americans with Disabilities Act (ADA). The newest of the three fixed routes, the 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 Banning 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 transit services cover approximately 35 square miles in the pass area with routes connecting to regional services.

Within the service area, 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.



Service Area Map



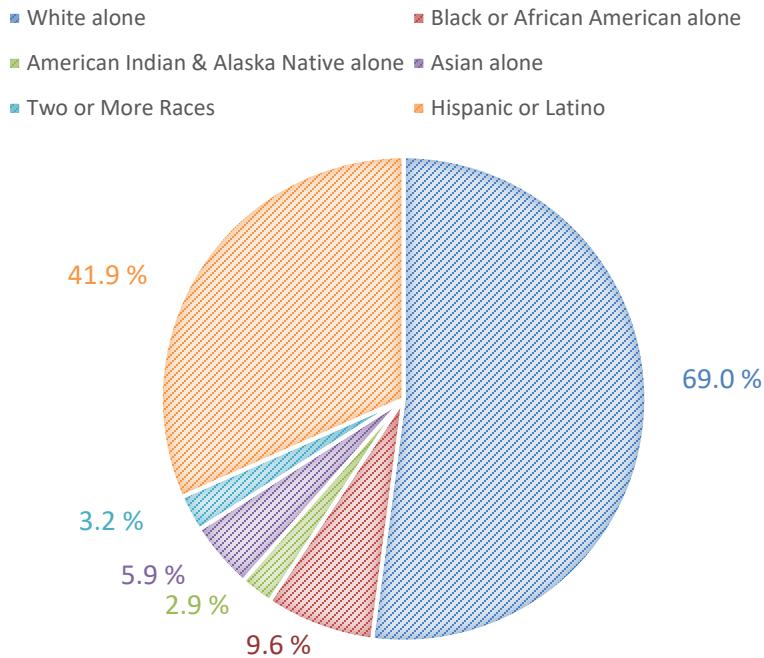


1.2 – Population Profile and Area Demographics

Riverside County covers 7,208 square miles with a population of over 2.4 million people in 2010, per the U.S. Census. The population density for Riverside County is 303.8 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 31,044 people in 2019, per the Department of Finance E1: City/ County Population Estimates, a growth rate of .3% compared to the population in 2018. The population density for Banning is 1,300 per square mile. The racial makeup of the City is as follows:

POPULATION ETHNICITY



The six percentages add to more than 100 percent because individuals may report more than one race

The average age of the population is the following:

- 55+ Years 36.6 %
- 40-54 Years 15.5 %
- 20-39 Years 22.1 %
- Under 19 Years 25.8 %

The average age of the population is 45.1 years old.



1.3 Description of Services by Mode/Route

Table 1

Fixed Route	Description	Area/Service Site
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 Hospital.
Route 5	Residential areas of Northern Banning, Indian School, Alessandro, Nicolet and Wilson Street to Walmart Shopping Center in Beaumont via downtown Banning	Banning Library, Banning High School, Hemmerling Elementary School, Beaver Medical, Walmart, Sun Lakes Village, San Gorgonio Memorial Hospital, DMV and Banning Police Department.
Route 6	Residential areas of Southern Banning, Hathaway and Williams Street to Walmart Shopping Center in Beaumont via downtown Banning	Mt San Jacinto College Pass Campus, Banning High School, Smith Correctional Facility, DMV, Banning Health Care, Sun Lakes Village, Rio Ranch
Dial-A-Ride	Description	Area/Service Site
City-Wide	Demand Response and Origin-to-Destination shared ride transportation service for seniors age 60 and older and persons who are, due to their functional limitation(s), unable to use accessible fixed route bus service	All areas of Banning and limited areas in Beaumont

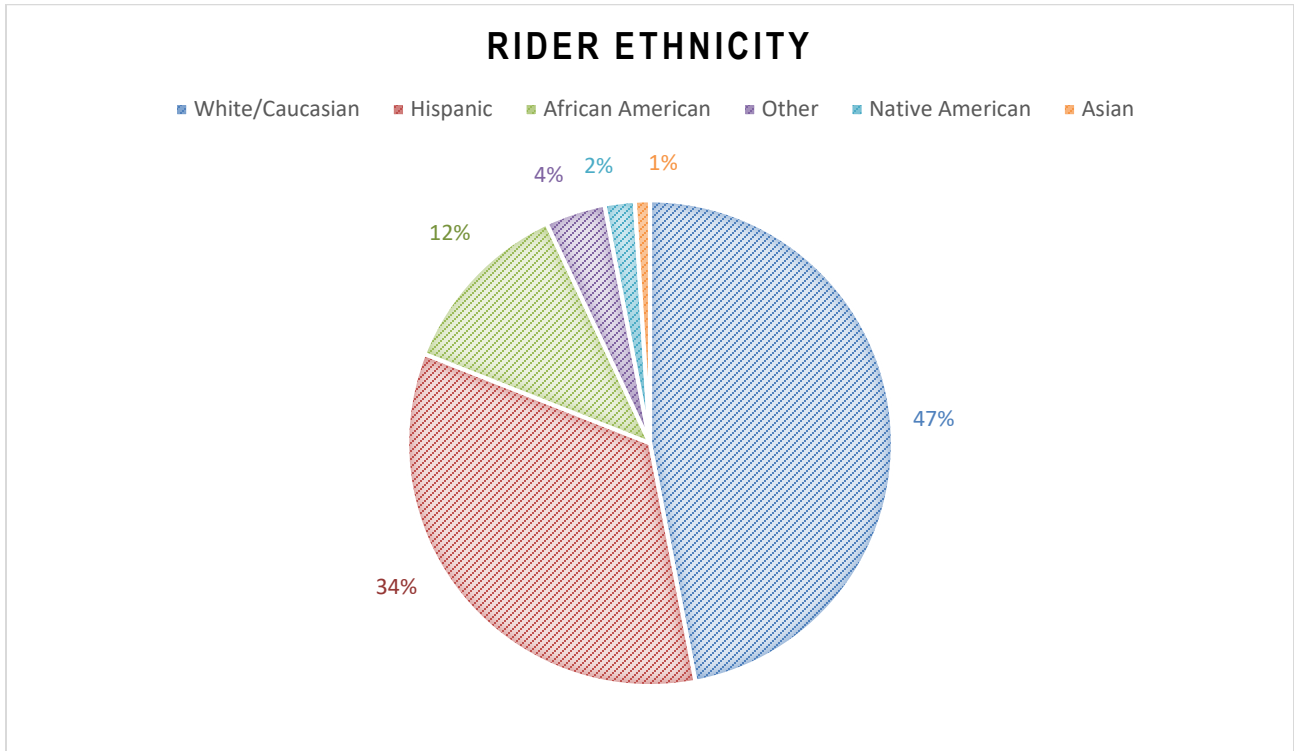


1.4 – Description of Ridership, Revenue Miles, Revenue Hours

Ridership

In 2013, a survey was conducted showing the demographics of the Pass 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 amount of respondents stated that the transit service is readily available in their area, with a majority of riders living within a two-block radius of a bus stop.

A substantial amount 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.



Revenue Miles/Hours

In FY 2019/2020, the City of Banning budgeted 28,471 revenue hours for the operation of 344,005 revenue miles system-wide:

- 26,086 revenue hours and 309,615 revenue miles projected for fixed route operations of three fixed routes. A majority of revenue miles/hours (approximately 70%) expected from Route 1.
- 2,385 revenue hours and 34,390 revenue miles projected for DAR services.

1.5 – Current Fare Structure

The City of Banning transit system fare structure, which have remained unchanged for several years, is as follows:

Fixed Route

Fare Categories	Base Fare	Day Pass	10-Trip Punch Pass	10-Ticket Book	Monthly Pass
General	\$1.15	\$3.00	N/A	\$10.35	\$36.00
Youth (grades K-12)	\$1.00	\$3.00	\$10.00	N/A	\$25.00
Senior (60+)	\$.65	\$1.80	N/A	\$5.85	\$21.50
Disabled	\$.65	\$1.80	N/A	\$5.85	\$21.50
Military Veterans	\$.65	\$1.80	N/A	\$5.85	\$21.50
<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 has begun offering fare purchases through Token Transit, which offers fares via the web and a mobile application.

1.6 – Revenue Fleet

The City of Banning transit system operates six fixed route vehicles all of which are powered by compressed natural gas (CNG). The vehicles are equipped with racks for two bicycles and are in compliance with the ADA with mobility device lifts and two tie-down stations per bus. Fixed route vehicles range from 3 years to 10 years in age (6.2 years average age). The transit system has five vehicles that are classified as Dial-A-Ride (two in revenue service and two as spares). The one remaining is utilized as an alternate for the fixed-route, when needed. Dial-A-Ride vehicles range from 2 years to 17 years in age (approximately 10 years average age). The City also has four support vehicles which are used for driver relief or administrative errands. Table 1.1 shows the list of the City Fleet inventory.



Table 1.1 - Fleet Inventory
 FY 2020/21 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 2019/20	# of Contingency Vehicles FY 2019/20	Life to Date Vehicle Miles Prior Year End FY 2018/19	Life to Date Vehicle Miles through March FY 2019/20	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2019/20
2015	EBC	EDN	30	1	32	CN	1	0		143,606	143,606
2015	EDN	AeroElite	30	1	32	CN	1	0	213,073	128,408	128,408
2016	EDN	Easy Rider	25	1	32	CN	1	0		154,706	154,706
2017	EDN	Easy Rider	25	1	32	CN	1	0	89,424	117,089	117,089
2010	EDN	XHF	31	1	34	CN	1	0		344,077	344,077
2010	EDN	XHF	31	1	34	CN	1	0	642,431	335,810	335,810
Totals:			172	6			6	0	944,928	1,223,696	203,949

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 2019/20	# of Contingency Vehicles FY 2019/20	Life to Date Vehicle Miles Prior Year End FY 2018/19	Life to Date Vehicle Miles through March FY 2019/20	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2019/20
2010	EBC	Aerotech	16	1	25	GA	1	0	124,148	144,212	144,212
2003	EDN	Aerotech	12	1	25	GA	1	0	339,579	340,169	340,169
2013	GLV	Universal	18	1	26	CN	1	0	77,463	96,703	96,703
2018	STR	Allstar	16	1	25	GA	1	0	16,262	32,608	32,608
2008	ZZZ	Ford	14	1	26	GA	1	0	250,252	259,533	259,533
Totals:			76	5			5	0	807,704	873,225	174,645



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 6:00pm 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 both fast and slow fill pumps. 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, 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.

In addition, a Memorandum of Understanding is held with the Morongo Band of Mission Indians allowing stops on their property. The ability to provide a stop at Casino Morongo allowed passengers to make connections with Sunline Commuter Link 220 (which ended on May 1, 2020), providing service to and from Palm Desert and Riverside. Also, services are also 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 or the Walmart stop along 2nd Street). Riders also have the opportunity to connect with the Amtrak Thruway Bus Service at Casino Morongo.

1.9 – Reference List of Prior or Existing Studies and Plans

Although there are no existing studies to list (e.g. COAs, BRT studies, Safety Plans, etc.) in the FY 2020/2021 SRTP, the City plans to develop a Comprehensive Operations Analysis in the upcoming fiscal year.



Chapter 2: Existing Service and Route Performance

2.1 – Key Performance Indicators

Key Performance Indicators (KPIs) as required by Riverside County Transportation Commission (RCTC) are shown in Table 2 below. In addition to RCTC’s KPIs, the City is implementing data collection procedures to more accurately collect data related to on-time performance, ridership growth, road calls, complaints, preventable accidents and rider injuries. A future goal of the City transit system is to have City Council approved operating standards and performance metrics.



Table 2.0 -- Service Provider Performance Targets Report

FY 2019/20 Short Range Transit Plan Review
City of Banning

Data Elements	FY 2019/20 Plan	FY 2019/20 Target	FY 2019/20 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	196,730			
Passenger Miles	630,252			
Total Actual Vehicle Revenue Hours	28,471.0			
Total Actual Vehicle Revenue Miles	344,005.0			
Total Actual Vehicle Miles	374,006.0			
Total Operating Expenses	\$1,688,836			
Total Passenger Fare Revenue	\$178,553			
Net Operating Expenses	\$1,510,283			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	10.57%	>= 10.00%	14.49%	Meets Target
Discretionary:				
1. Operating Cost Per Revenue Hour	\$59.32	<= \$57.03	\$41.43	Meets Target
2. Subsidy Per Passenger	\$7.68	>= \$7.18 and <= \$9.72	\$5.34	Fails to Meet Target
3. Subsidy Per Passenger Mile	\$2.40	>= \$1.35 and <= \$1.83	\$2.10	Better Than Target
4. Subsidy Per Hour	\$53.05	>= \$41.78 and <= \$56.52	\$35.42	Fails to Meet Target
5. Subsidy Per Mile	\$4.39	>= \$0.95 and <= \$1.29	\$1.53	Better Than Target
6. Passengers Per Revenue Hour	6.91	>= 4.93 and <= 6.67	6.63	Meets Target
7. Passengers Per Revenue Mile	0.57	>= 0.11 and <= 0.15	0.29	Better Than Target

Note: Must meet at least 4 out of 7 Discretionary Performance Indicators



2.2 – SRTP Performance Report

The Banning transit system has not seen noteworthy growth in ridership from FY 2017/2018 to FY 2018/2019. An increase in ridership was realized in part of FY 2019/2020 related to the new Interagency Services Agreement with City of Beaumont, but drastically dropped due to COVID-19. Final numbers are projected to be lower, by about 20% as compared in FY2018/2019 due to the pandemic.

Operating costs increased from FY 2017/2018 to FY 2018/2019 and are expected to be lower in FY 2019/2020 mostly related to staff changes and reorganization with the City (e.g. salary savings).

In the FY2019/2020 plan most primary targets range from “meets target” to “better than target” with the exception of one “fails to meet target” for “operating costs per revenue hour”. See Table 2.1 for more information.



FY 2020/21 - Table 2.1 -- SRTP Performance Report
Service Provider: City of Banning
All Routes

Performance Indicators	FY 2018/19 End of Year Actual	FY 2019/20 4th Quarter Year-to-Date	FY 2020/21 Plan	FY 2020/21 Target	Plan Performance Scorecard (a)
Passengers	116,748	96,526	199,010	None	
Passenger Miles	622,962	245,793	788,899	None	
Revenue Hours	14,189.8	14,563.7	27,394.0	None	
Total Hours	16,289.1	15,788.1	29,474.0	None	
Revenue Miles	393,142.6	337,411.9	779,037.0	None	
Total Miles	401,789.6	343,119.5	782,418.0	None	
Operating Costs	\$1,518,728	\$603,303	\$1,948,627	None	
Passenger Revenue	\$100,047	\$87,415	\$216,470	None	
Measure-A Revenue				None	
LCTOP Revenue				None	
Operating Subsidy	\$1,418,681	\$515,888	\$1,732,157	None	
Operating Costs Per Revenue Hour	\$107.03	\$41.43	\$71.13	<= \$42.80	Fails to Meet Target
Operating Cost Per Revenue Mile	\$3.86	\$1.79	\$2.50	None	
Operating Costs Per Passenger	\$13.01	\$6.25	\$9.79	None	
Farebox Recovery Ratio	6.59%	14.49%	11.10%	>= 0.1	Meets Target
Subsidy Per Passenger	\$12.15	\$5.34	\$8.70	>= \$4.54 and <= \$6.14	Better Than Target
Subsidy Per Passenger Mile	\$2.28	\$2.10	\$2.20	>= \$7.79 and <= \$2.42	
Subsidy Per Revenue Hour	\$99.98	\$35.42	\$63.23	>= \$30.11 and <= \$40.73	Better Than Target
Subsidy Per Revenue Mile	\$3.61	\$1.53	\$2.22	>= \$1.30 and <= \$1.76	Better Than Target
Passengers Per Revenue Hour	8.23	6.63	7.26	>= 5.64 and <= 7.62	Meets Target
Passengers Per Revenue Mile	0.30	0.29	0.26	>= 0.25 and <= 0.33	Meets Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2020/21 Plan to the FY 2020/21 Primary Target.



2.3 – SRTP Service Summary

All Routes

System wide, the Banning Transit System was expected to improve its service performance due to a reduction in operating expenses related to a reduction in administrative costs (e.g. salaries, etc.) and a projected slight increase in farebox revenue. Unfortunately, the COVID-19 pandemic has drastically reduced ridership and farebox recovery to much lower than original projections. It is anticipated that the reduction in ridership activity will carry into the beginning of FY 2020/2021, but at this time the overall impact is difficult to predict. Table 2.2 below identifies the 3rd quarter totals for FY 2019/2020 and projections for FY 2020/2021.

It should be noted that the City does not have any excluded routes to report in this SRTP.



Table 2.2 -- City of Banning -- SRTP Service Summary
FY 2020/21 Short Range Transit Plan
All Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	5	3	8	4	6
Financial Data					
Total Operating Expenses	\$1,537,859	\$1,518,728	\$1,688,836	\$603,303	\$1,948,627
Total Passenger Fare Revenue	\$112,866	\$100,047	\$178,553	\$87,415	\$216,470
Net Operating Expenses (Subsidies)	\$1,424,993	\$1,418,681	\$1,510,283	\$515,888	\$1,732,157
Operating Characteristics					
Unlinked Passenger Trips	126,793	116,748	196,730	96,526	199,010
Passenger Miles	326,390	622,962	630,252	245,793	788,899
Total Actual Vehicle Revenue Hours (a)	22,018.4	14,189.8	28,471.0	14,563.7	27,394.0
Total Actual Vehicle Revenue Miles (b)	798,183.0	393,142.6	344,005.0	337,411.9	779,037.0
Total Actual Vehicle Miles	808,419.9	401,789.6	374,006.0	343,119.5	782,418.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$69.84	\$107.03	\$59.32	\$41.43	\$71.13
Farebox Recovery Ratio	7.34%	6.59%	10.57%	14.49%	11.10%
Subsidy per Passenger	\$11.24	\$12.15	\$7.68	\$5.34	\$8.70
Subsidy per Passenger Mile	\$4.37	\$2.28	\$2.40	\$2.10	\$2.20
Subsidy per Revenue Hour (a)	\$64.72	\$99.98	\$53.05	\$35.42	\$63.23
Subsidy per Revenue Mile (b)	\$1.79	\$3.61	\$4.39	\$1.53	\$2.22
Passenger per Revenue Hour (a)	5.8	8.2	6.9	6.6	7.3
Passenger per Revenue Mile (b)	0.16	0.30	0.57	0.29	0.26

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



Fixed Route Service

The Banning Transit System currently has three fixed route services (Route 1, Route 5 and Route 6) 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 4:30am to 10:00pm (Route 1), 5:30am to 7pm (Route 5) and 6:30am to 6:00pm (Route 6) during the week and are adjusted to 8:00am and 6:00pm on the weekends.

Previously, ridership and fare revenues were split along Ramsey Street by Beaumont's Route 2 and Banning's Route 1, but that is no longer the case. The cities of Banning and Beaumont have entered into a new Interagency Services Agreement (ISA; see Attachment No. 1), 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.

Banning's fixed route service is expected to have a lower operating expenditure in FY 2019/2020 than in FY 2018/2019 related to savings in administrative costs associated with a reorganization within the City, which in turn reduced salary expenditures. In addition, farebox revenue are project to be higher than in FY 2018/2019, which will assist the City in meeting its farebox recovery ratio of 10% for its fixed route operations. Unfortunately, the COVID-19 pandemic has drastically impacted ridership numbers and farebox revenue in the end of 2019/2020 fiscal year and may impact the first quarter ridership numbers in FY 2020/2021.



Table 2.2 -- Banning-BUS -- SRTP Service Summary
FY 2020/21 Short Range Transit Plan
All Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	4	2	6	3	5
Financial Data					
Total Operating Expenses	\$1,333,081	\$1,472,383	\$1,498,732	\$559,097	\$1,728,770
Total Passenger Fare Revenue	\$89,985	\$80,421	\$156,553	\$77,444	\$191,470
Net Operating Expenses (Subsidies)	\$1,243,096	\$1,391,963	\$1,342,179	\$481,654	\$1,537,300
Operating Characteristics					
Unlinked Passenger Trips	116,129	106,668	184,180	90,804	186,460
Passenger Miles	288,000	586,674	567,502	225,194	740,155
Total Actual Vehicle Revenue Hours (a)	20,590.7	12,749.5	26,086.0	13,467.4	25,494.0
Total Actual Vehicle Revenue Miles (b)	771,908.0	364,945.6	309,615.0	317,583.9	746,537.0
Total Actual Vehicle Miles	778,898.9	370,130.6	322,754.0	321,055.5	747,418.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$64.74	\$115.49	\$57.45	\$41.51	\$67.81
Farebox Recovery Ratio	6.75%	5.46%	10.44%	13.85%	11.07%
Subsidy per Passenger	\$10.70	\$13.05	\$7.29	\$5.30	\$8.24
Subsidy per Passenger Mile	\$4.32	\$2.37	\$2.37	\$2.14	\$2.08
Subsidy per Revenue Hour (a)	\$60.37	\$109.18	\$51.45	\$35.76	\$60.30
Subsidy per Revenue Mile (b)	\$1.61	\$3.81	\$4.33	\$1.52	\$2.06
Passenger per Revenue Hour (a)	5.6	8.4	7.1	6.7	7.3
Passenger per Revenue Mile (b)	0.15	0.29	0.59	0.29	0.25

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



Dial-A-Ride (DAR)

The Banning transit system Dial-A-Ride is a service offered to seniors, aged 60 and older, persons with disabilities 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. This category of passenger is also 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, shopping areas, employment. Dial-a-Ride services also provide connections to the RTA and Banning and Beaumont fixed routes. Additionally, demand for paratransit is expected to grow. This is a universal transit/paratransit theme nationwide and Banning is anticipated to continue to see growth in the paratransit program.

The savings in administrative costs mentioned above in the fixed route section also applies to DAR and like fixed route the COVID-19 pandemic has drastically impacted ridership numbers and farebox revenue in the end of 2019/2020 fiscal year and may impact the first quarter ridership numbers in FY 2020/2021.



Table 2.2 -- Banning-DAR -- SRTP Service Summary
FY 2020/21 Short Range Transit Plan
All Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	1	1	2	1	1
Financial Data					
Total Operating Expenses	\$204,778	\$46,345	\$190,104	\$44,205	\$219,857
Total Passenger Fare Revenue	\$22,881	\$19,626	\$22,000	\$9,971	\$25,000
Net Operating Expenses (Subsidies)	\$181,897	\$26,719	\$168,104	\$34,234	\$194,857
Operating Characteristics					
Unlinked Passenger Trips	10,664	10,080	12,550	5,722	12,550
Passenger Miles	38,390	36,288	62,750	20,599	48,744
Total Actual Vehicle Revenue Hours (a)	1,427.7	1,440.4	2,385.0	1,096.3	1,900.0
Total Actual Vehicle Revenue Miles (b)	26,275.0	28,197.0	34,390.0	19,828.0	32,500.0
Total Actual Vehicle Miles	29,521.0	31,659.0	51,252.0	22,064.0	35,000.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$143.43	\$32.18	\$79.71	\$40.32	\$115.71
Farebox Recovery Ratio	11.17%	42.35%	11.57%	22.56%	11.37%
Subsidy per Passenger	\$17.06	\$2.65	\$13.39	\$5.98	\$15.53
Subsidy per Passenger Mile	\$4.74	\$0.74	\$2.68	\$1.66	\$4.00
Subsidy per Revenue Hour (a)	\$127.41	\$18.55	\$70.48	\$31.23	\$102.56
Subsidy per Revenue Mile (b)	\$6.92	\$0.95	\$4.89	\$1.73	\$6.00
Passenger per Revenue Hour (a)	7.5	7.0	5.3	5.2	6.6
Passenger per Revenue Mile (b)	0.41	0.36	0.36	0.29	0.39

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



2.4 – Service Performance

Route 1 – Beaumont/Banning/Cabazon

Route 1 is among the most used route in the system, operating along Ramsey Street and serving the commercial area Beaumont (Walmart), residential areas of Cabazon and Casino Morongo the outlet malls in Cabazon. Ridership on Route 1 accounts for approximately 72% of the total use of the system.

While the longest in distance, this route operates on an 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 – Northern Banning

Route 5 accounts for 17 percent of Banning’s Transit System use, providing service to the areas that lie north 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, San Gorgonio Memorial Hospital and the commercial area of Beaumont (Walmart).

Route 6 – Southern Banning

Accounting for 11% of Banning’s transit system’s use, Route 6 provides service to the southern area of Banning. Major stops on this route are the Mid-County Justice Center, Banning City Hall, the Mt. San Jacinto Pass Campus, Banning High School, Smith Correctional Facility, Medical Facilities, San Gorgonio Memorial Hospital and the commercial area of Beaumont (Walmart).

Route 5/6 Combo – Northern/Southern Banning

This route which generally combines both Route 5 and Route 6 operates only on the weekends, with the exceptions that it does not travel into Cabazon.



Table 2.3 - SRTP Route Statistics

City of Banning -- 1

FY 2020/21

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	127,500	707,850	16,550	16,740	616,737	605,568	\$1,034,833	\$128,700		
BAN-5	All Days	1	30,600	11,700	3,972	4,017	62,500	68,500	\$329,000	\$31,000		
BAN-5/6	Weekday	1	8,560	13,000	1,000	1,100	11,050	12,100	\$56,950	\$5,270		
BAN-6	Weekday	1	19,800	7,605	3,972	4,017	56,250	61,250	\$307,987	\$26,500		
BAN-DAR	Weekday	1	12,550	48,744	1,900	3,600	32,500	35,000	\$219,857	\$25,000		
		6	199,010	788,899	27,394	29,474	779,037	782,418	\$1,948,627	\$216,470		

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	\$906,133	\$62.53	\$1.68	\$8.12	12.43%	\$7.11	\$1.28	\$54.75	\$1.47	7.70	0.21
BAN-5	All Days	\$298,000	\$82.83	\$5.26	\$10.75	9.42%	\$9.74	\$25.47	\$75.03	\$4.77	7.70	0.49
BAN-5/6	Weekday	\$51,680	\$56.95	\$5.15	\$6.65	9.25%	\$6.04	\$3.98	\$51.68	\$4.68	8.56	0.77
BAN-6	Weekday	\$281,487	\$77.54	\$5.48	\$15.55	8.60%	\$14.22	\$37.01	\$70.87	\$5.00	4.98	0.35
BAN-DAR	Weekday	\$194,857	\$115.71	\$6.76	\$17.52	11.37%	\$15.53	\$4.00	\$102.56	\$6.00	6.61	0.39
		\$1,732,157	\$71.13	\$2.50	\$9.79	11.10%	\$8.70	\$2.20	\$63.23	\$2.22	7.26	0.26



ROUTE 1

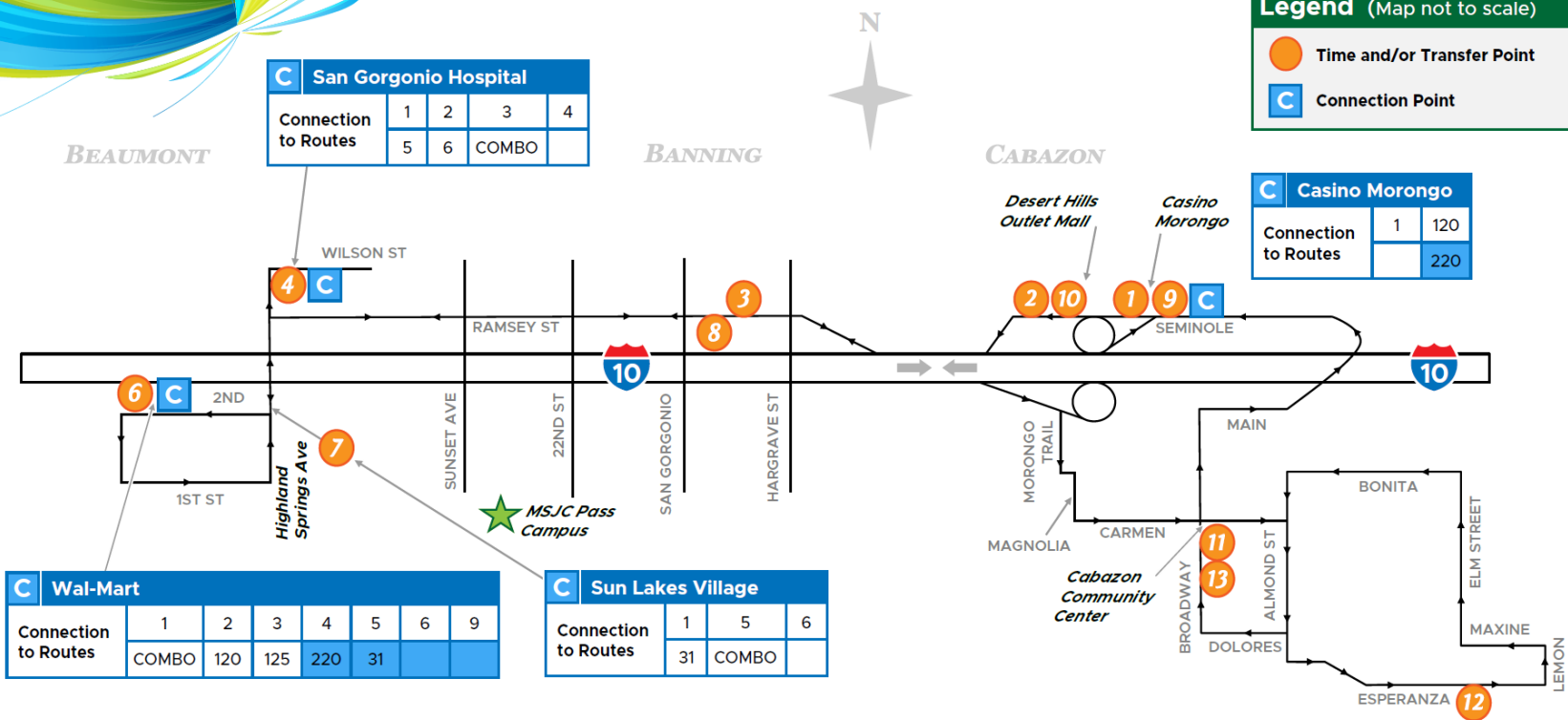
EFFECTIVE 06/10/2019

(951) 922-3243
www.banningca.gov



Legend (Map not to scale)

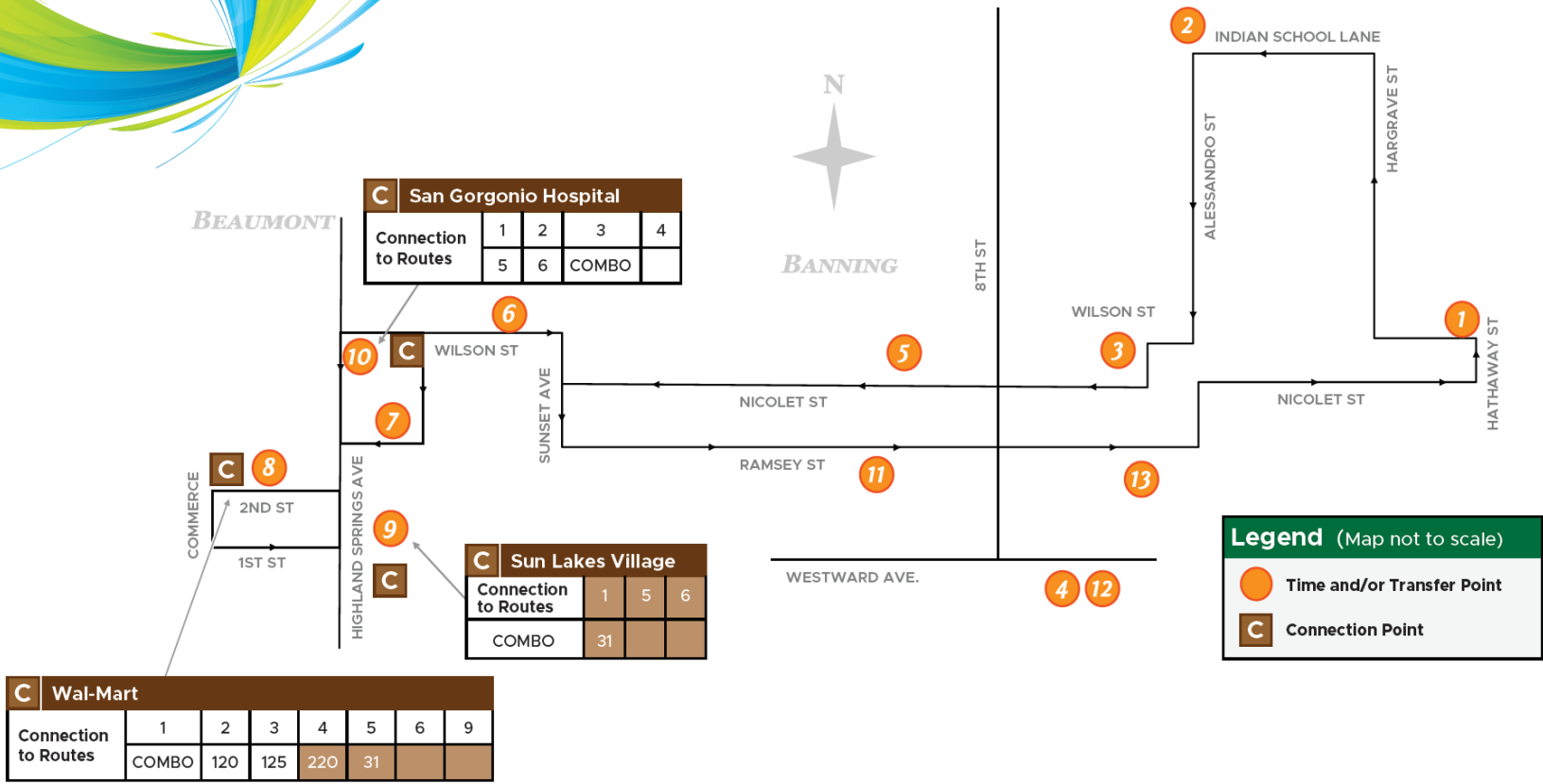
- Time and/or Transfer Point
- C Connection Point





ROUTE 5

EFFECTIVE 07/31/2019
 (951) 922-3243
 www.banningconnect.com





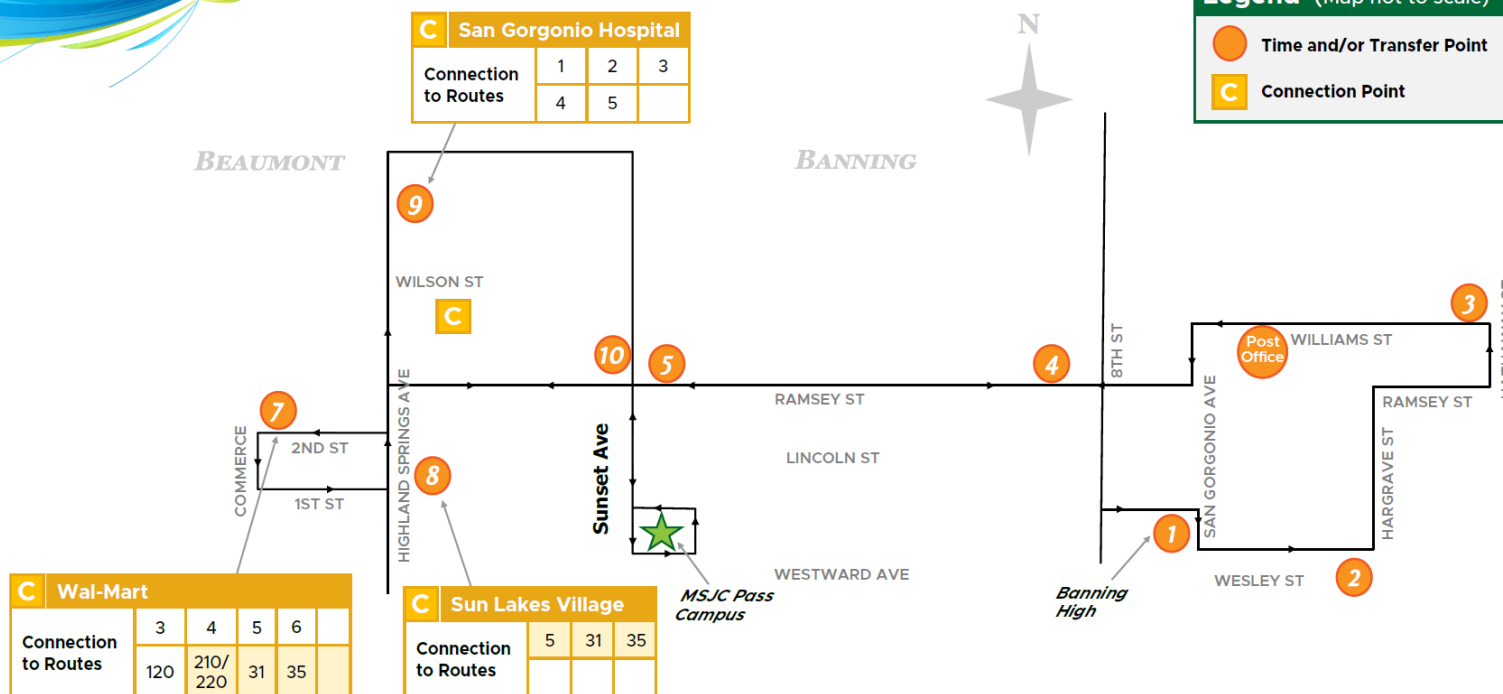
ROUTE 6

EFFECTIVE 06/10/2019
 (951) 922-3243
 www.banningconnect.com



Legend (Map not to scale)

- Time and/or Transfer Point
- Connection Point



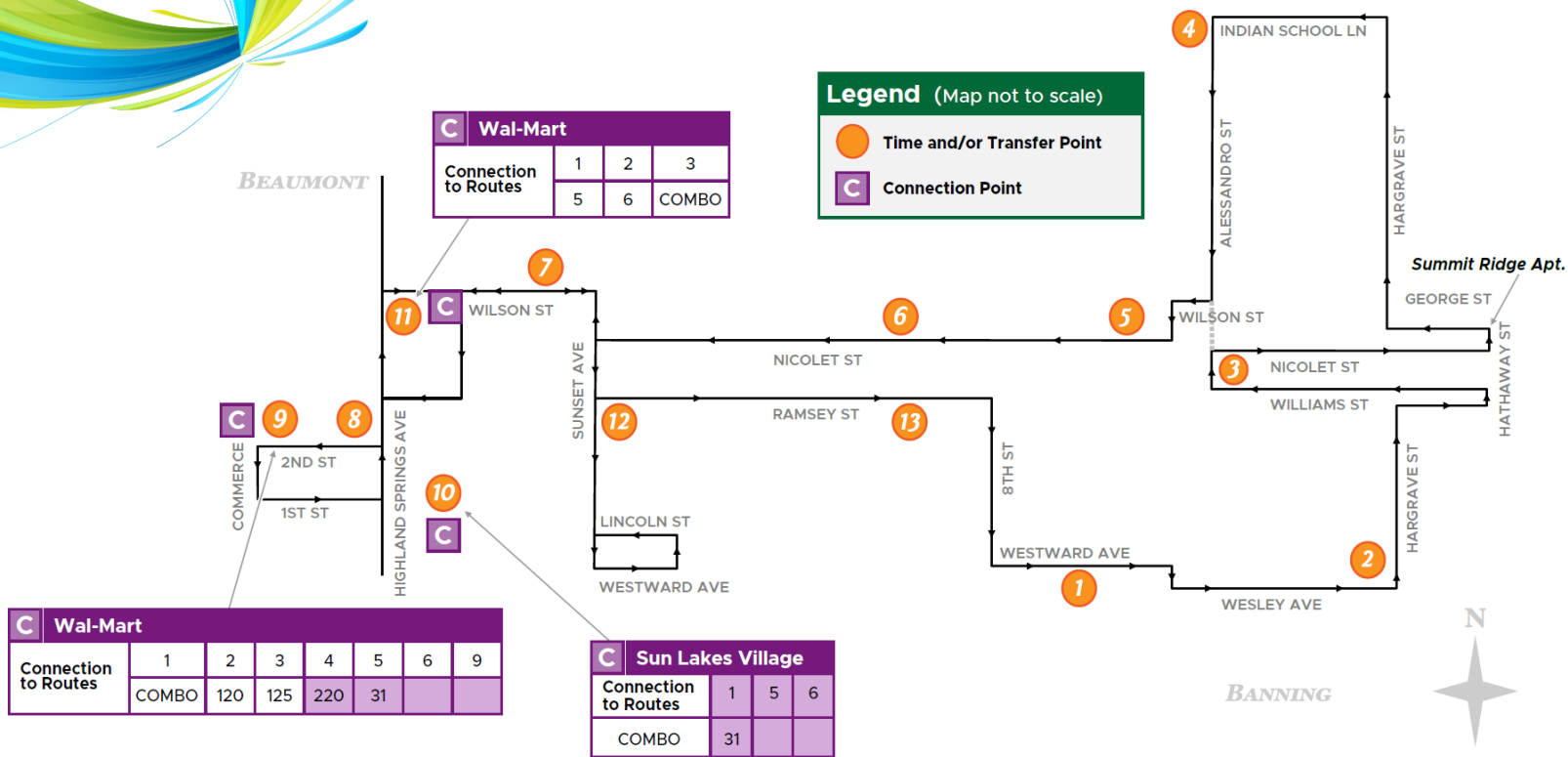


ROUTE 5/6

EFFECTIVE 06/10/2019

(951) 922-3243

www.banningconnect.com





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 have developed a Comprehensive Operational Analysis in FY 2020/2021 with the goal of a detailed look at the city’s existing bus services and provided recommendations for improving service to meet the needs of the City’s riders.

In order to enhance the customer experience by improving the City’s fare program through the use of technology, the City has launched mobile ticketing through Token Transit and is available to all fixed route riders.

The City is also working to further leverage technology and to deploy a data platform that will assist in improving system performance, service reliability and real-time passenger information. The City hopes to have the new platform available to City staff and the public in FY 2020/2021.

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 and 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

All of the City’s recent service changes have been related to the COVID-19 pandemic which has resulted in a drastic decrease in ridership. Changes include slightly reducing operating hours and minor revision to Route 6 (see below), which includes the elimination of the furthest east stop in Cabazon during the later hours. Additionally, the City has limited the amount of passengers on buses in order to adhere to social distancing guidelines

Route	Operating Hours	Revised Operating Hours
Route 1	4:30am – 10:11pm	5:00am – 10:11pm
Route 5	5:30am – 6:49pm	5:30am – 6:49pm
Route 6	6:00am – 6:32pm	7:40am – 5:44pm



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

3.1 – Planned Service Changes FY 2020/2021 – FY 2022/2023

The City currently does not have any formalized service changes planned for the immediate future. The City will continue to monitor ridership levels as they are projected to increase due to implemented changes related to the Banning/Beaumont agreement as well as planned commercial and residential development within the City. The City hopes to learn more about possibilities for improving it's services through the development of a Comprehensive Operational Analysis planned for FY 2020/2021. One such possibility that the City plans to research is the opportunity, if any, for a desert link route.

3.2 – Marketing Plans and Promotions

Efforts have been made to market the Banning 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.

Additionally, the City has developed a new brand for the transit system called “Banning Connect”:



As part of these rebranding efforts the City is currently redesigning 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. Outreach programs to schools and at community events.
2. Attend senior community meetings to provide information.



3. Continue participation in the MSJC GO-PASS Program to encourage ridership of college students.
4. Articles in local papers highlighting new transportation routes.
5. Incorporate and coordinate travel training opportunities for Pass Passengers with regional providers including SunLine, RTA and Beaumont.
6. Offer “Rider Appreciation Day” to raise awareness of benefits of public transportation.
7. Continue to participate with Transportation Now, Senior Transportation Assistance Group, Pass Area Senior Connections, Pass Area Veterans Assistance, Cabazon Community Resources and other efforts.
8. Develop an advertising campaign that will promote Banning Pass Transit by increasing visibility and awareness of the services provided.

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.
- Ensure that services are operated in a manner to maximize safety, to the riders, the public and the operators.
- 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 – Project 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 several months 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 business. It is unknown how long the recovery period will last.

3.4 – Proposed Fare Structure Changes

There are no fare structure changes at this time.

3.5 – Capital Planning

Rolling stock

In an effort to accomplish our SRTP goals, the City will continue to keep an efficient and reliable rolling stock. As part of this task, the replacement of buses is essential. The City currently plans to replace one bus in FY 2020/2021 further described in Chapter 4.

Fixed route vehicles range from 3 years to 10 years in age (6.2 years average age) and Dial-A-Ride vehicles range from 2 years to 17 years in age (approximately 10 years average age). The City plans to replace vehicles at or near the 12 year age.

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 it’s useful life and is currently planned and fully funded for replacement. The City has tentatively slowed the progression of this project to consider the feasibility of electrifying the City’s transit fleet; see table 4.4. for more information.

Garage Improvements

The City’s transit fleet is currently maintained in the City’s fleet garage located at the City’s corporate yard. The garage is shared by all City departments (e.g. police, water, wastewater, streets, etc.) and nearing full capacity. The City will soon enter the planning stage of expanding the City’s fleet operations including the expansion of the garage. This improvement would be funded by all City departments as it moves forward.

Bus Shelters

The City plans to provide for a good experience when utilizing the transit system by providing for attractive, comfortable and safe bus shelters while waiting for their bus. The City maintains it’s bus shelters weekly (e.g. emptying trash, washing, etc.). There is a current need for the addition/replacement of bus shelters throughout the City. The City currently has nine bus shelters. The City plans to replace it’s existing bus shelters beginning in fiscal year 21/22. At an estimated improvement cost of \$13,500, the replacement of bus shelters would occur over a 5 year period.



Table 3 FY 2020/2021 SRTP Highlights

Highlights planned for the upcoming fiscal year include:

- Process annual renewal of Interagency Services Agreement with the City of Beaumont
- Complete rebranding of the City’s transit system including posting new bus stop signs and placing new logos on the exterior/interior of transit fleet
- Continue with marketing the City’s transit system to improve ridership
- Fill the newly funded Transit Manager position
- Deploy a new data platform that will assist in improving system performance, service reliability and real-time passenger information
- CNG Station Improvements
- Purchase of new fixed route bus

Table 3 - Operating and Capital Data					
Banning Transit System	FY 16/17	FY 17/18	FY 18/19	FY 19/20 (Est. Based on 3rd Quarter Actuals)	FY 20/21 Planned
System Wide Ridership	133,185	126,793	116,748	96,526	199,010
Operating Cost Per Revenue Hours	\$71.11	\$73.08	\$74.27	\$41.43	\$71.13



Chapter 4: Financial Planning

4.1 – Operating and Capital Budget

For FY 2020/2021, operating funds needed to operate the Banning Transit System are \$1,537,300 for the Fixed Route. The operating funds consist of \$1,375,754 in local transportation funds (LTF), projected farebox revenue of \$160,446, and additional miscellaneous funding in the amount of \$1,100. Operating expenses also includes \$135,000 for the preparation of a Comprehensive Operational Analysis. See Table 4 at the end of this section.

The replacement of one bus is also included in this SRTP along with a request for funding in the amount of \$550,000 of STA PUC 99313 funds, as shown in Table 4A below.

The City's farebox revenue actuals were less that originally projected in FY2018/2019 resulting in a below ten percent farebox recovery ratio (9.61%). As of the third quarter in FY 2019/2020 the City's transit operations seem to be doing well with an estimated farebox recovery ratio of 13.39%. At this time the City does not fully understand the resulting impacts of COVID-19 and related operational changes which have severely affected farebox revenue leading into the fourth quarter and expected to run through the beginning of FY 2020/2021.

As identified in Table 4B, the City projects a farebox recovery ratio of 11.11% in FY 2020/2021.



Table 4.0 - Summary of Funding Requests - FY 2020/21
City of Banning

Operating												
Project	Total Amount of Funds	FARE	LTF	OTHR LCL	SGR PUC99313	SGR PUC99314	SGR-OB	STA PUC99313	STA PUC99314			
Comprehensive Operation Analysis	\$135,000		\$135,000									
Operating Assistance (BUS)	\$1,537,300	\$160,446	\$1,375,754	\$1,100								
Operating Assistance (DAR)	\$194,857	\$22,550	\$172,307									
Sub-total Operating	\$1,867,157	\$182,996	\$1,683,061	\$1,100	\$0	\$0	\$0	\$0	\$0			
Capital												
Project	Total Amount of Funds	FARE	LTF	OTHR LCL	SGR PUC99313	SGR PUC99314	SGR-OB	STA PUC99313	STA PUC99314			
Bus Replacement - 21-01	\$550,000				\$38,436	\$2,286		\$494,987	\$14,291			
Capitalized Fleet Preventative Maintenance - 21-02	\$39,878						\$39,878					
Sub-total Capital	\$589,878	\$0	\$0	\$0	\$38,436	\$2,286	\$39,878	\$494,987	\$14,291			
Total Operating & Capital	\$2,457,035	\$182,996	\$1,683,061	\$1,100	\$38,436	\$2,286	\$39,878	\$494,987	\$14,291			
FY 2020/21 Projected Funding Details												
FARE	\$182,996											
LTF	\$1,683,061											
OTHR LCL	\$1,100											
Total Estimated Operating Funding Request	\$1,867,157											
SGR PUC99313	\$38,436											
SGR PUC99314	\$2,286											
SGR-OB	\$39,878											
STA PUC99313	\$494,987											
STA PUC99314	\$14,291											
Total Estimated Capital Funding Request	\$589,878											
Total Funding Request	\$2,457,035											



FY 2020/21 SRTP

City of Banning

Table 4.0 A - Capital Project Justification

Project Number: 21-01

FTIP No: Not Assigned - New Project

Project Name: Bus Replacement

Category: Bus

Sub-Category: Replacement

Fuel Type: CNG

Project Description: Bus Replacement

Project Justification: Funding for a new bus is needed to replace an older bus that is beyond its useful life. The new bus will increase reliability of our fleet and enhance the riding experience for our passengers.

Project Schedule:

Start Date	Completion Date
October 2020	March 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2020/21	\$550,000
Total		\$550,000

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 2020/21 SRTP

City of Banning

Table 4.0 A - Capital Project Justification

Project Number: 21-02

FTIP No: Not Assigned - New Project

Project Name: Capitalized Fleet Preventative Maintenance

Category: Bus

Sub-Category: Rehabilitation/Improvement

Fuel Type: CNG

Project Description: Preventative maintenance of existing fleet.

Project Justification: PM activities in order to keep the transit fleet operating in an effective and reliable manner .

Project Schedule:

Start Date	Completion Date
July 2020	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
SGR-OB	FY 2020/21	\$39,878
Total		\$39,878

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 4B - Fare Revenue Calculation (consistent with Commission Farebox Recovery Policy)			
Revenue Source Included in Farebox Calculation	FY 18/19	FY 19/20 (Est. Based on 3rd Quarter Actuals)	FY 20/21 Planned
1. Passenger Fares	111,068	84,363	182,996
2. Interest	1,089	-2,377	1,100
3. General Fund Supplement	78,000	23,000	32,374
4. Measure A			
5. Advertising Revenue			
6. Gain on Sale of Capital Assets			
7. CNG Revenue			
8. Lease/Other Revenue			
9. Federal Excise Tax Refund			
10. Investment Income			
11. Calpers CERBT			
12. Fare Revenues from Exempt Routes			
13. Other Revenues	\$1,026	\$512	
TOTAL REVENUES for Farebox Calculation	\$191,183	\$105,498	\$216,470
TOTAL OPERATING EXPENSE for Farebox Calculation	\$1,989,651	\$787,996	\$1,948,627
FAREBOX RECOVERY RATIO	9.61%	13.39%	11.11%



4.2 – Funding Plans to Support Proposed Operating and Capital Program

Capital projects are funded through STA funds, Public Transportation Modernization, Improvement, and Service Enhancement Account Program and Proposition 1B Security grants for Banning transit.

Operating costs will be fully funded through LTF funds, farebox revenue and interest.

The City plans to begin an advertising program to generate additional revenue as well as to pursue available grant opportunities.

TABLE 4.1: SUMMARY OF FUNDS REQUESTED FOR FY 21/22

Project Description		Total Amount of Funds	LTF	STA	State of Good Repair	LCTOP	Fare Box	Other
Fixed Route Operating Expenses		\$1,575,705	\$1,410,148				\$164,457	\$1,100
DAR Operating Expenses		\$199,729	\$176,615				\$23,114	
Sub-Total: Operating		\$1,775,434	\$1,586,763	\$0	\$0	\$0	\$187,571	\$1,100
Project Description	Capital Project Number	Total Amount of Funds	LTF	STA	State of Good Repair	LCTOP	Fare Box	Other
Fleet Maintenance Garage Upgrades	22-02	\$250,000		\$250,000				
Replace Paratransit Bus	22-03	\$70,000		\$70,000				
Bus Shelters	22-04	\$27,000		\$27,000				
Sub-Total: Capital		\$347,000	\$0	\$347,000	\$0	\$0	\$0	\$0
Total: Operating and Capital		\$2,122,434	\$1,586,763	\$347,000	\$0	\$0	\$187,571	\$1,100



TABLE 4.2: SUMMARY OF FUNDS REQUESTED FOR FY 22/23

Project Description		Total Amount of Funds	LTF	STA	State of Good Repair	LCTOP	Fare Box	Other
Fixed Route Operating Expenses		\$1,647,755	\$1,480,655				\$166,000	\$1,100
DAR Operating Expenses		\$208,945	\$185,445				\$23,500	
Sub-Total: Operating		\$1,856,700	\$1,666,100	\$0	\$0	\$0	\$189,500	\$1,100
Project Description	Capital Project Number	Total Amount of Funds	LTF	STA	State of Good Repair	LCTOP	Fare Box	Other
Bus Replacement	23-01	\$550,000		\$550,000				
Bus Shelters	23-01	\$30,000		\$30,000				
Sub-Total: Capital		\$580,000	\$0	\$580,000	\$0	\$0	\$0	\$0
Total: Operating and Capital		\$2,436,700	\$1,666,100	\$580,000	\$0	\$0	\$189,500	\$1,100



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.

Future vehicle purchases will be in compliance with the RCTC and South Coast Air Quality Management District (AQMD) policies regarding alternative fuel transit vehicles. The City is commencing the assessment of moving towards an electrified fleet as well.

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 (Y2016 – 2018).



<p style="text-align: center;">Audit Recommendations</p> <p style="text-align: center;">(FY 2016-2018)</p>	<p style="text-align: center;">Action(s) and Result</p>
<p>Ensure timely completion and submittal of external TDA financial reports.</p>	<p>The City’s Financial Department will reach out to the TDA fiscal auditor and RCTC to coordinate the timing of financial close-out by the City and completion of the external TDA financial reports</p>
<p>Continue to pursue a reimbursement agreement from RTA and Mt. San Jacinto College (MSJC) for Go-Pass riders</p>	<p>The City will continue to reach out to MSJC and RTA to work on a reimbursement agreement.</p>
<p>Include a link to Beaumont Transit on the Banning Transit Web Page</p>	<p>This item has been completed. The City has added a list of regional agencies (Beaumont, RTA, SunLine and OmniTrans, Metrolink)</p>



4.4 – Open Projects

Project Name	S RTP Capital Project No's	Project Element	Funding Category	Project Timeline (Months)*	Total Project Cost	Unfunded Balance
ADA Accessible Van	09-6	2	1	18	\$37,997	
Schedule Holders for Bus Stops	09-8	6	1	12	\$5,000	
GPS System for Dial-A-Ride	09-9	6	1	12	\$25,000	
Paratransit Scheduling Software	09-10	6	2	24	\$25,000	\$10,000
Computer Equipment	09-11	6	1	12	\$53,247	
Security Cameras on Buses	09-13	5	2	18	\$44,255	\$15,000
Automated Enunciator & Display Equipment	09-16	5		6	\$966	
Replacement Coach - Prop 1B FY 14/15	15-01	1		-		
Wireless Communication Download System Prop 1 B - Security FY 14/15	15-02	6	2	24	\$19,189	\$15,000
Heavy Duty Hydraulic Lift	17-01	4	1	24	\$50,000	
Transit Office Building Security Project	17-02	4	1	12	\$19,199	
ADA Accessible Van	18-01	1	1	18	\$47,997	
Schedule Holders for Bus Stops	18-02	4	1	12	\$50,000	
GPS System for Dial-A-Ride	18-03	7	2	12	\$15,362	\$10,000
CNG Facility	19-01	4	1	24	\$400,000	
ADA Paratransit Mini-Bus Replacement	19-02	1	1	12	\$75,000	
State of Good Repair FY17/18	19-03	7	1	12	\$38,307	
Heavy Duty Hydraulic Lift	20-01	4	1	24	\$75,000	
CNG Facility	20-02	4	1	24	\$325,000	
SGR FY18/19		7	1	18	37,740	
					\$1,344,259	\$50,000

Project Elements:		Funding Category:	
1	Revenue Vehicle Purchase	1	Fully Funded
2	Non-Revenue Vehicle Purchase	2	Partially Funded
3	Vehicle Systems Equipment		
4	Building, Land and Facilities	*	Project baseline is 7/1/2020
5	FY		
6	Debt Service		
7	Maintenance		



TABLES

1. Table 1 Individual Route Description (Chapter 1, 1.3)
2. Table 1.1 Fleet Inventory (Chapter 1, 1.6)
3. Table 2 Service Provider Performance Target Report (Chapter 2, 2.1)
4. Table 2.1 FY 2020/21 SRTP Performance Report (Chapter 2, 2.2)
5. Table 2.2 SRTP Service Summary (Chapter 2, 2.3)
6. Table 2.2A Summary of Routes (Chapter 2, 2.3)
7. Table 2.3 SRTP Route Statistics (Chapter 2, 2.4)
8. Table 3 Highlights of the FY 20/21 Short Range Transit Plan (Chapter 3)
9. Table 4 Summary of Funds Requested for FY 2020/21 (Chapter 4, 4.1)
10. Table 4A – Capital Project Justification (Chapter 4, 4.1)
11. Table 4B Fare Revenue Calculation (Chapter 4, 4.1)
12. Table 4.1 (Chapter 4, 4.2)
13. Table 4.2 (Chapter 4, 4.2)
14. Table 4.3 Recommendations/Updates of FY 2016-2018 (NEW) TDA Triennial Performance Audit Report (Chapter 4, 4.3)



**ATTACHMENT NO. 1
INTERAGENCY SERVICES AGREEMENT**

**INTERAGENCY SERVICE AGREEMENT
BETWEEN
THE CITY OF BANNING
AND
THE CITY OF BEAUMONT**

THIS AGREEMENT is made and entered into the latter of the 1st day of July, 2019 or the date upon execution by both parties by and between the City of Banning, a municipal corporation, 99 E Ramsey Street, Banning, California 92220 (hereinafter referred to as "BANNING"); and the City of Beaumont, a municipal corporation, 550 East 6th Street, Beaumont, California 92223 (hereinafter referred to as "BEAUMONT"). The annual term of this agreement shall coincide with the fiscal year of July 1st to June 30th.

RECITALS:

WHEREAS, BANNING and BEAUMONT are empowered by law to provide the public with convenient, safe, and accessible transportation within their respective jurisdictions; and

WHEREAS, BANNING and BEAUMONT each operate a public bus transit system; and

WHEREAS, BANNING and BEAUMONT desire to cooperate and coordinate in bus route planning, scheduling, stops, transfers, fares and information dissemination; and

WHEREAS, both parties agree that this Agreement shall be non-financial in nature; and

WHEREAS, this Agreement shall supersede any and all previous service agreements concerning public transit between BANNING and BEAUMONT.

NOW, THEREFORE, it is mutually understood and agreed by BANNING and BEAUMONT as follows:

ARTICLE 1. GENERAL AUTHORITY

The City Managers ("City Manager"), or their designees, of BANNING and BEAUMONT, are hereby made the authorized representative, respectively, of BANNING and BEAUMONT to grant such authorizations and take such further actions as may be necessary to effectuate this Agreement

ARTICLE 2. PUBLIC INFORMATION

BANNING and BEAUMONT agree to cooperate in providing the public with specific bus transit information, advertising the operations of both agencies and promoting the general use of public transit.

ARTICLE 3. STOPS

A. BANNING and BEAUMONT agree to cooperate in the location, installation and maintenance of the following jointly used bus stops, including the use of the other's posts:

(1) Walmart Transfer Station – 1540 East 2nd Street, Beaumont, CA 92223; and
(2) San Gorgonio Memorial Hospital – 600 North Highland Springs Avenue, Banning, CA 92220

B. Each party shall be solely responsible for claims for damages arising out of its installation of its bus stop signs or passenger amenities and its transportation and related services.

C. Each party shall implement the following boarding restrictions within its respective service area where duplication of service or potential revenue loss may occur, including:

BEAUMONT will limit BANNING to no more than three buses per hour at the Walmart Transfer Station; and

BANNING will limit BEAUMONT to no more than three buses per hour at the San Gorgonio Memorial Hospital bus stop.

Neither party will board passengers at any other bus stop within the other party's jurisdiction.

D. Each party shall be responsible for obtaining any required licenses or permits and paying any necessary fees in order to establish bus stops, install amenities or operate service in either service area.

ARTICLE 4. FARES

Fares may vary in accordance with adopted policies of each party. Each party shall retain all fares collected in the operation of their service.

ARTICLE 5. TRANSFER CONNECTIONS

BANNING and BEAUMONT agree to facilitate minimization of passenger waiting time, and both parties shall coordinate schedules whenever practical.

ARTICLE 6. TRANSFER

A. BANNING shall accept BEAUMONT'S transfer tickets or media valued at BANNING'S base fare for that service toward BANNING'S regular fixed route service at the Walmart Transfer Station and San Gorgonio Hospital bus stop. In the event that BEAUMONT'S base fare is valued at more than BANNING'S base fare, no change or credit will be due to the passenger. Passengers are not required to top-up their fare to cover any shortfall between the BEAUMONT'S and BANNING'S base fares. Transfer media includes a one-time transfer ticket issued by BEAUMONT.

B. BEAUMONT shall accept BANNING'S transfer tickets or media valued at BEAUMONT'S base fare for that service toward BEAUMONT'S regular fixed route service at the Walmart Transfer Station and San Gorgonio Hospital bus stop. In the event that BANNING'S base fare is valued at more than BEAUMONT'S base fare, no change or credit will be due to the passenger. Passengers are not required to top-up their fare to cover any shortfall between the BANNING'S and BEAUMONT'S base fares. Transfer media includes a one-time transfer ticket issued by BANNING.

C. BANNING shall accept BEAUMONT'S Commuter plus Local Day or Monthly Passes as transfer media for a one-dollar (\$1) discount on BANNING'S Commuterlink buses with their applicable premium fare.

D. BEAUMONT shall accept BANNING'S Commuter plus Local Day or Monthly Passes as transfer media for a one-dollar (\$1) discount on BEAUMONT'S Commuterlink buses with their applicable premium fare.

E. The transfer ticket or media shall not be issued on or valid on Dial-A-Ride or other curb-to-curb service.

F. Until such time as both agencies use electronic fare media (e.g. phone applications), such as Token Transit, electronic fare media is excluded from this agreement.

G. Each party shall accept the other party's valid employee identification, on all fixed route and commuter services in lieu of payment of fare.

H. BANNING shall accept BEAUMONT'S Military Veteran Identification for purchase of BANNING'S reduced Veterans Fares.

I. BEAUMONT shall accept BANNING'S Military Veteran Identification for purchase of BEAUMONT'S reduced Veterans fares.

ARTICLE 7. OPERATIONAL INFORMATION

Each party shall formally inform the designated representative of each City of

future plans for route and schedule changes, exclusive of temporary demand and emergency situations, no later than 30 days before the changes are scheduled to be implemented.

ARTICLE 8. CONTROL AND RESPONSIBILITY

A. Each party to this Agreement, in its operations pursuant hereto, is acting as an independent contractor and agrees to defend, indemnify and hold the other party, including its officers, directors, employees, agents, subcontractors and suppliers, harmless from and against all claims, losses, damages and expenses, including attorney's fees, on account of any loss, damage or claim, including bodily injury to or death of any person, or for property damage arising out of such party's performance of services described in this Agreement, unless, and to the extent, caused by the negligence, gross negligence or intentional conduct of the other party.

B. Each party to this agreement shall indemnify, defend and hold harmless the other party, including its officers, directors, employees, agents, subcontractors and suppliers, from and against any and all liability or expense including any claim of liability and any and all losses or costs, including legal expenses and costs of expert witnesses and consultants, that may be imposed by the other party solely by virtue of the provisions of Section 895.2 of the California Government Code.

ARTICLE 9. SERVICE TO BE OPERATED

Neither party may operate duplicating services in the other's jurisdiction without the written approval of the other party's elected city council. Every attempt shall be made to coordinate alignments, schedules, stops, fare policies, and route planning for the safety and convenience of the public and in accordance with Article 5 - Relationships Between Operators - of the Transportation Development Act.

ARTICLE 10. COMPLIANCE WITH AMERICANS WITH DISABILITIES ACT (ADA)

Each party shall be solely responsible for complying with the Americans with Disabilities Act of 1991 (ADA) as amended, including the provision of parallel ADA demand response service along each party's fixed routes operated in the other party's service area.

ARTICLE 11. NO MONETARY CLAIMS

Neither party shall have any claims against or liabilities to the other party on account of expenses incurred or revenues received or lost as a result of this Agreement except as otherwise provided to the contrary herein.

ARTICLE 12. TERMS OF THE AGREEMENT

This Agreement shall be effective on July 1, 2019, or the date of full execution by both parties, whichever date is later, and will remain in effect for a term of one year. Prior to December 15th of the existing year, both parties will meet at least once to discuss coordination of services for the following fiscal year, as well as to discuss an extension of this agreement by an additional subsequent term for one year. Notwithstanding the forgoing sentence, either party may terminate this agreement by giving 60 days written notice to the other party.

ARTICLE 13. GOVERNING LAW; SEVERABILITY.

This Agreement is in all respects governed by California law and venue for any dispute shall be in Riverside County. If any article, section, part or sentence of this Agreement or the application thereof is declared invalid for any reason, such invalidity shall not affect the other provisions of this Agreement which can be given effect without the invalid provision or application, and to this end the provisions of this Agreement are declared to be severable.

ARTICLE 14. INSURANCE.

The parties each verify that they are a self-insured entity or maintain insurance coverage through a Joint Powers Authority in reasonable and customary amounts for their respective operations.

ARTICLE 15. COMPLIANCE WITH LAWS.

Each party shall observe and comply with the Transportation Development Act of 1971, all other applicable laws, ordinances, codes and regulations of governmental agencies, including federal, state, municipal and local governing bodies having jurisdiction over any or all of the services, including all provisions of the Occupational Safety and Health Act of 1979 as amended, all California Occupational Safety and Health Regulations, and all other applicable federal, state, municipal and local safety regulations. All services performed by either party must be in accordance with these laws, ordinances, codes and regulations.

ARTICLE 16. NOTIFICATION AND MAILING ADDRESSES

Any requests and demands made between the parties pursuant to this Agreement are to be directed as follows:

CITY OF BEAUMONT:
550 East 6th Street
Beaumont, CA 92223
Attn: Todd Parton
City Manager
(951) 769-8520

CITY OF BANNING:
99 East Ramsey Street
Banning, CA 92220
Attn: Doug Schulze
City Manager
(951) 922-3104

Any notices of service and schedule changes are to be directed as follows:

CITY OF BEAUMONT:
550 East 6th Street
Beaumont, CA 92223
Attn: Elizabeth Gibbs
Community Services Director
(951) 769-8521

CITY OF BANNING:
99 East Ramsey Street
Banning, CA 92220
Attn: Art Vela
Public Works Director
(951)922-3130

ARTICLE 17. ENTIRE AGREEMENT.

The terms and conditions of this Agreement represents the entire agreement between the parties with respect to its subject matter. This Agreement shall supersede any and all prior contracts between the parties, regarding the subject matter of this Agreement. The terms and conditions of this Agreement shall not be altered or otherwise modified except by a written amendment executed by both parties.

ARTICLE 18. NO THIRD PARTY BENEFICIARIES.

This Agreement is not intended to, and shall not be interpreted to, create any rights or establish any standard of care with regards to any third party who is not a signatory and party to this Agreement.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed on the date first above written.

CITY OF BEAUMONT

CITY OF BANNING

By _____
Julio Martinez, Mayor

By _____
Art Welch, Mayor

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By _____
John O. Pinkney, City Attorney

By _____
Kevin G. Ennis, City Attorney

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CITY OF BEAUMONT:
550 East 6th Street
Beaumont, CA 92223
Attn: Elizabeth Gibbs
Community Services Director
(951) 769-8521

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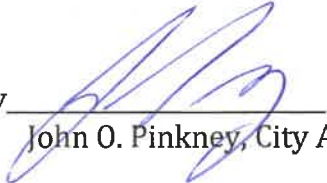
CITY OF BEAUMONT

By 
Julio Martinez, Mayor

CITY OF BANNING

By _____
Art Welch, Mayor

APPROVED AS TO FORM:

By 
John O. Pinkney, City Attorney

APPROVED AS TO FORM:

By _____
Kevin G. Ennis, City Attorney

Any notices of service and schedule changes are to be directed as follows:

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550 East 6th Street
Beaumont, CA 92223
Attn: Elizabeth Gibbs
Community Services Director
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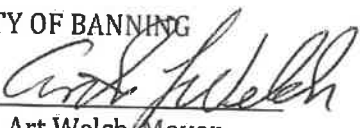
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IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed on the date first above written.

CITY OF BEAUMONT

By _____
Julio Martinez, Mayor

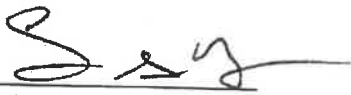
CITY OF BANNING

By 
Art Welch, Mayor

APPROVED AS TO FORM:

By _____
John O. Pinkney, City Attorney

APPROVED AS TO FORM:

By 
Kevin G. Ennis, City Attorney
SERITA YOUNG, ASST. CITY ATTORNEY

RESOLUTION 2019-81

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BANNING, CALIFORNIA,
APPROVING AN INTERAGENCY SERVICES AGREEMENT BETWEEN THE CITY OF
BANNING AND THE CITY OF BEAUMONT FOR THE PURPOSE OF PROVIDING
COORDINATED TRANSIT SERVICES**

WHEREAS, on October 22, 2002 the City Council of the City of Banning approved Resolution 2002-76, "Resolution of the City Council of the City of Banning Authorizing the Execution of an Agreement with the City of Beaumont to Provide Coordinated Transit Services"; and

WHEREAS, the City of Beaumont recently approved their Short Range Transit Plan for fiscal year 2019-2020, which included a plan to remove the City of Beaumont's Route 2, which is the route that currently operates along the Ramsey Street corridor; and

WHEREAS, with the removal of Route 2 from the City of Beaumont's transit operation, there remains a need to coordinate services for Beaumont and Banning transit dependent citizens during transfers from one agency's transit system to the other; and


WHEREAS, City of Banning and City of Beaumont met to discuss terms and condition contained in the Interagency Services Agreement for each respective transit operation.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Banning as follows:

SECTION 1. The Banning City Council adopts Resolution 2019-81, approving the Interagency Services Agreement between the City of Banning and the City of Beaumont for the purpose of providing coordinated transit services.

SECTION 2. The City Clerk shall certify to the adoption of this Resolution and shall cause a certified resolution to be filed in the book of original resolutions.

PASSED, APPROVED AND ADOPTED this 25th day of June 2019.


Arthur L. Welch, Mayor
City of Banning

ATTEST:

Daryl A. Betancur
Daryl Betancur, Deputy City Clerk
City of Banning

**APPROVED AS TO FORM
AND LEGAL CONTENT:**

Kevin G. Ennis
Kevin G. Ennis, City Attorney
Richards, Watson & Gershon

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CERTIFICATION:

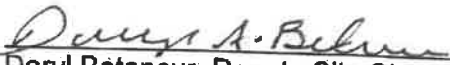
I, Daryl Betancur, Deputy City Clerk of the City of Banning, California, do hereby certify that the foregoing Resolution 2019-81, was duly adopted by the City Council of the City of Banning, California, at a regular meeting thereof held on the 25th day of June, 2019, by the following vote, to wit:

AYES: Happe, Wallace, & Welch

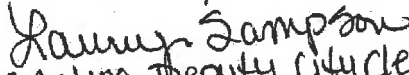
NOES: None

ABSTAIN: None

ABSENT: Peterson & Andrade


Daryl Betancur, Deputy City Clerk
City of Banning, California

CERTIFIED TO BE A TRUE AND CORRECT
COPY OF THE ORIGINAL DOCUMENT ON
FILE IN THE OFFICE OF THE CITY CLERK.

BY 
TITLE Acting Deputy City Clerk
DATE September 26, 2019

City of Beaumont

SHORT RANGE TRANSIT PLAN FY 2020/21 – 2022/23



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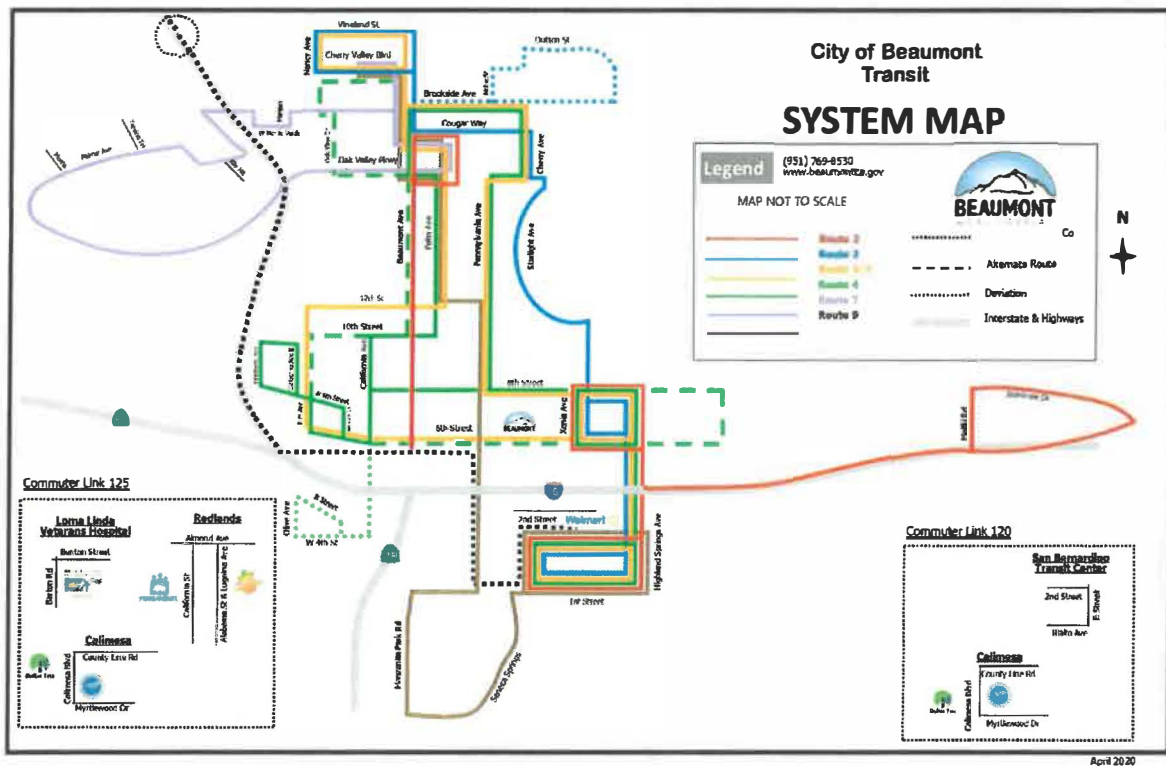
CHAPTER 1 – SYSTEM OVERVIEW AND SERVICE PROFILE

1.1 Description of Service Area

The City of Beaumont’s public transit system services approximately 50 square miles and includes the city of Beaumont and parts of unincorporated Riverside County area known as Cherry Valley. Additionally, Beaumont transports passengers to the commercial areas of Cabazon, including Casino Morongo and the Desert Hills Premium Outlet Malls.

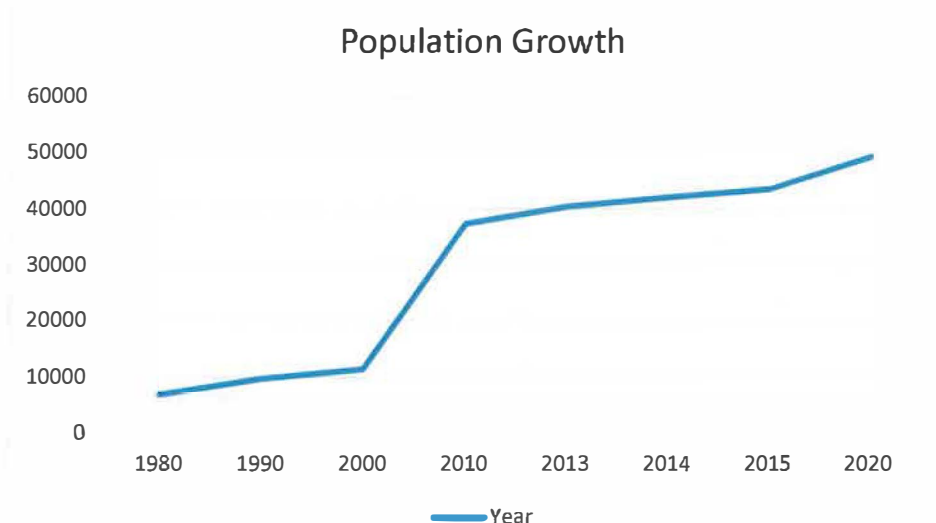
At the center of three major thoroughfares, including Interstate 10, Highway 60 and Highway 79, Beaumont offers fixed route, commuter link, and paratransit service. Passengers can connect easily with other Beaumont routes, as well as with regional transit providers such as Banning, Riverside Transit Agency (RTA) and Sunline Transit Agency at one central location, the Beaumont Walmart transit center.

Beaumont operates two commuter link routes that connect San Geronio Pass area residents with San Bernardino County. This express service from Beaumont stops in Calimesa, the San Bernardino Transit Center (SBTC), Kaiser Permanente Redlands medical offices, and the Jerry L. Pettis Memorial Veterans Administration Medical Center (VA). 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 California Department of Finance in May 2019, Beaumont is the fastest growing city in Riverside County. Beaumont has experienced a 3.99% population increase from January 2018 to January 2019, with a total population of 48,401. Since the 1980s, Beaumont population has increased exponentially, with the largest increase in the late 2000s.



Beaumont has twelve (12) schools located within Beaumont Unified School District consisting of seven (7) elementary schools, two (2) middle schools, two (2) senior high schools, and one (1) charter school. Transportation provided by Beaumont Unified School District was eliminated in 2008 and many families rely on Beaumont's public transportation system to transport youth passengers to and from school. Beaumont's youth population (age 18 and under) equals 36%¹; however, ridership reports taken throughout the year show youth passengers make up 56% of the total passenger base in Beaumont.

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 13.6% of the population, not including those living in Cherry Valley². The growing active adult communities and the corresponding increase in population for this age group may impact paratransit and fixed route needs.

The mean household income in Beaumont is \$88,701, slightly below California's statewide mean household income of \$101,493³. However, the percentage of families in Beaumont whose income is below poverty level is 7.6%, while across the state the poverty level is higher at 10.4%.

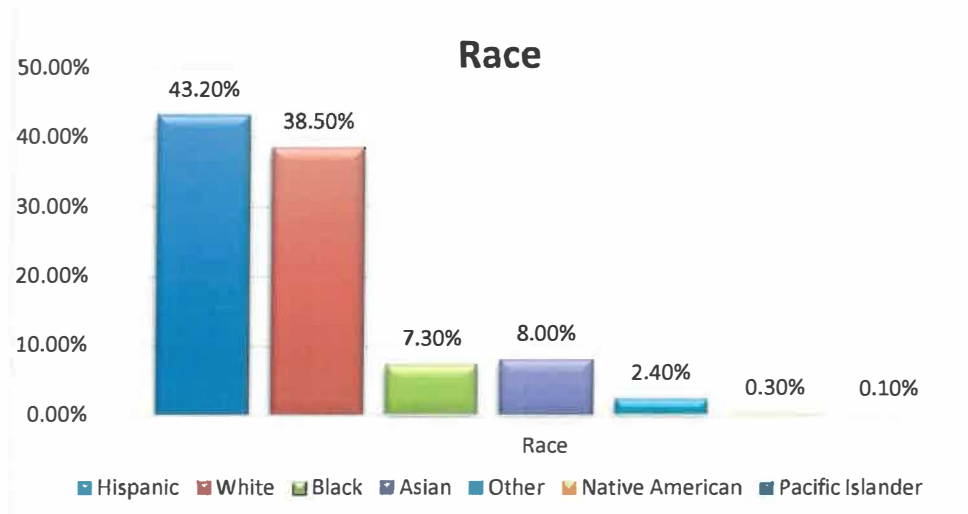
¹ 2014-2018 American Community Survey 5-year Estimates U.S. Census Bureau

² Ibid

³ Ibid

For California residents over the age of 16 years, 63.5% participate in the labor force, where Beaumont shows almost equal to the state at 61.1%.

Beaumont residents make up two predominant races with Hispanic or Latino at 43.2%, while another 38.5% are White (not Hispanic or Latino). Asian, Native American, and Pacific Islander make most of the other races, as shown below⁴:



Almost 89% of residents over 25 years have at least a high school diploma (or equivalent) with 16.6% earning a bachelor’s degree and 8.7% a graduate or professional degree⁵.

Finally, of the total population in Beaumont, civilian veterans equal 7.7%, while another 10% report being disabled⁶.

Ridership Demographics

Ridership surveys were conducted in December and January of this fiscal year as part of the Comprehensive Operations Analysis currently underway. There were 427 responses.

General passengers surveyed indicate that almost 68% live in a household with an annual income of less than \$30,000. Approximately half of the passengers ride the service five or more days per week, with 70.5% indicating that they lack access to a personal vehicle. Additionally, almost 54% state that they use the service to travel either to work or school.

Of the passengers surveyed, 36.4% state that they are Hispanic or Latino and 70.3% are 25 years or age and over.

⁴ 2014-2018 American Community Survey 5-year Estimates U.S. Census Bureau

⁵ Ibid

⁶ Ibid

1.3 Services - Fixed Route Transit Services and Paratransit Service, Regional Express Bus Service

As shown in Table 1, Beaumont operates seven days a week, as follows:

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	Route 2	Route 2	Route 2	Route 2	Route 2	
	Route 3	Route 3	Route 3	Route 3	Route 3	
	Route 4	Route 4	Route 4	Route 4	Route 4	
Route 3/4						Route 3/4
	Route 7*	Route 7*	Route 7*	Route 7*	Route 7*	
	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	

* Peak Service

**Table 1
Description of Routes**

Route		Description	Major Destinations
2	Weekday	Downtown to Walmart with Express Service to Cabazon	Second Street Marketplace and restaurants, Walmart Regional Connection Stop, San Gorgonio Hospital, 6th Street Downtown area, Civic Center, Chamber of Commerce, Library, Oak Valley Parkway Plaza, Mountain View Middle School, San Gorgonio Middle School and Beaumont High School
3	Weekday	Walmart to Cherry Valley via Sundance	Second Street Marketplace and restaurants, Walmart Regional Connection Stop, San Gorgonio Hospital, Sundance Community, Mountain View Middle School, San Gorgonio Middle School, Albert Chatigny Community Recreation Center, Sports Park, Cherry Valley commercial, Cherry Valley Deviations and Beaumont High School
4	Weekday	Walmart to Downtown via 3 Rings Ranch	Second Street Marketplace and restaurants, Walmart Regional Connection Stop, San Gorgonio Hospital, downtown residential areas, Glen View High School, library, 3 Rings Ranch Community, Palm Ave, Mountain View Middle School, San Gorgonio Middle School, Sports Park, Beaumont High School, north residential area, Albert Chatigny Community Recreation Center, Pennsylvania Ave
7	Weekday (Peak Service)	Tournament Hills and Fairway Canyon to Middle Schools and Beaumont High School	Following the Beaumont School District calendar: Western masterplan communities of Tournament Hills, Fairway Canyon to Beaumont High School, Mountain View Middle School, San Gorgonio Middle School, Oak Valley Shopping Center
9	Weekday (Peak Service)	Seneca Springs to Middle Schools and Beaumont High School	Following the Beaumont School District calendar: Southern masterplan community of Seneca Springs, Beaumont High School, Mountain View Middle School, and San Gorgonio Middle School
3/4	Weekend	Walmart to Cherry Valley via Downtown	Second Street Marketplace and restaurants, Walmart Regional Connection Stop, San Gorgonio Hospital, downtown residential areas, Glen View High School, library, 3 Rings Ranch Community, Palm Ave, Mountain View Middle School, San Gorgonio Middle School, Sports Park, Beaumont High School, Cherry Valley Commercial, north residential area, Albert Chatigny Community Recreation Center, Pennsylvania Ave
CL 120	Weekday and Saturday	Walmart to San Bernardino Transit Center	Walmart, Beaumont Civic Center, Calimesa downtown shopping centers, Calimesa Library, San Bernardino Transit Center
CL 125	Weekday	Walmart to Loma Linda Veterans Hospital	Walmart, Beaumont Civic Center, Calimesa downtown shopping centers, Calimesa Library, Redlands Commercial area including Mountain Grove Plaza, Redlands Amazon Distribution Centers, Kaiser Redlands Medical Office, Pharoh's Kingdom, Loma Linda Veteran's Affairs Hospital and Loma Linda Medical Center
City Wide DAR	Weekday	Demand Response/Reservation Based	Service for Seniors 65+, and persons certified under American Disability Act (ADA) that live in the City of Beaumont and parts of Cherry Valley who are going to places in Beaumont or certain areas within Cherry Valley. Additionally, service is provided to persons who live within 3/4 of a mile from a FR stop and going to a destination also within an area of 3/4 of a mile from a FR stop

Fixed Route

Beaumont operates five weekday fixed routes, two in peak service only, and one weekend fixed route.

Fixed Route service hours are:

Monday through Friday	6:30 a.m. to 7:26 p.m.
Saturday and Sunday	8:00 a.m. to 6:00 p.m.

During the holidays of Martin Luther King Jr. Day, Presidents’ Day, Columbus Day, Veterans Day, and Day after Thanksgiving, Beaumont operates limited service and follows a Saturday schedule.

Beaumont does not operate on New Year’s Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, or Christmas Day.

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 bus route and are either certified under the American with Disabilities Act (ADA) or 65 years of age or over, living in the Beaumont area.

DAR service hours are:

Persons with ADA certification

Monday through Friday	6:30 a.m. to 7:30 p.m.
Saturday and Sunday	8:00 a.m. to 6:00 p.m.

Seniors *without* ADA certification

Monday through Friday	8:00 a.m. to 4:00 p.m.
-----------------------	------------------------

DAR observes the same holiday schedule as the fixed route system. Limited Service is provided on Martin Luther King Jr. Day, Presidents’ Day, Columbus Day, Veterans Day, and Day after Thanksgiving. No service is provided on New Year’s Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, or Christmas Day.

Regional Express Bus Service

Beaumont operates two regional express routes, including Commuter Link 120 and Commuter Link 125. The CL 120 originates at Beaumont’s Walmart transit center and provides service to and from the Beaumont Civic Center, Casino Morongo, Desert Outlet Mall, Calimesa and SBTC. The CL 125 also originates at Beaumont’s Walmart transit center and provides service to and from Calimesa, Kaiser Redlands, Redlands Citrus Grove shopping center, and the VA Hospital in Loma Linda.

Commuter Link service hours are:

Monday through Friday

Saturday

4:30 a.m. to 8:15 p.m.

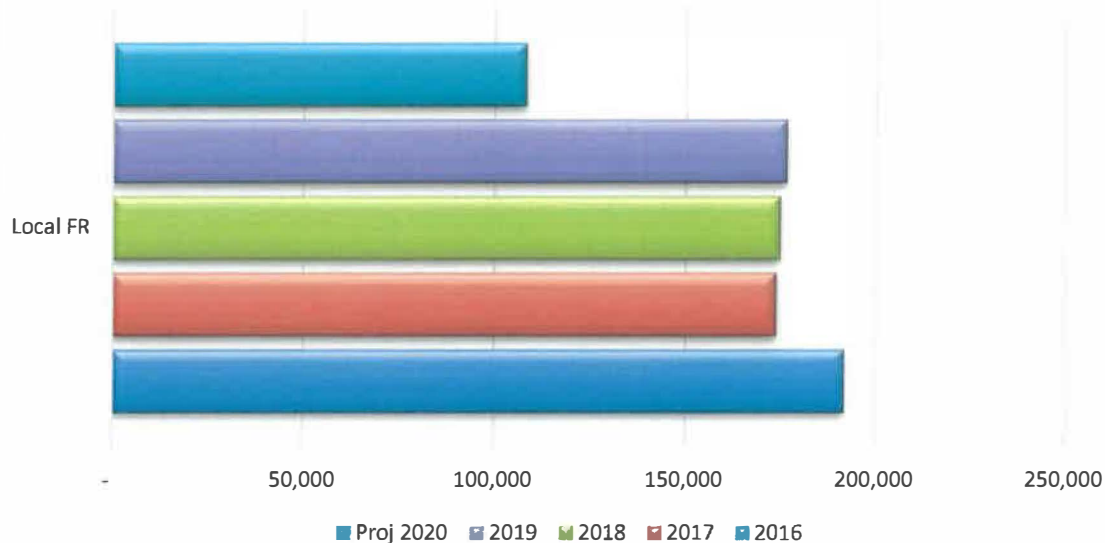
7:50 a.m. to 6:30 p.m.

1.4 Ridership, Revenue Miles, Revenue Hours

Fixed Route

Since 2016, passenger boarding's across most fixed routes have steadily declined. In FY19, the overall fixed route system had 176,794 passenger boarding's, operated 219,639 revenue miles and 15,256 revenue hours of service. Passenger boarding's are projected to be less in FY 20, at 108,448 which is a 38.65% decrease from FY19.

Annual Fixed Route Passenger Boardings



Beaumont is in the process of a Comprehensive Operations Analysis (COA) wherein each route is individually assessed and analyzed as a part of the overall system. Based on route data, surveys, and passenger data collection, the consultant conducting the COA is required to propose performance standards for adoption by Beaumont City Council. These standards will be used as an ongoing monitoring and management tool used to increase service in the coming years.

Paratransit Services

DAR has experienced a decrease in passenger trips in FY 20 compared to FY 19. In FY 19, there were 8,874 passenger trips, operated for 2,670 revenue hours and 33,680 revenue miles. Passenger trip projections for FY 20 are approximately 7,383 and equates to a 16.8% decrease.

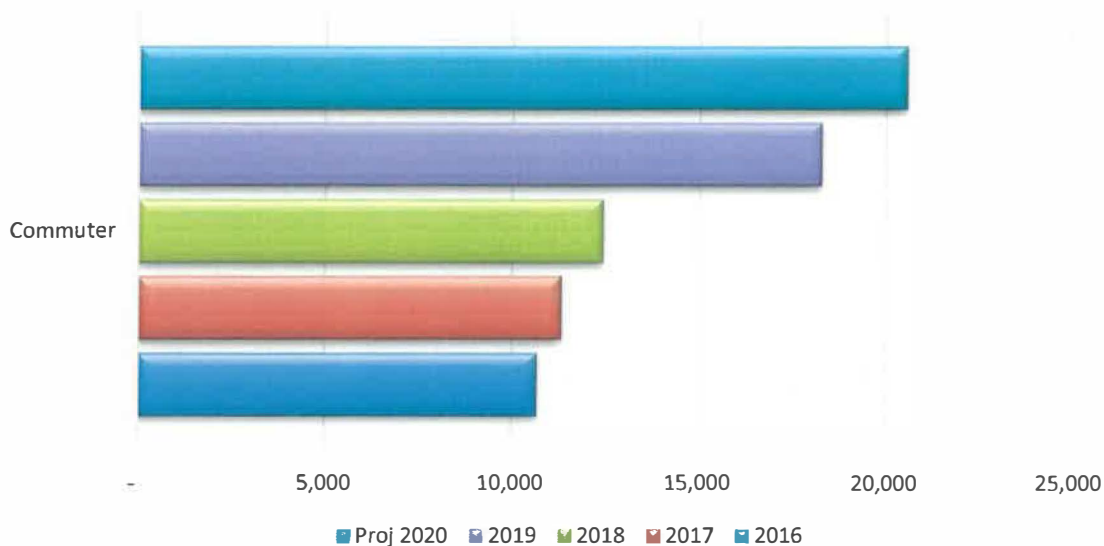
Annual Paratransit Passenger Boardings



Regional Express Bus Service

Commuter Link service has experienced increases in passenger boarding's partially attributed to added service and increased frequency. Combined commuter service saw 18,280 passenger boarding's in FY 19, operated 213,928 revenue miles and 7539.48 revenue hours of service. Together, commuter service has a projected increase of passenger boarding's of 20,565 which is a 12.5% increase over FY19.

Annual Commuter Passenger Boardings



1.5 Current Fare Structure

Fixed Route

On fixed route service, passengers pay general fare unless they qualify for a discounted fare. Discounted fares are available to seniors, persons with disabilities, veterans, or active military. Children 46" tall or under ride for \$0.25 with a paying adult. At the beginning of FY 20 Beaumont increased fares for all services except paratransit. The following is the current fare structure:

Fare Category	Base Fare	Day Pass	10 Ticket Book	Monthly Pass
General	\$1.25	\$3.10	\$12.50	\$39.13
Child (46" tall or under) Accompanied by a paying adult. Limit 2	\$0.25	N/A	N/A	N/A
Senior/Disabled (60+)	\$0.75	\$1.90	\$7.50	\$24.80
Military Veterans	\$0.75	\$1.90	\$7.50	\$24.80
Deviations (Route 3 and 4)	\$0.50	N/A	N/A	N/A
Go Pass: MSJC Students (During valid session only)	Free	N/A	N/A	N/A
Active Military	Free	N/A	N/A	N/A

Paratransit Services

Fare Categories	Base Fare	10-Ride Punch Card
One-Way	\$2.00	\$18.00
Companion & Child	\$3.00	N/A
PCA (with ID)	Free	Free
No Show	\$2.00	N/A

Regional Express Bus Service

Fare Categories	Base Fare	10 Ride Punch Card	Day Pass	Monthly Pass
General	\$3.50	\$31.50	\$8.00	\$75.00
Child (46" tall or under) Accompanied by a paying adult. Limit 2	\$2.50	\$22.50	\$6.00	\$50.00
Senior/Disabled (60+)	\$2.50	\$22.50	\$6.00	\$50.00
Military Veterans	\$2.50	\$22.50	\$6.00	\$50.00
Active Military	Free	N/A	N/A	N/A

Fare Collection Systems

There are a variety of options available to passengers to pay fares. Passengers can purchase monthly passes at the Beaumont Civic Center where cash, check or credit cards are acceptable

forms of payment. Onboard the bus, passengers can purchase ticket books, punch cards, and day passes from the driver using cash or check.

New in FY 20 was the introduction of an electronic fare media called Token Transit as an additional fare option to our passengers. Available to all passengers on all modes of service, except Dial A Ride, Beaumont Transit passengers can purchase any fare category on their mobile phones. Beaumont Transit joined the dozens of agencies currently using the platform for seamless use of the application for connecting passengers.

Token Transit is used primarily on the peak routes; Routes 7 and 9. 28% of the passengers on Route 7 use Token Transit. 30% of the Route 9 passengers use Token Transit. Predominately, passengers use cash or prepaid tickets as their preferred fare media for transportation.

Incentive Programs and Ridership Promotion

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

The summer Travel Training program continues to be successful. Launched in 2017, Travel Training began in partnership with Metrolink to teach choice riders in the Pass area how to use public transportation to and from Los Angeles via the commuter bus and train. Once in Los Angeles, a tour of Union Station is offered to highlight the important connecting features of the regional connection hub. The endeavor continues to be a welcomed addition to the promotional efforts Beaumont Transit offers to the community.

Beaumont offers a real-time bus tracking system called Double Map for our passengers to use. This program, initially purchased in 2016, promotes the reliability of the local transit system for passengers. This real-time bus tracking is accessible on a free smart phone app or through any connection with the Internet. This program gives passengers the ability to find and track their buses to eliminate unnecessary waiting.

1.6 Revenue Fleet

Beaumont Transit's fleet consists of nineteen vehicles, ten of which are CNG fueled and the other nine by gasoline, as shown in Table 1.1. Three additional CNG vehicles are scheduled to be delivered in the next month. The CNG fueled vehicles meet the emission mitigation standards mandated by the California Air Resources Board (CARB).

Beaumont maximizes the life of vehicles in our fleet. Most of the vehicles are considered Medium Duty vehicles under Federal Transit Administration (FTA) and have a 7-year, 200,000-mile life expectancy⁷. Beaumont maintenance keeps vehicles in service longer than FTA guidelines.

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

Table 1.1 - Fleet Inventory
FY 2020/21 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 2019/20	# of Contingency Vehicles FY 2019/20	Life to Date Vehicle Miles Prior Year End FY 2018/19	Life to Date Vehicle Miles through March FY 2019/20	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2019/20
2010	CMD	C 5500	28	1	32	CN	1		216,657	230,600	230,600
2015	EBC	XHF 40	43	1	40	CN	1		51,696	54,189	54,189
2011	EDN	EDN	30	1	33	GA	1		246,841	278,190	278,190
2011	EDN	EDN	30	1	33	CN	1		146,972	165,591	165,591
2015	EDN	XHF 40	43	1	40	CN	1		37,811	43,294	43,294
2015	EDN	XHF 40	43	1	40	CN	1		33,408	39,676	39,676
2009	GMC	C-5500	28	1	32	CN	1		181,558	187,418	187,418
2009	STR	C-5500	28	1	32	CN	1		202,528	219,620	219,620
Totals:			273	8			8		1,117,471	1,218,578	152,322

Table 1.1 - Fleet Inventory
FY 2020/21 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 2019/20	# of Contingency Vehicles FY 2019/20	Life to Date Vehicle Miles Prior Year End FY 2018/19	Life to Date Vehicle Miles through March FY 2019/20	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2019/20
2009	EBC	FORD E450	16	1	24	GA	1		256,606	257,310	257,310
2018	EDN	EZRider II	30	1	32	CN	1		13,209	52,652	52,652
2011	EDN	FORD 550	30	1	33	GA	1		286,184	318,361	318,361
2011	EDN	FORD F550	30	1	33	GA	1		308,818	338,738	338,738
2016	EDN	FORD F550	30	1	33	CN	1		47,334	94,643	94,643
2010	FRD	Ford E450	16	1	24	GA	1		339,121	344,930	344,930
2010	FRD	Ford E-450	16	1	24	GA	1		351,833	396,713	396,713
2010	FRD	Ford E-450	16	1	24	GA	1		342,813	377,929	377,929
2010	STR	C-5500	30	1	32	GA	1		311,313	340,881	340,881
Totals:			214	9			9		2,257,231	2,522,157	280,240

Table 1.1 - Fleet Inventory
 FY 2020/21 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 2019/20	# of Contingency Vehicles FY 2019/20	Life to Date Vehicle Miles Prior Year End FY 2018/19	Life to Date Vehicle Miles through March FY 2019/20	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2019/20
2008	EBC	FORD E450	16	1	24	GA	1		264,564	264,564	264,564
2016	EDN	FORD E-450	20	1	24	CN	1		35,238	51,351	51,351
Totals:			36	2			2		299,802	315,915	157,958

All vehicles meet the ADA accessibility requirements and are equipped with bike racks. Vehicle capacity ranges in size from 16 passengers to 43 passengers. The vehicle shown below is the newest member of the Beaumont Transit fleet and primarily used on the CL 120 to SBTC.



1.7 Existing Facilities and Bus Stop Amenities

Existing Transit Facilities

Administrative services for Beaumont Transit are temporarily located in the heart of downtown Beaumont at the Beaumont Civic Center, 550 E 6th Street, Building D. It is at this location where dispatch, administrative assistance, and the operations yard are located.

Customer service calls for general information, route planning, and Dial-A-Ride appointments are serviced at this location, while walk in customers, including the purchase of fare media, are serviced within the main civic center building.

The Fleet maintenance operations is located at 550 California Ave, approximately 1 mile from the administrative building.

Bus Stop Amenities

Beaumont has 23 bus shelters, 157 bus stops, and a dozen stops with benches. A request for proposal has been issued to improve the Walmart Regional Bus Stop which connects passengers with four agencies. This improvement is funded by the Low Carbon Transportation Operations Program (LCTOP) FY 18 award. Additionally, LCTOP will install bus shelters at two other locations located in the disadvantaged community of Beaumont, including the Beaumont Library.

1.8 Existing Coordination Between Transit Agencies

Because the San Geronio Pass area is geographically isolated from the desert, western Riverside County and the urban area of San Bernardino county, public transit coordination is vital for the movement of passengers. Passengers traverse cities to accomplish needs such as social services, employment opportunities in the urban areas, and more diverse commercial businesses.

Beaumont has entered into multiple agreements with surrounding transit operators, including Banning, OmniTrans, RTA, and Victor Valley Transit Authority (VVTA). The 2019 interagency agreement with Banning has an added feature of a paper transfer system, reminiscent of the early 2000s. This has proven to be problematic to Beaumont’s transit-dependent residents needing to access social services, the courthouse, and DMV services, all located in Banning, as they are now faced with a “two-seat” ride each way.

Conversely, agreements with OmniTrans, RTA and VVTA have added value for connecting passengers.

- Passengers presenting a Beaumont multi use (day or month) pass can connect to OmniTrans, RTA or VVTA for free wherever the two agencies connect.
- Passengers presenting a multi-use (day, week, or month) pass from OmniTrans or VVTA receive a \$1.00 discount on commuter service or free connection with our fixed route wherever we connect.
- Passengers presenting RTA multi use pass (day, week, or month) connect for free to Beaumont’s commuter and fixed route service wherever the two agencies connect.

1.9 Prior or Existing Studies and Plans

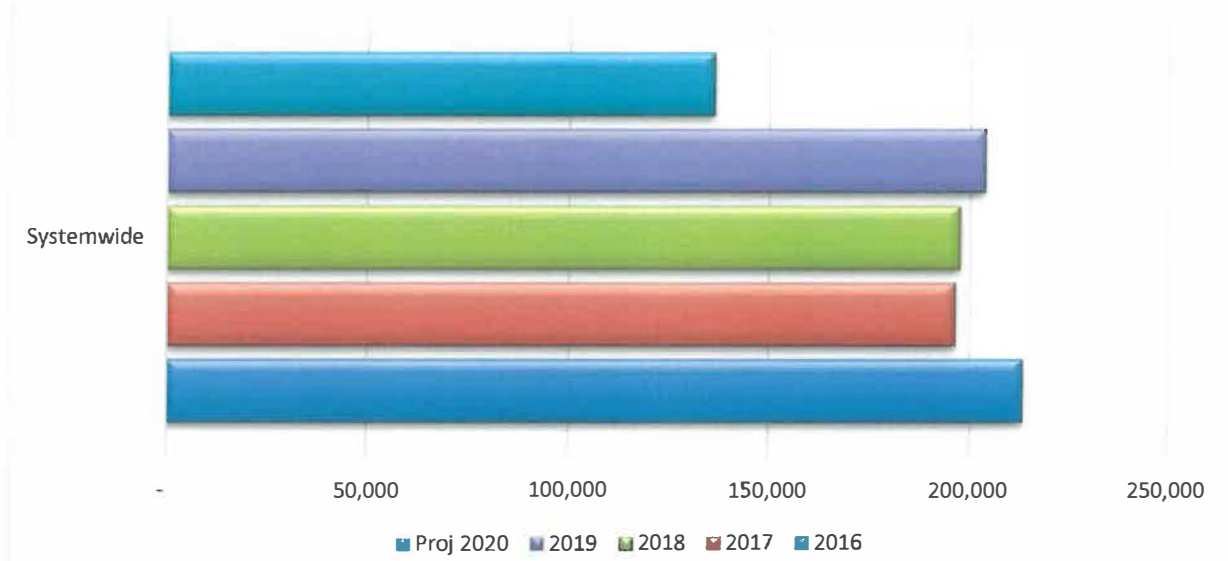
Beaumont completed a Comprehensive Operations Analysis (COA) in 2014 in conjunction with the City of Banning. The results of the study were partially implemented until the new agreement with the City of Banning in July 2019, which largely eliminated crossing of city boundaries.

In early 2020, Beaumont retained the services of a consultant to complete an independent COA. Suggested in three phases, Beaumont has completed phase 1 of the project and the consultant is preparing to present to City Council. Phase 2 will consist of identifying service alternatives. Phase 3 will be preparing and implementing an action plan. The final phases of the COA are scheduled to be completed by end of FY 20 and implementation expected FY 21, pending the outcome of the COVID-19 pandemic.

CHAPTER 2 - EXISTING SERVICE AND ROUTE PERFORMANCE

Overall, Beaumont Transit systemwide passenger trips for FY 20 is projected to end lower than the passenger trips delivered in FY 19. In FY 19, systemwide passenger trips, including paratransit, totaled 203,948. FY 20 is projected to end at 136,396, resulting in a 33.12% decline from the previous year.

Annual Systemwide Passenger Boardings



There are three primary reasons to explain why Beaumont is experiencing a decline in passenger boarding's. First, public transit operators nationwide have seen a reduction in passengers across all modes of transportation. Second, Beaumont reduced service on the Route 2 by 75% in FY 20. The Route 2 previously connected Beaumont passengers in the low income and downtown area to social services in Banning; however, this service was eliminated with the entering of an Interagency Agreement with City of Banning which took effect July 1, 2019. Third, Covid-19 and the mandated social distancing and effective close of the economy has led to a reduction in service because of the reduction of passengers.

2.1 Key Performance Indicators

Beaumont Transit monitors performance indicators throughout the year to ensure the system is performing productively. Customer complaints and suggestions are received, noted and implemented where appropriate. Route schedules and timepoints are reviewed for connectivity with other routes and regional connection opportunities. Department expenses are monitored for farebox recovery ratio.

RCTC also provides an ability to demonstrate performance indicators in Table 2.0. Key performance indicators include seven discretionary and one mandatory, with transit operators required to meet four of the seven discretionary indicators. Beaumont currently fails to meet the mandatory performance indicator of 10% farebox recovery ratio and meets three of the seven discretionary.

Table 2.0 -- Service Provider Performance Targets Report

FY 2019/20 Short Range Transit Plan Review
City of Beaumont

Data Elements	FY 2019/20 Plan	FY 2019/20 Target	FY 2019/20 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	165,316			
Passenger Miles	1,436,725			
Total Actual Vehicle Revenue Hours	23,653.0			
Total Actual Vehicle Revenue Miles	481,289.0			
Total Actual Vehicle Miles	504,023.0			
Total Operating Expenses	\$2,610,230			
Total Passenger Fare Revenue	\$281,000			
Net Operating Expenses	\$2,329,230			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	10.76%	>= 10.00%	9.13%	Fails to Meet Target
Discretionary:				
1. Operating Cost Per Revenue Hour	\$110.36	<= \$100.60	\$80.58	Meets Target
2. Subsidy Per Passenger	\$14.09	>= \$9.36 and <= \$12.66	\$11.82	Meets Target
3. Subsidy Per Passenger Mile	\$1.62	>= \$1.96 and <= \$2.65	\$2.47	Meets Target
4. Subsidy Per Hour	\$98.48	>= \$74.32 and <= \$100.56	\$73.22	Fails to Meet Target
5. Subsidy Per Mile	\$4.84	>= \$4.04 and <= \$5.46	\$3.44	Fails to Meet Target
6. Passengers Per Revenue Hour	6.99	>= 6.72 and <= 9.09	6.20	
7. Passengers Per Revenue Mile	0.34	>= 0.37 and <= 0.49	0.29	Fails to Meet Target

Note: Must meet at least 4 out of 7 Discretionary Performance Indicators

Productivity Performance Summary:

Service Provider Comments:

2.2 SRTP Performance Report

In FY 20, when the SRTP was prepared for FY 21, Beaumont set a plan for performance. RCTC in turn set targets for Beaumont to keep in mind as the year of operation. The following Table 2.1 outlines the planned performance indicators for FY 21 and compares the FY 21 plan to the FY 21 targets.

This report indicates that all seven discretionary performance indicators were planned to be met when the targets were set.

Performance Indicators	FY 2018/19 End of Year Actual	FY 2019/20 4th Quarter Year-to-Date	FY 2020/21 Plan	FY 2020/21 Target	Plan Performance Scorecard (a)
Passengers	204,274	104,093	169,846	None	
Passenger Miles	976,877	497,341	1,477,908	None	
Revenue Hours	24,456.7	16,961.8	26,560.0	None	
Total Hours	25,484.4	18,305.6	28,686.0	None	
Revenue Miles	457,808.9	359,461.0	567,924.0	None	
Total Miles	483,043.8	374,832.0	590,904.0	None	
Operating Costs	\$2,796,318	\$1,344,999	\$2,775,646	None	
Passenger Revenue	\$240,041	\$122,839	\$307,338	None	
Measure-A Revenue				None	
LCTOP Revenue			\$93,346	None	
Operating Subsidy	\$2,556,276	\$1,222,159	\$2,468,308	None	
Operating Costs Per Revenue Hour	\$114.34	\$79.30	\$104.50	<= \$72.21	Fails to Meet Target
Operating Cost Per Revenue Mile	\$6.11	\$3.74	\$4.89	None	
Operating Costs Per Passenger	\$13.69	\$12.92	\$16.34	None	
Farebox Recovery Ratio	8.58%	9.13%	14.43%	>= 0.1	Meets Target
Subsidy Per Passenger	\$12.51	\$11.74	\$14.53	>= \$15.80 and <= \$21.38	Better Than Target
Subsidy Per Passenger Mile	\$2.62	\$2.46	\$1.67	>= \$3.32 and <= \$4.50	Better than Target
Subsidy Per Revenue Hour	\$104.52	\$72.05	\$92.93	>= \$57.43 and <= \$77.71	Better Than Target
Subsidy Per Revenue Mile	\$5.58	\$3.40	\$4.35	>= \$2.92 and <= \$3.94	Better Than Target
Passengers Per Revenue Hour	8.35	6.14	6.39	>= 3.09 and <= 4.19	Better Than Target
Passengers Per Revenue Mile	0.45	0.29	0.30	>= 0.15 and <= 0.21	Better Than Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2020/21 Plan to the FY 2020/21 Primary Target.

2.3 SRTP Service Summary

In the following pages are reports that give an insight on how the Beaumont Transit service is performing in various areas compared to years past, as well as the plan for the coming fiscal year.

Table 2.2 Service Summary for City of Beaumont All Routes: Like Table 2.1 above, this table compares 3rd Quarter actual of FY 20 to the plan of FY 20. In addition, the table also shows actual audited figures for FY 18 and 19 as well as showing FY 20 compared to FY 21 plan. This table shows all routes Beaumont operates including Dial-A-Ride and excluded routes. Some key takeaways from this report are:

- Passenger trips are significantly lower than what was reported for previous FY's.
- Beaumont Transit has lowered operating cost per revenue mile; however
- Farebox recovery ratio remains below plan because of the low passenger trips.

Table 2.2 -- City of Beaumont -- SRTP Service Summary
FY 2020/21 Short Range Transit Plan
All Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	9	9	12	9	13
Financial Data					
Total Operating Expenses	\$2,221,265	\$2,796,318	\$2,610,230	\$1,344,999	\$2,775,646
Total Passenger Fare Revenue	\$235,430	\$240,041	\$281,000	\$122,839	\$307,338
Net Operating Expenses (Subsidies)	\$1,985,836	\$2,556,276	\$2,329,230	\$1,222,159	\$2,468,308
Operating Characteristics					
Unlinked Passenger Trips	197,775	204,274	165,316	103,433	169,846
Passenger Miles	945,103	976,877	1,436,725	494,205	1,477,908
Total Actual Vehicle Revenue Hours (a)	24,771.8	24,456.7	23,653.0	16,691.8	26,560.0
Total Actual Vehicle Revenue Miles (b)	420,009.0	457,808.9	481,289.0	355,656.0	567,924.0
Total Actual Vehicle Miles	447,136.0	483,043.8	504,023.0	370,667.0	590,904.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$89.67	\$114.34	\$110.36	\$80.58	\$104.50
Farebox Recovery Ratio	10.60%	8.58%	10.76%	9.13%	14.43%
Subsidy per Passenger	\$10.04	\$12.51	\$14.09	\$11.82	\$14.53
Subsidy per Passenger Mile	\$2.10	\$2.62	\$1.62	\$2.47	\$1.67
Subsidy per Revenue Hour (a)	\$80.17	\$104.52	\$98.48	\$73.22	\$92.93
Subsidy per Revenue Mile (b)	\$4.73	\$5.58	\$4.84	\$3.44	\$4.35
Passenger per Revenue Hour (a)	8.0	8.4	7.0	6.2	6.4
Passenger per Revenue Mile (b)	0.47	0.45	0.34	0.29	0.30

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

Table 2.2 is further broken down into Excluded and Non-Excluded Routes. The following two tables reflect these two categories. In FY 20, Beaumont had 4 excluded routes from the farebox recovery ratio reporting. These routes were Route 2, Route 3/4, Commuter Link 120 and Commuter Link 125. Excluded Routes are new routes or routes that have had 25% change in route. Being excluded gives a grace period for the route to perform and gain passenger ridership for three years. More detail on excluded routes are located in Table 2.2A

Table 2.2 Excluded Routes has the following points of interest:

- Excluded Routes have not gained passenger base necessary in order to reach farebox recovery plan.
- The new routes are gaining passengers, and operating service to gain the passengers, however the low passenger counts create higher operating cost per revenue hour.

Table 2.2 Non-Excluded Routes consists of the remaining routes and services Beaumont offers. These non-excluded routes are services that have been established and unaltered for at least 3 years. Non-excluded routes include the Route 3, Route 4, Route 7, and Route 9.

Non-excluded reports has the following points of interest:

- Non-excluded routes are doing very well and have a farebox recovery of 17.74% through the 3rd Quarter FY 20.
- Operating Costs per revenue hour and subsidies are low compared to plan and previous years.

Table 2.2 -- City of Beaumont -- SRTP Service Summary
FY 2020/21 Short Range Transit Plan
Excluded Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	3	2	4	4	5
Financial Data					
Total Operating Expenses	\$829,935	\$460,249	\$1,364,146	\$892,388	\$1,359,487
Total Passenger Fare Revenue	\$44,807	\$14,420	\$123,109	\$42,561	\$117,500
Net Operating Expenses (Subsidies)	\$785,129	\$445,829	\$1,241,037	\$849,827	\$1,241,987
Operating Characteristics					
Unlinked Passenger Trips	18,923	7,344	63,111	30,730	52,476
Passenger Miles	90,830	35,251	848,500	147,504	801,695
Total Actual Vehicle Revenue Hours (a)	6,912.1	2,849.2	12,751.0	9,703.2	16,116.0
Total Actual Vehicle Revenue Miles (b)	165,555.0	76,021.0	343,950.0	253,639.0	425,086.0
Total Actual Vehicle Miles	173,479.0	77,316.0	352,253.0	259,410.0	434,330.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$120.07	\$161.54	\$106.98	\$91.97	\$84.36
Farebox Recovery Ratio	5.40%	3.13%	9.02%	4.77%	12.05%
Subsidy per Passenger	\$41.49	\$60.71	\$19.66	\$27.65	\$23.67
Subsidy per Passenger Mile	\$8.64	\$12.65	\$1.46	\$5.76	\$1.55
Subsidy per Revenue Hour (a)	\$113.59	\$156.48	\$97.33	\$87.58	\$77.07
Subsidy per Revenue Mile (b)	\$4.74	\$5.86	\$3.61	\$3.35	\$2.92
Passenger per Revenue Hour (a)	2.7	2.6	5.0	3.2	3.3
Passenger per Revenue Mile (b)	0.11	0.10	0.18	0.12	0.12

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

Table 2.2 -- City of Beaumont -- SRTP Service Summary
FY 2020/21 Short Range Transit Plan
Non-Excluded Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	6	8	8	7	8
Financial Data					
Total Operating Expenses	\$1,391,330	\$2,336,069	\$1,246,084	\$452,610	\$1,416,159
Total Passenger Fare Revenue	\$190,623	\$225,621	\$157,891	\$80,278	\$189,838
Net Operating Expenses (Subsidies)	\$1,200,707	\$2,110,448	\$1,088,193	\$372,332	\$1,226,321
Operating Characteristics					
Unlinked Passenger Trips	178,852	196,930	102,205	72,703	117,370
Passenger Miles	854,272	941,626	588,225	346,701	676,213
Total Actual Vehicle Revenue Hours (a)	17,859.8	21,607.6	10,902.0	6,988.7	10,444.0
Total Actual Vehicle Revenue Miles (b)	254,454.0	381,787.9	137,339.0	102,017.0	142,838.0
Total Actual Vehicle Miles	273,657.0	405,727.8	151,770.0	111,257.0	156,574.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$77.90	\$108.11	\$114.30	\$64.76	\$135.60
Farebox Recovery Ratio	13.70%	9.66%	12.67%	17.74%	16.71%
Subsidy per Passenger	\$6.71	\$10.72	\$10.65	\$5.12	\$10.45
Subsidy per Passenger Mile	\$1.41	\$2.24	\$1.85	\$1.07	\$1.81
Subsidy per Revenue Hour (a)	\$67.23	\$97.67	\$99.82	\$53.28	\$117.42
Subsidy per Revenue Mile (b)	\$4.72	\$5.53	\$7.92	\$3.65	\$8.59
Passenger per Revenue Hour (a)	10.0	9.1	9.4	10.4	11.2
Passenger per Revenue Mile (b)	0.70	0.52	0.74	0.71	0.82

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

The City of Beaumont service is further broken down in Tables 2.2 by dividing up the service 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 and commuter links are significantly lower than previous years.
- Low passenger trips directly affect the amounts listed in the subsidies
- Operating cost per revenue hour is low compared to plan and audited actuals of years past which means Beaumont consciously attempts to lower operating costs to a level to balance farebox ratio where possible.

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

- Paratransit service is a very expensive service to offer; however, it is a required service.
- Passenger trips are lower but the cost to operate the service is significantly higher than previous years.

Table 2.2 -- Beaumont-BUS -- SRTP Service Summary
FY 2020/21 Short Range Transit Plan
All Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	8	8	11	8	11
Financial Data					
Total Operating Expenses	\$1,912,928	\$2,528,180	\$2,380,230	\$1,169,016	\$2,471,923
Total Passenger Fare Revenue	\$215,369	\$236,763	\$258,000	\$112,698	\$283,338
Net Operating Expenses (Subsidies)	\$1,697,560	\$2,291,416	\$2,122,230	\$1,056,318	\$2,188,585
Operating Characteristics					
Unlinked Passenger Trips	187,489	195,400	156,187	97,887	160,782
Passenger Miles	899,947	937,920	1,388,341	469,858	1,429,869
Total Actual Vehicle Revenue Hours (a)	21,606.1	21,785.4	20,866.0	15,015.9	23,844.0
Total Actual Vehicle Revenue Miles (b)	380,714.0	424,129.0	446,602.0	333,928.0	532,748.0
Total Actual Vehicle Miles	404,305.0	445,928.3	465,746.0	346,932.0	552,664.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$88.54	\$116.05	\$114.07	\$77.85	\$103.67
Farebox Recovery Ratio	11.26%	9.36%	10.83%	9.64%	15.23%
Subsidy per Passenger	\$9.05	\$11.73	\$13.59	\$10.79	\$13.61
Subsidy per Passenger Mile	\$1.89	\$2.44	\$1.53	\$2.25	\$1.53
Subsidy per Revenue Hour (a)	\$78.57	\$105.18	\$101.71	\$70.35	\$91.79
Subsidy per Revenue Mile (b)	\$4.46	\$5.40	\$4.75	\$3.16	\$4.11
Passenger per Revenue Hour (a)	8.7	9.0	7.5	6.5	6.7
Passenger per Revenue Mile (b)	0.49	0.46	0.35	0.29	0.30

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

Table 2.2 -- Beaumont-DAR -- SRTP Service Summary
FY 2020/21 Short Range Transit Plan
All Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	1	1	1	1	2
Financial Data					
Total Operating Expenses	\$308,337	\$268,138	\$230,000	\$175,982	\$303,723
Total Passenger Fare Revenue	\$20,061	\$3,278	\$23,000	\$10,141	\$24,000
Net Operating Expenses (Subsidies)	\$288,276	\$264,860	\$207,000	\$165,841	\$279,723
Operating Characteristics					
Unlinked Passenger Trips	10,286	8,874	9,129	5,546	9,064
Passenger Miles	45,156	38,957	48,384	24,347	48,039
Total Actual Vehicle Revenue Hours (a)	3,165.7	2,671.3	2,787.0	1,676.0	2,716.0
Total Actual Vehicle Revenue Miles (b)	39,295.0	33,679.9	34,687.0	21,728.0	35,176.0
Total Actual Vehicle Miles	42,831.0	37,115.5	38,277.0	23,735.0	38,240.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$97.40	\$100.38	\$82.53	\$105.00	\$111.83
Farebox Recovery Ratio	6.51%	1.22%	10.00%	5.76%	7.90%
Subsidy per Passenger	\$28.03	\$29.85	\$22.67	\$29.90	\$30.86
Subsidy per Passenger Mile	\$6.38	\$6.80	\$4.28	\$6.81	\$5.82
Subsidy per Revenue Hour (a)	\$91.06	\$99.15	\$74.27	\$98.95	\$102.99
Subsidy per Revenue Mile (b)	\$7.34	\$7.86	\$5.97	\$7.63	\$7.95
Passenger per Revenue Hour (a)	3.3	3.3	3.3	3.3	3.3
Passenger per Revenue Mile (b)	0.26	0.26	0.26	0.26	0.26

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

City of Beaumont
Short Range Transit Plan
FY 2020/2021 - 2022/2023



Table 2.2A Excluded Routes

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

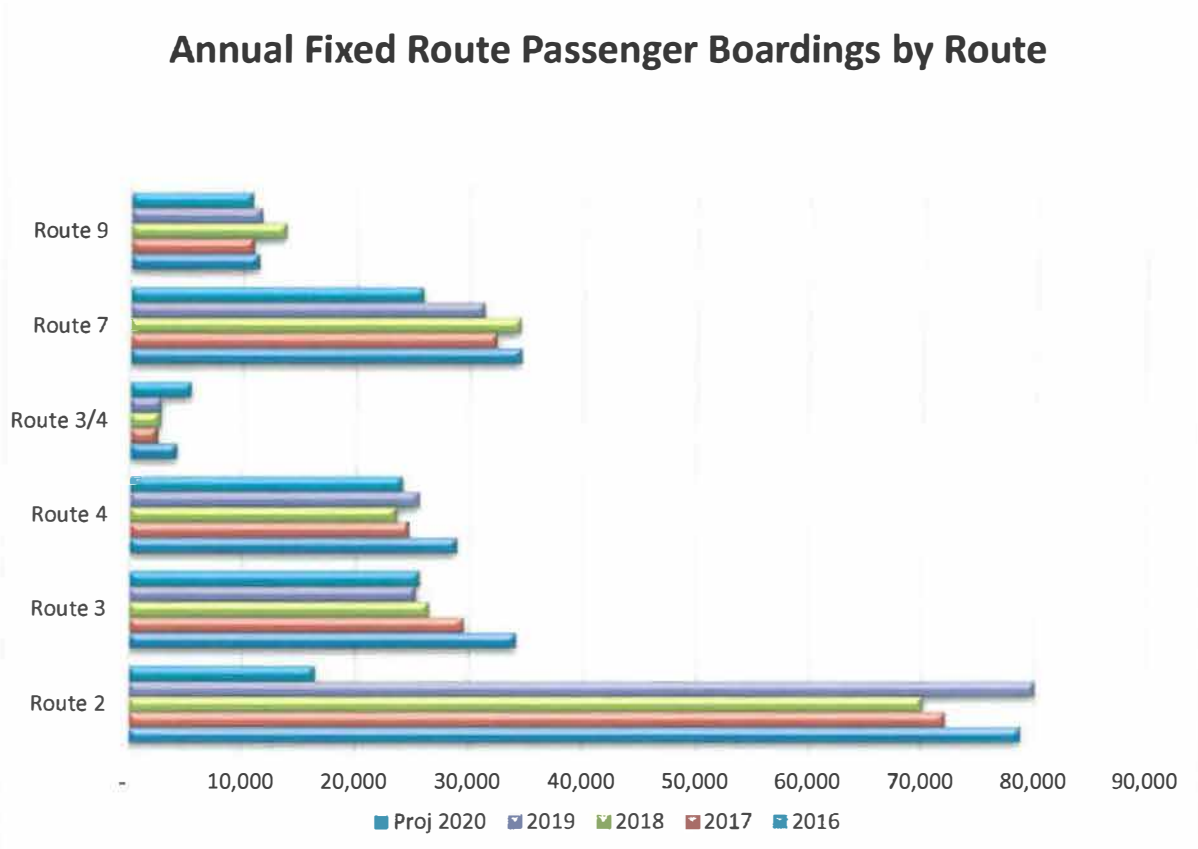
Route #	Mode (FR/DAR)	Service Type (DO/CO)	Route Description	Date of Implementation	Exemption End Date
Route 2	FR	DO	Monday - Friday: Downtown to Walmart with Express Service to Cabazon	August 2019	August 2022
Route 3/4	FR	DO	Saturday & Sunday Service: Walmart to Cherry Valley via Downtown	August 2019	August 2022
Route 120	FR	DO	Monday - Saturday Service: Walmart to San Bernardino Transit Center	August 2019	August 2022
Route 125	FR	DO	Monday - Friday Service: Walmart to Loma Linda Veterans Hospital	September 2018	September 2021

2.4 Service Performance

Beaumont Transit operates six local fix routes, two of which are peak routes, and two commuter links. In this section, each route will be analyzed and discussed.

Fixed Route Service

The following chart compares the total passenger trips by the route and by year for the local fixed route.



In the statistics and analysis discussed for each route, route performance is projected based on the passenger boarding trends for the first three-quarters of FY 20. Although this is a projection to end FY 20, the last quarter of FY 20 will have an anomaly in boarding's because of Covid-19; however, this anomaly is not reflected in the projections.

Route 2

Route 2 is Beaumont's trunk route and operates weekdays only. It was dramatically reduced in FY 20 as a result of an Interagency Agreement with Banning Transit. This route previously served passengers with two buses and had a 1-hour headway Monday through Friday and served with a 2-hour headway on weekends.

The current design of this route is one bus operating on a 1.5-hour headway, Monday through Friday only. The route was restructured to by-pass Banning city streets and connect passengers to major employment and recreational opportunities in Cabazon via the I-10 freeway.

In FY 20, Route 2 is projected to finish the fiscal year with a significant decrease in passenger trips compared to FY19. Passenger trips for FY 20 are projected at 16,501, a 79.37% decrease from FY 19 end of year at 79,995. This route represents 12.79% of the systemwide passenger trips, excluding paratransit.

Route 3

Route 3 operates weekdays with a one-hour headway and services the north area of Beaumont, a portion of Cherry Valley via deviations, residential community of Sundance and Walmart. This route also connects Sundance with both middle schools, the high schools, and three elementary schools. Passengers traveling to outer portions of Cherry Valley can request deviations while on board the bus or by calling customer service.

In FY 20, Route 3 is projected to finish the fiscal year with 25,668 passenger trips, a slight increase of 1.35% in passenger trips compared to FY19, which ended at 25,326. Route 3 makes up 19.90% of systemwide passengers, excluding paratransit.

Route 4

Route 4 operates weekdays with a one-hour headway and primarily services the SB535 identified disadvantaged community located in the heart of Beaumont's original 9-square miles of city limits. This route connects passengers with the local library, two elementary schools, the community center, both middle schools, the main high school, and the commercial shopping area of Walmart.

In FY 20, Route 4 is projected to finish the fiscal year at 24,133, a 5.68% decrease in passenger trips compared to FY19. This route services 18.71% of the systemwide passengers, excluding paratransit.

Route 7

Route 7 is a weekday peak hour service and follows the Beaumont Unified School District academic calendar. This route is designed to service the passengers during the peak hours of the morning and afternoon to connect the westernmost portion of Beaumont residential areas with schools and connecting routes. The route services the masterplan communities commonly known in Beaumont as Fairway Canyon and Tournament Hills, providing transportation to both middle schools, as well as the main high school. Connection opportunities include Route 2, Route 3, and Route 4.

In FY 20, Route 7 is projected to finish the fiscal year with a decrease in passenger trips compared to FY19. Passenger trips projected to end FY 20 are 25,880, a decrease of 17.23%

from FY 19 which had 31,269 passenger trips. Route 7 makes up 20.06% of systemwide passengers, excluding paratransit.

Route 9

Like Route 7, Route 9 is a weekday peak hour service and follows the Beaumont Unified School District academic calendar. This route is designed to connect passengers during the morning and afternoon with the southernmost masterplan residential community commonly known as Seneca Springs with both middle schools, the high school, and connecting routes.

In FY 20, Route 9 is projected to finish the fiscal year with a decrease in passenger trips compared to FY19. Passenger trips projected to end FY 20 are 10,810, a decrease of 6.87% from FY 19, which had 11,609 passenger trips. Route 9 makes up 8.38% of all systemwide passengers, excluding paratransit.

Route 3/4

Route 3/4 is a one-hour headway weekend-only service. 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, a recreation center, several churches, and the commercial area of Walmart.

Route 3/4 service was increased in FY 20 to include Sunday service. This route is primarily routed in residential areas to commercial areas. This route services many churches and religious buildings and accommodates transit dependent passengers needing to access religious services on Sundays. This route also operates on recognized limited-service holidays.

In FY 20, Route 3/4 is projected to finish the fiscal year with a significant increase in passenger trips compared to FY19. Passenger trips projected to end FY 20 were 5,454, an increase of 93.9% from FY 19 which had 2,813 passenger trips. Route 3/4 makes up 4.23% of systemwide passengers, excluding paratransit.

Commuter Link 120

The Commuter Link (CL) 120 operates two buses Monday through Friday, one bus with a 2-hour and 20-minute headway, and one with a 1-hour and 20-minute headway. The CL 120 also operates on Saturday and recognized limited-service holidays. On Saturdays, CL 120 is serviced by one bus and has a 2-hour and 20-minute headway.

This express commuter service connects passengers at the Beaumont Walmart to Calimesa and the San Bernardino Transit Center. In FY 20, the CL120's schedule was adjusted to also connect commuting passengers from San Bernardino to Casino Morongo.

In FY 20, CL 120 is projected to finish the fiscal year with an increase in passenger trips compared to FY19. Passenger trips projected to end FY 20 are 15,996, an increase of 16.35%

from FY 19, which had 13,748 passenger trips. The CL 120 makes up 12.4% of systemwide passengers, excluding paratransit.

Commuter Link 125

The Commuter Link (CL) 125 operates weekday service from Beaumont Walmart to San Bernardino County medical facilities, as well as recreational and employment opportunities. Originating from Beaumont Walmart, the CL 125 connects with stops in Calimesa, Redlands Citrus Plaza (Alabama St and Lugonia Ave), Kaiser Redlands Medical Offices, and Loma Linda Veterans Affairs Hospital.

In FY 20, the CL 125 is projected to finish the fiscal year relatively equal in passenger trips compared to FY19. Passenger trips projected to end FY 20 are 4,569, a slight increase of .82% from FY 19, which had 4,532 passenger trips. The CL 125 makes up 3.54% of systemwide passengers, excluding paratransit.

Dial A Ride (Paratransit)

Beaumont Dial A Ride (DAR) is a curb to curb service for qualified passengers residing in Beaumont and parts of Cherry Valley. Qualified passengers include persons over the age of 65 as well as those passengers certified under the Americans with Disability Act. Beaumont Transit honors and recognizes those passengers carrying ADA compliant identification cards from RTA and Omnitrans.

DAR operates as a complimentary service to the fixed routes in Beaumont and mirrors that schedule. Reservations are required at least 24 hours in advance and priority is given to ADA passengers. On the weekends, DAR is available to ADA passengers only.

In FY 20, DAR is projected to finish the fiscal year with a decrease in passenger trips compared to FY19. Passenger trips projected to end FY 20 are 7,382, a decrease of 16.8% from FY 19 which had 8,874 passenger trips.



Table 2.3 - SRTP Route Statistics

City of Beaumont -- 2

FY 2020/21

All Routes

Data Elements

Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Net Subsidy
BEA-120	All Days	2	19,358	522,666	8,014.0	8,456.0	244,234.0	250,344.0	\$639,503	\$58,342	\$581,161
BEA-125	Weekday	1	5,720	120,120	3,403.0	3,557.0	96,558.0	97,788.0	\$272,455	\$12,450	\$260,005
BEA-2	Weekday	1	20,618	119,585	3,535.0	3,638.0	66,614.0	67,836.0	\$355,145	\$32,501	\$322,644
BEA-3	Weekday	1	32,194	186,725	3,118.0	3,294.0	42,562.0	44,462.0	\$379,424	\$47,232	\$332,192
BEA-3/4	All Days	1	6,780	39,324	1,164.0	1,260.0	17,680.0	18,362.0	\$92,384	\$14,207	\$78,177
BEA-4	Weekday	1	30,280	175,624	3,391.0	3,497.0	44,804.0	45,828.0	\$333,582	\$36,016	\$297,566
BEA-7	Weekday	3	32,568	188,894	805.0	1,280.0	14,744.0	20,408.0	\$253,945	\$54,011	\$199,934
BEA-9	Weekday	1	13,264	76,931	414.0	654.0	5,552.0	7,636.0	\$145,485	\$28,579	\$116,906
BEA-DAR	All Days	2	9,064	48,039	2,716.0	3,050.0	35,176.0	38,240.0	\$303,723	\$24,000	\$279,723
Service Provider Totals		13	169,846	1,477,908	26,560.0	28,686.0	567,924.0	590,904.0	\$2,775,646	\$307,338	\$2,468,308



Table 2.3 - S RTP Route Statistics

City of Beaumont -- 2

FY 2020/21

All Routes

Performance Indicators

Route #	Day Type	Operating Cost Per Revenue Hour	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-120	All Days	\$79.80	\$2.62	\$33.04	9.12%	\$30.02	\$1.11	\$72.52	\$2.38	2.4	0.08
BEA-125	Weekday	\$80.06	\$2.82	\$47.63	4.56%	\$45.46	\$2.16	\$76.40	\$2.69	1.7	0.06
BEA-2	Weekday	\$100.47	\$5.33	\$17.22	9.15%	\$15.65	\$2.70	\$91.27	\$4.84	5.8	0.31
BEA-3	Weekday	\$121.69	\$8.91	\$11.79	12.44%	\$10.32	\$1.78	\$106.54	\$7.80	10.3	0.76
BEA-3/4	All Days	\$79.37	\$5.23	\$13.63	15.37%	\$11.53	\$1.99	\$67.16	\$4.42	5.8	0.38
BEA-4	Weekday	\$98.37	\$7.45	\$11.02	10.79%	\$9.83	\$1.69	\$87.75	\$6.64	8.9	0.68
BEA-7	Weekday	\$315.46	\$17.22	\$7.80	21.26%	\$6.14	\$1.06	\$248.37	\$13.56	40.5	2.21
BEA-9	Weekday	\$351.41	\$26.20	\$10.97	19.64%	\$8.81	\$1.52	\$282.38	\$21.06	32.0	2.39
BEA-DAR	All Days	\$111.83	\$8.63	\$33.51	7.90%	\$30.86	\$5.82	\$102.99	\$7.95	3.3	0.26
Service Provider Totals		\$104.50	\$4.89	\$16.34	11.07%	\$14.53	\$1.67	\$92.93	\$4.35	6.4	0.30

2.5 Productivity Improvement Efforts

Beaumont encourages participation and insights from our customers and the public. Customer satisfaction is our number one priority and we engage feedback. All customer comments and complaints are considered and generally resolved immediately. As a small agency, requests for new stops or an adjustment in timepoints are easily resolved.

Beaumont monitors the schedules in correspondence with other agencies. Metrolink, RTA, Omni, and Banning schedules are all reviewed, and changes are made usually in response to a change in the larger agencies' schedules. Our goal is to ensure that transit passengers can connect with other agencies to complete their trip.

Currently, Beaumont uses several products to keep passengers connected with system information and announcements. These products are Facebook, Instagram, Double Map (a web based real time GPS bus locating system), Google Transit, and Everbridge (a mass communication system operated in conjunction with Beaumont Police Department).



Additionally, Pass area residents are invited to attend monthly travel training trips led by Beaumont staff members to such key destinations as Los Angeles Union Station, Downtown Disney, and Oceanside. The purpose of travel training is to empower the public with strategy and knowledge of local transit system, as well as other regional connecting systems such as Metrolink, RTA and Metro. Education of public transit, by means of travel training informational meetings and outings, will assist in the alleviation of common fears surrounding public transit and get passengers comfortable with moving around and using public transportation.

Beaumont recently secured a consultant to perform a comprehensive operations analysis (COA) and are currently completing phase 1 of a 3-phase project. The primary purpose of the COA will be to determine demographics and needs of the residents of Beaumont, as well as connecting passengers traveling into and out of the city via our commuter links. An analysis of our growing city and our increased residential, commercial, and industrial areas will require the implementation of new routes and route design. COA professionals will be crucial to the connectivity of routes and determining service needs to better service passengers in the area.

2.6 Major Trip Generators

Over one-third of Beaumont's passengers attend Beaumont schools, with primary travel patterns between residential neighborhoods and middle and senior high schools during peak hours-morning and afternoon. However, this type of service is not sustainable, but more importantly is more costly to the overall operations. For this reason, additional service will not be added to the two peak routes, Routes 7 and 9.

Beaumont will continue to focus on regional transportation as a means of sustainability. Commuter Link 120 has been in service since 2013 and Commuter Link 125 was introduced in September 2018. Both commuters have grown in passenger trips month over month and are widely popular with inquiries from traveling passengers on Metrolink and other regional providers connecting to Beaumont and Casino Morongo.

2.7 Recent Service Changes

Recent service changes were introduced on Route 2, Route 3/4, and Commuter Link 120.

Route 2

Route 2 had several significant changes at the onset of FY 20. All changes were a direct result of the July 2019 Interagency Agreement entered into with the city of Banning. At the request of Banning, Route 2 bypasses the Ramsey St. corridor and travels along Interstate 10 to Casino Morongo and the Desert Hills Outlet mall. Additionally, the route decreased service from two buses to one bus, as well as decreased days of operation from seven days to weekday only.

Route 3/4

Because of the significant decreases in operational service on Route 2, it was determined that Route 3/4 would be better designed to add service, from Saturday only to Saturday and Sunday. This allows transit-dependent passengers to travel on Sundays accessing religious services and patronize commercial shopping areas of Beaumont.

Commuter 120

The Commuter Link 120 also experienced changes in FY 20. A second bus was added to the route which increased the route frequency. This change was made based on passenger surveys requesting more service to and from SBTC. With the additional bus, CL 120 is now able to service Casino Morongo, allowing passengers to connect from the Metrolink train or other bus operators at SBTC a one-seat ride to the casino and outlet malls.

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

3.1 Planned Service Changes

The current COA project will determine the future of Beaumont's service changes in the coming years. The City of Beaumont continues to grow with an average of 750 additional new homes

built every year. There are currently 3,500 homes approved for construction. The COA will tell us where service will best be served and should be completed by early FY 21.

Industrial and employment opportunities are also growing. Amazon is preparing to open a million square foot distribution center in Beaumont. Amazon reports that they intend to hire several hundred full-time employees and will begin doing so at the end of May or June 2020, with an anticipated opening date in July or August 2020. Beaumont Transit has been approached by Amazon to provide public transportation to the facility and is considering a micro-transit system as a pilot program to address transportation needs of the Amazon employees.

A rideshare voucher program for senior and ADA passengers to offset the rising operational expenses incurred by paratransit service is also being explored. This voucher program will mirror a similar program offered by other public transit operators and consists of a 50-50 share in fare directly redeemable with the rideshare provider when the service is used.

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

Comprehensive Operations Analysis

As discussed in previous sections of this plan, Beaumont is currently underway with a Comprehensive Operations Analysis. As part of the COA, a fare elasticity study will be completed to ensure that the schedule reflects a good business model, is fair to all passengers, and equitable in the industry. This COA will be central to the development of the department and is expected to be completed by June 2020.

Travel Training

Travel Training continues to be a successful program to teach Pass area residents how to ride public transportation from the Pass area to places of interest. Travel Training season begins in the early Spring and runs through the Fall, with trips to Union Station, Downtown Disney, and Oceanside. A common consensus with passengers is that public transportation is intimidating. Travel training offers guidance to individuals, eases concerns, and empowers passengers to make similar trips on their own in the future. Since its inception, over 300 choice riders have experienced travel training with Beaumont staff.



Free Fare Promotion

In FY 18, Beaumont successfully implemented a systemwide Free Fare Promotion that was funded by a grant from the Low Carbon Transit Operations Program (LCTOP). This 3-month promotion was extended to the city of Banning Transit, with both agencies reporting an increase in passenger trips and were a welcomed program to all passengers. Because of the overall success of the program, a new LCTOP grant funding application has been completed and will be used for a Free Fare Promotion in FY 21.

The new Free Fare Promotion will consist of systemwide free fare for seniors, veterans, and disabled passengers for one year. Additionally, free fares will be extended to general passengers for three months. This program will be introduced in conjunction with any new route changes or added service as part of the COA study. Finally, with the potential aftereffects of Covid-19 on the overall economy, this promotion will assist passengers economically traveling to work and recreation.

Annual Promotions

Throughout the year our service is marketed with not only free fares, but visible appearances, as well. The opportunity to present the service and fleet to a captive audience has had positive effects with the community that would have normally not considered public transit.

In the month of July, \$0.25 (twenty-five cent) fare for youth passengers is offered on weekday Route 3, Route 4, and Saturday Route 3/4. Youth passengers, under the age of 18, can enjoy

points of interest that these routes service, including destinations such as the community center, library, parks, city pool, and shopping.

In conjunction with October's Breast Cancer Awareness month, passengers wearing pink on Wednesdays are given a raffle ticket as they board the bus. A drawing of a winning raffle ticket was drawn each week for a November monthly pass. The winning ticket number and winner were posted on Pass Transit's Facebook.

Multiple marketing and promotional appearances are attended throughout the year. Informational booths at back-to-school nights and orientations are attended by staff. Additionally, entries in local parades, free rides to all Veterans during the annual Veteran's Expo, the holiday 'Stuff the Bus' food drive, rider appreciation events, and multiple community presentations and events, are all included in promotions to promote ridership and expose choice riders to public transportation.

Beaumont offers free shuttle service 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. In 2019, the shuttle service provided 1,619 passenger trips to festival patrons.



Redevelopment of Walmart Regional Transportation Hub

Beaumont Transit has secured LCTOP and SGR funding for the purpose of redeveloping the Walmart Regional Transportation Hub and promoting ridership. This location is serviced by Beaumont, Banning, RTA and Sunline agencies. Hundreds of passengers connect at this location and the facility is undersized for the connecting passenger traffic. The Walmart stop is a central and visible location to the commercial center of Beaumont. With improvement, it will encourage additional use by existing passengers, but also entice new passengers to try transit.

3.3 Projected Ridership Growth

Projected ridership growth will be problematic; however, Beaumont is taking the necessary steps to analyze and create a profitable business model in the coming fiscal years. The economy resulting from Covid-19 will have a significant hardship for many people. As residents shift employment as a result of the virus, it is an opportunity to encourage transit as a cost-saving measure. The development of routes as a result of the comprehensive operations analysis is anticipated to encourage ridership growth.

Additionally, Beaumont Transit will continue to focus on regional transportation and will consider an express commuter link route to the desert communities in FY 22.

3.4 Proposed Fare Structure Changes

Beaumont recently updated the fare schedule for FY 20. As part of the Comprehensive Operations Analysis, a fare elasticity study will be completed to ensure that the schedule reflects a good business model, is fair to all passengers, and equitable in the industry.

The Go Pass program was voted into effect by the Associated Student Body (ASB) at MSJC as an additional fee for students during registration. That fee is entirely allocated to RTA to subsidize free fare to all MSJC students on RTA's routes. Beaumont has traditionally honored Mt. San Jacinto's (MSJC) Go Pass program without receiving subsidies, providing free fare to all MSJC students. As part of the most recent Triennial Performance Audit, a recommendation was made to either cease accepting the Go Pass and charge students as general passengers, or coordinate efforts with MSJC to present to the ASB to vote on an additional fee during registration for Beaumont Transit. Should the student body vote against the proposed fee for Beaumont, the fare schedule would reflect the elimination of the Go Pass program on Beaumont routes.

3.5 Capital Improvement Planning

Compressed Natural Gas Fueling Station (Projects 19-01 and 20-01)

In FY 20, Beaumont purchased a 6.14-acre parcel in the city's southwest industrial area, in partnership with the Wastewater Fund. This property will include a 28,000 square foot public fueling station for compressed natural gas vehicles and serve as a critical revenue source for Beaumont Transit's farebox recovery. More importantly, it will eliminate Beaumont Transit's reliance and dependence on the limited fueling available at the only station in Beaumont, owned and operated by Beaumont Unified School District (BUSD). Fueling the CNG buses has been problematic and more frequently than not, BUSD station is unavailable, forcing the fleet to fuel at stations located as far away as Hemet and Moreno Valley.

Additionally, the parcel will include slow-fill stations for each CNG bus in the fleet, with room for expansion, giving Beaumont Transit the ability to fuel CNG vehicles during non-operational hours.

A conceptual master plan has been completed for Transit's portion of the land. The next phase will include adopting a compression services tariff agreement with Southern California Gas to design build the CNG station, with construction anticipated to be completed by end of FY 21.

Fleet Maintenance and Operations Facility (Project 20-02)

As part of Projects 19-01 and 20-01, a fleet maintenance and operations facility will be constructed on the purchased parcel. Included is a 4,100 square foot, one-story building to house fleet and operations personnel, serve as a customer service point of sale location, and completely remove Beaumont Transit from the downtown area. All transit operations will be housed at one location, increasing effectiveness and efficiencies of the department. Design and engineering will begin in FY 21, with construction scheduled for FY 22. Part of the funding for this project is a State of Good Repair grant awarded in FY 19, as well as reprogramming of several previously obligated State Transit Assistance projects with fund balances.

Replacement Vehicles (Project 20-06)

Beaumont Transit's fleet includes three 16-passenger vehicles with over 300,000 miles each and have been in service for the past decade. Three new Ford Entourage Type E buses were purchased last summer and expected delivery is May 2020.

Electric Vehicle Charging Station (Project 20-07)

In FY 20, Beaumont designed and constructed an electric vehicle charging station, located strategically in the downtown area as a revenue source for Beaumont Transit's farebox. The project was funded by the Southern California Incentive Project (SCIP) in the form of a rebate of \$240,000. The remaining project costs of \$31,870 will come from the Mobile Source Air Pollution Reduction Committee (MSRC), and the station is set to open in June 2020.

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Table 3 Highlights

- Implementation of a Free Fare promotion.
- Redevelopment of the Walmart Transportation hub.
- Completion of the Comprehensive Operations Analysis (COA).
- Fare elasticity analysis as part of the COA.
- Construction of a compressed natural gas fueling station.
- Construction of a fleet maintenance and operations building.
- Procurement of two electric vehicle shuttles.

Type	FY2016/2017 Audited	FY2017/2018 Audited	FY2018/2019 Estimated	FY2019/20 Estimated (Based on 3rd Qtr actuals and annualized)	FY2020/21 Planned
System-Wide Ridership	194,720	197,775	202,698	131,571	169,846
Operating cost per revenue hours	117.72	129.11	117.14	113.46	104.53
Expenses	2,990,217	3,198,214	2,796,318	2,525,161	2,776,096
Revenue Hours	25,402	24,772	23,871	22,255	26,558

CHAPTER 4 – FINANCIAL PLANNING

4.1 Operating and Capital Budget

Operating Budget

As shown in Table 4 of this plan, Beaumont Transit projects a total amount of \$3,084,384 needed in operational funding to fully operate a public transit program for the residents of Beaumont. Included in that amount is \$2,776,096 from Local Transit Funds, farebox revenues collected of \$213,942, LCTOP operational grant funding in the amount of \$93,346, and interest earned in the amount of \$1,000. This equals a modest 1.48% increase over funding in FY 20. Operational funding is allocated to 83% in personnel, 15% in maintenance and operations, and 2% in contractual services.



Table 4.0 - Summary of Funding Requests - FY 2020/21
City of Beaumont

Operating														
Project	Total Amount of Funds	FARE	INT	LCTOP PUC99313 [1]	LCTOP PUC99314	LTF	SGR PUC99313	SGR PUC99314	SGR-OB	STA - OB	STA PUC99313	STA PUC99314		
1) Operating Assistance	\$1,759,361	\$133,600		\$60,000	\$3,346	\$1,559,415								
2) Commuter Link 120 Operating Assistance	\$708,845	\$48,342		\$20,000		\$640,503								
3) Commuter Link 126 Operating Assistance	\$294,455	\$12,000		\$10,000		\$272,455								
4) Dial A Ride Operating Assistance	\$323,723	\$20,000				\$303,723								
5) Interest and Other Income	\$1,000		\$1,000											
Sub-total Operating	\$3,084,384	\$213,942	\$1,000	\$90,000	\$3,346	\$2,776,096	\$0	\$0	\$0	\$0	\$0	\$0		

Capital														
Project	Total Amount of Funds	FARE	INT	LCTOP PUC99313 [1]	LCTOP PUC99314	LTF	SGR PUC99313	SGR PUC99314	SGR-OB	STA - OB	STA PUC99313	STA PUC99314		
12-01 GPS System on Buses	\$-4,118									\$-4,118				
13-01 Building Improvements	\$-10,087									\$-10,087				
14-03 Building D Improvements	\$-11,274									\$-11,274				
15-01 2 Type 7 Buses for Replacement/Expansion	\$-29,728									\$-29,728				
15-02 2 Security Camera Systems for the above Project	\$-5,237									\$-5,237				
17-01 Bus Yard Parking Lot with Security Gates	\$-100,000									\$-100,000				
19-02 Type H EZ Rider II Vehicle	\$-18,418									\$-18,418				
21-01 CNG Station - 21-01	\$500,000										\$500,000			
21-02 Fleet Maintenance and Operations Facility - 21-02	\$671,248						\$51,000	\$2,537	\$49,885	\$121,361	\$430,803	\$15,860		
21-03 Bus Stop Signage & Amenities - 21-03	\$51,999								\$51,999					
21-04 2- Electric Shuttle EV Star - 21-04	\$220,000										\$220,000			
21-05 New Vehicle Communications - 21-05	\$57,498									\$57,498				
Sub-total Capital	\$1,321,884	\$0	\$0	\$0	\$0	\$0	\$51,000	\$2,537	\$101,884	\$0	\$1,150,803	\$15,860		
Total Operating & Capital	\$4,406,268	\$213,942	\$1,000	\$90,000	\$3,346	\$2,776,096	\$51,000	\$2,537	\$101,884	\$0	\$1,150,803	\$15,860		

FY 2020/21 Projected Funding Details	
FARE	\$213,942
INT	\$1,000
LCTOP PUC99313	\$90,000 [1] Test Comment by TransTrack - Please Ignore. Overwrite if needed.
LCTOP PUC99314	\$3,346
LTF	\$2,776,096
Total Estimated Operating Funding Request	\$3,084,384
SGR PUC99313	\$51,000
SGR PUC99314	\$2,537
SGR-OB	\$101,884
STA - OB	\$0
STA PUC99313	\$1,150,803
STA PUC99314	\$15,860
Total Estimated Capital Funding Request	\$1,321,884
Total Funding Request	\$4,406,268

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Table 4B Fare Revenue Calculations

(Consistent with RCTC Commission Farebox Recovery Policy 3/12/2008)

#	Revenue Sources Included in Farebox Calculation	Actuals from FY2018/19 Not		
		Audited	FY2019/20 Estimated	FY2020/21 Plan
1	Charge for Service	229,112	223,761	213,942
2	Bus Outlet Sales	740	460	500
3	Sale of Property	4,169	30	0
4	Interest	2,784	1,931	500
5	Other Income/Transfers In	466	0	0
6	LCTOP	83,368	0	93,346
	Total Revenue (1-6)	\$320,638	\$226,182	\$308,288
	Total Operating Expense	\$2,796,317	\$2,525,161	\$2,776,096
	Farebox Recovery Ratio	11.47%	8.96%	11.11%

Capital Budget

Compressed Natural Gas Fueling Station (Project 21-01)

As mentioned in Section 3.5, Beaumont will continue funding for this critical project until construction is completed, and the station is open to the public. The continuation of funding for this project is critical to the sustainability of the public transit program in Beaumont. The revenue generated from the public fueling station will adequately support a significant increase to Beaumont Transit's farebox recovery.



FY 2020/21 SRTP

City of Beaumont

Table 4.0 A - Capital Project Justification

Project Number: 21-01

FTIP No: Not Assigned - New Project

Project Name: 21-01 CNG Station

Category: Facilities

Sub-Category: Expansion

Fuel Type: N/A

Project Description: Installation of CNG Station at 4th and Viele property.

Project Justification: More than half of Beaumont's bus fleet is CNG fueled. All vehicles purchased must be CNG or other alternative fuel to comply with RCTC policy. However, there is not a reliable CNG Station in the Pass Area. Staff often must fuel buses out of town and is costly to operations funding and resources.

Project Schedule:

Start Date	Completion Date
July 2020	June 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2020/21	\$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

Fleet Maintenance and Operations Facility (Project 21-02)

This project is a continuation of funding for the fleet maintenance and operations facility, to be constructed the purchased parcel. Included is a 4,100 square foot, one-story building to house fleet and operations personnel, serve as a customer service point of sale location, and completely remove Beaumont Transit from the downtown area. All transit operations will be housed at one location, increasing effectiveness and efficiencies of the department. Design and engineering will begin in FY 21, with construction scheduled for FY 22. Part of the funding for this project is a State of Good Repair grant awarded in FY 19, as well as reprogramming of several previously obligated State Transit Assistance projects with fund balances.



FY 2020/21 SRTP

City of Beaumont

Table 4.0 A - Capital Project Justification

Project Number: 21-02

FTIP No: Not Assigned - New Project

Project Name: 21-02 Fleet Maintenance and Operations Facility

Category: Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: Construction of administration, fleet maintenance, and operations facilities at the recently purchased property located at 4th and Viele in the industrial area of Beaumont

Project Justification: Operations and maintenance are in two different locations and have outgrown their facilities. Buses are parked in both locations because all buses do not fit entirely at one location. The separation of the department is creating increased operational expenses. A parcel has been purchased at a new location in FY 20 and this project will help to develop it. A portion of the requested funding is a previously awarded grant project from State of Good Repair (SGR) in FY 18/19. Since RCTC disperses funds, it is required the project be listed on the capital projects list.

Project Schedule:

Start Date	Completion Date
July 2020	June 2023

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2020/21	\$51,000
SGR PUC99314	FY 2020/21	\$2,537
SGR-OB	FY 2020/21	\$49,885
STA - OB	FY 2020/21	\$121,361
STA PUC99313	FY 2020/21	\$430,603
STA PUC99314	FY 2020/21	\$15,860
Total		\$671,246

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

Bus Stop Signage and Amenities (Project 21-03)

New bus stop signage and amenities will be funded by the State of Good Repair grant awarded in FY 20. New bus benches and lighting will be added at bus stops to improve passenger comfort and safety, along with new signage throughout the service area. This project is funded by a State of Good Repair grant from FY 20.



FY 2020/21 SRTP

City of Beaumont

Table 4.0 A - Capital Project Justification

Project Number: 21-03

FTIP No: Not Assigned - New Project

Project Name: 21-03 Bus Stop Signage & Amenities

Category: Bus Stop

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: Replace bus stop signage and schedule holders throughout the service area.

Project Justification: This is a previously awarded grant project from State of Good Repair (SGR) in FY 19/20. Since RCTC disperses funds, it is required the project be listed on the capital projects list. Bus stop signage is over 10 years old. Most are faded and unreadable. This project will help to design, purchase and install new bus stop signs. In addition, where stops are without adequate lighting or seating for passengers, this project will help to install amenities.

Project Schedule:

Start Date	Completion Date
July 2020	June 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
SGR-OB	FY 2020/21	\$51,999
Total		\$51,999

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

Electric Vehicle Shuttle (Project 21-04)

Beaumont Transit has applied for and has subsequently been approved for the Volkswagen Mitigation Rebate earmarked for the purchase of two electric vehicle shuttles, allowing for a rebate of \$160,000 per vehicle. Additional funding is needed in order to procure the two vehicles. Project 21-04 reflects the difference in the price of the shuttle and the rebate from Volkswagen. These shuttles are ADA compliant with a wheelchair ramp and will be used on Dial-A-Ride. Charging will be available with an electric vehicle charging station currently in construction at the Beaumont Civic Center public parking lot, near a primary bus stop.



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City of Beaumont

Table 4.0 A - Capital Project Justification

Project Number: 21-04

FTIP No: Not Assigned - New Project

Project Name: 21-04 2- Electric Shuttle EV Star

Category: Paratransit

Sub-Category: Replacement

Fuel Type: Electric

Project Description: Purchase of two electric shuttles to be used on Dial A Ride Service.

Project Justification: Beaumont has secured a grant through Volkswagen Mitigation Trust Fund in the amount of \$160,000 per vehicle. This requested amount will cover the difference in the cost of the shuttle. These vehicles will replace unleaded gas buses, as required by the grant, and will be used on local paratransit service. Beaumont will have a completed electric vehicle charging station by June 2020.

Project Schedule:

Start Date	Completion Date
July 2020	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2020/21	\$220,000
Total		\$220,000

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

Vehicle Communications for New Vehicles (Project 21-05)

All Beaumont Transit vehicles are outfitted with two-way radios that serve as the sole communication between drivers and dispatch. An added benefit to this communication system is the ability of the driver to immediately contact Beaumont Police dispatch through direct connection in an emergency. Funding for this project will be reprogrammed from prior obligated State Transit Assistance fund balances.



FY 2020/21 SRTP

City of Beaumont

Table 4.0 A - Capital Project Justification

Project Number: 21-05

FTIP No: Not Assigned - New Project

Project Name: 21-05 New Vehicle Communications

Category: Equipment

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: Improve stop signage, schedule holders, and amenities at bus stops.

Project Justification: This is a reprogramming request of prior year STA obligated balances (STA-OB) to this new project. Three new vehicles were purchased in FY 19 and will be delivered before end of FY 21. In addition, 2 electric shuttles are proposed for FY 21. These five new vehicles will need to have security and communications purchased and installed.

Project Schedule:

Start Date	Completion Date
July 2020	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA - OB	FY 2020/21	\$57,498
Total		\$57,498

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

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, LCTOP, MSRC, and SGR grants but is void of any Federal funds.

In FY 22, Beaumont Transit intends to submit a proposed funding plan request in the amount of \$4,983,675, of which \$2,859,379 is LTF, \$1,800,000 is STA, \$41,796 in LCTOP, \$16,000 Measure A, \$265,500 farebox revenue, and \$1,000 in interest or other income.

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Table 4.1
Fiscal Year 2021/2022

Operating Purpose	Total Amount	LTF	LCTOP	STA	SGR	Measure A			
						Operating Assistance	Other Funding	Farebox	Other Revenue
Operations and Fixed Route	1,803,143	1,606,197	17,946					179,000	
Operations and Commuter Link 120	728,068	659,718	13,350					55,000	
Operations and Commuter Link 125	318,629	280,629	10,500			16,000		11,500	
Dial A Ride	332,835	312,835						20,000	
Interest and other income	1,000								1,000
Total Operating Request	\$ 3,183,675	\$ 2,859,379	\$ 41,796	\$ -	\$ -	\$ 16,000	\$ -	\$ 265,500	\$ 1,000
Capital Purpose	Total Amount	LTF	LCTOP	STA	SGR	Measure A			
CNG Station	500,000			500,000					
Fleet Maintenance and Operations Facility	500,000			500,000					
Bus Wraps	100,000			100,000					
3- Ford Entourage Type E Replacement Vehicles	700,000			700,000					
	0								
	0								
	0								
	0								
	0								
	0								
Total Capital Request	\$1,800,000	\$0	\$0	\$1,800,000	\$0	\$0	\$0	\$0	\$0
Grand Total Operating & Capital	\$4,983,675	\$2,859,379	\$41,796	\$1,800,000	\$0	\$16,000	\$0	\$265,500	\$1,000

In FY 23, Beaumont Transit intends to submit a proposed funding plan request in the amount of \$4,594,936, of which \$2,945,160 is LTF, \$1,300,000 is STA, \$41,840 in Measure A, \$307,296 in farebox revenue, and \$1,000 in interest or other income.

City of Beaumont
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FY 2020/2021 - 2022/2023



Table 4.2
Fiscal Year 2022/2023

Operating Purpose	Total Amount	LTF	LCTOP	STA	SGR	Measure A Operating Assistance	Other Funding	Farebox	Other Revenue
Operations and Fixed Route	1,851,329	1,654,383						196,946	
Operations and Commuter Link 120	772,860	679,510				25,000		68,350	
Operations and Commuter Link 125	327,528	289,048				16,480		22,000	
Dial A Ride	342,220	322,220						20,000	
Interest and other income	1,000								1,000
Total Operating Request	\$ 3,294,936	\$ 2,945,160	\$ -	\$ -	\$ -	\$ 41,480	\$ -	\$ 307,296	\$ 1,000
Capital Purpose	Total Amount	LTF	LCTOP	STA	SGR	Measure A Operating Assistance	Other Funding	Farebox	Other Revenue
CNG Station	500,000			500,000					
Passenger Amenities	100,000			100,000					
3- Replacement Vehicles	700,000			700,000					
	0								
	0								
	0								
	0								
	0								
	0								
	0								
Total Capital Request	\$1,300,000	\$0	\$0	\$1,300,000	\$0	\$0	\$0	\$0	\$0
Grand Total Operating & Capital	\$4,594,936	\$2,945,160	\$0	\$1,300,000	\$0	\$41,480	\$0	\$307,296	\$1,000

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.

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 to this public transit operator.

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 2015-2016 through 2017-2018.

Beaumont Transit fully complied with five of the eight applicable requirements and partially complied with the remaining three. The audit also summarized the major findings and provided a set of recommendations from the auditing firm.

For this reporting period, four recommendations were given and as required by RCTC, are included in this plan as shown in Table 4.3. Two of the four recommendations have since been implemented or completed.

City of Beaumont
Short Range Transit Plan
FY 2020/2021 - 2022/2023



Table 4.3 TDA Triennial

Audit Recommendations	Action Taken and Results
Prepare and submit separate State Controller Transit Operators Financial Transactions Reports for general public transit and specialized service.	Beaumont continues to strive for timely completion of SCO reports. Additional staff in the finance department has been added to help prevent delays.
Continue to work with RTA and Mt. San Jacinto College on fare revenue reimbursement from the College GO-PASS Revenue Agreement.	Beaumont will explore the Go-Pass program and reach out to San Jacinto College to engage students for a student body vote to implement fare program for Beaumont Transit, independent from RTA.
Include a link to Banning Transit on the Beaumont Transit web page.	Completed
Report mechanical road calls and other vehicle operation metrics in TransTrack Manager.	Completed

Alternative Fueled Vehicles (RCTC Policy)

Beaumont Transit System operates nine CNG buses and six gasoline powered. Future vehicle purchases, like all current purchases, will follow the RCTC and SCAQMD policies regarding alternative fuel for transit vehicles.

The State of California and California Air Resources Board has established a goal of transitioning all public fleet to electric buses by 2040. Beaumont is preparing for transition as our gas vehicles retire and intend to replace with electric buses in the coming FY's.

4.4 Open Capital Projects

This final section includes a summary of open capital projects, balances outstanding for each project, and plan to reprogram old projects to future critical projects as outlined in Table 4.4.

Beaumont Open Projects STA Capital			
Project #	Original Amount Awarded	Items Approved in SRTP	Estimated balance 6/30/20
		CNG related	
	200,000.00	MSRC Grant	200,000.00
19-01	300,000.00	CNG Station Improvements	241,795.10
20-01	1,500,000.00	CNG Station	1,500,000.00
		Total amount available for CNG Project	1,941,795.10
		Maintenance Facility	
17-02	85,000.00	Mobile Bus Lift, Jack Stands & Tools	338.17
17-04	75,000.00	Shop Building Maintenance	70,880.79
19-04	66,478.00	SGR Grant- Modernization of Vehicle Maintenance	66,478.00
20-05	40,000.00	Shop Tools	40,000.00
	49,885.00	SGR Grant- Modernization of Vehicle Maintenance	49,885.00
		Total amount available for shop related projects	227,581.96
		Building improvements	
14-03	75,000.00	Building D Improvements	11,274.00
13-01	13,939.24	Building improvements	10,086.83
17-01	100,000.00	Bus Yard Parking Lot with Security Gates	100,000.00
		Total amount available for building improvements	121,360.83
		Other	
20-02	500,000.00	Fleet Maintenance and Operations Facility	481,760.00
20-03	100,000.00	Brand and Logo Update	100,000.00
20-04	129,943.00	Passenger Amenities (LCTOP 18/19)	127,444.00
20-07	100,000.00	EV Charging Station	100,000.00
SGR	51,999.00	Bus Stop Rehabilitation (SGR)	51,999.00
		Total amount available for other projects	861,203.00
		Bus Purchases	
15-01	1,000,000.00	2 Type 7 Buses for Replacement/ Expansion	29,725.82
12-01	5,181.52	GPS System on Buses	4,117.75
19-02	175,000.00	Type H EZ Rider II Vehicle	18,417.50
15-02	38,000.00	2 Security Camera Systems for the above project	5,298.67
20-06	700,000.00	3- Ford Entourage Type E	700,000.00
		Total amount available for bus purchase	737,487.74
		Route 125	
	16,899.00	Route 125 (LCTOP 16/17)	16,899.00
		Total amount available for 125 operations	16,899.00

Reprogram to 21-02: Fleet Maintenance & Operations Facility

Reprogram to 21-05: New Vehicle Communications Installation

City of Beaumont
Short Range Transit Plan
FY 2020/2021 - 2022/2023



Table 4.4 Open Projects Prior to FY2020/2021

Project Name	SRTP Capital Project No's	Project Element	Funding Category	Beg to End - Project Timeline	Total Project Cost	Unfunded Balance
CNG Station Improvements	19-01	4	2	Current - 2023	4,500,000	1,500,000
CNG Station Improvements	20-01	4	2			
Mobile Bus Lift, Jack Stands, and Tools	17-2	3	1		85,000	0
Shop Building Maintenance	17-4	7	1		75,000	0
SGR Modernization of Vehicle Maintenance Fleet & Operations Facility	19-04	7	1		66,478	0
	20-02	4	2		1,671,246	1,171,246
Brand & Logo Update Passenger Amenities (LCTOP)	20-03	7	2		200,000	100,000
	20-04	6	1		129,943	0
EV Charging Station	20-07	4	1		310,000	0
3- Ford Entourage Type E Buses	20-06	1	1		700,000	0

Legend

Project Elements:

- 1 Revenue Vehicle Purchase - FY
- 2 Non-Revenue Vehicle Purchase - FY
- 3 Vehicle Systems and Equipment - FY
- 4 Building, Land and Facilities - FY
- 5 Communication and Information Technology Systems - FY
- 6 Debt Service - FY
- 7 Maintenance - FY

Funding Category:

- 1 Fully Funded
- 2 Partially Funded

City of Corona Transit Service

Short Range Transit Plan



FY 2020-21 through FY 2022-23

City of Corona

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Chapter 1 – System Overview and Service Profile

1.0 INTRODUCTION

The Short Range Transit Plan (SRTP) sets the objectives and strategies for Fiscal Year (FY) 2020/21 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 2020/21 – 2022/23).

1.1 DESCRIPTION OF SERVICE AREA

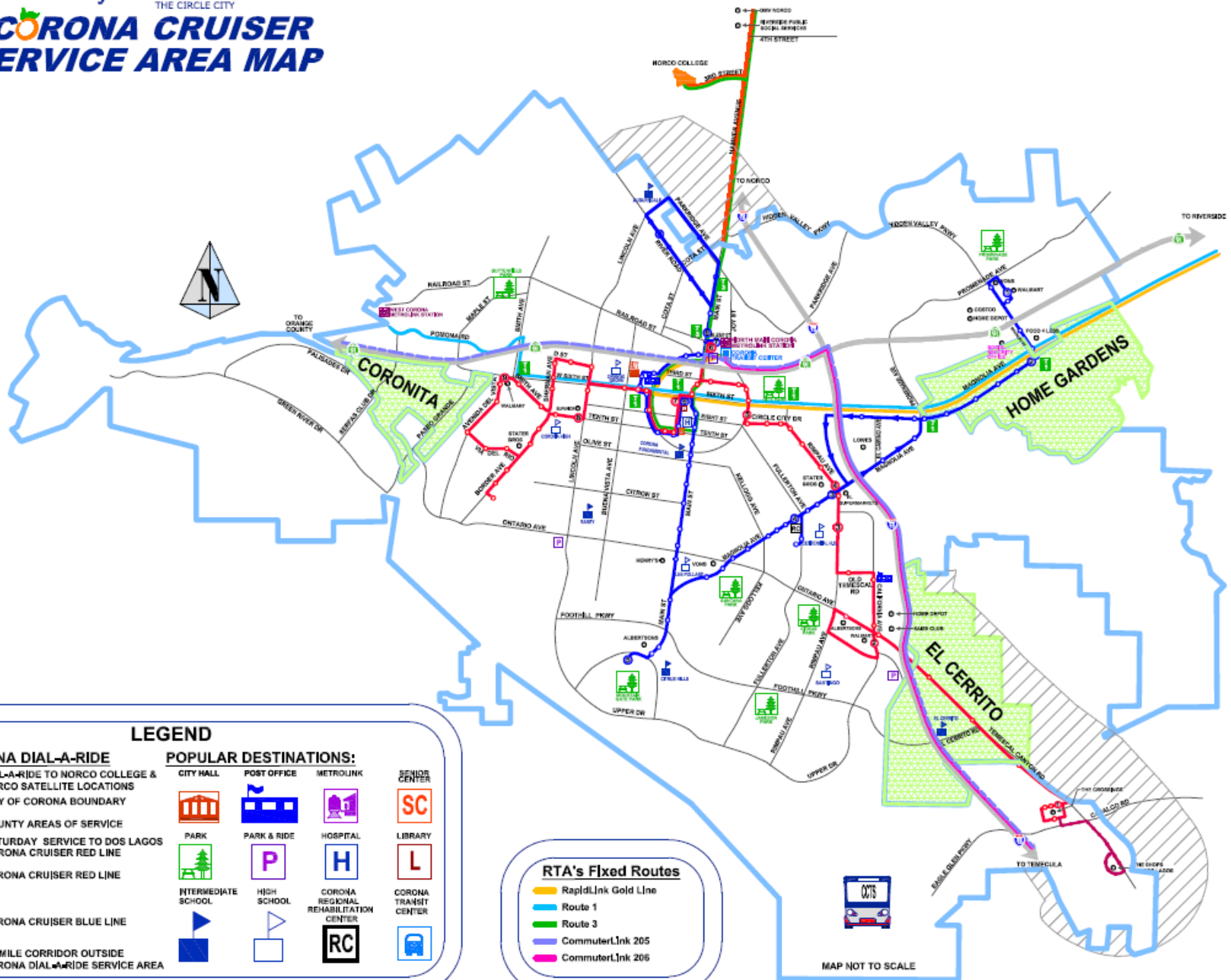
CCTS operates demand response Dial-A-Ride (DAR) and fixed route service dubbed the Corona Cruiser. DAR service commenced in 1977 and available to the general public throughout Corona service area until January 2, 2018. The service is now available only to the following rider groups: Seniors 60 and older; Persons with Disabilities; and Persons certified under 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 (Department of Motor Vehicles, Department of Public Social Services, and Norco College). The complementary paratransit Dial-A-Ride service area extends beyond city limits to ensure compliance with the Americans with Disabilities Act ¾-mile corridor from a Corona Cruiser fixed route. Door-to-door service is available upon request for Dial-A-Ride patrons certified under the ADA. Corona Cruiser fixed route began operating in 2001 and serves the city-center as well as commercial, retail, and residential areas on the eastern and southern portion of the city.

See Table 1 and Section 1.3 for 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 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, 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 to the Walmart at Neighborhood Market at West Sixth Street via downtown/Civic Center	The Crossings shopping area, 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, Brunswick Classic Lanes, Target and Norco College

City of Corona
THE CIRCLE CITY
**CORONA CRUISER
SERVICE AREA MAP**



LEGEND

CORONA DIAL-A-RIDE

- DIAL-A-RIDE TO NORCO COLLEGE & NORCO SATELLITE LOCATIONS
- CITY OF CORONA BOUNDARY
- COUNTY AREAS OF SERVICE
- SATURDAY SERVICE TO DOS LAGOS
CORONA CRUISER RED LINE
- CORONA CRUISER RED LINE
- CORONA CRUISER BLUE LINE
- 3/4 MILE CORRIDOR OUTSIDE
CORONA DIAL-A-RIDE SERVICE AREA

POPULAR DESTINATIONS:

- | | | | |
|---------------------|-------------|---------------------------------------|-----------------------|
| CITY HALL | POST OFFICE | METROLINK | SENIOR CENTER |
| PARK | PARK & RIDE | HOSPITAL | LIBRARY |
| INTERMEDIATE SCHOOL | HIGH SCHOOL | CORONA REGIONAL REHABILITATION CENTER | CORONA TRANSIT CENTER |

RTA's Fixed Routes

- RapidLink Gold Line
- Route 1
- Route 3
- CommuterLink 205
- CommuterLink 206

City of Corona
THE CIRCLE CITY
CORONA
DIAL-A-RIDE
SERVICE AREA MAP

SATELLITE POINTS

- 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

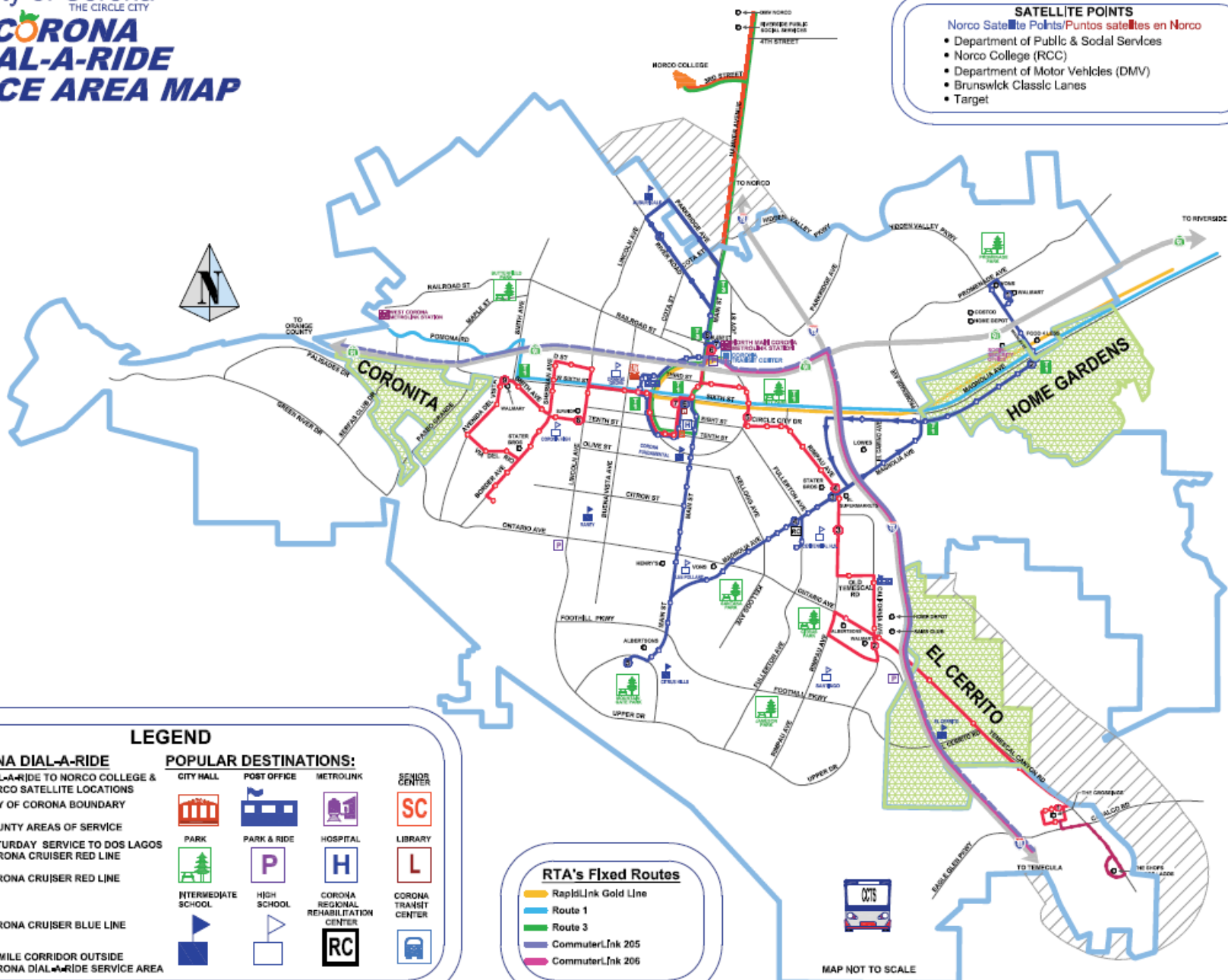
- DIAL-A-RIDE TO NORCO COLLEGE & NORCO SATELLITE LOCATIONS
- CITY OF CORONA BOUNDARY
- COUNTY AREAS OF SERVICE
- SATURDAY SERVICE TO DOS LAGOS CORONA CRUISER RED LINE
- CORONA CRUISER RED LINE
- CORONA CRUISER BLUE LINE
- 3/4 MILE CORRIDOR OUTSIDE CORONA DIAL-A-RIDE SERVICE AREA

POPULAR DESTINATIONS:

- | | | | |
|---------------------|-------------|---------------------------------------|-----------------------|
| CITY HALL | POST OFFICE | METROLINK | SENIOR CENTER |
| PARK | PARK & RIDE | HOSPITAL | LIBRARY |
| INTERMEDIATE SCHOOL | HIGH SCHOOL | CORONA REGIONAL REHABILITATION CENTER | CORONA TRANSIT CENTER |

RTA's Fixed Routes

- RapidLink Gold Line
- Route 1
- Route 3
- CommuterLink 205
- CommuterLink 206



MAP NOT TO SCALE

1.2 POPULATION PROFILE AND DEMOGRAPHIC

Based on the 2014-2018 American Community Survey 5-year Estimate, CCTS serves a diverse population of 165,355 city residents. The city encompasses 39 square miles. That diversity is reflected in the table below.

City Population and Diversity

Demographic	Population Estimate	Percent
Race		
Total population	165,355	100.0%
One race	156,414	94.6%
Two or more races	7,171	4.3%
One race	157,658	95.3%
White	106,121	64.2%
Black or African American	9,794	5.9%
American Indian and Alaska Native	573	0.3%
Asian	18,283	11.1%
Native Hawaiian and Other Pacific Islander	863	0.5%
Some other race	22,024	13.3%
Two or more races	7,697	4.7%
White and Black or African American	1,061	0.6%
White and American Indian and Alaska Native	1,044	0.6%
White and Asian	2,095	1.3%
Black or African American and American Indian and Alaska Native	35	0.0%
Hispanic or Latino and Race		
Total population	165,355	100.0%
Hispanic or Latino (of any race)	72,658	43.9%
Mexican	63,044	38.1%
Puerto Rican	1,217	0.7%
Cuban	846	0.5%
Other Hispanic or Latino	7,551	4.6%
Not Hispanic or Latino	92,697	56.1%
White alone	59,484	36.0%
Black or African American alone	9,421	5.7%
American Indian and Alaska Native alone	223	0.1%
Asian alone	18,074	10.9%
Native Hawaiian and Other Pacific Islander alone	809	0.5%
Some other race alone	366	0.2%
Two or more races	4,320	2.6%

Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimate

The table below lists passenger characteristics for Dial-A-Ride and Cruiser service. Passenger characteristic estimates are based on derived data compiled over the first nine months of FY 2019/20.

Passenger Characteristics

Dial-A-Ride		Corona Cruiser	
Seniors	18.0%	General Public	34.5%
Persons with Disabilities	53.8%	Students	18.7%
ADA Certified	26.0%	Seniors/Persons with Disabilities	33.4%
Personal Care Attendants	1.3%	RTA Transfers	8.9%
Metrolink Transfers	0.7%	Metrolink Transfers	1.3%
Children	0.1%	Children	3.2%

1.3 DESCRIPTION OF SERVICES

The City contracts with the private sector to provide a turn-key transit operation. City of Corona Transit Service (CCTS) provides both fixed route (Corona Cruiser) and Dial-A-Ride (DAR) services. DAR service began in 1977, while the Corona Cruiser commenced in 2001. CCTS serves local business, retail stores, parks, school and entertainment venues. See Table 1 for overview of the service provided by CCTS.

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, library, civic center, and commercial/retail areas. This route also serves the unincorporated area of Home Gardens. The Blue Line operates every 60-67 minutes.

The Red Line connects the residential areas of central Corona with commercial areas along Sixth Street and the Ontario Avenue/California Avenue retail area. The Red Line also covers South Corona along Ontario Avenue/Temescal Canyon Road to serve the county area of El Cerrito, The Crossings shopping complex at Cajalco Road/Temescal Canyon Road, and The Shops at Dos Lagos on Saturdays. The Red Line operates every 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.

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. 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/North Main Metrolink Station.

CCTS and RTA have a reciprocal agreement that allows valid pass-holders a no cost, one-way transfer between the Cruiser and RTA buses at bus stops served by both Cruiser and RTA buses. 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.

Corona Dial-A-Ride/Paratransit Service

Dial-A-Ride provided service to seniors (60 and older), persons with disabilities, and individuals certified for complementary paratransit service under the Americans with Disabilities Act (ADA). Reservations for DAR service can be made from one to fourteen days in advance; however, same day service may be accommodated if space is available. Dial-A-Ride 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. 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.

The ADA certification process in western Riverside County is administered by the Riverside Transit Agency (RTA). Additional information and application is available online at www.riversidetransit.com or by calling RTA at (951) 795-7887.

For individuals certified for ADA complementary service, service hours are expanded to match Cruiser hours. Passengers certified under the ADA receive priority service. Voicemail message reservations are accepted for ADA clients on Sundays and Holidays for next day service.

The Dial-A-Ride schedule is as follows:

	Non-ADA Complementary Paratransit	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

Dial-A-Ride 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

Following table reflects operating data estimates for FY 2019/20 using data from July 2019 through March 2020:

Performance Indicator	DAR	Cruiser	Total
Operating Expense	\$ 1,069,074	\$ 1,311,701	\$ 2,380,775
Fare Revenue*	\$ 136,385	\$ 262,340	\$ 398,725
Passenger Trips	40,316	98,526	138,842
Vehicle Revenue Hours (VRH)	11,809	14,579	26,388
Vehicle Revenue Miles (VRM)	146,809	172,978	319,787
Operating Cost per VRH	\$ 90.53	\$ 89.97	\$ 90.22

*Includes CARES funding for farebox revenue loss

Using passenger trips from the first nine months of FY 2019/20 as a basis for estimating fiscal year-end totals, system wide passenger trips are expected to decrease by 19 percent to 138,842 total passenger trips compared to 170,946 passenger trips in FY 2018/19. CCTS had anticipated an increase in ridership during FY 2019/20, however the pandemic effect of COVID-19 negatively impacted passenger trips for both the Corona Cruiser and Dial-A-Ride.

Even with reduced riders as a result of COVID-19, Corona Cruiser continues to operate at its' normal service levels. However, DAR service is dependent upon number of riders using the service and as such, has an impact on number of vehicle revenue hours and related revenue miles operated.

CCTS' fare revenues estimates includes revenues generated by fares and other revenues including advertising, AB2766 pass subsidy, CARES funding for revenues lost as a result of COVID-19, and general fund to bridge gap for farebox ratio calculation. As a result of COVID-19, CCTS has implemented no fares for both DAR and Corona Cruiser effective April 27, 2020.

1.5 CURRENT FARE STRUCTURE

Effective April 27, 2020, CCTS has implemented a no fare policy on both Corona DAR and Corona Cruiser due to the impact of COVID-19 on public transit system and the need to maintain social distancing. Once the pandemic situation with COVID-19 improves, CCTS will reinstate the fare structure as show on the following page.

Fare Structure

Fare Type	Fare Price
Corona Cruiser	
Cash - General Public	\$1.50
Cash - Seniors / Persons with Disabilities / Medicare Card Holders	\$0.70
Cash - Children (46" tall or under)	\$0.25
Day Pass - General Public	\$4.00
Day Pass - Seniors / Persons with Disabilities / Medicare Card Holders	\$2.00
15-day Pass - General Public	\$17.50
15-day Pass - Seniors / Persons with Disabilities / Medicare Card Holders	\$8.05
15-day Pass - Students	\$12.25
31-day Pass - General Public	\$35.00
31-day Pass - Seniors / Persons with Disabilities / Medicare Card Holders	\$16.10
31-day Pass - Students	\$24.50
Dial-A-Ride	
Seniors / Persons with Disabilities / Medicare Card Holders	\$2.50
Buddy Fare	\$1.25
Children	\$0.50

Note: Fixed Route fare structure effective July 5, 2010; Dial-A-Ride fare structure effective January 2, 2018.

To incentivize the use of public transit as a viable alternative to automobile trips, CCTS is using Air Quality Management District (AQMD) funds to subsidize multi-day passes (15-day and 31-day passes) on the Cruiser. The use of these funds allows CCTS to reduce the cost of multi-day passes by 30 percent for Cruiser riders but enables CCTS to recover an adequate fare.

CCTS Fare Collection System

CCTS currently offers its passengers two basic ways to pay for their trips on CCTS buses, one is cash, and the other, is through paper fare-media, that encompasses one-way tickets for the Corona Dial-A-Ride (paratransit), and Day Passes which can be purchased from bus operator and multi-day passes which must be purchased in advance. Cash and ticket fares are dropped into the “farebox” that possesses a top compartment that facilitates for the bus operator to verify with a glance the fare deposited by passenger boarding the bus, after bus operator verifies the correct fare, the operator activates a lever that allows the fares to drop into the secure bottom compartment of the farebox.

Multi-day Passes of the Corona Cruiser, after purchase and on the first day of use, the pass must be validated by the bus operator, the operator is tasked with writing the initial date and date of expiration of the pass, along with her/his initials—such process activates a pass for either a fifteen (15) or a thirty-one (31) day period. Verification of a valid multi-day pass is done by the bus operator, operator verifies that the pass is current and the passenger possess the

corresponding pass (such verification can include verifying an ID, for proof of age, condition of disability, or student status).

1.6 REVENUE FLEET

The CCTS active fleet consists of 20 transit buses; See Tables 1.1. All CCTS buses are compliant with the Americans with Disabilities Act (ADA) requirement for accessibility and wheelchair securement.

The Fixed Route fleet consists of seven (7) 2015 ElDorado 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 with Compressed Natural Gas (CNG). The 2017 buses were placed in service July 2018.

Table 1.1 - Fleet Inventory
FY 2020/21 Short Range Transit Plan
City of Corona

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 2019/20	# of Contingency Vehicles FY 2019/20	Life to Date Vehicle Miles Prior Year End FY 2018/19	Life to Date Vehicle Miles through March FY 2019/20	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2019/20
2015	EDN	EZ RiderII	30	7	32	CN	7	0	601,359	738,678	105,525
Totals:			30	7			7	0	601,359	738,678	105,525

Table 1.1 - Fleet Inventory
FY 2020/21 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 2019/20	# of Contingency Vehicles FY 2019/20	Life to Date Vehicle Miles Prior Year End FY 2018/19	Life to Date Vehicle Miles through March FY 2019/20	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2019/20
2017		E-450	18	11	25	CN	11	0	206,401	377,873	34,352
2012	EDN	AEROTECH	20	2	26	CN	2	0	306,520	308,595	154,297
Totals:			38	13			13	0	512,921	686,468	52,805

1.7 EXISTING FACILITIES AND BUS STOP AMENITIES

CCTS operates from City-owned facility located at 735 Public Safety Way. MV Transportation, the vendor 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 vendor at an off-site garage.

The Corona Cruiser fixed route service includes 185 bus stops and 27 bus stop passenger shelters along its' two routes. The contractor, MV Transportation, is responsible for maintaining all of the stops. CCTS provides all required equipment (I-stop signs, kiosks, benches, trash receptacles, etc.) to maintain the stops and its's associated equipment.

1.8 EXISTING COORDINATION BETWEEN TRANSIT AGENCIES

CCTS staff and Riverside Transit Agency (RTA) planning and operations staff work together to coordinate bus stop location/re-location, bus routing, layover areas/facilities, and transfer points where Cruiser and RTA passengers possessing valid day or multi-day passes can ride for free with a one-way transfer between systems. CCTS also coordinates marketing efforts with Metrolink to promote use of the both services. Funding, efficacy, and efficiency issues are jointly considered.

1.9 REFERENCE OF PRIOR AND/OR EXISTING STUDIES AND PLANS

CCCTS has not had any prior studies performed, however plans are in the way for a Comprehensive Operations Analysis (COA). The COA is an in-depth study of the current operation of the Fixed Route System to identify strengths as well as opportunities for improvements. The COA will address CCTS' current and potential customers, how the overall system is performing and the areas of improvement. It will also address how CCTS can best serve its' market within its' operational and financial constraints. The goals of the COA are to improve customer travel experience by reducing travel time, improve service frequencies and connections where possible, and to introduce new and innovative transit options.

The solicitation for the COA was released in March 16, 2020; however prior to proposal submittal date, the solicitation was canceled due to the impact of COVID-19 on transit system ridership. In addition, the consultant would not have been able to perform the onboard customer survey nor hold any public meetings. Therefore, the solicitation has been delayed till such time the situation with COVID-19 improves and ridership returns to normal as the data collected (or lack of data) consequently will not be conducive for an appropriate analysis.

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 (SRTP) and allocates local, state and federal funding. RCTC developed and monitors eight performance indicators that measure productivity – these indicators and year-to-date performance are listed in the table on the next page. By statute, transit operators serving urban areas must recover a minimum of 20 percent of operating cost through fare revenue for fixed route and 10 percent for Dial-A-Ride Specialized Service with combined system-wide blended farebox recovery of 15 percent. Fare revenue 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 system-wide 15 percent endangers the receipt of state funding. The farebox recovery ratio is a mandatory performance indicator.

Table 2, Service Provider Performance Targets Report, appearing on the following page shows in detail on FY 2019/20 performance targets and actual performance by indicator.

Through the third quarter of this fiscal year (July 2019-March 2020), CCTS lags behind the mandatory farebox recovery ratio but has met six of the seven discretionary performance indicators. CCTS has recorded a farebox recovery of 14.27 percent for July 2019-March 2020. A farebox recovery ratio in this range is anticipated at this point in the fiscal year. At the close of each fiscal year, the City contributes a sufficient amount of funding to bridge the gap between fare revenue received throughout the year and the amount required to meet the 15 percent farebox recover ratio. The contribution of funds is made only after all revenues and expenses are finalized following the close of the fiscal year. The size of the contribution varies each year depending on the final amount of revenues and expenses; however, the City's year-end contribution has always ensured CCTS meets the mandatory farebox recovery ratio. In addition, besides general funds, CCTS will utilize CARES funding for any fare revenues lost due to the impact of COVID-19 on ridership.

Table 2.0 -- Service Provider Performance Targets Report

FY 2019/20 Short Range Transit Plan Review
City of Corona

Data Elements	FY 2019/20 Plan	FY 2019/20 Target	FY 2019/20 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	180,018			
Passenger Miles	778,228			
Total Actual Vehicle Revenue Hours	29,445.0			
Total Actual Vehicle Revenue Miles	346,342.0			
Total Actual Vehicle Miles	397,910.0			
Total Operating Expenses	\$2,769,156			
Total Passenger Fare Revenue	\$415,750			
Net Operating Expenses	\$2,353,406			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	15.01%	>= 15.00%	14.27%	Fails to Meet Target
Discretionary:				
1. Operating Cost Per Revenue Hour	\$94.05	<= \$79.16	\$86.22	Fails to Meet Target
2. Subsidy Per Passenger	\$13.07	>= \$9.40 and <= \$12.72	\$12.61	Meets Target
3. Subsidy Per Passenger Mile	\$3.02	>= \$2.19 and <= \$2.97	\$2.95	Meets Target
4. Subsidy Per Hour	\$79.93	>= \$55.37 and <= \$74.91	\$73.91	Meets Target
5. Subsidy Per Mile	\$6.80	>= \$4.65 and <= \$6.29	\$6.09	Meets Target
6. Passengers Per Revenue Hour	6.11	>= 5.02 and <= 6.79	5.86	Meets Target
7. Passengers Per Revenue Mile	0.52	>= 0.42 and <= 0.56	0.48	Meets Target

Note: Must meet at least 4 out of 7 Discretionary Performance Indicators

Productivity Performance Summary:

Service Provider Comments:
A farebox recovery ratio in this range is anticipated at this point in the fiscal year. At the close of each fiscal year, the City contributes a sufficient amount of funding to bridge the gap required to meet the farebox recovery ratio. In addition, CARES Funding will also be used to close the gap in Fare Revenues lost due to COVID-19 resulting in reduced ridership.

2.2 SRTP PERFORMANCE REPORT

Table 2.1, SRTP Performance Report, appearing on the following page lists performance targets set by RCTC for FY 2020/21.

Table 2.1 indicates CCTS meets the mandatory farebox recovery ratio and four of the seven discretionary targets. The target for farebox recovery ratio is set for 15 percent systemwide (10 percent for Specialized DAR and 20 percent for fixed route).

The target for operating costs per revenue hour for FY 2020/21 is calculated using operating costs accumulated during the first nine months of the current fiscal year (July 2019-March 2020 in this case), increase in revenue hour cost for transit operating contract and adjustment by the Consumer Price Index (CPI). Currently, CPI is 3.31 percent. CCTS has failed to meet its' operating cost per revenue hours the past few years as the cost of contracting transit services has increased by over 20%; contracting cost accounts for ~70 percent of the total budget. In addition, total operating costs for FY 20/21 includes additional costs related to the following consulting services: COA study (added additional funds) and Triennial DBE Goal/Program update. Use the actual contracted transit operations cost pursuant to the contract between MV and the City; this will allow the flexibility to use the higher variable rate due to operating less revenues hours for DAR and/or if needed, amend the contract.

CCTS's failure to meet passengers per revenue hour & miles target is the direct result of the reduced rider estimated as a result of COVID-19. In particular for Corona Cruiser, while COVID-19 impacted the ridership, CCTS continues operate normal service at this time which results in lower passenger per revenue hour/mile.

Performance Indicators	FY 2018/19 End of Year Actual	FY 2019/20 3rd Quarter Year-to-Date	FY 2020/21 Plan	FY 2020/21 Target	Plan Performance Scorecard (a)
Passengers	170,946	127,086	131,900	None	
Passenger Miles	732,023	543,177	562,368	None	
Revenue Hours	29,118.8	21,690.2	26,849.0	None	
Total Hours	33,637.3	25,416.0	31,167.0	None	
Revenue Miles	347,239.0	263,457.0	319,878.0	None	
Total Miles	399,249.0	302,294.0	364,962.0	None	
Operating Costs	\$2,489,197	\$1,870,126	\$2,941,298	None	
Passenger Revenue	\$437,174	\$266,952	\$443,967	None	
Measure-A Revenue			\$0	None	
LCTOP Revenue			\$0	None	
Operating Subsidy	\$2,052,023	\$1,603,174	\$2,497,331	None	
Operating Costs Per Revenue Hour	\$85.48	\$86.22	\$109.55	<= \$78.67	Fails to Meet Target
Operating Cost Per Revenue Mile	\$7.17	\$7.10	\$9.20	None	
Operating Costs Per Passenger	\$14.56	\$14.72	\$22.30	None	
Farebox Recovery Ratio	17.56%	14.27%	15.09%	>= 0.2	Fails to Meet Target
Subsidy Per Passenger	\$12.00	\$12.61	\$18.93	>= \$10.46 and <= \$14.15	Better Than Target
Subsidy Per Passenger Mile	\$2.80	\$2.95	\$4.44	>= \$2.41 and <= \$3.27	Better Than Target
Subsidy Per Revenue Hour	\$70.47	\$73.91	\$93.01	>= \$54.88 and <= \$74.24	Better Than Target
Subsidy Per Revenue Mile	\$5.91	\$6.09	\$7.81	>= \$4.56 and <= \$6.18	Better Than Target
Passengers Per Revenue Hour	5.87	5.86	4.91	>= 4.46 and <= 6.04	Meets Target
Passengers Per Revenue Mile	0.49	0.48	0.41	>= 0.37 and <= 0.51	Meets Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2020/21 Plan to the FY 2020/21 Primary Target.

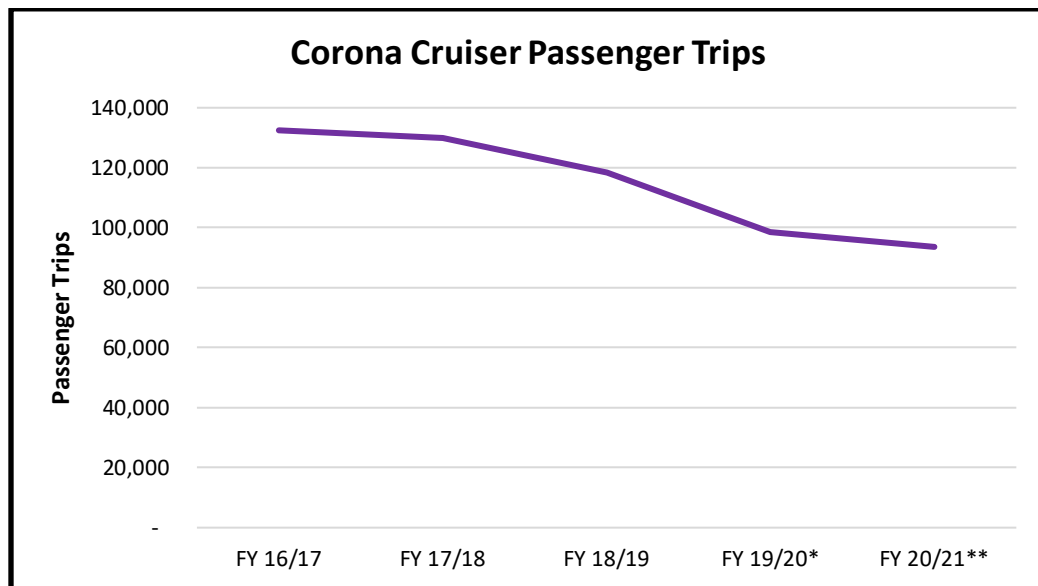
Service Provider Comments:
 Effective 4/27/20, due to the impact of COVID-19 on public transit, CCTS is not charging fares. CARES funds will be used to cover farebox funding gaps.

2.3 SERVICE SUMMARY

CCTS had anticipated an increase in ridership during FY 2019/20, however the pandemic effect of COVID-19 negatively impacted passenger trips for both the Corona Cruiser and Dial-A-Ride. Ridership in FY 19/20 is expected to decrease an estimate 19% (or ~32k riders) compared to FY 2018-19. See Table 2.2 for year to year performance data.

Corona Cruiser

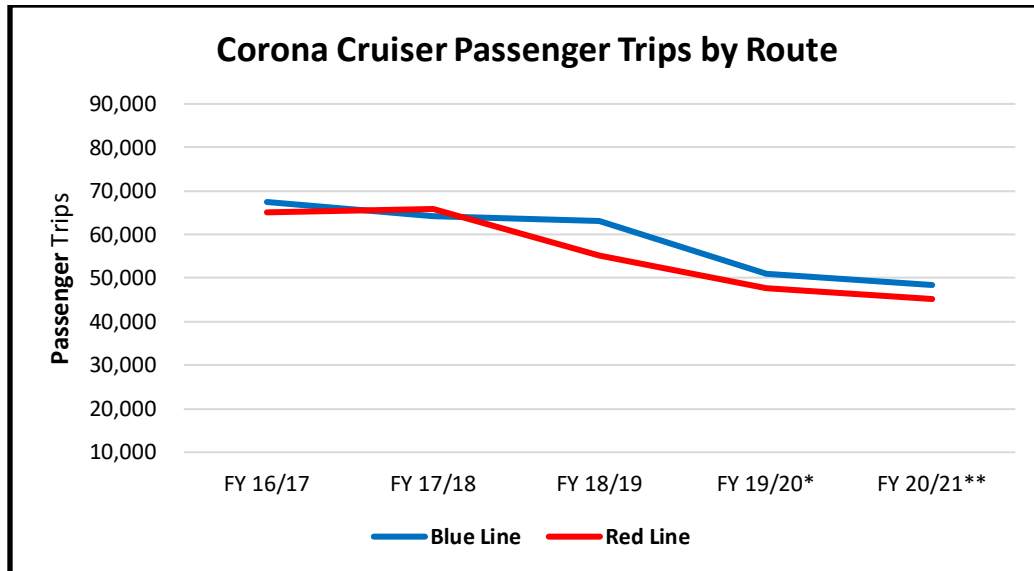
CCTS operates the Cruiser along two fixed routes – the Blue Line and Red Line. Passenger trips on the Cruiser totaled 118,366 in FY 2018/19. Using the number of passenger trips recorded during the first nine months of FY 2019/20 as a basis for estimating year-end totals, passenger trips on the Corona Cruiser are projected to decline by 17 percent, or 19,840 trips, compared to the previous fiscal year for a total of approximately 98,526. Ridership during fiscal 2019/20 was expected to increase however, impacts of COVID-19 has caused a significant decline in transit ridership. See graphs on the following page of passenger trends by route.



* FY 2019/20 year-end estimate is based on data collected from July 2019-March 2020.

** FY 20/21 projections are based on a 5 percent decrease over estimated FY 2019/20 year-end totals.

Passenger trips on both the Blue Line and the Red Line are expected to decrease by 5 percent or 4,900 trips in FY 2020/21 when compared to the previous year. As mentioned above the decrease in ridership is due to the impact of COVID-19 on public transit.

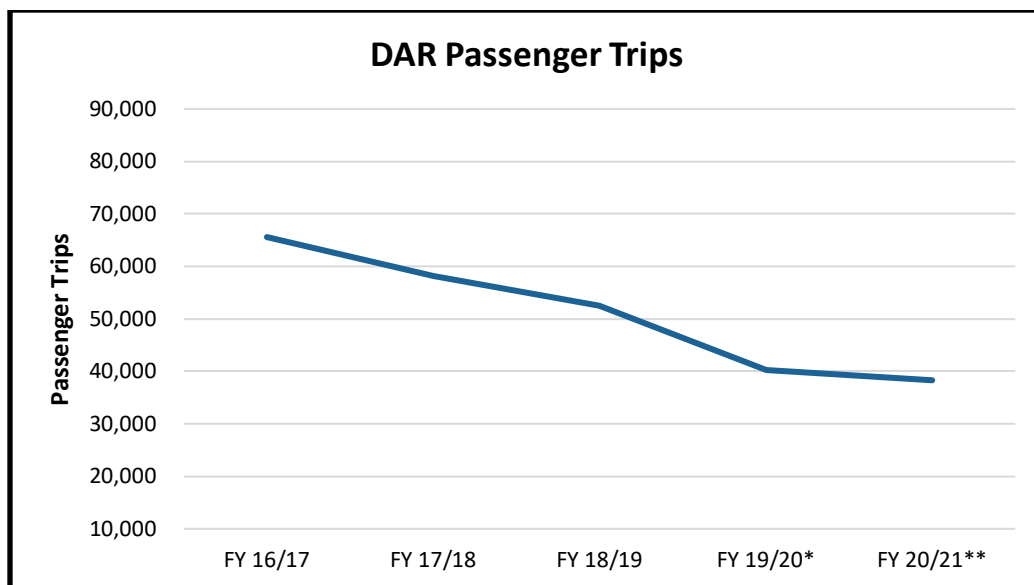


* FY 2019/20 year-end estimate is based on data collected from July 2019-March 2020.

** FY 20/21 projections are based on a 5 percent decrease over estimated FY 2019/20 year-end totals.

Dial-A-Ride

Dial-A-Ride provided 52,580 passenger trips in FY 2018/19. Using data collected from the first nine months of FY 2019/20 as a basis for estimating year-end totals, passenger trips may decrease by 23 percent, or 12,264 trips, as compared to FY 2018/19. The decrease in FY 2019/20 passenger trips may be attributed to the following: elimination of general-public DAR and impact of COVID-19. DAR was still recovering from the loss of general public riders which had accounted for about 10 percent of the riders. Ridership for DAR was expected to level off for FY 19/20 with a slight (2 percent) increase in ridership. COVID-19 greatly impacted DAR ridership as majority of the riders vulnerable to COVID-19 are seniors & persons with disabilities.



* FY 2019/20 year-end estimate is based on data collected from July 2019-March 2020.

** FY 20/21 projections are based on a five percent decrease over estimated FY 2019/20 year-end totals.

Productivity Measures

Productivity has been declining since FY 2014/15 on the Corona Cruiser and Dial-A-Ride as measured by the number of passengers per revenue hour and revenue miles showed year-over-year in the below table. Ridership was expected level off and see a gradual, 2% increase in FY 2019/20. Unfortunately, productivity continue to drop through the current year due to the impact of COVID-19 on public transit ridership.

Besides the impact of COVID-19, increased traffic congestion resulting from construction work throughout City of Corona continue to impact Corona Cruiser and Dial-A-Ride buses. 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 16/17	FY 17/18	FY 18/19	FY 19/20*	FY 20/21**
Corona Cruiser	Passengers per revenue hour	9.06	8.93	8.18	6.76	6.42
	Passengers per revenue mile	0.77	0.75	0.69	0.57	0.54
Dial-A-Ride	Passengers per revenue hour	3.92	3.79	3.59	3.41	3.12
	Passengers per revenue mile	0.30	0.30	0.30	0.27	0.26

*FY 2019/20 performance is measured based on estimates covering the period July 2019 through March 2020.

**FY 20/21 performance is measured based on FY 2019/20 estimates with a five percent decrease in ridership.

Performance Measure	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20 3rd Qtr Actual*	FY 2020/21 Planned
System-wide Passenger Trips	198,049	188,061	170,946	138,842	131,900
Cost per Service Hour	\$70.07	\$77.24	\$85.48	\$86.22	\$109.55

*All expenses (including operations contract cost and fuel) upto quarter ending March 2020 have been posted

Table 2.2 -- City of Corona -- SRTP Service Summary
FY 2020/21 Short Range Transit Plan
All Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	3	3	14	3	14
Financial Data					
Total Operating Expenses	\$2,918,210	\$2,489,197	\$2,769,156	\$1,870,126	\$2,941,298
Total Passenger Fare Revenue	\$474,246	\$437,174	\$415,750	\$266,952	\$443,967
Net Operating Expenses (Subsidies)	\$2,443,963	\$2,052,023	\$2,353,406	\$1,603,174	\$2,497,331
Operating Characteristics					
Unlinked Passenger Trips	188,061	170,946	180,018	127,086	131,900
Passenger Miles	805,577	732,023	778,228	543,177	562,368
Total Actual Vehicle Revenue Hours (a)	29,898.0	29,118.8	29,445.0	21,690.2	26,849.0
Total Actual Vehicle Revenue Miles (b)	368,853.0	347,239.0	346,342.0	263,457.0	319,878.0
Total Actual Vehicle Miles	412,713.0	399,249.0	397,910.0	302,294.0	364,962.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$97.61	\$85.48	\$94.05	\$86.22	\$109.55
Farebox Recovery Ratio	16.25%	17.56%	15.01%	14.27%	15.09%
Subsidy per Passenger	\$13.00	\$12.00	\$13.07	\$12.61	\$18.93
Subsidy per Passenger Mile	\$3.03	\$2.80	\$3.02	\$2.95	\$4.44
Subsidy per Revenue Hour (a)	\$81.74	\$70.47	\$79.93	\$73.91	\$93.01
Subsidy per Revenue Mile (b)	\$6.63	\$5.91	\$6.80	\$6.09	\$7.81
Passenger per Revenue Hour (a)	6.3	5.9	6.1	5.9	4.9
Passenger per Revenue Mile (b)	0.51	0.49	0.52	0.48	0.41

(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 service and route for planned FY 2020/21. 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	3	48,408	191,212	7,124	7,831	81,318	85,712	\$731,780	\$146,356	\$0	\$0
COR-DAR	All Days	9	38,300	192,650	12,262	14,712	146,937	176,315	\$1,442,928	\$144,293		
COR-RED	All Days	2	45,192	178,506	7,463	8,624	91,623	102,935	\$766,590	\$153,318	\$0	\$0
		14	131,900	562,368	26,849	31,167	319,878	364,962	\$2,941,298	\$443,967	\$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
COR-BLUE	All Days	\$585,424	\$102.72	\$9.00	\$15.12	20.00%	\$12.09	\$3.06	\$82.18	\$7.20	6.80	0.60
COR-DAR	All Days	\$1,298,635	\$117.67	\$9.82	\$37.67	10.00%	\$33.91	\$6.74	\$105.91	\$8.84	3.12	0.26
COR-RED	All Days	\$613,272	\$102.72	\$8.37	\$16.96	20.00%	\$13.57	\$3.44	\$82.17	\$6.69	6.06	0.49
		\$2,497,331	\$109.55	\$9.20	\$22.30	15.09%	\$18.93	\$4.44	\$93.01	\$7.81	4.91	0.41

2.5 PRODUCTIVITY IMPROVEMENT EFFORTS

CCTS staff will continue to focus on improving the overall service monitoring key performance metrics such as passengers per revenue hour and farebox recovery, improving performance metrics include reviewing the operation to ensure established standards are being met. Staff holds contractor responsible for various performance standards pursuant to the contract. Some of these standards include but not limited to the following:

- Improve On-time performance
- Enhance Customer service experience
- Meet ADA compliance standards
- Maintain revenue vehicle and bus stop equipment

In addition, as mentioned in section 1.9, CCTS will perform a study of the fixed route system to determine underperforming stops and potential for expansion service. The study will also help determine if bus stop improvements are necessary based on number of riders at the stops. Based on the study, CCTS may adopt a tiered bus stop improvement policy.

Furthermore, CCTS realizes the need to update the current route schedule and provide increased connections to the Corona Transit Center. In addition, to be an effective and useful transportation option, buses need to consistently operate according to the published schedule. Bus passengers need to be able to rely on the bus to pick them up on schedule and deliver them to their destination on schedule. An unreliable transit system will lose riders. CCTS staff had performed an internal review, however the altered schedule was not able to meet the schedule for the student riders in getting to/from the schools. As such the schedule remains as is and will be updated once the COA is complete.

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

Major trip destinations within the city are the commercial/retail areas along McKinley Street and Sixth Street, The Crossings shopping area on Cajalco Road and Temescal Canyon, medical facilities along Magnolia Avenue, regional transit facilities off Main Street, the Corona Public Library, the Senior Center, and the Civic Center. El Cerrito Middle School and Centennial High are also major trip generators.

Cruiser patrons use the service for work, shopping trips, making stops at pharmacies and grocery stores, and accessing restaurants and movie theaters. Over the past three years, students have made up an increasing share of Corona Cruiser and Dial-A-Ride passengers. Many Dial-A-Ride passengers use the service to get to work and care centers, doctor visits, and Corona's two Metrolink Stations.

2.7 RECENT SERVICE CHANGES

There have been no service changes during FY 2019-20. Much of the effort has been towards improving the current service.

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

3.1 PLANNED SERVICE CHANGES

While CCTS has plans for services changes, these changes and/or improvements will be dependent upon the recommendations from the COA. As mentioned in section 1.9, the COA study is being temporarily delayed. The COA will be used to formulate recommendations for service improvements that maximize ridership and service performance effectiveness in meeting the needs of the patrons. The study will be used to determine following service enhancements in the next three to five years:

- Increase weekday bus frequency during morning peak hours by adding an additional bus on the Blue Line and the Red Line. This will reduce headway by 30 minutes, thereby improving transit service and opportunity to increase ridership. This will provide patrons with options to utilize Corona Cruiser with additional time intervals.
- Service to/from the Green River Road vicinity (northwest area of the City)
- Reinstate service to/from the Vintage Terrace Senior Apartments
- Extend weekday service to/from Dos Lagos shopping center
- 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 to/from neighboring cities
- Adding Sunday service

Recommendations 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. Moreover, recommendations shall include chronological order as to plan revisions to the service with a ranking of short-term to end-of-plan ranking.

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 itself function as marketing tool inviting motorist 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. The program is in its twelfth year.
- Free Fare Program – Implement a free fare program which will include the following programs: special free fare days, such as Bike to Work Day, Dump the Pump Day, days for targeted passengers; Fixed Route Training Program; and Summer Student 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. Low Carbon Transit Operations Program Funds will be utilized to offset the costs for this project.
- Transit User Training – Present introduction on how to use public transit to promote use of the Corona Cruiser and its connection to regional bus and rail service.
- Community Service Events – CCTS and contractor staff will participate in community events to inform attendees of those events about available transportation services and how they can take advantage of these 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.

3.3 PROJECTED RIDERSHIP GROWTH

FY 19-20 was expected to have an increase in ridership compared to the prior years. Unfortunately, ridership has suffered greatly due to the impact of COVID-19. As such, CCTS does not project an increase in ridership in fiscal year 2021 however, is cautiously optimistic that as the situation with COVID-19 improves, the decrease in passenger trips experienced in Fiscal Years 19-20 thorough 20-21 will start to bottom-out, and slowly improve going into the following fiscal years.

CCTS staff will utilize marketing efforts outlined in section 3.2 as an effort to increase ridership. In addition, CCTS will utilize the study mentioned in section 1.9 and ongoing surveys to assess the need for service improvements including service frequency, connectivity, span of service and on-time performance. CCTS will continue to explore options that address service attributes to attract new ridership while retaining the existing riders.

3.4 PROPOSED FARE STRUCTURE CHANGES

CCTS, currently does not have any plans for any fare structure changes. In the past, the CCTS has always followed RTA's example and kept in line with their fare structure. Once the Comprehensive Operations Analysis (COA) is completed, staff will use recommendations from the study for any fare changes. COA is on hold due to the impact of COVID-19 on public transit services.

3.5 CAPITAL IMPROVEMENT PLANNING

CCTS capital program includes the following projects:

Bus Stop Improvements

CCTS plans to continue on-going improvements to bus stops which includes upgrading bus stop accessibility and passenger amenities; planned improvements are as follows:

- Replace existing passenger shelters that display advertising with new shelters. The design of the new shelters will be based on the existing design, but re-worked to include two panels for advertising; and,
- Replace older blue fiberglass bus benches with metal benches.
- Add, expand, and/or replace damaged concrete at bus stops to improve accessibility.

Currently, bus stop improvements are on an as needed basis due to increased customer requests, replacement of damaged equipment or assessment based on a complaint. Staff will need to do an assessment of each location to determine the need for replacement equipment.

In addition, the COA will be used as a guide to determine which stops require tiered improvements. A component of the COA, requires the consultant to perform a physical inventory of each stop within the CCTS fixed-route system and perform an analysis of the physical condition (does it meet ADA accessibility requirements) and illustrate whether ridership for each stop warrants a tier upgrade. 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

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 (CAD); Automatic Vehicle Location (AVL); Automated Annunciators to meet ADA Requirement; Relay real-time transit information; Automated Passenger Counter (APC); 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 systems performance. Upgrading our existing systems and installation of 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 to the overall fiscal responsibility of the transit system. CCTS plans to release the solicitation for an ITS during late FY 2021.

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

attend the ITS seminar to assist staff with potential scope of work for the Request for Proposal. Based on CCTS's need, staff is estimating cost of one million dollars for this project and expect to release solicitation during fiscal year 20-21. CCTS does not expect completion of this project till 2022/23.

Purchase ADA Accessible Van

Purchase an ADA accessible van to support the current DAR program to transport fewer passengers (or one wheelchair). This will allow the usage of a smaller vehicle for situations when a larger vehicle is not warranted. Use of a smaller vehicle when transporting few passengers may be much more efficient.

Canopy/Roof Structure for Bus Parking Area

Build a canopy over the bus parking stalls at the City's Corp. Yard to protect and prolong the life of the buses and the associated equipment from the sun's rays and the elements.

Digital Land Mobile Radio System

Purchase and install a new digital land mobile radio communications system to replace the current system in place as the current system is starting to show deterioration.

Route Development Bus Purchase

Purchase additional buses for Corona Cruiser. This project will be dependent upon the recommendations from the COA as there can be a potential to expand service. Route development buses are needed to operate more frequent services and/or additional bus route(s). CCTS will purchase any needed buses through California Association for Coordinated Transportation/Morongo Basin Transit Authority (CalACT/MBTA) Cooperative Purchasing Schedule (Cooperative). The Cooperative was developed in accordance with the Local Government Purchasing Schedule, as defined by 49 Code of Federal Regulations (CFR) §18.36, wherein the FTA extends to states and local governments the authority to make arrangements with multiple vendors to provide options for goods or services at established prices.

The estimated cost for this project will be dependent upon the number of buses needed for potential service expansion. CCTS will be better able to estimate once the COA is complete. As mentioned earlier, the COA is on hold due to the impact of COVID-19.

New Bus Stop with Amenities

Add new stops with amenities needed to service any additional service recommendations. This project will be dependent upon the recommendations from the COA as there can be a potential to expand service.

TABLE 3 – CCTS FY 2020/21 HIGHLIGHTS

Operations

- Improve Fixed Route Service
 - Adjust Corona Cruiser bus schedule to reflect actual trip times.
 - Introduce additional morning peak service
 - Implement a Free Fare Program
 - Increase Ridership
- Improve Dial-A-Ride Services
 - Review feasibility of 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
- Conduct a Comprehensive Operational Analysis to identify strengths as well as opportunities for improvements
- Seek services for quarterly inspection of the buses to ensure state of good repair

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
- Route Development Buses

Chapter 4 – Financial Planning

4.1 OPERATING AND CAPITAL BUDGET FOR FY 20/21

Operating Budget

To continue to provide Corona Cruiser fixed route and Dial-A-Ride service, CCTS is proposing an operating budget of \$2.94 million for FY 2020/21, representing a 6.2 percent increase (\$172,142) over the current year FY 19-20 budget. The operating budget as depicted in the table on the following page is distributed among the following four categories:

- Salaries and Benefits expenses includes wages, fringe benefits (pension, medical, worker's compensation) and OPEB expenses for post-employment benefits. This expense accounts for 18 percent of the budget.
- Materials, Marketing and Utilities expenses includes printing and publications, advertising, Routematch Dispatching software, utilities, office supplies, minor office equipment, translation services and administrative/ITS support services. The 7.2 percent increase in this category is due to adding a line item to translate various documents to comply with Title VI.
- Fuel expenses to account for six percent of the total expense. Due to all vehicles utilizing CNG fuel, the overall year-to-year fuel costs have decreased.
- Contracted Services constitutes the largest component of the budget at 73 percent. These expenses represent purchased transportation services for Dial-A-Ride and Corona Cruiser. In addition, this line item also reflects costs for a Vehicle Maintenance Oversight, a Comprehensive Operations Analysis and Consulting services for a Triennial DBE Goal/Program update.

While year-over-year in operating costs for DAR services are expected to decrease due to operating less revenue hours for the 1st quarter of FY 2020/21 as a result of COVID-19; the City is responsible for compensating the contractor using the variable rate (higher per revenue hour cost) to recompense for the decrease in revenue hours pursuant to the contract with MV Transportation. Operating less revenue hours for DAR reflects in the reduces expenses for fuel expense.

Budget by Category and Mode

Category	Mode	FY 2019/20 SRTP	FY 2020/21 Plan	Variance	
				\$	%
Salaries & Benefits					
	Dial-A-Ride	\$ 238,420	\$ 224,010	\$ (14,410)	-6.0%
	Fixed Route	\$ 293,166	\$ 298,866	\$ 5,700	1.9%
	Subtotal	\$ 531,586	\$ 522,876	\$ (8,710)	-1.6%
Materials, Marketing and Utilities					
	Dial-A-Ride	\$ 40,795	\$ 43,286	\$ 2,491	6.1%
	Fixed Route	\$ 29,775	\$ 32,391	\$ 2,616	8.8%
	Subtotal	\$ 70,570	\$ 75,677	\$ 5,107	7.2%
Fuel					
	Dial-A-Ride	\$ 90,000	\$ 75,000	\$ (15,000)	-16.7%
	Fixed Route	\$ 110,000	\$ 110,000	\$ -	0.0%
	Subtotal	\$ 200,000	\$ 185,000	\$ (15,000)	-7.5%
Contracted Services					
	Dial-A-Ride	\$ 979,000	\$ 1,100,632	\$ 121,632	12.4%
	Fixed Route	\$ 988,000	\$ 1,057,113	\$ 69,113	7.0%
	Subtotal	\$ 1,967,000	\$ 2,157,745	\$ 190,745	9.7%
Total					
	Dial-A-Ride	\$ 1,348,215	\$ 1,442,928	\$ 94,713	7.0%
	Fixed Route	\$ 1,420,941	\$ 1,498,370	\$ 77,429	5.4%
	Total	\$ 2,769,156	\$ 2,941,298	\$ 172,142	6.2%

For FY 2020/21, CCTS is proposing a funding plan that includes Federal Transit Administration (FTA) CARES and Section 5307 funds, State of Good Repair (SGR prior year funds) and revenues generated by passenger fares, bus shelter advertising, and local funds.

Capital Budget

CCTS is proposing a capital budget of \$523,146 for FY 2020/21. Funding will be used to purchase items necessary to maintain the existing operations as well as future endeavors to improve service levels. Of the proposed capital budget, \$27,500 was approved in prior SRTP.

CCTS will use FTA section 5339, State Transit Assistance (STA) and SGR FY 19/20 & FY 20/21 funding to cover proposed capital program in FY 2020/21.



Table 4.0 - Summary of Funding Requests - FY 2020/21
City of Corona

Operating															
Project	Total Amount of Funds	5307 RS	5307 RS CARES	5307 RS OB	5339 RS	AB 2766	FARE	GF REV	LTF	OTHR LCL	SGR PUC99313	SGR PUC99314	SGR-OB	STA PUC99313	STA PUC99314
Comprehensive Operations Analysis	\$100,000		\$52,000	\$48,000											
Corona Cruiser Operating Assistance	\$1,365,870	\$0	\$1,365,870	\$0		\$0	\$0	\$0	\$0	\$0					
Corona Dial-A-Ride Operating Assistance	\$1,410,428		\$1,410,428				\$0								
Triennial DBE Goal-Program Update	\$15,000		\$15,000												
Vehicle Maintenance Oversight Project	\$50,000												\$50,000		
Sub-total Operating	\$2,941,298	\$0	\$2,843,298	\$48,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0

Capital															
Project	Total Amount of Funds	5307 RS	5307 RS CARES	5307 RS OB	5339 RS	AB 2766	FARE	GF REV	LTF	OTHR LCL	SGR PUC99313	SGR PUC99314	SGR-OB	STA PUC99313	STA PUC99314
Bus Parking Stall Canopy - 21-1	\$100,000										\$96,052	\$3,948			
Bus Stop Improvements - 21-2	\$50,646										\$47,296	\$3,350			
Intellegent Transportation System - 21-3	\$345,000				\$64,700									\$255,624	\$24,676
Sub-total Capital	\$495,646	\$0	\$0	\$0	\$64,700	\$0	\$0	\$0	\$0	\$0	\$143,348	\$7,298	\$0	\$255,624	\$24,676
Total Operating & Capital	\$3,436,944	\$0	\$2,843,298	\$48,000	\$64,700	\$0	\$0	\$0	\$0	\$0	\$143,348	\$7,298	\$50,000	\$255,624	\$24,676

FY 2020/21 Projected Funding Details	
5307 RS	\$0
5307 RS CARES	\$2,843,298
5307 RS OB	\$48,000
AB 2766	\$0
FARE	\$0
GF REV	\$0
LTF	\$0
OTHR LCL	\$0
SGR-OB	\$50,000
Total Estimated Operating Funding Request	\$2,941,298
5339 RS	\$64,700
SGR PUC99313	\$143,348
SGR PUC99314	\$7,298
STA PUC99313	\$255,624
STA PUC99314	\$24,676
Total Estimated Capital Funding Request	\$495,646
Total Funding Request	\$3,436,944



FY 2020/21 SRTP

City of Corona

Table 4.0 A - Capital Project Justification

Project Number: 21-1

FTIP No: Not Assigned - New Project

Project Name: Bus Parking Stall Canopy

Category: Facilities

Sub-Category: Modification

Fuel Type: N/A

Project Description: This project will entail installing a canopy over the bus parking stalls located in the City's Corp . Yard.

Project Justification: Project funding will enable the purchase and installation of the canopy over the bus parking area in the City's Corp Yard. This project will protect buses and associated equipment from the sun's rays and the elements to prolong the life of buses and equipment

Project Schedule:

Start Date	Completion Date
June 2020	June 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2020/21	\$96,052
SGR PUC99314	FY 2020/21	\$3,948
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 2020/21 SRTP

City of Corona

Table 4.0 A - Capital Project Justification

Project Number: 21-2

FTIP No: Not Assigned - New Project

Project Name: Bus Stop Improvements

Category: 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 project is a multi-year/on-going activity.

Project Justification: 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.

Project Schedule:

Start Date	Completion Date
July 2020	June 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2020/21	\$47,296
SGR PUC99314	FY 2020/21	\$3,350
Total		\$50,646

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 2020/21 SRTP

City of Corona

Table 4.0 A - Capital Project Justification

Project Number: 21-3

FTIP No: RIV190603

Project Name: Intelligent Transportation System

Category: ITS

Sub-Category: Systems

Fuel Type: N/A

Project Description: Purchase and install an Intelligent Transportation System that will support the following GPS based components: 1) Automatic Vehicle Location (AVL); 2) Automated Vehicle Annunciator System (AVAS); 3) Computer Aided Dispatching (CAD) and; 4) Automated Passenger Count (APC). The system will improve performance monitoring, and reporting capabilities, and improve service quality and bus efficiency.

Project Justification: The ITS is necessary as an effort to ensure customers are receiving the highest quality information on time as well as ensuring that CCTS is operating at optimal efficiency. This project will entail additional funding for prior approved ITS projects.

Project Schedule:

Start Date	Completion Date
July 2020	December 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5339 RS	FY 2020/21	\$64,700
STA PUC99313	FY 2020/21	\$255,624
STA PUC99314	FY 2020/21	\$24,676
Total		\$345,000

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 4B – FAREBOX REVENUE CALCULATION

(Consistent with Riverside County Transportation Commission Farebox Recovery Policy)

Farebox Recovery Ratio Revenues	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20 Est	FY 2020/21 Plan
Passenger Fares	\$323,593	\$295,338	\$273,458	\$189,093	\$0
Interest Income	\$0	\$0	\$0	\$0	\$0
General Fund Contribution	\$78,000	\$45,600	\$62,000	\$0	\$0
Measure A	\$0	\$0	\$0	\$0	\$0
Passenger Shelter Advertising Revenue	\$7,421	\$9,929	\$9,150	\$6,161	\$0
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 Excise Tax Refund	\$0	\$0	\$0	\$0	\$0
Investment Income	\$0	\$0	\$0	\$0	\$0
CalPers CERBT	\$0	\$0	\$0	\$0	\$0
Fare Revenues from Exempt Routes	\$0	\$0	\$0	\$0	\$0
Other Revenues*	\$35,534	\$17,167.12	\$92,568	\$203,471	\$443,967
Total Farebox Revenues	\$444,548	\$368,034	\$437,175	\$398,725	\$443,967
Total Operating Expense	\$2,196,759	\$2,309,337	\$2,489,197	\$2,380,775	\$2,941,298
Farebox Recovery Ratio**	20%	16%	18%	17%	15%

*For fiscal years 2019/20 & 2020/21, "Other Revenues" include funding from Federal Transit Administration CARES act to offset fare revenue loss impacted by COVID-19. Effective April 27, 2020, CCTS implemented a no fare policy as a result of COVID-19 impact on public transit to maintain social distancing.

**Farebox recover ratio is based on a system wide blended rate of 15% (10% for DAR Specialized Service and 20% for Corona Cruiser fixed route service).

4.2 FUNDING PLANS TO SUPPORT PLANNED OPERATING AND CAPITAL PROGRAM (FY22-FY23)

Operating Program

CCTS is proposing the following funding plan to support fiscal years 2022 and 2023:

FY 2021/22 funding plan includes Local Transportation Funds (LTF), FTA Section 5307 funds, State of Good Repair and revenues generated by passenger fares, AB2766 funds, bus shelter advertising, general funds to close farebox funding gap and other local funds.

FY 2022/23 funding plan includes Local Transportation Funds (LTF), FTA Section 5307 funds, State of Good Repair and revenues generated by passenger fares, AB2766 funds, bus shelter advertising, general funds to close farebox funding gap and other local funds.

The above planned budget is assuming the improved situation with COVID-19 pandemic and operation resumes with reinstatement of passenger fares.

Capital Program

Capital program funds supporting fiscal years 2022 and 2023 will include FTA sections 5307 & 5339, State Transit Assistance (STA) and State of Good Repair for prior SRTP approved projects.

City of Corona Transit System
FY 2021/22
SUMMARY OF FUNDS REQUESTED
Short Range Transit Plan

Table 4.1 - Summary of Funds Requested for FY 2021/22

Project Description		Total Amount of Funds	LTF	STA	Federal Section 5307	Federal Section 5339	Cares Act	Toll Credits	State of Good Repair (SGR)	LCTOP	AQMD AB 2766 Subvention Funds*	Fare Box	Other **
Operating Assistance - DAR		\$ 1,510,497	\$ 709,438		\$ 591,199		\$ -		\$ 32,500		\$ -	\$ 149,100	\$ 28,260
Operating Assistance - Cruiser		\$ 1,412,538	\$ 554,515		\$ 558,015		\$ -		\$ 17,500		\$ 12,000	\$ 136,300	\$ 134,208
		\$ -											
Subtotal: Operating		\$ 2,923,035	\$ 1,263,954	\$ -	\$ 1,149,214	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ 12,000	\$ 285,400	\$ 162,467
Project Description	Capital Project No.	Total Amount of Funds	LTF	STA	Federal Section 5307	Federal Section 5339		Toll Credits	State of Good Repair (SGR)	LCTOP	AQMD AB 2766 Subvention Funds*	Fare Box	Other **
Subtotal: Capital		\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total: Operating & Capital		\$ 2,923,035	\$ 1,263,954	\$ -	\$ 1,149,214	\$ -		\$ -	\$ 50,000	\$ -	\$ 12,000	\$ 285,400	\$ 162,467

5307 for 50% operating assistance @ 80% federal share minus CARES funding

*AB 2766 congestion and emission reduction funds to incentivize Cruiser multi-day passes \$12,000.

**Other revenues include City contribution \$84,500; Bus Shelter Advertising \$8,000; and local contribution \$10,000.

	DAR	Cruiser	
Fare Box	\$ 149,100	\$ 136,300	Pax Fares
	\$ -	\$ 12,000	AB 2766 Subsidy
	\$ 149,100	\$ 148,300	
Other	\$ -	\$ 8,000	Shelter advertising
	\$ 8,260	\$ 86,208	Gen'l Fund
	\$ -	\$ 10,000	Local contribution
	\$ 20,000	\$ 30,000	Penalties
	\$ 28,260	\$ 134,208	
Total	\$ 177,360	\$ 282,508	\$ 459,867

City of Corona Transit System
FY 2022/23
SUMMARY OF FUNDS REQUESTED
Short Range Transit Plan

Table 4.2 - Summary of Funds Requested for FY 2022/23

Project Description		Total Amount of Funds	LTF	STA	Federal Section 5307	Federal Section 5339	Cares Act	Toll Credits	State of Good Repair (SGR)	LCTOP	AQMD AB 2766 Subvention Funds*	Fare Box	Other **
Operating Assistance - DAR		\$ 1,595,943	\$ 750,453		\$ 625,377				\$ 32,500		\$ -	\$ 152,060	\$ 35,553
Operating Assistance - Cruiser		\$ 1,443,689	\$ 566,975		\$ 570,476				\$ 17,500		\$ 12,000	\$ 139,000	\$ 137,738
		\$ -											
Subtotal: Operating		\$ 3,039,632	\$ 1,317,428	\$ -	\$ 1,195,853	\$ -		\$ -	\$ 50,000	\$ -	\$ 12,000	\$ 291,060	\$ 173,291
Project Description	Capital Project No.	Total Amount of Funds	LTF	STA	Federal Section 5307	Federal Section 5339		Toll Credits	State of Good Repair (SGR)	LCTOP	AQMD AB 2766 Subvention Funds*	Fare Box	Other **
Subtotal: Capital		\$ -	\$ -	\$ -	\$ -			\$ -		\$ -	\$ -	\$ -	\$ -
Total: Operating & Capital		\$ 3,039,632	\$ 1,317,428	\$ -	\$ 1,195,853	\$ -		\$ -	\$ 50,000	\$ -	\$ 12,000	\$ 291,060	\$ 173,291

5307 for 50% operating assistance @ 80% federal share

*AB 2766 congestion and emission reduction funds to incentivize Cruiser multi-day passes \$12,000.

**Other revenues include City contribution \$88,483; Bus Shelter Advertising \$8,000; and local contribution \$10,000.

	DAR	Cruiser	
Fare Box	\$ 152,060	\$ 139,000	Pax Fares
	\$ -	\$ 12,000	AB 2766 Subsidy
	\$ 152,060	\$ 151,000	
Other	\$ -	\$ 8,000	Shelter advertising
	\$ 15,553	\$ 89,738	Gen'l Fund
	\$ -	\$ 10,000	Local contribution
	\$ 20,000	\$ 30,000	Penalties
	\$ 35,553	\$ 137,738	
Total	\$ 187,613	\$ 288,738	\$ 476,351

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. The fare for an elderly person (60+), a person with disabilities, and Medicare cardholders is \$0.70 throughout the service day.

Americans with Disabilities Act (ADA)

The ADA requires that complementary paratransit service be available to ADA certified persons during the same hours and days of operation available to Cruiser (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). When demand exceeds capacity, requests for service from 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 – The 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 Cruiser (fixed route system). No fares may be charged for Personal Care Attendants (PCAs). ADA certified individuals are charged \$2.50 per trip which is less than twice the fare for a trip on the Cruiser ($\$1.50 \times 2 = \3.00). A companion is charged \$2.50 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' first DBE program and DBE triennial goal and methodology on December 12, 2017. The DBE goal & methodology is for federal Fiscal Years 2018-2020 (October 1, 2017 through September 30, 2020) and has received FTA concurrence on January 10, 2018.

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 current CCTS 2018-2020 Title VI program received FTA concurrence on September 21, 2017. The next program is due on June 1, 2020, however, due to COVID-19, this date has been extended to October 1, 2020.

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 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, the completed TAM Plan was submitted to Southern California Association of Government (SCAG), the metropolitan planning organization (MPO) for the region on October 29, 2018. In addition, CCTS reports annually to FTA's National Transit Database (NTD) which 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; the next update is in 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 which includes processes and procedures for implementing the Safety Management Systems (SMS). The documented SMS ensures the Agency 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 (currently MV Transportation), 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 are under development; these targets will be shared with Corona's Metropolitan Planning Organization (MPO), the Southern California Association of Governments (SCAG) and the State of California.

The plan was approved and adopted by City Council on April 15, 2020 and has been sent to Caltrans for review and approval. While FTA had set July 20, 2020 as the original date for compliance, due to impact of COVID-19, this date has been extended to December 2020. CCTS fully expect to meet the defined deadline.

Transportation Development Act Triennial Audit

CCTS underwent a Transportation Development Act (TDA) Triennial Performance Audit document review in January 2019 and site visit in March 2019 covering Fiscal Years 2015/16 through 2017/18. The triennial performance audits are administered and coordinated by RCTC. 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 three areas as summarized in Table 4.3 Progress Implementing Triennial Performance Audit Recommendations.

**TABLE 4.3 – PROGRESS IMPLEMENTING TRANSPORTATION DEVELOPMENT ACT (TDA)
TRIENNIAL PERFORMANCE AUDIT RECOMMENDATIONS***

TDA Triennial Performance Audit Period Covering FY 2014 through FY 2016	
Audit Recommendations	Action / Remedy
Prepare and submit separate State Controller Transit Operators Financial Transactions Reports for general public transit and specialized service.	<p>Corona’s annual Transit Operators Financial Transactions Report to the State Controller has historically combined fixed route and dial-a-ride as each provided general public service. With the transition to specialized dial-a-ride, written instructions by the state to prepare this particular report require separate reporting of fixed route and specialized service. In the General Instruction Form completed by the City, a selection must be made as to which mode of transit is represented in the report. The options are general public use or elderly/disabled.</p> <p>Transit operators providing two types of service, (general public use and transit service exclusively for the elderly/handicapped) must complete a separate report for each type of service.</p> <p>The submission of separate reports to the State Controller will demonstrate Corona’s proactive approach to compliance with state reporting instructions.</p> <p>Contacted the Office of State Controller on December 4, 2019 to file a separate report for Dial-A-Ride and Fixed Route. Was advised to submit a combined report for FY 2018-19 as a separate report for Dial-A-Ride will need to be created to add the specialized service to the SCO transit database. This report will be available starting with FY 2019-20.</p>
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 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>The City is still in the process of implementing an ADA subscription service. 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>
Include additional locally generated revenue in the farebox recovery.	<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 current RCTC practice of allowing other locally generated revenues in the farebox ratio. These other revenues could include advertising generated by the transit system, 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 (FTA) Triennial Review field review for the period of 2014-2016 was completed in March 2017. The table on the following page describes the deficiencies and FTA’s recommended corrective action. CCTS staff has responded to and corrected all deficiencies mentioned on the following page. City received closeout letter dated April 9, 2018.

The following table reflects the deficiency and correction action for this review.

Federal Transit Administration (FTA) Triennial Review FY 2014-2016		
Review Area	Deficiency	Corrective Action
Technical Capacity	Late MPRs/FFRs	Submit to the FTA Region IX Office procedures for submitting Milestone Progress Reports (MPRs) and Federal Financial Reports (FFRs) on time
Title VI	Title VI program not submitted or expired	Upload the required Title VI program to the TrAMS and notify the FTA Region IX RCRO
Satisfactory Continuing Control	Real property use issues	Submit to FTA Region IX Office the following items: <ul style="list-style-type: none"> • Excess Real Property Inventory and Utilization Plan for the FTA-funded contribution to the facility that is no longer needed for transit purposes, as stated in the City’s Grant Agreement, and that states how the recipient plans to use or dispose of the excess real property. • Identify which disposition method the City will pursue, along with a timeline, in compliance with FTA Circular 5010.1E, Chapter IV: Real Property, Section 2.j, “Real Estate Disposition” and Section 2.j. (2), “Disposition”.

CCTS’ next Triennial Review was scheduled for site visit March 2020, however due to COVID-19, the site visit has been delayed and is tentatively scheduled for late FY 2021.

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 2019 was October 30, 2019. CCTS staff provided responses and clarification to NTD reviewers following the initial review. The 2019 annual NTD report was closed out and accepted on January 23, 2020.

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

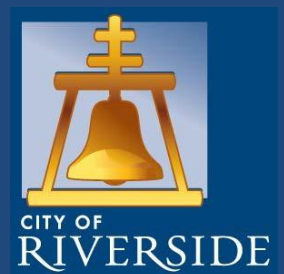
CCTS has nine (9) prior SRTP approved projects open. The following reflects these open projects.

Project Name	SRTP Project #	Project Element	Funding Category	Project Timeline	Total Project Cost	Unfunded Balance
Route Development Buses	15-03	1	2	Dec-23	\$ 300,000	\$ 70,281
Passenger Shelters	17-2	4	1	on going	\$ 600,000	\$ 573,696
Intellegent Transportation System	19-01	3	2	Dec-23	\$ 500,000	\$ 500,000
Route Development Buses	19-02	1	2	Dec-23	\$ 950,000	\$ 950,000
ADA Accesible Van	19-03	1	1	Dec-21	\$ 48,039	\$ 48,039
Support Equipment & Software	19-4	3	1	Jun-21	\$ 10,000	\$ 10,000
ITS - add Fare Payment System	20-1	3	2	Dec-23	\$ 50,000	\$ 40,000
Digital Land Mobile Radio	20-2	3	1	Dec-21	\$ 135,000	\$ 135,000
ADA Accesible Van	20-3	1	1	Dec-21	\$ 48,198	\$ 48,198
TOTAL					\$ 2,641,237	\$ 2,375,214

Project 17-2 balance includes interest earned for Prop 1B funding.

FY 2020/21-FY 2022/23 SHORT RANGE TRANSIT PLAN

City of Riverside, PRCSD - Special Transportation Division



FINAL

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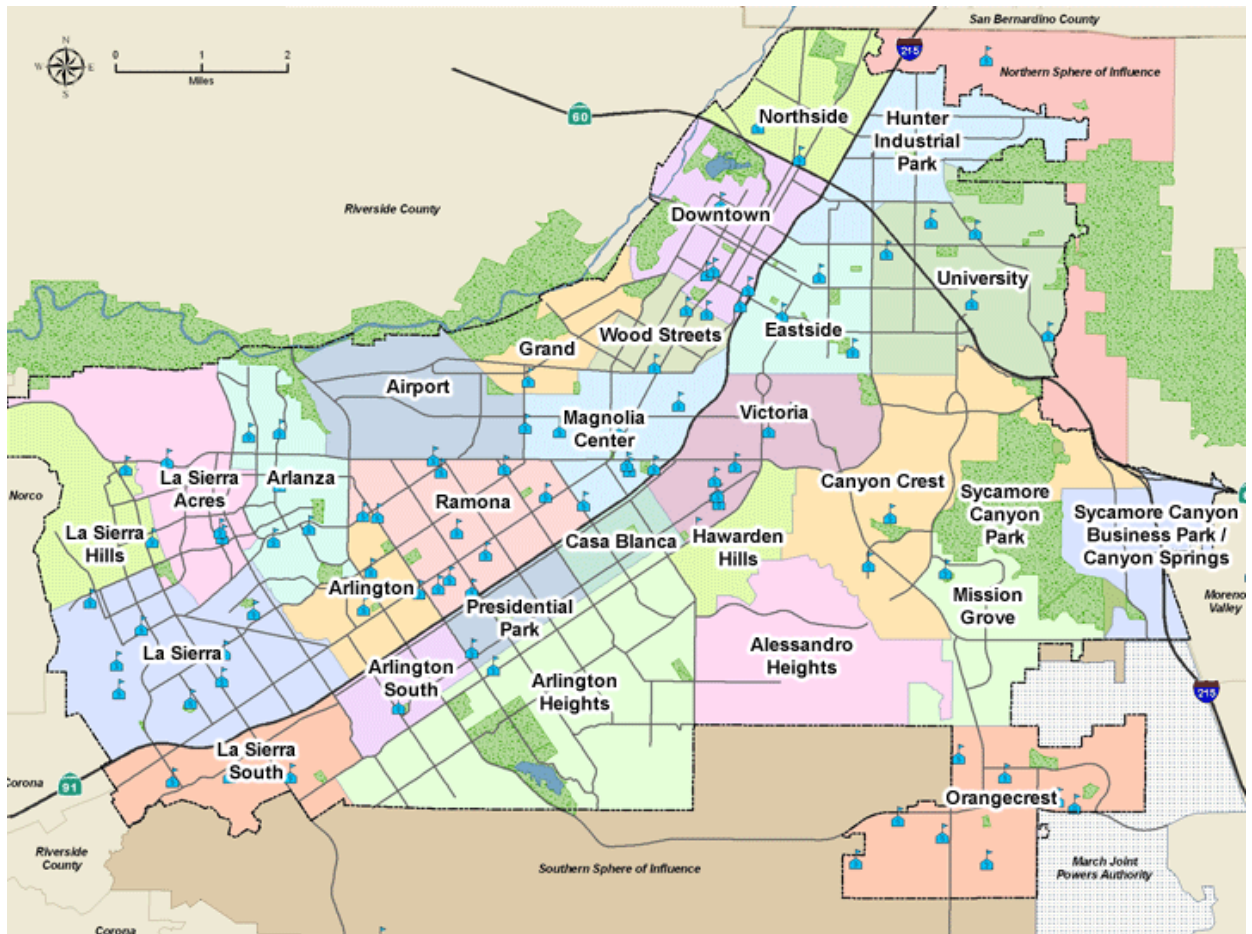
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I. SYSTEM OVERVIEW

1.1 Service Area

Special Transportation (ST) 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) data is a source of demographic information which is part of the 2010 Decennial Census Program. The ACS is a nationwide survey designed to provide communities with reliable and timely demographic, social, economic and housing data every year. Because the ACS is conducted annually, it serves as an interim source of up-to-date demographic data through the decade, until the next Census is conducted. According to the US Census Bureau, as of 2017, the population of the City of Riverside is 324,727 residents. The senior population within the City of Riverside (those 60 years of age and over) accounts for approximately 14.2% of the population. Riverside is below the national average of seniors age 60 and over which is 21.8%, however, due to the Baby Boomer generation aging into their sixties, the senior population will continue to rise. Ridership has slowly declined due to the rise in popularity of rideshare services such as Lyft and Uber.

1.3 Paratransit Services

Owned and operated by the City of Riverside, Special Transportation is an origin-to- destination rideshare transportation service. The service is limited to senior citizens (60 years of age and older) and persons with disabilities (disabilities require a physician documentation).

Special Transportation operates 362 days per year, only suspending service on Thanksgiving Day, Christmas Day and New Year’s Day. Operating hours for ST are Monday through Friday, from 8:00 a.m. - 5:30 p.m. and on weekends and holidays from 9:00 a.m. – 4:00 p.m. In order to reserve a ride, passengers must call ST’s 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 over the age of 60 and Disabled Community	Within the City limits of Riverside

1.4 Description of Ridership

Ridership data is listed in the tables below. FY 2019/20 data reflects ridership through April 2020. In both fiscal years, the average passenger age was 65.

FY 2018/19	Total
Passengers	139,878
Revenue Hours	42,557
Revenue Miles	576,393

FY 2019/20	Total
Passengers	94,477
Revenue Hours	30,058
Revenue Miles	404,645

1.5 Fare Structure and New Fare Type

On August 8, 2017, Special Transportation received approval by the City Council to increase its fare increase from \$2.00 per trip to \$3.00 for General Fares. A new fare type, Medical Fares, was created for individuals using our service for “medical related trips” such as doctor appointments, physical therapy, pharmacy visits, etc. Medical Fares would remain at \$2.00 per trip so that the general fare increase would not be a barrier to wellness for our customers on a fixed income.

Passengers using our service may pay their fare in cash at boarding time or pay with a pre-purchased ticket. General and Medical Fare Ticket booklets can be purchased in advance at the Special Transportation Offices located at 8095 Lincoln Ave, Riverside. The table below illustrates a breakdown of the fare types and associated costs.

Fare Type	Cost
One-way (General)	\$3
One-way (Medical)	\$2
10-ticket Booklet (General)	\$30
10-ticket Booklet (Medical)	\$20

1.6 Revenue Fleet

In FY 2019/20, Special Transportation operated a fleet of thirty-three 16-passenger paratransit minibuses which run on compressed natural gas (CNG). In 2019 Special Transportation purchase two 9-passenger Ford Transit Vans equipped with wheelchair lifts to test the feasibility of operating a smaller profile vehicle to navigate in and around the more compact areas within the City. These vans will be put into service in FY 2020/21. Special Transportation also owns a Braun paratransit van equipped to hold six passengers and one wheelchair and a hybrid Honda Civic that is used by administrative staff in supervising routes and responding to accidents. These vehicles are not assigned to routes but are used as backups for special services. Subject to funding availability, vehicles are replaced after meeting the Federal Transit Administration (FTA) useful life of 5-years or 150,000 miles. ***See Table 1.1 – Fleet Inventory***

Table 1.1 - Fleet Inventory
FY 2020/21 Short Range Transit Plan
City of Riverside

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 2019/20	# of Contingency Vehicles FY 2019/20	Life to Date Vehicle Miles Prior Year End FY 2018/19	Life to Date Vehicle Miles through March FY 2019/20	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2019/20
2010	FRD	BU	16	6	25	CN	6		1,302,049	1,315,963	219,327
2011	FRD	BU	16	3	25	CN	3		610,636	649,759	216,586
2013	GLV	BU	16	7	25	CN	7		1,013,334	1,098,627	156,946
2014	GLV	BU	16	9	25	CN	9		1,241,780	1,373,543	152,615
2017	GLV	BU	16	8	25	CN	8		451,116	366,025	45,753
Totals:			80	33			33		4,618,915	4,803,917	145,573

1.7 Existing Facility

Special Transportation Offices are located at 8095 Lincoln Avenue within the City of Riverside Corporation Yard. Included in the facilities are an administration building consisting of administrative offices, a dispatch center, restrooms and a break room. Special Transportation's 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.

II. EXISTING SERVICES AND ROUTE PERFORMANCE

2.1 Key Performance Indicators (KPI's)

In order to ensure that Special Transit is providing superior customer service, staff considers several performance indicators. Targets are evaluated and reported on a monthly basis. In FY 2020/21, Special Transit will upgrade the current TransTrack system which will provide staff with data that will be useful in setting additional performance measures such as staff attendance and vehicle maintenance. Data for FY 2019/20 KPI's through April 2020 is listed in the tables below.

Internal KPI's	Target	Actual
On-time performance	100%	96.75%
Call abandonment rate	0%	4.76%
Average phone hold time	1:00	1:16

Special Transit is also required to meet other performance targets such as the 10% Farebox Recovery Ratio as mandated in the Transportation Development Act (TDA). The ratio will not be met in FY 2019/20; however, special exceptions will apply as a result of COVID-19. ***See Table 2.0 Service Provider Performance Targets Report***

Table 2.0 -- Service Provider Performance Targets Report
 FY 2019/20 Short Range Transit Plan Review
 City of Riverside

Data Elements	FY 2019/20 Plan	FY 2019/20 Target	FY 2019/20 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	160,000			
Passenger Miles	645,000			
Total Actual Vehicle Revenue Hours	61,500.0			
Total Actual Vehicle Revenue Miles	645,000.0			
Total Actual Vehicle Miles	700,500.0			
Total Operating Expenses	\$4,307,700			
Total Passenger Fare Revenue	\$475,500			
Net Operating Expenses	\$3,832,200			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	11.03%	>= 10.00%	8.68%	Fails to Meet Target
Discretionary:				
1. Operating Cost Per Revenue Hour	\$70.04	<= \$88.26	\$101.69	Fails to Meet Target
2. Subsidy Per Passenger	\$23.95	>= \$19.72 and <= \$26.68	\$29.28	Better Than Target
3. Subsidy Per Passenger Mile	\$5.94	>= \$3.79 and <= \$5.13		
4. Subsidy Per Hour	\$62.31	>= \$64.67 and <= \$87.49	\$92.86	Better Than Target
5. Subsidy Per Mile	\$5.94	>= \$4.78 and <= \$6.46	\$6.93	Better Than Target
6. Passengers Per Revenue Hour	2.60	>= 2.81 and <= 3.80	3.17	Meets Target
7. Passengers Per Revenue Mile	0.25	>= 0.20 and <= 0.28	0.24	Meets Target

Note: Must meet at least 4 out of 7 Discretionary Performance Indicators

2.2 SRTP Performance Report

Regarding how the service is running against our SRTP, Special Transit met or exceeded half of the FY 2020/21 targets. The four targets not met were – Operating costs per hour revenue, farebox recovery ratio, passengers per revenue hour, and passengers per revenue mile. The Plan Performance Scorecard column is the result of comparing the FY 2020/21 Plan to the FY 2020/21 Primary Target. ***See Table 2.1 – SRTP Performance Report***

Performance Indicators	FY 2018/19 End of Year Actual	FY 2019/20 3rd Quarter Year-to-Date	FY 2020/21 Plan	FY 2020/21 Target	Plan Performance Scorecard (a)
Passengers	8,697,652	6,244,521	3,413,076	None	
Passenger Miles	60,974,297	53,795,212	23,753,074	None	
Revenue Hours	880,029.4	664,041.2	537,914.0	None	
Total Hours	1,005,385.6	753,264.7	620,363.0	None	
Revenue Miles	13,376,948.5	10,023,015.7	8,211,940.0	None	
Total Miles	16,559,181.1	12,344,505.7	10,345,926.0	None	
Operating Costs	\$73,902,008	\$65,396,958	\$82,392,199	None	
Passenger Revenue	\$18,302,160	\$13,952,115	\$2,570,042	None	
Measure-A Revenue				None	
LCTOP Revenue			\$3,365,455	None	
Operating Subsidy	\$55,599,848	\$51,444,843	\$79,822,157	None	
Operating Costs Per Revenue Hour	\$83.98	\$98.48	\$153.17	<= \$98.01	FAILS TO MEET TARGET
Operating Cost Per Revenue Mile	\$5.52	\$6.52	\$10.03	None	
Operating Costs Per Passenger	\$8.50	\$10.47	\$24.14	None	
Farebox Recovery Ratio	24.77%	21.33%	7.20%	>= 0.2	FAILS TO MEET TARGET
Subsidy Per Passenger	\$6.39	\$8.24	\$23.39	>= \$7.23 and <= \$9.79	BETTER THAN TARGET
Subsidy Per Passenger Mile	\$0.91	\$0.96	\$3.36	>= \$0.82 and <= \$1.12	BETTER THAN TARGET
Subsidy Per Revenue Hour	\$63.18	\$77.47	\$148.39	>= \$63.04 and <= \$85.28	BETTER THAN TARGET
Subsidy Per Revenue Mile	\$4.16	\$5.13	\$9.72	>= \$4.14 and <= \$5.60	BETTER THAN TARGET
Passengers Per Revenue Hour	9.88	9.40	6.35	>= 7.41 and <= 10.03	FAILS TO MEET TARGET
Passengers Per Revenue Mile	0.65	0.62	0.42	>= 0.48 and <= 0.66	FAILS TO MEET TARGET

a) The Plan Performance Scorecard column is the result of comparing the FY 2020/21 Plan to the FY 2020/21 Primary Target.

2.3 SRTP Service Summary

Special Transit collects and evaluates the historical data of several metrics in order to evaluate the overall service performance. Since FY 2017/18, there has been a decline 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. 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 increased. ***See Table 2.2 – SRTP Service Summary***

**Table 2.2 -- City of Riverside -- SRTP Service Summary
FY 2020/21 Short Range Transit Plan
All Routes**

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	1	1	27	1	27
Financial Data					
Total Operating Expenses	\$3,180,857	\$3,860,427	\$4,307,700	\$2,972,783	\$5,360,000
Total Passenger Fare Revenue	\$443,181	\$390,568	\$475,500	\$257,982	\$240,000
Net Operating Expenses (Subsidies)	\$2,737,676	\$3,469,859	\$3,832,200	\$2,714,801	\$5,120,000
Operating Characteristics					
Unlinked Passenger Trips	153,559	139,911	160,000	92,707	70,000
Passenger Miles	798,507	727,537	645,000	444,994	322,500
Total Actual Vehicle Revenue Hours (a)	45,475.0	42,559.0	61,500.0	29,234.0	30,750.0
Total Actual Vehicle Revenue Miles (b)	615,121.0	576,321.0	645,000.0	391,948.0	322,500.0
Total Actual Vehicle Miles	697,449.0	647,380.0	700,500.0	439,676.0	350,250.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$69.95	\$90.71	\$70.04	\$101.69	\$174.31
Farebox Recovery Ratio	13.93%	10.12%	11.03%	8.68%	4.47%
Subsidy per Passenger	\$17.83	\$24.80	\$23.95	\$29.28	\$73.14
Subsidy per Passenger Mile	\$3.43	\$4.77	\$5.94	\$6.10	\$15.88
Subsidy per Revenue Hour (a)	\$60.20	\$81.53	\$62.31	\$92.86	\$166.50
Subsidy per Revenue Mile (b)	\$4.45	\$6.02	\$5.94	\$6.93	\$15.88
Passenger per Revenue Hour (a)	3.4	3.3	2.6	3.2	2.3
Passenger per Revenue Mile (b)	0.25	0.24	0.25	0.24	0.22

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

2.4 Service Performance

Special Transit provided 119,740 one-way trips for a total of 647,418 miles in FY 2018/19. Typically, daily rides scheduled averages between 400-500. Special Transit will embark in a rebranding campaign in the next fiscal year in the hopes of informing the residents of Riverside of the service and increasing the number of riders. We will continue to advertise in places such as Riverside’s senior centers and through the City of Riverside’s Activity Guide publication. We will also continue to market the programs at various Senior Fairs and events throughout the city. ***See Table 2.3 – SRTP Route Statistics***



Table 2.3 - SRTP Route Statistics
City of Riverside -- 4
FY 2020/21

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
RSS-DAR	All Days	27	70,000	322,500	30,750	31,600	322,500	350,250	\$5,360,000	\$240,000		
		27	70,000	322,500	30,750	31,600	322,500	350,250	\$5,360,000	\$240,000		

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Table 2.3 - SRTP Route Statistics
City of Riverside -- 4
FY 2020/21

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
RSS-DAR	All Days	\$5,120,000	\$174.31	\$16.62	\$76.57	4.47%	\$73.14	\$15.88	\$166.50	\$15.88	2.28	0.22
		\$5,120,000	\$174.31	\$16.62	\$76.57	4.47%	\$73.14	\$15.88	\$166.50	\$15.88	2.28	0.22

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2.5 Productivity Improvement Efforts

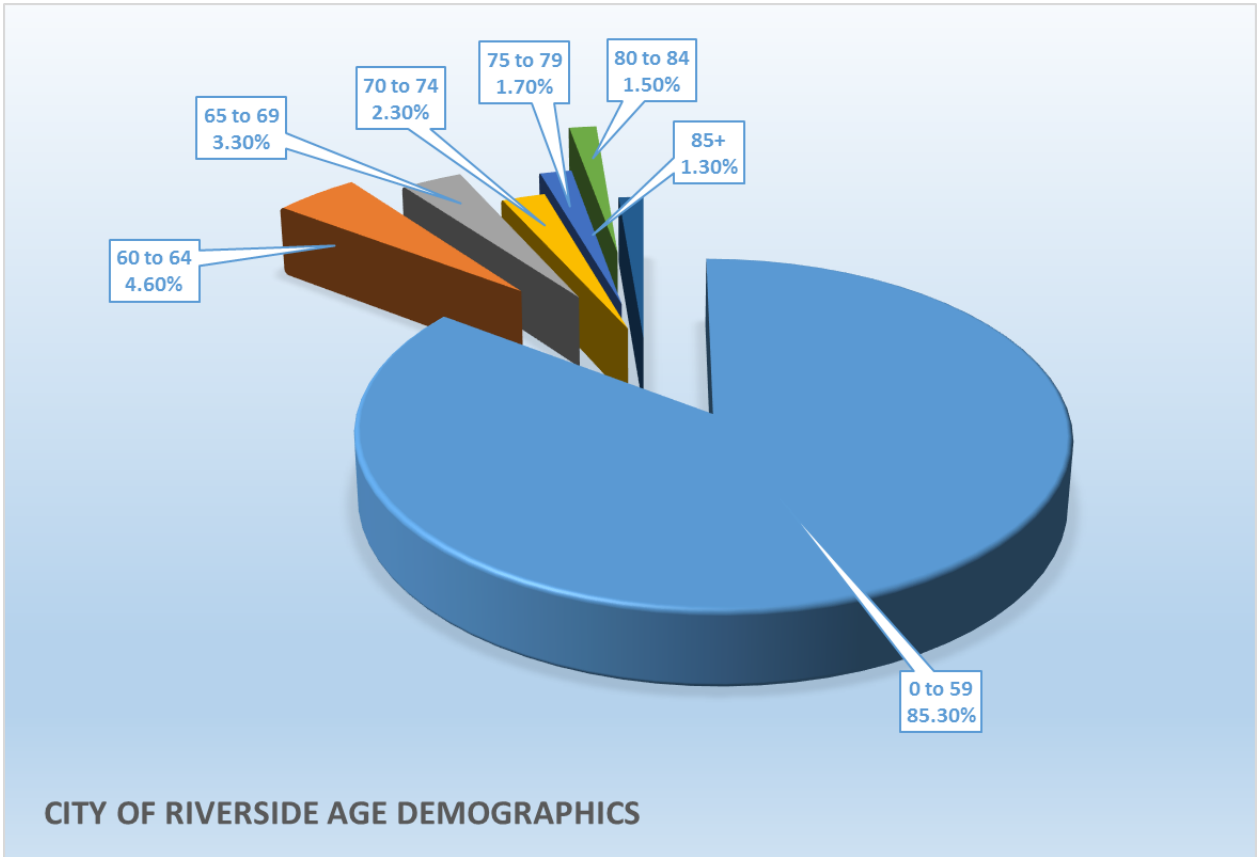
ST strives to operate an efficient service and continues to look for new ways to decrease costs while maintaining high productivity. ST Staff has been working on different staffing scenarios to maximize route efficiency while meeting customer demands. The Operation Supervisor is constantly examining the route efficiencies of each driver and meeting with them to provide constructive feedback to improve how each driver conducts his/her assigned reservations for that day. ST was successful in recruiting a second Operations Supervisor, a Management Analyst, and a Lead Senior Dispatcher/Scheduler. ST also converted three vacant full-time drivers' positions to split shift positions allowing ST to meet the service demands early in the morning and in the afternoon.

For FY 2020/21, ST will evaluate the need to fill current vacancies for full time and part time drivers to help meet the current service demands. Implementation of an electronic fare collection system and mobile application will allow riders to pay for fares using a smart card and reserve rides via a web portal or mobile application.

2.6 Major Trip Generators

Several factors will lead to growth of ST operations over the next several years. The Baby Boomer generation, the largest generation in the last century, is aging and becoming eligible to use our services as senior citizens. This element alone makes growth virtually unavoidable. The seniors, age 60+ makes up approximately 14% of the total population of the City of Riverside. Currently, 85% of the residents of Riverside are 59 years old or younger as shown in Figure 3, leading staff to anticipate a higher demand for Special Transportation services in the near future. Special Transportation falls under the auspices of the City of Riverside Parks, Recreation, and Community Service Department (PRCSD). PRCSD is responsible for senior programs, three senior centers, as well as the Friendly Stars program for developmentally disabled adults. This relationship and connection amongst department staff in these three areas make it possible to connect resources and advertise by word of mouth to senior resident participants.

Figure 3



US Census Bureau, ACS DEMOGRAPHIC AND HOUSING ESTIMATES 2017

Aside from the regularly scheduled daily paratransit rides, Special Transportation transports over 170 passengers per day to various workshops within the City of Riverside. This subscription service for the Inland Regional Center (IRC) provides daily transportation for IRC clients to and from their workshops. ST also provides transportation services for Easter Seals, the Friendly Stars Program, and various other workshops for mentally and physically disabled passengers. These passengers look forward to attending their workshops (work/school) to attain a sense of independence.

2.7 Recent Service Changes

Special Transit’s recent response to COVID-19 resulted in one service change which gave senior riders the opportunity to schedule rides as early as 7 a.m. which is one hour earlier than the normal service hours. This decision was made by staff to ensure that the most vulnerable residents could take advantage of special shopping hours for seniors offered by many local grocers.

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 2020/21, ST will continue to market Special Transportation services. Working with the City of Riverside's Marketing team ST has developed a new brand identity that will give a new and updated look to the fleet of minibuses. More importantly, this effort will also include a change in the name of our service that will better capture what we do for the senior and disabled residents of Riverside. "Riverside Connect" will launch in the summer of 2020 with all the transit buses receiving a new vinyl wrap with the new name and logo. This new branding campaign will be used in all the advertisements the service.

New full-color brochures and flyers will be produced and distributed 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. It is also available online at the City's main website. For FY 2020/21 Special Transportation will continue to be present at special events such as the Senior Day, wellness fairs, grand openings, and other events geared towards the senior and disabled community. We will also increase our presence at senior living facilities resident meetings and various ADA workshops in and around Riverside. ST has also launched a new website for Riverside Connect which will give the residents of Riverside all the information needed to sign up and use our services.

3.3 Projected Ridership Growth

Prior to COVID-19, Special Transit projected a 10% increase in ridership for FY 2020/21 as a direct result of the increased marketing and rebranding of the service. However, due to the dramatic decline in ridership as a result of the pandemic, ridership projections are difficult to project. The expectation industrywide is that ridership will steadily increase to normal service levels as states and local governments lift stay-at-home orders.

3.4 Proposed Fare Structure Changes

Special Transit staff plans to explore the possibility of increasing the fare to match the Riverside Transit Agency (RTA) fare structure which would be a \$0.50 increase. There are currently no plans to change the current medical fare of \$2.00.

3.5 Capital Improvement Planning

In terms of capital improvement, Special Transit has three capital projects planned for FY 2020/21. The first is a replacement of three (3) existing vehicles that have exceeded the useful life of 5-years and 150,000. The second project is the renovation of the dispatch office area which will provide space for the newly filled Lead Dispatch position. Lastly, Special Transit will upgrade the existing TransTrack data management system. The upgrade will provide staff with additional tools and analytics which will be beneficial for reporting purposes as well as improving the efficiency of the operation. ***See Table 3 – Highlights of 2020/21 Short Range Transit Plan***

Table 3 - HIGHLIGHTS OF 2020/21 SHORT RANGE TRANSIT PLAN

- **Electronic Fare Collection/Online Reservations** – In an effort to provide better service to our senior and ADA riders, Special Transportation has procured and begun implantation of an electronic payment method that would allow riders and caregivers the ability to preload rider accounts with funds so that riders may electronically pay for transit fares. Along with an electronic fare collection, a mobile application will be made available to all riders that will allow them to manage their account, view scheduled trips and the status of their scheduled pickup. The application once fully implemented will also allow riders to self-schedule future rides.
- **Consultant** – Per the recommendation in the FY 2016-2018 Triennial Performance Audit, Special Transit will hire a consultant to assist in the strategic planning process.
 - **Bus Replacement** – Special Transportation will replace 3 CNG Mini-Buses that have met the useful life threshold.
 - **TransTrack Upgrade** – Special Transit will upgrade the current TransTrack system which will assist staff with annual NTD reporting, provide valuable analytics and integration with the financial system and dispatch/scheduling software.
 - **Dispatch Renovation** – The City of Riverside will renovate the dispatch office area to accommodate the addition of new staff to fill the Lead Dispatch position.

IV. FINANCIAL PLANNING

4.1 Operating and Capital Budget Narrative

Special Transportation’s operating budget is typically funded through Local Transportation Funds (LTF) which includes a 20% match requirement for preventative maintenance expenses. The remaining 80% is funded through Federal section 5307 funds. However, with the United States Senate’s passage of the Coronavirus Relief, Aid, Relief, and Economic Security Act, or CARES Act, the entire FY 2020/21 operating budget will be funded through this bill. Capital projects will be funded through a combination of Federal section 5339 and State Transit Assistance (STA) funds. ***See Table 4.0 – Summary of Funding Requests – FY 2020/21***



Table 4.0 - Summary of Funding Requests - FY 2020/21
City of Riverside

Operating														
Project	Total Amount of Funds	6307 R8 CARES	6307 R8 OB	6339 R8	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314						
Operating FY2020-21	\$5,360,000	\$5,040,000	\$320,000											
Sub-total Operating	\$5,360,000	\$5,040,000	\$320,000	\$0	\$0	\$0	\$0	\$0						

Capital														
Project	Total Amount of Funds	6307 R8 CARES	6307 R8 OB	6339 R8	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314						
Bus Replacement - 21-1	\$400,000			\$320,000	\$45,957	\$4,695		\$29,348						
Dispatch Renovation - 21-2	\$80,000				\$50,000		\$30,000							
TransTrack Upgrade - 21-3	\$80,380						\$80,380							
Sub-total Capital	\$560,380	\$0	\$0	\$320,000	\$95,957	\$4,695	\$110,380	\$29,348						
Total Operating & Capital	\$5,920,380	\$5,040,000	\$320,000	\$320,000	\$95,957	\$4,695	\$110,380	\$29,348						

FY 2020/21 Projected Funding Details	
5307 R8 CARES	\$5,040,000
5307 R8 OB	\$320,000
Total Estimated Operating Funding Request	\$5,360,000
5339 R8	\$320,000
SGR PUC99313	\$95,957
SGR PUC99314	\$4,695
STA PUC99313	\$110,380
STA PUC99314	\$29,348
Total Estimated Capital Funding Request	\$560,380
Total Funding Request	\$5,920,380



FY 2020/21 S RTP

City of Riverside

Table 4.0 A - Capital Project Justification

Project Number: 21-1

FTIP No: Not Assigned - New Project

Project Name: Bus Replacement

Category: Paratransit

Sub-Category: Replacement

Fuel Type: CNG

Project Description: Replacement of 3 paratransit vehicles

Project Justification: The City of Riverside will procure three (3) 16-passenger 25ft. CNG buses that have an expected useful life of 5 years or 150,000 miles. The vehicles being replaced have met their useful life of 150,000 miles.

Project Schedule:

Start Date	Completion Date
July 2020	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5339 RS	FY 2020/21	\$320,000
SGR PUC99313	FY 2020/21	\$45,957
SGR PUC99314	FY 2020/21	\$4,695
STA PUC99314	FY 2020/21	\$29,348
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/S RTP Project No.	Description



FY 2020/21 SRTTP

City of Riverside

Table 4.0 A - Capital Project Justification

Project Number: 21-2

FTIP No: Not Assigned - New Project

Project Name: Dispatch Renovation

Category: Facilities

Sub-Category: Modification

Project Description: Renovation of dispatch office area

Project Justification: The City of Riverside will renovate the dispatch office area to accommodate the addition of new staff to fill the Lead Dispatch position.

Project Schedule:

Start Date	Completion Date
July 2020	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2020/21	\$50,000
STA PUC99313	FY 2020/21	\$30,000
Total		\$80,000

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

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



FY 2020/21 SRTP

City of Riverside

Table 4.0 A - Capital Project Justification

Project Number: 21-3

FTIP No: Not Assigned - New Project

Project Name: TransTrack Upgrade

Category: ITS

Sub-Category: Upgrade

Fuel Type: N/A

Project Description: Upgrade existing TransTrack tool.

Project Justification: The City of Riverside would like to upgrade the TransTrack system which will assist staff with annual NTD reporting, provide valuable analytics and integration with the financial system and dispatch/scheduling software.

Project Schedule:

Start Date	Completion Date
July 2020	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2020/21	\$80,380
Total		\$80,380

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

4.2 Funding Plans to Support Proposed Operating and Capital Program

ST will take advantage of grant opportunities as they come available through the State of California and Federal Government in order to support its capital programs.

4.3 Regulatory and Compliance Requirements

Special Transportation strives to remain compliant with all local, state and federal regulations. ST stays abreast of legislative information and regulatory developments by attending workshops, trainings, and conferences which are frequently offered free of charge to transit operators. ST complies with FTA reporting requirements such as the submission of monthly and annual National Transit Database (NTD) reports. In March of 2018, ST underwent its most recent FTA Triennial Review. The Final report had two findings which staff is in the process of addressing. ***See Table 4.3 – Progress to Implement TDA Triennial Performance Audit Recommendations***

There were no violations noted during the most recent California Highway Patrol (CHP) Safety Compliance Terminal Inspection conducted on April 3-5, 2019. In the areas of maintenance, driver records and driver hours of services, ST received a “satisfactory” rating in all areas.

TABLE 4.3 – PROGRESS TO IMPLEMENT TDA TRIENNIAL PERFORMANCE AUDIT RECOMMENDATIONS

Recent Audit Recommendation (Covering FY 2016 – 2018)	Action (s) Taken and Results to Date
<p>1. Pursue targeted marketing efforts and rebranding of the service.</p> <p>STS has been tasked with serving the mobility needs of seniors, ADA-certified persons, and persons with disabilities in the City of Riverside. The senior population in the city (those 60 years of age and over) accounts for approximately 15.1 percent of the population based on the 2018 American Community Survey estimates. Riverside remains below the national average of seniors age 60 and over, which is 21.8 percent; however, due to the Baby Boomer generation aging into their sixties, it is anticipated that the senior population will continue to increase.</p> <p>With the slow erosion in ridership in recent years, STS has been contemplating strategies to improve its messaging and outreach to the community. The transportation supervisor has been encouraged to conduct outreach and brainstorm ways to better engage the customer base. There is a perception in the community that the name “Special Transportation” is not particularly appealing</p>	<p>Efforts to launch rebranding of the service are underway with a bid and contract award for repainting of the minibuses scheduled for City Council approval on June 2, 2020. Additionally, new brochures and marketing materials with the new “Riverside Connect” name are ready for print and distribution which will coincide with the launch of the repainted buses.</p> <p><i>In Progress</i></p>

<p>and conveys a stodgy image. In the spirit of the City’s innovative philosophy, STS should work with the City’s marketing team to develop a brand identity for the transit service. This could be done in concert with the implementation of STS’s fleet of nine-passenger minibuses and mobile fare collection. With the adoption of the \$2.00 medical fare, STS could collaborate with local medical providers and services (such as dialysis centers and adult day-care facilities) that would market trips to their patients. Veterans are also another market that STS could target.</p>	
<p>2. Conduct a strategic planning process.</p> <p>The annual Short-Range Transit Plan (SRTP) process has been a useful tool in monitoring operational trends but it does not provide a strategic vision over a 5-, 10-, or 20-year time frame. STS is self-sustaining in that it does not rely on City General Fund revenues for support. However, given changes in the transit funding landscape and the challenges in recruitment and marketing that pose potential impediments to growth and sustainability, STS needs a process that can provide guidance and momentum. A 5- or 10-year strategic plan would establish guiding principles of how STS can build upon its 45-year legacy as a demand-</p>	<p>Staff has programmed funds in the FY 2020/21 SRTP to seek the services of a consultant to assist with the strategic planning process.</p> <p><i>In Progress</i></p>

response transit operator by setting goals, objectives, and strategies for attaining its vision. A strategic plan would also build on the recent efforts of STS to be more technically innovative and offer direction on potential funding opportunities and partnerships. As part of this effort, STS should assess its strengths, weaknesses, opportunities, and challenges for providing service in a dynamic transit market and capitalize on its position as a regional mobility provider. Furthermore, STS should consider emerging trends and innovative strategies being implemented or considered within the industry.

**PALO VERDE VALLEY TRANSIT AGENCY
PVVTA
SHORT RANGE TRANSIT PLAN
FY 2020/21 – FY 2022/23**



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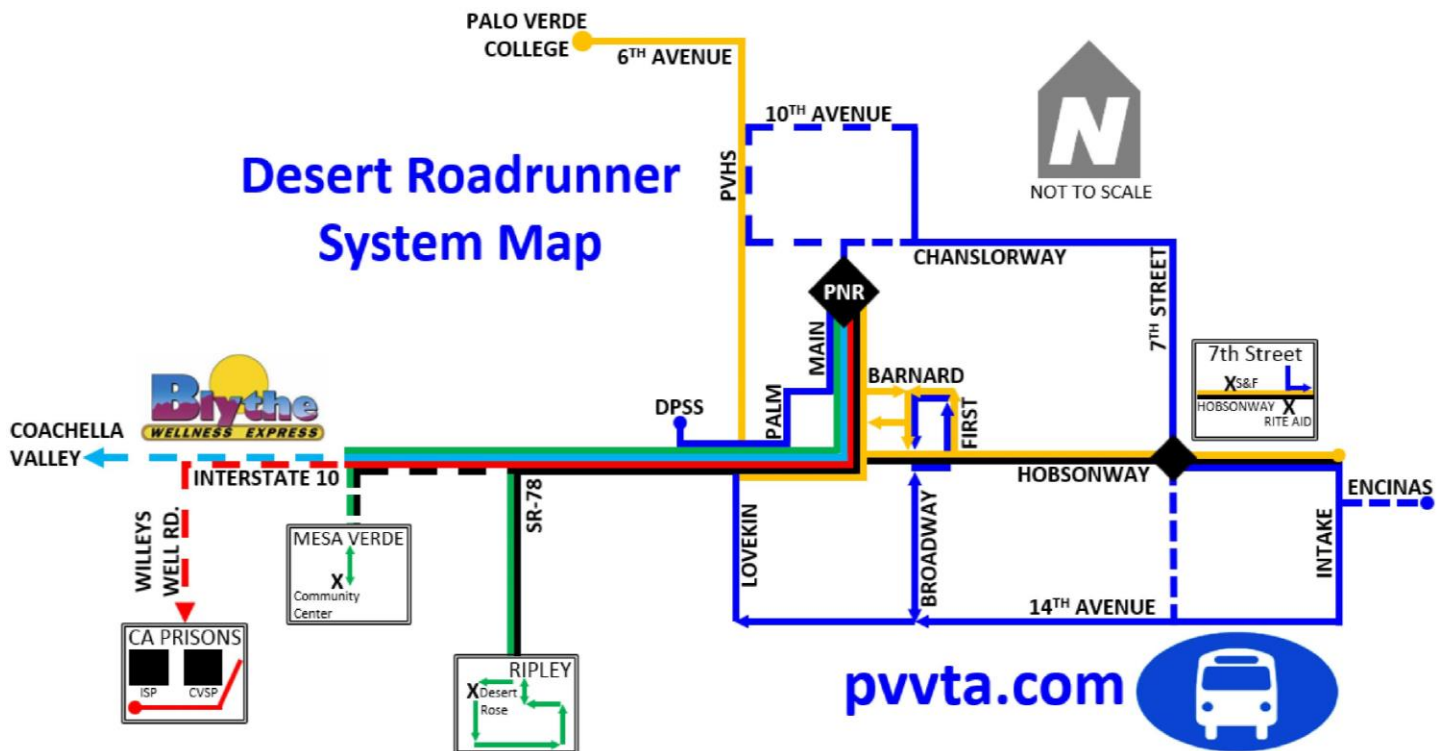
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1.1 System Description

The Palo Verde Valley Transit Agency (PVVTA) provides many transit options to serve senior citizens, persons with disabilities, and the general public. PVVTA services are known to the general public under the marketing name “Desert Roadrunner”. PVVTA provides five deviated fixed routes in the Palo Verde Valley, which serve Blythe, Ripley, Mesa Verde, Palo Verde College, California Department of Corrections facilities, and limited service to Ehrenberg, Arizona. ADA Para-transit is also provided after hours on the Fixed Routes through route deviation requests. The routes can deviate up to $\frac{3}{4}$ 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. PVVTA operates a non-emergency medical service to Coachella Valley called the Blythe Wellness Express (BWE).



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. Also, PVVTA provides premier service to and from Coachella Valley. The Valley 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 on U.S. Census Bureau, 2011-2015 American Community Survey at provided by the City of Blythe, Ethnicity is >100% as Bureau counts some individuals more than one ethnicity.

1.3 Service Description

Presented below are the individual description of the deviated fixed routes provided by PVVTA.

TABLE 1 - INDIVIDUAL ROUTE DESCRIPTIONS

LINE	ROUTE DESCRIPTION	AREAS/SITES SERVICED
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, Big K-Mart, 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.
Blythe Wellness Express (BWE)	The Blythe Wellness 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, approximately 2500 revenue miles / 240 revenue hours monthly, 1600 in ridership respectfully.

Gold Route 2 Palo Verde College Crosstown; deviated fixed route, approximately 4000 revenue miles / 190 revenue hours monthly, 1200 in ridership respectfully.

Red Route 3 CA State Prison Commuter Express; deviated fixed route, approximately 2100 revenue miles / 60 revenue hours monthly, 650 in ridership respectfully.

Green Route 4 Regional Rural service; deviated fixed route, approximately 3000 revenue miles / 155 revenue hours monthly, 700 in ridership respectfully.

Silver Route 5 Saturday and limited holiday service; deviated fixed route, approximately 500 revenue miles / 24 revenue hours monthly, 120 in ridership respectfully.

Blythe Wellness Express 6 Intercity service to the Coachella Valley; deviated fixed route, approximately 2800 revenue miles / 95 revenue hours monthly, 100 in ridership respectfully.

PVVTA XTend-A-Ride micro transit service; demand responsive, approximately 400 revenue miles / 80 revenue hours monthly, 50 in ridership respectfully.

1.5 Fare Structure

PVVTA's fare structure is sensitive to the local economy while attempting to maintain the mandated 10 percent Farebox Recovery Ratio. The schedule includes full fare and discounted ride tickets. PVVTA'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 change is necessary.

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
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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 – X-Tend-A-Ride & Blythe Wellness Express (BWE)

X-Tend-A-Ride General Public, Seniors, & Persons with Disabilities	\$ 5.00
BWE General Public, Seniors, & Persons with Disabilities One-Way	\$ 10.00
BWE General Public, Seniors, & Persons with Disabilities Roundtrip	\$ 15.00

1.6 Fleet Schedule

PVVTA has an average fleet age of 4.3 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
 FY 2020/21 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 2019/20	# of Contingency Vehicles FY 2019/20	Life to Date Vehicle Miles Prior Year End FY 2018/19	Life to Date Vehicle Miles through March FY 2019/20	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2019/20
2014	CMD		18	1		GA	1		70,214	82,733	82,733
2012	FRD		18	1		CN		1	170,484	170,484	
2013	FRD		26	1		CN	1		120,454	126,048	126,048
2013	FRD		26	1		CN	1		121,433	125,102	125,102
2013	FRD		26	1		CN	1		151,381	154,725	154,725
2016	FRD		18	1		GA	1		123,425	134,688	134,688
2016	FRD		18	1		GA	1		119,487	141,693	141,693
2018	FRD		18	1		GA	1		44,227	83,075	83,075
2019	FRD		18	1		GA	1		1,135	33,082	33,082
2019	FRD		14	1		CN	1			17,991	17,991
2019	FRD		16	1		CN	1			291	291
Totals:			216	11			10	1	922,240	1,069,912	106,991

1.7 System Amenities

PVVTA 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 are being used to improve the PNR lot to improve passenger safety and comfort. Most recently, PVVTA continues to use State of Good Repair (SGR) grant funds to improve the facility’s maintenance areas and bus storage.

The Blythe CNG Station has proven to be a great resource to local and regional fuel needs for Compressed Natural Gas. Since the station opened in 2014, a steady increase in the number of vehicles especially commercial fleets has been seen monthly. Currently, PVVTA staff is working with the Palo Verde Unified School District (PVUSD) on expanding the station to accommodate the ever-growing demand for CNG locally and along the Interstate 10 corridor. PVVTA has seen vehicles use the station from travelers as far away as Canada who use this strategic route due to the reliability in CNG fuel availability. Expansion of the station is planned by early 2020 with an investment of \$500,000 committed by the CA Energy Commission to PVUSD for this project. The expansion provides for maximum capacity of the station and further reliability through better redundancy in equipment.

1.8 Network Cooperation

PVVTA actively coordinates service with Quartzsite Transit (QTS) who operates the Camel Express providing one fixed route in the PVVTA Service Area. QTS provides service from Quartzsite Arizona three times a week and connects with the PVVTA system at the DPSS Transfer Center. QTS and PVVTA 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 was achieved for the success with the Blythe Wellness Express (BWE). Sunline provides operational emergency support for the BWE when the bus operates in the Sunline services area. During a potential incident, Sunline seamlessly assisted with bringing the BWE service back to normal and safe. With the 100+ mile one-way trip, the BWE requires extra support to ensure the most safe, comfortable and reliable service for the riders from the Palo Verde Valley.

PVVTA 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. PVVTA 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 PVVTA on regional and State issues facing public transit.

1.9 Reference Listing

PVVTA has not conducted a formal operational study since the early 2000's. Currently budgeted is a plan for an updated Comprehensive Operational Analysis (COA) which would be completed in time for the next competitive bid for and operations contractor in FY2022.

All planning referencing is taken from the Agency quarterly operational reporting, yearly and triennial audits as well as industry trends. Detailed documents can be accessed at pvvta.com/agencyfiles.

2.1 Key Performance Indicators

PVVTA uses key performance indicators set by RCTC to plan and monitor services. PVVTA does not have any specific measures beyond the presented targets.



Table 2.0 -- Service Provider Performance Targets Report
 FY 2019/20 Short Range Transit Plan Review
 Palo Verde Valley Transit Agency

Data Elements	FY 2019/20 Plan	FY 2019/20 Target	FY 2019/20 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	50,161			
Passenger Miles	894,477			
Total Actual Vehicle Revenue Hours	7,996.0			
Total Actual Vehicle Revenue Miles	189,808.0			
Total Actual Vehicle Miles	219,008.0			
Total Operating Expenses	\$1,526,160			
Total Passenger Fare Revenue	\$391,553			
Net Operating Expenses	\$1,134,607			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	25.65%	>= 10.00%	11.76%	Meets Target
Discretionary:				
1. Operating Cost Per Revenue Hour	\$190.87	<= \$169.97	\$168.57	Meets Target
2. Subsidy Per Passenger	\$22.62	>= \$19.07 and <= \$25.79	\$24.89	Meets Target
3. Subsidy Per Passenger Mile	\$1.27	>= \$1.36 and <= \$1.84	\$1.78	Meets Target
4. Subsidy Per Hour	\$141.90	>= \$126.24 and <= \$170.80	\$148.75	Meets Target
5. Subsidy Per Mile	\$5.98	>= \$5.21 and <= \$7.05	\$6.48	Meets Target
6. Passengers Per Revenue Hour	6.27	>= 5.61 and <= 7.59	5.98	Meets Target
7. Passengers Per Revenue Mile	0.26	>= 0.23 and <= 0.31	0.26	Meets Target

Note: Must meet at least 4 out of 7 Discretionary Performance Indicators

Productivity Performance Summary:

Service Provider Comments:



2.2 Performance Reporting

As to performance from FY2018/19 to the current FY2019/20, trends show a consistent flat trend over the last two fiscal years. Although costs have risen, the actual operating performance and ridership stays approximately flat based on all contributing factors.



FY 2020/21 - Table 2.1 -- SRTP Performance Report
Service Provider: Palo Verde Valley Transit Agency
All Routes

Performance Indicators	FY 2018/19 End of Year Actual	FY 2019/20 3rd Quarter Year-to-Date	FY 2020/21 Plan	FY 2020/21 Target	Plan Performance Scorecard (a)
Passengers	45,511	3,113	46,051	None	
Passenger Miles	637,154	43,582	807,393	None	
Revenue Hours	7,222.0	543.4	7,972.0	None	
Total Hours	8,804.0	655.5	9,325.0	None	
Revenue Miles	174,456.0	11,623.0	179,929.0	None	
Total Miles	202,292.0	13,654.0	206,244.0	None	
Operating Costs	\$922,582	\$124,493	\$1,651,527	None	
Passenger Revenue	\$96,203	\$8,750	\$356,446	None	
Measure-A Revenue				None	
LCTOP Revenue			\$79,431	None	
Operating Subsidy	\$826,379	\$115,744	\$1,295,081	None	
Operating Costs Per Revenue Hour	\$127.75	\$229.12	\$207.17	<= \$169.97	Fails to Meet Target
Operating Cost Per Revenue Mile	\$5.29	\$10.71	\$9.18	None	
Operating Costs Per Passenger	\$20.27	\$39.99	\$35.86	None	
Farebox Recovery Ratio	10.43%	7.03%	26.39%	>= 0.1	Meets Target
Subsidy Per Passenger	\$18.16	\$37.18	\$28.12	>= \$19.07 and <= \$25.79	Better Than Target
Subsidy Per Passenger Mile	\$1.30	\$2.66	\$1.60	>= \$1.36 and <= \$1.84	Meets Target
Subsidy Per Revenue Hour	\$114.43	\$213.02	\$162.45	>= \$126.24 and <= \$170.80	Meets Target
Subsidy Per Revenue Mile	\$4.74	\$9.96	\$7.20	>= \$5.21 and <= \$7.05	Better Than Target
Passengers Per Revenue Hour	6.30	5.73	5.78	>= 5.61 and <= 7.59	Meets Target
Passengers Per Revenue Mile	0.26	0.27	0.26	>= 0.23 and <= 0.31	Meets Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2020/21 Plan to the FY 2020/21 Primary Target.



2.3 Service Summary. Table 2.2 & 2.2A

In analysis of the data and planning costs for operating service has gone up consistently over the last few years. Last fiscal year PVVTA 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. PVVTA must work to maximize services with the challenges such as population decrease, cost increase such as wages and operating costs.



Table 2.2 -- Palo Verde Valley Transit Agency -- SRTP Service Summary
FY 2020/21 Short Range Transit Plan
All Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	5	5	6	5	6
Financial Data					
Total Operating Expenses	\$865,873	\$922,582	\$1,526,160	\$910,451	\$1,651,527
Total Passenger Fare Revenue	\$90,161	\$96,203	\$391,553	\$107,033	\$356,446
Net Operating Expenses (Subsidies)	\$775,712	\$826,379	\$1,134,607	\$803,418	\$1,295,081
Operating Characteristics					
Unlinked Passenger Trips	44,047	45,511	50,161	32,284	46,051
Passenger Miles	616,658	637,154	894,477	451,976	807,393
Total Actual Vehicle Revenue Hours (a)	7,956.0	7,222.0	7,996.0	5,401.1	7,972.0
Total Actual Vehicle Revenue Miles (b)	182,286.0	174,456.0	189,808.0	124,013.0	179,929.0
Total Actual Vehicle Miles	216,411.0	202,292.0	219,008.0	142,459.0	206,244.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$108.83	\$127.75	\$190.87	\$168.57	\$207.17
Farebox Recovery Ratio	10.41%	10.43%	25.65%	11.76%	21.58%
Subsidy per Passenger	\$17.61	\$18.16	\$22.62	\$24.89	\$28.12
Subsidy per Passenger Mile	\$1.26	\$1.30	\$1.27	\$1.78	\$1.60
Subsidy per Revenue Hour (a)	\$97.50	\$114.43	\$141.90	\$148.75	\$162.45
Subsidy per Revenue Mile (b)	\$4.26	\$4.74	\$5.98	\$6.48	\$7.20
Passenger per Revenue Hour (a)	5.5	6.3	6.3	6.0	5.8
Passenger per Revenue Mile (b)	0.24	0.26	0.26	0.26	0.26

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



Table 2.2 -- PVVTA-BUS -- SRTP Service Summary
FY 2020/21 Short Range Transit Plan
All Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	5	5	5	5	5
Financial Data					
Total Operating Expenses	\$728,235	\$780,826	\$1,428,160	\$825,657	\$1,504,669
Total Passenger Fare Revenue	\$84,166	(\$13,337)	\$357,468	\$80,329	\$322,331
Net Operating Expenses (Subsidies)	\$644,070	\$794,163	\$1,070,692	\$745,329	\$1,182,338
Operating Characteristics					
Unlinked Passenger Trips	43,569	44,811	49,380	31,899	45,390
Passenger Miles	609,966	627,354	691,327	446,586	635,452
Total Actual Vehicle Revenue Hours (a)	7,181.0	6,457.0	7,136.0	4,876.0	6,886.0
Total Actual Vehicle Revenue Miles (b)	148,617.0	142,336.0	153,219.0	103,956.0	144,721.0
Total Actual Vehicle Miles	178,935.0	167,785.0	179,750.0	120,987.0	168,427.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$101.41	\$120.93	\$200.13	\$169.33	\$218.51
Farebox Recovery Ratio	11.56%	(1.71%)	25.02%	9.73%	21.42%
Subsidy per Passenger	\$14.78	\$17.72	\$21.68	\$23.37	\$26.05
Subsidy per Passenger Mile	\$1.06	\$1.27	\$1.55	\$1.67	\$1.86
Subsidy per Revenue Hour (a)	\$89.69	\$122.99	\$150.04	\$152.86	\$171.70
Subsidy per Revenue Mile (b)	\$4.33	\$5.58	\$6.99	\$7.17	\$8.17
Passenger per Revenue Hour (a)	6.1	6.9	6.9	6.5	6.6
Passenger per Revenue Mile (b)	0.29	0.31	0.32	0.31	0.31

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

Table 2.2 -- PVVTA-BWE -- SRTP Service Summary
FY 2020/21 Short Range Transit Plan
All Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	1	1	1	1	1
Financial Data					
Total Operating Expenses	\$133,442	\$135,962	\$89,000	\$80,164	\$137,958
Total Passenger Fare Revenue	\$5,195	\$108,731	\$31,285	\$26,164	\$31,615
Net Operating Expenses (Subsidies)	\$128,247	\$27,232	\$57,715	\$54,000	\$106,343
Operating Characteristics					
Unlinked Passenger Trips	478	700	781	385	661
Passenger Miles	6,692	9,800	203,150	5,390	171,941
Total Actual Vehicle Revenue Hours (a)	775.0	765.0	860.0	525.1	1,086.0
Total Actual Vehicle Revenue Miles (b)	33,669.0	32,120.0	36,589.0	20,057.0	35,208.0
Total Actual Vehicle Miles	37,476.0	34,507.0	39,258.0	21,472.0	37,817.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$172.18	\$177.73	\$103.49	\$152.68	\$127.03
Farebox Recovery Ratio	3.89%	79.97%	35.15%	32.64%	22.91%
Subsidy per Passenger	\$268.30	\$38.90	\$73.90	\$140.26	\$160.88
Subsidy per Passenger Mile	\$19.16	\$2.78	\$0.28	\$10.02	\$0.62
Subsidy per Revenue Hour (a)	\$165.48	\$35.60	\$67.11	\$102.85	\$97.92
Subsidy per Revenue Mile (b)	\$3.81	\$0.85	\$1.58	\$2.69	\$3.02
Passenger per Revenue Hour (a)	0.6	0.9	0.9	0.7	0.6
Passenger per Revenue Mile (b)	0.01	0.02	0.02	0.02	0.02

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

**Table 2.2 -- Palo Verde Valley Transit Agency -- SRTP Service Summary
FY 2020/21 Short Range Transit Plan
Non-Excluded Routes**

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	5	3	5	5	5
Financial Data					
Total Operating Expenses	\$732,431	\$673,375	\$1,437,160	\$830,287	\$1,060,185
Total Passenger Fare Revenue	\$84,966	\$435	\$360,268	\$80,869	\$229,770
Net Operating Expenses (Subsidies)	\$647,465	\$672,940	\$1,076,892	\$749,418	\$830,415
Operating Characteristics					
Unlinked Passenger Trips	43,569	36,968	49,380	31,899	25,154
Passenger Miles	609,966	517,552	691,327	446,586	514,836
Total Actual Vehicle Revenue Hours (a)	7,181.0	5,389.0	7,136.0	4,876.0	5,197.0
Total Actual Vehicle Revenue Miles (b)	148,617.0	109,219.0	153,219.0	103,956.0	140,464.0
Total Actual Vehicle Miles	178,935.0	113,695.0	179,750.0	120,987.0	166,290.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$102.00	\$124.95	\$201.40	\$170.28	\$204.00
Farebox Recovery Ratio	11.60%	0.06%	25.06%	9.74%	21.67%
Subsidy per Passenger	\$14.86	\$18.20	\$21.81	\$23.49	\$33.01
Subsidy per Passenger Mile	\$1.06	\$1.30	\$1.56	\$1.68	\$1.61
Subsidy per Revenue Hour (a)	\$90.16	\$124.87	\$150.91	\$153.70	\$159.79
Subsidy per Revenue Mile (b)	\$4.36	\$6.16	\$7.03	\$7.21	\$5.91
Passenger per Revenue Hour (a)	6.1	6.9	6.9	6.5	4.8
Passenger per Revenue Mile (b)	0.29	0.34	0.32	0.31	0.18

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

**Table 2.2 -- Palo Verde Valley Transit Agency -- SRTP Service Summary
FY 2020/21 Short Range Transit Plan
Excluded Routes**

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	1	2	1	1	1
Financial Data					
Total Operating Expenses	\$133,442	\$249,207	\$89,000	\$80,164	\$591,342
Total Passenger Fare Revenue	\$5,195	\$95,768	\$31,285	\$26,164	\$126,676
Net Operating Expenses (Subsidies)	\$128,247	\$153,439	\$57,715	\$54,000	\$464,666
Operating Characteristics					
Unlinked Passenger Trips	478	8,543	781	385	20,897
Passenger Miles	6,692	119,602	203,150	5,390	292,557
Total Actual Vehicle Revenue Hours (a)	775.0	1,833.0	860.0	525.1	2,775.0
Total Actual Vehicle Revenue Miles (b)	33,669.0	65,237.0	36,589.0	20,057.0	39,465.0
Total Actual Vehicle Miles	37,476.0	88,597.0	39,258.0	21,472.0	39,954.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$172.18	\$135.96	\$103.49	\$152.68	\$213.10
Farebox Recovery Ratio	3.89%	38.43%	35.15%	32.64%	21.42%
Subsidy per Passenger	\$268.30	\$17.96	\$73.90	\$140.26	\$22.24
Subsidy per Passenger Mile	\$19.16	\$1.28	\$0.28	\$10.02	\$1.59
Subsidy per Revenue Hour (a)	\$165.48	\$83.71	\$67.11	\$102.85	\$167.45
Subsidy per Revenue Mile (b)	\$3.81	\$2.35	\$1.58	\$2.69	\$11.77
Passenger per Revenue Hour (a)	0.6	4.7	0.9	0.7	7.5
Passenger per Revenue Mile (b)	0.01	0.13	0.02	0.02	0.53

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

Table 2.2A - Excluded Routes

Route #	Mode (FR/DR)	Service Type (DO/CO)	Route Description	Date of Implementation	Exemption End Date
Blue Route 1	FR	CO	Provides riders access to many civic locations within the City of Blythe. Blue Route 1 operates a deviated service in a clockwise loop type of route providing a 60 minute frequency with one bus five days a week.	7/1/2020	6/30/2023

Note: Excluded routes are new routes or new service extensions that are eligible for exemption from the farebox recovery requirements.



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 BWE have the most challenges. Consequently, both routes are much needed to those riders in low-income, disabled and elder in age.



Table 2.3 - SRTP Route Statistics
Palo Verde Valley Transit Agency -- 5
FY 2020/21
All Routes

Data Elements											
Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Net Subsidy
PVVTA-1	Weekday	1	20,897	292,557	2,775.0	2,822.0	39,465.0	39,954.0	\$591,342	\$126,676	\$464,666
PVVTA-2	Weekday	1	9,391	131,474	1,848.0	1,945.0	41,961.0	44,396.0	\$500,308	\$107,174	\$393,134
PVVTA-3	Weekday	1	7,143	99,998	804.0	1,287.0	23,545.0	41,913.0	\$146,692	\$31,428	\$115,264
PVVTA-4	Weekday	1	6,640	92,956	1,164.0	1,475.0	32,914.0	34,831.0	\$237,286	\$50,832	\$186,454
PVVTA-5	Saturday	1	1,319	18,467	295.0	309.0	6,836.0	7,333.0	\$29,041	\$6,221	\$22,820
PVVTA-BWE	Weekday	1	661	171,941	1,086.0	1,487.0	35,208.0	37,817.0	\$137,958	\$31,615	\$106,343
PVVTA-DAR	Weekday								\$8,900	\$2,500	\$6,400
Service Provider Totals		6	46,051	807,393	7,972.0	9,325.0	179,929.0	206,244.0	\$1,651,527	\$356,446	\$1,295,081

Looking at the indicators below, the route 3 performs well as steps were taken in previous years to come in line with costs and negative trends. The BWE is the biggest potential burden to the Agency as a whole but as mentioned throughout this plan, is the most needed service with the changing needs of the community of the Palo Verde Valley.



Table 2.3 - SRTP Route Statistics
Palo Verde Valley Transit Agency -- 5
FY 2020/21
All Routes

Performance Indicators											
Route #	Day Type	Operating Cost Per Revenue Hour	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
PVVTA-1	Weekday	\$213.10	\$14.98	\$28.30	21.42%	\$22.24	\$1.59	\$167.45	\$11.77	7.5	0.53
PVVTA-2	Weekday	\$270.73	\$11.92	\$53.28	21.42%	\$41.86	\$2.99	\$212.73	\$9.37	5.1	0.22
PVVTA-3	Weekday	\$182.45	\$6.23	\$20.54	21.42%	\$16.14	\$1.15	\$143.36	\$4.90	8.9	0.30
PVVTA-4	Weekday	\$203.85	\$7.21	\$35.74	21.42%	\$28.08	\$2.01	\$160.18	\$5.66	5.7	0.20
PVVTA-5	Saturday	\$98.44	\$4.25	\$22.02	21.42%	\$17.30	\$1.24	\$77.36	\$3.34	4.5	0.19
PVVTA-BWE	Weekday	\$127.03	\$3.92	\$208.71	22.91%	\$160.88	\$0.62	\$97.92	\$3.02	0.6	0.02
PVVTA-DAR	Weekday				28.08%						
Service Provider Totals		\$207.17	\$9.18	\$35.86	21.58%	\$28.12	\$1.60	\$162.45	\$7.20	5.8	0.26

Currently, the Agency is understanding the affect of COVID-19 a world pandemic on all aspects of the transit and the community especially financially. This document was created during such pandemic so it is anticipated that this plans and things all together will be dramatically different in the weeks, months and years to come.

2.5 Productivity Improvement

Over the last few years, PVVTA 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 law and the cost of fuel. PVVTA 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 western county.

Trip generators such as the Palo Verde College have more vacation periods which directly impacts transit performance. When such designations are not operating service is reduced to maintain cost control but a baseline number of employees must be maintained. Efforts have been made to have 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 Prison facilities. PVVTA continues to engage Prison staff to promote and market services to employees.

Over the last few year, PVVTA 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 PVVTA is also carefully planning the implementation or addition of services in the affected project areas.

PVVTA continues to see improvement on performance goals with the BWE. The Blythe Wellness Express (BWE) utilizes a shuttle bus to the Coachella Valley for medical trips, the TRIP program for medical trips further into Western Riverside County. Taking aspects of local medical needs, community partnerships and the overwhelming need to link Eastern Riverside County; the BWE continues to be a vital program for residents of the Palo Verde Valley. Planning for the BWE includes expanding the scope of rides and marketing towards a larger population for civic and social service trips.

For Blue Route 1 local service for the City of Blythe, plans are 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 fast throughout the day.

2.6 Trip Generators

This is a listing of the major trip generators throughout the PVVTA 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 Service Changes

PVVTA Blue Route 1 - will increase frequency to 30 minutes in core areas between the hours 9am and 3pm daily.

PVVTA Gold Route 2 - will continue line service to 4:30pm Monday-Thursday, with an on-request service from 4:30pm to 6:45pm daily.

PVVTA Red Route 3 - will continue to run the existing route and schedule with no changes in routing.

PVVTA Green Route 4 - will continue to run the existing route and schedule with no changes in routing.

PVVTA Silver Route 5 - will continue to run the existing route and schedule with no changes in routing.

PVVTA will increase the Blythe Wellness Express; to three day a week to the Coachella Valley.

PVVTA will 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.

PVVTA will continue to offer the Desert RoadTRIP program as well as promote use of services such as the BWE and Xtend-A-Ride.

3.1 Planned Service Changes FY21-23

PVVTA Blue Route 1 - will continue to run existing route between the hours 9am and 3pm daily.

PVVTA Gold Route 2 - will continue line service to 4:30pm Monday-Thursday, with an on-request service from 4:30pm to 6:45pm daily.

PVVTA Red Route 3 - will continue to run the existing route and schedule with no changes in routing.

PVVTA Green Route 4 - will continue to run the existing route and schedule with no changes in routing.

PVVTA Silver Route 5 - will continue to run the existing route and schedule with no changes in routing.

PVVTA will continue to run the Blythe Wellness Express three days a week to the Coachella Valley.

PVVTA will 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.

PVVTA will continue to offer the Desert RoadTRIP program as well as promote use of services such as the BWE and Xtend-A-Ride.



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 2020/21.

1. Continuation of the marketing program, which includes brochures, flyers, advertisements in local newspapers, community transit fairs, participation in community events, and promotional materials.
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 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 Blythe Wellness 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 community events.
8. Initiate a Comprehensive Operation Analysis in hopes of find better ways and strategizes to delivery service and plan for the future.

3.3 Projected Ridership Growth

Over the last few years, PVVTA has seen a cooling in increased ridership system-wide. Service performance is flat at best with dramatic increases seen in cost due to the State increase in minimum wage and fuel tax. PVVTA has seen a nominal growth in ridership from the Unincorporated Riverside County area of Ripley. This is specifically attributed to the utilization of subsidized housing for families from western county.

Trip generators such as the Palo Verde College have more vacation time which directly impacts transit performance. When such designations are not operating service is reduced to maintain cost control. Efforts have been made to have College directly contribute to transit service due to such impact.

Red Route 3 had a decline in service due to the expanded vanpool options and reduction in staff at the Prison facilities but due to recent changes those trend have turned around to positive and hopeful increases in ridership.. PVVTA continues to engage Prison staff to promote and market services to employees.

Over the last two years, PVVTA 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 PVVTA is also carefully planning the implementation or addition of services in the affected project areas.

PVVTA continues to see improvement on performance goals with the BWE. The Blythe Wellness Express (BWE) utilizes a shuttle bus to the Coachella Valley for medical trips, the TRIP program for medical trips further into Western Riverside County. Taking aspects of local medical needs, community partnerships and the overwhelming need to link Eastern Riverside County the BWE has shaped out to be a much needed program for residents of the Palo Verde Valley. Planning for the BWE includes expanding the scope of rides back to 3-days a week and marketing towards a larger population for civic and social service trips.

With the local services, PVVTA plans to add targeted increases in schedule frequency on the main line Blue Route 1. For the Green Route 4 service, local riders continue to asked for more service to Ripley. Using Xtend-A-Ride, Ripley is provided more access to transit for the growing community. Silver Route 5 varies in ridership throughout the different months mainly due to the climate and times when shopping is needed. Staff continues to factor in these specific operational characteristics when planning service.

3.4 Proposed Fare Structure

Currently there are no proposed fare rate increases until passenger fares are analyzed in FY 2021. Upon analysis, the proposed fare structure will be presented to the board for adoption.

3.5 Capital Improvement Plan

PVVTA plans to continue to replace rolling stock as buses reach their useful life of five years. The plan is to replace one bus in FY 2021, FY 2022, FY 2023, and two in 2024. The average cost of the buses PVVTA runs is about \$120,000 and as long as funds are available, we will continue to replace once they have reached their useful life. This will allow PVVTA to continue to provide a reliable transit service with minimal to no down time at all.

PVVTA will continue to purchase and install bus stops throughout the Palo Verde Valley at strategic locations that promote new ridership through target marketing and partnerships.

In Fiscal Years 2022 and 2023, PVVTA plans to replace an administrative vehicle and a support truck as they will have reached their useful life.

3.6 Long Term Plans

PVVTA is in need of a modern and all-encompassing maintenance facility which includes infrastructure for electric and alternative fueled vehicles. In a management goal to complete such a project by 2024; PVVTA 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 meeting and training.

In 2024, PVVTA start down the path of having electric drive revenue vehicles. The plan is to start with a demo model then once a clear path emerges then ramp up procurements to bring in more EV buses online. Currently, PVVTA 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.

4.1 Operating and Capital Budget FY 21 Table 4, 4A & 4B

Presented is the operating and capital budget based on the best estimates provided by RCTC, Caltrans and FTA. PVVTA 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 as well. The funding requests and planning are typical and normal as past fiscal years.



Table 4.0 - Summary of Funding Requests - FY 2020/21
Palo Verde Valley Transit Agency

Operating													
Project	Total Amount of Funds	5310 OB	5311	AB 2766	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314
1 OPERATING ASSISTANCE	\$1,188,992				\$78,020			\$1,064,307	\$43,665				
2 OPERATING ASSISTANCE (5311 FUNDS)	\$202,146		\$202,146										
3 OPERATING ASSISTANCE (BWE)	\$127,958			\$20,000	\$11,615	\$20,000		\$76,343					
4 LCTOP FREE RIDE VOUCHERS	\$59,431					\$57,756	\$1,675						
5 COMPREHENSIVE OPERATIONAL STUDY	\$75,000							\$75,000					
Sub-total Operating	\$1,651,527	\$0	\$202,146	\$20,000	\$90,635	\$77,756	\$1,675	\$1,215,650	\$43,665	\$0	\$0	\$0	\$0
Capital													
Project	Total Amount of Funds	5310 OB	5311	AB 2766	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314
BULK TRANSIT BUS TIRES, FILTERS, ETC. - FY 21-3	\$10,000											\$2,083	\$7,937
COMPUTER SOFTWARE UPGRADE - FY 21-4	\$36,300											\$36,300	
MINIVAN - BWE EXPANSION VEHICLE - FY 21-6	\$56,000	\$56,000											
REPLACE SUPPORT VEHICLE - FY 21-2	\$45,000											\$45,000	
REPLACEMENT OF FIXED ROUTE BUS (CNG) - FY 21-1	\$145,000											\$145,000	
SGR MAINTENANCE SHOP EQUIPMENT (FY19/20) - FY 21-5	\$36,955									\$35,565	\$1,390		
Sub-total Capital	\$329,255	\$56,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,565	\$1,390	\$228,363	\$7,937
Total Operating & Capital	\$1,980,782	\$56,000	\$202,146	\$20,000	\$90,635	\$77,756	\$1,675	\$1,215,650	\$43,665	\$35,565	\$1,390	\$228,363	\$7,937
FY 2020/21 Projected Funding Details													
5311	\$202,146												
AB 2766	\$20,000												
FARE	\$90,635												
LCTOP PUC99313	\$77,756												
LCTOP PUC99314	\$1,675												
LTF	\$1,215,650												
OTHR LCL	\$43,665												
Total Estimated Operating Funding Request	\$1,651,527												
5310 OB	\$56,000												
SGR PUC99313	\$35,565												
SGR PUC99314	\$1,390												
STA PUC99313	\$228,363												
STA PUC99314	\$7,937												
Total Estimated Capital Funding Request	\$329,255												
Total Funding Request	\$1,980,782												





FY 2020/21 SRTP

Palo Verde Valley Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: FY 21-1

FTIP No: Not Assigned - New Project

Project Name: REPLACEMENT OF FIXED ROUTE BUS (CNG)

Category: Bus

Sub-Category: Replacement

Fuel Type: CNG

Project Description: PVVTA is looking to purchase and replace one (1) CNG bus with seating capacity of 16 passengers/2 wheelchairs.

Project Justification: PVVTA has several buses that have either met their useful life or are very close and need to be replaced in order to continue to provide reliable fixed route service to the community.

Project Schedule:

Start Date	Completion Date
July 2020	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2020/21	\$145,000
Total		\$145,000

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 2020/21 SRTP

Palo Verde Valley Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: FY 21-2

FTIP No: Not Assigned - New Project

Project Name: REPLACE SUPPORT VEHICLE

Category: Support Vehicles

Sub-Category: Replacement

Fuel Type: Gas

Project Description: 2021 5 passenger Ford Explorer

Project Justification: PVVTA is currently operating a support vehicle that will meet its useful life and will need to be replaced in FY2021.

Project Schedule:

Start Date	Completion Date
July 2020	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2020/21	\$45,000
Total		\$45,000

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 2020/21 SRTP

Palo Verde Valley Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: FY 21-3

FTIP No: Not Assigned - New Project

Project Name: BULK TRANSIT BUS TIRES, FILTERS, ETC.

Category: 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 2020	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2020/21	\$2,063
STA PUC99314	FY 2020/21	\$7,937
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



FY 2020/21 SRTP

Palo Verde Valley Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: FY 21-4

FTIP No: Not Assigned - New Project

Project Name: COMPUTER SOFTWARE UPGRADE

Category: ITS

Sub-Category: Systems

Fuel Type: N/A

Project Description: TransTrack Manager Upgrade

Project Justification: PVVTA would like to upgrade TransTrack so that operational data can be entered daily and reports can be generated monthly. This will allow single data entry and updated operational reports on a daily and or monthly basis.

Project Schedule:

Start Date	Completion Date
July 2020	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2020/21	\$36,300
Total		\$36,300

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 2020/21 SRTP

Palo Verde Valley Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: FY 21-5

FTIP No: Not Assigned - New Project

Project Name: SGR MAINTENANCE SHOP EQUIPMENT (FY19/20)

Category: Equipment

Sub-Category: Upgrade

Fuel Type: N/A

Project Description: Upgrade/update heavy duty maintenance equipment.

Project Justification: The maintenance equipment in the maintenance shop is old and needs to be upgraded/updated. This purchase will provide more efficient and safe equipment for the maintenance mechanic to use for repairs of the transit buses . With more efficient maintenance equipment, the buses will be in service much quicker.

Project Schedule:

Start Date	Completion Date
July 2020	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2020/21	\$35,565
SGR PUC99314	FY 2020/21	\$1,390
Total		\$36,955

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 2020/21 SRTP

Palo Verde Valley Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: FY 21-6

FTIP No: Not Assigned - New Project

Project Name: MINIVAN - BWE EXPANSION VEHICLE

Category: Support Vehicles

Sub-Category: Expansion

Fuel Type: Gas

Project Description: Minivan - 5 ambulatory passengers with ramp

Project Justification: Expansion vehicle for the BWE service.

Project Schedule:

Start Date	Completion Date
July 2020	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5310 OB	FY 2020/21	\$56,000
Total		\$56,000

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 4B - Fare Revenue Calculation
(consistent with Commission Farebox Recovery Policy)

Revenue Sources included in Farebox Calculation	Actual Amount from FY2018/19 Audit	FY2019/20 (Estimate)	FY 2020/21 (Plan)
1. Passenger Fares	82,448	79,000	90,635
2. Interest	50	70	65
3. General Fund Supplement	-		
4. Measure A	-		
5. Advertising Revenue	-		
6. Gain on Sale of Capital Assets	-		
7. CNG Revenue	26,981	27,000	30,635
8. Lease/ Other Revenue	-		
9. Federal Excise Tax Refund	-		
10. Investment Income	-		
11. CalPers CERBT	-		
12. Fare Revenues from Exempt Routes	(79,609)	11,285	
13. Other Revenues	66,333	274,200	314,542
<u>TOTAL REVENUE</u> for Farebox Calculation (1-13)	96,203	391,555	435,877
<u>TOTAL OPERATING EXPENSES</u> for Farebox Calculation	922,582	1,526,160	1,651,527
FAREBOX RECOVERY RATIO	10.43%	25.66%	26.39%

Other Revenues Include:

T.R.I.P. Revenue	\$	1,000
RTAP Grant	\$	1,500
Special Services	\$	10,000
Misc. Revenues	\$	465
MDAQMD Operating Funds	\$	20,000
LCTOP	\$	79,431
5311 Funds	\$	202,146
	\$	<u>314,542</u>

4.2 Funding Plan Table 4.1 & 4.2

The FY 2022 operating and capital budget is presented below. A modest increase of five percent is reflected in the operating budget for this fiscal year. PVVTA will look to purchase a fixed route bus and a support vehicle to replace those which have met their useful life.

Table 4.1 - Summary of Funds Requested for FY 2021/22

Project Description	Capital Project Number (1)	Total Amount of Funds	LTF	STA	5311 Funds	State Of Good Repair	Low Carbon Transit Operations Program	Fare Box	Other Funds
Operating Assistance		\$ 1,247,342	\$ 1,117,522					\$ 82,971	\$ 46,848
Operating Assistance (5311 Funds)		\$ 202,146			\$ 202,146				
Blythe Wellness Express Operating		\$ 127,864	\$ 96,225					\$ 11,639	\$ 20,000
		\$ -							
Subtotal: Operating		\$ 1,577,352	\$ 1,213,748	\$ -	\$ 202,146	\$ -	\$ -	\$ 94,610	\$ 66,848
Replacement of Fixed Route Bus (CNG)	FY22-1	\$ 145,000		\$ 145,000					
Replace Support Vehicle	FY22-2	45,000		\$ 45,000					
Bulk Transit Bus Tires, Filters, etc.	FY22-3	10,000		\$ 10,000					
Bus Stop Amenities	FY22-4	10,000		\$ 10,000					
SGR/ Maintenance Infrastructure FY20/21	FY22-5	\$ 38,630				\$ 38,630			
Subtotal: Capital		\$ 248,630	\$ -	\$ 210,000	\$ -	\$ 38,630	\$ -	\$ -	\$ -
Total: Operating & Capital		\$ 1,825,982	\$ 1,213,748	\$ 210,000	\$ 202,146	\$ 202,146	\$ -	\$ 94,610	\$ 66,848

(1) Number should tie to Table 4A - Capital Project Justification

Other Funds Include:

CNG Fuel Sales	\$ 30,635
T.R.I.P. Revenue	\$ 1,000
RTAP Grant	\$ 1,500
Special Services	\$ 10,000
Misc. Revenues/Interest	\$ 530
MDAQM Operating Funds	\$ 20,000
	\$ 66,848



The FY 2023 operating and capital budget is presented below. A modest increase of five percent is reflected in the operating budget for this fiscal year. PVVTA 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 Funds Requested for FY 2022/23

Project Description	Capital Project Number (1)	Total Amount of Funds	LTF	STA	5311 Funds	State Of Good Repair	Low Carbon Transit Operations Program	Fare Box	Other Funds
Operating Assistance		\$ 1,307,691	\$ 1,170,738					\$ 86,922	\$ 50,032
Operating Assistance (5311 Funds)		\$ 202,146			\$ 202,146				
Blythe Wellness Express Operating		\$ 133,001	\$ 100,807					\$ 12,194	\$ 20,000
		\$ -							
Subtotal: Operating		\$ 1,642,838	\$ 1,271,545	\$ -	\$ 202,146	\$ -	\$ -	\$ 99,116	\$ 70,032
Replacement of Fixed Route Bus (CNG)	FY23-1	\$ 145,000		\$ 145,000					
Replace Support Vehicle	FY23-2	45,000		\$ 45,000					
Bulk Transit Bus Tires, Filters, etc.	FY23-3	10,000		\$ 10,000					
Bus Stop Amenities	FY23-4	10,000		\$ 10,000					
Subtotal: Capital		\$ 210,000	\$ -	\$ 210,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total: Operating & Capital		\$ 1,852,838	\$ 1,271,545	\$ 210,000	\$ 202,146	\$ 202,146	\$ -	\$ 99,116	\$ 70,032

(1) Number should tie to Table 4A - Capital Project Justification

Other Funds Include:

CNG Fuel Sales	\$ 30,635
T.R.I.P. Revenue	\$ 1,000
RTAP Grant	\$ 1,500
Special Services	\$ 10,000
Misc. Revenues/Interest	\$ 530
MDAQMD Operating Funds	\$ 20,000
	<hr/>
	\$ 70,032



4.3 Regulatory and Compliance Requirements. Table 4.3

**PALO VERDE VALLEY TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2020/2021 - FY 2022/2023**

TABLE 4.3–TDA TRIENNIAL

Audit Recommendation (Covering FY2015/2016 – FY2017/2018)	Action(s) Taken And Results
Work with local elected officials and stakeholders to expand upon the Blythe Wellness Express (BWE) to serve veterans.	PVVTA continues to work with key political stakeholders as well as local and regional Veteran advocates to strategically link services to identified needing segments of our community.
Ensure that Board meeting agendas and minutes are posted on the PVVTA website.	PVVTA fixed the link system in posting identified items. These can be found at pvvta.com/agencyfiles .
Pursue further discussions with the City of Blythe about defining roles and responsibilities.	PVVTA continues to engage in talks with the City of Blythe to define their roles in relation to the Agency. The hope is to have a living MOU by the end of FY 2020/21.

FY 2016-2018 , TDA Triennial Audit link:

https://www.dropbox.com/sh/2miuyjmtb4hw6qo/AAA-I-F6ZZ-nK3IMJ6_aRxRea/PVVTA%20FY2016-18%20TDA%20Triennial%20Audit.pdf?dl=0

PVVTA link

<https://www.dropbox.com/sh/2miuyjmtb4hw6qo/AAArP3a2fFBuaJezMx397nsa/PVVTA%20ADA%20Plan%20021617.pdf?dl=0>

PVVTA link PVVTA link

FY 2016-2018 , TDA Triennial Audit link:

https://www.dropbox.com/sh/2miuyjmtb4hw6qo/AAA-I-F6ZZ-nK3IMJ6_aRxRea/PVVTA%20FY2016-18%20TDA%20Triennial%20Audit.pdf?dl=0

PVVTA Title VI link:

<https://www.dropbox.com/sh/2miuyjmtb4hw6qo/AABD9skbHDzWF54Hchj1uw0fa/PVVTA%20Title%20VI%20Program%202017.pdf?dl=0>

Alternative Fueled Vehicles Utilization:

PVVTA follows the RCTC policy in utilizing alternative fueled vehicles. The makeup of the fleet is at a 55% compliant gasoline utilization and a 45% Compressed Natural Gas (CNG) utilization. Such utilization is compliant also with the Mojave Desert Air Quality Management District (MDAQMD) policy and alternative fuel.



SHORT RANGE TRANSIT PLAN

FY21-FY23

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Comparative Statistics

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Glossary of Acronyms

5304	Discretionary grants for statewide and non-metropolitan transportation planning
5307	Formula grants for urbanized areas
5309	Discretionary grants for fixed guideway capital investments
5310	Discretionary grants for enhanced mobility of seniors and individuals with disabilities
5311	Formula grants for rural areas
5337	State of Good Repair
5339	Formula grants for bus and bus facilities
ADA	Americans with Disabilities Act
A&E	Architectural and Engineering
AHSC	Affordable Housing and Sustainable Communities Program
ATIS	Advanced Traveler Information System
BRT	Bus Rapid Transit
CARB	California Air Resources Board
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CNG	Compressed Natural Gas
COA	Comprehensive Operational Analysis
COVID-19	Coronavirus
CPUC	California Public Utilities Code
CTAF-CTSGP	California Transit Assistance Fund – California Transit Security Grant Program
CTSA	Consolidated Transportation Services Agency
DAR	Dial-A-Ride paratransit services
DBE	Disadvantaged Business Enterprise
EEO	Equal Employment Opportunity
EV	Electric Vehicle
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
FY	Fiscal Year
GASB	Government Accounting Standards Board
GGRF	Greenhouse Gas Reduction Fund
GIS	Geographic Information System
Go-Pass	Community College Pass
HSR	California High-Speed Rail
ICT	Innovative Clean Transit
ITS	Intelligent Transportation System
LCFS	Low-Carbon Fuel Standard
LCTOP	Low Carbon Transit Operations Program
LEP	Limited English Proficiency
LTF	Local Transportation Fund
MJPA	March Joint Powers Authority
MPO	Metropolitan Planning Organization
MSJC	Mount San Jacinto College
OCTA	Orange County Transportation Authority
OPEB	Other Post-Employment Benefits
PEPRA	Public Employees’ Pension Reform Act of 2012

PPP	Public Private Partnership
PTMISEA	Public Transportation Modernization, Improvement, and Service Enhancement Account
PVL	Perris Valley Line
RCC	Riverside City College
RCTC	Riverside County Transportation Commission
RINs	Renewable Identification Numbers
RTA	Riverside Transit Agency
RTPA	Regional Transportation Planning Agency
RPU	Riverside Public Utilities
§	Section
SB1	Senate Bill 1
SCAG	Southern California Association of Governments
SGR	State of Good Repair
SR	State Route
SRTP	Short Range Transit Plan
STA	State Transit Assistance
TCM	Transportation Control Measure
TDA	Transportation Development Act
TIRCP	Transit and Intercity Rail Capital Program
TMC	Travel Management Company
TNC	Transportation Network Company
T-NOW	Transportation NOW
TSP	Transit Signal Priority
TTS	Timed Transfer System
TUMF	Transportation Uniform Mitigation Fee
UCR	University of California, Riverside
U-Pass	University Pass
U.S.C.	United States Code
UZA	Urbanized Area as defined by the U.S. Census Bureau
WRCOG	Western Riverside Council of Governments
ZEB	Zero-Emission Bus
ZEV	Zero-Emission Vehicle

EXECUTIVE SUMMARY

The adoption of the 10-Year Network Plan (10-Year Plan) in January 2015 that resulted from the Comprehensive Operational Analysis (COA) charted an ambitious and strategic path forward for Riverside Transit Agency (RTA). The findings from the market and service assessments, survey results, analysis of data, passenger comments and policy guidance from the RTA Board of Directors contributed to the development of service and capital improvement recommendations in the 10-Year Plan. The key focuses of the plan were to improve service frequencies, improve connectivity and reduce travel times with the introduction of timed transfer connections, more late-night services and improved passenger amenities. The annual Short Range Transit Plan (SRTP) covers a three-year span and serves as the actual implementation and financial plan for year one only.

The FY21 – FY23 SRTP marks the sixth implementation year of the 10-Year Plan. During the five years, not counting the FY21 implementation year, RTA managed to implement service frequency improvements --- the most requested form of improvement from our customers --- on 10 routes. This included an increase from one to three routes offering 15-minute service seven days a week during peak times, serving the highest travel demand areas of Corona, Riverside, Moreno Valley and Perris. Seven new routes were added, including RTA's first arterial limited-stop RapidLink (Gold Line) service between Corona and UC Riverside (UCR), a new CommuterLink freeway express route linking Riverside to San Bernardino and Orange County/Disneyland utilizing the new toll lanes on State Route 91 (SR-91), plus three new routes feeding the newly implemented Perris Valley Metrolink rail service. Local service now runs 365 days a year on all routes (except special shuttles).

The recent COVID-19 pandemic has greatly affected RTA's revenue stream and it is estimated that this revenue loss will worsen in FY21. After experiencing ridership increases in January and February 2020, the Agency saw a huge ridership decline. By the beginning of April, the Agency's ridership had dropped approximately 75 percent, further depleting revenues and making required farebox recovery percentages impossible to reach. To better manage the uncertain future, RTA plans to run seven-day Sunday service, plus additional peak CommuterLink service for all of FY21. Dial-a-Ride (DAR) service will remain consistent with last year as the Agency strives to serve the most vulnerable population. Chapter 3 of the SRTP details the Agency's FY21 service plan.

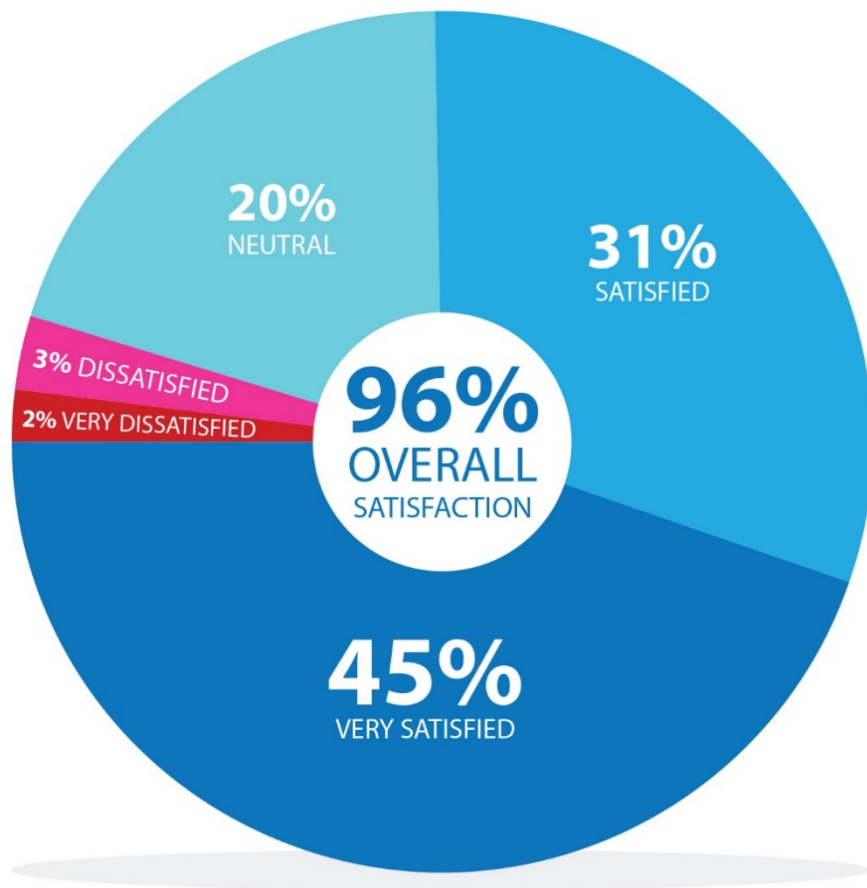
It is important to note that there are current California transportation bills being reviewed that will make public transportation free for certain rider groups. Assembly Bill 1350 (AB 1350) is a California transportation bill that aims to make public transportation free for youth ages 18 and under. The bill passed through the Assembly on January 27, 2020 but has not been assigned to a Senate committee at this time. Additionally, Assembly Bill 2176 (AB 2176) is a transportation bill that aims to make public transportation free for all California Community Colleges, California State University and University of California students. Lastly, Assembly Bill 2012 (AB 2012) aims

to provide free transit passes to all seniors ages 65 and older in California. Both AB 2176 and AB 2012 have not yet passed through the Assembly. As of this writing, the California State Legislature has suspended legislative sessions due to the COVID-19 pandemic; however, these bills are expected to move forward once pandemic relief legislation is heard. When combined with already declining revenues due to the health pandemic, the Agency will struggle further without a revenue source to make up for lost farebox from these three groups, that together make up approximately 75 percent of the current ridership.

RTA is making investments in key capital improvements and will continue to focus on key long-term investments during FY21. The following is a high-level summary of the most significant capital projects progressing in response to the recommendations of the 10-Year Plan:

- **Hemet Mobility Hub.** The Hemet City Council approved the conceptual plan in January 2019 and the project will be delivered through a Public Private Partnership (PPP) with provisions made to accommodate possible future rail service. Additionally, the city will contribute five acres of city-owned land toward this project.
- **Preparation and Implementation of Bus Stop Improvement Plan.** Over 85 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. The plan calls for improving 25 bus stops in FY21.
- **The Vine Street Mobility Hub.** RTA is currently completing a conceptual plan and community outreach for this project. Upon completion, architectural, engineering and design work will commence.

According to RTA's 2018 Market Assessment and Strategic Direction Study (Market Assessment Study), RTA currently has a 96 percent overall satisfaction rating, as shown in the graph below. Due to rounding of numbers, the total will exceed 100 percent on the graph.



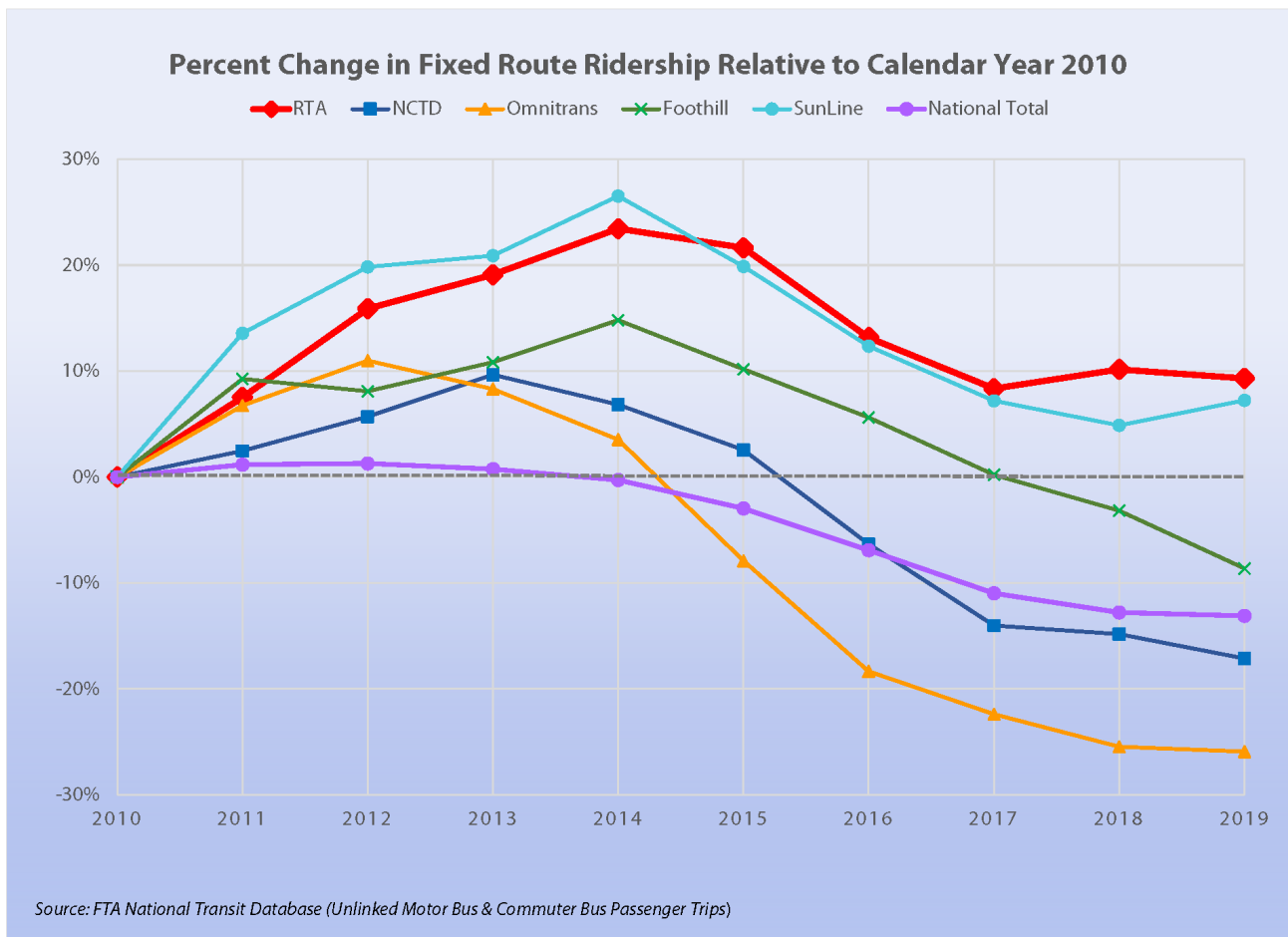
Since the current fiscal year (FY20) ends in June 2020, data from calendar years 2018 and 2019 are used to look at the most recent regional fixed route ridership trends among RTA’s regional peers: Omnitrans from San Bernardino County, North County Transit District (NCTD) from San Diego County and Foothill Transit from San Gabriel Valley. In reference to the table below, RTA showed a ridership loss of less than one percent (.78 percent) from calendar year 2018 to 2019, which is less of a drop than most other transit agencies have experienced, especially considering RTA increased fares in July 2019.

Calendar Year (CY) to Calendar Year (CY) Fixed Route Comparison				
Agency	CY 2018 Ridership	CY 2019 Ridership	Net Difference	Percent Change
Riverside Transit Agency (Riverside County, CA)	8,287,164	8,222,689	-64,475	-0.78%
North County Transit District (San Diego County, CA)	6,495,343	6,319,663	-175,680	-2.70%
Omnitrans (San Bernardino County, CA)	10,605,688	10,541,433	-64,255	-0.61%
Foothill Transit (San Gabriel Valley, CA)	12,452,677	11,751,793	-700,884	-5.63%

Source: FTA National Transit Database (Unlinked Motor Bus & Commuter Bus Passenger Trips)

Similarly, long-term comparisons also suggest that RTA has consistently bucked the regional fixed-route ridership trends. While the fixed-route ridership of the four regional peers fell below

the calendar year 2010 baseline, RTA shows a 9.31 percent ridership gain over the same period as noted in the graph and the supporting data tables below.



Calendar Year (CY) to Calendar Year (CY) Fixed Route Unlinked Passenger Trips										
Agency	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
RTA	7,522,296	8,088,468	8,717,711	8,959,299	9,286,584	9,149,610	8,512,760	8,149,731	8,287,164	8,222,689
NCTD	7,626,585	7,814,669	8,060,890	8,363,039	8,147,895	7,821,113	7,144,265	6,557,310	6,495,343	6,319,663
Omnitrans	14,231,408	15,190,922	15,795,184	15,413,985	14,733,581	13,105,501	11,620,694	11,043,721	10,605,688	10,541,433
SunLine	3,775,678	4,287,978	4,524,834	4,564,667	4,777,304	4,526,442	4,242,481	4,047,368	3,959,472	4,048,831
Foothill	12,861,767	14,052,742	13,902,047	14,257,099	14,766,378	14,170,727	13,584,934	12,887,639	12,452,677	11,751,793
National Total	5,084,112,443	5,143,733,046	5,149,256,736	5,121,951,463	5,070,142,995	4,933,214,156	4,733,125,066	4,525,563,097	4,434,010,149	4,417,456,351

Percentage Change in Fixed Route Ridership Relative to Calendar Year (CY) 2010										
Agency	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
RTA	0%	7.53%	15.89%	19.10%	23.45%	21.63%	13.17%	8.34%	10.17%	9.31%
NCTD	0%	2.47%	5.69%	9.66%	6.84%	2.55%	-6.32%	-14.02%	-14.83%	-17.14%
Omnitrans	0%	6.74%	10.99%	8.31%	3.53%	-7.91%	-18.34%	-22.40%	-25.48%	-25.93%
SunLine	0%	13.57%	19.84%	20.90%	26.53%	19.88%	12.36%	7.20%	4.87%	7.23%
Foothill	0%	9.26%	8.09%	10.85%	14.81%	10.18%	5.62%	0.20%	-3.18%	-8.63%
National Total	0%	1.17%	1.28%	0.74%	-0.27%	-2.97%	-6.90%	-10.99%	-12.79%	-13.11%

Source: FTA National Transit Database (Unlinked Motor Bus & Commuter Bus Passenger Trips)

With the aggressive implementation of the recommendations of the 10-Year Plan and the pending completion of the Vine Street and Hemet mobility hubs, RTA is poised to fully implement a systemwide Timed Transfer System (TTS) and streamline the route network that would further

reduce travel times and improve service reliability and efficiency. However, RTA, along with all transit agencies in California, is challenged with a new mandate from the California Air Resources Board (CARB) of incorporating zero-emission, 40-foot buses. This was not anticipated at the time of preparing the 10-Year Plan in 2015.

Hence, moving forward beyond the FY21 – FY23 SRTP, there is a necessity for RTA to pause further implementation of recommendations in the 10-Year Plan. This is because of the financial and operational constraints that will result from CARB's adoption of the Innovative Clean Transit (ICT) regulations in December 2018. The ICT initiative mandates public transit agencies transition entirely to a zero-emission bus (ZEB) fleet by 2040. This results in significant associated operating and capital cost impacts and calls for a complete evaluation of how RTA delivers service. Considering this regulation and the already uncertain economic future due to the COVID-19 pandemic, RTA will face budget cuts and contraction through at least FY21.

To meet the ICT mandate, each transit agency is required to submit a rollout plan (implementation plan) by July 1, 2020. The plan will demonstrate how the agency intends to comply with the mandate and when it plans to purchase 40-foot ZEBs and build the necessary support infrastructure to reach the 2040 ZEB target. On April 23, 2020, RTA received notification from CARB that extensions would be approved if agencies were experiencing delays due to the COVID-19 pandemic. RTA has submitted an extension request, asking to submit the plan by December 31, 2020. This extension will allow RTA staff to get key contract personnel here for the in-person Board meeting, something that is currently not an option due to travel bans between the United States and Canada. This extension will also allow the executive team the time to thoroughly review the documents, something that cannot be done right now as staff is busy keeping operations running while protecting employees and riders. Combining RTA's large service area with ZEB technology's current range issues will present an operational challenge to RTA. RTA will have to change the way it operates and make adjustments to afford the increased capital and operating costs. These adjustments will be reflected in future SRTPs as RTA begins programming funding for ZEB implementation. As a first step towards ZEB implementation, the Agency will conduct a route profile/Geographic Information System (GIS) update including some restructuring for ZEB implementation.

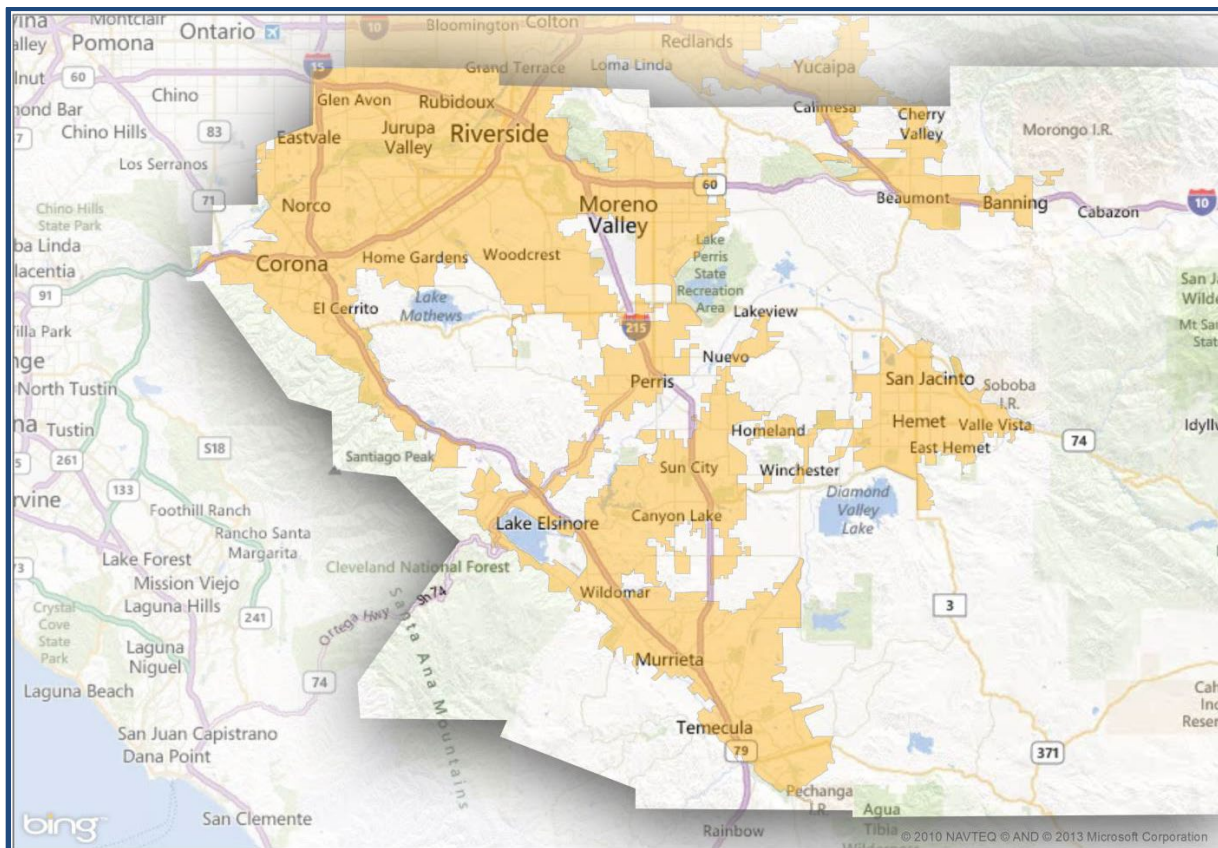
The ZEB rollout plan will include a comprehensive operational and financial analysis of the impacts on RTA's delivery model for transit services that would result from the cost of zero emission fuel. The plan will also identify potential limits on operating range for ZEBs between recharging/refueling, cost of elimination of current financial incentives to utilize compressed natural gas (CNG) and the capital cost of constructing support facilities and infrastructure. The purchase of more expensive ZEBs and the training needs for staff operating and maintaining a ZEB fleet will also be studied. Potential new financial resources and incentives that may become available to implement the ICT mandate will be identified.

The FY21 – FY23 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 FY21. 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 the boundaries are 18 incorporated cities, including 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 (US Census) based on population size and revised every 10 years with each new census. The urbanized zone 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 and San Diego UZAs, providing interregional mobility options for RTA customers. The map below illustrates RTA's jurisdictional boundaries and highlights the portions of the region considered urbanized.

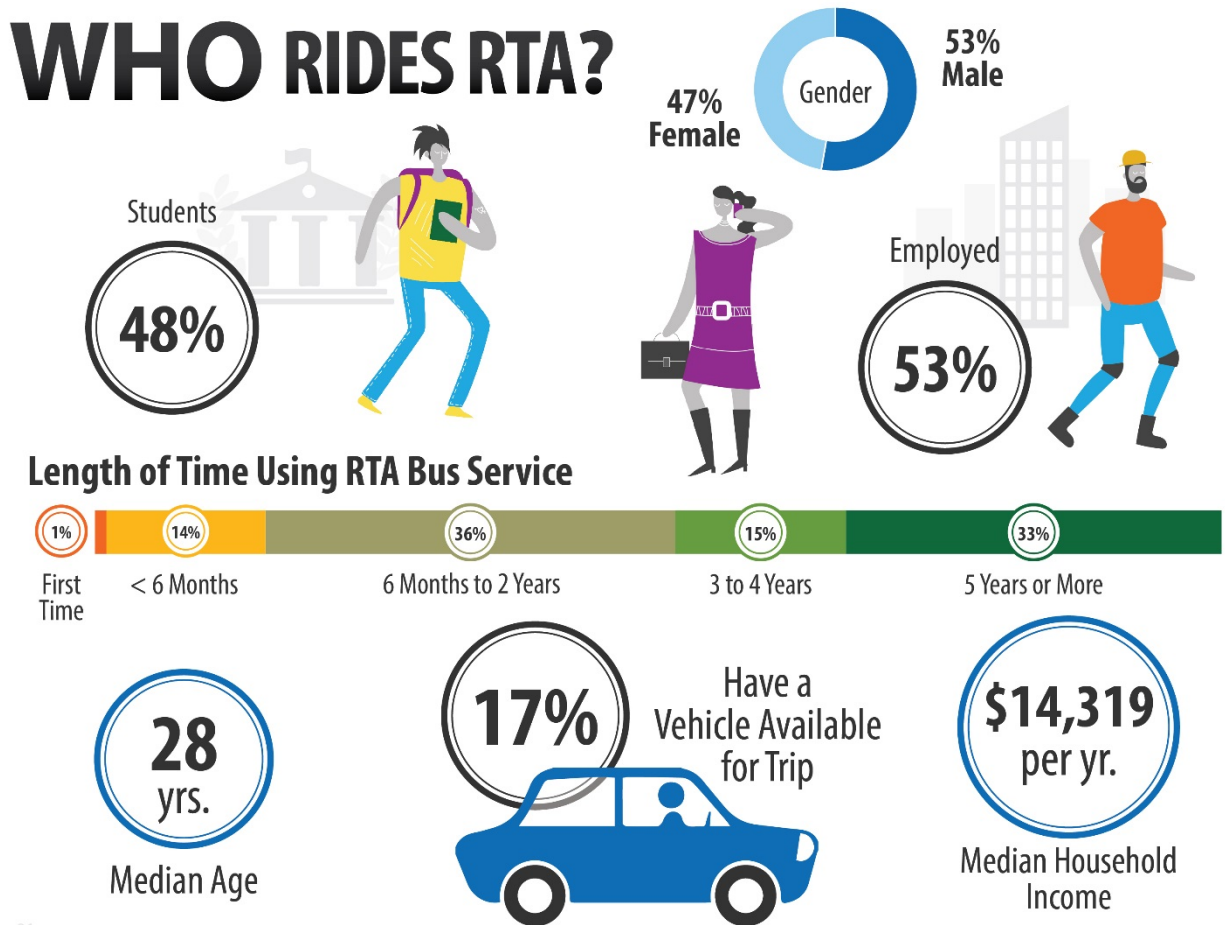


1.2 POPULATION PROFILE AND DEMOGRAPHIC PROJECTIONS

Due to changing demographics in various communities RTA continues to be proactive by planning routes that are customer-oriented and financially sustainable. By studying the characteristics of riders, a better understanding is gained to more appropriately plan for and meet the needs of the transit market. 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 spring 2018 as part of the RTA Market Assessment Study. A demographic summary of RTA riders offered the following characteristics:



v01
Source: RTA Market Assessment Study (2018).

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 2010 and 2019 based on California Department of Finance data as of May 2019. Between 2012 (once Eastvale and Jurupa Valley were incorporated as cities) and 2019, population for the service area has grown by eight percent with growth experienced in most cities across this period. This growth provides potential future ridership possibilities for RTA.

RIVERSIDE COUNTY												
Historical Populations, with 2010 Census Counts												
City	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Change 2012 - 2019	% Change
Banning	29,603	29,903	30,283	30,300	30,346	30,456	30,497	30,914	30,950	31,044	761	2.51%
Beaumont	36,877	38,317	39,423	40,715	41,492	42,937	44,746	45,167	46,545	48,401	8,978	22.77%
Calimesa	7,879	7,935	8,007	8,050	8,261	8,421	8,487	8,805	9,080	9,159	1,152	14.39%
Canyon Lake	10,561	10,661	10,771	10,807	10,873	10,953	11,021	11,138	11,213	11,285	514	4.77%
Corona	152,374	153,987	156,151	158,659	160,505	161,299	162,819	165,427	167,013	168,101	11,950	7.65%
Eastvale	*	54,354	55,963	57,260	59,327	60,833	62,912	64,683	65,725	66,078	10,115	18.07%
Hemet	78,657	79,597	80,296	80,556	81,406	82,161	82,503	83,802	84,423	84,754	4,458	5.55%
Jurupa Valley	*	*	97,004	97,907	98,143	99,067	100,683	102,392	104,661	106,318	9,314	9.60%
Lake Elsinore	51,821	52,544	53,529	56,072	57,165	58,768	60,760	61,433	62,241	62,949	9,420	17.60%
Menifee	77,519	79,639	81,513	83,494	84,562	86,018	87,943	89,113	90,775	93,452	11,939	14.65%
Moreno Valley	193,365	195,137	198,019	199,803	200,394	201,346	203,216	203,934	206,046	208,297	10,278	5.19%
Murrieta	103,466	104,722	106,522	108,570	109,450	111,029	113,087	116,527	116,970	118,125	11,603	10.89%
Norco	27,063	27,106	27,287	26,868	26,768	26,049	26,560	26,527	26,464	26,386	(901)	-3.30%
Perris	68,386	69,775	70,892	72,119	72,799	73,360	75,113	75,659	76,260	76,971	6,079	8.58%
Riverside	303,871	308,124	311,622	314,701	316,400	318,914	321,723	323,934	326,270	328,101	16,479	5.29%
San Jacinto	44,199	44,688	45,261	45,708	45,934	46,199	46,778	47,053	47,607	48,878	3,617	7.99%
Temecula	100,097	101,835	103,920	105,251	106,764	109,393	110,474	112,170	113,248	113,826	9,906	9.53%
Wildomar	32,176	32,609	33,096	33,689	34,069	34,416	34,948	35,261	35,635	36,066	2,970	8.97%
Unincorporated**	378,294	340,551	269,340	269,243	273,497	276,910	279,214	285,765	290,320	295,650	26,310	9.77%
Incorporated (City Total)	1,317,914	1,390,933	1,509,559	1,530,529	1,544,658	1,561,619	1,584,270	1,603,939	1,621,126	1,638,191	128,632	8.52%
County Total	1,696,208	1,731,484	1,778,899	1,799,772	1,818,155	1,838,529	1,863,484	1,889,704	1,911,446	1,933,841	154,942	8.71%

*Previously unincorporated area

**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

Riverside County Total Population			
2010	2015	2020	2025
2,198,503	2,332,491	2,468,145	2,597,656
% Change	6.09%	5.82%	5.25%

Across the RTA service area, the highest population and employment densities continue to be found in the corridor linking Corona, Riverside and Moreno Valley, encompassing more than one-third of the estimated 1.9 million residents in western Riverside County^[1] and the highest concentration of jobs are in, around and between the cities of Riverside and Corona and in the Murrieta/Temecula area in western Riverside County^[2]. The population and employment densities of these cities make public transit a more viable option for travel.

Most of the other cities and unincorporated areas consist of lower density suburban single-family homes or rural living. This condition often results in lower transit usage.

^[1] California Department of Finance, Demographic Research Unit (May 2019).

^[2] RCTC Long Range Transportation Study (December 2019).

1.3 FIXED-ROUTE AND PARATRANSIT SERVICES

On April 5, 2020, RTA reduced service to a seven-day Sunday schedule with additional CommuterLink peak service on weekdays due to the COVID-19 pandemic. For FY21, RTA plans to continue operating at this service level.

Fixed-route Services

RTA fixed-route services fall within two categories:

- 33 local routes
- Five CommuterLink express routes

See Table 1 for a complete listing of routes and the areas they serve.

Paratransit Services

RTA offers complementary demand-response paratransit Dial-A-Ride (DAR) service to persons with disabilities and seniors (age 65 and older). DAR is an advanced-reservation service:

- 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

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 two criteria.
- Senior and Disabled DAR Service: Seniors age 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 two 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, dialysis and chemotherapy treatments, trips to the pharmacy, trips to the grocery store for food and trips to the senior center to access hot meal service.

1.4 EXISTING FIXED-ROUTE AND DIAL-A-RIDE SERVICE

In FY20, RTA budgeted 916,704 revenue hours for the operation of 13,902,698 revenue miles system-wide:

- 713,672 revenue hours and 10,484,779 revenue miles budgeted for operation of 47 fixed-routes
- 203,032 revenue hours and 3,417,919 revenue miles budgeted for operation of complementary DAR service

In FY14, passenger growth exceeded projections due to factors such as significant increases in pass programs, customer satisfaction, high gasoline prices and a high unemployment rate. In FY15 through FY18, ridership declined due to continued improvements in the economy coupled with continued low gas prices and record automobile purchases. In FY19, RTA had an increase in ridership, thus reversing the trend of the past four years. Contributing factors are the increased service RTA has deployed in FY18 and FY19 together with increasing gas prices. From July 2019 thru February 2020, ridership has kept pace with FY19 despite a projected decrease in ridership due to the fare increase that was implemented in July 2019. In March 2020, ridership across all forms of public transportation, including RTA, dropped dramatically due to the COVID-19 pandemic.

1.5 CURRENT FARE STRUCTURE

In October 2018, the Board authorized a contract award to conduct a fare study. In April 2019, the Board approved a fare increase that was implemented in July 2019. In addition, the Board authorized a subsequent increase in fares effective July 2021. The table below shows the current fare structure. Prior to this increase, RTA had not increased fares for 10 years.

FIXED-ROUTE FARES				
Fare Categories	Base Fares	Day Pass*	7-Day Pass*	30-Day Pass*
General	\$1.75	\$5.00	\$20.00	\$60.00
Youth (grades 1-12)**	\$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 (grades 1-12)**	\$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	\$35.00
Medicare Card Holder	\$3.50	\$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 / Youth) per trip.

**Proper identification is required at time of boarding.

In addition to these fare categories, RTA also currently has U-Pass, Go-Pass and City Pass programs. Cardholders of these programs get unlimited rides on any fixed-route, including CommuterLink, in the RTA network by showing valid identification. It is important to note that the State of California is proposing to make public transit free for youth 18 and under and students of state funded colleges and universities. The Agency anticipates that college pass programs would be terminated should that legislation pass. Active duty military, police and fire personnel in uniform with valid identification are also eligible for complimentary rides on RTA fixed-routes.

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 FY21, the following cooperative fare and subsidy programs are expected to continue:

- City of Riverside – City Pass for Employees
- County of Riverside – Route 50 Jury Trolley

Additionally, the college pass programs will be placed on hold as RTA is receiving LCTOP funding to run a fare-free program for youth and college students. The program will be in effect for the FY21 school year. RTA staff is working with colleges to extend current agreements for another

year, considering this year will be free for those students whose schools have an active agreement with RTA. The regular college pass program, whereby students ride with an active school ID and fares are paid for by the school, would resume in Summer 2021.

The City of Riverside subsidizes the City Pass fare program for its employees to ride the bus for free and serves as a pass outlet (Riverside Go Transit) for its residents by discounting 20 to 30 percent off 7-day and 30-day passes, respectively. Other subsidized transit services include the trolley and circulator routes which are funded by UCR or local jurisdictions. These subsidized routes could be placed into service in FY21, should the ridership warrant their implementation.

1.6 REVENUE FLEET

As of March 31, 2020, the Riverside Transit Agency (RTA) has a total active fleet of 333 buses:

- One hundred forty-five 40-foot buses, which run on compressed natural gas (CNG), for high ridership fixed-route services directly operated by RTA drivers. These buses are, on average, six years old and have 322,029 miles. They are replaced when they reach their useful life of 12 years or 500,000 miles. On average, the Agency will purchase 35 of these vehicles every two years.
- Seventy-eight 32-foot buses, which run on either gasoline or CNG, for lower ridership fixed-route services operated by contracted drivers. These buses are, on average, two years old and have 150,000 miles. They are replaced when they reach their useful of seven years or 200,000 miles. On average, the Agency will purchase 30 vehicles every year.
- One hundred ten Dial-A-Ride buses, which run on gasoline, for paratransit services operated by contracted drivers. These buses are, on average, three years old and have 110,915 miles on them. They are replaced when they reach their useful life of five years or 150,000 miles. On average, the Agency will purchase 25 vehicles every other year.

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 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. As an effort to better utilize the available office space at Riverside and Hemet, Contract Operations, Information Technology and Travel Training staff were relocated to the Hemet facility in summer 2018. After this move, the Riverside facility has 413 active employees on site and the Hemet facility has 107 active employees on site.

In FY21, 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 is currently provided by Southland Transit, Inc. and operates from a facility they lease in the City of Perris. Both contractors are responsible for housing, operating and maintaining RTA vehicles. The DAR facility in Perris also houses the DAR reservation call center. DAR Plus will also be provided by Southland. For FY21, DAR overflow is not anticipated, as ridership has seen a drastic decline due to the COVID-19 pandemic. Southland is prepared to handle all DAR needs for the coming fiscal year.

Existing Passenger Transit Facilities

In addition to improvements to service frequency and expanding service, the 10-Year Plan recommends the creation of a TTS and improving support infrastructure such as transit hubs to meet the growing demand for transit service in the most efficient manner. It is neither feasible nor cost effective to run direct service from every trip origin to destination. Therefore, the only system that can meet the growing demand efficiently is one that enables timed transfer connections from one service or mode to another. 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 is in the City of Perris at C Street and 4th Street (SR-74) and has eight bus bays served by nine RTA routes. The facility handles multi-modal transfers between Metrolink; RTA local, regional and express routes; RTA's Dial-A-Ride and park-and-ride patrons in the southwest region.



Corona Transit Center: This transit center is in the City of Corona off Grand Boulevard and North Main Street and includes eight bus bays and a pedestrian bridge to trains at the North Main Corona Metrolink Station.



Galleria at Tyler Bus Stop Improvements: 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 10 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 also includes arrival and departure information and 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 new RapidLink Gold Line service. In March of 2020, RTA completed construction of a new turnout for the westbound routes on Magnolia Avenue to avoid blocking the travel lanes.



Moreno Valley Mall Transfer Station: 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 eight 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. On

average, more than 1,500 boardings and alightings occur at this station every day. 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.

Downtown Riverside Stop Improvements: This operating plan, which modernized the service in downtown Riverside by creating an on-street grid system, was a key recommendation in the 10-Year Plan and was necessary due to the closure of the Riverside Downtown Transit Terminal. The operating plan improved passenger transfers, consolidated routes to enhance service delivery and boost productivity and reduced the number of buses traveling to downtown thereby improving traffic circulation. This project was completed in December 2016.



RapidLink Gold Line (Corona to UCR Corridor): RTA identified the corridor between UCR and Corona primarily along University and Market/Magnolia Avenues as a candidate for limited-stop service. More than 9,000 customers use bus services along this corridor on weekdays. Fifteen bus stops were upgraded to include bus shelters with solar lighting, benches and trash cans as well as new RapidLink signage on the shelter roof. RapidLink Gold Line service launched in August 2017.



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 staff worked with TTCA on delivering this project as a 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 Expansion: This project 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, one OCTA route, plus last-mile-first-mile solutions including bikeways and pedestrian walkways and market-rate housing. 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.



Transit Enhancements: During FY20, 10 stops were enhanced which included adding or replacing shelters, benches and trash cans and improving the accessibility of the stops. These enhancements were made in accordance with the Board-adopted Bus Stop Strategic Policy.

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.

Regional Coordination

RTA coordinates regional services with the Corona Cruiser and Pass Transit systems in the cities of Corona, Beaumont and Banning. During FY20, RTA coordinated with the city staff for construction of bus stops for the new RTA Route 4 between Eastvale, Norco and Corona. The Route 4 schedule was also created in coordination with Metrolink and Corona Cruiser schedules. In the City of Riverside, RTA coordinates with Riverside Special Services, which provides

complementary ADA-compliant service to RTA’s fixed-routes. Additionally, RTA staff periodically meets with social service providers, bus riders and other advocates through forums such as RCTC’s Citizens Advisory Committee, 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 the available transportation options. In FY20, RTA also assisted the City of Corona with their Public Transportation Agency Safety Plan (PTASP), a new federal requirement.

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, OCTA, Corona Cruiser, SunLine and Pass Transit. 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 and Pass 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 routes 200 and 205 at transfer locations in Orange County as well as La Sierra Metrolink between RTA routes 15 and 200 and OCTA Route 794. Current and retired employees as well as dependents of Omnitrans and OCTA are eligible to ride at no cost on any local fixed-route or CommuterLink in the RTA service area.

In FY18, 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 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 routes 21 and 49, and Omnitrans Route 82, as well as identified space for future Omnitrans service at the new Amazon Eastvale transit hub.

In FY21, RTA will continue to collaborate with these agencies to continue 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 in order 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 in order 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
Comprehensive Operational Analysis (COA)	A two-year study that reviewed RTA's network structure, route performance, market conditions and service performance. Findings from the study led to the development of phased recommendations that will help maximize ridership and improve the overall passenger experience while improving the system's financial sustainability. The COA is meant to guide RTA's service planning decisions over the next decade.	2015	RTA Website
Market Assessment and Strategic Directions Study	This study surveyed both riders and non-riders in RTA's service area to gain a better understanding of the factors that contribute to ridership and identify strategies that can be implemented immediately to encourage additional ridership.	2018	RTA Website
Transit Asset Management (TAM) Plan	The TAM Plan, which is reviewed every two years, 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.	2018	RTA Board of Directors Meeting Agenda September 2018
Zero Emission Bus Analysis and Rollout Plan	This study analyzed RTA's current route profiles, service area, energy consumption needs and ridership to determine which	2020	Will be available on RTA's website

	<p>type(s) of ZEB technology would be operationally feasible and cost effective for the Agency. The Rollout Plan will provide a detailed timeline and estimated cost for a phased transition to ZEBs that meets CARB requirements. The study and Rollout Plan is a fluid document and requires Board of Director approval.</p>		<p>once completed and approved by RTA Board of Directors</p>
<p>Public Transportation Agency Safety Plan (PTASP)</p>	<p>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 in order to maintain a safe system.</p>	<p>2020</p>	<p>RTA Board of Directors Meeting Agenda March 2020</p>
<p>Contagious Virus Response Plan</p>	<p>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.</p>	<p>2020</p>	<p>RTA Board of Directors Meeting Agenda March 2020</p>

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.

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>Population Density</i>	Density is determined by the number of people housed per square mile or the number of employees per square mile. RTA aims to provide at least 85 percent of all residences, places of work, high schools, colleges and shopping centers with access to bus service.
<i>Route Classifications</i>	RTA service can be classified into three fixed-route service types: local, RapidLink limited stops and CommuterLink express. 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 the demand in the community and the classification of the route.
<i>Bus Stop Spacing and Amenities</i>	Depending on the population density, bus stop spacing in urban areas usually averages about 1,500 ft. (.28 miles) to 2,500 ft. (.47 miles). As service approaches more suburban and rural areas, bus stop spacing may be limited to locations with accessible curb and gutters and sidewalks suitable for ADA compliance. The new bus stop spacing standards allows spacing of 0.25 to 0.33 miles to support local, regional and community feeder routes; 0.25 to 0.5 miles for frequent key corridor local service; and 0.5 mile stop spacing for RapidLink service. Bus stops with 10 or more average weekday boardings may qualify for a shelter and stops with five or more boardings may qualify for a bench, subject to funding availability that is determined in the annual budget process. These standards were adopted in the Bus Stop Strategic Policy (2015).
<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 15 minutes to every 120 minutes depending on the density and are aimed at operating in 15-minute increments for frequent key corridors supporting local and regional connector tiers. Community feeders and CommuterLink routes may vary depending on demand.

<i>Transfer Wait Time</i>	Transfer Wait Time refers to the amount of time a passenger has to wait when transferring from one mode of transportation to the next, whether it is bus or rail. In denser UZAs such as downtown Riverside, average transfer wait times should not be longer than approximately 20 minutes. In smaller urbanized and even in rural areas, the average transfer wait time can reach up to 30 to 45 minutes depending on the frequencies of the routes in the area.
<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 (2012), Bus Stop Strategic Policy (2015)

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 key subsidy measurements. These key metrics are noted in Table 2.0.

2.2 SRTTP PERFORMANCE REPORT

Due to the COVID-19 pandemic and the uncertain future, RTA plans to run seven-day Sunday service, plus additional peak CommuterLink service for all of FY21. DAR service will remain consistent with last year as the Agency strives to serve the most vulnerable population. For FY2020/21, RTA projects 537,914 revenue hours for the operation of 8,211,940 revenue miles systemwide. Ridership is projected to be 3,413,076, a significant decrease from FY20 ridership due to the pandemic. Table 2.1 shows detailed information on the FY21 Performance Report.

2.3 SRTTP SERVICE SUMMARY

For FY21, the projected systemwide revenue miles and hours are distributed as follows:

- 325,781 revenue hours and 4,861,106 revenue miles budgeted for directly operated routes.

- 133,455 revenue hours and 2,125,585 revenue miles budgeted for contract operated routes.
- 78,678 revenue hours and 1,225,249 revenue miles budgeted for operation of DAR and DAR Plus service.

For FY21, of the projected systemwide revenue miles and hours, 94,049 revenue hours and 1,689,423 revenue miles are for excluded routes. Table 2.1 provides detailed information on RTA's FY21 projected service and Table 2.2 lists the excluded routes and dates they will expire. As noted previously, The FY21 projections consider the effects of the COVID-19 pandemic on ridership, service levels, operational capacity and revenue.

2.4 SERVICE PERFORMANCE

On April 5, 2020 RTA reduced service to a seven-day Sunday schedule with additional CommuterLink peak service on weekdays. For FY21, RTA will continue to run this service which consists of 38 fixed routes and complementary DAR service. 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 UZAs. The FY21 projections take into account the effects of the COVID-19 pandemic on 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 FY20, RTA completed a performance review of all fixed route trips. In order to identify underperforming trips and routes, the following metrics were used:

- Trips (or sequence of trips) with less than or equal to six boardings were subject to discontinuation.
- Peak trips (above base daytime frequency) with less than 20 boardings were subject to discontinuation.
- Route service days with less than six passengers per revenue service hour were subject to reduction in frequency.

This review resulted in the discontinuation of many under-performing trips across the RTA network. This process of review allows RTA to make the RTA network more financially sustainable.

In the last year, RTA invested in higher productivity local routes 1 (Corona – UCR), 16 (Moreno Valley Mall – UCR) and 19 (Perris – Moreno Valley) and CommuterLink routes 204, 206, 208 and 217. Under-performing trips were discontinued and LCTOP funding was used to minimize the increase in operational costs. This approach to service investment is intended to improve both ridership and productivity.

Due to declining ridership triggered by the COVID-19 pandemic, many of the service improvements made in FY20 are currently suspended. Per the Board adopted Contagious Virus Response Plan, RTA is running Sunday service levels seven days a week as of April 5, 2020.

2.6 MAJOR TRIP GENERATORS

The education-related, work-related and retail and recreational trips are RTA's largest trip purposes. Customer surveys conducted in 2018 for the Market Assessment Study indicated that:

- 48 percent of riders are students
- 31 percent of all trips were to/from college or school
- 29 percent of trips were for work purposes
- 26 percent of trips were for retail or recreational purposes

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 growth over the last decade and continue to be marketed heavily to the college populations. RTA continues to make every effort to coordinate transit service with K-12 school bell schedules and boundaries.

Ridership on our CommuterLink Express buses has seen in general decline due to low gas prices. This service type will continue to be monitored and service levels adjusted in line with demand. As service levels are adjusted, RTA will develop plans to effectively communicate these changes to customers.

The 10-Year Plan and the Market Assessment Study point to the ongoing need for service improvements concentrated on four core themes:

1. Service Frequency: Key improvement required for RTA services to attract new ridership.
2. Connectivity: Better coordination between RTA services at key connection points.
3. Streamlining: Focus routes on major streets/corridors, reduce circuitous and overlapping routing of service, improve travel times and ease of understanding of network.
4. Span of Service: Add late-night service for major employment centers, colleges and universities.

RTA will continue to explore service changes that address these key service attributes to retain existing and attract new ridership.

2.7 RECENT SERVICE CHANGES

Key service expansions implemented in FY20 are listed below:

- Route 1 weekend frequency increased from every 30 to every 15 minutes during peak periods.
- Route 12 was extended to Corona Hills (McKinley St.) retail area and weekday frequency was improved to every 55 minutes instead of every 70 minutes.
- Route 13 daytime weekday service frequency was improved from every 65 minutes to every 50 minutes.
- Route 14 daytime weekday service frequency was improved from every 70 minutes to every 50 minutes.
- Added early morning and late evening trips to routes 19 and 28 weekdays, Saturday, and/or Sundays to better match warehouse shift times at Perris and Moreno Valley.
- Route 22 daytime weekday service frequency was improved from every 60 minutes to every 45 minutes.
- Routes 23, 24 and 61 were rerouted to terminate at the recently upgraded Promenade Mall bus stop.
- Route 28 Saturday and Sunday frequencies were improved from 65-75 minutes to 45 minutes and implemented a weekend schedule.
- Route 30 east loop was extended to travel along portions of Dunlap Drive, Nuevo and Evans Roads. Due to high ridership, a weekday trip was also added departing Orange Vista High School during school days only.
- Route 31 weekday frequencies increased to every 60 minutes and weekend frequency increased to every 70 minutes between Moreno Valley, Beaumont/Banning, San Jacinto and Hemet.
- Route 79 was extended from Hemet Valley Mall to MSJC San Jacinto providing a coordinated schedule with Route 74 thus maximizing frequency between Winchester, Hemet and San Jacinto.
- Increased weekend frequency on routes 16 and 19 from every 30 to every 15 minutes.
- Additional weekday trips were added through the midday period on CommuterLink routes 204, 206, 208 and 217 due to increasing demand for regional and intercounty trips, variable working hours of many riders and to connect with all weekday Metrolink trains.

The FY20 service expansions listed above were implemented as scheduled but some of them are not currently in service due to the COVID-19 pandemic service reduction. The new Route 4 was scheduled to begin in May of 2020. However, due to the COVID-19 pandemic, Route 4 implementation has been postponed. In FY20, RTA also reviewed ridership on all fixed-route

trips. A small number of trips with low ridership were discontinued. This approach minimized the impact on existing riders while making the service more efficient and financially sustainable.

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

3.1 PLANNED SERVICE CHANGES

The preparation of the FY21 service plan began with a performance review of all fixed-route bus service and the resulting findings influenced adjustments to service levels on selected RTA routes to improve service reliability, increase ridership and improve efficiency. Moreover, due to the COVID-19 pandemic, a Sunday schedule seven days a week is planned for FY21. It is unknown when COVID-19 pandemic related mandates to stay at home will be lifted and how long the social, economic and financial impacts will last.

RTA is also currently completing a ZEB Analysis that will produce a rollout plan for the Agency's ZEB fleet transition as mandated by CARB. No new service is projected for FY21 until the financial and operational impacts of transitioning to ZEBs are finalized. To prepare for the ZEB transition, provide more efficient service and use taxpayer dollars wisely, trips with low ridership will be discontinued on several routes. Elimination of unproductive trips helps create a stronger, more efficient system and optimizes routes for future use of ZEB technology. See Table 3 for highlights on RTA's FY21 service changes, operating budget and capital budget.

The following service changes listed below are planned for FY21. Implementation of these service changes may change depending on COVID-19 pandemic developments.

- September 2020 service changes:
 - Route 20: The 7:50 p.m. (Saturday only) weekend westbound trip departing Iris and Lasselle will be discontinued.
 - Route 24: The 7:04 p.m. weekday northbound trip departing Temecula Valley Hospital and the 6:49 a.m. weekday southbound trip departing Promenade Mall will be discontinued. Also, proposed to be discontinued is the alternate routing that serves the Temecula Library.
 - Route 26: Due to low ridership, Route 26, which serves portions of Moreno Valley and Riverside, will be discontinued.
 - Route 27: The 9:02 p.m. weekday southbound and the 5:30 a.m. southbound weekend trips departing Galleria at Tyler will be discontinued.
 - Route 28: The 5:05 a.m. weekend westbound trip departing Hemet Valley Mall will be discontinued.
 - Route 30: The west loop will be discontinued while the east loop will remain.
 - Route 40: The 8:56 a.m., 11:26 a.m., 1:56 p.m. and 4:23 p.m. weekend eastbound trips departing Lake Elsinore Walmart, and the 7:36 a.m., 10:14 a.m., 12:41 p.m., 3:08 p.m. and 6:02 p.m. weekend westbound trips departing Cherry Hills and Bradley will be discontinued.

- Route 49: The 5:52 a.m. weekday westbound trip departing Riverside-Downtown Metrolink Station will be discontinued.
- Route 61: The 4:35 a.m. weekday northbound trip departing Promenade Mall will be discontinued.
- Route 210: The route will be discontinued due to low ridership.
- January 2021 service changes:
 - Route 9: The 5:02 a.m. weekday northbound trip departing the Lake Elsinore Outlet Center and the 6:50 a.m. weekend southbound trip departing Perris Station Transit Center will be discontinued.
 - Route 11: The 6:04 a.m. weekday clockwise trip departing Moreno Valley Mall will be discontinued.
 - Route 12: The 7:13 p.m. weekday westbound trip departing La Cadena and Stephens will be discontinued.
 - Route 13: The 4:30 a.m. weekday eastbound trip departing Galleria at Tyler will be discontinued.
 - Route 23: The 7:24 p.m. weekday northbound trip and the 10:06 a.m. and 6:10 p.m. weekend northbound trips departing Promenade Mall will be discontinued.
 - Route 32: The 5:50 a.m. weekday southbound trip departing Mt. San Jacinto College and the alternate routing along Commonwealth and Villines Avenues, Las Rosas Road and 7th Street will be discontinued.

In April 2020, RTA issued a booklet summarizing the above proposed changes (English and Spanish). The booklet was available to the public on all fixed-route buses as well as online at RTA's website. In response to the COVID-19 pandemic, Governor Newsom issued an executive order on March 19, 2020 for all individuals living in the State of California to stay home or at their place of residence except as needed to maintain continuity of operations of the federal critical infrastructure sectors. As a result, in-person community outreach for the FY21 proposed service changes was suspended. RTA's outreach was predominantly done online through the website, RTA Reader, Rider News, press releases and social media. Customers were invited to comment on the proposals by phone, email, traditional mail or by attending the May 2020 Board of Directors meeting.

RTA will partner with the County of Riverside to provide the subsidized jury trolley (Route 50) through December 2020, at which time a new contract will be necessary to continue service. In partnership with Metrolink rail service, RTA usually operates the Route 54f 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 event occurs this winter, RTA will work with Metrolink on an agreement to fund the 54 shuttle and update RCTC staff.

There are two routes that are normally subsidized by agency partners that are not currently in the budget for FY21. Route 51, funded by UCR, and Route 55, funded by the City of Temecula, both need new funding agreements before services will be provided. RTA staff will keep RCTC

informed regarding the status of these subsidized routes and update the budget accordingly should the need to provide service arise in the coming fiscal year.

3.2 MODIFICATIONS TO PARATRANSIT SERVICE

The provision of ADA services remains a challenge. It is costly both to RTA and to the passengers who use it. Efforts to mitigate the increasing expenses in DAR service included the launch of a senior, disabled and Veteran Travel Training Program. The Travel Training Program commenced in fall 2011 and covers all aspects of public transit from training on how to ride the bus, how to use a bus schedule and map, as well as help in overcoming physical and social barriers that may prevent passengers from using a fixed-route bus. Participants benefit by developing a greater level of independence and increased mobility, ultimately bringing significant financial savings to both customers and RTA.

In FY19, more than 450 trainees actively participated in travel training. Program participants took more than 98,500 trips on fixed-route buses. From July 1, 2019 to February 2020, more than 400 trainees actively participated in the program and have taken over 64,000 trips on fixed-route buses. Since the program's inception, travel training has served more than 2,400 seniors and persons with disabilities, resulting in more than 636,000 trips on fixed-route buses through February 2020.

Based on FY19 actual performance, RTA can save an estimated \$12,200 a year for every five-day-a-week rider who makes the switch from DAR to fixed-route service. During FY19, the program saved RTA over \$900,000, and since the program's inception it has saved over \$3.1 million.

The recent COVID-19 pandemic and resulting social distancing standards have greatly reduced ridership demand on both fixed route and demand response service. In addition, these standards and lack of demand have rendered RTA's traditional Travel Training program delivery impractical and inefficient. For FY21, RTA will continue its mobility management assistance for seniors, disabled persons and veterans using our customer information center located in Hemet. Passengers will still 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, limiting in-person contact. RTA staff confirmed with Caltrans, who administers the 5310 grant, that the funds awarded for the Travel Training program delivery can be used for this form of mobility management.

The Medi-Cal Reimbursement Program was implemented in early 2012 and was developed in cooperation with the State Medi-Cal Program for paratransit trips taken to and from qualifying medical facilities. This program provides reimbursement of 50 percent of the net expenses associated with these trips and provides access to alternative sources of state and federal funding for DAR services. With the passage of Assembly Bill 2394 (AB2394), providers of State Medi-Cal insurance plans must now begin to provide their members with transportation services for

qualified medical, dental, mental health or substance use disorder appointments, and, to pick-up prescriptions and other medical supplies. Prior to the passing of this bill, these transportation services were provided by the Agency and reimbursed through the State's Medi-Cal program.

AB2394 will have a negative impact on the Agency as it will limit the amount the Agency will be able to bill for medically purposed trips taken on DAR. While the guidance received from the County of Riverside (LGA) is still evolving, it is estimated the reimbursement rate will be approximately 34.58 percent of 50 percent of total eligible trips which will lead to a reduction in Medi-Cal revenue.

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 efforts address community, media and public relations; allocates resources to increase the awareness of RTA's services; promotes the increased use of those services as well as to 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 on social media and presence at community events
- Providing excellent customer service
- Coordinating media and public relations
- Enhancing government relations
- Assisting with employee communication

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-ride programs for area college students. The department will also examine new ways to promote our service to our youngest and oldest riders, especially given the possibility of new legislation that would grant free rides to youth, college students and seniors.

Service Adjustments: Marketing promotes information regarding service adjustments through a variety of advertising methods to reach customers including rider alerts, press releases, website information, brochures, newspaper ads, on-bus information 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 RTA 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 provides 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, Twitter, YouTube, Instagram and iAlerts. Social media is a relatively inexpensive advertising format that allows RTA to provide information quickly and easily to users while raising RTA's profile and brand.

Customer Information Center: The Customer Information Center 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 planners and BusWatch real-time bus tracking allow customer representatives to quickly and accurately answer customer inquiries. English and Spanish speaking clerks are always 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 to 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 and sets goals and objectives relevant to their communities.

Media and Public Relations: Media relations allow RTA to generate awareness and recognition as well as to reinforce marketing messages and activities, influence community or industry members and positively position the Agency in the public’s eye. Press releases are sent throughout the year to alert the media and the general public of developments, route or schedule changes, holiday schedules or Agency events. The Agency also produces an annual report which is distributed by mail and on the Agency website.

Free Fares for Youth and College Students Program: From August 17, 2020 – June 30, 2021, RTA will implement the Free Fares for Youth and College Students Program across all RTA fixed routes for youth ages 18 and under and college students. During this time, students will be able to ride any RTA fixed route for free by showing appropriate ID. Transportation is often a barrier for many students. Providing students with access to free, reliable transportation can help increase school attendance and improve grades. This program will provide RTA with a realistic estimate on the actual number of students that will ride and the potential cost of the program if it were to be implemented year-round, as is suggested in AB1350. The program will also increase awareness of RTA routes and help promote farebox recovery during the transition back to normalcy from the COVID-19 pandemic. The Free Fares for Youth and College Students Program is funded through the Low Carbon Transit Operations Program (LCTOP).

3.4 PROJECTED RIDERSHIP GROWTH (FY21-23)

Due to the COVID-19 pandemic, the projected ridership for FY21 will be significantly lower than the previous year at 3,413,076, a decrease of 60 percent from FY20. The projected ridership is reflective of RTA’s reduced operations to seven-day Sunday service, plus additional peak CommuterLink service for FY21. It is unknown when pandemic related mandates to stay at home will be lifted and what the social, economic and financial situations will be post the COVID-19 pandemic. As society begins to adapt to a new normal, it is anticipated that RTA will see an increase in ridership however the timing of that is unknown.

3.5 PROPOSED FARE STRUCTURE CHANGES

In April 2019, the Board approved a two-phase fare increase, the first of which was implemented in July 2019. The second fare increase will be implemented in July 2021. The table below shows the current fare structure and the fare increase that will take place in July 2021.

FARE TYPE	CURRENT FARE	JULY 2021
LOCAL FIXED ROUTE		
CASH		
General	\$1.75	\$2
Senior/Disabled/ Medicare Card Holder	75¢	\$1
Veteran	75¢	\$1
Child (46" tall or under)	50¢	75¢
DAY PASS		
General	\$5	\$6
Senior/Disabled/ Medicare Card Holder	\$2.50	\$3
Veteran	\$2.50	\$3
7-DAY PASS		
General	\$20	\$25
30-DAY PASS		
General	\$60	\$65
Senior/Disabled/ Medicare Card Holder	\$30	\$35
Veteran	\$30	\$35
Youth (grades 1-12)	\$45	\$50
COMMUTERLINK		
CASH		
General	\$3.50	\$4
Senior/Disabled/ Medicare Card Holder	\$2.75	\$3
Veteran	\$2.75	\$3
Child (46" tall or under)	\$2.75	\$3
DAY PASS		
General	\$10	\$12
Senior/Disabled/ Medicare Card Holder	\$7	\$8
Veteran	\$7	\$8
30-DAY PASS		
General	\$95	\$110
Senior/Disabled/ Medicare Card Holder	\$70	\$85
Veteran	\$70	\$85
DIAL-A-RIDE AND DIAL-A-RIDE PLUS		
SENIOR/DISABLED		
Cash	\$3.50 - \$10.50	\$4 - \$12
10-Ticket Book	\$35	\$40
CHILD (46" TALL OR UNDER)		
Cash	75¢	\$1

3.6 CAPITAL IMPROVEMENT PLANNING

Capital improvements to the transit system are necessary in order to maintain 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 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 the Agency's TAM Plan. Future purchases of replacement revenue vehicles will follow the ZEB Rollout Plan and meet CARB's ICT mandate. Revenue vehicles projected to be purchased in FY21-23 are funded.

Non-Revenue Vehicles

Non-revenue vehicles are used for coach operator shift change, operations supervisors and administrative staff. Trucks are used for the stops and zones crew that service all of RTA's bus stop amenities. RTA purchases non-revenue vehicles to replace older vehicles that have reached their minimum useful life in years or mileage as defined by the FTA. RTA will be purchasing electric support cars to minimize greenhouse gas emissions. Non-revenue vehicles purchased in FY21-23 are funded.

Equipment and Passenger Amenities

Transit Signal Priority (TSP): TSP is a tool that allows transit vehicles to travel through controlled intersections faster and more conveniently. Unlike signal pre-emption which is used on emergency vehicles, TSP technology on a bus utilizes a transmitter that allows the traffic signals along major streets to remain in "green" mode for several seconds longer, therefore allowing a late-running bus to advance more quickly along its route to maintain on-time performance. TSP is currently being used on Route 1 along the University Avenue and Magnolia Avenue corridors.

Electric Vehicle Charging Stations: RTA will be installing electric chargers at the administrative offices to charge the support vehicles. The proposed plan is to install six electric chargers in 2020 and another 10 will be installed in 2021. This project is fully funded and is estimated to cost \$573,000.

Moreno Valley Mall Bus Stop Improvements: In January 2020, space for two additional bus stops were added at the Moreno Valley Mall Transit Center to ease bus congestion. RTA staff is drafting a plan to add passenger amenities and bus pads to protect the roadway. This project is currently unfunded. RTA staff is currently working on design plans. The project will go out to bid in the winter of 2020 and completion is tentatively scheduled for May 2021.

3.7 CAPITAL PROJECTS BEYOND FY23

In December 2018, CARB’s ICT regulation was passed which requires RTA to transition to a ZEB fleet by the year 2040. RTA is currently in the middle of its ZEB Analysis and Rollout Plan. As previously mentioned, due to the COVID-19 pandemic RTA has requested an extension to December 31, 2020. This analysis will recommend – subject to board approval – the type(s) of ZEB technology RTA will use given RTA’s service area, routes and ridership. The Rollout Plan will provide a detailed timeline and estimate the financial costs of transitioning to ZEB technology. Future capital purchases may include ZEBs, related recharging/refueling equipment, new facilities and on route charging.

CHAPTER 4: FINANCIAL PLANNING

The FY21 Operating and Capital budgets reflect the Agency's plan to address the current and projected impacts of the COVID-19 pandemic. The proposed budgets are developed to support overall Agency goals of providing as much safe and reliable public bus transportation in western Riverside County during this pandemic as practical, providing excellent customer service and preserving as much ridership as possible – all within estimated fiscal constraints. It should be noted that significant adjustments – positive or negative – to the requested budgets are likely after the commencement of FY21.

4.1 OPERATING AND CAPITAL BUDGET FOR FY21

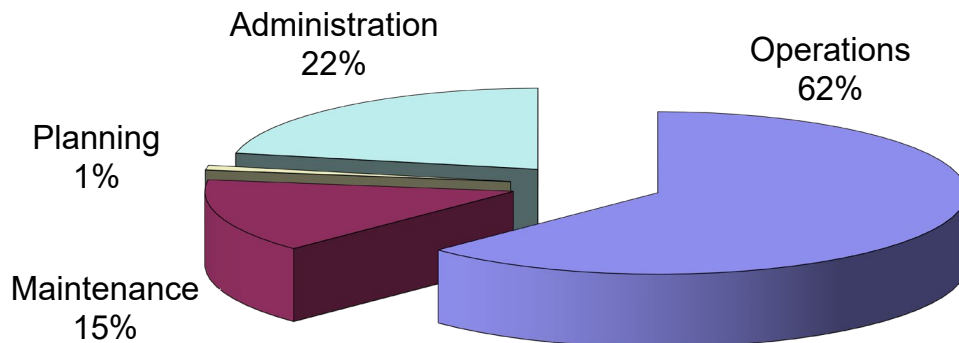
In the face of the COVID-19 pandemic, the Agency's FY21 budget reflects a plan to dramatically decrease the level of safe, reliable and effective fixed route public bus transportation service. This reduction is in line with the Agency's core values balanced with economic circumstances and fiscal reality. Compared to the current Board-approved FY20 budgeted service plan, fixed route revenue service is planned to decrease by 36 percent. With that in mind, the Agency is planning for a service level that balances forecasted fiscal constraints, safety of the public and our employees and the varied profile of the service area. Further, we are planning to deliver service aimed at preserving as much ridership as possible throughout the region while we await changes in conditions on many fronts. Staff remains fully committed to exploring all service and financial alternatives necessary to meeting the public transit needs of the citizens who live and work in western Riverside County.

With that in mind, the total proposed FY21 Budget for the Agency is \$85,013,449. This includes \$82,392,199 for operating expenses and \$2,621,250 for capital projects.

The \$82,392,199 FY21 Operating budget reflects a decrease of \$10,042,833, or 11 percent, from the FY20 budget. The operating budget covers planned revenue service provided on both directly operated and contracted fixed routes, as well as DAR trips including DAR Plus. The budget also covers administrative costs to support operations and maintenance.

The \$2,621,250 FY21 Capital budget is decreased by \$39,462,780, or 94 percent, from the current FY20 Capital budget. Staff has prioritized the Agency's capital improvement needs with strong consideration toward maintenance of critical operations and vehicle procurements to maintain existing services while preparing for a post-COVID-19 pandemic future. The biggest driver in the decrease is not programming funding for the partial replacements of the heavy-duty CNG fleet, the contracted fixed route fleet and the DAR fleet. The capital budget includes the reprogramming of funds from the UCR Mobility Hub and the programming of additional SB 1 State of Good Repair funding.

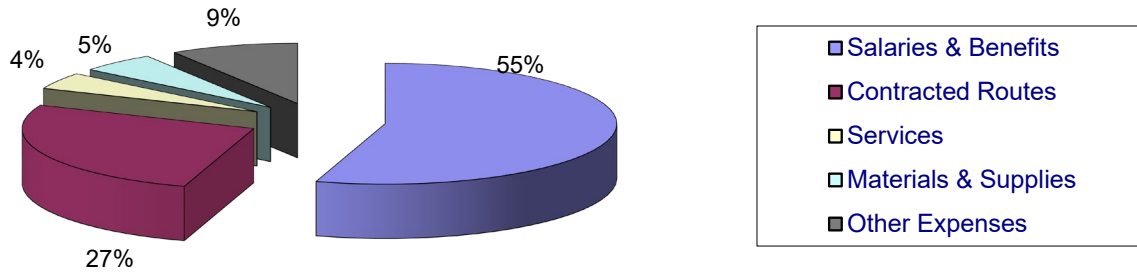
Operating Budget Profile:



The proposed operating budget totals \$82,392,199. Operations, at 62 percent, constitutes the largest component of the proposed operating budget. Maintenance represents another 15 percent of the total. Together, Operations and Maintenance equate to 77 percent of the Agency Operating budget. Planning and Administration functions combine for the remaining 23 percent of the operating budget.

The operating budget contains five major cost elements. The elements are:

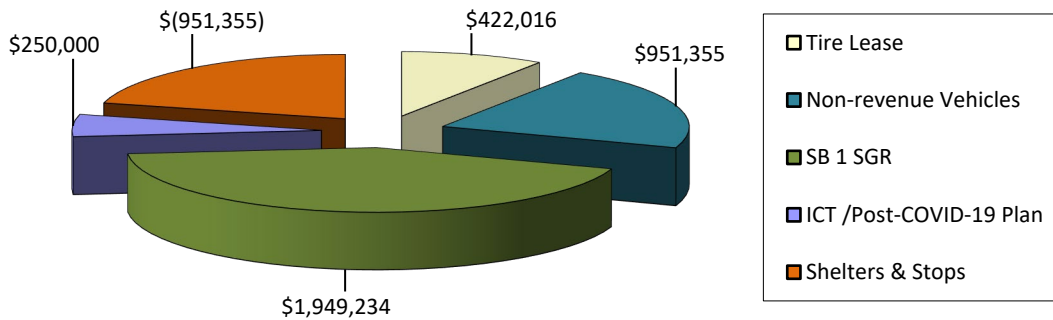
- Salaries and Benefits (55 percent), comprises employee wages/salaries and fringe benefits including, but not limited to, medical, pension, Worker’s Compensation and OPEB
- Purchased Transportation (27 percent), represents the resources required for contracted transportation services for certain fixed routes and DAR demand
- Materials and Supplies (five percent), consists primarily of fuel, parts and lubricants for the operation, repair and maintenance of Agency vehicles
- Services (four percent), includes external auditing, legal counsel, legislative support, marketing, outside maintenance, custodial, armored transport, actuarial services, insurance brokerage and towing
- Other Expenses (nine percent), consists of insurance, utilities, printing and publications, advertising and promotion, dues and subscriptions and other miscellaneous expenses



Capital Budget Profile:

The proposed FY21 Capital budget totals \$2,621,250. Capital funding will be used for the purchase of critical items to maintain existing operations and service levels.

FY21 capital budget profile by project element is shown below:

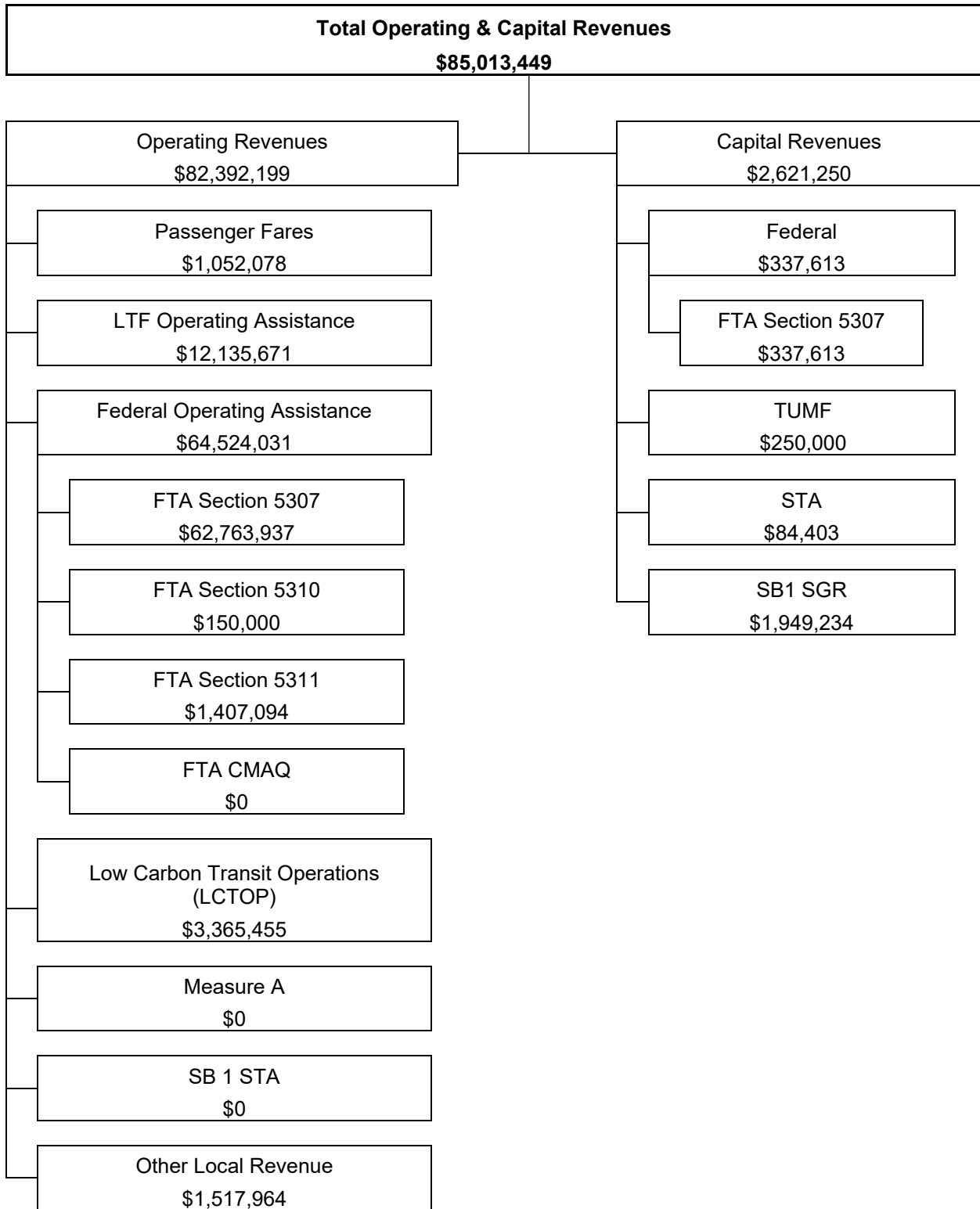


Notable capital projects included in the proposed FY21 budget are:

- Additional funds programming for 25 support vehicles to upgrade them from unleaded fuel to electric
- Replacement of 12 non-revenue vehicles (two trucks, 10 cars)
- Expansion of two non-revenue vehicles (two cars)
- Tire lease
- Associated Transit Improvements
- SB 1 State of Good Repair funding
- Programming of funds toward planning the impacts of the CARB ICT mandate to utilize ZEB vehicles in the future
- Reprogramming UCR Mobility Hub funds to Bus Turnouts on Canyon Crest and vehicle procurements listed above

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 FY21.



Funding for the FY22 and FY23 operating and capital budgets are also expected to be from federal, state and local revenue sources. Since we don't know what the circumstances will be when we get to those two fiscal years, Tables 4.1 and 4.2 are based on a few simple assumptions.

With respect to the operating budgets, these amounts are based on delivering the same level of service with the same staffing levels and contract providers. For planning sake, a year-over-year inflation factor of three percent was used starting with FY21. Once the estimated budget was established under these assumptions, we reviewed the funding sources for viability and expectation. As necessary, revenue sources were adjusted.

With respect to the capital budgets, 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 in the future, the capital needs and plans will be re-addressed for current and expected circumstances.

4.3 TUMF PROGRAM

The WRCOG 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 FY21 – FY25 TUMF Expenditure Plan effective July 1, 2020.

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: LTF and 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 and actions taken from the last Triennial in 2019.</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 21 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 in November 2019 with no deficiencies found in any of the areas of 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>Disadvantaged Business Enterprise (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>

In accordance with U.S. Department of Transportation regulations found at 49 C.F.R. § 26.45, a new 3-year DBE goal was submitted for review to the FTA and became effective on October 1, 2018. RTA's DBE program will remain in effect through September 30, 2021.

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.

The EEO Program is submitted to FTA every four years and RTA is in compliance. The last submission was on March 2, 2018.

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.

The Drug and Alcohol Report is in compliance with FTA and was last updated on January 1, 2018.

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).

RTA submits Title VI Program to FTA every three years. The last report was submitted in October 2019.

Limited English Proficiency (LEP): FTA issued regulations based on the 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.

RTA's updated LEP policy and plan was submitted with the Title VI Program in October 2019.

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.

RTA's Public Hearing Policy for Major Service and Fare Changes was last revised in October 2012.

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 the California Air Resources Board for oxides of nitrogen and non-methane hydrocarbons.

RTA remains fully compliant with RCTC Resolution No. 00-0018 for vehicles purchased using federal, state or local funds.

Southern California Air Quality Management District – 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 monthly and annual NTD reports. The last annual report was submitted in October 2019.

4.5 OPEN PROJECTS

Listed below are a few of 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. Detailed information on all open capital projects can be found in Table 4.4.

Planned Passenger Transit Facilities

Canyon Crest Bus Stops: Currently, 31 percent of UCR’s population use RTA’s services. UCR is one of the busiest transit destinations in the Agency’s transit network, with over 1,700 boardings and alightings reported on an average weekday. Planned service improvements, the popular U-Pass Program, parking price increases, increased congestion and resulting environmental and sustainability challenges are projected to contribute toward positive ridership gains in the future.

The current on-street bus stops at UCR located on Canyon Crest Drive are utilized by routes 1, 16, 51, 52, 204 and RapidLink Gold Line. This stop currently does not have the space, bus shelters or other amenities essential to effectively accommodate the current and planned service levels. The proposed upgrades to the Canyon Crest Bus Stops will include approximately five bus bays with shelters, benches, trash cans and bus pads. Also included in the plan is a bidirectional bicycle track across the street, further enhancing safety by moving bicyclists out of bus traffic. The track is funded by the City of Riverside.

The upgrades to the Canyon Crest Bus Stops were originally envisioned as a state of the art UCR Mobility Hub. However, due to funding constraints related to construction bids, the UCR Mobility Hub is no longer moving forward. The Canyon Crest upgrades will be completed in partnership with the City of Riverside and are scheduled to begin in June 2021 and is estimated to be completed by September 2021.

Hemet Mobility Hub: Today, about 150,000 people reside in the Hemet-San Jacinto Valley, a rapidly growing area in western Riverside County. The City of Hemet has a projected population

of 126,500 in 2040¹, a 58 percent increase from 80,070 in 2016². 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 (currently being studied by RCTC in their rail feasibility study) could also benefit from the intermodal mobility hub.

The plan identifies a city owned 14.5-acre site as the Transit Oriented District (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 Hospital complex to the east. A substantial portion of this site will be available to transit supportive land uses that could be developed through 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 vision for the project creates an opportunity to use cap-and-trade funding.

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, 32, 33, 42, 74, 79 and 217 that currently serve the Hemet-San Jacinto Valley.

RTA plans to construct a mobility hub in partnership with the City of Hemet. On October 27, 2016, the RTA Board of Directors approved staff's recommendation to enter into a MOU with the City of Hemet to prepare a conceptual plan. A contract was awarded for A&E in April 2017 to PSOMAS. Site selection, conceptual planning and initial design were completed in April 2018. In FY19, RTA had the project modeled by 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 an 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 Assessment and a Project Manager for the TOD portion. An MOU between RTA and the City of Hemet will be completed once a Project Manager is hired in spring of 2020.

Vine Street Mobility Hub: The City of Riverside's General Plan 2025 identified Vine Street as one of the preferred locations within downtown Riverside for a new mobility hub due to its proximity

¹ SCAG 2016-2040 RTP / SCS, Demographics and Growth Forecast

² California Department of Finance, Report E-1

to major employment centers, county and city government centers, UCR, Riverside Community College, the Convention Center, multiple entertainment venues and urban housing complexes. Thus, the Vine Street Mobility Hub will function as a regional multi-modal transportation hub that supports connectivity between multiple transit agencies such as RTA and SunLine Transit Agency in Riverside County; Omnitrans, the public transit provider in San Bernardino County; and Metrolink, the commuter rail service provider for Southern California.

The Vine Street Mobility Hub is to be located on land across from the Riverside-Downtown Metrolink Station on Vine Street. The Mobility Hub would be designed and developed with emerging technologies, renewable energy sources and mobility solutions in mind. RTA has constructed an interim on-street layover facility at Vine Street to accommodate the buses operating throughout downtown Riverside. RTA currently owns 4.5 acres on Vine Street and is currently working to acquire one additional parcel from Riverside Public Utilities (RPU), which currently has a vacated underground well. The well site, which is located in the center of RTA's land, was originally not available. In partnership with RPU, RTA will relocate the well site and obtain ownership of the center parcel. With the additional parcel, RTA will be able to construct a larger, more contiguous Mobility Hub.

The Vine Street Mobility Hub is currently in the conceptual design phase. Extensive community outreach and feedback was completed in early 2020 and is being incorporated into the design. The design will be shared with the community in June 2020 for additional feedback and approval. Once the conceptual design is completed, RTA will go out to bid for the Architectural and Engineering and construction of the Vine Street Mobility Hub. RTA has secured additional funding for construction of the Vine Street Mobility Hub through the Affordable Housing and Sustainable Communities Grant (AHSC). In partnership with the Wakeland Housing and Development Corporation, RTA was awarded \$1.79 million towards the construction of the Vine Street Mobility Hub.

Operations and Maintenance Facility

RTA's main facility, located in Riverside, was built in 1986 and a secondary facility, located in Hemet, was purchased in 1999. The Riverside facility is at max capacity and cannot accommodate any more vehicles. Similarly, the Hemet facility is nearing capacity and has limited space for expansion. With the CARB mandate to switch to ZEBs by 2040, additional space will be needed to house all the necessary recharging/refueling equipment needed to run service. With the limited amount of space available, RTA will need to examine alternative solutions. Moreover, with the switch to zero emission technology, an additional facility located in a key location may be necessary to minimize deadhead and/or provide options to recharge/refuel. Further movement on the Operations and Maintenance Facility is pending results from the ZEB Analysis and Rollout Plan.

Equipment and Passenger Amenities

Scheduling and Operations Software Project: RTA began procurement of the Transit Scheduling and Operations software in May 2019. On February 27, 2020, the RTA Board of Directors approved the purchase of the Giro scheduling software. Once implemented, this software will allow RTA to create its own efficient schedules, vehicle blocking, run-cuts and rosters without relying on a vendor to provide such services. The procurement included a new customer comment database and the option of a new customer trip planner. It will also allow for improved operations management by integrating the daily crew and vehicle rostering and other operational functions into one system to improve the efficiency and administration of these processes.

Advanced Traveler Information System (ATIS): RTA has also introduced the ATIS technology with LED signage, known as BusWatch, which relay real-time arrival information on display at major transfer points. As part of the ITS upgrade program, new BusWatch real-time displays were installed at mobility hubs in the cities of Perris, Corona and Temecula. Additional BusWatch real-time displays will be installed at the Hemet Mobility Hub and Vine Street Mobility Hub when these projects are constructed. Passengers may also lookup real-time arrival information via RTA’s BusWatch website, mobile application and SMS.

The ATIS project included querying and alerting of bus arrivals via text messaging, which was recently completed with the upgraded ITS program. Mobile application development is also part of this project, which allows passengers to lookup real-time arrival information for all RTA fixed routes.

Additional open projects can be found in Table in 4.4.



RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2020/2021 - FY2022/2023

Comparative Statistics: FY2020 Budget vs. Proposed FY2021 SRTP

	Unlinked Passengers		Revenue Hours		Revenue Miles		Fare Revenue (1)		Operating Expenses	
	FY2020	FY2021	FY2020	FY2021	FY2020	FY2021	FY2020	FY2021	FY2020	FY2021
Direct Operated Routes										
1	1,841,432	864,077	81,287	58,404	877,320	675,189	\$ 2,073,821	\$ -	\$ 8,926,770	\$ 9,947,938
1 RL	148,311	-	17,737	-	242,278	-	\$ 119,078	\$ -	\$ 1,947,798	\$ -
3	133,111	-	11,667	-	142,326	-	\$ 126,083	\$ -	\$ 1,281,303	\$ -
10	156,905	38,398	13,350	8,635	147,432	98,141	\$ 180,300	\$ -	\$ 1,466,039	\$ 1,470,731
11	107,232	34,770	10,067	6,759	115,956	79,674	\$ 125,322	\$ -	\$ 1,105,531	\$ 1,151,194
12	204,309	97,005	19,244	14,174	226,948	170,010	\$ 230,563	\$ -	\$ 2,113,328	\$ 2,414,295
13	219,056	122,133	18,934	11,510	215,412	142,897	\$ 242,933	\$ -	\$ 2,079,291	\$ 1,960,500
14	201,011	77,625	17,092	10,330	211,782	144,590	\$ 228,168	\$ -	\$ 1,877,019	\$ 1,759,553
15	456,003	157,899	31,737	18,139	362,517	231,554	\$ 520,345	\$ -	\$ 3,485,339	\$ 3,089,597
16	484,422	264,044	27,871	22,636	312,071	263,917	\$ 517,605	\$ -	\$ 3,060,744	\$ 3,855,525
18	120,676	28,787	10,328	8,707	131,766	118,481	\$ 134,832	\$ -	\$ 1,134,166	\$ 1,483,066
19	720,557	359,143	50,171	38,748	623,393	522,671	\$ 860,057	\$ -	\$ 5,509,648	\$ 6,599,938
20	286,639	88,571	23,469	13,809	327,278	213,733	\$ 332,931	\$ -	\$ 2,577,380	\$ 2,352,125
21	111,690	53,240	9,805	7,930	141,128	118,167	\$ 139,925	\$ -	\$ 1,076,744	\$ 1,350,665
22	294,543	121,740	21,541	15,278	326,523	249,299	\$ 362,465	\$ -	\$ 2,365,612	\$ 2,602,391
27	193,268	69,574	19,831	11,730	385,040	236,827	\$ 246,397	\$ -	\$ 2,177,835	\$ 1,998,043
28	396,395	204,967	30,441	21,795	521,820	379,100	\$ 472,542	\$ -	\$ 3,342,939	\$ 3,712,287
29	136,953	80,791	15,422	10,498	217,403	155,479	\$ 167,371	\$ -	\$ 1,693,605	\$ 1,788,120
41D	32,899	-	2,133	-	33,947	-	\$ 36,557	\$ -	\$ 234,227	\$ -
49	224,426	92,404	14,930	9,506	182,447	123,231	\$ 269,670	\$ -	\$ 1,639,541	\$ 1,619,223
54F	8,197	-	455	-	2,275	-	\$ 78,053	\$ -	\$ 49,967	\$ -
200	172,740	63,073	25,932	14,588	608,025	374,162	\$ 453,288	\$ 181,807	\$ 2,847,833	\$ 2,484,755
202D	3,063	-	615	-	19,830	-	\$ 5,833	\$ -	\$ 67,494	\$ -
204	61,883	19,321	8,429	6,208	177,755	134,640	\$ 132,553	\$ 37,608	\$ 925,623	\$ 1,057,413
205	21,737	8,822	4,471	4,352	111,659	111,812	\$ 66,721	\$ 21,311	\$ 491,049	\$ 741,279
206	47,313	5,571	6,368	5,107	130,876	139,002	\$ 161,201	\$ 16,701	\$ 699,356	\$ 869,913
208D	21,518	12,861	3,912	6,938	84,247	178,530	\$ 37,393	\$ 17,878	\$ 429,602	\$ 1,181,686
210D	1,886	-	367	-	4,824	-	\$ 7,667	\$ -	\$ 40,296	\$ -
217D	6,039	-	1,165	-	30,080	-	\$ 16,024	\$ -	\$ 127,917	\$ -
Total Directly Operated Routes	6,814,214	2,864,817	498,771	325,780	6,914,358	4,861,106	\$ 8,345,698	\$ 275,304	\$ 54,773,996	\$ 55,490,238
% Change - FY21 vs. FY20		-57.96%		-34.68%		-29.70%		-96.7%		1.3%
Contracted Fixed Routes										
3	8,838	30,172	1,502	4,976	19,131	64,023	\$ 11,600	\$ -	\$ 138,273	\$ 594,728
4	32,863	-	3,388	-	56,568	-	\$ 43,137	\$ -	\$ 312,000	\$ -
8	180,705	51,209	17,042	12,885	245,214	203,676	\$ 233,308	\$ -	\$ 1,569,375	\$ 1,539,895
9	61,534	20,146	6,643	4,904	118,530	96,306	\$ 79,858	\$ -	\$ 611,750	\$ 586,103
19	2,559	265	257	392	3,457	3,580	\$ 2,494	\$ -	\$ 23,712	\$ 46,872
23	91,996	22,361	14,403	11,510	207,785	160,717	\$ 114,121	\$ -	\$ 1,326,330	\$ 1,375,651
24	60,788	18,643	12,085	8,949	144,876	116,012	\$ 75,487	\$ -	\$ 1,112,890	\$ 1,069,493
26	8,798	-	4,331	-	57,318	-	\$ 9,528	\$ -	\$ 398,835	\$ -
30	61,057	8,102	7,610	4,009	92,371	56,143	\$ 69,904	\$ -	\$ 700,763	\$ 479,127
31	148,146	49,638	22,913	17,228	548,582	340,240	\$ 197,552	\$ -	\$ 2,110,078	\$ 2,059,010
32	108,510	30,806	9,721	8,419	105,630	96,492	\$ 137,276	\$ -	\$ 895,222	\$ 1,006,239
33	38,177	9,302	6,986	3,906	86,963	49,566	\$ 45,552	\$ -	\$ 643,324	\$ 466,767
40	31,335	10,053	9,017	7,308	154,733	128,872	\$ 46,022	\$ -	\$ 830,376	\$ 873,369
41C	39,565	10,914	5,193	4,392	85,319	82,769	\$ 43,510	\$ -	\$ 478,265	\$ 524,931
42	45,811	5,357	5,775	3,766	85,501	51,857	\$ 52,944	\$ -	\$ 531,831	\$ 450,045
50	2,213	1,773	2,352	2,231	15,794	14,734	\$ 208,239	\$ 110,000	\$ 216,551	\$ 266,641
51	28,260	-	1,898	-	19,367	-	\$ 158,101	\$ -	\$ 174,823	\$ -
52	49,107	-	3,210	-	22,420	-	\$ 48,763	\$ -	\$ 295,576	\$ -
54	1,384	-	1,741	-	6,918	-	\$ 449	\$ -	\$ 160,310	\$ -
55	9,011	-	794	-	9,339	-	\$ 13,812	\$ -	\$ 73,099	\$ -
61	103,910	35,450	19,400	12,343	327,452	214,620	\$ 150,140	\$ -	\$ 1,786,583	\$ 1,475,187
74	183,478	57,019	21,443	13,316	369,588	233,333	\$ 252,099	\$ -	\$ 1,974,702	\$ 1,591,515
79	103,797	39,792	18,644	12,921	281,298	212,645	\$ 132,767	\$ -	\$ 1,716,955	\$ 1,544,257
202	11,286	-	3,698	-	88,071	-	\$ 28,960	\$ -	\$ 340,573	\$ -
208	31,074	-	6,123	-	170,100	-	\$ 82,638	\$ -	\$ 563,848	\$ -
210	2,155	-	550	-	16,248	-	\$ 6,946	\$ -	\$ 50,647	\$ -
212	-	-	-	-	-	-	\$ -	\$ -	\$ -	\$ -
217	45,439	-	8,182	-	231,848	-	\$ 126,717	\$ -	\$ 753,512	\$ -
Total Contracted Fixed Routes	1,491,796	401,001	214,901	133,454	3,570,421	2,125,585	\$ 2,371,924	\$ 110,000	\$ 19,790,203	\$ 15,949,830
% Change - FY21 vs. FY20		-73.12%		-37.90%		-40.47%		-95.4%		-19.4%
TOTAL FIXED ROUTES	8,306,010	3,265,819	713,672	459,234	10,484,779	6,986,691	\$ 10,717,622	\$ 385,304	\$ 74,564,199	\$ 71,440,069
% Change - FY21 vs. FY20		-60.68%		-35.65%		-33.36%		-96.4%		-4.2%



RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2020/2021 - FY2022/2023

Comparative Statistics: FY2020 Budget vs. Proposed FY2021 SRTP

	Unlinked Passengers		Revenue Hours		Revenue Miles		Fare Revenue (1)		Operating Expenses	
	FY2020	FY2021	FY2020	FY2021	FY2020	FY2021	FY2020	FY2021	FY2020	FY2021
Dial-A-Ride Routes										
Riv-San UZA	250,957	93,422	123,744	49,914	2,037,861	776,886	\$ 1,041,846	\$ 422,477	\$ 10,855,166	\$ 6,927,904
Murr-Tem-Men UZA	82,994	30,235	40,923	16,154	673,938	244,575	\$ 344,548	\$ 137,521	\$ 3,589,898	\$ 2,322,027
Hemet UZA	58,293	21,114	28,744	11,281	473,361	179,283	\$ 242,004	\$ 95,448	\$ 2,521,475	\$ 1,515,301
Non-UZA	2,964	2,487	1,462	1,329	24,069	24,505	\$ 12,305	\$ 11,327	\$ 128,211	\$ 186,899
Total Dial-A-Ride Routes	395,208	147,258	194,873	78,679	3,209,229	1,225,249	\$ 1,640,703	\$ 666,774	\$ 17,094,750	\$ 10,952,130
% Change - FY21 vs. FY20		-62.74%		-59.63%		-61.82%		-59.4%		-35.9%
Taxi Service										
Riv-San UZA	8,633	-	5,024	-	128,979	-	\$ 40,303	\$ -	\$ 479,435	\$ -
Murr-Tem-Men UZA	3,046	-	1,551	-	38,662	-	\$ 14,034	\$ -	\$ 144,231	\$ -
Hemet UZA	2,246	-	1,509	-	39,838	-	\$ 10,657	\$ -	\$ 147,594	\$ -
Non-UZA	159	-	75	-	1,211	-	\$ 728	\$ -	\$ 4,823	\$ -
Total Taxi Routes	14,084	-	8,159	-	208,690	-	\$ 65,722	\$ -	\$ 776,083	\$ -
% Change - FY21 vs. FY20		-100.00%		-100.00%		-100.00%		-100.0%		-100.0%
TOTAL DAR and TAXI SERVICE	409,292	147,258	203,032	78,679	3,417,919	1,225,249	\$ 1,706,425	\$ 666,774	\$ 17,870,833	\$ 10,952,130
% Change - FY21 vs. FY20		-64.02%		-61.25%		-64.15%		-60.9%		-38.7%
GRAND TOTAL	8,715,302	3,413,077	916,704	537,913	13,902,698	8,211,940	\$ 12,424,047	\$ 1,052,078	\$ 92,435,032	\$ 82,392,199
% Change - FY21 vs. FY20		-60.84%		-41.32%		-40.93%		-91.5%		-10.9%

⁽¹⁾ Total Passenger Fare Revenue consists of cash fares, tickets, passes and subsidy agreements. It does not include other local revenues.



RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2020/2021 - FY2022/2023

Table 1: FY2020/21 Individual Route Descriptions as of July 1, 2020

¹ This route has selected trips that are/will be both directly operated and contract operated.

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, SunLine
3 ¹	Local	10th St. and Belle Ave. in Corona via Main St. and Grand Ave. to the Corona Transit Center, Norco College, Jurupa Valley and Eastvale via Hamner Ave. and Limonite Ave. to Amazon Eastvale	Corona, Riverside, Eastvale, Jurupa Valley	Metrolink, Corona Cruiser
10	Local	From Big Springs St. 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	SunLine
12	Local	From Stephens Ave. and Center St. on Riverside's Northside, through downtown, then to Merced Dr. at Magnolia Ave. via Magnolia Ave., California Ave. and Jurupa Ave.	Riverside	Omnitrans
13	Local	From Hunter Park Metrolink Station to Galleria at Tyler in Riverside via Chicago Ave., MLK Blvd., Magnolia Ave., Central Ave., Arlington Ave., Colorado Ave. 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
15	Local	From downtown Riverside to Galleria at Tyler to Magnolia Ave. and Merced Dr. via Magnolia Ave., Arlington Ave., La Sierra Ave., Tyler St. and Indiana Ave.	Riverside	Metrolink, Omnitrans, SunLine, OCTA
16	Local	From Moreno Valley Mall to UCR via Day St., Box Springs Rd., Sycamore Canyon Blvd., Central Ave., Canyon Crest Dr., Campus Dr., University Ave., Iowa Ave. and Blaine St.	Moreno Valley, Riverside	SunLine
18	Local	From Moreno Valley College to Moreno Valley Mall via Kitching St., Perris Blvd., Cottonwood St. and Frederick St., then Pigeon Pass Rd. to Sunnymead Ranch	Moreno Valley	SunLine
19 ¹	Regional	From Moreno Valley Mall to Perris Station Transit Center via Sunnymead Blvd. and Perris Blvd. and Moreno Valley College with service to distribution centers at Indian St. and Morgan St.	Moreno Valley, Perris	Metrolink, SunLine
20	Regional	From Magnolia Ave. and Elizabeth Ln. in Riverside to Moreno Valley College via Central Ave., Alessandro Blvd., Moreno Beach Dr. and Iris St. with selected trips serving Moreno Valley March Field Metrolink Station weekdays	Riverside, Moreno Valley	
21	Local	From Galleria at Tyler in Riverside to Fontana via Van Buren Blvd., Mission Blvd. and Country Village	Jurupa Valley, Fontana, Riverside	Omnitrans
22	Regional	From Perris Station Transit Center to downtown Riverside via Old Elsinore Rd., Clarke 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, March Joint Powers Authority, Perris	Metrolink
28	Regional	From Florida Ave. and Lincoln Ave. in East Hemet to Perris Station Transit Center	Perris, Romoland, Homeland, Hemet, East Hemet, Valle Vista	Metrolink
29	Regional	From downtown Riverside to Amazon Eastvale via Rubidoux Blvd. and Limonite Ave. Selected trips deviate via Jurupa Valley/Pedley station weekdays.	Eastvale, Jurupa Valley, Riverside	Metrolink, Omnitrans, SunLine
41 ¹	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	
49	Regional	From downtown Riverside to Country Village and Fontana via Mission Blvd.	Jurupa Valley, Riverside, Fontana	Omnitrans, SunLine
200	Express	From San Bernardino Transit Center to Anaheim via SR-91 and SR-55 Freeways with stops at downtown Riverside and La Sierra Metrolink Stations, Village at Orange and Anaheim Resort district	Riverside, Corona, Orange, Anaheim	Omnitrans, Metrolink, OCTA, SunLine
204	Express	From UCR to Montclair TransCenter via downtown Riverside, Country Village and Ontario Mills Mall	Riverside, Jurupa Valley, Ontario, Montclair	Metrolink, Omnitrans, Foothill Transit
205	Express	From the Promenade Mall in Temecula to Village at Orange 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, Orange	Metrolink, Corona Cruiser, OCTA
206	Express	From Promenade Mall Temecula to Corona Transit Center via I-15 Freeway with stops in Murrieta, Lake Elsinore, Temescal Valley and Dos Lagos	Temecula, Murrieta, Lake Elsinore, Temescal Valley, Corona	Metrolink, Corona Cruiser
208 ¹	Express	From Promenade Mall Temecula to Riverside Downtown Metrolink Station via I-215 with stops in Murrieta, Perris, Moreno Valley and downtown Riverside	Temecula, Murrieta, Menifee, Perris, Riverside, Moreno Valley	Metrolink, Omnitrans, SunLine



RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2020/2021 - FY2022/2023

Table 1: FY2020/21 Individual Route Descriptions as of July 1, 2020

¹ This route has selected trips that are/will be both directly operated and contract operated.

Route #	Route Class	Route Description	Cities/Communities Served	Connections
Contracted Fixed Routes				
3 ¹	Local	10th St. and Belle Ave. in Corona via Main St. and Grand Ave. to the Corona Transit Center, Norco College, Jurupa Valley and Eastvale via Hamner Ave. and Limonite Ave. to Amazon Eastvale	Corona, Riverside, Eastvale, Jurupa Valley	Metrolink, Corona Cruiser
8	Local	Serving Lake Elsinore Outlet Center, Walmart on Railroad Canyon Rd. 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., Ellis Ave.	Perris, Good Hope, Meadowbrook, Lake Elsinore	Metrolink
19 ¹	Regional	From Perris Station Transit Center to Exceed Facility on Trumble Rd.	Perris	Metrolink
23	Local	From Central & Palomar St. in Wildomar through Murrieta to County Center Dr. in Temecula	Wildomar, Murrieta, Temecula	
24	Local	Temecula service with stops at County Center Dr., Old Town, Pechanga Resort and Temecula Valley Hospital	Temecula	
30	Local	Perris local circulator serving the Perris Transit Center, Walmart, May Ranch and Weston Rd. & Carter Dr.	Perris	Metrolink
31	Regional	Service from Hemet Valley Mall to Moreno Valley Mall via Banning and Beaumont with stops at Mt. San Jacinto Community College, Sun Lakes Village, Walmart on Moreno Beach Dr., Moreno Valley Senior Center and Riverside University Medical Center	Moreno Valley, Banning, Beaumont, San Jacinto, Hemet	Pass Transit, SunLine
32	Local	From Hemet Valley Mall to Mt. San Jacinto College via downtown San Jacinto and San Jacinto Ave.	San Jacinto, Hemet	
33	Local	From Super-Walmart on Sanderson Ave. and the Hemet Valley Mall in west Hemet to Stanford St. and Thornton Ave. in east Hemet	Hemet, East Hemet, Valle Vista	
40	Regional	From Walmart in Lake Elsinore to Cherry Hills Blvd. in Menifee with stops in Canyon Lake, Quail Valley, MSJC Menifee Campus and Heritage Lake	Menifee, Canyon Lake, Lake Elsinore	
41 ¹	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	
42	Local	From the Hemet Valley Mall to Soboba Casino in San Jacinto via Kirby St., Cottonwood Ave., Santa Fe Ave. and East Main St.	Hemet, San Jacinto	
50	Trolley	Riverside downtown Jury Trolley service	Riverside	
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 County Center Dr.	Perris, Menifee, Murrieta, Temecula	Metrolink
74	Regional	From San Jacinto and Hemet to Menifee and Perris, serving MSJC San Jacinto campus, Hemet Valley Mall, Winchester, MSJC Menifee campus and Perris Station Transit Center	San Jacinto, Hemet, Winchester, Menifee, Perris	Metrolink
79	Regional	From the Hemet Valley Mall to Old Town Temecula via Winchester Rd. (State Hwy 79). Also serves County Center Dr., Promenade Mall, Temecula City Hall, French Valley and Southwest Justice Center	Hemet, Winchester, French Valley, Murrieta, Temecula	
208 ¹	Express	From Promenade Mall Temecula to Riverside Downtown Metrolink Station via I-215 with stops in Murrieta, Perris, Moreno Valley and downtown Riverside	Temecula, Murrieta, Menifee, Perris, Riverside, Moreno Valley	Metrolink, Omnitrans, SunLine



RIVERSIDE TRANSIT AGENCY
 SHORT RANGE TRANSIT PLAN
 FY2020/2021 - FY2022/2023

Table 1: FY2020/21 Individual Route Descriptions as of July 1, 2020

¹ This route has selected trips that are/will be both directly operated and contract operated.

Route #	Route Class	Route Description	Cities/Communities Served	Connections
Contracted Paratransit Routes				
Riverside-San Bernadino 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	

Table 1.1 - Fleet Inventory
FY 2020/21 Short Range Transit Plan
Riverside 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 2019/20	# of Contingency Vehicles FY 2019/20	Life to Date Vehicle Miles Prior Year End FY 2018/19	Life to Date Vehicle Miles through March FY 2019/20	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2019/20
2013	GIL	G27D102N4	38	82	42	CN	82		27,023,330	30,985,356	377,870
2014	GIL	G27D102N4	38	9	42	CN	9		2,307,614	2,707,899	300,877
2016	GIL	G27D102N4	38	30	42	CN	30		3,300,986	4,208,698	140,289
Totals:			114	121			121		32,631,930	37,901,953	313,239

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 2019/20	# of Contingency Vehicles FY 2019/20	Life to Date Vehicle Miles Prior Year End FY 2018/19	Life to Date Vehicle Miles through March FY 2019/20	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2019/20
2016	EDN	AerElit320	26	9	33	GA	9		2,112,577	2,308,908	256,545
2016	EDN	AerElit320	26	23	33	GA	23		5,705,275	6,342,620	275,766
2018	GLV	Entourage	28	3	33	CN	3		185,183	211,655	70,551
2019	GLV	Entourage	28	27	33	CN	27		397,339	1,710,167	63,339
2018	SPC	Senator II	12	4	32	CN	4		238,717	431,231	107,807
2018	ZZZ	Villager	28	5	32	CN	5		111,281	181,859	36,371
Totals:			148	71			71		8,750,372	11,186,440	157,555

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 2019/20	# of Contingency Vehicles FY 2019/20	Life to Date Vehicle Miles Prior Year End FY 2018/19	Life to Date Vehicle Miles through March FY 2019/20	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2019/20
2013	GIL	G27D102N4	38	15	42	CN	15		4,527,464	4,959,186	330,612
2014	GIL	G27D102N4	38	2	42	CN	2		402,517	466,900	233,450
2016	GIL	G27D102N4	38	7	42	CN	7		759,749	1,105,936	157,990
Totals:			114	24			24		5,689,730	6,532,022	272,168

Table 1.1 - Fleet Inventory
FY 2020/21 Short Range Transit Plan
Riverside Transit Agency

Commuter Rail / Purchased Transportation

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2019/20	# of Contingency Vehicles FY 2019/20	Life to Date Vehicle Miles Prior Year End FY 2018/19	Life to Date Vehicle Miles through March FY 2019/20	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2019/20
2018	GLV	Entourage	28	7	33	CN	7		463,459	66,208	
Totals:			28	7			7		463,459	66,208	

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 2019/20	# of Contingency Vehicles FY 2019/20	Life to Date Vehicle Miles Prior Year End FY 2018/19	Life to Date Vehicle Miles through March FY 2019/20	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2019/20
2016	EDN	AeroTch220	12	36	23	GA	36		4,687,910	5,814,354	161,509
2013	GCC	Gcii	12	5	22	GA	5		9,182,095	1,171,889	234,377
2017	GLV	Universal	12	30	24	GA	30		2,650,196	3,105,231	103,507
2018	SPC	Senator II	12	39	22	GA	39		1,145,953	2,108,454	54,062
Totals:			48	110			110		17,666,154	12,199,928	110,908

Table 2.0 -- Service Provider Performance Targets Report

FY 2019/20 Short Range Transit Plan Review
Riverside Transit Agency

Data Elements	FY 2019/20 Plan	FY 2019/20 Target	FY 2019/20 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	8,715,302			
Passenger Miles	74,865,016			
Total Actual Vehicle Revenue Hours	916,704.0			
Total Actual Vehicle Revenue Miles	13,902,698.0			
Total Actual Vehicle Miles	17,233,789.0			
Total Operating Expenses	\$92,435,032			
Total Passenger Fare Revenue	\$14,645,321			
Net Operating Expenses	\$77,789,711			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	21.16%	>= 16.81%	21.33%	Meets Target
Discretionary:				
1. Operating Cost Per Revenue Hour	\$100.83	<= \$99.45	\$98.48	Meets Target
2. Subsidy Per Passenger	\$8.93	>= \$6.23 and <= \$8.43	\$8.24	Meets Target
3. Subsidy Per Passenger Mile	\$1.04	>= \$0.88 and <= \$1.20	\$0.96	Meets Target
4. Subsidy Per Hour	\$84.86	>= \$61.57 and <= \$83.29	\$77.47	Meets Target
5. Subsidy Per Mile	\$5.60	>= \$4.05 and <= \$5.47	\$5.13	Meets Target
6. Passengers Per Revenue Hour	9.51	>= 8.42 and <= 11.39	9.40	Meets Target
7. Passengers Per Revenue Mile	0.63	>= 0.55 and <= 0.75	0.62	Meets Target

Note: Must meet at least 4 out of 7 Discretionary Performance Indicators

Productivity Performance Summary:

Service Provider Comments:

Performance Indicators	FY 2018/19 End of Year Actual	FY 2019/20 3rd Quarter Year-to-Date	FY 2020/21 Plan	FY 2020/21 Target	Plan Performance Scorecard (a)
Passengers	8,697,652	6,244,521	3,413,076	None	
Passenger Miles	60,974,297	53,795,212	23,753,074	None	
Revenue Hours	880,029.4	664,041.2	537,914.0	None	
Total Hours	1,005,385.6	753,264.7	620,363.0	None	
Revenue Miles	13,376,948.5	10,023,015.7	8,211,940.0	None	
Total Miles	16,559,181.1	12,344,505.7	10,345,926.0	None	
Operating Costs	\$73,902,008	\$65,396,958	\$82,392,199	None	
Passenger Revenue	\$18,302,160	\$13,952,115	\$2,570,042	None	
Measure-A Revenue				None	
LCTOP Revenue			\$3,365,455	None	
Operating Subsidy	\$55,599,848	\$51,444,843	\$79,822,157	None	
Operating Costs Per Revenue Hour	\$83.98	\$98.48	\$153.17	<= \$98.01	FAILS TO MEET TARGET
Operating Cost Per Revenue Mile	\$5.52	\$6.52	\$10.03	None	
Operating Costs Per Passenger	\$8.50	\$10.47	\$24.14	None	
Farebox Recovery Ratio	24.77%	21.33%	7.20%	>= 0.2	FAILS TO MEET TARGET
Subsidy Per Passenger	\$6.39	\$8.24	\$23.39	>= \$7.23 and <= \$9.79	BETTER THAN TARGET
Subsidy Per Passenger Mile	\$0.91	\$0.96	\$3.36	>= \$0.82 and <= \$1.12	BETTER THAN TARGET
Subsidy Per Revenue Hour	\$63.18	\$77.47	\$148.39	>= \$63.04 and <= \$85.28	BETTER THAN TARGET
Subsidy Per Revenue Mile	\$4.16	\$5.13	\$9.72	>= \$4.14 and <= \$5.60	BETTER THAN TARGET
Passengers Per Revenue Hour	9.88	9.40	6.35	>= 7.41 and <= 10.03	FAILS TO MEET TARGET
Passengers Per Revenue Mile	0.65	0.62	0.42	>= 0.48 and <= 0.66	FAILS TO MEET TARGET

a) The Plan Performance Scorecard column is the result of comparing the FY 2020/21 Plan to the FY 2020/21 Primary Target.

Table 2.2 -- Riverside Transit Agency -- SRTP Service Summary
FY 2020/21 Short Range Transit Plan
All Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	61	63	184	63	142
Financial Data					
Total Operating Expenses	\$76,320,585	\$73,902,008	\$92,435,032	\$65,396,958	\$82,392,199
Total Passenger Fare Revenue	\$16,551,836	\$18,302,160	\$14,645,321	\$13,952,115	\$2,570,042
Net Operating Expenses (Subsidies)	\$59,768,749	\$55,599,848	\$77,789,711	\$51,444,843	\$79,822,157
Operating Characteristics					
Unlinked Passenger Trips	8,583,410	8,697,652	8,715,302	6,244,521	3,413,076
Passenger Miles	61,095,376	60,974,297	74,865,016	53,795,212	23,753,074
Total Actual Vehicle Revenue Hours (a)	871,285.7	880,029.4	916,704.0	664,041.2	537,914.0
Total Actual Vehicle Revenue Miles (b)	13,314,621.9	13,376,948.5	13,902,698.0	10,023,015.7	8,211,940.0
Total Actual Vehicle Miles	16,636,856.2	16,559,181.1	17,233,789.0	12,344,505.7	10,345,926.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$87.60	\$83.98	\$100.83	\$98.48	\$153.17
Farebox Recovery Ratio	21.69%	24.77%	21.16%	21.33%	7.20%
Subsidy per Passenger	\$6.96	\$6.39	\$8.93	\$8.24	\$23.39
Subsidy per Passenger Mile	\$0.98	\$0.91	\$1.04	\$0.96	\$3.36
Subsidy per Revenue Hour (a)	\$68.60	\$63.18	\$84.86	\$77.47	\$148.39
Subsidy per Revenue Mile (b)	\$4.49	\$4.16	\$5.60	\$5.13	\$9.72
Passenger per Revenue Hour (a)	9.9	9.9	9.5	9.4	6.4
Passenger per Revenue Mile (b)	0.64	0.65	0.63	0.62	0.42

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

Table 2.2 -- Riverside Transit Agency -- SRTP Service Summary

**FY 2020/21 Short Range Transit Plan
Excluded Routes**

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	9	21	73	12	31
Financial Data					
Total Operating Expenses	\$14,458,642	\$17,341,511	\$25,224,674	\$13,124,210	\$15,368,025
Total Passenger Fare Revenue	\$1,505,152	\$2,919,347	\$3,490,631	\$1,819,518	\$72,187
Net Operating Expenses (Subsidies)	\$12,953,490	\$14,422,164	\$21,734,043	\$11,304,692	\$15,295,838
Operating Characteristics					
Unlinked Passenger Trips	535,732	2,411,134	2,459,523	1,340,234	568,589
Passenger Miles	5,764,439	19,261,465	34,144,615	13,694,362	6,069,244
Total Actual Vehicle Revenue Hours (a)	226,289.6	251,382.6	233,578.0	123,924.0	94,049.0
Total Actual Vehicle Revenue Miles (b)	3,667,202.1	4,179,317.8	4,045,690.0	2,051,501.9	1,689,423.0
Total Actual Vehicle Miles	4,635,167.2	5,211,672.7	4,970,649.0	2,481,928.9	2,232,587.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$63.89	\$68.98	\$107.99	\$105.91	\$163.40
Farebox Recovery Ratio	10.41%	16.83%	28.76%	13.86%	5.28%
Subsidy per Passenger	\$24.18	\$5.98	\$8.84	\$8.43	\$26.90
Subsidy per Passenger Mile	\$2.25	\$0.75	\$0.64	\$0.83	\$2.52
Subsidy per Revenue Hour (a)	\$57.24	\$57.37	\$93.05	\$91.22	\$162.64
Subsidy per Revenue Mile (b)	\$3.53	\$3.45	\$5.37	\$5.51	\$9.05
Passenger per Revenue Hour (a)	2.4	9.6	10.5	10.8	6.1
Passenger per Revenue Mile (b)	0.15	0.58	0.61	0.65	0.34

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

Table 2.2 -- Riverside Transit Agency -- SRTP Service Summary

FY 2020/21 Short Range Transit Plan

Non-Excluded Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	52	52	111	57	111
Financial Data					
Total Operating Expenses	\$61,861,943	\$56,560,497	\$67,210,358	\$52,272,748	\$67,024,174
Total Passenger Fare Revenue	\$15,046,684	\$15,382,813	\$11,154,690	\$12,132,597	\$2,497,855
Net Operating Expenses (Subsidies)	\$46,815,259	\$41,177,684	\$56,055,668	\$40,140,151	\$64,526,319
Operating Characteristics					
Unlinked Passenger Trips	8,047,678	6,286,518	6,255,779	4,904,287	2,844,487
Passenger Miles	55,330,937	41,712,832	40,720,401	40,100,850	17,683,830
Total Actual Vehicle Revenue Hours (a)	644,996.1	628,646.7	683,126.0	540,117.2	443,865.0
Total Actual Vehicle Revenue Miles (b)	9,647,419.8	9,197,630.7	9,857,008.0	7,971,513.7	6,522,517.0
Total Actual Vehicle Miles	12,001,689.0	11,347,508.3	12,263,140.0	9,862,576.8	8,113,339.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$95.91	\$89.97	\$98.39	\$96.78	\$151.00
Farebox Recovery Ratio	24.32%	27.20%	18.31%	23.21%	7.64%
Subsidy per Passenger	\$5.82	\$6.55	\$8.96	\$8.18	\$22.68
Subsidy per Passenger Mile	\$0.85	\$0.99	\$1.38	\$1.00	\$3.65
Subsidy per Revenue Hour (a)	\$72.58	\$65.50	\$82.06	\$74.32	\$145.37
Subsidy per Revenue Mile (b)	\$4.85	\$4.48	\$5.69	\$5.04	\$9.89
Passenger per Revenue Hour (a)	12.5	10.0	9.2	9.1	6.4
Passenger per Revenue Mile (b)	0.83	0.68	0.63	0.62	0.44

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

**Table 2.2 -- RTA-BUS -- SRTP Service Summary
FY 2020/21 Short Range Transit Plan
All Routes**

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	27	29	121	29	104
Financial Data					
Total Operating Expenses	\$45,344,067	\$43,633,672	\$54,790,401	\$39,790,737	\$55,490,238
Total Passenger Fare Revenue	\$12,196,667	\$14,126,671	\$10,566,973	\$11,172,911	\$1,793,268
Net Operating Expenses (Subsidies)	\$33,147,400	\$29,507,001	\$44,223,428	\$28,617,826	\$53,696,970
Operating Characteristics					
Unlinked Passenger Trips	6,733,159	6,825,680	6,814,214	4,894,513	2,864,816
Passenger Miles	45,420,633	45,497,976	55,325,782	38,725,794	19,588,964
Total Actual Vehicle Revenue Hours (a)	454,083.8	477,158.4	498,771.0	370,325.3	325,781.0
Total Actual Vehicle Revenue Miles (b)	6,414,366.3	6,634,855.0	6,914,358.0	5,141,865.9	4,861,106.0
Total Actual Vehicle Miles	7,439,877.6	7,755,931.7	8,022,582.0	5,968,920.4	6,116,386.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$99.86	\$91.44	\$109.85	\$107.45	\$170.33
Farebox Recovery Ratio	26.90%	32.38%	24.92%	28.08%	9.29%
Subsidy per Passenger	\$4.92	\$4.32	\$6.49	\$5.85	\$18.74
Subsidy per Passenger Mile	\$0.73	\$0.65	\$0.80	\$0.74	\$2.74
Subsidy per Revenue Hour (a)	\$73.00	\$61.84	\$88.66	\$77.28	\$164.83
Subsidy per Revenue Mile (b)	\$5.17	\$4.45	\$6.40	\$5.57	\$11.05
Passenger per Revenue Hour (a)	14.8	14.3	13.7	13.2	8.8
Passenger per Revenue Mile (b)	1.05	1.03	0.99	0.95	0.59

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

Table 2.2 -- RTA Bus (Contract) -- SRTP Service Summary
FY 2020/21 Short Range Transit Plan
All Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	26	27	63	26	38
Financial Data					
Total Operating Expenses	\$16,517,876	\$15,278,960	\$19,773,798	\$13,937,072	\$15,949,830
Total Passenger Fare Revenue	\$2,850,017	\$2,696,440	\$2,371,923	\$1,587,148	\$110,000
Net Operating Expenses (Subsidies)	\$13,667,859	\$12,582,520	\$17,401,875	\$12,349,924	\$15,839,830
Operating Characteristics					
Unlinked Passenger Trips	1,434,349	1,465,889	1,491,796	1,083,105	401,002
Passenger Miles	10,554,990	10,477,439	16,089,468	11,783,841	2,351,365
Total Actual Vehicle Revenue Hours (a)	206,028.0	209,163.3	214,901.0	159,378.0	133,455.0
Total Actual Vehicle Revenue Miles (b)	3,437,415.0	3,424,493.8	3,570,421.0	2,578,701.1	2,125,585.0
Total Actual Vehicle Miles	4,844,391.0	4,725,227.7	4,918,739.0	3,528,573.3	2,707,607.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$80.17	\$73.05	\$92.01	\$87.45	\$119.51
Farebox Recovery Ratio	17.25%	17.65%	16.93%	11.39%	0.68%
Subsidy per Passenger	\$9.53	\$8.58	\$11.67	\$11.40	\$39.50
Subsidy per Passenger Mile	\$1.29	\$1.20	\$1.08	\$1.05	\$6.74
Subsidy per Revenue Hour (a)	\$66.34	\$60.16	\$80.98	\$77.49	\$118.69
Subsidy per Revenue Mile (b)	\$3.98	\$3.67	\$4.87	\$4.79	\$7.45
Passenger per Revenue Hour (a)	7.0	7.0	6.9	6.8	3.0
Passenger per Revenue Mile (b)	0.42	0.43	0.42	0.42	0.19

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

**Table 2.2 -- RTA-DAR -- SRTP Service Summary
FY 2020/21 Short Range Transit Plan
All Routes**

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	4	4		4	
Financial Data					
Total Operating Expenses	\$13,847,982	\$14,365,383	\$17,094,750	\$11,326,234	\$10,952,130
Total Passenger Fare Revenue	\$1,451,606	\$1,428,510	\$1,640,703	\$1,151,631	\$666,774
Net Operating Expenses (Subsidies)	\$12,396,376	\$12,936,873	\$15,454,047	\$10,174,603	\$10,285,357
Operating Characteristics					
Unlinked Passenger Trips	403,099	393,713	395,208	259,100	147,258
Passenger Miles	4,962,149	4,846,607	3,230,031	3,189,521	1,812,745
Total Actual Vehicle Revenue Hours (a)	204,026.7	186,938.4	194,873.0	130,477.6	78,678.0
Total Actual Vehicle Revenue Miles (b)	3,265,002.9	3,140,400.5	3,209,229.0	2,207,920.8	1,225,249.0
Total Actual Vehicle Miles	4,154,750.0	3,900,822.5	4,083,778.0	2,752,484.3	1,521,933.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$67.87	\$76.85	\$87.72	\$86.81	\$139.20
Farebox Recovery Ratio	10.48%	9.94%	14.60%	10.17%	6.08%
Subsidy per Passenger	\$30.75	\$32.86	\$39.10	\$39.27	\$69.85
Subsidy per Passenger Mile	\$2.50	\$2.67	\$4.78	\$3.19	\$5.67
Subsidy per Revenue Hour (a)	\$60.76	\$69.20	\$79.30	\$77.98	\$130.73
Subsidy per Revenue Mile (b)	\$3.80	\$4.12	\$4.82	\$4.61	\$8.39
Passenger per Revenue Hour (a)	2.0	2.1	2.0	2.0	1.9
Passenger per Revenue Mile (b)	0.12	0.13	0.12	0.12	0.12

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

Table 2.2 -- RTA Taxi -- SRTP Service Summary
FY 2020/21 Short Range Transit Plan
All Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	4	4		4	
Financial Data					
Total Operating Expenses	\$610,660	\$623,993	\$776,083	\$342,915	\$0
Total Passenger Fare Revenue	\$53,546	\$50,539	\$65,722	\$40,425	\$0
Net Operating Expenses (Subsidies)	\$557,114	\$573,454	\$710,361	\$302,490	\$0
Operating Characteristics					
Unlinked Passenger Trips	12,803	12,370	14,084	7,803	0
Passenger Miles	157,605	152,275	219,735	96,055	0
Total Actual Vehicle Revenue Hours (a)	7,147.3	6,769.4	8,159.0	3,860.2	0.0
Total Actual Vehicle Revenue Miles (b)	197,837.7	177,199.3	208,690.0	94,527.8	0.0
Total Actual Vehicle Miles	197,837.7	177,199.3	208,690.0	94,527.8	0.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$85.44	\$92.18	\$95.12	\$88.83	
Farebox Recovery Ratio	8.77%	8.10%	8.46%	11.79%	
Subsidy per Passenger	\$43.51	\$46.36	\$50.44	\$38.77	
Subsidy per Passenger Mile	\$3.53	\$3.77	\$3.23	\$3.15	
Subsidy per Revenue Hour (a)	\$77.95	\$84.71	\$87.06	\$78.36	
Subsidy per Revenue Mile (b)	\$2.82	\$3.24	\$3.40	\$3.20	
Passenger per Revenue Hour (a)	1.8	1.8	1.7	2.0	
Passenger per Revenue Mile (b)	0.06	0.07	0.07	0.08	

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



RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2020/2021 - FY2022/2023

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/DAR)	Service Type (DO/CO)	Route Description	Date of Implementation	Exemption End Date
4 ¹	FR	CO	New route from Amazon Eastvale to Corona Transit Center via Archibald Ave. and River Rd. through Eastvale, Norco and Corona	---	---
9	FR	CO	From the Lake Elsinore Outlet Mall to Perris Station Transit Center via Hwy 74	9/9/2018	6/30/2021
12	FR	DO	Riverside (La Cadena & Stephens) to downtown Riverside, Galleria at Tyler Mall and Corona Hills Plaza	9/8/2019	6/30/2022
22	FR	DO	From Perris Station Transit Center to downtown Riverside via Hwy 74, Old Elsinore Rd. and Alessandro Blvd.	9/9/2018	6/30/2021
27	FR	DO	From Perris Station Transit Center to Galleria at Tyler in Riverside via Florida Ave., 215 Fwy and Van Buren Blvd.	1/13/2019	6/30/2021
28	FR	DO	New route from Florida Ave. and Lincoln Ave. in east Hemet to Perris Station Transit Center	1/13/2019	6/30/2021
30	FR	CO	Perris local circulator serving the Perris Transit Center, Walmart, May Ranch and Weston Rd. & Carter Dr.	4/5/2020	6/30/2022
33	FR	CO	From Super-Walmart on Sanderson Ave. and the Hemet Valley Mall in west Hemet to Stanford St. and Thornton Ave. in east Hemet	4/5/2020	6/30/2022
204 ²	FR	DO	From UCR, downtown Riverside and Jurupa Valley to Ontario Mills Mall and Montclair Transit Center	1/12/2020	6/30/2022
206 ²	FR	DO	From the Promenade Mall in Temecula to Corona Transit Center via 15 Fwy with stops at Murrieta, Lake Elsinore Outlet Center and Temescal Valley	1/12/2020	6/30/2022
208 ²	FR	CO/DO	Serves the Promenade Mall in Temecula to the Riverside Downtown Metrolink Station and downtown area via 1-215 with stops in Murrieta, Menifee, Perris and Moreno Valley	1/12/2020	6/30/2022
217 ³	FR	CO/DO	Serves Hemet and San Jacinto to Temecula and Escondido	1/12/2020	6/30/2022

¹ Route 4 implementation has been postponed due to the COVID-19 pandemic.

² Additional mid-day service was suspended as of 4/5/20 due to the COVID-19 pandemic.

³ As of 4/5/20, Route 217 is no longer running due to the COVID-19 pandemic.

Table 2.3 - SRTP Route Statistics

Riverside Transit Agency -- 7

FY 2020/21

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
RTA-0	All Days									\$1,517,964		
RTA-1	All Days	18	864,077	4,650,598	58,404	63,755	675,189	824,475	\$9,947,938	\$0		\$1,536,000
RTA-10	All Days	3	38,398	206,608	8,635	9,171	98,141	111,836	\$1,470,731	\$0		
RTA-101	All Days	0	0	0	0	0	0	0	\$0	\$0		
RTA-11	All Days	3	34,770	187,300	6,759	7,440	79,674	100,163	\$1,151,194	\$0		
RTA-12	All Days	4	97,005	521,803	14,174	15,449	170,010	201,719	\$2,414,295	\$0		
RTA-13	All Days	3	122,133	657,187	11,510	12,782	142,897	171,371	\$1,960,500	\$0		
RTA-14	All Days	4	77,625	418,012	10,330	11,687	144,590	181,260	\$1,759,553	\$0		
RTA-15	All Days	5	157,899	849,828	18,139	19,895	231,554	273,876	\$3,089,597	\$0		
RTA-16/16E	All Days	7	264,044	1,422,004	22,636	24,439	263,917	300,509	\$3,855,525	\$0		\$500,000
RTA-18	All Days	3	28,787	154,863	8,707	9,495	118,481	142,907	\$1,483,066	\$0		
RTA-19	All Days	8	359,143	1,932,565	38,748	43,392	522,671	678,731	\$6,599,938	\$0		\$589,270
RTA-19C	All Days	0	265	1,805	392	587	3,580	10,208	\$46,872	\$0		
RTA-20	All Days	6	88,571	476,836	13,809	15,050	213,733	243,435	\$2,352,125	\$0		
RTA-200	All Days	6	63,073	1,307,664	14,588	16,778	374,162	442,161	\$2,484,755	\$181,807		
RTA-202	All Days	0	0	0	0	0	0	0	\$0	\$0		
RTA-202D	All Days	0	0	0	0	0	0	0	\$0	\$0		
RTA-204D	All Days	2	19,321	363,807	6,208	6,810	134,640	145,487	\$1,057,413	\$37,608		\$289,900
RTA-205	All Days	3	8,822	166,121	4,352	6,810	111,812	192,613	\$741,279	\$21,311		
RTA-206D	All Days	3	5,571	104,901	5,107	8,474	139,002	239,546	\$869,913	\$16,701		\$185,727
RTA-208	All Days	0	0	0	0	0	0	0	\$0	\$0		
RTA-208D	All Days	2	12,861	242,178	6,938	10,679	178,530	300,425	\$1,181,686	\$17,878		\$264,558
RTA-21	All Days	2	53,240	286,333	7,930	9,086	118,167	150,394	\$1,350,665	\$0		
RTA-210	All Days	0	0	0	0	0	0	0	\$0	\$0		
RTA-210D	All Days	0	0	0	0	0	0	0	\$0	\$0		
RTA-217	All Days	0	0	0	0	0	0	0	\$0	\$0		
RTA-217D	All Days	0	0	0	0	0	0	0	\$0	\$0		
RTA-22	All Days	6	121,740	1,443,842	15,278	17,962	249,299	330,874	\$2,602,391	\$0		
RTA-23	All Days	3	22,361	153,306	11,510	13,255	160,717	213,548	\$1,375,651	\$0		
RTA-24	All Days	3	18,643	127,328	8,949	10,396	116,012	161,308	\$1,069,493	\$0		
RTA-26	All Days	0	0	0	0	0	0	0	\$0	\$0		
RTA-27	All Days	4	69,574	825,870	11,730	13,137	236,827	283,703	\$1,998,043	\$0		
RTA-28	All Days	6	204,967	2,438,927	21,795	25,455	379,100	476,947	\$3,712,287	\$0		
RTA-29	All Days	3	80,791	434,793	10,498	11,495	155,479	174,865	\$1,788,120	\$0		
RTA-3	All Days	1	30,172	188,795	4,976	6,619	64,023	110,415	\$594,728	\$0		
RTA-30	All Days	1	8,102	56,119	4,009	4,374	56,143	59,282	\$479,127	\$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-31	All Days	5	49,638	341,980	17,228	21,243	340,240	436,491	\$2,059,010	\$0		
RTA-32	All Days	2	30,806	211,240	8,419	9,733	96,492	128,649	\$1,006,239	\$0		
RTA-33	All Days	2	9,302	64,381	3,906	4,514	49,566	64,860	\$466,767	\$0		
RTA-3D	All Days	0	0	0	0	0	0	0	\$0	\$0		
RTA-40	All Days	1	10,053	69,716	7,308	8,530	128,872	158,392	\$873,369	\$0		
RTA-41C	All Days	1	10,914	75,193	4,392	5,122	82,769	95,909	\$524,931	\$0		
RTA-41D	All Days	0	0	0	0	0	0	0	\$0	\$0		
RTA-42	All Days	1	5,357	36,781	3,766	4,337	51,857	64,304	\$450,045	\$0		
RTA-49	All Days	3	92,404	496,924	9,506	10,535	123,231	149,089	\$1,619,223	\$0		
RTA-50	All Days	2	1,773	3,245	2,231	3,055	14,734	34,733	\$266,641	\$110,000		
RTA-51	All Days	0	0	0	0	0	0	0	\$0	\$0		
RTA-52	All Days	0	0	0	0	0	0	0	\$0	\$0		
RTA-54	All Days	0	0	0	0	0	0	0	\$0	\$0		
RTA-55	All Days	0	0	0	0	0	0	0	\$0	\$0		
RTA-61	All Days	4	35,450	245,016	12,343	13,621	214,620	247,068	\$1,475,187	\$0		
RTA-74	All Days	4	57,019	394,186	13,316	15,732	233,333	292,937	\$1,591,516	\$0		
RTA-79	All Days	4	39,792	274,692	12,921	14,983	212,645	268,891	\$1,544,257	\$0		
RTA-8	All Days	3	51,209	100,166	12,885	13,827	203,676	230,868	\$1,539,895	\$0		
RTA-9	All Days	1	20,146	7,416	4,904	6,295	96,306	129,744	\$586,103	\$0		
RTA-HEMDAR	All Days		21,114	259,916	11,281	13,231	179,283	217,222	\$1,515,301	\$95,448		
RTA-HemTax	All Days		0	0	0	0	0	0	\$0	\$0		
RTA-MTMDAR	All Days		30,235	372,191	16,154	19,919	244,575	317,729	\$2,322,027	\$137,521		
RTA-MTMTax	All Days		0	0	0	0	0	0	\$0	\$0		
RTA-NonDAR	All Days		2,487	30,619	1,329	1,362	24,505	24,888	\$186,899	\$11,327		
RTA-NonTax	All Days		0	0	0	0	0	0	\$0	\$0		
RTA-RSBDAR	All Days		93,422	1,150,019	49,914	59,852	776,886	962,094	\$6,927,904	\$422,477		
RTA-RSBTax	All Days		0	0	0	0	0	0	\$0	\$0		
		142	3,413,076	23,753,074	537,914	620,363	8,211,940	10,345,926	\$82,392,199	\$2,570,042		\$3,365,455

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-0	All Days	(\$1,517,964)										
RTA-1	All Days	\$9,947,938	\$170.33	\$14.73	\$11.51	15.44%	\$11.51	\$2.14	\$170.33	\$14.73	14.79	1.28
RTA-10	All Days	\$1,470,731	\$170.32	\$14.99	\$38.30	0.00%	\$38.30	\$7.12	\$170.32	\$14.99	4.45	0.39
RTA-101	All Days	\$0										
RTA-11	All Days	\$1,151,194	\$170.32	\$14.45	\$33.11	0.00%	\$33.11	\$6.15	\$170.32	\$14.45	5.14	0.44
RTA-12	All Days	\$2,414,295	\$170.33	\$14.20	\$24.89	0.00%	\$24.89	\$4.63	\$170.33	\$14.20	6.84	0.57
RTA-13	All Days	\$1,960,500	\$170.33	\$13.72	\$16.05	0.00%	\$16.05	\$2.98	\$170.33	\$13.72	10.61	0.85
RTA-14	All Days	\$1,759,553	\$170.33	\$12.17	\$22.67	0.00%	\$22.67	\$4.21	\$170.33	\$12.17	7.51	0.54
RTA-15	All Days	\$3,089,597	\$170.33	\$13.34	\$19.57	0.00%	\$19.57	\$3.64	\$170.33	\$13.34	8.70	0.68
RTA-16/16E	All Days	\$3,855,525	\$170.33	\$14.61	\$14.60	12.96%	\$14.60	\$2.71	\$170.33	\$14.61	11.66	1.00
RTA-18	All Days	\$1,483,066	\$170.33	\$12.52	\$51.52	0.00%	\$51.52	\$9.58	\$170.33	\$12.52	3.31	0.24
RTA-19	All Days	\$6,599,938	\$170.33	\$12.63	\$18.38	8.92%	\$18.38	\$3.42	\$170.33	\$12.63	9.27	0.69
RTA-19C	All Days	\$46,872	\$119.57	\$13.09	\$176.88	0.00%	\$176.88	\$25.97	\$119.57	\$13.09	0.68	0.07
RTA-20	All Days	\$2,352,125	\$170.33	\$11.00	\$26.56	0.00%	\$26.56	\$4.93	\$170.33	\$11.00	6.41	0.41
RTA-200	All Days	\$2,302,949	\$170.33	\$6.64	\$39.39	7.31%	\$36.51	\$1.76	\$157.87	\$6.15	4.32	0.17
RTA-202	All Days	\$0										
RTA-202D	All Days	\$0										
RTA-204D	All Days	\$1,019,805	\$170.33	\$7.85	\$54.73	30.97%	\$52.78	\$2.80	\$164.27	\$7.57	3.11	0.14
RTA-205	All Days	\$719,968	\$170.33	\$6.63	\$84.03	2.87%	\$81.61	\$4.33	\$165.43	\$6.44	2.03	0.08
RTA-206D	All Days	\$853,212	\$170.34	\$6.26	\$156.15	23.26%	\$153.15	\$8.13	\$167.07	\$6.14	1.09	0.04
RTA-208	All Days	\$0										
RTA-208D	All Days	\$1,163,808	\$170.32	\$6.62	\$91.88	23.90%	\$90.49	\$4.81	\$167.74	\$6.52	1.85	0.07
RTA-21	All Days	\$1,350,665	\$170.32	\$11.43	\$25.37	0.00%	\$25.37	\$4.72	\$170.32	\$11.43	6.71	0.45
RTA-210	All Days	\$0										
RTA-210D	All Days	\$0										
RTA-217	All Days	\$0										
RTA-217D	All Days	\$0										
RTA-22	All Days	\$2,602,391	\$170.34	\$10.44	\$21.38	0.00%	\$21.38	\$1.80	\$170.34	\$10.44	7.97	0.49
RTA-23	All Days	\$1,375,651	\$119.52	\$8.56	\$61.52	0.00%	\$61.52	\$8.97	\$119.52	\$8.56	1.94	0.14
RTA-24	All Days	\$1,069,493	\$119.51	\$9.22	\$57.37	0.00%	\$57.37	\$8.40	\$119.51	\$9.22	2.08	0.16
RTA-26	All Days	\$0										
RTA-27	All Days	\$1,998,043	\$170.34	\$8.44	\$28.72	0.00%	\$28.72	\$2.42	\$170.34	\$8.44	5.93	0.29
RTA-28	All Days	\$3,712,287	\$170.33	\$9.79	\$18.11	0.00%	\$18.11	\$1.52	\$170.33	\$9.79	9.40	0.54
RTA-29	All Days	\$1,788,120	\$170.33	\$11.50	\$22.13	0.00%	\$22.13	\$4.11	\$170.33	\$11.50	7.70	0.52
RTA-3	All Days	\$594,728	\$119.52	\$9.29	\$19.71	0.00%	\$19.71	\$3.15	\$119.52	\$9.29	6.06	0.47
RTA-30	All Days	\$479,127	\$119.51	\$8.53	\$59.14	0.00%	\$59.14	\$8.54	\$119.51	\$8.53	2.02	0.14

Table 2.3 - SRTP Route Statistics

Riverside Transit Agency -- 7

FY 2020/21

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
RTA-31	All Days	\$2,059,010	\$119.52	\$6.05	\$41.48	0.00%	\$41.48	\$6.02	\$119.52	\$6.05	2.88	0.15
RTA-32	All Days	\$1,006,239	\$119.52	\$10.43	\$32.66	0.00%	\$32.66	\$4.76	\$119.52	\$10.43	3.66	0.32
RTA-33	All Days	\$466,767	\$119.50	\$9.42	\$50.18	0.00%	\$50.18	\$7.25	\$119.50	\$9.42	2.38	0.19
RTA-3D	All Days	\$0										
RTA-40	All Days	\$873,369	\$119.51	\$6.78	\$86.88	0.00%	\$86.88	\$12.53	\$119.51	\$6.78	1.38	0.08
RTA-41C	All Days	\$524,931	\$119.52	\$6.34	\$48.10	0.00%	\$48.10	\$6.98	\$119.52	\$6.34	2.48	0.13
RTA-41D	All Days	\$0										
RTA-42	All Days	\$450,045	\$119.50	\$8.68	\$84.01	0.00%	\$84.01	\$12.24	\$119.50	\$8.68	1.42	0.10
RTA-49	All Days	\$1,619,223	\$170.34	\$13.14	\$17.52	0.00%	\$17.52	\$3.26	\$170.34	\$13.14	9.72	0.75
RTA-50	All Days	\$156,641	\$119.52	\$18.10	\$150.39	41.25%	\$88.35	\$48.27	\$70.21	\$10.63	0.79	0.12
RTA-51	All Days	\$0										
RTA-52	All Days	\$0										
RTA-54	All Days	\$0										
RTA-55	All Days	\$0										
RTA-61	All Days	\$1,475,187	\$119.52	\$6.87	\$41.61	0.00%	\$41.61	\$6.02	\$119.52	\$6.87	2.87	0.17
RTA-74	All Days	\$1,591,516	\$119.52	\$6.82	\$27.91	0.00%	\$27.91	\$4.04	\$119.52	\$6.82	4.28	0.24
RTA-79	All Days	\$1,544,257	\$119.52	\$7.26	\$38.81	0.00%	\$38.81	\$5.62	\$119.52	\$7.26	3.08	0.19
RTA-8	All Days	\$1,539,895	\$119.51	\$7.56	\$30.07	0.00%	\$30.07	\$15.37	\$119.51	\$7.56	3.97	0.25
RTA-9	All Days	\$586,103	\$119.52	\$6.09	\$29.09	0.00%	\$29.09	\$79.03	\$119.52	\$6.09	4.11	0.21
RTA-HEMDAR	All Days	\$1,419,853	\$134.32	\$8.45	\$71.77	6.29%	\$67.25	\$5.46	\$125.86	\$7.92	1.87	0.12
RTA-HemTax	All Days	\$0										
RTA-MTMDAR	All Days	\$2,184,506	\$143.74	\$9.49	\$76.80	5.92%	\$72.25	\$5.87	\$135.23	\$8.93	1.87	0.12
RTA-MTMTax	All Days	\$0										
RTA-NonDAR	All Days	\$175,572	\$140.63	\$7.63	\$75.15	6.06%	\$70.60	\$5.73	\$132.11	\$7.16	1.87	0.10
RTA-NonTax	All Days	\$0										
RTA-RSBDAR	All Days	\$6,505,426	\$138.80	\$8.92	\$74.16	6.09%	\$69.63	\$5.66	\$130.33	\$8.37	1.87	0.12
RTA-RSBTax	All Days	\$0										
		\$79,822,157	\$153.17	\$10.03	\$24.14	7.20%	\$23.39	\$3.36	\$148.39	\$9.72	6.35	0.42



RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2020/2021 - FY2022/2023

Table 3 Highlights

Type	FY2016/2017 Audited	FY2017/2018 Audited	FY2018/2019 Audited	FY2019/20 Estimated (Based on 3rd Qtr actuals and annualized)	FY2020/21 Planned
System-Wide Ridership	8,741,975	8,583,410	8,702,284	6,845,252	3,413,077
Operating cost per revenue hours	\$88.98	\$90.94	\$97.25	\$115.45	\$153.17

Recent Trends:

The trend in 2016-2018 has been downward for ridership as gas prices and car ownership costs have remained relatively low and the economy continues to create more jobs leading to more people opting to purchase cars and lesser use of transit. In FY2019, RTA began to see an upward trend in ridership largely due to new service as well as increased gas prices. From July 2019 thru February 2020, ridership has kept pace with FY19 despite a projected decrease in ridership due to the fare increase that was implemented in July 2019. In March 2020, ridership across all forms of public transportation, including RTA, dropped dramatically due to the Coronavirus (COVID-19) pandemic. The new Route 4 was scheduled to begin in May of 2020; however, due to the COVID-19 pandemic, Route 4 implementation has been postponed. Routes 51 and 55 are also suspended until schools re-open and funding is secured.

FY20 saw the following service improvements:

- Route 1 weekend frequency increased from every 30 to every 15 minutes during peak periods.
- Route 12 was extended to Corona Hills (McKinley St.) retail area and weekday frequency was improved to every 55 minutes instead of every 70-minutes.
- Route 79 was extended from Hemet Valley Mall to MSJC San Jacinto providing a coordinated schedule with Route 74 thus maximizing frequency between Winchester, Hemet and San Jacinto.
- Increased weekend frequency on routes 16 and 19 from every 30 to every 15 minutes.
- CommuterLink Expansion: Additional weekday trips were added through the midday period on CommuterLink routes 204, 206, 208 and 217 due to increasing demand for regional and intercounty trips, variable working hours of many riders and to connect with all weekday Metrolink trains:

Proposed Service Changes for FY 2021:

RTA is currently completing a Zero Emission Bus Analysis that will produce a rollout plan for the Agency's ZEB fleet transition as mandated by CARB. No new service is projected for FY21 until the financial and operational impacts of transitioning to ZEBs is finalized. In an effort to prepare for the ZEB transition, provide more efficient service and use taxpayer dollars wisely, trips with low ridership will be discontinued on several routes. Elimination of unproductive trips helps create a stronger, more efficient system.

The following service changes listed below are planned for FY21. Implementation of these service changes may change depending on COVID-19 pandemic developments.

- September 2020 service changes:
 - Route 20: The 7:50 p.m. (Saturday only) weekend westbound trip departing Iris and Lasselle will be discontinued.
 - Route 24: The 7:04 p.m. weekday northbound trip departing Temecula Valley Hospital and the 6:49 a.m. weekday southbound trip departing Promenade Mall will be discontinued. Also, proposed to be discontinued is the alternate routing that serves the Temecula Library.
 - Route 26: Due to low ridership, Route 26, which serves portions of Moreno Valley and Riverside, will be discontinued.
 - Route 27: The 9:02 p.m. weekday southbound and the 5:30 a.m. southbound weekend trips departing Galleria at Tyler will be discontinued.
 - Route 28: The 5:05 a.m. weekend westbound trip departing Hemet Valley Mall will be discontinued.
 - Route 30: The west loop will be discontinued while the east loop will remain.
 - Route 40: The 8:56 a.m., 11:26 a.m., 1:56 p.m. and 4:23 p.m. weekend eastbound trips departing Lake Elsinore Walmart, and the 7:36 a.m., 10:14 a.m., 12:41 p.m., 3:08 p.m. and 6:02 p.m. weekend westbound trips departing Cherry Hills and Bradley will be discontinued.
 - Route 49: The 5:52 a.m. weekday westbound trip departing Riverside-Downtown Metrolink Station will be discontinued.
 - Route 61: The 4:35 a.m. weekday northbound trip departing Promenade Mall will be discontinued.
 - Route 210: The route will be discontinued due to low ridership.



RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2020/2021 - FY2022/2023

Table 3 Highlights

- January 2021 service changes:
 - Route 9: The 5:02 a.m. weekday northbound trip departing the Lake Elsinore Outlet Center and the 6:50 a.m. weekend southbound trip departing Perris Station Transit Center will be discontinued.
 - Route 11: The 6:04 a.m. weekday clockwise trip departing Moreno Valley Mall will be discontinued.
 - Route 12: The 7:13 p.m. weekday westbound trip departing La Cadena and Stephens will be discontinued.
 - Route 13: The 4:30 a.m. weekday eastbound trip departing Galleria at Tyler will be discontinued.
 - Route 23: The 7:24 p.m. weekday northbound trip and the 10:06 a.m. and 6:10 p.m. weekend northbound trips departing Promenade Mall will be discontinued.
 - Route 32: The 5:50 a.m. weekday southbound trip departing Mt. San Jacinto College and the alternate routing along Commonwealth and Villines Avenues, Las Rosas Road and 7th Street will be discontinued.

Operating Budget (\$82,392,199):

- Decrease of 11% over FY20 budget. Variance analysis by cost element is provided below:
 - Salaries – 5% decrease due to elimination of 17 administrative positions and an administrative employee wage freeze.
 - Benefits – 4% increase due to increased health benefits and OPEB.
 - Purchased Transportation – 33% decrease due to reductions in service and expected DAR demand.
 - Services – 9% increase due to increased security and insurance related services.
 - Materials & Supplies – essentially flat; fuel and parts reduction offset by COVID-19 supplies.

Capital Budget (\$2,621,250):

- RTA's 3-Year Capital Improvement Plan (CIP) is updated to reflect the current economic outlook and service needs with a focus on items which are mandatory to support our current service offering while positioning the Agency future operations. Decrease of 94% over FY20 budget. FY21 CIP projects are funded with Federal Sections 5307 and 5339, State Transit Assistance (STA), SB1 SGR funds and TUMF. A summary by project element for FY21 is shown below:
 - UCR Mobility Hub and Bus & Bus Facilities re-programming to Canyon Crest Turnout Project, Associated Transit Improvements and Non-Revenue Vehicles - \$0.0 million
 - Tire Lease - \$0.4 million
 - Facility Maintenance - \$1.9 million for operations and facilities maintenance projects
 - Route Reconstruction Study - \$0.3 million



Table 4.0 - Summary of Funding Requests - FY 2020/21
Riverside Transit Agency

Operating																
Project	Total Amount of Funds	5307 HS	5307 HS CARES	5307 LALB CARES	5307 MTM	5307 MTM CARES	5307 RS	5307 RS CARES	5307 RS OB	5310 OB	5311	5311 CARES	5339 LALB OB	5339 MTM OB	5339 RS OB	FARE
ADA Complementary Paratransit Service	\$2,250,000						\$1,800,000									
Advertising Revenue	\$10,000															
Capital Cost of Contracting	\$19,727,569	\$1,738,821			\$1,889,417	\$4,320,000	\$2,006,277				\$505,365					
Capitalized Preventive Maintenance	\$13,242,194						\$8,932,004	\$2,077,190								
CNG Sales	\$100,000															
CommuterLink	\$4,871,401		\$1,925,484	\$312,970		\$1,617,458										\$275,304
General Farebox Revenue	\$776,774															\$776,774
Investment Income	\$470,000															
LCFS Credits	\$500,000															
Mobile Ticketing	\$36,000															
Operating Assistance	\$37,200,297	\$247,471	\$7,916,389			\$3,486,039		\$24,494,417		\$150,000		\$901,729				
RINs Credits	\$380,000															
Wentworth Lease	\$57,964															
Youth Fare Promotion	\$2,770,000															
Sub-total Operating	\$82,392,199	\$1,986,292	\$9,841,873	\$312,970	\$1,889,417	\$9,423,497	\$12,738,281	\$26,571,607	\$0	\$150,000	\$505,365	\$901,729	\$0	\$0	\$0	\$1,052,078
Capital																
Project	Total Amount of Funds	5307 HS	5307 HS CARES	5307 LALB CARES	5307 MTM	5307 MTM CARES	5307 RS	5307 RS CARES	5307 RS OB	5310 OB	5311	5311 CARES	5339 LALB OB	5339 MTM OB	5339 RS OB	FARE
FY16-10 Bus and Bus Facilities - 16-10	-\$1,898,499													-\$348,070	-\$1,144,462	
FY19-3 (8) Replace. Support Vehicles (electric plus-up) - FY19-3	\$80,500												\$3,870	\$60,530		
FY20-4 (15) Replace. Support Vehicles (electric plus-up) - FY20-4	\$187,575													\$150,060		
FY20-4 (2) Expansion Support Vehicles (electric plus-up) - FY20-4	\$18,525													\$14,820		
FY20-7 UCR Mobility Hub - FY20-7	-\$1,920,006												-\$3,870	-\$455,896	-\$1,076,239	
FY21-1 (2) Replacement S&Z Trucks - FY21-1	\$161,864													\$129,491		
FY21-2 (10) Replacement Support Vehicles (electric) - FY21-2	\$406,915													\$100,995	\$224,537	
FY21-3 (2) Expansion Support Vehicles (electric)	\$95,976														\$76,781	
FY21-4 Associated Transit Improvements - FY21-4	\$968,651														\$774,921	
FY21-5 Capitalized Tire Lease - FY21-5	\$422,016						\$337,613									
FY21-7 Canyon Crest Bus Turnouts - FY21-7	\$1,898,499													\$348,070	\$1,144,462	
Fy21-8 Facility, Fuel Stn, Vehicle Enhance/Upgrades - FY21-8	\$1,949,234															
FY21-9 Route Reconstruction Study - FY21-9	\$250,000															
Sub-total Capital	\$2,621,250	\$0	\$0	\$0	\$0	\$0	\$337,613	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Operating & Capital	\$85,013,449	\$1,986,292	\$9,841,873	\$312,970	\$1,889,417	\$9,423,497	\$13,075,894	\$26,571,607	\$0	\$150,000	\$505,365	\$901,729	\$0	\$0	\$0	\$1,052,078



Table 4.0 - Summary of Funding Requests - FY 2020/21
Riverside Transit Agency

Operating														
Project	Total Amount of Funds	INT	LCTOP OB	LCTOP PUC99313	LCTOP PUC99314	LTF	MA CTSA	OTHR LCL	SGR PUC99313	SGR PUC99314	STA - OB	STA PUC99313		
ADA Complementary Paratransit Service	\$2,250,000					\$450,000								
Advertising Revenue	\$10,000							\$10,000						
Capital Cost of Contracting	\$19,727,569					\$9,267,689								
Capitalized Preventive Maintenance	\$13,242,194					\$2,233,000								
CNG Sales	\$100,000							\$100,000						
CommuterLink	\$4,871,401		\$740,185											
General Farebox Revenue	\$776,774													
Investment Income	\$470,000	\$470,000												
LCFS Credits	\$500,000							\$500,000						
Mobile Ticketing	\$36,000		\$36,000											
Operating Assistance	\$37,200,297					\$4,252								
RINs Credits	\$380,000							\$380,000						
Wentworth Lease	\$57,964							\$57,964						
Youth Fare Promotion	\$2,770,000			\$2,349,969	\$239,301	\$180,730								
Sub-total Operating	\$82,392,199	\$470,000	\$776,185	\$2,349,969	\$239,301	\$12,135,671	\$0	\$1,047,964	\$0	\$0	\$0	\$0		
Capital														
Project	Total Amount of Funds	INT	LCTOP OB	LCTOP PUC99313	LCTOP PUC99314	LTF	MA CTSA	OTHR LCL	SGR PUC99313	SGR PUC99314	STA - OB	STA PUC99313		
FY16-10 Bus and Bus Facilities - 16-10	\$-1,898,499										\$-405,967			
FY19-3 (8) Replace. Support Vehicles (electric plus-up) - FY19-3	\$80,500										\$16,100			
FY20-4 (15) Replace. Support Vehicles (electric plus-up) - FY20-4	\$187,575										\$37,515			
FY20-4 (2) Expansion Support Vehicles (electric plus-up) - FY20-4	\$18,525										\$3,705			
FY20-7 UCR Mobility Hub - FY20-7	\$-1,920,006										\$-384,001			
FY21-1 (2) Replacement S&Z Trucks - FY21-1	\$161,864										\$32,373			
FY21-2 (10) Replacement Support Vehicles (electric) - FY21-2	\$406,915										\$81,383			
FY21-3 (2) Expansion Support Vehicles (electric)	\$95,976										\$19,195			
FY21-4 Associated Transit Improvements - FY21-4	\$968,651										\$193,730			
FY21-5 Capitalized Tire Lease - FY21-5	\$422,016											\$84,403		
FY21-7 Canyon Crest Bus Turnouts - FY21-7	\$1,898,499										\$405,967			
Fy21-8 Facility, Fuel Stn, Vehicle Enhance/Upgrades - FY21-8	\$1,949,234								\$1,778,722	\$170,512				
FY21-9 Route Reconstruction Study - FY21-9	\$250,000							\$250,000						
Sub-total Capital	\$2,621,250	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$1,778,722	\$170,512	\$0	\$84,403		
Total Operating & Capital	\$85,013,449	\$470,000	\$776,185	\$2,349,969	\$239,301	\$12,135,671	\$0	\$1,297,964	\$1,778,722	\$170,512	\$0	\$84,403		



Table 4.0 - Summary of Funding Requests - FY 2020/21

Riverside Transit Agency

FY 2020/21 Projected Funding Details	
5307 HS	\$1,986,292
5307 HS CARES	\$9,841,873
5307 LALB CARES	\$312,970
5307 MTM	\$1,889,417
5307 MTM CARES	\$9,423,497
5307 RS	\$12,738,281
5307 RS CARES	\$26,571,607
5310 OB	\$150,000
5311	\$505,365
5311 CARES	\$901,729
FARE	\$1,052,078
INT	\$470,000
LCTOP OB	\$776,185
LCTOP PUC99313	\$2,349,969
LCTOP PUC99314	\$239,301
LTF	\$12,135,671
OTHR LCL	\$1,047,964
Total Estimated Operating Funding Request	\$82,392,199
5307 RS	\$337,613
5339 LALB OB	\$0
5339 MTM OB	\$0
5339 RS OB	\$0
OTHR LCL	\$250,000
SGR PUC99313	\$1,778,722
SGR PUC99314	\$170,512
STA - OB	\$0
STA PUC99313	\$84,403
Total Estimated Capital Funding Request	\$2,621,250
Total Funding Request	<u>\$85,013,449</u>



FY 2020/21 SRTP

Riverside Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: 16-10

FTIP No: RIV140838

Project Name: FY16-10 Bus and Bus Facilities

Category: Bus Stop

Sub-Category: Modification

Project Description: This is to reprogram funding associated with project FY16-10.

Project Justification: Funding is being reprogrammed to specifically identified projects needed by RTA.

Project Schedule:

Start Date	Completion Date
July 2015	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5339 MTM OB	FY 2020/21	-\$348,070
5339 RS OB	FY 2020/21	-\$1,144,462
STA - OB	FY 2020/21	-\$405,967
Total		-\$1,898,499

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 2020/21 SRTP

Riverside Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: FY19-3

FTIP No: 19-01

Project Name: FY19-3 (8) Replace. Support Vehicles (electric plus-up)

Category: Support Vehicles

Sub-Category: Replacement

Fuel Type: Electric

Project Description: To add funding to project FY19-3 for the replacement of 8 support vehicles. The additional funding is necessary as the fuel type for these vehicles was changed from unleaded gasoline to electric.

Project Justification: Funding is necessary to replace support vehicles that have exceeded their useful life.

Project Schedule:

Start Date	Completion Date
July 2018	June 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5339 LALB OB	FY 2020/21	\$3,870
5339 MTM OB	FY 2020/21	\$60,530
STA - OB	FY 2020/21	\$16,100
Total		\$80,500

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



FY 2020/21 SRTP

Riverside Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: FY20-4

FTIP No: 19-01

Project Name: FY20-4 (15) Replace. Support Vehicles (electric plus-up)

Category: Support Vehicles

Sub-Category: Replacement

Fuel Type: Electric

Project Description: To add funding to project FY20-4 for the replacement of 15 support vehicles. The additional funding is necessary as the fuel type for these vehicles was changed from unleaded gasoline to electric.

Project Justification: Funding is necessary to replace support vehicles that have exceeded their useful life.

Project Schedule:

Start Date	Completion Date
July 2019	June 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5339 MTM OB	FY 2020/21	\$150,060
STA - OB	FY 2020/21	\$37,515
Total		\$187,575

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 2020/21 SRTP

Riverside Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: FY20-4

FTIP No: 19-01

Project Name: FY20-4 (2) Expansion Support Vehicles (electric plus-up)

Category: Support Vehicles

Sub-Category: Expansion

Fuel Type: Electric

Project Description: To add funding to project FY20-4 for the expansion of 2 support vehicles. The additional funding is necessary as the fuel type for these vehicles was changed from unleaded gasoline to electric.

Project Justification: Additional support vehicles have become necessary due to both the lower mileage range of electric vehicles as well as the new COVID service plan, which is less efficient for safety purposes (1 driver=1 bus).

Project Schedule:

Start Date	Completion Date
July 2019	June 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5339 MTM OB	FY 2020/21	\$14,820
STA - OB	FY 2020/21	\$3,705
Total		\$18,525

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 2020/21 SRTP

Riverside Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: FY20-7

FTIP No: RIV140835

Project Name: FY20-7 UCR Mobility Hub

Category: Bus Stop

Sub-Category: Modification

Project Description: This is to reprogram funding associated with the UCR Mobility Hub.

Project Justification: Funding is no longer needed for this project, as the UCR Mobility Hub is not moving forward.

Project Schedule:

Start Date	Completion Date
July 2019	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5339 LALB OB	FY 2020/21	-\$3,870
5339 MTM OB	FY 2020/21	-\$455,896
5339 RS OB	FY 2020/21	-\$1,076,239
STA - OB	FY 2020/21	-\$384,001
Total		-\$1,920,006

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 2020/21 SRTP

Riverside Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: FY21-1

FTIP No: 19-01

Project Name: FY21-1 (2) Replacement S&Z Trucks

Category: Support Vehicles

Sub-Category: Replacement

Fuel Type: Gas

Project Description: Replacement of 2 Stops and Zones Trucks.

Project Justification: Funding is necessary to replace support vehicles that have exceeded their useful life.

Project Schedule:

Start Date	Completion Date
July 2020	June 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5339 MTM OB	FY 2020/21	\$129,491
STA - OB	FY 2020/21	\$32,373
Total		\$161,864

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 2020/21 S RTP

Riverside Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: FY21-2

FTIP No: 19-01

Project Name: FY21-2 (10) Replacement Support Vehicles (electric)

Category: Support Vehicles

Sub-Category: Replacement

Fuel Type: Electric

Project Description: Replacement of current support vehicles that use unleaded fuel to new electric vehicles.

Project Justification: Funding is necessary to replace support vehicles that have exceeded their useful life.

Project Schedule:

Start Date	Completion Date
July 2020	June 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5339 MTM OB	FY 2020/21	\$100,995
5339 RS OB	FY 2020/21	\$224,537
STA - OB	FY 2020/21	\$81,383
Total		\$406,915

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 2020/21 SRTP

Riverside Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: FY21-4

FTIP No: 19-01

Project Name: FY21-4 Associated Transit Improvements

Category: Bus Stop

Sub-Category: Rehabilitation/Improvement

Project Description: Funding is to primarily fund bus stop improvements, such as concrete pads, benches, trash cans, etc

Project Justification: Funding is necessary to ensure RTA bus stops are maintained and equipped with appropriate amenities to ensure a high-level of customer service.

Project Schedule:

Start Date	Completion Date
July 2020	June 2024

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5339 RS OB	FY 2020/21	\$774,921
STA - OB	FY 2020/21	\$193,730
Total		\$968,651

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 2020/21 SRTP

Riverside Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: FY21-5

FTIP No: Not Assigned - New Project

Project Name: FY21-5 Capitalized Tire Lease

Category: Bus

Sub-Category: Parts

Fuel Type: CNG

Project Description: Funds for bus tire lease.

Project Justification: Funding of the tire lease is necessary to ensure buses are equipped with safe working tires.

Project Schedule:

Start Date	Completion Date
July 2020	June 2023

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5307 RS	FY 2020/21	\$337,613
STA PUC99313	FY 2020/21	\$84,403
Total		\$422,016

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 2020/21 S RTP

Riverside Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: FY21-7

FTIP No: RIV140838

Project Name: FY21-7 Canyon Crest Bus Turnouts

Category: Bus Stop

Sub-Category: Rehabilitation/Improvement

Project Description: Funding is to improve bus turnouts in the Canyon Crest near UCR.

Project Justification: Improved bus turnouts near UCR will assist in making transportation to and from the University more efficient for both RTA and students.

Project Schedule:

Start Date	Completion Date
July 2020	June 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5339 MTM OB	FY 2020/21	\$348,070
5339 RS OB	FY 2020/21	\$1,144,462
STA - OB	FY 2020/21	\$405,967
Total		\$1,898,499

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 2020/21 SRTP

Riverside Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: FY21-8

FTIP No: Not Assigned - New Project

Project Name: Fy21-8 Facility, Fuel Stn, Vehicle Enhance/Upgrades

Category: Facilities

Sub-Category: Rehabilitation/Improvement

Project Description: Funds to be used for replacement/enhancements of facilities and/or equipment.

Project Justification: Funds are necessary to ensure RTA facilities and equipment are kept in good working order .

Project Schedule:

Start Date	Completion Date
July 2020	June 2023

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2020/21	\$1,778,722
SGR PUC99314	FY 2020/21	\$170,512
Total		\$1,949,234

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 2020/21 S RTP

Riverside Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: FY21-9

FTIP No: Not Assigned - New Project

Project Name: FY21-9 Route Reconstruction Study

Category: Bus

Sub-Category: Study

Fuel Type: Other

Project Description: RTA will undergo a study to reconfigure its service in a way that aligns the post-COVID landscape, ZEB requirements, and the new funding environment.

Project Justification: RTA's service model must change to react to the post-COVID landscape, ZEB requirements, and the new funding environment. A study is needed to determine what specific steps should be taken.

Project Schedule:

Start Date	Completion Date
July 2020	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
OTHR LCL	FY 2020/21	\$250,000
Total		\$250,000

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



RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2020/2021 - FY2022/2023

Table 4B Fare Revenue Calculation

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

#	Revenue Sources included in Farebox Calculation	Actuals from FY2018/19 Audit	FY2019/20 Estimated	FY2020/21 Plan
1	Passenger Fares	11,003,883	8,800,000	1,052,078
2	Measure A	4,033,457	3,263,300	
3	LCTOP	1,263,392	1,500,000	3,365,455
4	Sale of CNG	100,357	100,000	100,000
5	RINs/LCFS Revenue	1,669,068	1,135,000	880,000
6	Shelter Advertising Rev	14,608	15,000	10,000
7	Gain/(Loss) on Assets	(5,437)	3,000	
8	Investment Income	981,148	675,000	470,000
9	Lease Revenue	65,892	65,000	57,964
10	Bridge Service, Other	147,969	25,000	
11	Exempt Routes	(972,177)		
12				
13				
14				
15				
	Total Revenue (1-15)	\$18,302,160	\$15,581,300	\$5,935,497
	Total Operating Expense	\$73,902,008	\$92,000,000	\$82,392,199
	Farebox Recovery Ratio	24.77%	16.94%	7.20%



RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2020/2021 - FY2022/2023

Table 4.1
Fiscal Year 2021/2022

Operating Purpose	Total Amount	5339								Measure A Operating Assistance	Other Funding	Farebox	Other Revenue		
		5307	5310	Bus & Bus Facilities	5311 & 5311(f)	LTF	LCTOP	STA	SGR						
Operating Assistance - General	35,298,424	4,823,556	150,000			27,324,868					3,000,000				
Capitalized Preventive Maintenance	13,639,460	10,229,595				3,409,865									
Capital Cost of Contracting	21,263,778	4,717,841			520,526	10,025,411		6,000,000							
ADA Complementary Paratransit Service	2,313,866	1,854,000				459,866									
CommuterLink Routes	5,000,000					4,362,437	354,000					283,563			
Mobile Ticketing	36,000						36,000								
LCTOP Project	1,382,700						1,382,700								
Farebox (Cash, Coin, Tickets, Passes)	4,716,437											4,716,437			
Interest Income	400,000												400,000		
Advertising Revenue	10,300												10,300		
CNG Sales	103,000												103,000		
LCFS Credits	400,000												400,000		
RINS Credits	300,000												300,000		
Wentworth Lease	0														
Total Operating Request	\$ 84,863,965	\$ 21,624,992	\$ 150,000	\$ -	\$ 520,526	\$ 45,582,447	\$ 1,772,700	\$ 6,000,000	\$ -	\$ 3,000,000	\$ -	\$ 5,000,000	\$ 1,213,300		
Capital Purpose	Total Amount	5307	5310	5339								Measure A Operating Assistance	Other Funding	Farebox	Other Revenue
Replace (35) DO Vehicles - CNG (\$818.8k ea)	15,000,000									15,000,000					
Replace (2) Stops & Zones Truck	171,660	137,328								34,332					
Replace (1) Transport Vehicle	33,287	26,630								6,657					
Replace (1) Tvl Train/Admin Pool Vehicle	49,600	39,680								9,920					
Fareboxes for both DO & CO fleet	3,265,000									3,265,000					
Associated Transit Improvements	513,438	410,750								102,688					
Capitalized Tire Lease	500,348	400,278								100,070					
Maintenance Equipment	50,000	40,000								10,000					
IT Equipment	100,000	80,000								20,000					
Facility, Fuel Stn, Vehicle Enhance/Upgrades	1,950,000									1,950,000					
Total Capital Request	\$21,633,333	\$1,134,666	\$0	\$0	\$0	\$0	\$0	\$18,548,667	\$1,950,000	\$0	\$0	\$0	\$0		
Grand Total Operating & Capital	\$106,497,298	\$22,759,658	\$150,000	\$0	\$520,526	\$45,582,447	\$1,772,700	\$24,548,667	\$1,950,000	\$3,000,000	\$0	\$5,000,000	\$1,213,300		



RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2020/2021 - FY2022/2023

Table 4.2
Fiscal Year 2022/2023

Operating Purpose	Total Amount	5339								Measure A Operating Assistance	Other Funding	Farebox	Other Revenue
		5307	5310	Bus & Bus Facilities	5311 & 5311(f)	LTF	LCTOP	STA	SGR				
Operating Assistance - General	43,276,977	2,695,909	150,000			37,431,068					3,000,000		
Capitalized Preventive Maintenance	13,170,604	10,536,483				2,634,121							
Capital Cost of Contracting	16,239,278	4,859,376			520,526	4,859,376		6,000,000					
ADA Complementary Paratransit Service	2,387,025	1,909,620				477,405							
CommuterLink Routes	5,150,000					4,850,000						300,000	
Mobile Ticketing	36,000							36,000					
LCTOP Project	1,000,000						1,000,000						
Farebox (Cash, Coin, Tickets, Passes)	4,700,000											4,700,000	
Interest Income	486,700												486,700
Advertising Revenue	10,300												10,300
CNG Sales	103,000												103,000
LCFS Credits	450,000												450,000
RINs Credits	400,000												400,000
Total Operating Request	\$ 87,409,883	\$ 20,001,388	\$ 150,000	\$ -	\$ 520,526	\$ 50,251,970	\$ 1,036,000	\$ 6,000,000	\$ -	\$ 3,000,000	\$ -	\$ 5,000,000	\$ 1,450,000
Capital Purpose	Total Amount	5307	5310	5339 Bus & Bus Facilities		LTF	LCTOP	STA	SGR	Measure A Operating Assistance	Other Funding	Farebox	Other Revenue
Replace (40) COFR vehicles	6,000,000					6,000,000							
Replace (50) DAR Vehicles	3,000,000					3,000,000							
Associated Transit Improvements	775,000	620,000						155,000					
Capitalized Tire Lease	556,887	445,510						111,377					
Maintenance Equipment	50,000	40,000						10,000					
IT Equipment	250,000	200,000						50,000					
Facility, Fuel Stn, Vehicle Enhance/Upgrades	1,950,000								1,950,000				
Total Capital Request	\$12,581,887	\$1,305,510	\$0	\$0	\$0	\$9,000,000	\$0	\$326,377	\$1,950,000	\$0	\$0	\$0	\$0
Grand Total Operating & Capital	\$99,991,770	\$21,306,897	\$150,000	\$0	\$520,526	\$59,251,970	\$1,036,000	\$6,326,377	\$1,950,000	\$3,000,000	\$0	\$5,000,000	\$1,450,000



RIVERSIDE TRANSIT AGENCY
 SHORT RANGE TRANSIT PLAN
 FY2020/2021 - FY2022/2023

Table 4.3 FY16-18 FTA Triennial Review and TDA Triennial Audit

Agency	Audit Recommendations	Action Taken and Results
FTA	RTA was found compliant across the 21 sections of review. No deficiencies were found in any of the areas of review.	N/A
TDA	Focus efforts on evaluating the commuter ridership market.	<p>-In October 2018, the Agency completed a Market Assessment and Strategic Directions Study that evaluated ridership and identified strategies that can be implemented to encourage additional ridership, including an evaluation of CommuterLink service.</p> <p>-In January 2020, the Agency secured grant funding to add off peak CommuterLink service in response to new residential developments, increasing nontraditional work hours and high travel demand on the main corridors linking south and north of western Riverside County.</p> <p>-The Agency will continue to market the additional service on billboards, Rider Alerts, Rider News, RTA Reader, Ride Guide, RTA website and via social media.</p>
TDA	Evaluate plans for RTA facility growth that align with increased transit services in the southern section of the service area.	<p>-Facility and service growth will be evaluated pending results from the Zero Emission Bus (ZEB) Analysis and Rollout Plan which is estimated to be completed by July 2020.</p> <p>-The ZEB Analysis and Rollout Plan will alter the way RTA delivers service.</p> <p>-All service increases will be dependent on the financial implications of the ZEB implementation plan.</p>



RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2020/2021 - FY2022/2023

Table 5 Riverside Transit Agency FY 2021 - 2025 TUMF Expenditure Plan

Fiscal Year		Prior Years Expenditures	FY 19-20 Expenditures through 6/30 (estimate)	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY24-25	Current Programmed Phase Balance	Total Programmed Payments/Exp	Original Programmed Phase Cost		
	Forecast Revenues ¹		\$ 2,070,629	\$ 975,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 25,897,777	\$ 3,373,796	\$ 59,799,222		
	Estimated Carryover (as of 6/30)		\$ 16,852,147	\$ 19,219,195	\$ 17,112,727	\$ 9,937,727	\$ 4,684,274	\$ 184,274					
										TIP Amended June 2017			
										5-Year Avail Forecast/Cash	5-Year Programmed	5-Year Delta	
	Available Revenues		\$ 18,922,776	\$ 20,194,195	\$ 18,612,727	\$ 11,437,727	\$ 6,184,274	\$ 1,684,274	\$ 25,897,776	\$ 26,194,195	\$ (296,419)		
	Funded Expenditures	Phase Project											
	RTA-0001	Hemet Mobility Hub	ALL \$4,275,988	\$184,955	\$ -	\$ 1,500,000	\$ 1,500,000	\$ 591,033	\$ 500,000	\$ -	\$ 4,091,033	\$ (184,955)	\$ 4,275,988
	RTA-0002	UCR Mobility Hub ^{2,3}	ALL \$5,445,000	\$442,226	\$ (442,226)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	RTA-0003	Promenade Mobility Hub	ALL \$1,692,797	\$1,392,494	\$ 145,807	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,538,302)	\$ 1,538,302
	RTA-0004	Associated Transit Enhancements Program	ENH \$1,940,437	\$172,654	\$ -	\$ 150,000	\$ 175,000	\$ 200,000	\$ 300,000	\$ 384,586	\$ 1,209,586	\$ (172,654)	\$ 1,382,240
	RTA-0005	Long Range Planning	ENH \$600,000	\$468,532	\$ -	\$ 31,468	\$ -	\$ -	\$ -	\$ 100,000	\$ 131,468	\$ (468,532)	\$ 600,000
	RTA-0007	Vine Street Mobility Hub ⁴	ALL \$3,630,000	\$0	\$ -	\$ 500,000	\$ 2,000,000	\$ 1,130,000	\$ -	\$ -	\$ 3,630,000	\$ -	\$ 3,630,000
	RTA-0009	HQTC Improvements (former RapidLink Blue Line)	ENH \$1,500,000	\$0	\$ -	\$ -	\$ -	\$ 500,000	\$ 1,000,000	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000
	RTA-0010	Regional Operations & Maintenance Facility	ALL \$30,251,000	\$0	\$ -	\$ 500,000	\$ 5,000,000	\$ 4,332,420	\$ 1,200,000	\$ -	\$ 11,032,420	\$ -	\$ 11,032,420
	RTA-0011	San Jacinto Mobility Hub	ALL \$200,000	\$0	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000
	RTA-0012	Revenue Vehicle Purchase - ZEBs ⁵	ALL \$10,264,000	\$0	\$ -	\$ 200,000	\$ -	\$ -	\$ 3,000,000	\$ 1,199,688	\$ 4,399,688	\$ -	\$ 4,399,688
	Total Programmed Capital Improvements								\$ 26,194,195	\$ (3,373,796)	\$ 29,567,991		
	Annual Capital Funded Expenditure		\$59,799,222	\$3,670,215	\$ (296,418)	\$ 3,081,468	\$ 8,675,000	\$ 6,753,453	\$ 6,000,000	\$ 1,684,274			
	Projected Funded Balance carryover			\$ 19,219,195	\$ 17,112,727	\$ 9,937,727	\$ 4,684,274	\$ 184,274	\$ (0)				

Summary Table									
	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	5-Year Avail Forecast/Cash	5-Year Programmed	5-Year Balance
Available Revenue	\$ 18,922,776	\$ 20,194,195	\$ 18,612,727	\$ 11,437,727	\$ 6,184,274	\$ 1,684,274			
Programmed Phases	\$ (296,418)	\$ 3,081,468	\$ 8,675,000	\$ 6,753,453	\$ 6,000,000	\$ 1,684,274	\$25,897,776	\$25,897,777	\$0
Carryover Balance	\$ 19,219,195	\$ 17,112,727	\$ 9,937,727	\$ 4,684,274	\$ 184,274	\$ (0)			

- Notes:
- 1) Revenue increase to 3% for RTA due to Nexus Study, assumes 35% decrease in FY21 revenues due to the COVID-19 pandemic and flat revenues for FY22 through FY25.
 - 2) Project is not moving forward. Removing from TUMF TIP and deprogramming funds.
 - 3) \$442,226 refunded by UCR for TUMF funds spent on A&E.
 - 4) TUMF amount adjusted to reflect max allowed amount.
 - 5) Project added from approved 2016 TUMF Nexus Study.

Appendix A:

RTA SYSTEM MAP AND FIXED-ROUTE MAPS

SYSTEM MAP

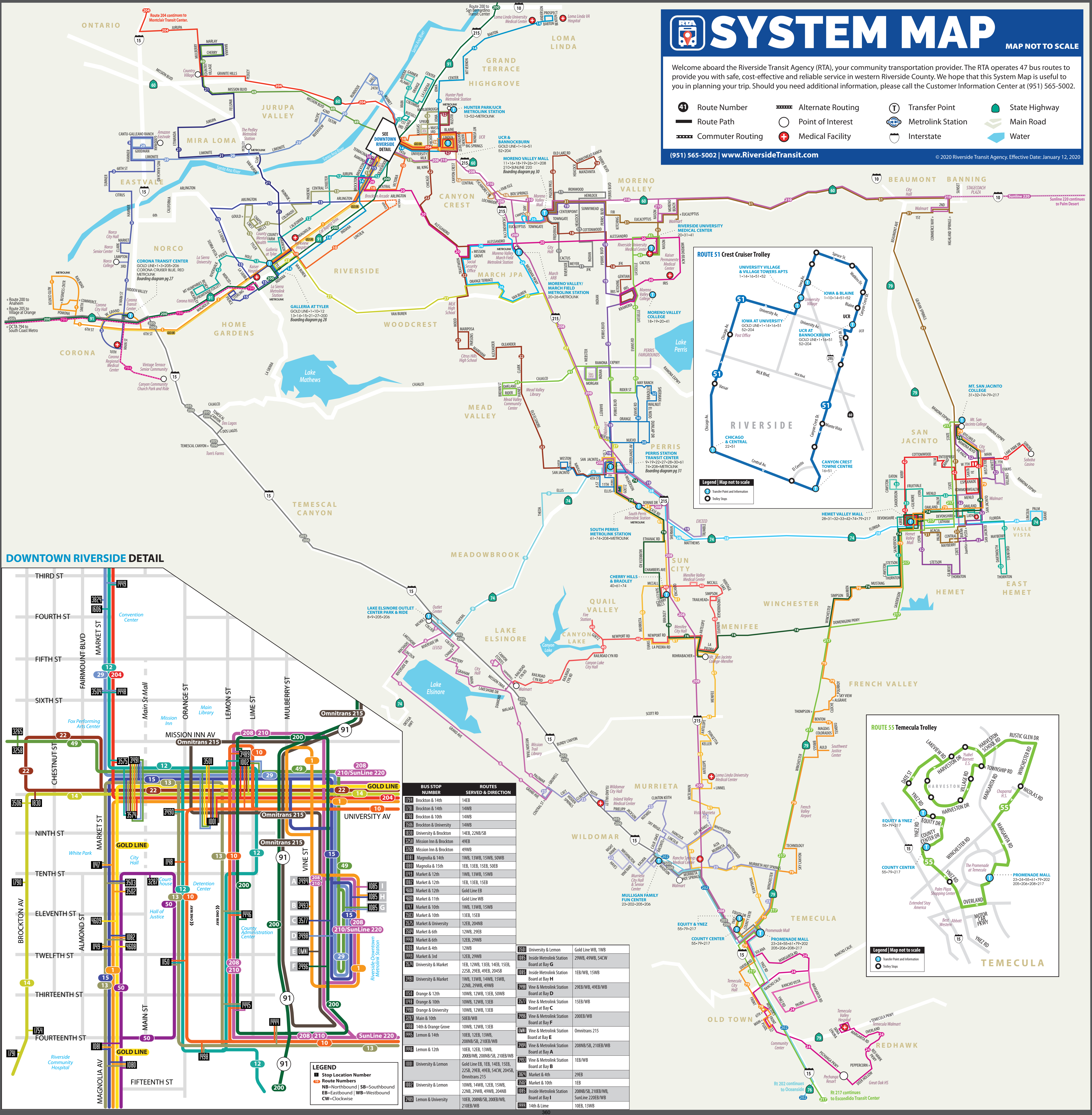
MAP NOT TO SCALE

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.

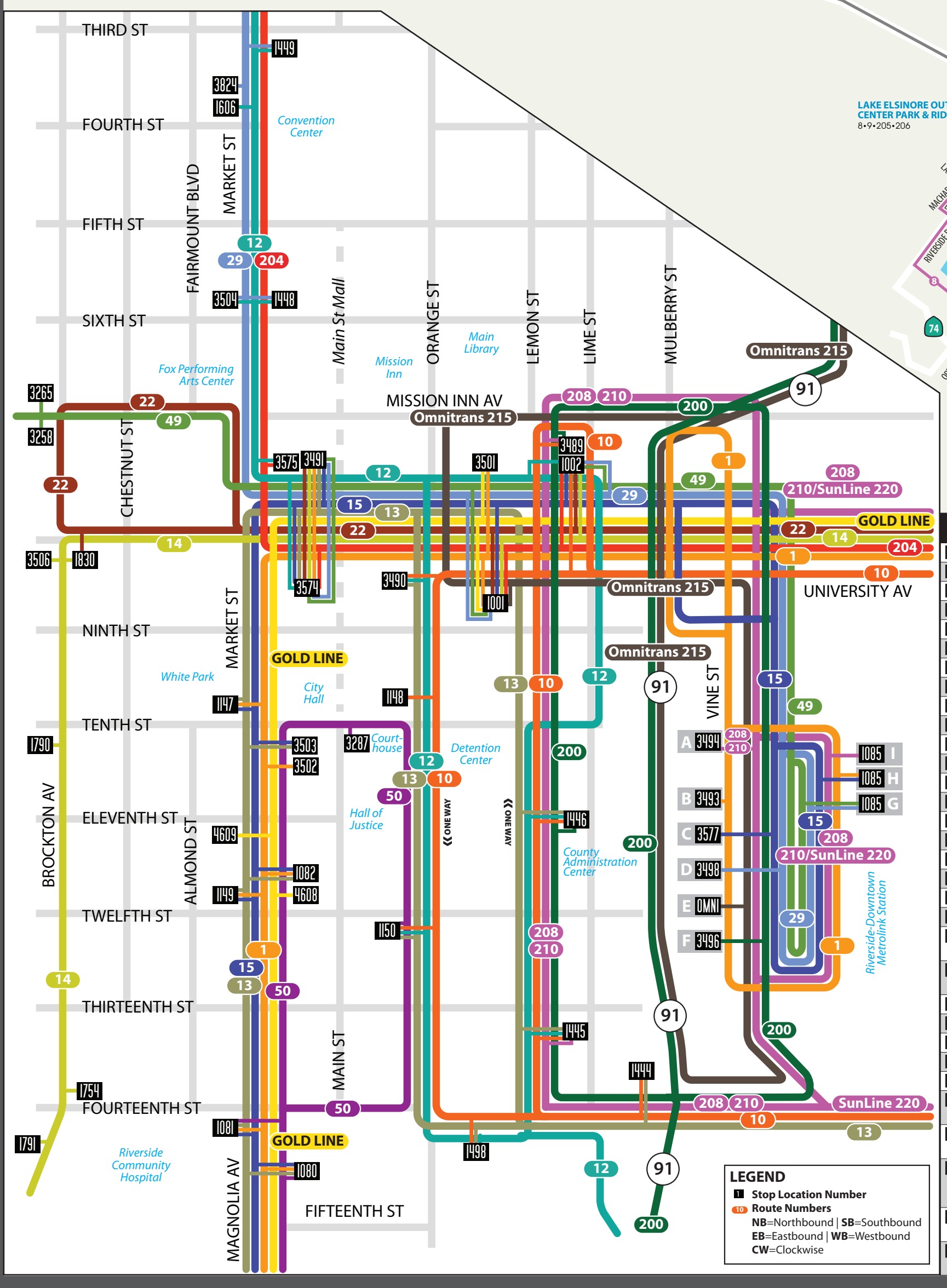
- 41** Route Number
- Route Path
- Commuter Routing
- Alternate Routing
- Point of Interest
- Medical Facility
- Transfer Point
- Metrolink Station
- Interstate
- State Highway
- Main Road
- Water

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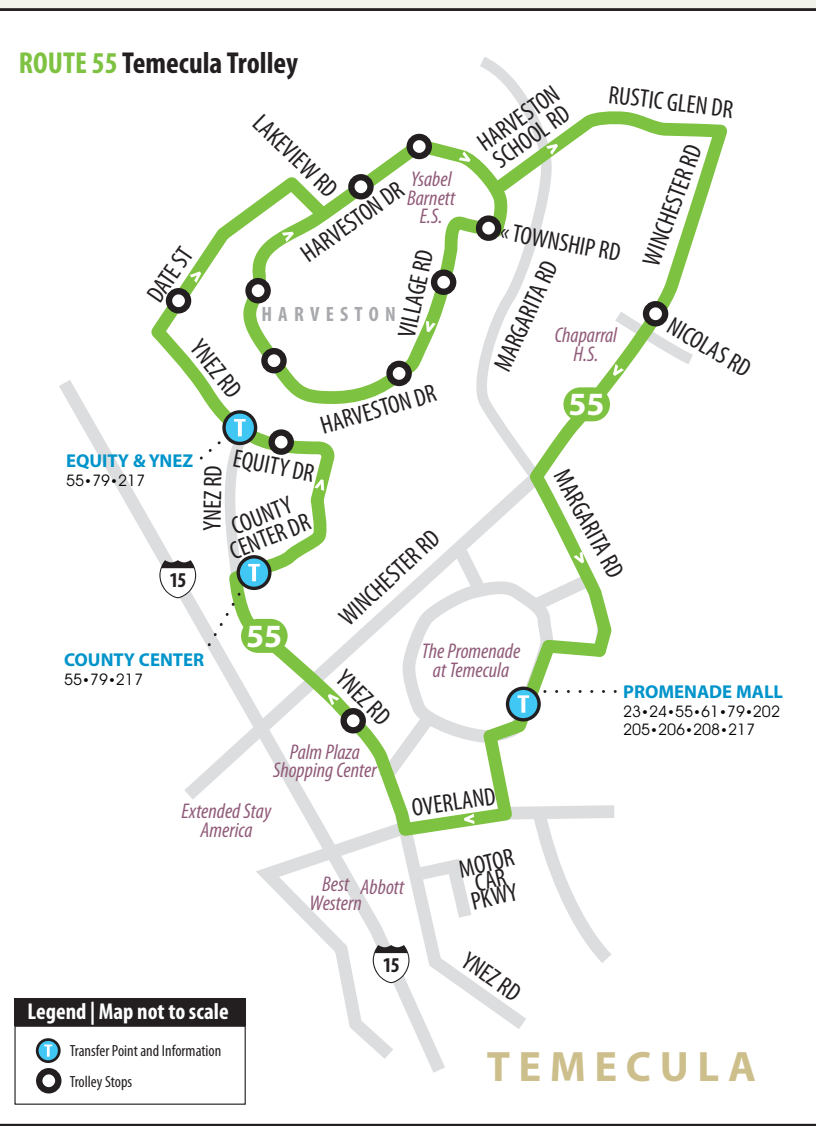
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DOWNTOWN RIVERSIDE DETAIL



BUS STOP NUMBER	ROUTES SERVED & DIRECTION
1751	Brocton & 14th 14EB
1751	Brocton & 14th 14WB
1752	Brocton & 14th 14WB
1753	Brocton & 10th 14WB
1810	University & Brocton 14EB, 22NB/SB
1810	Mission Inn & Brocton 49EB
1810	Mission Inn & Brocton 49WB
1811	Magnolia & 14th 1WB, 13WB, 15WB, 50WB
1811	Magnolia & 15th 1EB, 13EB, 15EB, 50EB
1813	Market & 12th 1WB, 13WB, 15WB
1814	Market & 12th 1EB, 13EB, 15EB
1815	Market & 12th Gold Line EB
1816	Market & 11th Gold Line WB
1817	Market & 10th 1WB, 13WB, 15WB
1818	Market & 10th 13EB, 15EB
1819	Market & University 12EB, 20NB
1820	Market & 6th 12WB, 29EB
1819	Market & 6th 12EB, 29WB
1818	Market & 4th 12WB
1819	Market & 3rd 12EB, 29WB
1820	University & Market 1EB, 12WB, 13EB, 14EB, 15EB, 22SB, 29EB, 49EB, 204SB
1821	University & Market 1WB, 13WB, 14WB, 15WB, 22NB, 29WB, 49WB
1818	Orange & 12th 10WB, 12WB, 13EB, 50WB
1818	Orange & 10th 10WB, 12WB, 13EB
1818	Orange & University 10WB, 12WB, 13EB
1822	Main & 10th 50EB/WB
1818	14th & Orange Grove 10WB, 12WB, 13EB
1815	Lemon & 14th 10EB, 12EB, 13WB, 208NB/SB, 210EB/WB
1816	Lemon & 12th 10EB, 12EB, 13WB, 208EB/WB, 208NB/SB, 210EB/WB
1811	University & Lemon Gold Line EB, 1EB, 14EB, 15EB, 22SB, 29EB, 49EB, 54CW, 204SB, Omnitrans 215
1818	University & Lemon 10WB, 14WB, 12EB, 15WB, 22NB, 29WB, 49WB, 204NB
1815	Lemon & University 10EB, 208NB/SB, 208EB/WB, 210EB/WB
1811	University & Lemon 10WB, 14WB, 12EB, 15WB, 22NB, 29WB, 49WB, 204NB
1815	14th & Lime 10EB, 13WB
1811	University & Lemon 10WB, 14WB, 12EB, 15WB, 22NB, 29WB, 49WB, 204NB
1815	14th & Lime 10EB, 13WB





RIDE GUIDE

EFFECTIVE APRIL 5, 2020 UNTIL FURTHER NOTICE | EFECTIVO A PARTIR ABRIL 5, 2020 HASTA NUEVO AVISO

SPECIAL EDITION



EFFECTIVE APRIL 5, 2020 UNTIL FURTHER NOTICE
EFECTIVO A PARTIR ABRIL 5, 2020 HASTA NUEVO AVISO

(951) 565-5002 | RiversideTransit.com



361
All buses are accessible to persons with disabilities.
Todos los autobuses son accesibles a las personas incapacitadas.

WELCOME ABOARD!

BIENVENIDOS A BORDO!

NEW SERVICE LEVELS HAVE BEGUN

Due to the coronavirus pandemic, the Riverside Transit Agency has adjusted all routes and schedules until further notice. The service change scheduled for May 10 has been cancelled. We currently offer reduced service on 35 local fixed routes, five CommuterLink express routes and Dial-A-Ride service. Get details at RiversideTransit.com.

- **SUNDAY-LEVEL SERVICE 7 DAYS A WEEK:** 1, 3, 8, 9, 10, 11, 12, 13, 14, 15, 16, 18, 19, 20, 21, 22, 23, 24, 26, 27, 28, 29, 30, 31, 32, 33, 40, 41, 42, 49, 52, 61, 74, 79, 200.
- **TEMPORARILY DISCONTINUED ROUTES:** GOLD LINE, 19A, 26, 50, 51, 55, 202, 210, 217.
- **REDUCED-SCHEDULE ROUTES:** 204, 205, 206, 208.

STAY INFORMED

RiversideTransit.com - We recommend checking our website daily for service updates as your travel plans could be affected by temporary route and trip suspensions.

iAlerts - Get email rider alerts and news delivered directly to your mobile device or computer. Signup free under the Newsroom section on our website.

BusWatch & Transit App - Track your bus and get real-time bus information by downloading the BusWatch or Transit apps or by visiting RTABus.com.

Facebook, Twitter, Instagram - Join us on social media.

Customer Information Center - (951) 565-5002. The information center is open from 6 a.m. to 10 p.m. weekdays, and 8 a.m. to 10 p.m. weekends and holidays.

NUEVOS NIVELES DE SERVICIO HAN COMENZADO

Debido a la pandemia de coronavirus, la Agencia de Tránsito de Riverside ha ajustado todas las rutas y horarios hasta nuevo aviso. El cambio de servicio programado para el 10 de mayo ha sido cancelado. Actualmente ofrecemos un servicio reducido en 35 rutas fijas locales, cinco rutas express CommuterLink y el servicio Dial-A-Ride. Obtenga detalles en RiversideTransit.com.

- **SERVICIO DE NIVEL DOMINGO 7 DÍAS A LA SEMANA:** 1, 3, 8, 9, 10, 11, 12, 13, 14, 15, 16, 18, 19, 20, 21, 22, 23, 24, 26, 27, 28, 29, 30, 31, 32, 33, 40, 41, 42, 49, 52, 61, 74, 79, 200.
- **RUTAS TEMPORALMENTE DISCONTINUADAS:** GOLD LINE, 19A, 26, 50, 51, 55, 202, 210, 217.
- **RUTAS DE HORARIO REDUCIDO:** 204, 205, 206, 208.

MANTENTE INFORMADO

RiversideTransit.com - Recomendamos que visite nuestro sitio web diariamente para obtener actualizaciones del servicio, ya que sus planes de viaje podrían verse afectados por la suspensión temporal de rutas y viajes.

iAlerts - Reciba alertas y noticias por correo electrónico directamente en su dispositivo móvil o computadora. Regístrese gratis en la sección de Noticias en nuestro sitio web.

Aplicación BusWatch & Transit - Rastrea tu autobús y obtén información en tiempo real descargando las aplicaciones BusWatch o Transit o visitando RTABus.com.

Facebook, Twitter, Instagram - Únete a nosotros en las redes sociales.

Centro de información al cliente - (951) 565-5002. 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 y festivos.

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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 and holidays 8 a.m. - 10 p.m.

Deaf and Hard of Hearing TTY Bus Information1-800-800-7825
 California Relay1-800-735-2929

LOST AND FOUND: RTA Lost and Found/Business Office, 1825 Third St., Riverside 92507 (951) 565-5000

RTA DIAL-A-RIDE SERVICES1-800-795-7887
 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-Ride1-800-369-3610
 California Relay1-800-735-2929

Travel Training (951) 565-5002
 Trip Cancellations (866) 543-4782
 After Hours ETA Hotline (Toll free) (866) 543-4782
 Cancel by e-mail.....cancel@RiversideTransit.com

OTHER DIAL-A-RIDE SERVICES

Banning Dial-A-Ride (951) 922-3252
 Beaumont Dial-A-Ride (951) 769-8532
 Care-A-Van (Hemet, San Jacinto) (951) 791-3572
 Corona Dial-A-Ride (Seniors & the disabled only) (951) 734-7220
 MoVan (Seniors & the disabled only) (800) 351-6571
 Norco Senior Bus (951) 270-5647
 Riverside Special Transportation (Seniors & the disabled only) (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 or (619) 233-3004
 Corona Cruiser (City of Corona bus service)..... (951) 734-9418
 Foothill Transit (Service throughout 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) 60 METRO
 Moreno Valley free neighborhood shuttle (877) 665-4623
 MTS (San Diego County bus service)..... (619) 557-4555
 North County Transit District (Service in North San Diego County) (760) 966-6500
 OCTA (Service throughout Orange County).....1-800-636-7433
 Omnitrans (Service throughout western San Bernardino County).....1-800-966-6428
 Palo Verde Valley Transit (Service in the city of Blythe) (760) 922-1140
 Beaumont Pass Transit (Service in Beaumont, Cherry Valley, Calimesa and part of Banning) (951) 769-8530
 Banning Pass Transit (Service in Banning, Cabazon and small portions of Beaumont) (951) 922-3243
 SunLine Transit (Service throughout 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 and most holidays. Call the Customer Information Center at (951) 565-5002.

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.

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 on our website at RiversideTransit.com or through the Token Transit 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 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 him or herself. 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:

1. 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.
2. Glass, breakable or homemade carriers are not permitted.
3. The animal must be completely enclosed within the pet carrier or cage at all times.
4. The pet carrier or cage must completely prevent the animal from escaping or physically contacting another passenger or of escape.
5. 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 on 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.
- If you use a paper pass that has been activated, swipe it in the farebox rather than dipping it to prevent it from jamming in the farebox.

- Carry-on bags limited to three, must fit in lap 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.
- Push the yellow strip between the windows or pull the cord to signal your stop prior to arrival.
- 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.
- Shirts and shoes must be worn at all times.
- 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.

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. RTA is pleased to offer tether straps for wheelchairs and scooters. Call (951) 565-5002 to schedule an appointment.

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 Eric Ustation at (951) 565-5250 or email at eustation@riversidetransit.com.

BIKE AND RIDE

Every RTA 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.

When loading your bicycle in the bike rack:

NOTE: *For your safety, loading and unloading of bicycles should be done from the curbside of the bus.*

- 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 the Metrolink Station.

WI-FI SERVICE

Free wireless Internet access (Wi-Fi) is available to RTA customers on all 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 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 she or he has 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, 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.

FARES, FARE CATEGORIES, PASSES and TICKETS and ID CARDS

DEFINITIONS OF FARE CATEGORIES AND IDENTIFICATION

General

All customers except those who meet the qualifications for youth, senior, disabled or child fare categories. No identification is required for General fares.

Youth

First grade through 12th grade only. College students pay General fare. Youth fares are in effect at all times. 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 to anyone in grades 1

through 12. A Youth ID card costs \$2. Call (951) 565-5002 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. Please bring the proper documentation and a photo ID to the Family Services Association, 8172 Magnolia Ave., on the second Tuesday of each month between 9 a.m. and 11 a.m. to receive your identification card. There will be a cost of \$2 for the card. If you have any questions, please call (951) 565-5002. 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.

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 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. Customers must wear the appropriate uniform or show appropriate ID each time they board a bus to receive the discounted fare.

Child

Height-based: 46" tall or under. Must be accompanied by a full-fare paying customer.

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 Special Transportation and Beaumont Dial-A-Ride. If your ADA card indicates that you require the assistance of a personal care attendant, the attendant may ride for free. 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.

Commuter Routes

Routes 200, 202, 204, 205, 206, 208, 210 and 217 are commuter routes with fares of \$3.50 for general and youth and \$2.75 for senior/disabled. 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 swipe 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, 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 and RapidLink only, or a Local+CommuterLink 1-Day Pass valid on all local, RapidLink 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 and RapidLink 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 and RapidLink, or a Local+CommuterLink 30-Day Pass valid on all local, RapidLink 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 or securely on our website at RiversideTransit.com. For the location of a pass sales outlet near you call (951) 565-5002 or see pages 12 and 13. 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 swipe your pass on all other buses you board and ride.

MOBILE TICKETING: BUS PASS ON YOUR PHONE

Riding RTA just got easier. Now you can buy RTA passes on your smartphone. The Token Transit app makes paying your fare a breeze! There's no need to carry cash. No need to wait in line to buy a pass. And no need to search for your bus pass buried in your wallet. Simply board the bus, tap your phone and go! Customers can purchase RTA 1-Ride, 1-Day, 7-Day and 30-Day passes from anywhere! Passes can be purchased for immediate use, or if you're planning ahead, they can be stored on Token Transit app for future trips on all RTA fixed-route buses. Three simple steps to paying with your smartphone.

1. Get the Token Transit app at TokenTransit.com/app.
2. Buy your RTA bus pass.
3. When you board the bus, make sure the app is open and the pass is visible, place the phone over the validator and wait for the beep.

LOCAL FIXED-ROUTE FARES (includes RapidLink)

Fare Categories	Base Fares	Day Pass*	7-Day Pass*	30-Day Pass*
General	\$1.75	\$5	\$20	\$60
Youth (grades 1-12)**	\$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 (includes RapidLink)**

Fare Categories	Base Fares	Day Passes	30-Day Pass
General	\$3.50	\$10	\$95
Youth (grades 1-12)**	\$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 and City Pass | RIDE FREE

U-Pass: UC Riverside, Cal Baptist University, La Sierra University

Go-Pass: Riverside City College, Moreno Valley College, Mt. San Jacinto College, Norco College

City Pass: All City of Riverside employees

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 22.

PASS OUTLETS

RTA's passes are good for base fare on all fixed-route buses. Passes are not accepted on Dial-A-Ride.

WE RECOMMEND THAT YOU CALL THE PASS OUTLET TO DETERMINE TYPES OF AVAILABLE PASSES.

BEAUMONT

Beaumont City Hall
550 E. 6th St.
Beaumont, CA 92223
(951) 769-8520

CORONA

Circle K
13120 Magnolia Ave.
Corona, CA 91720
(951) 737-8476

Corona Public Library
650 S. Main St.
Corona, CA 92882
(951) 736-2381

GLEN AVON

Tony K Market
6104 Mission Blvd.
Riverside, CA 92509
(951) 369-0108

HEMET

Chip's Liquor
1207 W. Florida Ave.
Hemet, CA 92543
(951) 658-5136

Hemet Public Library
300 E Latham Ave.
Hemet, CA 92543
(951) 765-2440

X-Press Cash 'til Payday
1799 E. Florida Ave.
Hemet, CA 92544
(951) 925-6166

HOMELAND

Highway 74 Market
31190 Hwy. 74
Homeland, CA 92548
(951) 926-4233

JURUPA VALLEY

City Hall
8304 Limonite Ave. Ste. M.
Jurupa Valley, CA 92509
(951) 332-6464

LAKE ELSINORE

City of Lake Elsinore
130 S. Main Street
Lake Elsinore, CA 92530
(951) 674-3124

Lake Elsinore Senior Activity Center
420 E. Lakeshore Dr.
Lake Elsinore, CA 92530
(951) 674-2526

MENIFEE

Menifee City Hall
29714 Haun Road
Menifee, CA 92586
(951) 672-6777

MORENO VALLEY

Fastrip Food Store
23991 Sunnymead Blvd.
Moreno Valley, CA 92553
(951)243-5104

Liquor + Food Mart
23080 Alessandro Blvd.,
Ste. 208
Moreno Valley, CA 92553
(951) 697-4888

Mel's Liquor
14051 Indian St., Ste. O
Moreno Valley, CA 92553
(951) 924-5534

Moneytree
(Inside Food 4 Less)
24440 Alessandro Blvd.
Moreno Valley, CA 92553
(951) 243-3876

Moreno Valley Chamber of Commerce
12625 Frederick St., Ste. E3
Moreno Valley, CA 92553
(951) 697-4404

MURRIETA

City of Murrieta
1 Town Square
Murrieta, CA 92562
(951) 304-2489

PERRIS

La Favorita Supermarket
546 Indian Hills Circle, Ste. B
Perris, CA 92570
(951) 443-4379

One Stop Store
406 S. D St.
Perris, CA 92570
(951) 940-5177

City of Perris
101 North D St.
Perris, CA 92570
(951) 943-4610

RIVERSIDE

AK Market
6411 Brockton Ave
Riverside, CA 92506
(951) 276-8333

Angel Eyes Smoke Shop Plus
4024 Mission Inn Ave.
Riverside, CA, 92501
(951) 686-2159

City of Riverside
Utilities Plaza
3901 Orange St.
Riverside, CA 92501
(951) 826-5311
Discounted passes for City of
Riverside residents only.

City of Riverside
Customer Resource Center
3025 Madison St.
Riverside, CA 92504
(951) 826-5311
Discounted passes for City of
Riverside residents only.

Community Access Cntr.
6848 Magnolia Ave.,
Ste. 150
Riverside, CA 92506
(951) 274-0358
TTY (951) 274-0834

Continental Currency Services Inc.
1788 University Ave., Ste. 116
Riverside, CA 92507
(951) 686-3223

Friendly Liquor
3962 University Ave.
Riverside, CA 92501
(951) 787-9224

Jimenez Ranch Market
5600 Mission Blvd.
Riverside, CA 92509
(951) 782-8037

Moneytree
(Inside Food 4 Less)
4250 Van Buren Blvd.
Riverside, CA 92503
(951) 343-9680

Riverside Transit Agency
1825 Third St.
Riverside, CA 92507
(951) 565-5000

RUBIDOUX

Smart Buy Cigarette Shop
5675 Mission Blvd.
Rubidoux, CA 92509
(951) 369-1143

SAN BERNARDINO

Omnitrans – San Bernardino Transit
Center
599 W. Rialto Ave.
San Bernardino, CA 92411
(800) 966-6428

SAN JACINTO

Fastrip Food Store
692 S. San Jacinto Avenue
San Jacinto, CA, 92583
(951) 654-4809

TEMECULA

The Customer Service Experts
The Promenade Mall
40820 Winchester Rd.
Temecula, CA 92591
(951) 296-0975

Temecula Valley Chamber of
Commerce
26790 Ynez Ct.
Temecula, CA 92591
(951) 676-5090

Temecula Valley Convention and
Visitors Bureau
28690 Mercedes Street
Temecula, CA 92590
(951) 491-6085

WILDOMAR

City Hall
23873 Clinton Keith Rd., Suite 201
Wildomar, CA 92595
(951) 677-7751

SCHOOLS / COLLEGES

Students may purchase bus
passes at their school offices
at the following schools.

Citrus Hill High School
ASB Office
18150 Wood Rd.
Perris, CA 92570
(951) 490-0400

John North High School
1550 Third St.
Riverside, CA 92507
(951) 788-7314

Orange Vista High School
1400 Orange Ave.
Perris, CA 92571
(951) 490-4660

Ortega High School
520 Chaney St.
Lake Elsinore, CA 92530
(951) 253-7065

Perris Union High School
1151 N. A Street
Perris, CA 92570
(951) 943-6369

Ramona High School
7675 Magnolia Ave.
Riverside, CA 92504
(951) 352-8429

San Jacinto Unified School District
2045 S. San Jacinto Avenue
San Jacinto, CA 92583
(951) 929-7700

Val Verde High School
972 W. Morgan St.
Perris, CA 92571
(951) 940-6155

**WE RECOMMEND THAT YOU CALL THE PASS
OUTLET TO DETERMINE TYPES
OF AVAILABLE PASSES.**

INFORMACIÓN SOBRE RTA

CENTRO DE INFORMACIÓN AL CLIENTE

El Centro de Información al Cliente de RTA cuenta con personal amables y listos para ayudarle con información sobre los horarios, rutas, tarifas de autobuses y ubicaciones de centros de distribución 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 clientes. 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 de Información 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 y la mayoría de los días de fiesta. Llame al Centro de Información al Cliente al (951) 565-5002 o 511.

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 que usted necesita llegar a su destino.
3. Especifique si desea el horario de entre semana o fin de semana.

CÓMO USAR SU GUÍA DE VIAJE

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.

El Centro de Información al Cliente 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, cerrada los sábados, domingos, y días festivos.

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 logo de Visa o MasterCard. Habrá un cargo de \$25 por todos los cheques devuelto por el banco. Los pases también se pueden ordenar de forma segura en nuestro sitio web en RiversideTransit.com.

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 de lunes a viernes de 8 a.m. a 5 p.m. Los objetos perdidos/encontrados se guardarán por cinco días laborales.

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 correcto y a 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 brindar 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 u 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 cotidianas.
- 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.
- El apoyo emocional, la terapia, la 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 son de servicio o guía solo si los propietarios cumplen con las siguientes reglas:

1. Los animales pequeños, como pájaros y gatos, deben estar asegurados en una jaula o jaula para mascotas fabricada comercialmente que pueda colocarse de manera segura en el regazo del pasajero y que no requiera un asiento separado.
2. No se permiten portadores de vidrio, frágiles o caseros.
3. El animal debe estar completamente encerrado dentro del transportador de mascotas o la jaula en todo momento.
4. El portador o la jaula de la mascota debe evitar

por completo que el animal escape o contacte físicamente con otro pasajero o que escape.

5. El porta mascotas o la jaula deben estar contruidos de manera que no pueda salir material de cama o desechos de mascotas.

El animal no debe interferir, interrumpir o perturbar ningún servicio o guía de animales en el vehículo.

CONSEJOS DE SEGURIDAD

- 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.

DATOS PARA SU VIAJE

- Llegue a su parada de autobús al menos 10 minutos antes.
- No coma, beba, fume (incluyendo e-cigarrillos), ni escuche música con volumen alto o cambie su ropa o pañales.
- Límite el número de bolsas con sus compras a tres y deben 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 esta en movimiento.
- No se permite grafiti, alcohol, drogas o armas de cualquier tipo en el autobús.
- Empuje la tira amarilla entre las ventanas o estire el cordón para señalar su parada antes de llegar a su parada de autobús.
- Todos los clientes deben permanecer sentados hasta que el autobús pare completamente.
- Por favor salga por la puerta trasera, si es posible, para acelerar el abordaje de los clientes.
- Los asientos-plegables y los asientos directamente detrás del operador están destinados para personas de la tercera edad y clientes con discapacidades.
- Mantenga sus autobuses y paradas de autobús limpios usando el recipiente de basura.
- Por favor no suba los pies en los asientos.
- Camisas y zapatos deben ser usados en todo momento.
- 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 clientes 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.

- Si utiliza un pase de papel, que se ha activado, deslícelo en la caja de tarifas en lugar de sumergirlo para evitar que se atasque en la caja de tarifas.

SILLAS DE RUEDAS

Para garantizar la correcta fijación de la silla de ruedas durante el viaje, por favor limite el número de bolsas de equipaje detrás de la silla. Para evitar lesiones a usted y a otros pasajeros, por favor quite cualquier objeto que sobresalga, tales como postes de banderas y reflectores con puntas afiladas. Tenga en cuenta que los autobuses de RTA despliegan una rampa/montacargas de silla de ruedas para facilitar el abordaje y apearse del autobús. Cuando se despliega la rampa/montacargas, el autobús emitirá un sonido. Al salir de las puertas traseras, escuche el sonido y observe la rampa/montacargas para evitar lesiones. Las sillas de ruedas y scooters de movilidad eléctrica 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. Por 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 llegar a su destino y el autobús pare completamente. Use los asientos del autobús siempre que sea posible. RTA se complace en ofrecer correas de amarre para las sillas de ruedas y scooters.

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 cliente mientras el autobús este en movimiento y no puede ocupar un asiento adicional.

SERVICIO DE JURADO

Todos los miembros del jurado convocados para servir en los tribunales de Riverside pueden viajar gratis en todos los autobuses de RTA mientras están en servicio del jurado activo, muestre 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 periodo 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 gratuito a Internet Inalámbrico (Wi-Fi) está disponible para los clientes de RTA en los autobuses. La disponibilidad, confiabilidad, tiempo de funcionamiento y velocidad de los servicios no están garantizados por RTA.

BICICLETA Y PASEO

Cada autobus RTA tiene un rack de bicicletas capaz de manejar al menos dos motos con llantas de bicicleta estándar (máximo de 26" o 700 cm). Las bicis son aceptadas en una primera llegada, de primera. Los pasajeros que deseen transportar bicicletas deben notificar primero al operador del autocar que están cargando o descargando una bicicleta antes de acercarse al bastidor de la bicicleta.

Al cargar su bicicleta en el bastidor de la bici:

- Espere a que el autobús llegue a una parada completa antes de cargar su bicicleta.
- Las bicicletas no deben exceder 55lbs.
- Los artículos flojos deben ser removidos de la bicicleta antes de colocarlos en la rejilla de la bicicleta.
- Los manillares o cestos de bicicletas no deben obstruir la vista del conductor.
- Las bicicletas plegables (no motorizadas) no mayores de 28" x 20" x 11" se permiten a bordo (debajo del asiento).
- El operador tiene la discreción de negar bicicletas plegables y artículos que no pueden ser razonablemente y con seguridad almacenados bajo el asiento o con seguridad en el bastidor de bicicleta exterior.
- No se permiten bicicletas tándem y bicicletas tricycle.
- Por favor recuerde que usted es responsable de la carga y descarga de su bicicleta.
- Al salir del autobús, salga por la puerta principal y deje que el operador del autocar sepa cómo quitar la bicicleta del rack.
- Nota: RTA no es responsable de pérdidas o daños a las bicicletas.

Se permiten bicicletas y scooters con pilas en los autobuses RTA:

- Se permite a los clientes colocar bicicletas eléctricas con gel sellado, ion de litio o baterías NiCad en el bastidor de la bicicleta, siempre y cuando quepan con seguridad en el bastidor de la bicicleta y tengan llantas estándar. (también debe cumplir con los requisitos de la bicicleta listados arriba.)
- Se permite a los clientes llevar en las vespas eléctricas del autobús con el gel sellado, el ion del litio, o las baterías de NiCad mientras que pueden ser dobladas y caben debajo de su asiento o en su regazo.

NO FUMAR DE NINGÚN TIPO A BORDO DE AUTOBUSES RTA

Todos los autobuses y estaciones de RTA son totalmente para no fumadores. Esto incluye cigarrillos, cigarros y dispositivos electrónicos para fumar, como cigarrillos electrónicos. El tabaquismo de la marihuana o la ingestión de productos de cannabis para cualquier propósito también está prohibido, y se requieren contenedores sellados para el transporte de cualquier producto relacionado con el cannabis.

Tarifas, Categorías de Tarifas, Pases y Boletos y Tarjetas de Identificación

DEFINICIÓN DE CATEGORÍAS DE TARIFAS E IDENTIFICACIÓN

General

Todos los clientes excepto aquellos que califican para las tarifas de jóvenes, personas de la tercera edad, discapacitados o niños. No se necesita identificación para las tarifas Generales.

Jóvenes

Estudiantes del 1er al 12avo grado solamente. Estudiantes de colegio pagan tarifa General. Las tarifas de jóvenes están vigentes todo el tiempo. Se requiere identificación apropiada al abordar el autobús para recibir la tarifa de descuento. Identificaciones escolares con fotografía se consideran apropiadas. RTA también ofrece identificaciones a estudiantes del 1er al 12avo grado. El costo de la identificación es de \$2. Llame al (951) 565-5002 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 mayores 60 años, 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 clientes deben mostrar identificación apropiada cada vez que aborden el autobús.

RTA ofrece identificaciones con fotografía a personas de la tercera edad y discapacitadas. Para recibir una identificación de discapacidad, los clientes 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 y 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. Favor de traer la documentación adecuada y una identificación con fotografía a "Family Services Association", 8172 Magnolia Avenue, el segundo martes del mes entre las 9 a.m. y 11 a.m. para recibir su tarjeta de identificación. Habrá un costo de \$2 por cada tarjeta. Si tiene alguna pregunta, por favor llame al (951) 565-5002. La tarjeta de Medical no se aceptará. Las aplicaciones están disponibles en la oficina administrativas de RTA, en nuestro sitio web en RiversideTransit.com o llamando al Centro de Información al Cliente al (951) 565-5002.

Veterano

Cualquier persona que cumpla con los requisitos de RTA referente a los Veteranos Militares, presenta 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 indica el estado retirado. Clientes deben mostrar la identificación apropiada cada vez que suben a un autobús para recibir la tarifa con descuento.

Las tarjetas de identificación con fotografía de RTA están disponibles para clientes veteranos. Por favor llame al (951) 565-5002 para la ubicación y el tiempo para 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. Los clientes deben llevar el uniforme apropiado o mostrar la identificación apropiada cada vez que suban a un autobús para recibir la tarifa con descuento.

Niños

Basada en estatura: 46 pulgadas o menos. Deben de ser acompañados por un adulto que pague la tarifa completa.

ADA

La tarjeta de identificación de RTA de La Ley de Americanos con Discapacidades (ADA) es para personas que han sido especialmente certificadas por el proceso de Certificación de ADA de RTA. Esta identificación puede calificarlo para servicio de prioridad en cualquier servicio Dial-A-Ride de RTA, servicio Dial-A-Ride de Corona, Servicios Especiales de Transportación de Riverside y servicio Dial-A-Ride de Beaumont. Si su tarjeta de ADA indica que necesita la asistencia de un asistente de cuidado personal, el asistente puede viajar gratis. Para ser certificado bajo ADA, tiene que llenar una aplicación y proveer una forma de verificación de un profesional de salud. Esta identificación debe renovarse cada cuatro años. Para más información, llame al (951) 565-5002.

COMMUTERS “RUTAS EXPRÉS”

Las rutas 200, 202, 204, 205, 206, 208, 210 y 217 son rutas exprés con tarifas de \$3.50 para general y jóvenes y \$2.75 para personas de la 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 electrónicas aceptan monedas, 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 al reverso. En lugar de enseñar su pase al Operador, pasará el pase en la caja de igual manera como lo hace con su tarjeta ATM. Por favor use cambio exacto cuando pague en efectivo. El Operador o la caja electrónica 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 nuestro sitio web en RiversideTransit.com o en algunos centros de distribución 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 clientes pueden comprar el pase Local de 1-Día, válido únicamente en las rutas fijas locales y RapidLink o el pase Local+CommuterLink de 1-Día válido en todas las rutas locales, RapidLink 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 electrónicas de colección de tarifas con la fecha actual impresa al dorso. 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 la tercera edad/discapacitados/Veteranos requiere identificación apropiada cada vez que aborde el 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 asequible al pase mensual de RTA. Los clientes pueden comprar un pase Local de 7-Días, válido en rutas fijas locales y RapidLink 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 y RapidLink, o un pase Local+CommuterLink de 30-Días válido en todas las rutas locales, RapidLink 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. Deberá presentar un boleto cada vez que aborde un autobús de Dial-A-Ride. Algunos viajes requieren de 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 u otros autobuses de agencia de tránsito.

PASE DE AUTOBÚS EN SU TELÉFONO

Montar RTA ahora es más fácil. Ahora puede comprar pases RTA en su teléfono inteligente. La aplicación Token Transit hace que pagar su tarifa sea muy fácil. No hay necesidad de llevar efectivo. No es necesario esperar en la fila para comprar un pase. Y no es necesario buscar su pase de autobús enterrado en su billetera. Simplemente suba al autobús, toque su teléfono y listo. Los clientes pueden comprar pases RTA de 1 viaje, 1 día, 7 días y 30 días desde cualquier lugar. Los pases se pueden comprar para uso inmediato, o si está planeando con anticipación, se pueden almacenar en la aplicación Token Transit para futuros viajes en todos los autobuses de ruta fija de RTA. Tres pasos simples para pagar con su teléfono inteligente.

1. Obtenga la aplicación Token Transit en [Token transit.com/app](https://www.tokentransit.com/app).

2. Compre su pase de autobús RTA.

3. Cuando aborde el autobús, asegúrese de que la aplicación esté abierta y que el pase sea visible, coloque el teléfono sobre el validador y espere el pitido.

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 Geronio Pass y Suroeste. Para obtener más información o para unirse a un capítulo, llame a Eric Ustation al (951) 565-5250 o al correo electrónico eustation@riversidetransit.com.

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 segura en nuestro sitio Web en [RiversideTransit.com](https://www.RiversideTransit.com). Para la ubicación del centro de distribución de pases más cercano a usted llame al (951) 565-5002 o vea la página 12 y 13. 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 abordó, 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 electrónica de colección de tarifas. La caja de colección de tarifas imprimirá las fechas de vigencias al dorso del pase. Después, todo lo que tiene que hacer es deslizar el pase abordó de todos los autobuses en que viaje.

PÓLIZA DE MODIFICACIÓN RAZONABLE

Riverside Transit Agency se compromete a proporcionar servicios seguros, confiables, amables, accesibles y fáciles de usar para sus clientes. 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 o enviando un correo electrónico a comments@riversidetransit.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, o mande un email a comments@rivsidetransit.com o visite nuestra oficina administrativa en 1825 Third Street, Riverside, CA 92057. Si necesita la información en otro idioma, llame al (951) 565-5002.

TARIFAS DE RUTA FIJA y RapidLink				
Categorías de Tarifas	Tarifa Básica	Pase Diario*	Pase de 7-días*	Pase de 30-Días*
General	\$1.75	\$5	\$20	\$60
Estudiante (grados del 1 al 12)**	\$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 y RapidLink		
Categorías de Tarifas	Tarifa Básica	Pase Diario	Pase de 30-Días	
General	\$3.50		\$10	\$95
Estudiante (grados del 1 al 12)**	\$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 y City Pass | VIAJEN GRATIS

U-Pass: UC Riverside, Cal Baptist University, La Sierra University

Go-Pass: Riverside City College, Moreno Valley College, Mt. San Jacinto College, Norco College

City Pass: Todos los empleados de la Ciudad de Riverside

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 22.

Reduced Fare Identification

Identificación para tarifas reducidas

Do you qualify for a Senior, Disabled, Medicare, Veteran or Youth discounted fare? If so, you must show proper ID each time you board the bus. You must also show proper ID to purchase discounted passes at all retail outlets, at RTA office, on our website, or through the mail. If you do not have proper ID with you, you will be required to pay the full general fare even if you have a discounted pass. Below are forms of ID accepted on the bus for discounted fares:

Disabled: RTA issued disabled ID card, RTA ADA card, Medicare card, Veteran's Service connected ID card or Braille Institute ID card.

Senior: RTA issued Senior ID card, CA Driver License or ID card or Medicare card.

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. RTA issued photo ID cards are available for veteran customers.

Medicare Card: Any person who displays their valid Medicare Card is eligible for a discounted fare on all RTA fixed-route services. Customers must show their Medicare Card each time they board a bus to receive the discounted fare.

Youth: RTA issued Youth ID card or school issued (grades 1-12) picture ID with current school year validation.

¿Es usted elegible para la tarifa de descuentos para personas de la tercera edad, discapacitadas, Medicare, Veteranos o Jóvenes? De ser así, deberá mostrar identificación adecuada cada vez que aborde el autobús. También deberá mostrar identificación adecuada para comprar boletos o pases de descuento en todos los centros de distribución de pases, en nuestra oficina en Riverside, en nuestro sitio Web o por correo. Si no tiene la identificación adecuada, tendrá que pagar la tarifa total general, aunque tenga un boleto o pase de descuento. A continuación se muestran las formas de identificación que se aceptan en el autobús para las tarifas de descuento:

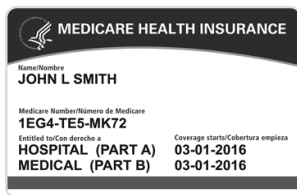
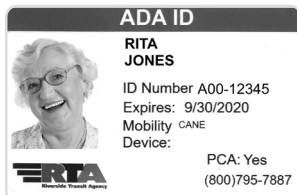
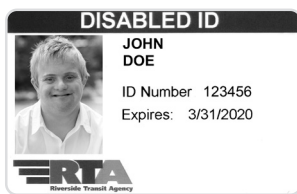
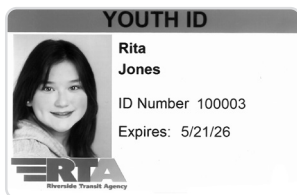
Personas Discapacitadas: Tarjeta de identificación para personas discapacitadas expedida por RTA, tarjeta ADA de RTA, tarjeta Medicare, tarjeta de identificación del Servicio de Veteranos o tarjeta de identificación del instituto Braille.

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.

Veterano: Cualquier persona que cumpla con los requisitos de RTA referente a Veteranos Militares, presenta 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 indica el estado retirado. Las tarjetas de identificación con fotografía emitida por RTA están disponibles para clientes veteranos.

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. Para recibir las tarifas de descuento, los clientes deben mostrar su tarjeta de Medicare cada vez que aborden el autobús.

Jóvenes: Tarjeta de identificación de Jóvenes con fotografía expedida por RTA o por las escuelas (grados 1 al 12) con validación actual del año escolar.

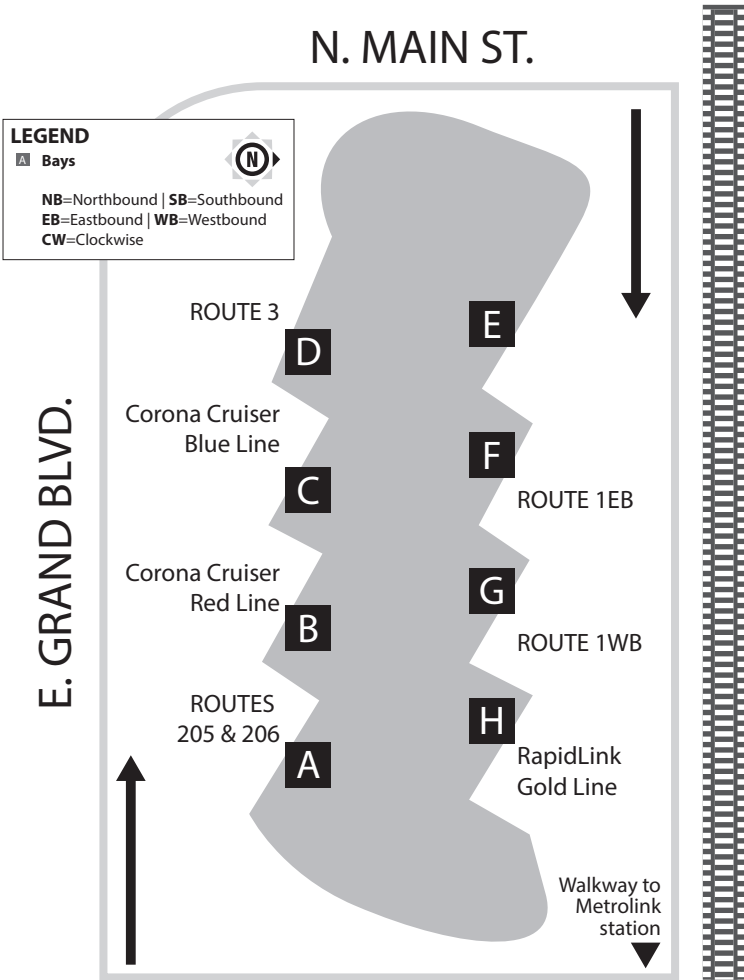


Identification NOT accepted on the bus: Medi-Cal cards, Social Security Award letter, a note from a doctor, or other items not listed above will NOT be accepted as identification to purchase or use a reduced fare ticket or pass.

Identificación NO aceptada en el autobús: La tarjeta Medi-Cal, carta de beneficios del Seguro Social, una nota de su doctor, u otros documentos que no se hayan nombrado NO serán aceptados como medio de identificación para comprar o usar un boleto o pase descontado.

Corona Transit Center

BOARDING DIAGRAM



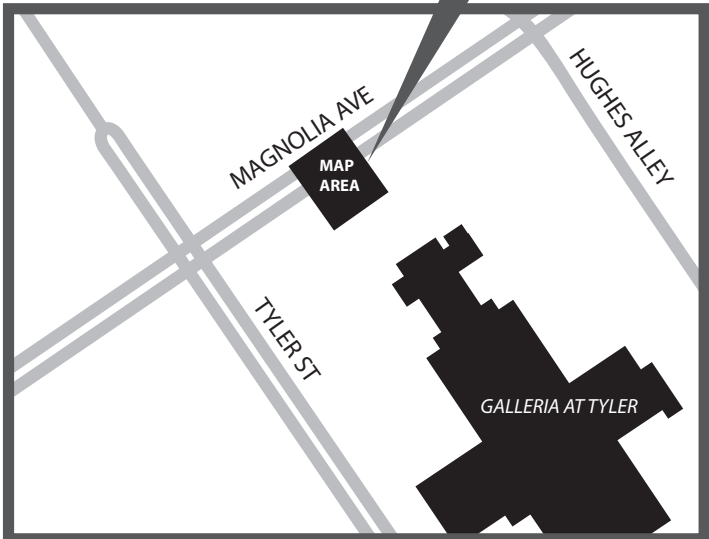
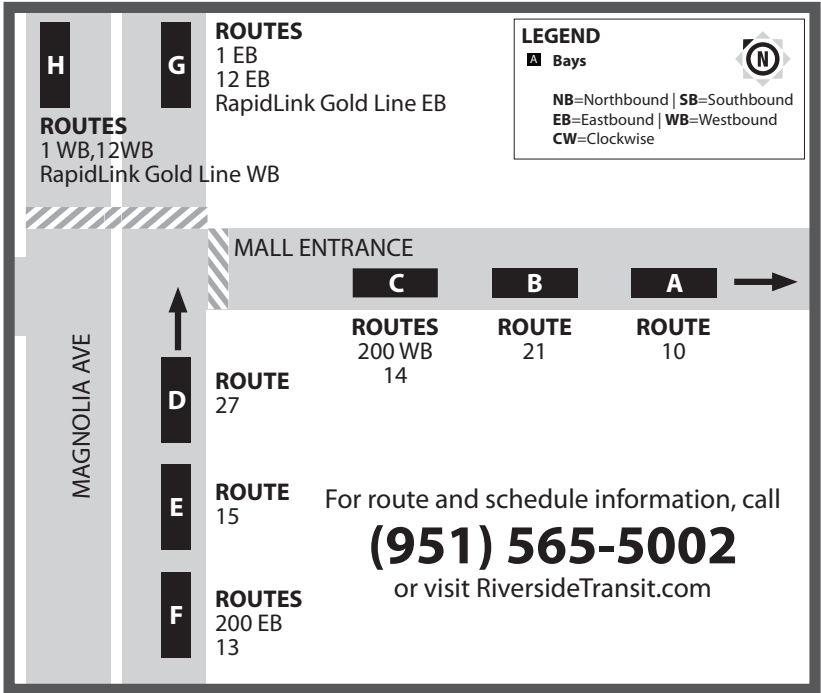
For route and schedule information call

(951) 565-5002

or visit RiversideTransit.com

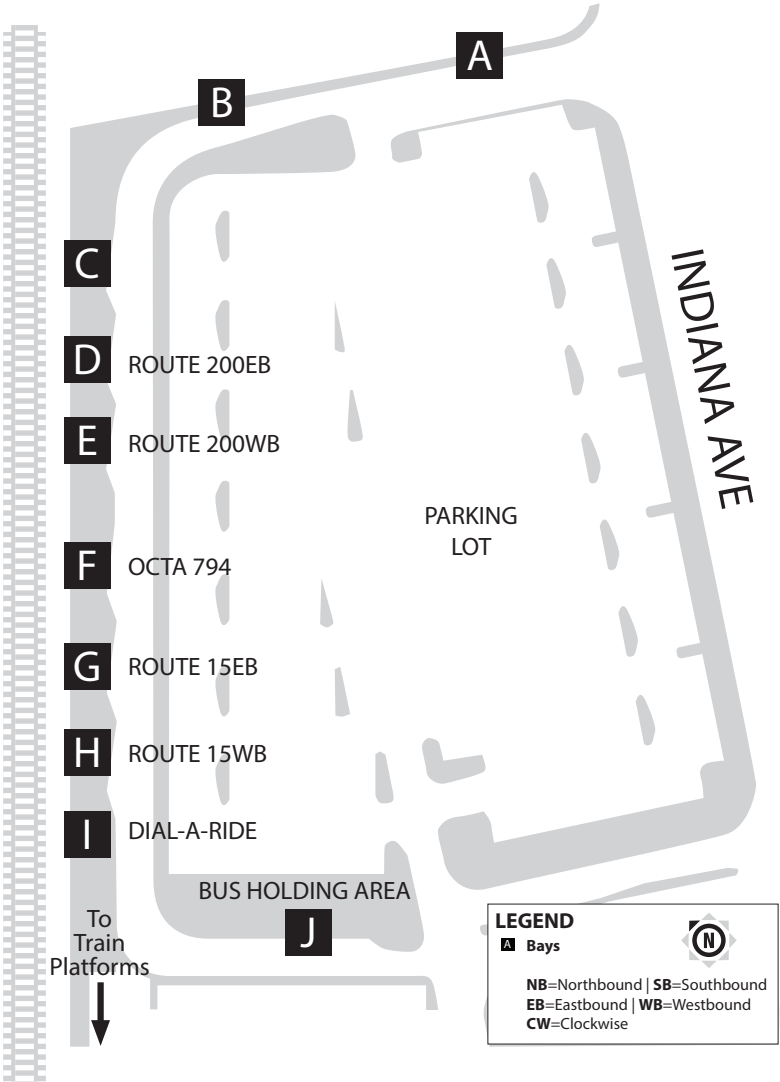
Galleria at Tyler Mall

BOARDING DIAGRAM



La Sierra Metrolink Station

BOARDING DIAGRAM



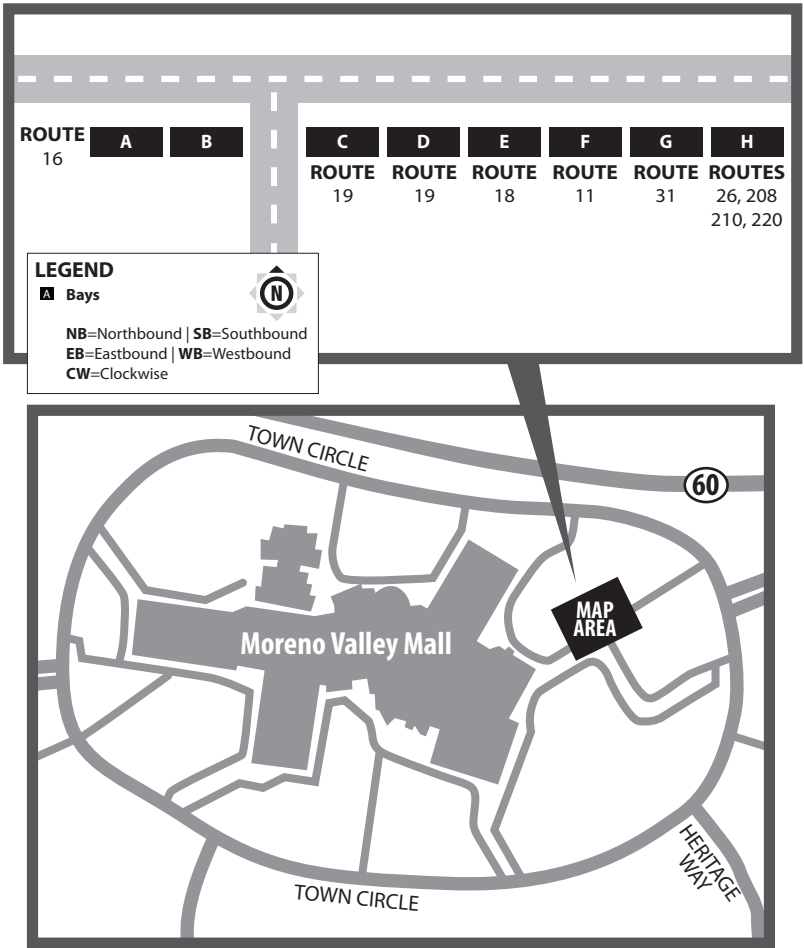
For route and schedule information call

(951) 565-5002

or visit RiversideTransit.com

Moreno Valley Mall Transit Center

BOARDING DIAGRAM



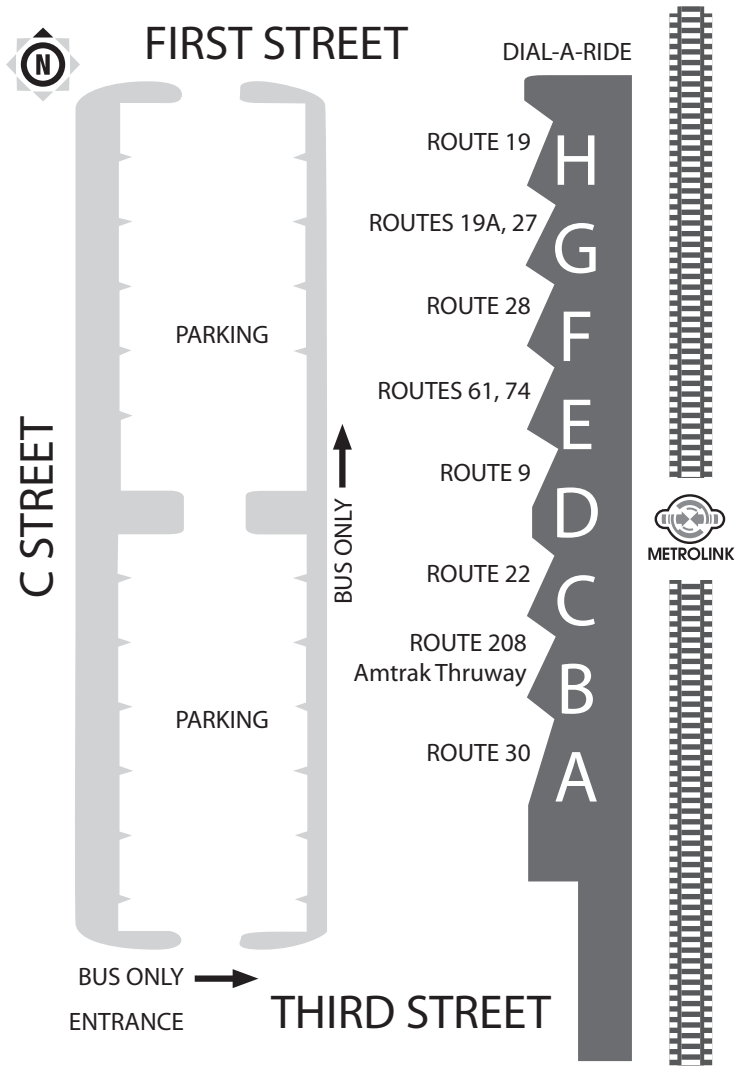
For route and schedule information call

(951) 565-5002

or visit RiversideTransit.com

Perris Station Transit Center

BOARDING DIAGRAM



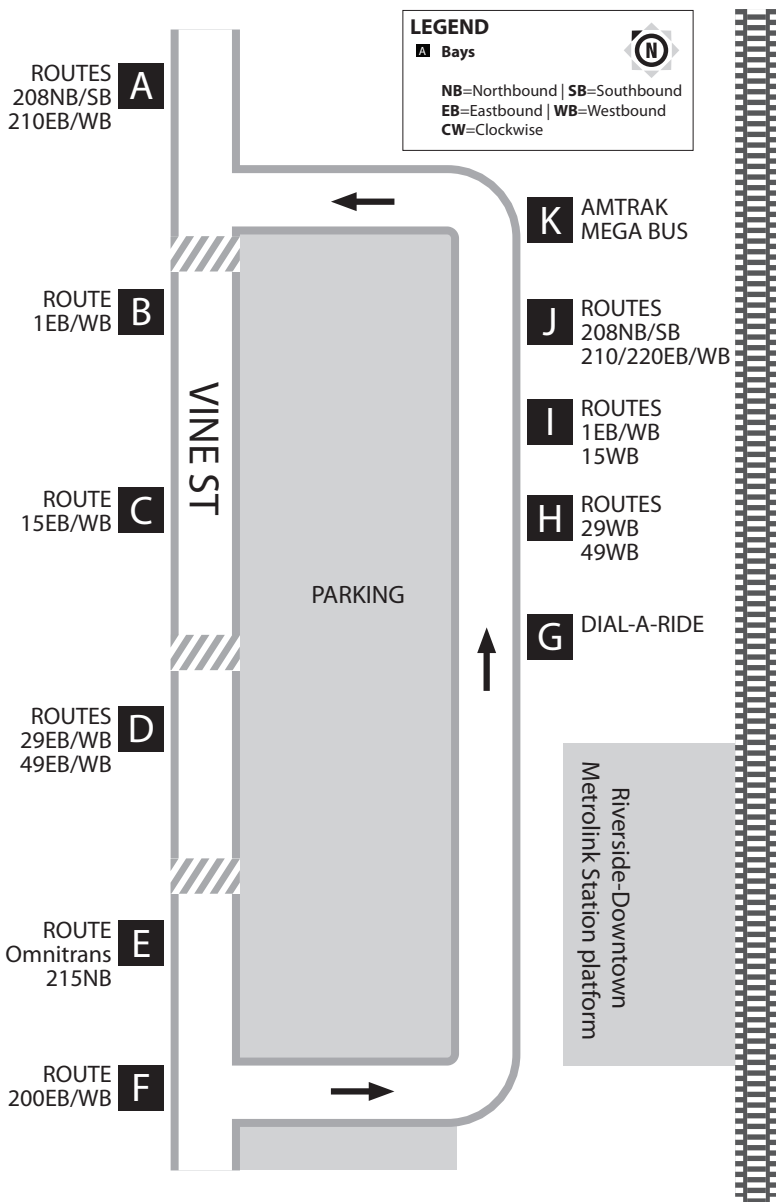
For route and schedule information call

(951) 565-5002

or visit RiversideTransit.com

Riverside-Downtown Metrolink Station

BOARDING DIAGRAM



SERVICE GUIDE

CITY/COMMUNITY	RTA SERVICE & OTHER CONNECTING SERVICES
Anaheim	RTA 200, OCTA
Banning	RTA 31, Pass Transit, Greyhound
Beaumont	RTA 31, Pass Transit, Amtrak Thruway
Canyon Lake	RTA 40
Corona	RTA 1, 3, 12, 205, 206, OCTA 794, Corona Cruiser, Metrolink
Country Village	RTA 21, 49, 204, Omnitrans
Eastvale	RTA 3, 29
French Valley	RTA 79
Glen Avon	RTA 21, 49
Hemet	RTA 28, 31, 32, 33, 42, 74, 79, Amtrak Thruway
Highgrove	RTA 12, 14, Omnitrans
Homeland/Romoland	RTA 28
Home Gardens	RTA 1, Corona Cruiser
Jurupa Valley	RTA 3, 21, 29, 49, 204
Lake Elsinore	RTA 8, 9, 40, 205, 206
Loma Linda	RTA 14, Omnitrans
Mead Valley	RTA 22, 41
Menifee/Sun City	RTA 40, 61, 74, Amtrak Thruway
Mira Loma	RTA 21, 29
Moreno Valley	RTA 11, 16, 18, 19, 20, 31, 41, 208, Amtrak Thruway
Montclair	RTA 204, Metrolink, Omnitrans, Foothill Transit
Murrieta	RTA 23, 61, 202, 205, 206, 208
Norco	RTA 3
Ontario	RTA 204, Omnitrans, Metrolink
Orange	RTA 200, 205, OCTA
Orange Crest	RTA 27
Pedley	RTA 21, 29, Metrolink
Perris	RTA 9, 19, 22, 27, 28, 30, 41, 61, 74, 208, Amtrak Thruway, Greyhound
Riverside	RTA 1, 10, 12, 13, 14, 15, 16, 20, 21, 22, 27, 29, 49, 200, 204, 208, OCTA 794, Riverside Special Transportation, Amtrak Thruway, Metrolink, Omnitrans, Amtrak
Rubidoux	RTA 29, 49
San Bernardino	RTA 200, Omnitrans
San Jacinto	RTA 31, 32, 42, 74, 79
Temecula	RTA 23, 24, 61, 79, 205, 206, 208, Greyhound
Temescal Valley	RTA 205, 206
Wildomar	RTA 8, 23
Winchester	RTA 74, 79
Woodcrest	RTA 22, 27

RAPIDLINK GOLD LINE

NO SERVICE

1

UCR - DOWNTOWN RIVERSIDE - CORONA

Information Center
(951) 565-5002
RiversideTransit.com
RTAB.us.com

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.



UNIVERSITY & LEMON
GOLD LINE • 1 • 10 • 12
14 • 15 • 22 • 29 • 49
200 • 204 • 208 • 210
OMNITRANS 215

MARKET & UNIVERSITY
1 • 12 • 13 • 14 • 15 • 22 • 29 • 49
204

**RIVERSIDE - DOWNTOWN
METROLINK STATION**
1 • 15 • 29 • 49 • 200 • 208
210 • OMNITRANS 215
METROLINK • AMTRAK
SUNLINE 220
Boarding diagram pg 27

**MAGNOLIA
& 15TH**
1 • 13 • 15 • 50

**BROCKTON
ARCADE**
1 • 10 • 14 • 15

RIVERSIDE

GALLERIA AT TYLER
GOLD LINE • 1 • 10 • 12
13 • 14 • 15 • 21 • 27 • 200
Boarding diagram pg 23

CORONA TRANSIT CENTER
GOLD LINE • 1 • 3 • 205 • 206
CORONA CRUISER BLUE, RED
METROLINK
Boarding diagram pg 22

**WEST CORONA
METROLINK STATION**

6TH & MAIN
GOLD LINE • 1 • CORONA CRUISER
BLUE, RED

SMITH & 6TH
1 • CORONA CRUISER RED

IOWA & UNIVERSITY
GOLD LINE • 1 • 14 • 16 • 51
52 • 204

IOWA & BLAINE
1 • 10 • 14 • 51 • 52

**UCR AT
BANNOCKBURN**
GOLD LINE • 1 • 16 • 51
52 • 204

**CHICAGO &
UNIVERSITY**
GOLD LINE • 1 • 13
14 • 22

Legend | Map not to scale

- Time and/or Transfer Point
- Alternate Routing
- Transfer Point
- Long-term Detour Routing



RTA and Corona Cruiser honor each other's Day and 30-Day passes at shared stops.

1

Eastbound to Downtown Riverside/UCR

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

West Corona Metrolink Station	Smith & 6th	Corona Transit Center	Magnolia & McKinley	Galleria at Tyler	Magnolia & Adams	Brockton Arcade	Riverside City College	University & Lemon	Riverside - Downtown Metrolink Station	UCR at Bannockburn
1	2	3	4	5	6	7	8	9	10	11
—	5:44	5:56	6:06	6:16	6:24	6:30	6:35	6:41	—	6:54
—	6:14	6:26	6:36	6:46	6:55	7:01	7:06	7:12	7:16	7:29
—	6:51	7:06	7:17	7:28	7:37	7:43	7:48	7:54	—	8:07
—	7:25	7:40	7:51	8:02	8:11	8:17	8:23	8:29	8:33	8:47
7:52	7:58	8:13	8:24	8:35	8:44	8:50	8:56	9:02	9:06	9:20
8:22	8:28	8:43	8:54	9:05	9:14	9:20	9:27	9:34	—	9:50
—	8:49	9:07	9:20	9:32	9:44	9:50	9:57	10:04	—	10:20
9:08	9:15	9:33	9:46	9:58	10:10	10:17	10:24	10:32	—	10:50
9:38	9:45	10:03	10:16	10:28	10:40	10:47	10:54	11:02	—	11:20
—	10:00	10:18	10:31	10:43	10:55	11:02	11:09	11:17	—	11:35
—	10:15	10:33	10:46	10:58	11:10	11:17	11:24	11:32	—	11:50
—	10:27	10:45	10:58	11:13	11:25	11:32	11:39	11:47	—	12:05
—	10:42	11:00	11:13	11:28	11:40	11:47	11:54	12:02	—	12:20
—	10:57	11:15	11:28	11:43	11:55	12:02	12:09	12:17	—	12:35
—	11:12	11:30	11:43	11:58	12:10	12:17	12:24	12:32	—	12:50
—	11:27	11:45	11:58	12:13	12:25	12:32	12:39	12:47	—	1:05
—	11:42	12:00	12:13	12:28	12:40	12:47	12:54	1:02	—	1:20
—	11:57	12:15	12:28	12:43	12:55	1:02	1:09	1:17	—	1:35
—	12:12	12:30	12:43	12:58	1:10	1:17	1:24	1:32	—	1:50
—	12:28	12:46	12:59	1:14	1:26	1:33	1:40	1:48	—	2:06
—	12:43	1:01	1:14	1:29	1:41	1:48	1:55	2:03	—	2:21
—	12:58	1:16	1:29	1:44	1:56	2:03	2:10	2:18	—	2:38
—	1:13	1:31	1:44	1:59	2:11	2:18	2:25	2:33	—	2:53
—	1:30	1:48	2:01	2:16	2:28	2:35	2:42	2:50	—	3:10
—	1:45	2:03	2:16	2:31	2:43	2:50	2:57	3:05	—	3:25
—	2:00	2:18	2:31	2:46	2:58	3:05	3:12	3:20	—	3:40
—	2:15	2:33	2:46	3:01	3:13	3:20	3:27	3:35	—	3:55
—	2:33	2:51	3:04	3:19	3:31	3:38	3:45	3:53	—	4:13
—	2:48	3:06	3:19	3:34	3:46	3:53	4:00	4:08	—	4:28
—	3:05	3:23	3:36	3:51	4:03	4:10	4:17	4:25	—	4:45
—	3:18	3:36	3:49	4:03	4:15	4:22	4:29	4:37	—	4:57
—	3:32	3:50	4:03	4:17	4:29	4:36	4:43	4:51	4:56	5:14
—	3:47	4:05	4:18	4:32	4:44	4:51	4:58	5:06	5:11	5:29
—	4:03	4:21	4:34	4:48	5:00	5:07	5:14	5:22	—	5:40
—	4:19	4:37	4:50	5:04	5:16	5:23	5:30	5:38	—	5:56
—	4:39	4:57	5:09	5:22	5:33	5:39	5:46	5:54	—	6:12
4:52	4:59	5:17	5:29	5:42	5:53	5:59	6:06	6:14	—	6:32
5:23	5:30	5:48	6:00	6:13	6:24	6:30	6:37	6:45	6:50	7:08
—	5:58	6:16	6:28	6:41	6:52	6:58	7:05	7:13	—	7:31
6:27	6:34	6:50	7:02	7:14	7:25	7:31	7:38	7:45	—	8:03
6:49	6:56	7:12	7:24	7:36	7:47	7:53	8:00	8:07	—	8:25
—	7:23	7:39	7:51	8:03	8:14	8:20	8:27	8:34	—	8:52
—	7:46	8:02	8:14	8:26	8:37	8:43	8:49	8:55	9:00	9:15
8:43	8:49	9:04	9:16	9:28	9:39	9:45	9:51	9:57	—	10:10

1

Westbound to Corona

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

UCR at Bannockburn	Riverside - Downtown Metrolink Station	University & Lemon	Riverside City College	Brockton Arcade	Magnolia & Adams	Galleria at Tyler	Magnolia & McKinley	Corona Transit Center	Smith & 6th	West Corona Metrolink Station
11	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	7:36
6:43	6:55	6:59	7:06	7:12	7:18	7:27	7:39	7:50	8:01	8:10
7:20	7:34	7:38	7:45	7:51	7:58	8:10	8:25	8:36	8:47	8:56
7:54	—	8:07	8:14	8:20	8:27	8:39	8:54	9:06	9:17	9:26
8:22	8:36	8:40	8:47	8:54	9:02	9:14	9:29	9:41	9:52	—
8:45	8:59	9:03	9:10	9:17	9:25	9:37	9:52	10:04	10:17	—
9:07	—	9:20	9:28	9:35	9:43	9:55	10:10	10:22	10:35	—
9:37	—	9:50	9:58	10:05	10:13	10:27	10:42	10:54	11:07	—
10:02	—	10:15	10:23	10:30	10:39	10:53	11:09	11:23	11:36	—
10:17	—	10:30	10:38	10:45	10:54	11:08	11:24	11:38	11:51	—
10:32	—	10:45	10:53	11:00	11:09	11:25	11:41	11:55	12:08	—
10:47	—	11:00	11:08	11:15	11:24	11:40	11:56	12:10	12:23	—
11:02	—	11:15	11:23	11:30	11:39	11:55	12:11	12:25	12:38	—
11:17	—	11:30	11:38	11:45	11:54	12:10	12:26	12:40	12:53	—
11:32	—	11:47	11:55	12:02	12:11	12:27	12:43	12:57	1:10	—
11:47	—	12:02	12:10	12:17	12:26	12:42	12:58	1:12	1:25	—
12:02	—	12:17	12:25	12:32	12:41	12:57	1:13	1:27	1:40	—
12:17	—	12:32	12:40	12:47	12:56	1:12	1:28	1:42	1:55	—
12:32	—	12:47	12:55	1:03	1:12	1:28	1:46	2:00	2:13	—
12:47	—	1:02	1:10	1:18	1:27	1:43	2:01	2:15	2:28	—
1:02	—	1:17	1:25	1:33	1:42	1:58	2:16	2:30	2:43	—
1:17	—	1:32	1:40	1:48	1:57	2:13	2:31	2:45	2:58	—
1:32	—	1:47	1:55	2:03	2:12	2:27	2:45	2:59	3:12	—
1:47	—	2:02	2:10	2:18	2:27	2:42	3:00	3:14	3:27	—
2:02	—	2:17	2:26	2:34	2:43	2:58	3:16	3:30	3:43	—
2:18	—	2:33	2:42	2:50	2:59	3:14	3:32	3:46	3:59	—
2:33	—	2:48	2:57	3:05	3:14	3:29	3:47	4:01	4:14	—
2:50	—	3:05	3:14	3:22	3:31	3:46	4:04	4:18	4:31	4:39
3:05	—	3:20	3:29	3:37	3:46	4:01	4:19	4:33	4:46	—
3:22	—	3:37	3:46	3:54	4:03	4:18	4:36	4:50	5:03	5:11
3:37	—	3:52	4:01	4:09	4:18	4:33	4:51	5:05	5:18	—
3:52	—	4:07	4:16	4:24	4:33	4:48	5:06	5:20	5:33	—
4:07	—	4:22	4:31	4:39	4:48	5:03	5:21	5:35	5:48	—
4:25	—	4:40	4:49	4:57	5:06	5:21	5:39	5:53	6:06	6:14
4:40	4:56	5:00	5:09	5:17	5:26	5:40	5:57	6:09	6:21	6:30
5:09	5:25	5:29	5:38	5:46	5:55	6:09	6:25	6:37	6:49	—
5:26	—	5:41	5:49	5:56	6:04	6:18	6:34	6:46	6:58	—
5:52	—	6:05	6:13	6:20	6:28	6:41	6:56	7:07	7:19	—
6:15	—	6:28	6:36	6:43	6:50	7:03	7:18	7:29	7:41	—
6:51	7:05	7:09	7:17	7:24	7:31	7:44	7:59	8:10	8:22	8:31
7:43	—	7:56	8:04	8:11	8:18	8:30	8:45	8:56	9:08	—
8:25	—	8:38	8:46	8:53	9:00	9:12	9:27	9:38	9:50	—
9:04	9:18	9:22	9:30	9:37	9:44	9:56	10:11	10:22	10:34	—

3

EASTVALE - NORCO - CORONA

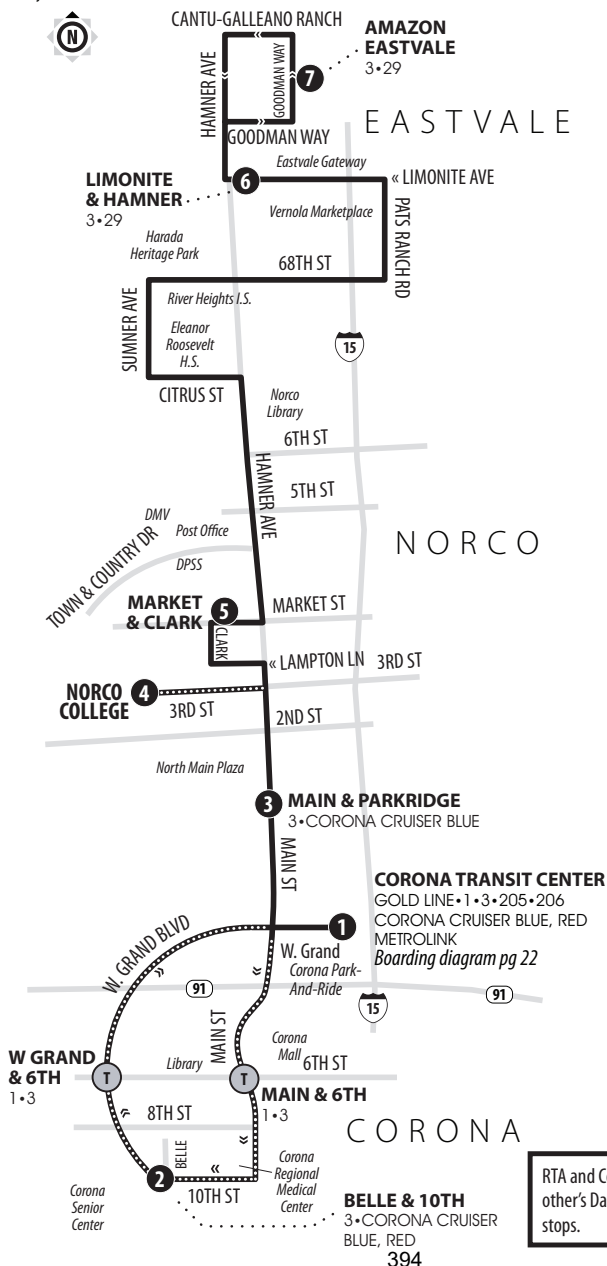
Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

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



RTA and Corona Cruiser honor each other's Day and 30-Day passes at shared stops.

3 Northbound to Eastvale

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Corona Transit Center	Main & Parkridge	Market & Clark	Limonite & Hamner	Amazon Eastvale
1	3	5	6	7
7:28	7:32	7:40	8:04	8:12
9:25	9:30	9:39	10:02	10:10
11:21	11:26	11:35	12:02	12:10
1:29	1:33	1:42	2:09	2:17
3:27	3:31	3:40	4:07	4:15
5:42	5:46	5:54	6:21	6:29
7:39	7:43	7:51	8:15	8:23

3 Southbound to Corona

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Amazon Eastvale	Limonite & Hamner	Market & Clark	Main & Parkridge	Corona Transit Center
7	6	5	3	1
6:35	6:44	7:06	7:12	7:20
8:20	8:30	8:55	9:03	9:11
10:20	10:30	10:55	11:03	11:11
12:27	12:37	1:03	1:11	1:19
2:27	2:37	3:03	3:11	3:19
4:25	4:35	4:57	5:05	5:13
6:44	6:53	7:13	7:21	7:29

8

LAKE ELSINORE - WILDOMAR LOOP

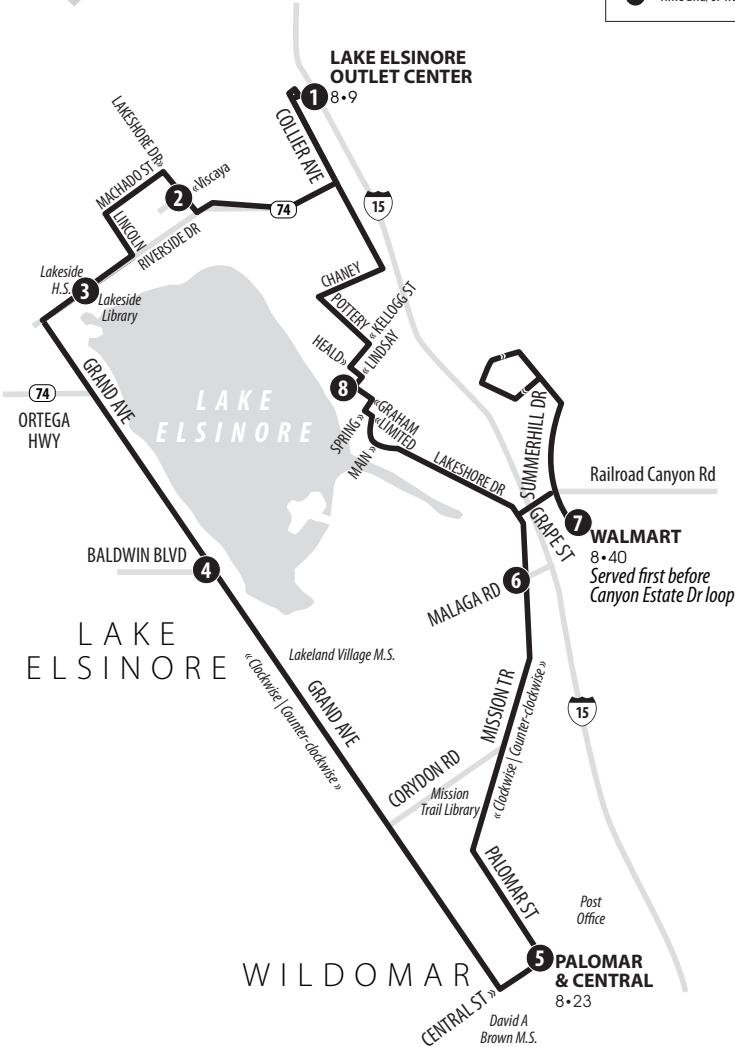
Information Center
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RiversideTransit.com
RTABus.com

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



8

Counterclockwise Loop via Grand Ave

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Lake Elsinore Outlet Center	Lakeshore & Viscaya	Lakeside High School	Grand & Baldwin	Palomar & Central	Mission Trail & Malaga	Lake Elsinore Walmart	Graham & Langstaff	Lake Elsinore Outlet Center
1	2	3	4	5	6	7	8	1
6:30	6:38	6:45	6:52	7:08	7:18	7:24	7:35	7:47
7:52	8:00	8:08	8:15	8:31	8:41	8:47	8:59	9:12
9:00	9:08	9:16	9:23	9:39	9:49	9:55	10:08	10:21
10:03	10:11	10:21	10:29	10:45	10:55	11:04	11:18	11:31
11:06	11:15	11:25	11:33	11:49	11:59	12:08	12:22	12:36
12:20	12:29	12:38	12:46	1:02	1:12	1:21	1:35	1:49
1:31	1:40	1:49	1:57	2:14	2:24	2:33	2:47	3:01
2:46	2:55	3:04	3:12	3:29	3:39	3:47	4:01	4:15
4:01	4:10	4:18	4:26	4:43	4:53	5:01	5:15	5:29
5:03	5:12	5:20	5:28	5:45	5:55	6:02	6:15	6:29
6:18	6:27	6:35	6:43	7:00	—	—	—	—

8

Clockwise Loop via Mission Trail

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Lake Elsinore Outlet Center	Graham & Langstaff	Lake Elsinore Walmart	Mission Trail & Malaga	Palomar & Central	Grand & Baldwin	Lakeside High School	Lakeshore & Viscaya	Lake Elsinore Outlet Center
1	8	7	6	5	4	3	2	1
6:20	6:32	6:42	6:49	7:06	7:17	7:24	7:34	7:41
7:18	7:31	7:42	7:50	8:07	8:18	8:25	8:35	8:43
8:23	8:38	8:51	9:00	9:17	9:28	9:35	9:45	9:53
9:27	9:42	9:55	10:04	10:20	10:31	10:38	10:48	10:56
10:37	10:52	11:05	11:16	11:32	11:43	11:51	12:02	12:10
11:48	12:03	12:16	12:27	12:43	12:54	1:02	1:13	1:21
1:03	1:18	1:31	1:42	1:58	2:09	2:17	2:28	2:36
2:18	2:33	2:46	2:57	3:13	3:24	3:32	3:43	3:51
3:21	3:37	3:50	4:00	4:16	4:27	4:35	4:45	4:53
4:37	4:53	5:05	5:15	5:31	5:42	5:50	6:00	6:08
5:37	5:52	6:04	6:14	6:30	6:41	6:49	6:59	7:07

9

PERRIS STATION TRANSIT CENTER - LAKE ELSINORE OUTLET CENTER

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.



Perris
City Hall Senior
Center

**PERRIS STATION
TRANSIT CENTER**
9•19•19A•22•27•28•30
61•74•208•METROLINK
Boarding diagram pg 26

Legend | Map not to scale

1 Time and/or Transfer Point

PERRIS

LAKE
ELSINORE



9

Northbound to Perris Station Transit Center

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

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

9

Southbound to Lake Elsinore Outlet Center

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Perris Station Transit Center	Hwy. 74 & Meadowbrook	Lake Elsinore Outlet Center
3	2	1
6:50	7:02	7:13
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
6:14	6:27	6:39

10

BIG SPRINGS & WATKINS - DOWNTOWN RIVERSIDE - GALLERIA AT TYLER

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.



UNIVERSITY & LEMON
GOLD LINE • 1 • 10 • 12
14 • 15 • 22 • 29 • 49
200 • 204 • 208 • 210
OMNITRANS 215

**ORANGE
& 10TH**
10 • 12 • 13

**BROCKTON
ARCADE**
1 • 10 • 14 • 15

IOWA & BLAINE
1 • 10 • 14 • 51 • 52

**COUNTY ADMINISTRATION
CENTER**
10 • 12 • 13 • 200 • 208 • 210

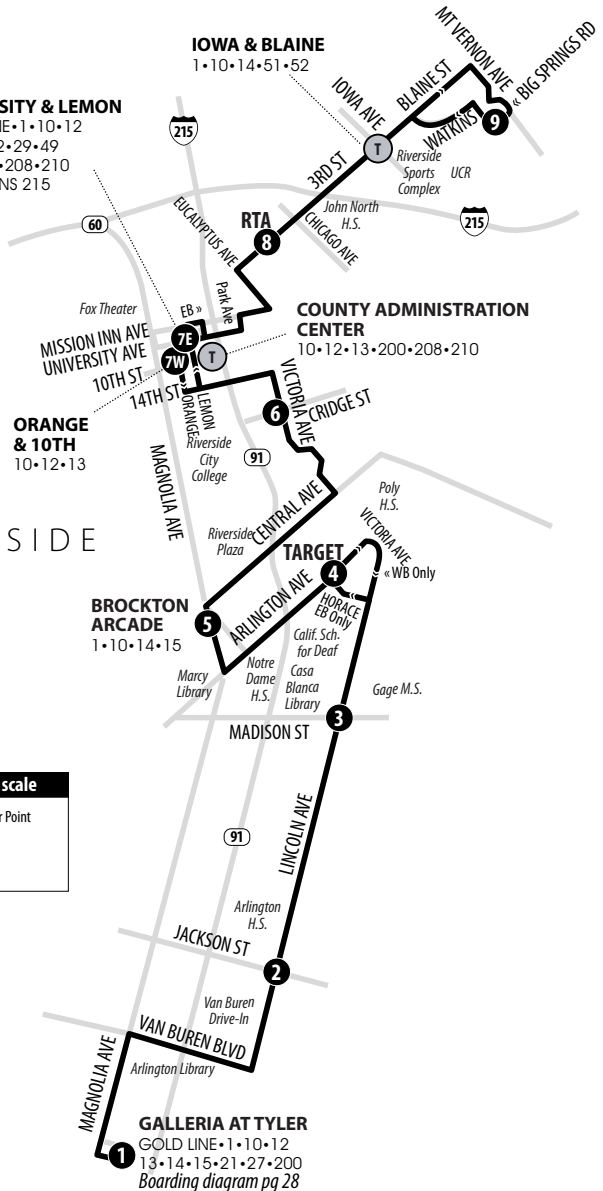
TARGET

GALLERIA AT TYLER
GOLD LINE • 1 • 10 • 12
13 • 14 • 15 • 21 • 27 • 200
Boarding diagram pg 28

RIVERSIDE

Legend | Map not to scale

- Time and/or Transfer Point
- Alternate Routing
- Transfer Point



10

Eastbound to Big Springs & Watkins

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	12:02	12:15
12:29	12:44	12:51	12:59	1:05	1:17	1:25	1:35	1:48
1:55	2:10	2:17	2:24	2:30	2:42	2:50	3:00	3:13
3:26	3:41	3:48	3:55	4:01	4:13	4:21	4:31	4:44
4:51	5:06	5:13	5:20	5:26	5:38	5:46	5:56	6:09
6:26	6:39	6:46	6:53	6:59	7:11	7:19	7:28	7:41

10

Westbound to Galleria at Tyler

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Big Springs & Watkins	RTA Offices	Orange & 10th	Victoria & Cridge	Brockton Arcade	Arlington at Target	Lincoln & Madison	Lincoln & Jackson	Galleria at Tyler
9	8	7W	6	5	4	3	2	1
8:04	8:13	8:22	8:32	8:43	8:50	8:59	9:05	9:19
9:28	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
12:25	12:34	12:43	12:53	1:05	1:12	1:21	1:28	1:43
1:58	2:07	2:16	2:26	2:38	2:45	2:54	3:01	3:16
3:23	3:32	3:41	3:51	4:03	4:10	4:19	4:26	4:41
4:54	5:03	5:12	5:22	5:34	5:41	5:50	5:56	6:11
6:24	6:33	6:42	6:52	7:02	7:08	7:16	7:22	7:36



DID YOU KNOW? *Every \$1 invested in public transportation generates approximately \$4 in economic returns.*

11

MORENO VALLEY MALL - MARCH ARB LOOP ROUTE

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.



MORENO VALLEY MALL
11•16•18•19•26•31•208
210•SUNLINE 220
Boarding diagram pg 25

MORENO
VALLEY

**FREDERICK &
ALESSANDRO**
11•20

March
ARB

Legend | Map not to scale

- 1 Time and/or Transfer Point
- T Transfer Point



11

Clockwise Loop to March ARB via Ironwood

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

† = Saturdays only, **trips do not operate on Sundays.**

	Moreno Valley Mall	Perris & Hemlock	Alessandro & Heacock	Meyer & 6th St	Frederick & Alessandro	Moreno Valley Mall
	1	2	3	4	5	1
†	8:30	8:40	8:52	9:01	9:07	9:19
	9:29	9:42	9:54	10:03	10:09	10:21
	10:31	10:44	10:56	11:06	11:12	11:24
	11:34	11:47	11:59	12:09	12:15	12:27
	12:37	12:50	1:02	1:12	1:18	1:30
	1:40	1:53	2:05	2:15	2:21	2:33
	2:43	2:56	3:08	3:18	3:24	3:36
	3:46	3:59	4:11	4:21	4:27	4:39
	4:49	5:02	5:14	5:24	5:30	5:42
	5:52	6:05	6:17	6:27	6:33	6:45
†	6:55	7:07	7:19	7:29	7:35	7:47

11

Counterclockwise Loop to March ARB via Frederick

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

† = Saturdays only, **trip does not operate on Sundays.**

	Moreno Valley Mall	Frederick & Alessandro	Meyer & 6th St	Alessandro & Heacock	Perris & Hemlock	Moreno Valley Mall
	1	5	4	3	2	1
†	9:00	9:09	9:14	9:24	9:37	9:50
	10:00	10:09	10:15	10:27	10:40	10:55
	11:05	11:14	11:20	11:32	11:45	12:00
	12:10	12:19	12:25	12:37	12:50	1:05
	1:15	1:24	1:30	1:42	1:55	2:10
	2:20	2:29	2:35	2:47	3:00	3:15
	3:25	3:34	3:40	3:52	4:05	4:20
	4:30	4:39	4:45	4:57	5:10	5:25
	5:35	5:44	5:50	6:02	6:15	6:30
	6:40	6:49	6:55	7:07	7:20	7:35

12

LA CADENA & STEPHENS - DOWNTOWN RIVERSIDE - CORONA HILLS PLAZA

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

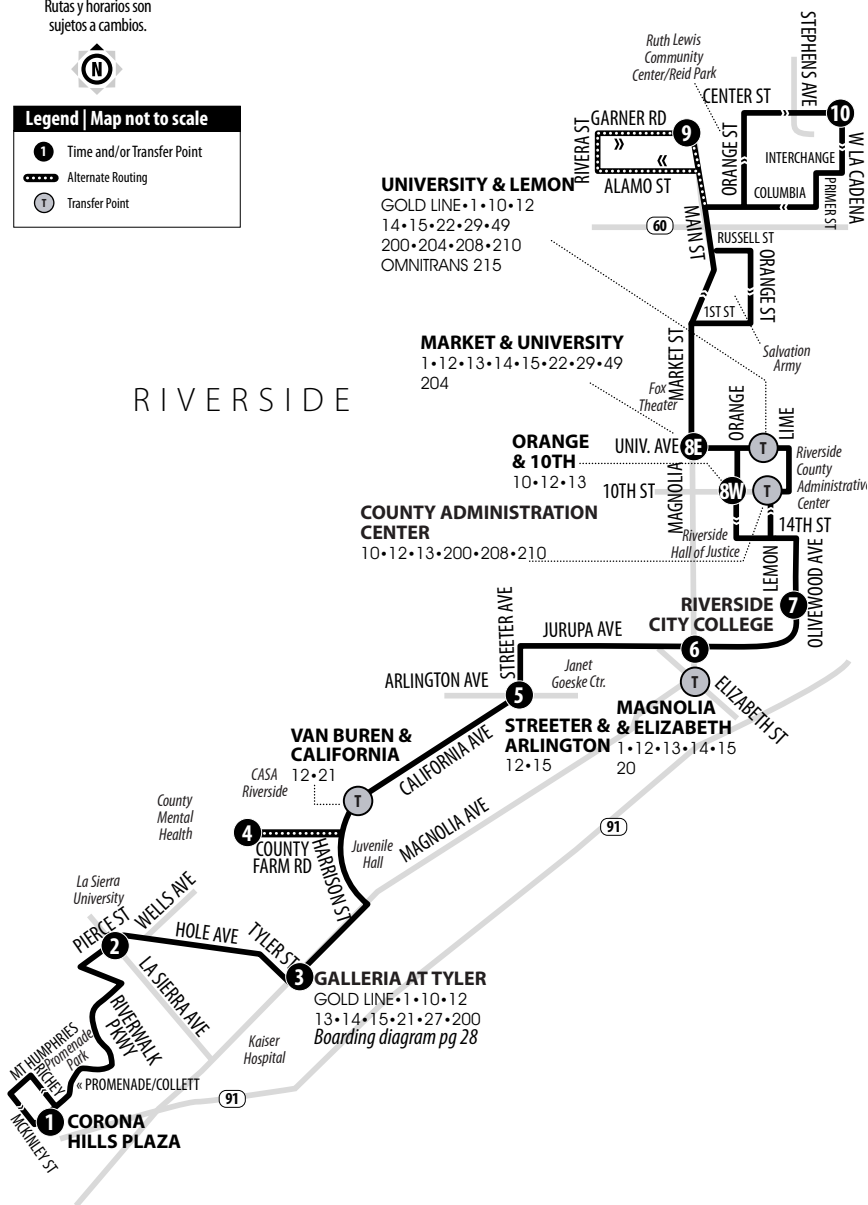
Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.



Legend | Map not to scale

- 1** Time and/or Transfer Point
- Alternate Routing
- T** Transfer Point

RIVERSIDE



12 Eastbound to La Cadena & Stephens

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	Streeter & Arlington	Jurupa & Magnolia	Olivewood & RCC	Market & University	La Cadena & Stephens
1	2	3	5	6	7	8E	10
6:27	6:41	6:48	7:01	7:10	7:14	7:24	7:39
7:24	7:38	7:45	7:58	8:07	8:11	8:21	8:36
8:22	8:36	8:43	8:57	9:07	9:11	9:21	9:36
9:21	9:35	9:42	9:56	10:06	10:10	10:20	10:35
10:20	10:35	10:43	10:57	11:07	11:11	11:21	11:38
11:20	11:35	11:43	11:57	12:07	12:11	12:21	12:38
12:22	12:37	12:46	1:02	1:13	1:17	1:27	1:44
1:25	1:40	1:49	2:05	2:16	2:20	2:30	2:47
2:25	2:40	2:49	3:05	3:16	3:20	3:30	3:47
3:29	3:44	3:53	4:09	4:20	4:24	4:34	4:51
4:32	4:47	4:56	5:12	5:23	5:27	5:37	5:54
5:33	5:48	5:56	6:12	6:23	6:27	6:37	6:54
6:37	6:52	7:00	7:16	7:25	7:29	7:39	7:56*

12 Westbound to Corona Hills Plaza

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

La Cadena & Stephens	Orange & 10th	Olivewood & RCC	Jurupa & Magnolia	Streeter & Arlington	Galleria at Tyler	Pierce & La Sierra	Promenade & McKinley
10	8W	7	6	5	3	2	1
7:00	7:17	7:22	7:26	7:34	7:49	7:55	8:12
The 7:00 a.m. trip will start service at the first stop on Orange St north of Columbia Ave at approximately 6:55 a.m.							
7:54	8:13	8:18	8:22	8:32	8:47	8:54	9:11
8:46	9:10	9:15	9:19	9:29	9:46	9:53	10:10
9:46	10:10	10:15	10:19	10:29	10:46	10:53	11:10
10:45	11:08	11:13	11:17	11:29	11:47	11:54	12:12
11:48	12:11	12:16	12:20	12:32	12:50	12:57	1:15
12:48	1:11	1:16	1:20	1:32	1:50	1:57	2:15
1:54	2:15	2:20	2:24	2:36	2:54	3:01	3:19
2:57	3:18	3:23	3:27	3:39	3:57	4:04	4:22
3:57	4:18	4:23	4:27	4:39	4:57	5:05	5:23
5:01	5:22	5:27	5:31	5:43	6:01	6:09	6:27
6:09	6:30	6:35	6:39	6:51	7:09	7:17	7:35
7:09	7:28	7:33	7:37	7:49	8:04	8:12	8:30

13

HUNTER PARK/UCR METROLINK STATION - DOWNTOWN RIVERSIDE - GALLERIA AT TYLER

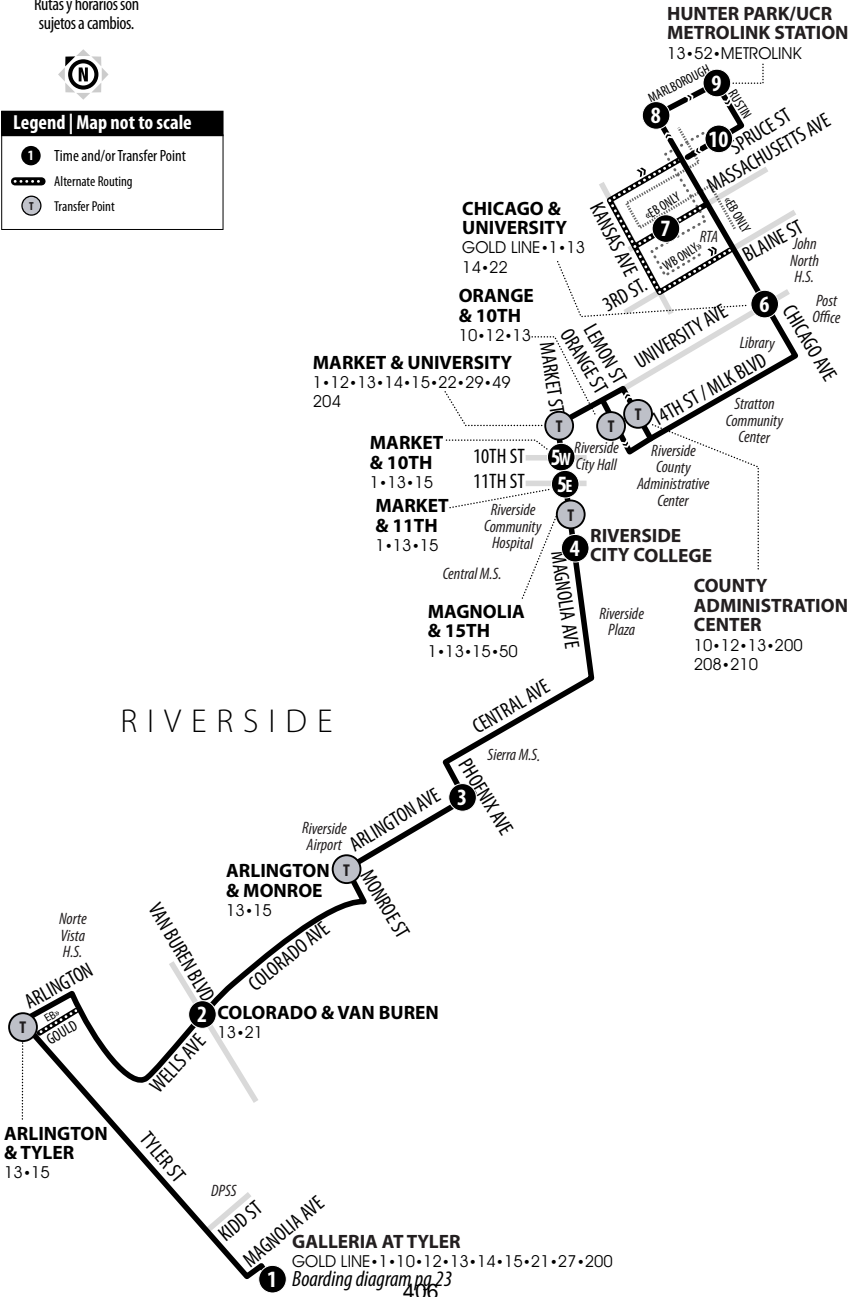
Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.



Legend | Map not to scale

- Time and/or Transfer Point
- Alternate Routing
- Transfer Point



13

Eastbound to Hunter Park/UCR Metrolink Station

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	Colorado & Van Buren	Phoenix & Arlington	Riverside City College	Market & 11th	Chicago & University	Massachusetts & Hulen	Chicago & Marlborough	Hunter Park/UCR Metrolink Station
1	2	3	4	5E	6	7	8	9
6:28	6:47	6:55	7:06	7:08	7:21	—	7:25	7:33
7:37	7:56	8:05	8:16	8:18	8:31	—	8:35	8:43
8:40	8:59	9:09	9:22	9:26	9:41	—	9:45	9:52
9:35	9:56	10:06	10:19	10:23	10:39	—	10:43	10:50
10:40	11:01	11:11	11:25	11:29	11:45	—	11:49	11:56
11:41	12:02	12:12	12:26	12:30	12:46	—	12:50	12:57
12:50	1:11	1:21	1:35	1:39	1:55	—	1:59	2:06
1:50	2:11	2:21	2:35	2:39	2:55	2:59	3:03	3:10
3:02	3:23	3:33	3:47	3:51	4:07	4:11	4:15	4:22
3:53	4:14	4:24	4:37	4:41	4:57	5:01	5:05	5:12
5:08	5:29	5:37	5:49	5:53	6:08	6:12	6:16	6:23
6:00	6:21	6:29	6:40	6:42*	—	—	—	—

13

Westbound to Galleria at Tyler

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Hunter Park/UCR Metrolink Station	Spruce & Atlanta	Massachusetts & Hulen	Chicago & University	Market & 10th	Riverside City College	Phoenix & Arlington	Colorado & Van Buren	Galleria at Tyler
9	10	7	6	5W	4	3	2	1
7:10	7:14	7:20	7:26	7:37	7:40	7:50	7:58	8:18
7:58	8:04	8:11	8:18	8:30	8:33	8:43	8:52	9:13
9:02	9:08	—	9:15	9:30	9:33	9:47	9:56	10:18
10:02	10:08	—	10:15	10:30	10:34	10:48	10:57	11:21
11:03	11:09	—	11:16	11:31	11:35	11:49	11:58	12:22
12:06	12:12	—	12:19	12:34	12:38	12:52	1:01	1:25
1:07	1:13	—	1:20	1:35	1:38	1:52	2:01	2:25
2:16	2:22	—	2:29	2:44	2:47	3:01	3:11	3:35
3:20	3:25	—	3:32	3:47	3:50	4:03	4:13	4:37
4:32	4:37	—	4:44	4:59	5:02	5:15	5:24	5:47
5:22	5:27	—	5:34	5:48	5:51	6:04	6:13	6:36

14

GALLERIA AT TYLER - DOWNTOWN RIVERSIDE - LOMA LINDA VA HOSPITAL

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

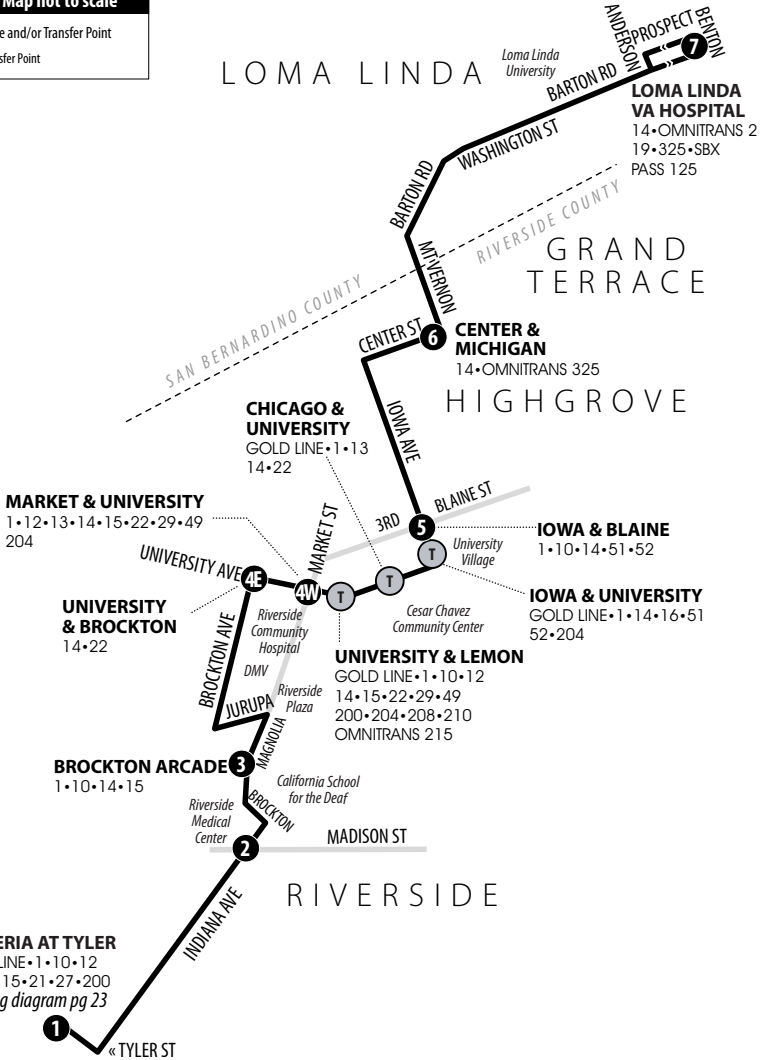
Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.



**RTA does not serve Mt Vernon Ave or Barton Rd except at Loma Linda hospitals.
Omnitrans Route 325 serves Michigan Ave and Barton Rd.**

Legend | Map not to scale

- 1** Time and/or Transfer Point
- T** Transfer Point



14 Eastbound to VA Hospital

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

† = Saturdays only, **trips do not operate on Sundays.**

* 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
†	7:31	7:44	7:49	7:58	8:11	8:21	8:39
†	8:25	8:38	8:43	8:54	9:11	9:21	9:39
	9:24	9:39	9:44	9:55	10:12	10:22	10:40
	10:26	10:41	10:46	10:57	11:14	11:24	11:42
	11:26	11:42	11:47	11:58	12:15	12:25	12:43
	12:29	12:45	12:50	1:01	1:18	1:28	1:46
	1:31	1:48	1:53	2:04	2:21	2:31	2:49
	2:36	2:53	2:58	3:09	3:26	3:36	3:54
	3:40	3:57	4:02	4:13	4:30	4:40	4:58
	4:43	4:58	5:03	5:14	5:31	5:41	5:59
	5:46	6:01	6:06	6:17*	—	—	—

14 Westbound to Galleria at Tyler

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

† = Saturdays only, **trip does not operate from VA Hospital to downtown Riverside on Sundays.**

	Loma Linda VA Hospital	Center & Michigan	Iowa & Blaine	University & Market	Brockton Arcade	Indiana & Madison	Galleria at Tyler
	7	6	5	4W	3	2	1
†	7:59	8:17	8:30	8:41	8:53	8:59	9:14
	8:58	9:16	9:29	9:40	9:53	9:59	10:16
	9:56	10:14	10:27	10:40	10:53	10:59	11:16
	10:59	11:17	11:30	11:43	11:56	12:02	12:19
	12:01	12:19	12:32	12:45	12:58	1:04	1:21
	1:06	1:24	1:37	1:50	2:03	2:09	2:26
	2:10	2:28	2:41	2:54	3:07	3:13	3:30
	3:13	3:31	3:44	3:57	4:10	4:16	4:33
	4:16	4:34	4:47	5:00	5:13	5:19	5:36
	5:11	5:29	5:42	5:55	6:08	6:14	6:31

15

DOWNTOWN RIVERSIDE - MERCED & MAGNOLIA

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.



Legend | Map not to scale

- Time and/or Transfer Point
- Alternate Routing
- Transfer Point

RIVERSIDE - DOWNTOWN METROLINK STATION
1•15•29•49•200•208•210•OMNITRANS 215
METROLINK•AMTRAK•SUNLINE 220
Boarding diagram pg 27

UNIVERSITY & LEMON
GOLD LINE•1•10•12•14•15•22•29•49
200•204•208•210•OMNITRANS 215

MARKET & UNIVERSITY
1•12•13•14•15•22•29•49
204

MAGNOLIA & 15TH
1•13•15•50

RIVERSIDE CITY COLLEGE

RIVERSIDE

BROCKTON ARCADE
1•10•14•15

ARLINGTON & MONROE
13•15

ARLINGTON & STREETER
12•15

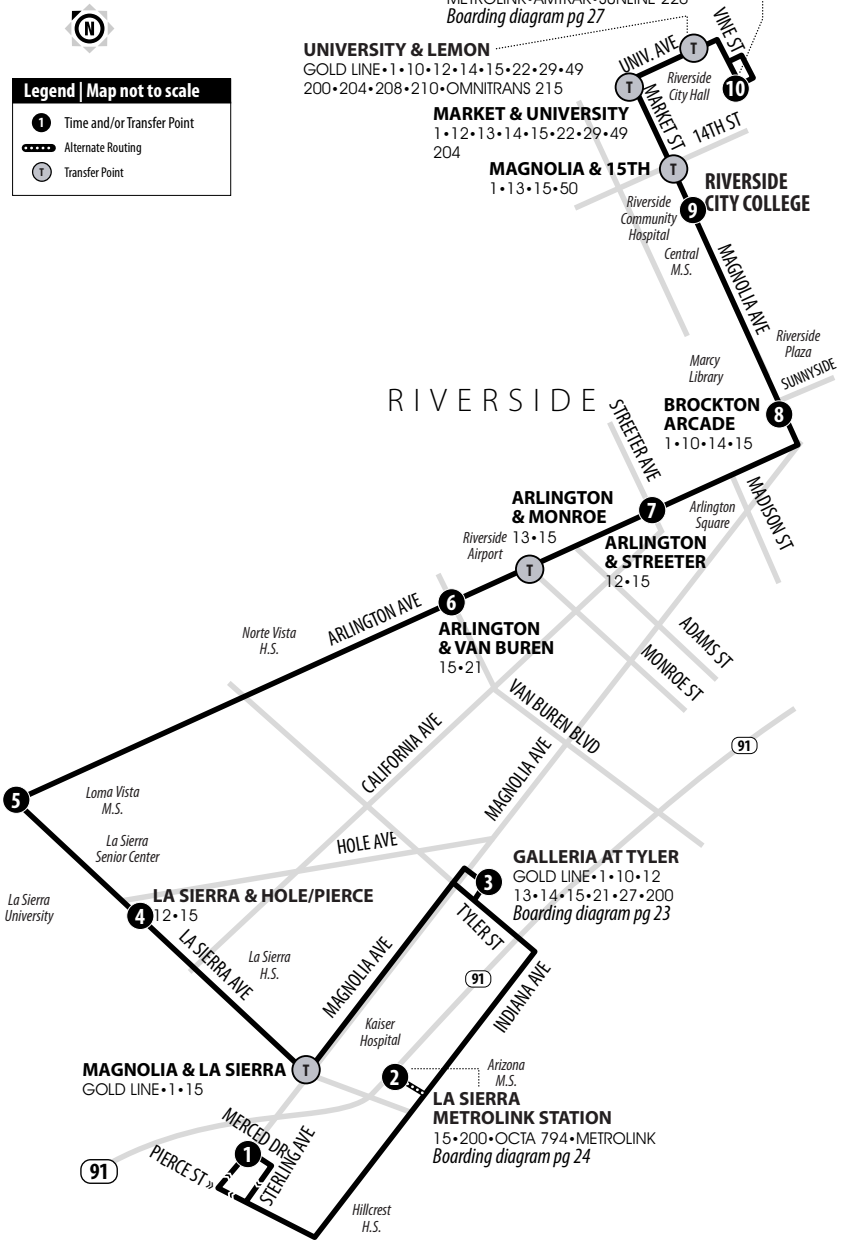
ARLINGTON & VAN BUREN
15•21

GALLERIA AT TYLER
GOLD LINE•1•10•12
13•14•15•21•27•200
Boarding diagram pg 23

LA SIERRA & HOLE/PIERCE
12•15

MAGNOLIA & LA SIERRA
GOLD LINE•1•15

LA SIERRA METROLINK STATION
15•200•OCTA 794•METROLINK
Boarding diagram pg 24



15

Eastbound to Downtown Riverside

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Merced & Magnolia	La Sierra Metrolink Station	Galleria at Tyler	La Sierra & Hole/ Pierce	Arlington & La Sierra	Arlington & Van Buren	Arlington & Streeter	Brockton Arcade	Riverside City College	Riverside-Downtown Metrolink Station (Vine St Bay C)
1	2	3	4	5	6	7	8	9	10
7:25	—	7:37	7:47	7:52	8:01	8:08	8:12	8:17	8:26
8:04	—	8:16	8:26	8:31	8:40	8:47	8:52	8:58	9:08
8:45	—	8:57	9:08	9:13	9:22	9:29	9:34	9:40	9:50
9:25	—	9:37	9:49	9:54	10:04	10:11	10:16	10:22	10:32
10:06	—	10:19	10:31	10:36	10:46	10:53	10:58	11:04	11:14
10:48	—	11:01	11:13	11:18	11:28	11:35	11:40	11:46	11:56
11:30	—	11:43	11:55	12:00	12:10	12:17	12:22	12:28	12:38
12:09	—	12:22	12:36	12:42	12:52	12:59	1:04	1:10	1:20
12:50	—	1:03	1:17	1:23	1:34	1:41	1:46	1:52	2:02
1:32	—	1:45	1:59	2:05	2:16	2:23	2:28	2:34	2:44
2:14	—	2:27	2:41	2:47	2:58	3:05	3:10	3:16	3:26
2:57	—	3:10	3:24	3:30	3:40	3:47	3:52	3:58	4:08
3:39	—	3:52	4:06	4:12	4:22	4:29	4:34	4:40	4:50
4:24	—	4:37	4:51	4:57	5:07	5:14	5:19	5:25	5:35
5:01	5:09	5:19	5:32	5:38	5:47	5:54	5:59	6:05	6:15
5:42	5:50	6:00	6:13	6:19	6:28	6:35	6:40	6:46	6:56
6:21	6:29	6:39	6:52	6:57	7:06	7:13	7:18	7:24	7:34
7:24	—	7:37	7:50	7:55	8:04	8:11	8:16	8:22	8:32

15

Westbound to Merced & Magnolia

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Riverside-Downtown Metrolink Station (Vine St Bay C)	Riverside City College	Brockton Arcade	Arlington & Streeter	Arlington & Van Buren	Arlington & La Sierra	La Sierra & Hole/ Pierce	Galleria at Tyler	La Sierra Metrolink Station	Merced & Magnolia
10	9	8	7	6	5	4	3	2	1
6:30	6:39	6:45	6:49	6:57	7:04	7:10	7:19	7:26	7:36
7:12	7:22	7:28	7:32	7:41	7:48	7:55	8:04	—	8:16
7:54	8:04	8:10	8:14	8:23	8:31	8:38	8:49	8:58	9:08
8:36	8:46	8:52	8:56	9:05	9:13	9:20	9:31	—	9:46
9:18	9:29	9:35	9:39	9:48	9:56	10:03	10:15	—	10:30
10:00	10:11	10:17	10:21	10:30	10:38	10:46	10:58	—	11:13
10:42	10:53	10:59	11:04	11:13	11:21	11:29	11:41	—	11:56
11:24	11:35	11:42	11:47	11:56	12:04	12:12	12:24	—	12:39
12:06	12:17	12:24	12:29	12:38	12:46	12:54	1:06	—	1:21
12:48	12:59	1:06	1:11	1:20	1:28	1:36	1:48	—	2:03
1:30	1:41	1:48	1:53	2:02	2:10	2:18	2:30	—	2:45
2:12	2:24	2:31	2:36	2:45	2:53	3:01	3:13	—	3:28
2:54	3:06	3:12	3:17	3:26	3:34	3:42	3:54	—	4:09
3:36	3:48	3:54	3:59	4:07	4:16	4:24	4:36	—	4:51
4:18	4:30	4:36	4:41	4:49	4:58	5:05	5:17	—	5:32
5:00	5:12	5:18	5:23	5:31	5:39	5:46	5:56	—	6:11
5:45	5:56	6:02	6:07	6:15	6:23	6:30	6:40	—	6:54
6:25	6:36	6:42	6:47	6:55	7:03	7:10	7:20	—	7:34
7:14	7:25	7:31	7:36	7:44	7:52	7:59	8:09	—	8:23

16



MORENO VALLEY MALL TO UCR

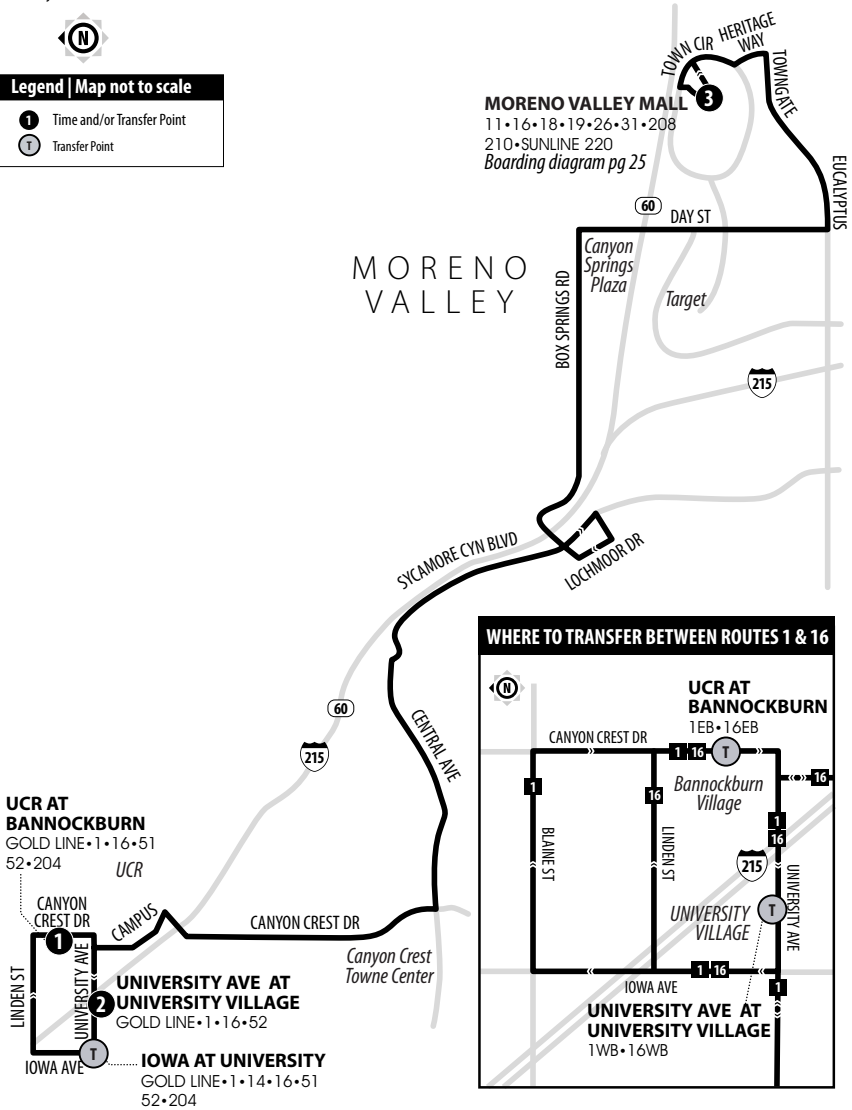
Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

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



RIVERSIDE

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

UCR at Bannockburn	Moreno Valley Mall
1	3
7:33	7:59
8:15	8:42
8:58	9:27
9:26	9:57
9:56	10:27
10:11	10:42
10:26	10:57
10:40	11:11
10:55	11:26
11:09	11:40
11:25	11:56
11:41	12:13
11:56	12:28
12:11	12:43
12:25	12:57
12:41	1:13
12:56	1:28
1:11	1:43
1:26	1:58
1:41	2:13
1:56	2:28
2:11	2:43
2:26	2:58
2:42	3:14
2:57	3:29
3:12	3:44
3:27	3:59
3:44	4:16
4:01	4:33
4:16	4:48
4:31	5:03
4:46	5:18
5:01	5:33
5:18	5:50
5:33	6:05
6:03	6:35
6:29	7:01
7:44	8:16
8:37	9:07
10:13	10:39

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Moreno Valley Mall	University Ave & University Village	UCR at Bannockburn
3	2	1
7:11	7:36	7:44
7:55	8:20	8:28
8:38	9:06	9:14
9:07	9:35	9:43
9:36	10:04	10:12
10:04	10:32	10:40
10:19	10:47	10:55
10:34	11:02	11:10
10:49	11:17	11:25
11:04	11:32	11:40
11:19	11:47	11:55
11:34	12:02	12:10
11:48	12:17	12:25
12:02	12:32	12:40
12:17	12:47	12:55
12:32	1:02	1:10
12:47	1:17	1:25
1:02	1:32	1:40
1:17	1:47	1:55
1:32	2:02	2:10
1:47	2:17	2:25
2:02	2:32	2:40
2:17	2:47	2:55
2:32	3:02	3:10
2:50	3:20	3:28
3:05	3:35	3:43
3:20	3:50	3:58
3:35	4:05	4:13
3:52	4:22	4:30
4:07	4:37	4:45
4:22	4:52	5:00
4:37	5:07	5:15
4:52	5:22	5:30
5:07	5:37	5:45
5:22	5:52	6:00
5:37	6:07	6:15
5:53	6:22	6:30
6:09	6:37	6:45
6:39	7:07	7:15
7:11	7:39	7:47
7:39	8:07	8:15
8:25	8:53	9:01
9:19	9:47	9:55

18

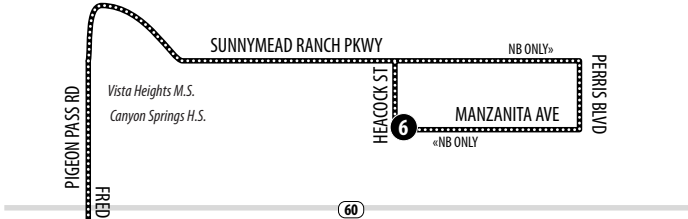
SUNNYMEAD RANCH - MORENO VALLEY MALL - MORENO VALLEY COLLEGE

Information Center
(951) 565-5002
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RTABus.com

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.



SUNNYMEAD RANCH



MORENO VALLEY MALL
11•16•18•19•26•31•208
210•SUNLINE 220
Boarding diagram pg 25

MORENO VALLEY COLLEGE
18•19•20•41

Legend | Map not to scale

- 1** Time and/or Transfer Point
-** Alternate Routing
- T** Transfer Point

18 Northbound to Sunnymead Ranch & Moreno Valley Mall

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Iris & Lasselle	Lasselle & JFK	Perris & Alessandro	Cottonwood & Frederick	Moreno Valley Mall	Heacock & Manzanita	Moreno Valley Mall
1A	2	3	4N	5	6	5
7:07	7:14	7:22	7:30	7:41	8:03	8:20
8:08	8:15	8:23	8:31	8:42	9:04	9:21
9:12	9:19	9:27	9:35	9:46	10:08	10:26
10:14	10:22	10:31	10:39	10:50	11:12	11:30
11:19	11:27	11:36	11:44	11:55	12:17	12:35
12:25	12:33	12:42	12:50	1:01	1:23	1:41
1:30	1:38	1:47	1:56	2:07	2:29	2:47
2:36	2:44	2:53	3:02	3:13	3:35	3:53
3:43	3:51	4:00	4:09	4:20	4:42	5:00
4:49	4:56	5:05	5:14	5:25	5:47	6:05
5:56	6:03	6:11	6:19	6:30	6:52	7:10
7:00	7:07	7:15	7:23	7:34	7:56	8:13

18 Southbound to Moreno Valley College

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

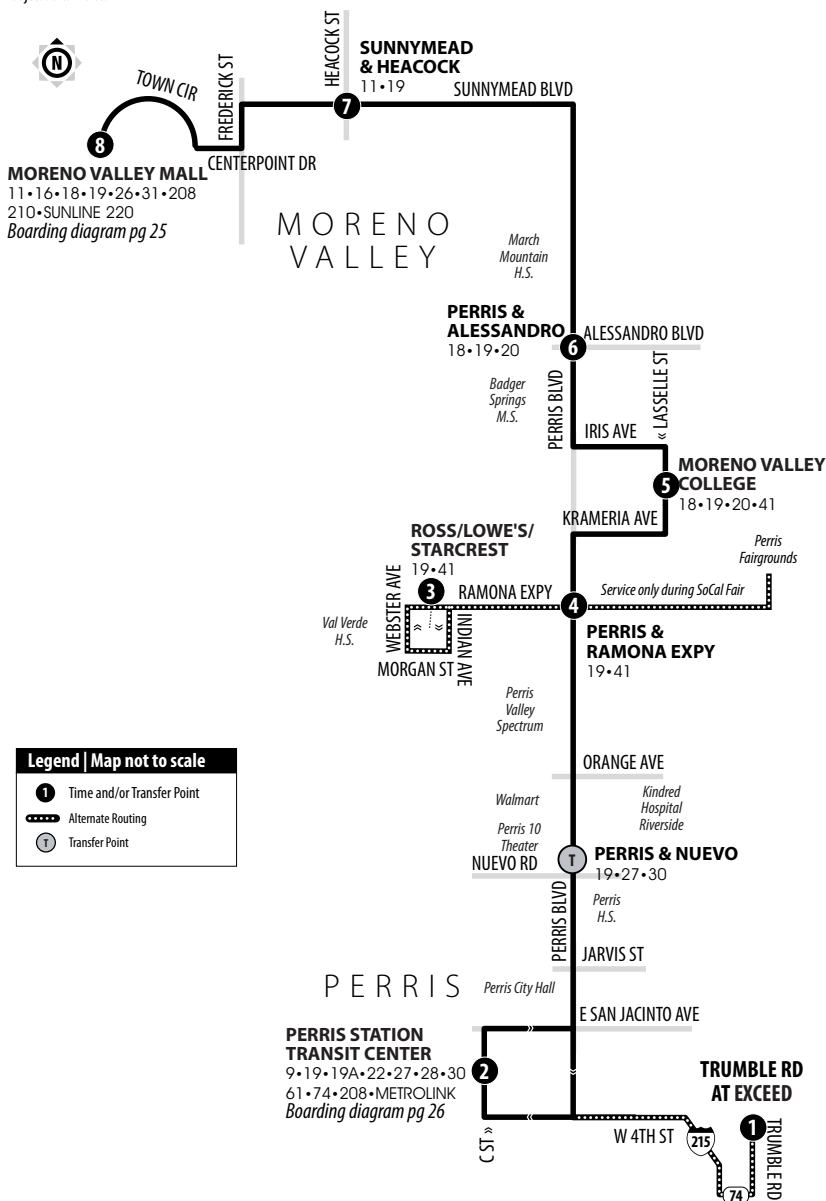
Moreno Valley Mall	Cottonwood & Graham	Perris & Alessandro	Lasselle & JFK	Iris & Lasselle
5	4S	3	2	1A
8:30	8:38	8:45	8:51	9:02
9:31	9:39	9:46	9:53	10:04
10:36	10:44	10:51	10:58	11:09
11:40	11:49	11:57	12:04	12:15
12:45	12:54	1:02	1:09	1:20
1:51	2:00	2:08	2:15	2:26
2:57	3:06	3:14	3:21	3:33
4:03	4:12	4:20	4:27	4:39
5:10	5:19	5:27	5:34	5:46
6:15	6:23	6:31	6:38	6:50

19 | 19A

MORENO VALLEY MALL TO PERRIS STATION TRANSIT CENTER - TRUMBLE RD

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.



19 Northbound to Moreno Valley Mall

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Perris Station Transit Center	Perris & Ramona Expy	Moreno Valley College	Perris & Alessandro	Sunnymead & Heacock	Moreno Valley Mall
2	4	5	6	7	8
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
7:27	7:45	7:55	8:07	8:18	8:28
7:55	8:13	8:23	8:36	8:47	8:57
8:22	8:40	8:50	9:04	9:16	9:26
8:50	9:08	9:18	9:32	9:44	9:54
9:20	9:38	9:48	10:02	10:14	10:24
9:35	9:53	10:03	10:17	10:29	10:39
9:50	10:08	10:18	10:32	10:44	10:54
10:04	10:22	10:32	10:47	10:59	11:09
10:19	10:37	10:47	11:02	11:14	11:24
10:32	10:50	11:00	11:15	11:28	11:38
10:46	11:04	11:14	11:29	11:42	11:52
11:00	11:18	11:28	11:43	11:56	12:07
11:15	11:33	11:43	11:58	12:11	12:22
11:30	11:48	11:58	12:13	12:26	12:37
11:45	12:03	12:13	12:28	12:41	12:52
12:00	12:18	12:28	12:43	12:56	1:07
12:15	12:33	12:43	12:58	1:11	1:22
12:30	12:48	12:58	1:13	1:26	1:37
12:45	1:03	1:13	1:28	1:41	1:52
1:00	1:18	1:28	1:43	1:56	2:07
1:16	1:34	1:44	1:59	2:11	2:22
1:34	1:52	2:02	2:17	2:29	2:40
1:50	2:08	2:18	2:32	2:44	2:55
2:05	2:23	2:33	2:47	2:59	3:10
2:20	2:38	2:48	3:02	3:14	3:25
2:37	2:55	3:05	3:19	3:31	3:42
2:53	3:11	3:21	3:35	3:47	3:57
3:08	3:26	3:36	3:50	4:02	4:12
3:23	3:41	3:51	4:05	4:17	4:27
3:38	3:56	4:06	4:20	4:32	4:42
3:53	4:11	4:21	4:35	4:47	4:57
4:08	4:26	4:36	4:50	5:02	5:12
4:23	4:41	4:51	5:05	5:17	5:27
4:39	4:57	5:07	5:21	5:33	5:43
4:54	5:12	5:22	5:36	5:48	5:58
5:25	5:42	5:52	6:06	6:17	6:27
5:59	6:16	6:26	6:40	6:51	7:01
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
9:34	9:51	10:01	10:13	10:22	10:31

19

Southbound to Perris Station Transit Center

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 Expy	Perris Station Transit Center
8	7	6	5	4	2
6:19	6:25	6:33	6:42	6:52	7:08
6:46	6:53	7:03	7:13	7:23	7:40
7:17	7:24	7:34	7:44	7:54	8:11
8:09	8:16	8:26	8:36	8:46	9:03
8:57	9:04	9:15	9:26	9:36	9:54
9:37	9:45	9:56	10:07	10:17	10:35
9:52	10:00	10:11	10:22	10:32	10:50
10:07	10:15	10:26	10:37	10:47	11:05
10:22	10:30	10:41	10:52	11:02	11:20
10:37	10:45	10:56	11:07	11:17	11:35
10:52	11:00	11:11	11:22	11:32	11:50
11:07	11:15	11:26	11:37	11:47	12:05
11:21	11:29	11:40	11:52	12:02	12:20
11:36	11:44	11:55	12:07	12:17	12:35
11:50	11:58	12:09	12:21	12:32	12:50
12:06	12:14	12:25	12:37	12:48	1:06
12:23	12:32	12:43	12:55	1:06	1:24
12:38	12:47	12:58	1:10	1:21	1:39
12:53	1:02	1:14	1:26	1:37	1:55
1:07	1:16	1:29	1:41	1:52	2:10
1:23	1:32	1:45	1:57	2:08	2:26
1:38	1:47	2:00	2:12	2:23	2:41
1:53	2:02	2:15	2:27	2:38	2:56
2:08	2:17	2:30	2:42	2:53	3:11
2:23	2:32	2:45	2:57	3:08	3:26
2:38	2:47	3:00	3:12	3:23	3:41
2:53	3:02	3:15	3:27	3:38	3:56
3:08	3:17	3:30	3:42	3:53	4:11
3:24	3:33	3:46	3:58	4:09	4:27
3:39	3:48	4:01	4:13	4:24	4:42
3:54	4:03	4:16	4:28	4:40	4:58
4:09	4:18	4:31	4:43	4:55	5:13
4:26	4:35	4:48	5:00	5:12	5:30
4:43	4:52	5:05	5:17	5:29	5:47
4:58	5:07	5:20	5:32	5:44	6:02
5:13	5:22	5:34	5:46	5:58	6:16
5:28	5:37	5:49	6:01	6:13	6:31
5:43	5:52	6:04	6:16	6:28	6:46
6:00	6:09	6:21	6:33	6:45	7:03
6:15	6:24	6:36	6:48	7:00	7:17
6:45	6:54	7:06	7:17	7:28	7:44
7:11	7:19	7:30	7:41	7:52	8:08
8:26	8:34	8:45	8:56	9:07	9:23
9:19	9:25	9:33	9:42	9:52	10:07
10:41	10:47	10:55	11:04	11:14	11:27

ROUTE 19A

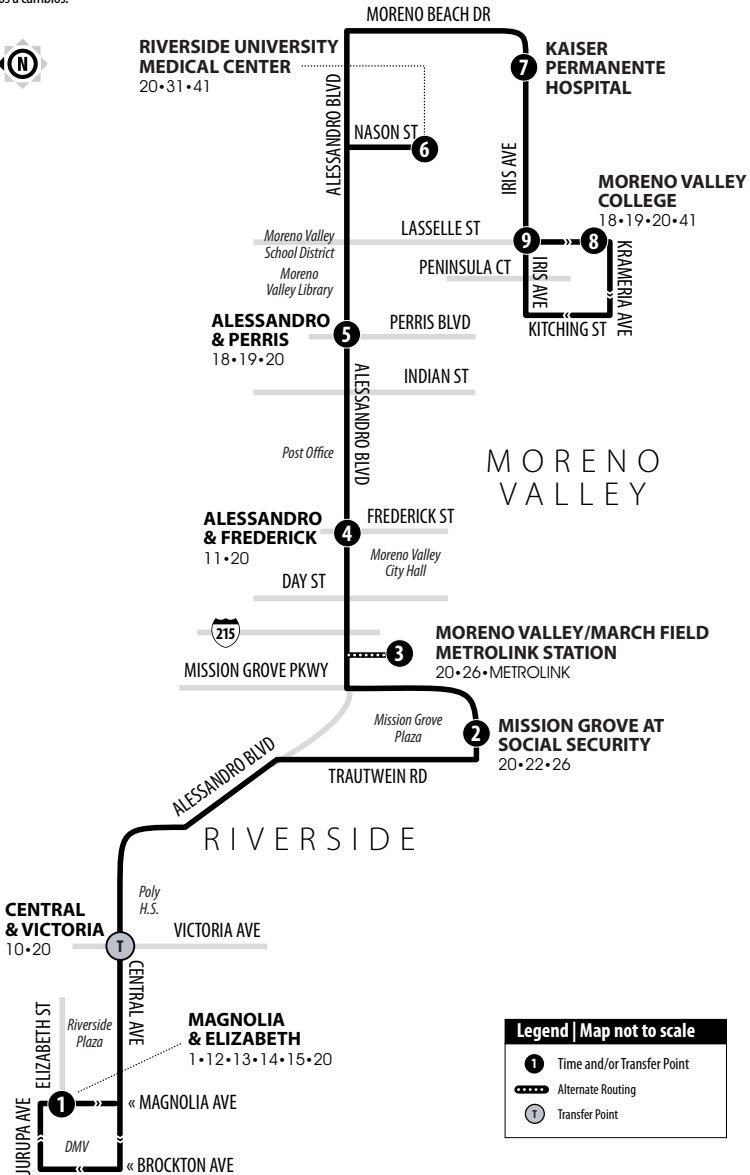
NO SERVICE

20

MAGNOLIA & ELIZABETH - METROLINK - RUMC - KAISER PERMANENTE - MOVAL COLLEGE

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

Routing and timetables
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Rutas y horarios son
sujetos a cambios.



20 Eastbound to Moreno Valley College

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

† = Saturdays only.

	Magnolia & Elizabeth	Mission Grove at Social Security	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
†	8:26	8:43	—	8:54	9:02	9:09	9:19	9:24	9:33

20 Westbound to Magnolia & Elizabeth

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

† = Saturdays only.

	Iris & Lasselle	Iris at Kaiser Permanente Hospital	Riverside University Medical Center	Alessandro & Perris	Alessandro & Frederick	Moreno Valley March Field Metrolink Station	Mission Grove at Social Security	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
†	7:50	7:54	8:05	8:15	8:22	—	8:33	8:51

21

GALLERIA AT TYLER TO COUNTRY VILLAGE/ FONTANA

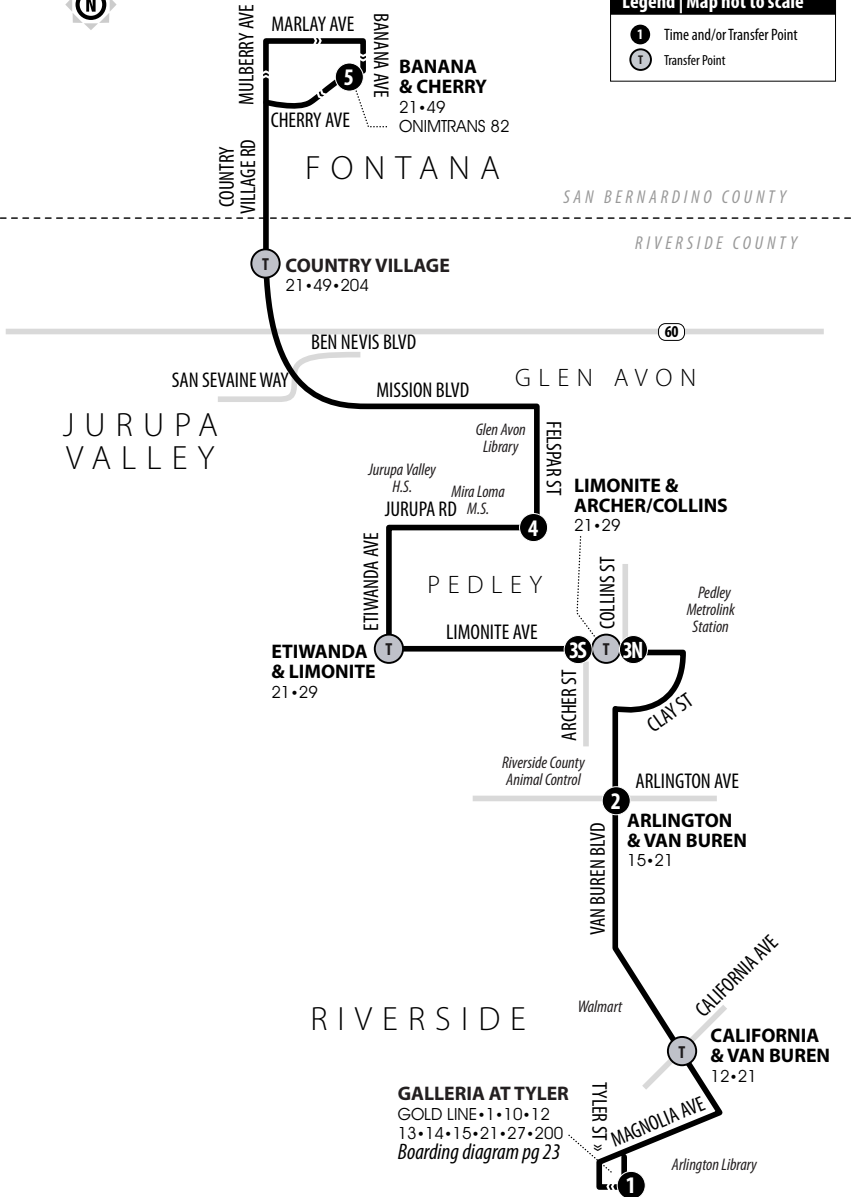
Information Center
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RiversideTransit.com
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Rutas y horarios son
sujetos a cambios.



Legend | Map not to scale

- 1** Time and/or Transfer Point
- T** Transfer Point



21 Northbound to Country Village/Fontana

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Galleria at Tyler	Van Buren & Arlington	Limonite & Collins	Felspar & Jurupa	Banana & Cherry
1	2	3N	4	5
7:41	7:53	8:01	8:19	8:32
8:46	9:00	9:10	9:28	9:42
9:55	10:10	10:20	10:38	10:53
11:03	11:21	11:31	11:49	12:04
12:14	12:33	12:43	1:01	1:16
1:27	1:46	1:56	2:14	2:29
2:39	2:58	3:08	3:26	3:41
3:53	4:12	4:22	4:40	4:55
5:05	5:22	5:32	5:50	6:05
6:16	6:32	6:42	6:58	7:13

21 Southbound to Galleria at Tyler

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Banana & Cherry	Felspar & Jurupa	Limonite & Archer	Van Buren & Arlington	Galleria at Tyler
5	4	3S	2	1
7:37	7:51	8:09	8:19	8:31
8:47	9:02	9:20	9:30	9:45
9:52	10:07	10:26	10:36	10:53
11:03	11:18	11:37	11:47	12:04
12:14	12:29	12:48	12:59	1:17
1:26	1:41	2:00	2:11	2:29
2:39	2:55	3:14	3:25	3:43
3:51	4:07	4:26	4:37	4:55
5:05	5:19	5:38	5:49	6:06

22

DOWNTOWN RIVERSIDE - PERRIS STATION TRANSIT CENTER

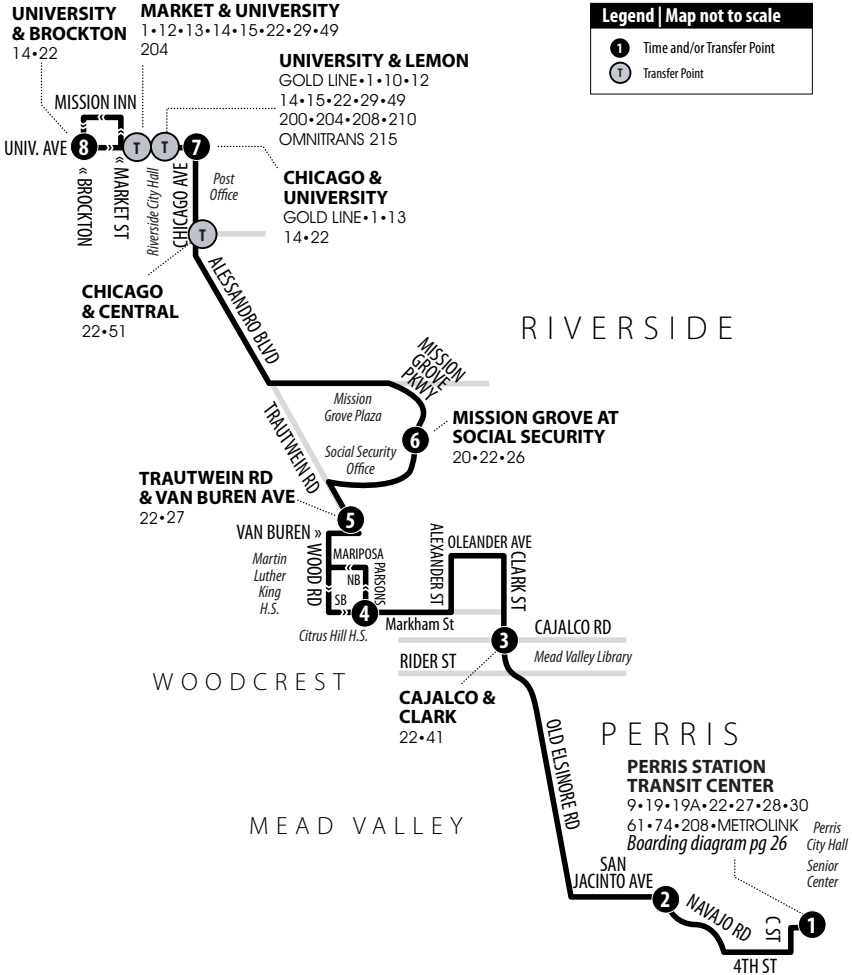
Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

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



22

Northbound to Downtown Riverside

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 at Social Security	Chicago & University	University & Brockton
1	2	3	4	5	6	7	8
5:46	5:52	6:03	6:15	6:21	6:27	6:41	6:53
6:50	6:56	7:07	7:19	7:25	7:31	7:45	7:57
7:31	7:37	7:48	8:00	8:06	8:12	8:28	8:40
8:38	8:44	8:55	9:07	9:13	9:19	9:35	9:47
9:42	9:48	9:59	10:11	10:17	10:23	10:39	10:51
10:12	10:18	10:29	10:41	10:47	10:53	11:09	11:21
10:42	10:48	10:59	11:11	11:17	11:23	11:39	11:51
11:24	11:30	11:41	11:53	11:59	12:05	12:21	12:34
12:32	12:38	12:49	1:01	1:07	1:13	1:29	1:42
1:34	1:40	1:51	2:03	2:09	2:15	2:31	2:44
2:48	2:54	3:05	3:17	3:23	3:29	3:45	3:58
3:58	4:04	4:15	4:27	4:33	4:39	4:55	5:08
5:07	5:13	5:24	5:36	5:42	5:48	6:03	6:16
6:11	6:17	6:28	6:40	6:46	6:52	7:06	7:19
7:11	7:17	7:28	7:40	7:46	7:52	8:06	8:18

22

Southbound to Perris Station Transit Center

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

University & Brockton	Chicago & University	Mission Grove at Social Security	Trautwein & Van Buren	Markham & Parsons	Clark & Cajalco	San Jacinto & Navajo	Perris Station Transit Center
8	7	6	5	4	3	2	1
7:03	7:13	7:27	7:33	7:40	7:52	8:03	8:13
8:12	8:22	8:36	8:42	8:49	9:01	9:12	9:22
8:50	9:00	9:15	9:21	9:28	9:40	9:51	10:01
9:57	10:07	10:22	10:29	10:36	10:48	10:59	11:09
11:03	11:13	11:28	11:35	11:42	11:54	12:05	12:15
12:12	12:22	12:37	12:44	12:51	1:03	1:14	1:24
1:11	1:21	1:36	1:43	1:50	2:02	2:13	2:23
2:01	2:11	2:27	2:34	2:41	2:53	3:04	3:14
2:29	2:39	2:55	3:02	3:09	3:21	3:32	3:42
2:56	3:06	3:22	3:29	3:36	3:48	3:59	4:09
3:31	3:41	3:57	4:04	4:11	4:23	4:34	4:44
4:16	4:26	4:42	4:49	4:56	5:08	5:18	5:28
4:49	4:59	5:15	5:22	5:29	5:41	5:51	6:01
5:37	5:47	6:02	6:08	6:15	6:27	6:37	6:47
6:40	6:50	7:05	7:11	7:18	7:30	7:40	7:50

23

TEMECULA - MURRIETA - WILDOMAR

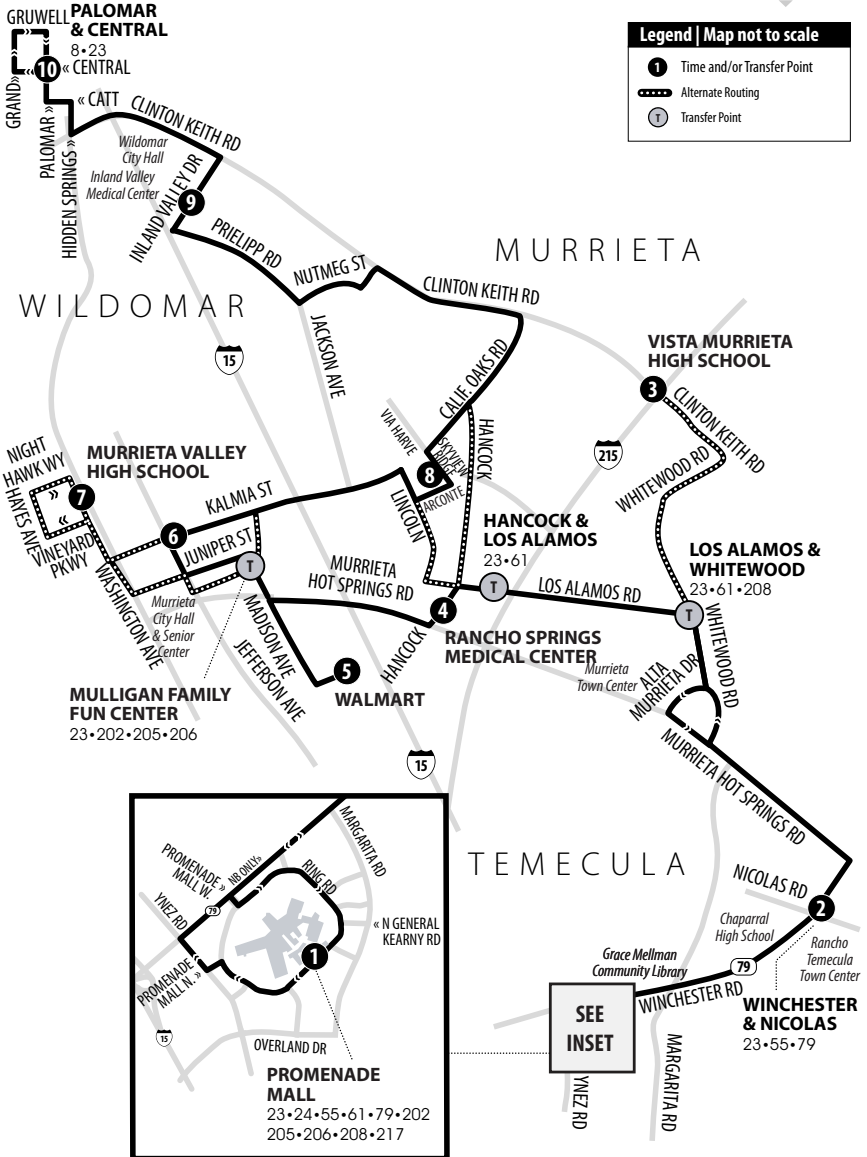
Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

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

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	Kalmia & Jefferson	Skyview Ridge Amanda Apts	Inland Valley Medical Center	Palomar & Central
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	—

23

Southbound to Temecula (Promenade Mall)

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

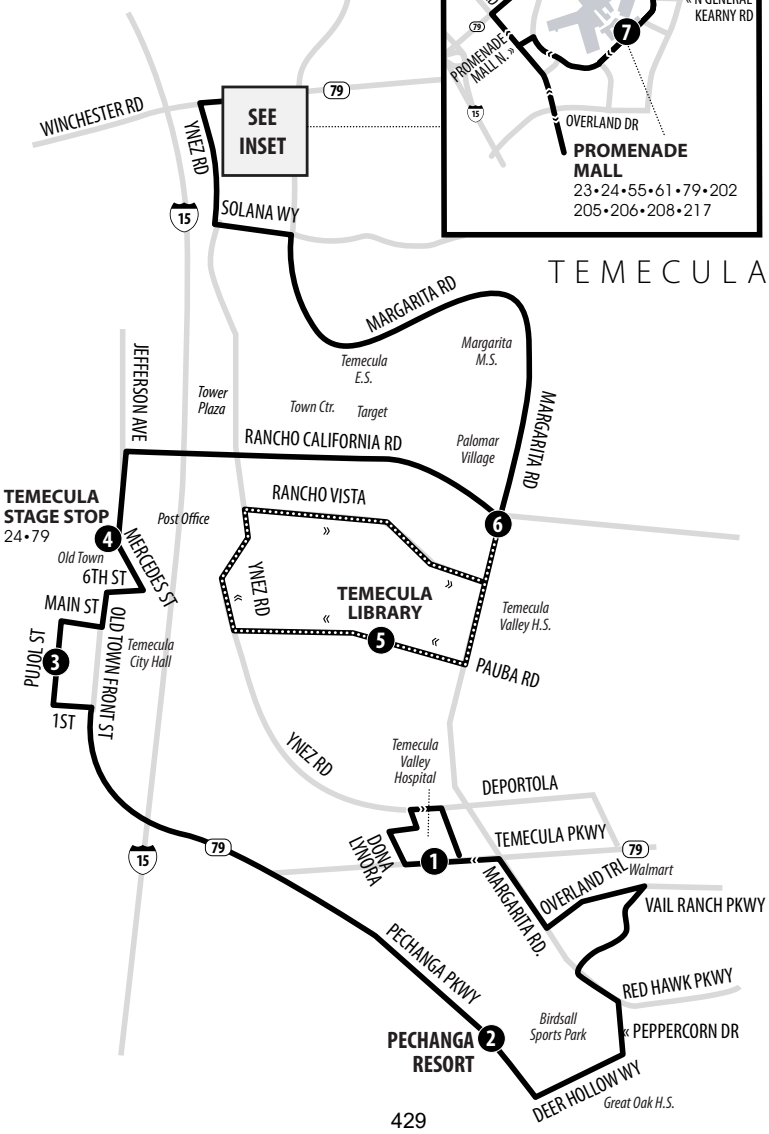
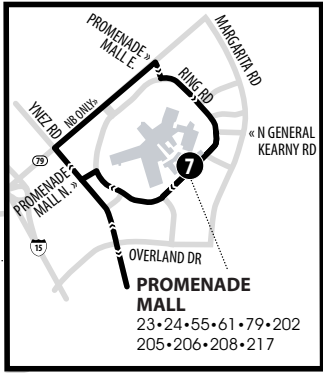
Palomar & Central	Inland Valley Medical Center	Skyview Ridge Amanda Apts	Kalmia & Jefferson	Murrieta Walmart	Rancho Springs Medical Center	Winchester & Nicolas	Promenade Mall
10	9	8	6	5	4	2	1
7:19	7:31	7:41	7:49	7:57	8:02	8:22	8:31
8:33	8:45	8:55	9:04	9:12	9:17	9:37	9:46
9:42	9:54	10:04	10:13	10:23	10:28	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

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



24 Northbound to Promenade Mall

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Temecula Valley Hospital	Pechanga Resort	Pujol & Main	Temecula Stage Stop 6th & Front	Margarita & Rancho California	Promenade Mall
1	2	3	4	6	7
7:40	8:06	8:18	8:24	8:33	8:46
8:48	9:14	9:28	9:34	9:43	9:56
9:52	10:18	10:31	10:37	10:46	11:01
11:05	11:34	11:47	11:52	12:02	12:17
12:19	12:48	1:01	1:06	1:16	1:31
1:23	1:52	2:05	2:10	2:21	2:36
2:33	3:02	3:15	3:20	3:31	3:46
3:45	4:14	4:27	4:32	4:43	4:56
4:55	5:24	5:37	5:42	5:49	6:00
6:10	6:39	6:52	6:57	7:04	7:13

24 Southbound to Temecula Valley Hospital

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Promenade Mall	Margarita & Rancho California	Temecula Stage Stop 6th & Front	Pujol & Main	Pechanga Resort	Temecula Valley Hospital
7	6	4	3	2	1
7:49	8:00	8:09	8:11	8:21	8:38
8:41	8:56	9:08	9:11	9:24	9:42
9:54	10:09	10:21	10:26	10:39	10:57
11:05	11:21	11:35	11:40	11:53	12:11
12:12	12:28	12:39	12:44	12:57	1:15
1:19	1:36	1:47	1:52	2:05	2:23
2:32	2:49	3:00	3:04	3:17	3:35
3:43	4:00	4:11	4:15	4:28	4:45
4:58	5:15	5:26	5:30	5:43	6:00
6:12	6:29	6:40	6:44	6:57	7:14

ROUTE 26

NO SERVICE

27

GALLERIA AT TYLER - PERRIS STATION TRANSIT CENTER

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

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

GALLERIA AT TYLER
GOLD LINE • 1 • 10 • 12
13 • 14 • 15 • 21 • 27 • 200
Boarding diagram pg 23

TYLER ST
MAGNOLIA AVE
91

VAN BUREN AVE
Van Buren
Drive-In Theater
California Citrus
State Historic Park

MOCKINGBIRD
CANYON RD

WASHINGTON ST
4

MLK HIGH SCHOOL
3

TRAUTWEIN RD
& VAN BUREN AVE
2
22 • 27
Orange Terrace
Community Center

ORANGE TERRACE
& VAN BUREN AVE
T
26 • 27

Riverside
National
Cemetery

PERRIS STATION TRANSIT CENTER

9 • 19 • 19A • 22 • 27 • 28 • 30
61 • 74 • 208 • METROLINK
Boarding diagram pg 26

4TH ST
CST
SAN JACINTO AVE
NUEVO RD
PERRIS BLVD
Perris
High School
PERRIS & NUEVO
19 • 27 • 30



27

Northbound to Galleria at Tyler

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
1	2	4	5
5:45	6:11	6:15	6:30
6:40	7:06	7:12	7:27
7:41	8:07	8:13	8:30
8:35	9:01	9:07	9:25
9:34	10:02	10:08	10:26
10:35	11:05	11:12	11:31
11:42	12:12	12:19	12:40
12:41	1:11	1:17	1:38
1:55	2:25	2:31	2:52
2:46	3:16	3:22	3:43
4:01	4:31	4:37	4:58
4:56	5:26	5:32	5:50
6:09	6:39	6:44	7:02
7:08	7:34	7:39	7:56
7:51	8:17	8:22	8:39

27

Southbound to Perris Station Transit Center

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

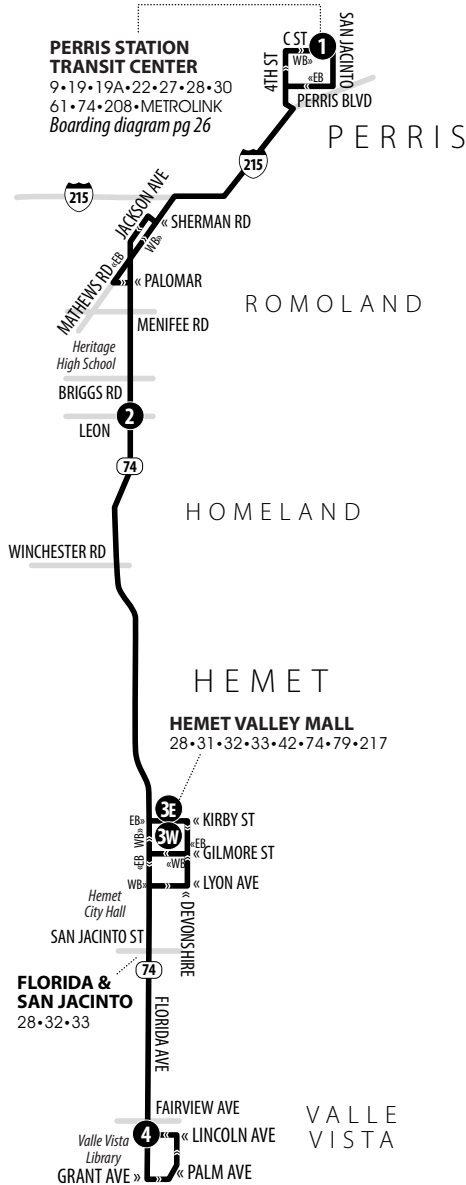
Galleria at Tyler	Van Buren & Washington	Trautwein & Van Buren	Perris Station Transit Center
5	4	2	1
5:30	5:43	5:47	6:15
6:43	6:58	7:03	7:31
7:34	7:50	7:55	8:25
8:28	8:46	8:51	9:21
9:23	9:45	9:51	10:23
10:28	10:50	10:56	11:28
11:31	11:53	11:59	12:31
12:36	12:58	1:04	1:36
1:36	1:58	2:04	2:36
2:45	3:07	3:13	3:45
3:45	4:07	4:14	4:46
4:57	5:19	5:26	5:58
5:57	6:17	6:22	6:54
6:46	7:06	7:11	7:41
8:06	8:24	8:29	8:57

Routing and timetables
subject to change.
Rutas 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

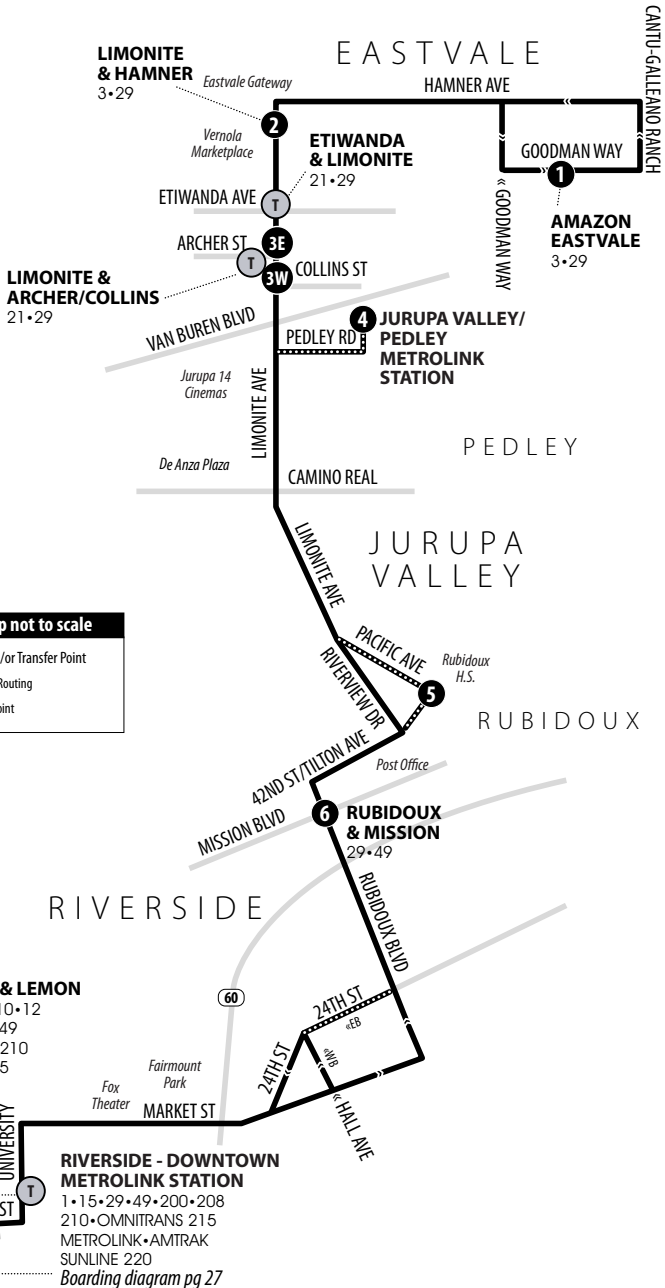
* Trip will end at Florida Ave & State St bus stop at 12:13 a.m.

Perris Station Transit Center	Hwy 74 & Leon	Kirby & Latham	Lincoln & Florida
1	2	3E	4
6:25	6:43	6:57	7:21
6:59	7:17	7:33	7:57
7:43	8:01	8:17	8:41
8:30	8:50	9:07	9:34
9:05	9:25	9:42	10:12
9:43	10:03	10:22	10:52
10:28	10:50	11:09	11:39
11:11	11:33	11:52	12:22
11:49	12:12	12:32	1:02
12:34	12:57	1:17	1:47
1:16	1:39	1:59	2:29
2:01	2:24	2:44	3:14
2:44	3:07	3:27	3:57
3:29	3:52	4:12	4:42
4:14	4:37	4:57	5:27
5:01	5:24	5:44	6:14
5:39	6:01	6:20	6:47
6:20	6:42	7:01	7:28
7:05	7:26	7:44	8:11
7:57	8:18	8:36	9:03
9:00	9:21	9:38	10:03
9:34	9:55	10:12	10:35
11:37	11:53	12:05*	—

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Lincoln & Florida	Hemet Valley Mall	Hwy 74 & Leon	Perris Station Transit Center
4	3W	2	1
—	4:30	4:44	5:01
—	5:05	5:19	5:36
5:26	5:55	6:11	6:28
6:11	6:41	6:57	7:14
7:00	7:32	7:50	8:07
7:43	8:15	8:33	8:51
8:18	8:50	9:08	9:27
8:56	9:31	9:49	10:08
9:44	10:19	10:38	10:57
10:22	10:57	11:18	11:38
11:05	11:41	12:02	12:22
11:49	12:25	12:46	1:06
12:32	1:08	1:29	1:49
1:15	1:51	2:12	2:32
1:57	2:31	2:52	3:12
2:39	3:13	3:34	3:54
3:29	4:02	4:23	4:43
4:09	4:42	5:02	5:22
4:52	5:25	5:45	6:05
5:45	6:17	6:36	6:54
6:25	6:55	7:14	7:31
7:38	8:08	8:27	8:44
8:21	8:50	9:07	9:24

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.



29 Eastbound to Downtown Riverside

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Amazon Eastvale	Limonite & Hamner	Limonite & Archer	Rubidoux & Mission	Riverside-Downtown Metrolink Station (Vine St Bay D)
1	2	3E	6	7
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

29 Westbound to Eastvale

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Riverside-Downtown Metrolink Station (Vine St Bay D)	Rubidoux & Mission	Limonite & Collins	Limonite & Hamner	Amazon Eastvale
7	6	3W	2	1
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

30

PERRIS STATION - WESTON & CARTER (WEST LOOP) - MAY RANCH (EAST LOOP)

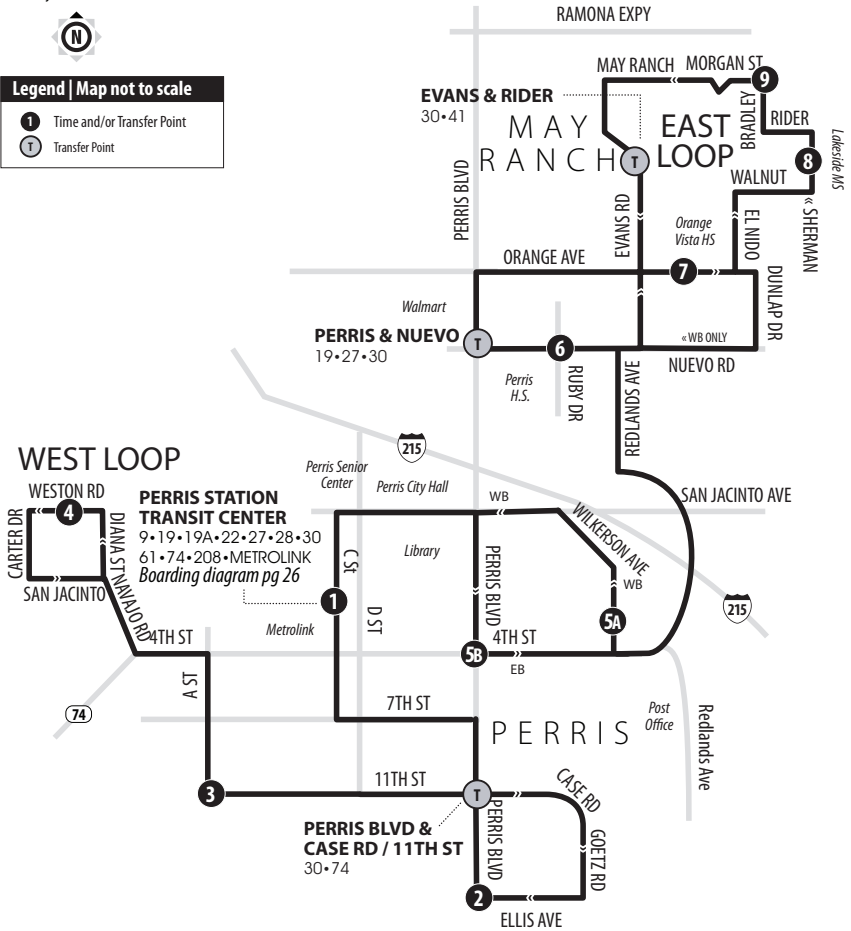
Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

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

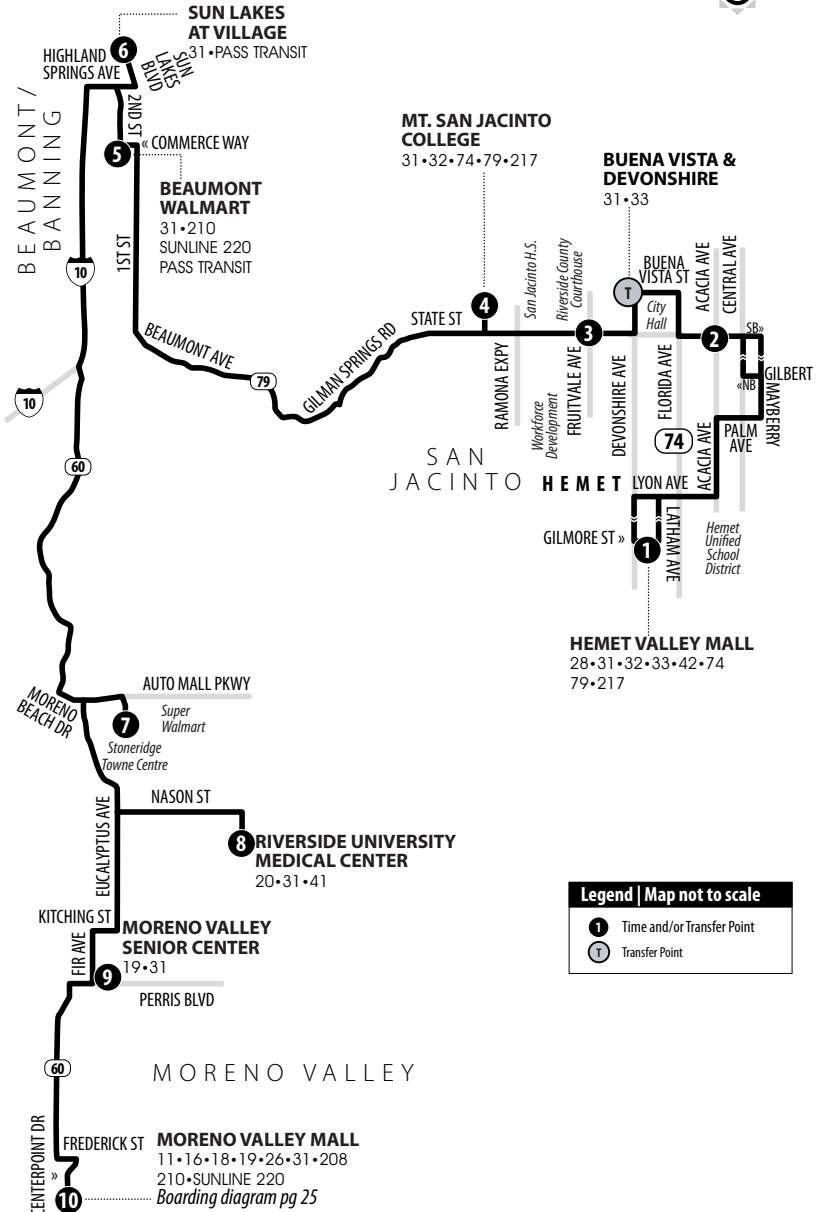
Perris Station Transit Center	4th & Perris	Nuevo & Ruby	Orange Vista High School	Sherman & Walnut	Morgan & Bradley	Orange Vista High School	Nuevo & Ruby	4th & Wilkerson	Perris Station Transit Center
1	5B	6	7	8	9	7	6	5A	1
7:45	7:49	7:56	8:05	8:10	8:14	8:23	8:44	8:52	8:59
9:04	9:08	9:16	9:26	9:31	9:35	9:44	10:06	10:14	10:21
10:31	10:35	10:43	10:53	10:58	11:02	11:11	11:33	11:41	11:48
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

HEMET VALLEY MALL - SAN JACINTO - BEAUMONT - BANNING - MORENO VALLEY

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.



31

Northbound to Moreno Valley Mall

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Hemet Valley Mall	State & Acacia (Post Office)	State & Fruitvale	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	8	9	10
7:04	7:13	7:22	7:33	7:51	7:54	8:22	8:34	8:46	9:06
8:12	8:21	8:30	8:41	8:59	9:02	9:32	9:44	9:56	10:16
9:25	9:34	9:43	9:54	10:12	10:15	10:45	10:57	11:09	11:29
10:35	10:44	10:53	11:04	11:22	11:25	11:55	12:07	12:19	12:39
11:46	11:55	12:04	12:15	12:33	12:36	1:06	1:18	1:30	1:50
12:50	12:59	1:08	1:19	1:37	1:40	2:10	2:22	2:34	2:54
2:06	2:15	2:24	2:35	2:53	2:56	3:26	3:38	3:50	4:10
3:13	3:22	3:31	3:42	4:00	4:03	4:33	4:45	4:57	5:17
4:24	4:33	4:42	4:53	5:11	5:14	5:44	5:56	6:08	6:28
5:26	5:35	5:44	5:54	6:11	6:14	6:44	6:56	7:08	7:28

31

Southbound to Hemet Valley Mall

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

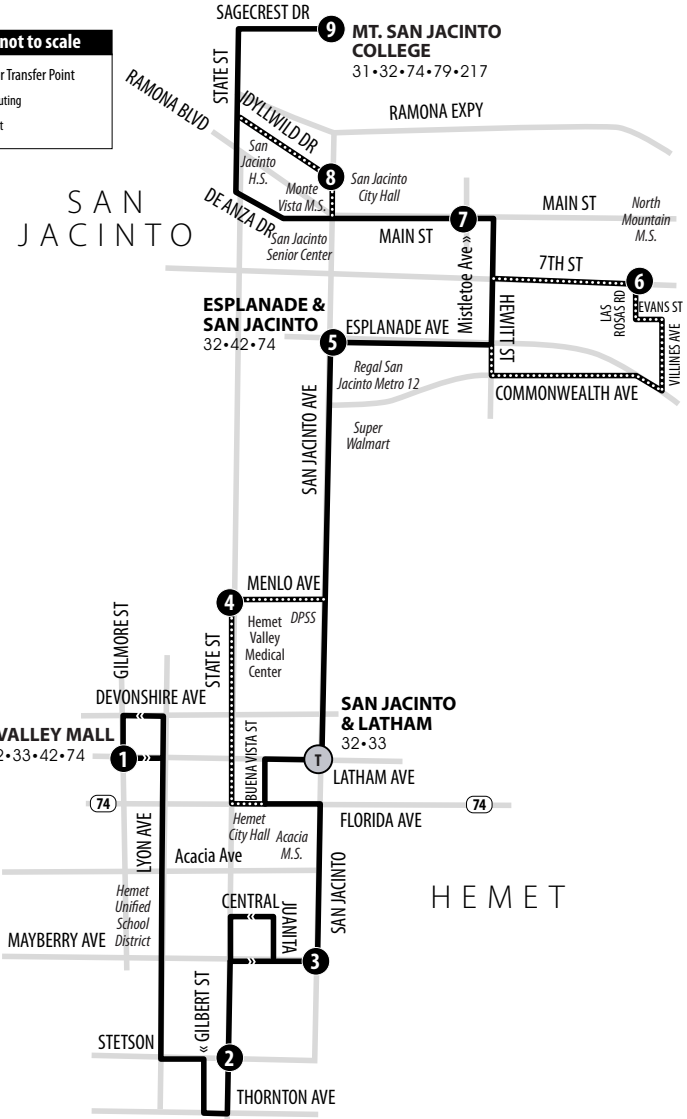
Moreno Valley Mall	Moreno Valley Senior Center	Riverside University Medical Center	Super Walmart at Moreno Beach Dr	Sun Lakes at Village	Beaumont Walmart	Mt. San Jacinto College San Jacinto	State & Fruitvale	State & Acacia (Post Office)	Hemet Valley Mall
10	9	8	7	6	5	4	3	2	1
7:10	7:22	7:34	7:43	8:11	8:16	8:36	8:48	8:58	9:08
8:15	8:27	8:39	8:48	9:16	9:21	9:41	9:53	10:03	10:13
9:29	9:41	9:53	10:02	10:31	10:36	10:56	11:09	11:19	11:29
10:33	10:45	10:57	11:06	11:35	11:40	12:00	12:13	12:23	12:33
11:46	11:58	12:10	12:19	12:48	12:53	1:13	1:26	1:36	1:46
12:56	1:08	1:20	1:29	1:58	2:03	2:23	2:36	2:46	2:56
2:07	2:19	2:31	2:40	3:09	3:14	3:34	3:47	3:57	4:07
3:11	3:23	3:35	3:44	4:13	4:18	4:38	4:50	4:59	5:09
4:24	4:36	4:48	4:57	5:26	5:31	5:51	6:02	6:10	6:20
5:34	5:46	5:58	6:07	6:35	6:39	6:58	7:09	7:17	7:27
6:52	7:04	7:16	7:25	7:53	7:57	8:16	8:27	8:35	8:45

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



32 Northbound to Mt. San Jacinto College

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Hemet Valley Mall	State & Stetson	San Jacinto & Mayberry	Esplanade & San Jacinto	Main & Mistletoe	Mt. San Jacinto College San Jacinto
1	2	3	5	7	9
7:15	7:28	7:34	7:47	7:52	8:04
8:22	8:36	8:42	8:55	9:00	9:13
9:19	9:33	9:39	9:53	9:58	10:11
10:27	10:41	10:47	11:01	11:06	11:19
11:28	11:42	11:48	12:02	12:08	12:21
12:37	12:51	12:57	1:11	1:17	1:29
1:38	1:52	1:58	2:14	2:20	2:32
2:49	3:03	3:09	3:25	3:31	3:43
3:44	3:58	4:04	4:20	4:26	4:38
5:02	5:14	5:19	5:33	5:38	5:50
5:56	6:08	6:13	6:27	6:32	6:44

32 Southbound to Hemet Valley Mall

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

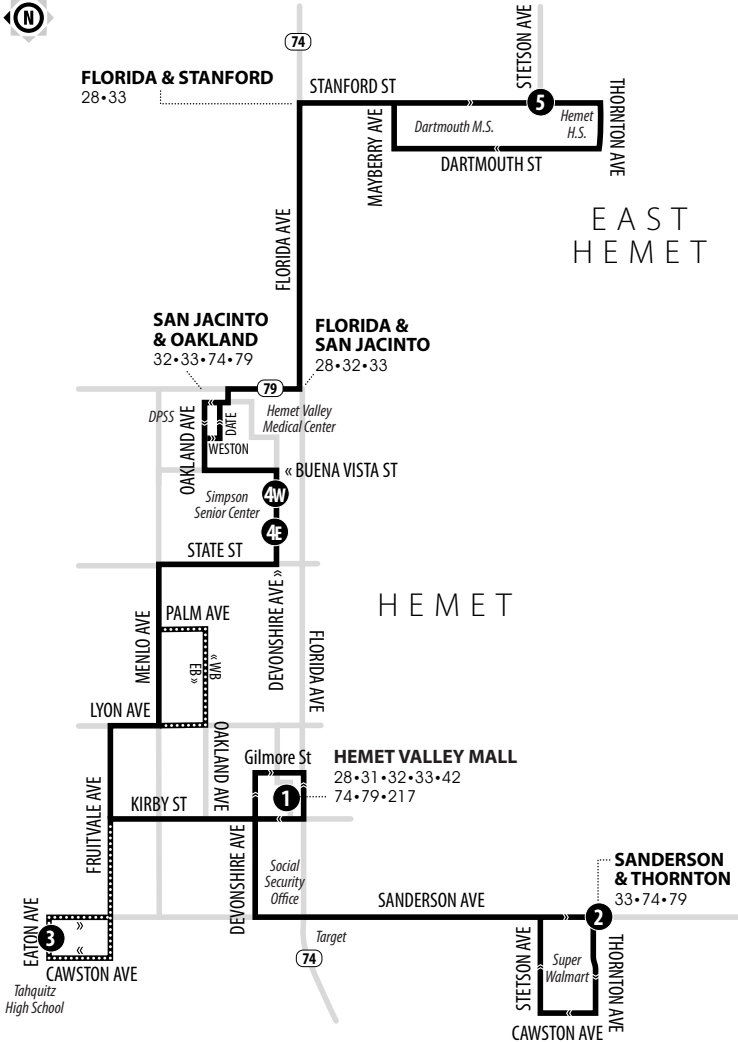
Mt. San Jacinto College San Jacinto	Main & Mistletoe	Esplanade & San Jacinto	San Jacinto & Mayberry	State & Stetson	Hemet Valley Mall
9	7	5	3	2	1
7:17	7:30	7:34	7:46	7:53	8:07
8:16	8:29	8:34	8:47	8:55	9:09
9:21	9:34	9:39	9:54	10:02	10:16
10:25	10:38	10:43	10:58	11:06	11:20
11:27	11:40	11:45	12:00	12:08	12:22
12:33	12:46	12:51	1:06	1:14	1:28
1:37	1:49	1:54	2:08	2:16	2:30
2:42	2:54	2:58	3:12	3:20	3:34
3:48	4:00	4:04	4:18	4:26	4:40
4:54	5:06	5:10	5:24	5:32	5:46
6:00	6:12	6:16	6:28	6:36	6:50

33

HEMET VALLEY MALL - SANDERSON & THORNTON - STANFORD & STETSON

Information Center
(951) 565-5002
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RTABus.com

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

33 Eastbound to Stanford & Stetson

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

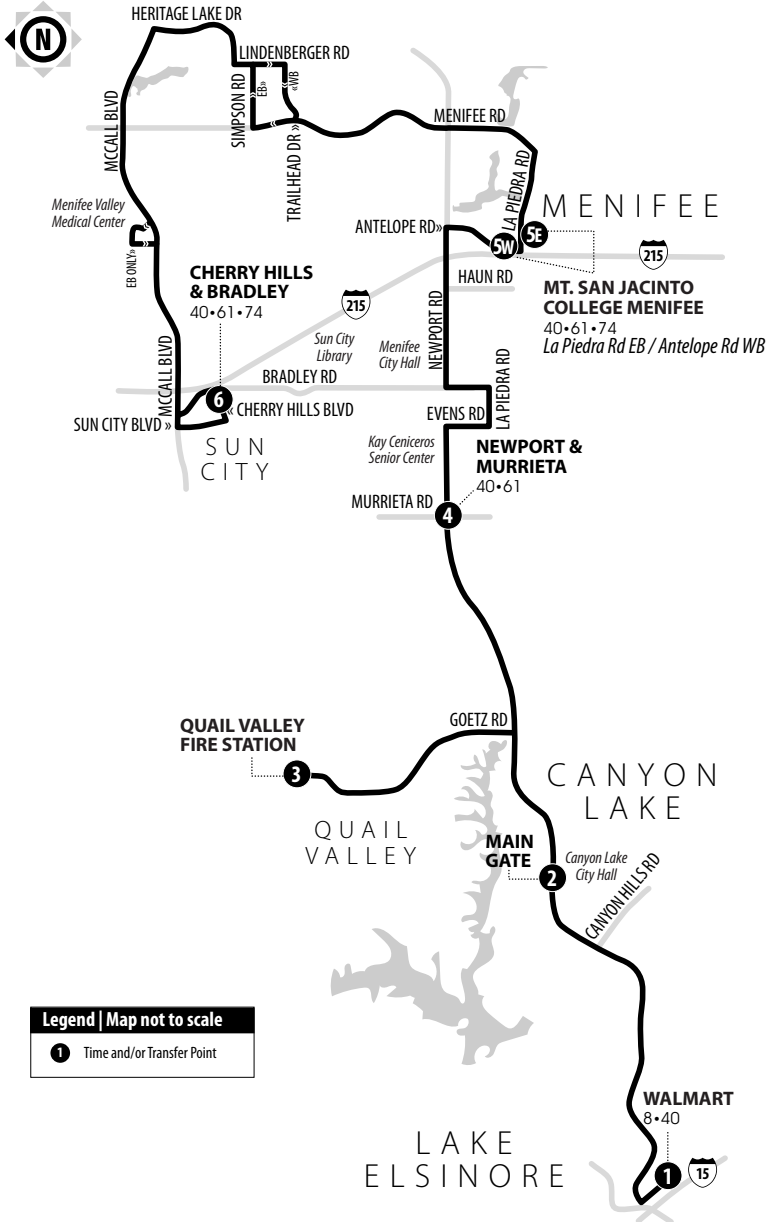
Hemet Valley Mall	Devonshire & Carmalita	Stanford & Stetson
1	4E	5
9:12	9:24	9:39
11:16	11:28	11:44
1:02	1:14	1:30
2:56	3:08	3:23
4:37	4:49	5:04
6:25	6:37	6:52

33 Westbound to Hemet Valley Mall and Sanderson & Thornton

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Stanford & Stetson	Devonshire & Juanita	Hemet Valley Mall	Thornton & Sanderson	Hemet Valley Mall
5	4W	1	2	1
8:10	8:26	8:39	8:51	9:05
9:44	10:02	10:15	10:29	10:46
11:50	12:08	12:21	12:35	12:52
1:48	2:06	2:19	2:33	2:48
3:28	3:46	3:59	4:12	4:27
5:09	5:26	5:39	5:52	6:07

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.



40 Eastbound to Menifee-Sun City

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

* La Piedra Rd at College

Lake Elsinore Walmart	Canyon Lake Main Gate	Quail Valley Fire Station	Newport & Murrieta	Mt. San Jacinto College Menifee*	Cherry Hills & Bradley
1	2	3	4	5E	6
7:45	7:52	8:02	8:10	8:22	8:50
8:56	9:03	9:13	9:21	9:33	10:01
10:13	10:20	10:30	10:38	10:50	11:18
11:26	11:33	11:43	11:51	12:03	12:31
12:38	12:45	12:55	1:03	1:15	1:43
1:56	2:03	2:13	2:21	2:33	3:01
3:20	3:27	3:37	3:45	3:57	4:25
4:23	4:30	4:40	4:48	5:00	5:28
6:08	6:15	6:25	6:33	6:45	7:13

40 Westbound to Lake Elsinore

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

** Antelope Rd at La Piedra Rd

Cherry Hills & Bradley	Mt. San Jacinto College Menifee**	Newport & Murrieta	Quail Valley Fire Station	Canyon Lake Main Gate	Lake Elsinore Walmart
6	5W	4	3	2	1
7:36	7:59	8:14	8:25	8:33	8:41
9:00	9:23	9:38	9:49	9:57	10:05
10:14	10:37	10:52	11:03	11:11	11:19
11:26	11:49	12:04	12:15	12:23	12:31
12:41	1:04	1:19	1:30	1:38	1:46
2:05	2:28	2:43	2:54	3:02	3:10
3:08	3:31	3:46	3:57	4:05	4:13
4:38	5:01	5:16	5:27	5:35	5:43
6:02	6:25	6:40	6:51	6:59	7:07

41

MEAD VALLEY COMMUNITY CENTER - MORENO VALLEY COLLEGE - RUMC

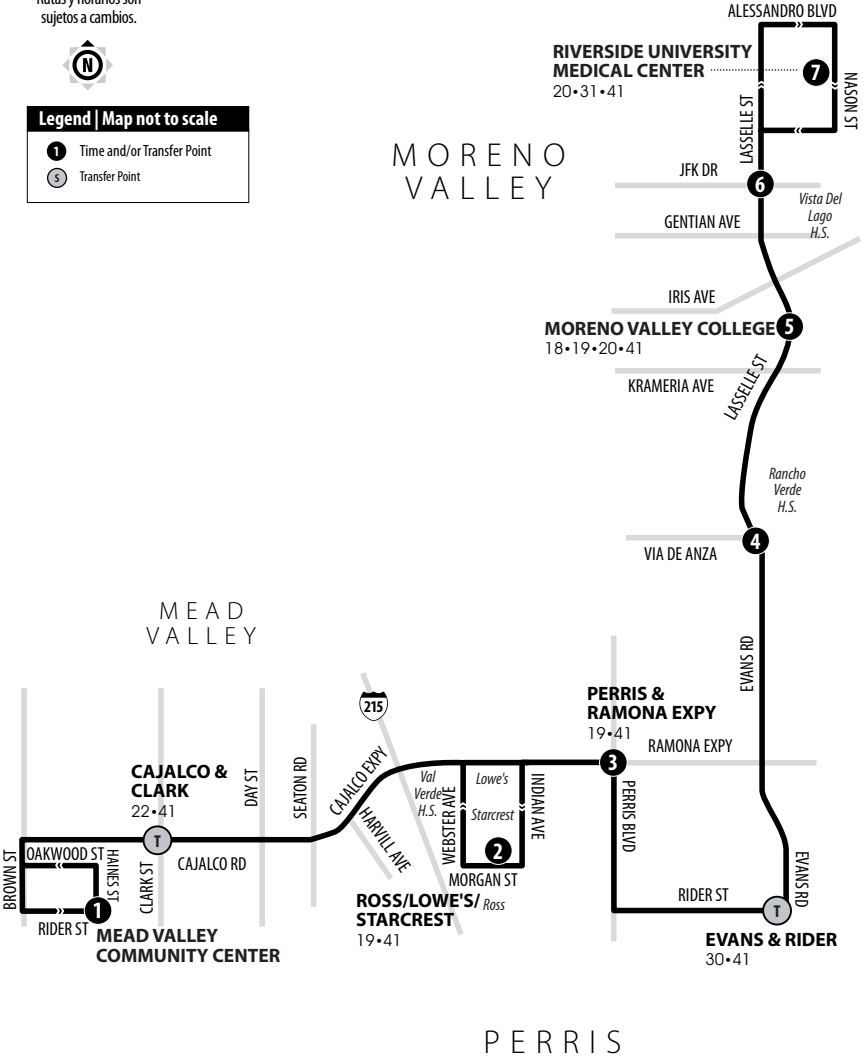
Information Center
(951) 565-5002
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RTABus.com

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.



Legend | Map not to scale

- 1** Time and/or Transfer Point
- 5** Transfer Point



41

Eastbound to Riverside University Medical Center

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Mead Valley Community Center	Ross / Lowe's / Starcrest	Perris & Ramona Expy	Lasselle & Via De Anza	Moreno Valley College	Riverside University Medical Center
1	2	3	4	5	6
6:55	7:08	7:13	7:23	7:27	7:38
8:41	8:54	8:59	9:09	9:13	9:24
10:27	10:40	10:45	10:55	10:59	11:10
12:13	12:26	12:31	12:41	12:45	12:56
1:59	2:12	2:17	2:27	2:31	2:42
3:45	3:58	4:03	4:13	4:17	4:28
5:31	5:44	5:49	5:59	6:03	6:14

41

Westbound to Mead Valley Community Center

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 Expy	Ross / Lowe's / Starcrest	Mead Valley Community Center
6	5	4	3	2	1
7:48	7:57	8:02	8:15	8:18	8:31
9:34	9:43	9:48	10:01	10:04	10:17
11:20	11:29	11:34	11:47	11:50	12:03
1:06	1:15	1:20	1:33	1:36	1:49
2:52	3:01	3:06	3:19	3:22	3:35
4:38	4:47	4:52	5:05	5:08	5:21
6:24	6:33	6:38	6:51	6:54	7:07

42

HEMET VALLEY MALL - SAN JACINTO - SOBOBA CASINO

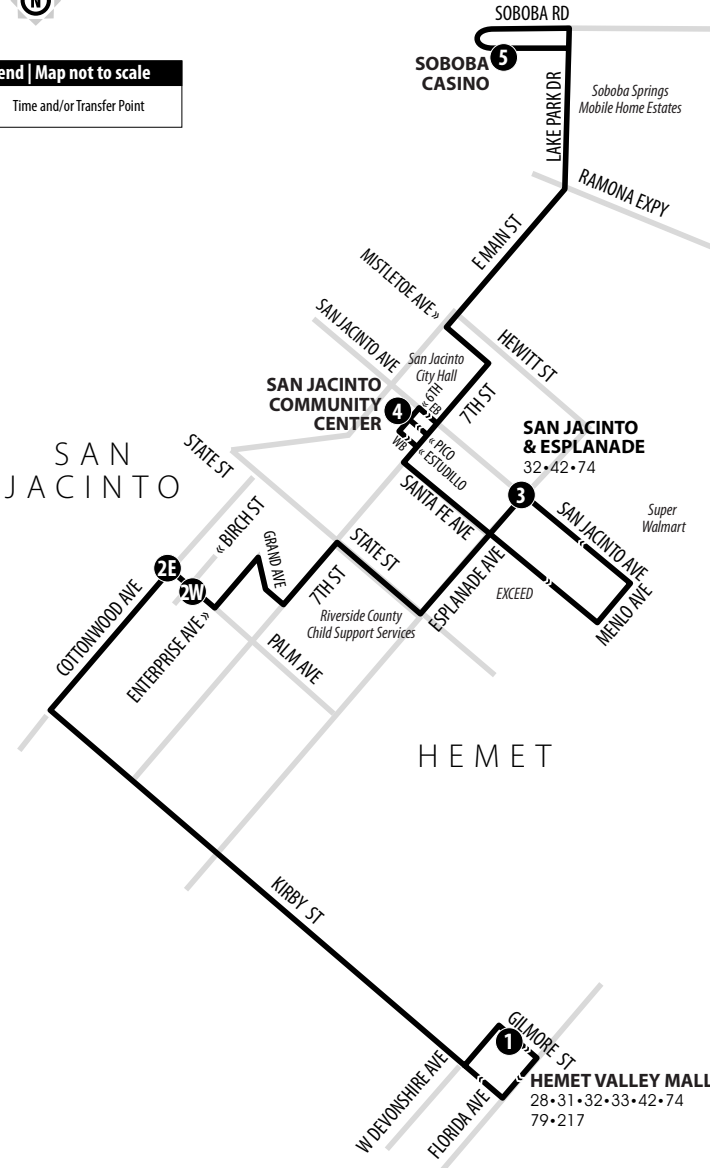
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Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.



Legend | Map not to scale

1 Time and/or Transfer Point



42 Eastbound to Soboba Casino

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Hemet Valley Mall	Palm & Cottonwood	San Jacinto & Esplanade	San Jacinto Community Center	Soboba Casino
1	2E	3	4	5
8:25	8:37	8:50	8:55	9:07
10:04	10:17	10:31	10:37	10:49
12:01	12:14	12:28	12:34	12:47
1:40	1:53	2:08	2:13	2:25
3:33	3:46	3:59	4:04	4:16
5:16	5:28	5:41	5:46	5:58

42 Westbound to Hemet Valley Mall

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Soboba Casino	San Jacinto Community Center	San Jacinto & Esplanade	Palm & Birch	Hemet Valley Mall
5	4	3	2W	1
9:17	9:25	9:35	9:43	9:56
10:56	11:04	11:14	11:22	11:35
12:53	1:01	1:11	1:19	1:32
2:31	2:39	2:49	2:57	3:10
4:26	4:34	4:44	4:52	5:06
6:08	6:16	6:26	6:34	6:48

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.

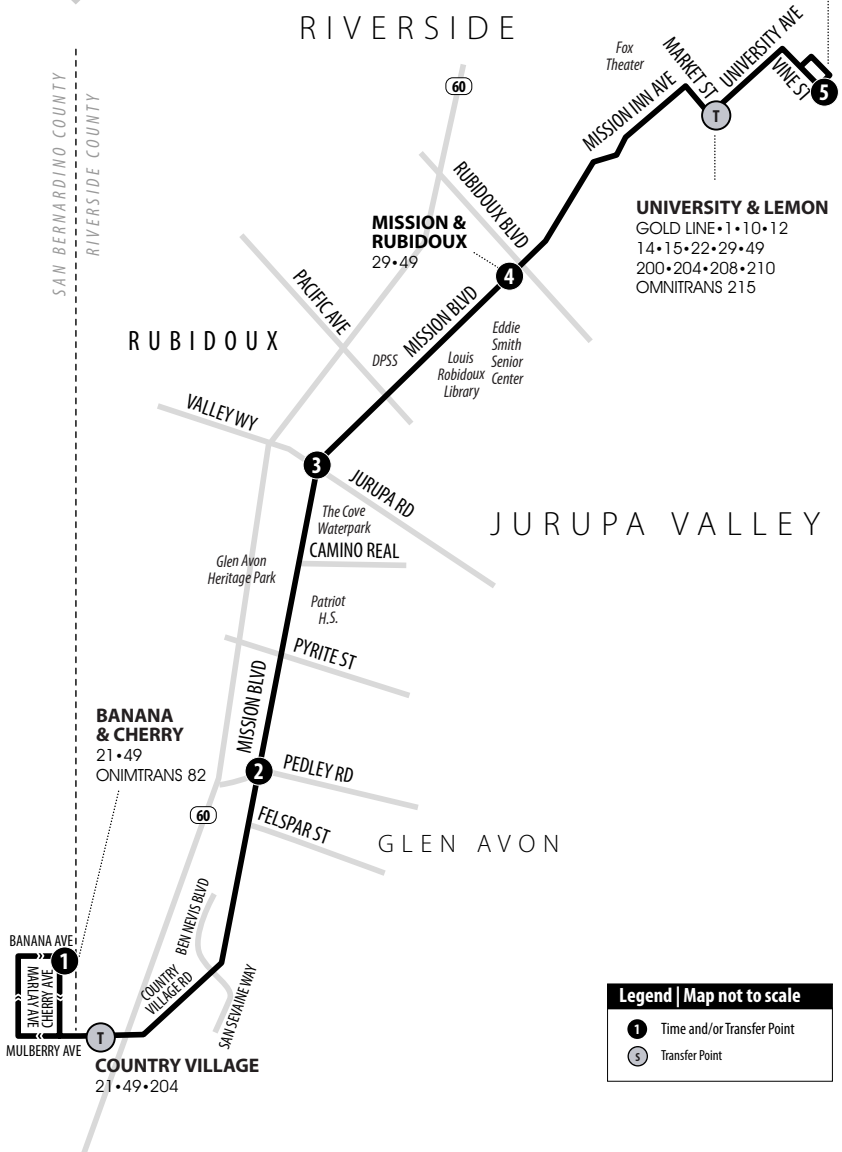


RIVERSIDE - DOWNTOWN METROLINK STATION

1•15•29•49•200•208•210•OMNITRANS 215
METROLINK•AMTRAK•SUNLINE 220
Boarding diagram pg 27

UNIVERSITY & LEMON

GOLD LINE•1•10•12
14•15•22•29•49
200•204•208•210
OMNITRANS 215



49 Eastbound to Downtown Riverside

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Banana & Cherry	Mission & Pedley	Mission & Valley	Mission & Rubidoux	Riverside-Downtown Metrolink Station (Vine St Bay D)
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
5:56	6:09	6:17	6:25	6:40
6:53	7:06	7:14	7:21	7:34

49 Westbound to Country Village/Fontana

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Riverside-Downtown Metrolink Station (Vine St Bay D)	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
5:01	5:19	5:27	5:32	5:46
5:57	6:15	6:23	6:29	6:42
6:50	7:07	7:15	7:21	7:34
7:44	8:00	8:07	8:13	8:26

ROUTE 50

**SUSPENDED
UNTIL JURY
TRIALS
RESUME**

ROUTE 51

**SUSPENDED
UNTIL UCR
CLASSES
RESUME**

ROUTE 52

NO SERVICE

ROUTE 55

SUSPENDED

UNTIL

TEMECULA

SCHOOLS

RESUME

61

PERRIS STATION TRANSIT CENTER - SUN CITY - MENIFEE - MURRIETA - TEMECULA

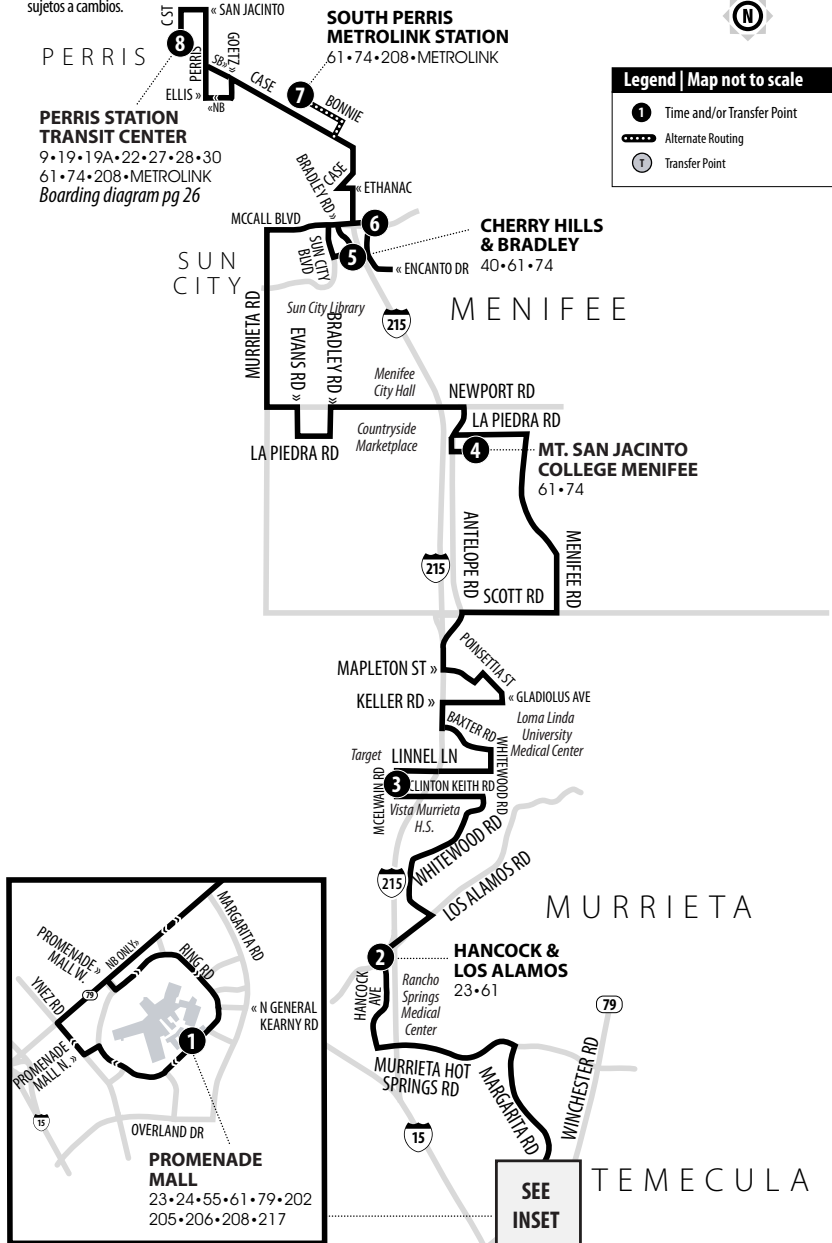
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RTABus.com

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.



Legend | Map not to scale

- Time and/or Transfer Point
- Alternate Routing
- Transfer Point



61

Northbound to Perris Station Transit Center

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	5	6	7
6:51	7:08	7:17	7:37	8:01	8:08	8:30
8:11	8:28	8:37	8:57	9:22	9:29	9:52
9:28	9:45	9:55	10:15	10:40	10:47	11:10
10:52	11:14	11:24	11:44	12:09	12:16	12:39
12:05	12:27	12:37	12:57	1:22	1:29	1:51
1:21	1:45	1:56	2:18	2:43	2:50	3:12
2:50	3:14	3:25	3:47	4:12	4:19	4:41
4:06	4:30	4:41	5:02	5:27	5:34	5:56
5:39	6:02	6:13	6:34	6:59	7:05	7:26

61

Southbound to Temecula (Promenade Mall)

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
7	6	5	4	3	2	1
7:34	7:52	8:00	8:25	8:47	8:58	9:16
8:52	9:11	9:19	9:45	10:07	10:19	10:40
10:07	10:26	10:34	11:00	11:22	11:34	11:55
11:24	11:43	11:51	12:17	12:39	12:50	1:11
12:49	1:08	1:16	1:42	2:04	2:15	2:36
2:03	2:22	2:30	2:56	3:18	3:29	3:50
3:23	3:42	3:50	4:16	4:37	4:48	5:09
5:07	5:26	5:34	6:00	6:21	6:32	6:53

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SAN JACINTO - HEMET - MENIFEE - SUN CITY - PERRIS

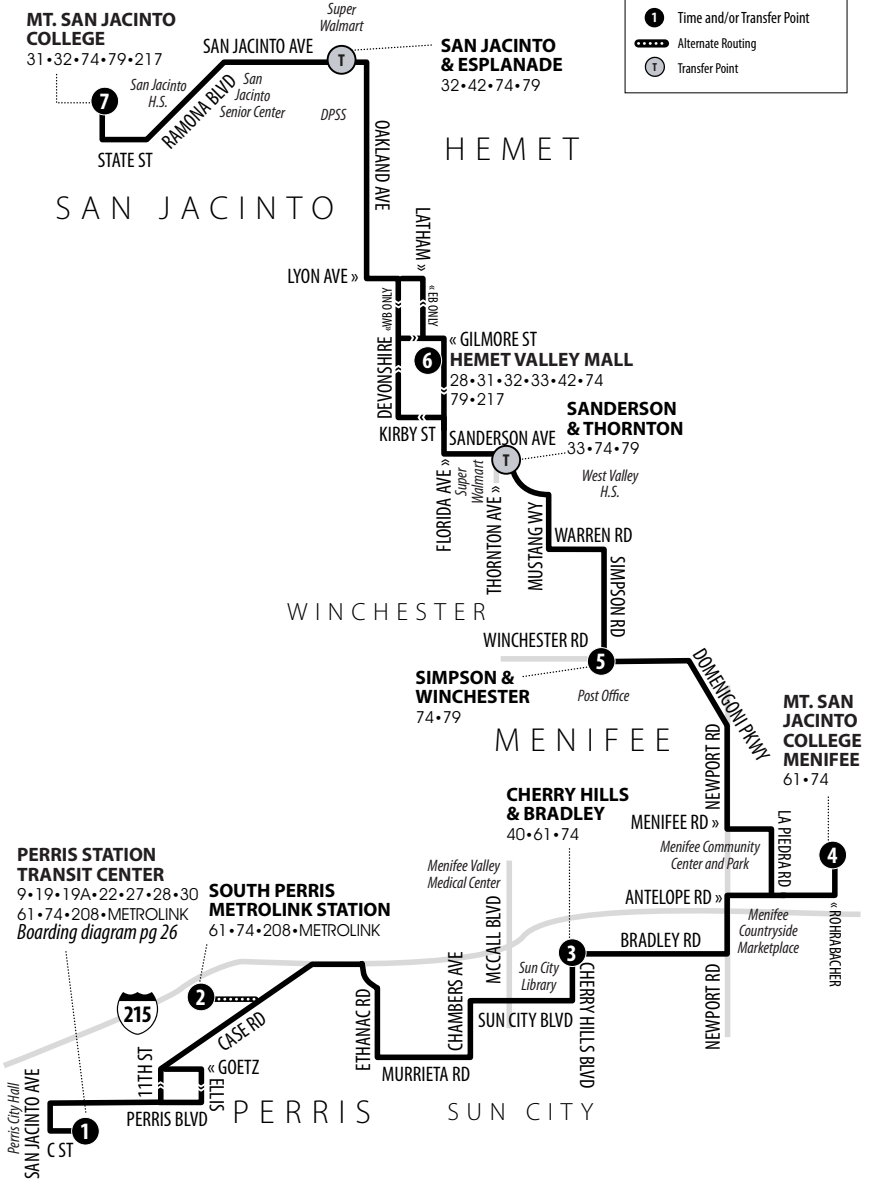
Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

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



74

Eastbound to Hemet Valley Mall and MSJC San Jacinto

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Perris Station Transit Center	Cherry Hills & Bradley	Mt. San Jacinto College Menifee	Simpson & Winchester	Hemet Valley Mall	Mt. San Jacinto College San Jacinto
1	3	4	5	6	7
6:56	7:19	7:31	7:45	8:07	8:31
8:03	8:26	8:40	8:56	9:18	9:44
9:26	9:49	10:03	10:19	10:41	11:09
10:41	11:04	11:18	11:34	11:59	12:27
12:00	12:23	12:38	12:54	1:21	1:49
1:30	1:53	2:08	2:24	2:51	3:19
2:58	3:21	3:36	3:51	4:19	4:47
4:30	4:53	5:08	5:23	5:49	6:17
5:34	5:57	6:11	6:26	6:52	7:16

74

Westbound to Perris Station Transit Center

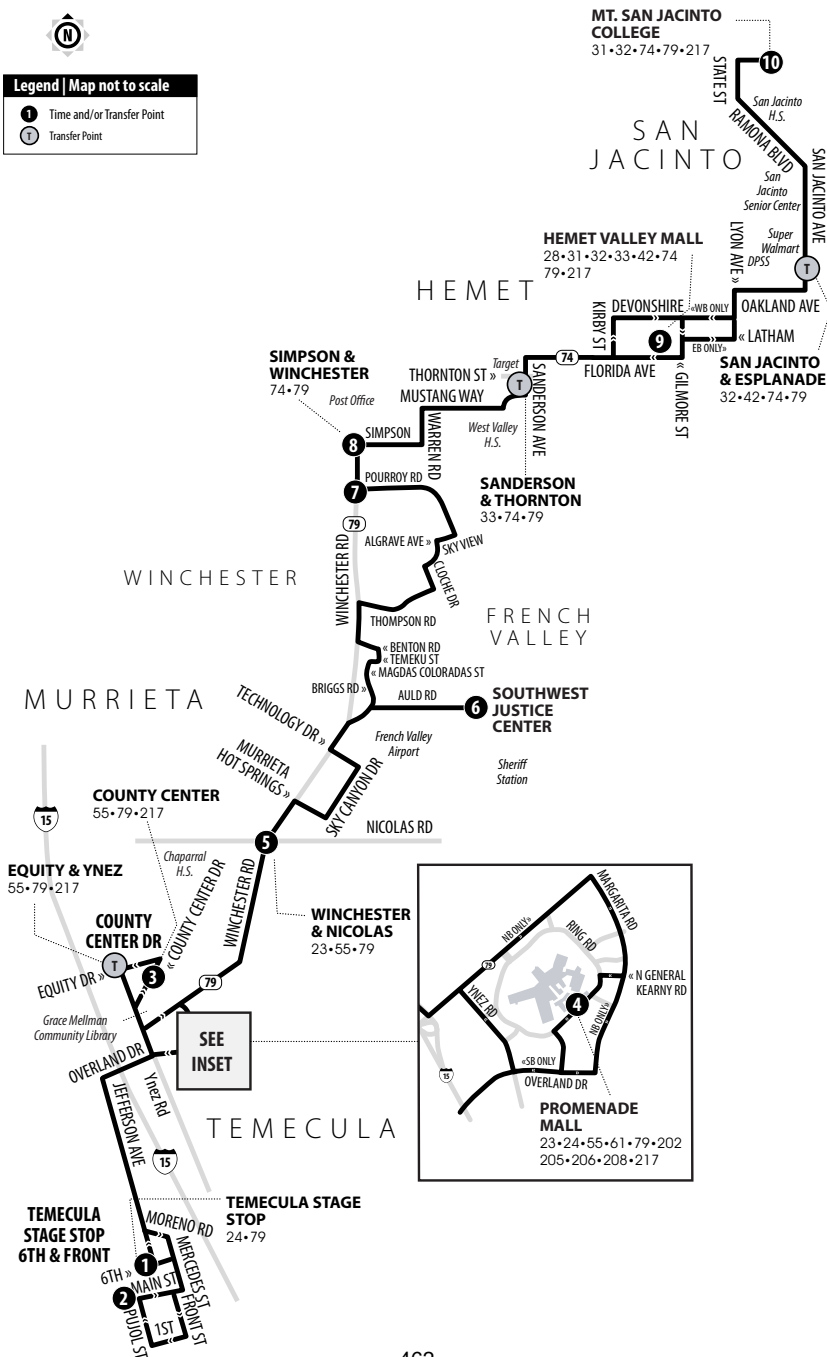
A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Mt. San Jacinto College San Jacinto	Hemet Valley Mall	Simpson & Winchester	Mt. San Jacinto College Menifee	Cherry Hills & Bradley	Perris Station Transit Center
7	6	5	4	3	1
6:08	6:31	6:49	7:02	7:14	7:38
7:30	7:56	8:14	8:27	8:41	9:08
8:50	9:16	9:36	9:49	10:04	10:31
10:02	10:30	10:53	11:07	11:23	11:50
11:29	11:57	12:20	12:34	12:50	1:18
12:39	1:07	1:30	1:44	2:00	2:28
1:59	2:27	2:50	3:04	3:20	3:48
3:29	3:57	4:20	4:34	4:50	5:18
5:02	5:30	5:53	6:07	6:23	6:50
6:27	6:52	7:15	7:29	7:44	8:08



Legend | Map not to scale

- 1** Time and/or Transfer Point
- T** Transfer Point



79

Northbound to Hemet Valley Mall and MSJC San Jacinto

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

County Center	Promenade Mall	Winchester & Nicolas	Southwest Justice Center	Winchester & Pourroy	Simpson & Winchester	Hemet Valley Mall	Mt. San Jacinto College San Jacinto
3	4	5	6	7	8	9	10
7:33	7:43	7:50	8:01	8:11	8:21	8:43	9:09
8:49	8:59	9:06	9:17	9:28	9:38	10:00	10:28
10:06	10:16	10:23	10:34	10:45	10:55	11:20	11:48
11:18	11:32	11:41	11:52	12:04	12:14	12:41	1:09
12:41	12:55	1:04	1:15	1:27	1:37	2:04	2:32
2:08	2:22	2:31	2:43	2:55	3:05	3:33	4:01
3:37	3:51	4:00	4:12	4:24	4:34	5:02	5:30
4:49	5:03	5:13	5:25	5:37	5:47	6:13	6:37
6:08	6:20	6:30	6:42	6:54	7:04	7:30	7:54

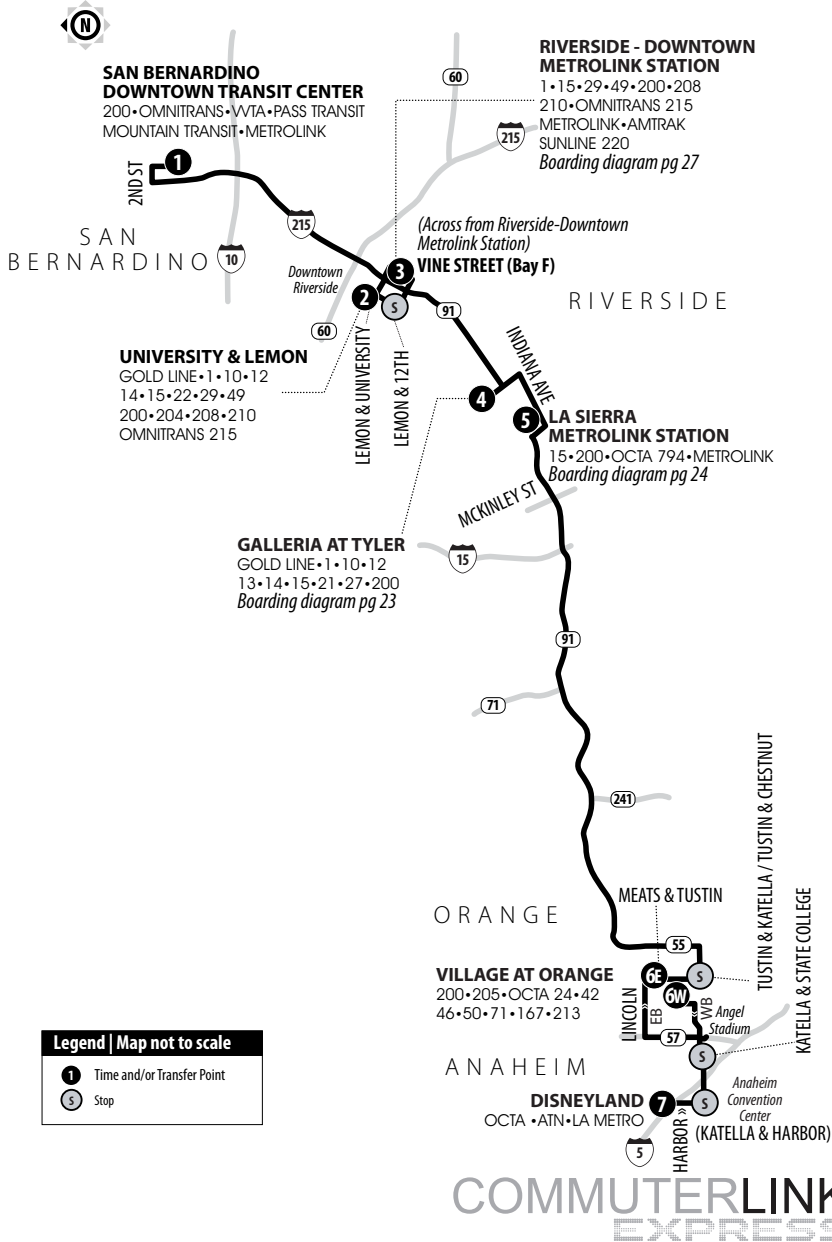
79

Southbound to Temecula (County Center)

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Mt. San Jacinto College San Jacinto	Hemet Valley Mall	Simpson & Winchester	Pourroy & Winchester	Southwest Justice Center	Winchester & Nicolas	Promenade Mall	County Center
10	9	8	7	6	5	4	3
6:47	7:13	7:31	7:41	7:53	8:06	8:11	8:19
8:14	8:40	9:00	9:10	9:23	9:36	9:43	9:51
9:22	9:50	10:13	10:25	10:38	10:51	11:00	11:08
10:45	11:13	11:36	11:46	11:59	12:14	12:23	12:31
12:07	12:35	12:58	1:08	1:21	1:36	1:45	1:53
1:19	1:47	2:10	2:20	2:33	2:48	2:57	3:05
2:42	3:10	3:33	3:43	3:56	4:11	4:20	4:28
4:11	4:39	5:02	5:13	5:27	5:41	5:50	5:58
5:40	6:08	6:31	6:42	6:56	7:10	7:19	7:27

**Routing and timetables
subject to change.**
Rutas y horarios son
sujetos a cambios.



200 Westbound to Anaheim

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate.

San Bernardino Downtown Transit Center	Lemon & University (Downtown Riverside)	Riverside- Downtown Metrolink Station (Vine St Bay F)	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
10:40	11:02	11:06	11:26	11:34	12:12	12:36
12:20	12:42	12:46	1:06	1:14	1:52	2:16
2:15	2:37	2:41	3:01	3:09	3:47	4:11
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

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)	Riverside- Downtown Metrolink Station (Vine St Bay F)	San Bernardino Downtown Transit Center
7	6E	5	4	2	3	1
8:28	8:56	9:32	9:39	9:59	10:02	10:20
10:07	10:35	11:11	11:19	11:39	11:42	12:00
11:42	12:10	12:46	12:55	1:15	1:18	1:36
1:12	1:40	2:18	2:27	2:47	2:50	3:08
2:53	3:21	3:59	4:08	4:28	4:31	4:49
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

ROUTE 202

NO SERVICE

204

UCR - DOWNTOWN RIVERSIDE - ONTARIO MILLS MALL - MONTCLAIR TRANSCENTER

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

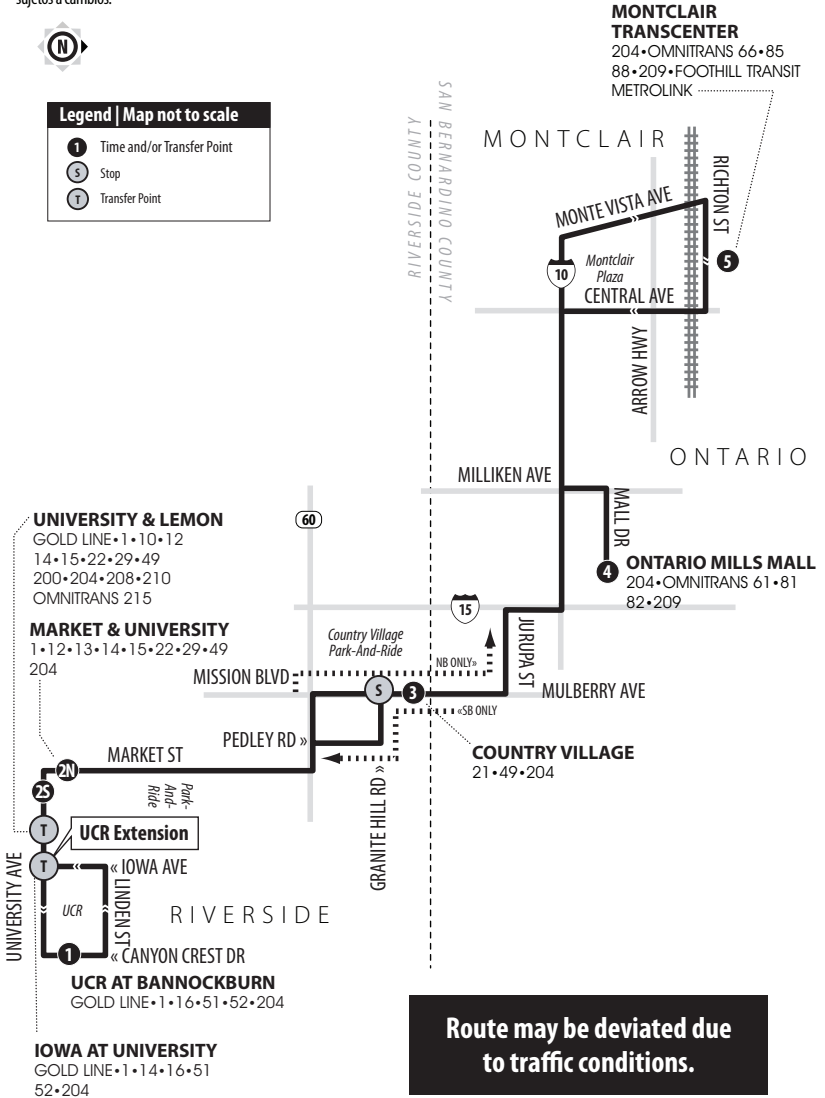
Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.

No service on weekends or: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.



Legend | Map not to scale

- 1** Time and/or Transfer Point
- S** Stop
- T** Transfer Point



**Route may be deviated due
to traffic conditions.**

COMMUTERLINK
EXPRESS

204

Weekdays | Northbound to Ontario Mills Mall & Montclair Transcenter

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

* Trip starts two minutes earlier from University & Lemon

UCR at Bannockburn	Market & University	Country Village	Ontario Mills Mall	Montclair Transcenter
1	2N	3	4	5
—	4:20*	4:34	4:51	5:09
—	5:15*	5:29	5:46	6:08
—	5:55*	6:12	6:29	6:51
6:45	6:58	7:12	7:29	7:51
2:00	2:17	2:31	2:50	3:12
2:55	3:12	3:26	3:45	4:07
3:45	4:02	4:16	4:35	4:57
5:08	5:25	5:42	6:01	6:23
6:13	6:28	6:42	6:59	7:17

204

Weekdays | Southbound to Downtown Riverside & UCR

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
5:25	5:44	6:03	6:20	6:35
6:23	6:42	7:01	7:18	7:33
7:04	7:23	7:45	8:03	8:18
8:01	8:20	8:42	9:00	9:15
3:27	3:52	4:17	4:40	4:58
4:17	4:42	5:07	5:36	5:54
5:12	5:40	6:00	6:23	6:43
6:33	6:55	7:15	7:33	7:48
7:36	7:58	8:17	8:35	8:48

For Metrolink information, go to metrolinktrains.com or call 800-371-5465.

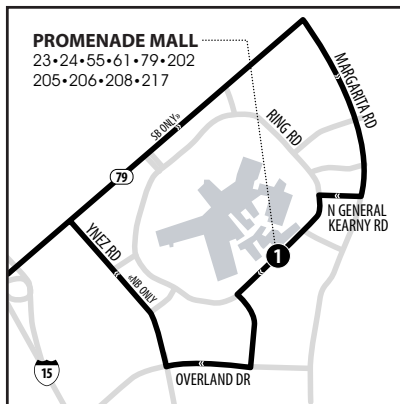
205 | 206

TEMECULA - MURRIETA - LAKE ELSINORE - CORONA TRANSIT CENTER - ORANGE

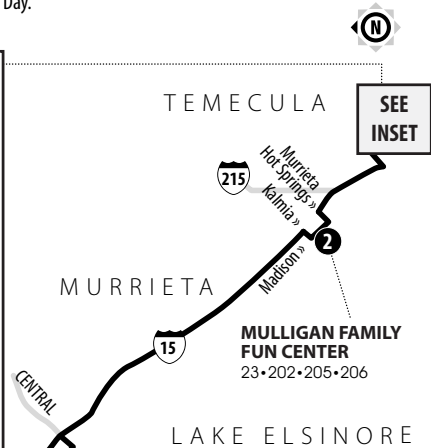
Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

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.



PROMENADE MALL
23•24•55•61•79•202
205•206•208•217



TEMECULA

**SEE
INSET**

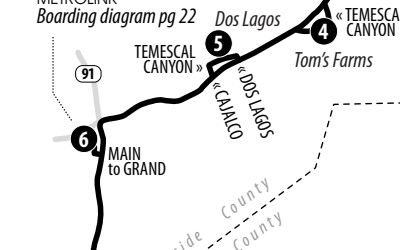
MURRIETA

**MULLIGAN FAMILY
FUN CENTER**
23•202•205•206

LAKE ELSINORE

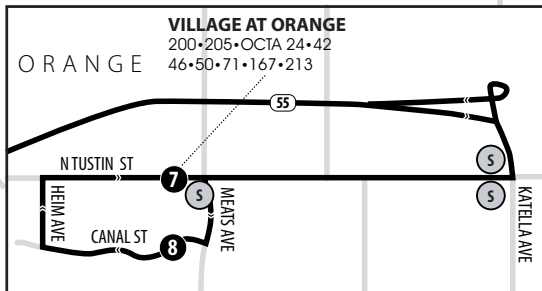
**LAKE ELSINORE OUTLET
CENTER PARK & RIDE**
8•9•205•206

CORONA TRANSIT CENTER
GOLD LINE•1•3•205•206
CORONA CRUISER BLUE, RED
METROLINK
Boarding diagram pg 22



Legend | Map not to scale

- 1** Time and/or Transfer Point
- S** Stop



VILLAGE AT ORANGE
200•205•OCTA 24•42
46•50•71•167•213

ORANGE

**SEE
INSET**

**COMMUTERLINK
EXPRESS**

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

	Promenade Mall	Mulligans Murrieta	Lake Elsinore Outlet Center Park-And-Ride	Tom's Farm	Dos Lagos	Corona Transit Center	Canal & Meats
	1	2	3	4	5	6	8
205	3:56	4:07	4:27	4:38	—	5:00	5:45
206	4:17	4:27	4:45	5:00	—	5:20	—
206	4:36	4:47	5:07	5:23	—	5:45	—
205	—	—	5:35	5:47	6:00	6:23	7:18
206	5:09	5:20	5:40	—	—	6:15	—
205	—	—	6:10	6:23	6:38	7:04	7:59
206	5:48	6:00	6:20	—	—	7:02	—
205	—	—	—	—	—	3:10	3:48
205	—	—	—	—	—	4:27	5:05
206	3:17	3:32	3:57	4:11	4:20	4:40	—
206	4:41	4:56	5:21	5:35	5:44	6:04	—
205	—	—	—	—	—	6:14	6:49
206	6:30	6:45	7:07	7:20	7:28	7:46	—

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

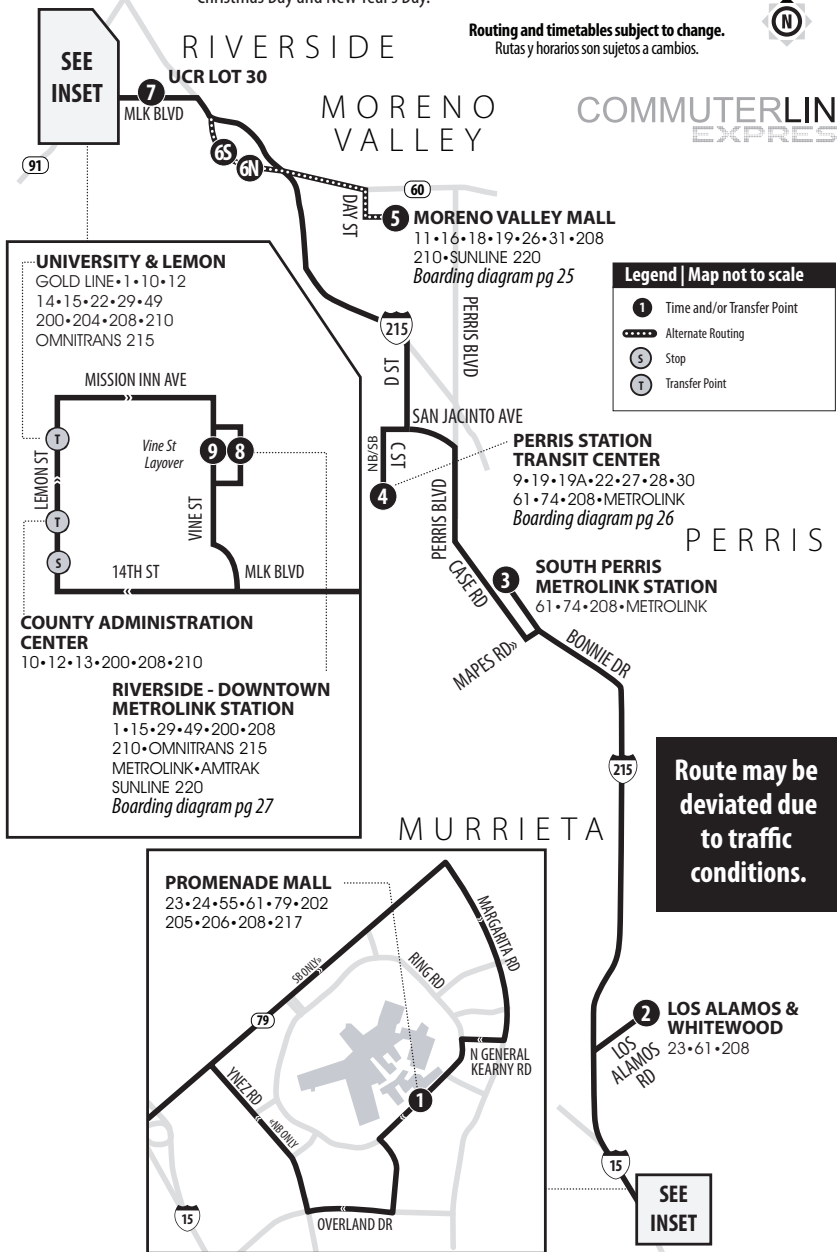
	Canal & Meats	Village at Orange	Corona Transit Center	Dos Lagos	Tom's Farm	Lake Elsinore Outlet Center Park-And-Ride	Mulligans Murrieta	Promenade Mall
	8	7	6	5	4	3	2	1
206	—	—	6:25	6:38	6:48	7:05	7:23	7:45
	The 6:25 a.m. trip will wait for the 6:10 a.m. westbound train, but no later than 6:25 a.m. before departing the Metrolink Station.							
205	5:55	5:59	6:34	—	—	—	—	—
206	—	—	7:12	7:25	7:35	7:50	8:05	8:18
	The 7:12 a.m. trip will wait for the 6:50 a.m. eastbound and 6:50 a.m. westbound trains, but no later than 7:20 a.m. before departing the Metrolink Station.							
205	7:30	7:34	8:11	—	—	—	—	—
205	8:15	8:19	8:56	—	—	—	—	—
206	—	—	4:31	—	5:03	5:18	5:38	5:55
	The 4:31 p.m. trip will wait for the 4:27 p.m. train, but no later than 4:41 p.m. before departing the Metrolink Station.							
205	4:00	4:04	5:08	5:33	5:43	5:58	—	—
	The 5:08 p.m. trip will wait for the 4:41 p.m. and 4:58 p.m. trains, but no later than 5:15 p.m. before departing the Metrolink Station.							
206	—	—	5:09	—	—	5:51	6:11	6:26
	The 5:09 p.m. trip will wait for the 4:41 p.m. and 4:58 p.m. trains, but no later than 5:15 p.m. before departing the Metrolink Station.							
206	—	—	5:30	—	6:02	6:17	6:37	6:52
	The 5:30 p.m. trip will wait for the 5:25 p.m. train, but no later than 5:40 p.m. before departing the Metrolink Station.							
206	—	—	5:50	—	6:22	6:37	6:57	7:12
	The 5:50 p.m. trip will wait for the 5:45 p.m. train, but no later than 6:05 p.m. before departing the Metrolink Station.							
205	5:17	5:21	6:25	6:50	7:00	7:15	7:30	7:48
	The 6:25 p.m. trip will wait for the 6:05 p.m. and 6:17 p.m. trains, but no later than 6:35 p.m. before departing the Metrolink Station.							
206	—	—	6:40	—	7:05	7:20	7:40	7:55
	The 6:40 p.m. trip will wait for the 6:35 p.m. train, but no later than 6:50 p.m. before departing the Metrolink Station.							
205	6:59	7:03	8:01	—	8:19	8:34	8:49	9:05
	The 8:01 p.m. trip will hold for the 7:36 p.m. and 7:55 p.m. trains to arrive. If your train is delayed, please call RTA Customer Information Center at 951-565-5002 to ensure the bus waits.							

No service on weekends or: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



COMMUTERLINK EXPRESS



SEE INSET

RIVERSIDE

MORENO VALLEY

COMMUTERLINK EXPRESS

UNIVERSITY & LEMON
GOLD LINE • 1 • 10 • 12
14 • 15 • 22 • 29 • 49
200 • 204 • 208 • 210
OMNITRANS 215



COUNTY ADMINISTRATION CENTER
10 • 12 • 13 • 200 • 208 • 210

RIVERSIDE - DOWNTOWN METROLINK STATION
1 • 15 • 29 • 49 • 200 • 208
210 • OMNITRANS 215
METROLINK • AMTRAK
SUNLINE 220
Boarding diagram pg 27

PROMENADE MALL
23 • 24 • 55 • 61 • 79 • 202
205 • 206 • 208 • 217

MURRIETA

5 MORENO VALLEY MALL
11 • 16 • 18 • 19 • 26 • 31 • 208
210 • SUNLINE 220
Boarding diagram pg 25

PERRIS STATION TRANSIT CENTER
9 • 19 • 19A • 22 • 27 • 28 • 30
61 • 74 • 208 • METROLINK
Boarding diagram pg 26

SOUTH PERRIS METROLINK STATION
61 • 74 • 208 • METROLINK

PERRIS

Route may be deviated due to traffic conditions.

2 LOS ALAMOS & WHITEWOOD
23 • 61 • 208

SEE INSET

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Promenade Mall	Los Alamos & Whitewood	South Perris Metrolink Station	Perris Station Transit Center	Moreno Valley Mall	Sycamore Canyon & Eastridge	UCR Lot 30	Riverside-Downtown Metrolink Station	Vine St Layover (Bay A)
1	2	3	4	5	6N	7	8	9
3:48	3:58	4:18	4:30	—	—	—	5:00	5:12
4:15	4:25	4:45	4:57	—	—	—	5:27	5:39
4:55	5:05	5:25	5:40	—	—	6:08	6:20	6:32
5:32	5:44	6:04	6:19	—	—	6:56	7:08	7:20
6:14	6:26	6:46	7:02	—	—	7:46	7:58	8:13
2:51	3:06	3:31	3:49	4:14	4:23	—	4:45	4:57
3:38	3:53	4:18	4:36	5:01	5:10	—	5:30	5:42

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Vine St Layover (Bay A)	Riverside-Downtown Metrolink Station	UCR Lot 30	Sycamore Canyon & Sierra Ridge	Moreno Valley Mall	Perris Station Transit Center	South Perris Metrolink Station	Los Alamos & Whitewood	Promenade Mall
9	8	7	6S	5	4	3	2	1
4:57	5:07	—	5:22	5:32	5:54	6:05	6:24	6:37
6:16	6:26	—	6:41	6:53	7:15	7:26	7:51	8:13
5:10	5:22	5:37	—	—	6:07	6:19	6:41	6:56
The 5:22 p.m. trip departing Riverside-Downtown Metrolink will wait for the 4:57 p.m., 5:03 p.m. and 5:17 p.m. trains to arrive, but no later than 5:27 p.m. before departing the station.								
6:02	6:14	6:27	—	—	6:55	7:07	7:27	7:42
The 6:14 p.m. trip departing Riverside-Downtown Metrolink will wait for the 5:48 p.m. and 6:06 p.m. trains to arrive, but no later than 6:22 p.m. before departing the station.								
6:33	6:45	6:58	—	—	7:26	7:38	7:58	8:13
The 6:45 p.m. trip departing Riverside-Downtown Metrolink will wait for the 6:27 p.m., 6:28 p.m. and the 6:37 p.m. trains to arrive, but no later than 6:45 p.m. before departing the station.								
6:53	7:05	7:18	—	—	7:46	7:58	8:18	8:33
The 7:05 p.m. trip departing Riverside-Downtown Metrolink will wait for the two 6:58 p.m. trains to arrive, but no later than 7:10 p.m. before departing the station.								
7:30	7:42	7:54	—	—	8:12	8:24	8:44	8:57
The 7:42 p.m. trip departing Riverside-Downtown Metrolink will wait for the 7:25 p.m. train to arrive before departing the station.								
8:31	8:41	8:51	—	—	9:09	9:21	9:41	9:54
The 8:41 p.m. trip departing Riverside-Downtown Metrolink will wait for the 8:05 p.m. and 8:25 p.m. trains to arrive before departing the station. If your train is delayed, please call RTA Customer Information Center at 951-565-5002 to ensure the bus waits.								

ROUTE 210

NO SERVICE

ROUTE 217

NO SERVICE

SHORT RANGE TRANSIT PLAN



FY 2021–2023



Board of Directors

SunLine was established under a Joint Powers Agreement (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. SunLine is headquartered in Thousand Palms, California.

Cathedral City:	Raymond Gregory
Coachella:	Megan Beaman Jacinto
Desert Hot Springs:	Russell Betts
Indian Wells:	Ty Peabody
Indio:	Glenn Miller
La Quinta:	Robert Radi, Vice Chair
Palm Desert:	Kathleen Kelly, Chair
Palm Springs:	Lisa Middleton
Rancho Mirage:	G. Dana Hobart
Riverside County:	V. Manuel Perez

SunLine Organizational Structure

Lauren Skiver	Chief Executive Officer/General Manager
Luis Garcia	Chief Financial Officer
Tommy Edwards	Chief Performance Officer
Peter Gregor	Chief Safety Officer
Tamara Miles	Chief Human Relations Officer
Todd McDaniel	Chief Transportation Officer
Brittney B. Sowell	Chief of Public Affairs/Clerk of the Board
Tony Cohen	Chief Maintenance Officer



Skiver



Garcia



Edwards



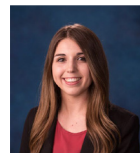
Gregor



Miles



McDaniel



Sowell



Cohen

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Abbreviations and Acronyms

ADA	Americans with Disabilities Act
BEB	battery electric bus
CARB	California Air Resources Board
CMAQ	Congestion Mitigation and Air Quality
CNG	compressed natural gas
CVAG	Coachella Valley Association of Governments
DBE	Disadvantaged Business Enterprise
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
FY	fiscal year
ICT	Innovative Clean Transit
IT	information technology
IVT	Imperial Valley Transit
IVTC	Imperial Valley Transportation Commission
JPA	Joint Power Agreement
KPI	Key Performance Indicator
LCTOP	Low Carbon Transit Operations Program
LTF	Local Transportation Fund
MBTA	Morongo Basin Transit Authority
RCTC	Riverside County Transportation Commission
RTA	Riverside Transit Agency
SBTC	San Bernardino Transit Center
SGR	State of Good Repair
SRA	SunLine Regulatory Administration
SRTP	Short Range Transit Plan
STA	State Transit Assistance Fund
TAP	Transit Ambassador Program

TIRCP	Transit and Intercity Rail Capital Program
Title VI	Title VI of the Civil Rights Act
TSP	transit signal priority
ZEB	zero-emission bus

Definitions

Financially Constrained Plan	Funded service improvements
Financially Unconstrained Plan	Unfunded service improvements
Microtransit	A form of demand response transit that offers flexible routing and/or flexible scheduling of minibus vehicles

Executive Summary

This Refueled FY2021-2023 Short Range Transit Plan (S RTP) describes near- and long-term initiatives for SunLine Transit Agency (SunLine) to support the local economy, meet the mobility needs of Coachella Valley, expand transit market share, and gain new transit users. Because every transit trip begins and ends by having to walk or use a mobility device, motorized and nonmotorized mobility, accessibility, and interconnectivity are essential components of planning and developing transit services.

In the midst of these planning efforts, the COVID-19 pandemic of 2020 caused a major national and global disruption with the closures of businesses, schools, and entertainment venues and the enforcement of national and statewide public health policies. In March 2020, the adverse effects of COVID-19 on SunLine’s ridership peaked. SunLine’s weekday fixed route ridership dropped by 70 percent to 4,300 daily boardings. Paratransit ridership dropped by 80 percent to 100 daily boardings compared to the same month of the previous year. The COVID-19 pandemic and the resulting secondary impacts on the Coachella Valley’s economy, employment, and day-to-day life warranted SunLine to change course to immediately support the region’s post COVID-19 pandemic recovery efforts.

While Figure ES.1 and Figure ES.2 show a significant drop in ridership in mid-March, ridership leveled off around 5,000 riders per day through April, illustrating that SunLine continues to provide lifeline service to

Figure ES.1 SunLine Fixed Route Average Weekday Ridership 2020 (January – April)

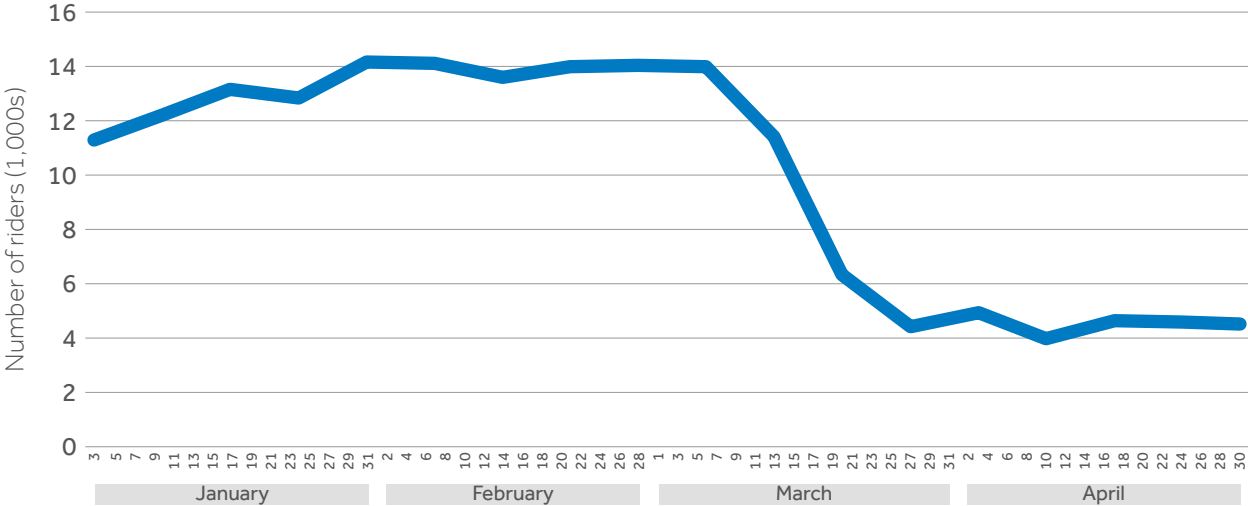
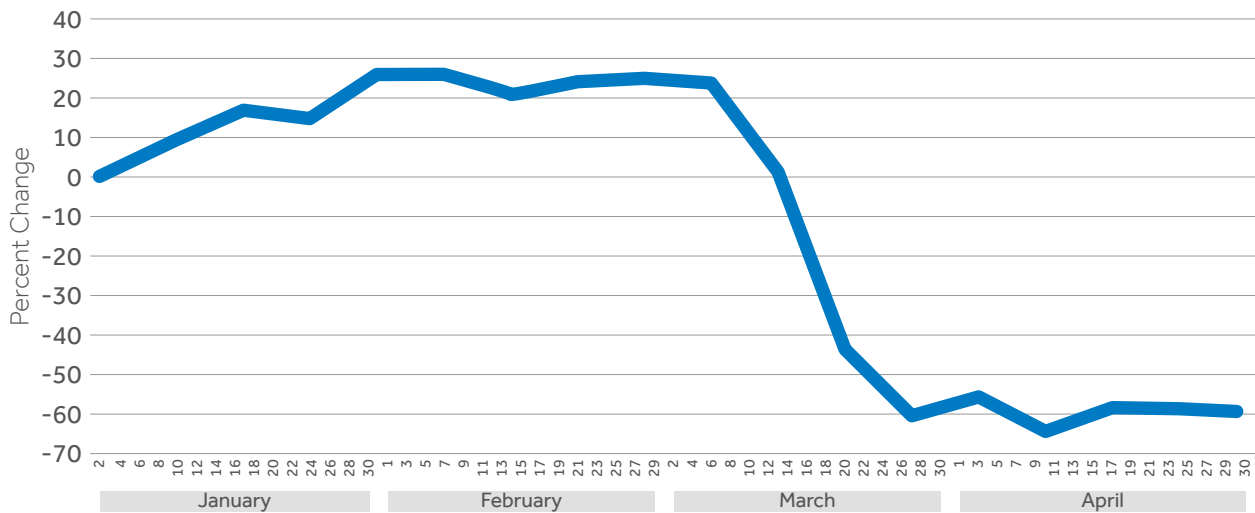


Figure ES.2 SunLine Fixed Route Average Weekday Ridership 2020 (January – April)
Percent Change



the community. These efforts included taking those who do not own an automobile to work, doctors' offices, grocery shopping, and to other essential appointments. Recovering and rebuilding ridership from this major disruption is SunLine's highest priority. While continuing to respond to the day-to-day challenges, SunLine will begin implementing a COVID-19 toolbox with strategies and tools to support the recovery efforts of the region and then grow the transit market when it's safe to do so.

Tools for the COVID-19 recovery include:

- » Safety and sanitation
 - › Rear-door boarding
 - › Identify technology options for more efficient bus cleaning
 - › Evaluate bus frequencies to minimize crowding
- » Fare collection
 - › Accelerate move toward Token Transit cashless fare system
 - › Establish community partnerships with retail outlets for remote ticketing
 - › Separate farebox from driver
- » Contingency planning
 - › Maintain essential services
 - › Prioritize resources to most important routes
- » Mass media campaigns
- » Audience-specific messaging campaigns

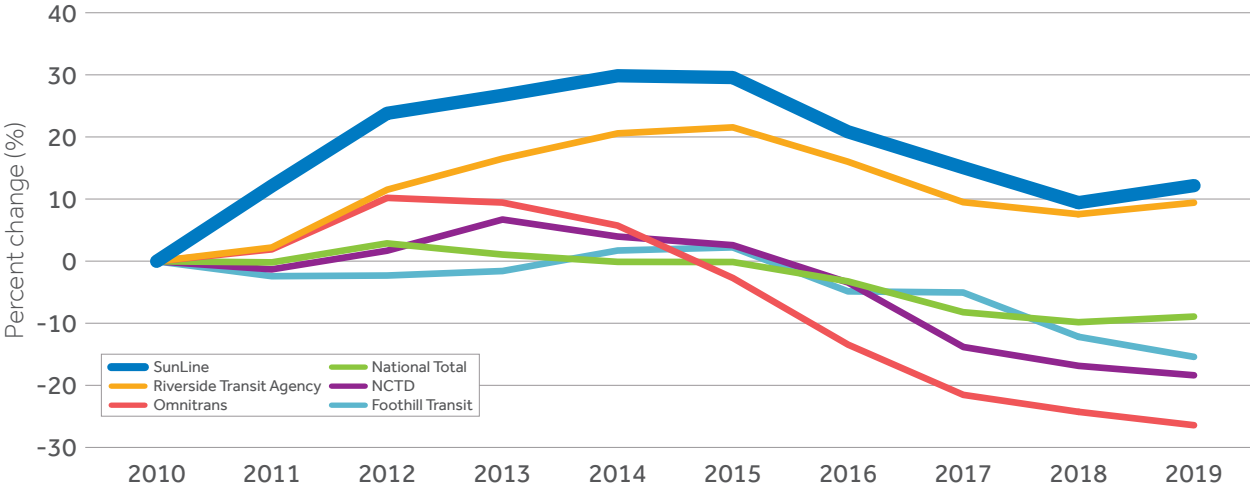
Looking forward, once a state of normalcy is reached, SunLine's bold Refueled: FY2021-2023 SRTP to recast its future, prepared with the guidance provided by the Board of Directors, input received from the residents who use transit, and a robust data analysis will be presented to the public for review and their input.

The core guiding principles of Refueled include:

- » Make SunLine's system faster, more direct, and more efficient to attract new riders;
- » Streamline SunLine's route structure to focus more resources on the system's most productive bus corridors;
- » Develop microtransit solutions to serve low-density service areas and replace low-productivity bus corridors;
- » Simplify the fare structure and move to electronic media;
- » Update the service standards policy to support performance-driven transit and an emerging service delivery model; and
- » Develop the Route 111 High Quality Transit Corridor with transit signal priority, queue jumpers, and Super Stops to facilitate timed transfer connections and intermodal connectivity.

Until the COVID-19 pandemic peaked in March 2020, SunLine was leading its peers with ridership gains since 2010, shown in Figure ES.3, bucking the national ridership trend. SunLine's 2019 onboard rider survey showed a remarkable 93 percent overall customer satisfaction rating. These accomplishments and current initiatives such as the Innovative Clean Transportation program, the College of the Desert microtransit pilot

Figure ES.3 Percent Change Fixed Route Ridership Relative to 2010



Source: National Transit Database Motor Bus and Commuter Bus Annual Unlinked Trips

project, the student Haul Pass program, and the SolVan vanpool program reflect SunLine's ambitious plans to support the Coachella Valley's economy, educational objectives, and quality of life for residents of all ages and abilities.

The Refueled FY2021-2023 SRTP lays out a financially constrained implementation plan based on the best available financial projections and anticipated grants. The service, rolling stock, and support infrastructure improvements that are not funded but are essential to meeting the future mobility needs of Coachella Valley are identified in the financially unconstrained section of the plan.

The financially unconstrained section, or transit needs plan, will guide the development of new financial resources over time to bring these recommendations into reality. Additionally, the financially unconstrained plan is essential to effectively communicate SunLine's operating and capital needs to local, state, and federal funding agencies. Lastly, the plan enables SunLine to collaborate with local jurisdictions, Coachella Valley Association of Governments, Riverside County Transportation Commission, and other funding and planning agencies. The aim is to work together in long-term regional planning and implementation efforts to optimize scarce financial resources and develop and deliver projects jointly.

The plan emphasizes coordination and collaboration with local governments to:

- » Establish better multimodal connections to transit;
- » Implement street improvements and pedestrian/non-motorized interconnectivity;
- » Improve transit efficiency, speed, and reliability;
- » Reduce transfers and travel times of the planned and redesigned local bus system;
- » Realign routes to serve growing areas of the Coachella Valley; and
- » Allocate a greater portion of new funding to implement and expand the transit market share or capture new riders.

This SunLine Refueled: FY2021-2023 SRTP identifies financially feasible improvements that can provide faster and more convenient service to help attract riders. Implementation of these recommendations is contingent on transit demand and recovery from the COVID-19 pandemic:

- » Microtransit can provide lifeline service on routes that may have to be discontinued because of low productivity.

- » Originally slated to begin service in May 2020, the 10 Commuter Link between Indio and San Bernardino is delayed indefinitely.
- » Implementation of Route 111X Weekday Express service between Indio and Palm Springs may also be delayed past the anticipated January 2021 start date.

Other improvement recommendations will be prioritized based on public and stakeholder input and the ability to fund them.

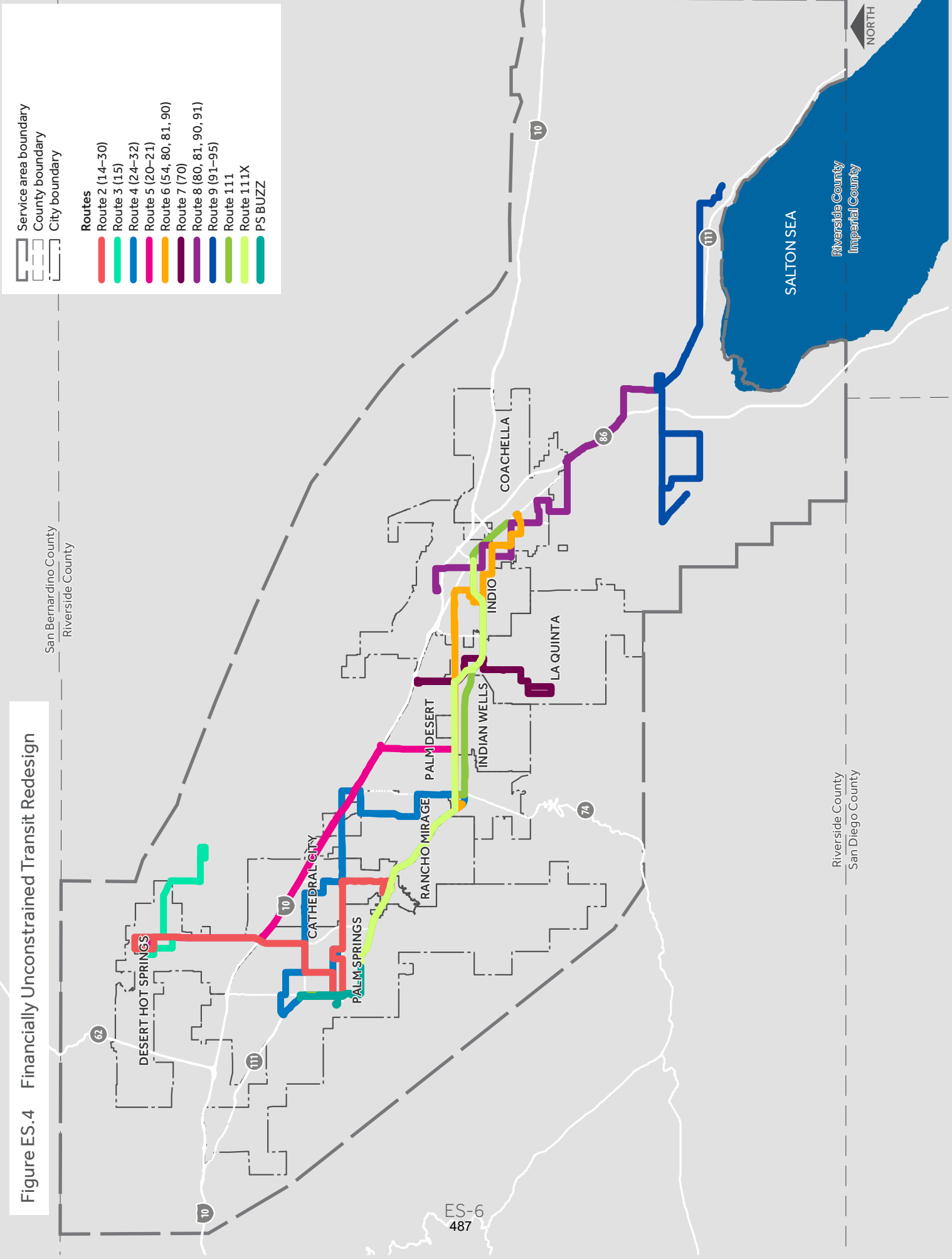
Figure ES.4 shows the financially unconstrained SunLine transit redesign in concept. It would straighten, lengthen, and combine SunLine's existing 16 bus routes into 11 redesigned routes. Rural lifeline transit service to unincorporated areas of Riverside County, such as Mecca, North Shore, and One Hundred Palms, may be provided by on-demand microtransit service. Using microtransit in areas with lower transit demand would allow SunLine to use its existing bus fleet to improve service on its trunk routes.

The staff recommendation is to adopt the financially unconstrained section of the plan in concept as a precursor to the public outreach efforts and preparation of the implementation plan and schedule. The financially unconstrained plan will then be subject to public review and input. Based on the input received from the public, local jurisdictions, and regional planning agencies, the plan will be revised and modeled with ridership and cost projections, and an implementation priority order will be set. This collaborative planning and review process is the cornerstone of the successful plan, and it cannot be a hasty process. The schedule for this critical step is contingent on the communities and the region reaching a level of post COVID-19 pandemic normalcy. Once the plan is refined, it will be presented to the Board of Directors for consideration.

Through its Innovative Clean Transit Regulation, the California Air Resources Board has mandated that public transit agencies transition to zero-emission buses (ZEBs) by 2040. SunLine is ahead of many of its peers in meeting the ZEB targets. However, fleet planning for the Refueled service expansion must be included in the ZEB implementation plan. Shown in Appendix C, this implementation plan shows how SunLine intends to comply with the mandate and when it plans to purchase the buses and build the necessary support infrastructure.

Potential funding for growing SunLine's fleet may be available through the Greenhouse Gas Reduction Fund. The Transit and Intercity Rail Capital Program (TIRCP) helps fund transformative capital improvements that will modernize California's bus transit systems. Refueled has the potential

Figure ES.4 Financially Unconstrained Transit Redesign



to transform how SunLine delivers service. Because the plan will reduce greenhouse gas emissions, vehicle miles traveled, and traffic congestion, the TIRCP is an important potential source for Refueled capital funding needs.

As SunLine seeks grant funding from the TIRCP and other regional, state, and national sources, this Refueled SRTP has a powerful story to tell about SunLine's commitment to exceptional transit service, mobility, sustainability, and clean energy.

This Refueled SRTP has four chapters. **Chapter 1** provides an overview of the system. **Chapter 2** describes route performance and existing service. **Chapter 3** describes Refueled initiatives and identifies potential service changes to implement the recommended route redesign. **Chapter 4** covers the financial and capital plans.



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CHAPTER 1

System Overview and Service Profile

In 2019, SunLine Transit Agency completed a bold plan to recast its transit system. This plan to minimize transfers, reduce travel times, and realign routes to growing, more productive areas—SunLine Refueled—was prepared with guidance provided by the Board of Directors, input from transit riders, and a robust data analysis. SunLine conducted a microtransit pilot project to determine whether smaller vehicles used on demand could eventually replace rural lifeline service currently provided by a 40-foot city bus. It also launched the Haul Pass program to make transit more accessible and easier to use for college and university students.

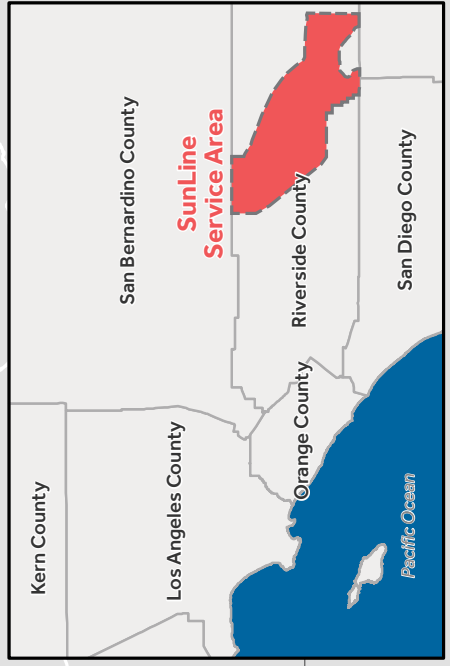
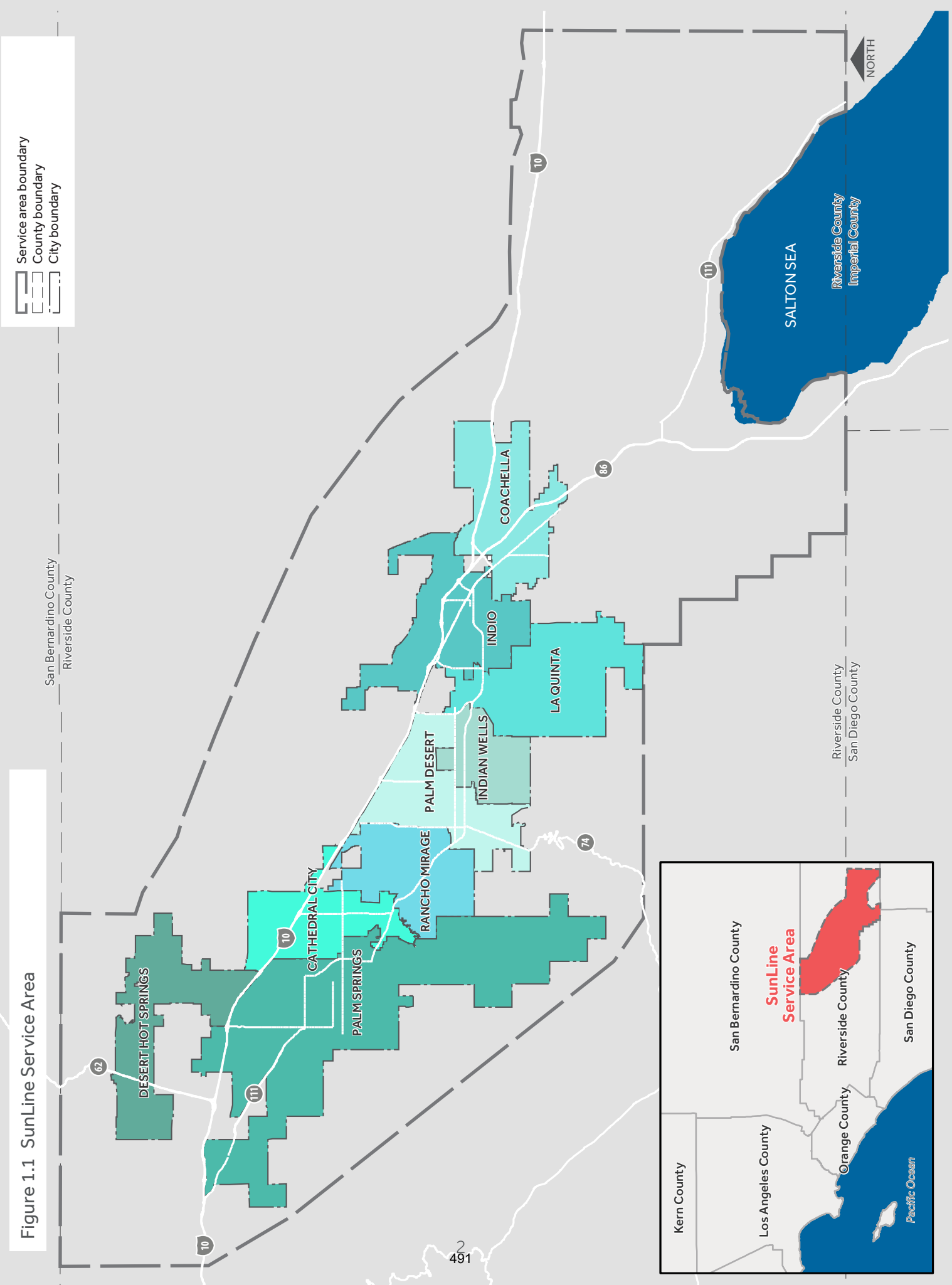
This first chapter of the Refueled FY2021-2023 Short Range Transit Plan (SRTTP) provides an introduction to SunLine. It outlines the baseline service conditions and includes a rider profile, a description of the service area, and a summary of current public transit service.

1.1 Description of Service Area

The SunLine service area covers 1,120 square miles of the Coachella Valley (Figure 1.1). It extends from San Gorgonio 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, most of SunLine's



Figure 1.1 SunLine Service Area



service area is located in the Riverside County Supervisorial District 4. SunLine provides service to the following cities:

- » Cathedral City
- » La Quinta
- » Coachella
- » Palm Desert
- » Desert Hot Springs
- » Palm Springs
- » Indian Wells
- » Rancho Mirage
- » Indio

Service is also provided to the Riverside County unincorporated communities of Bermuda Dunes, Desert Edge, Mecca, North Shore, One Hundred Palms, Oasis, Thermal, and Thousand Palms. Within the Coachella Valley region, SunLine provides 150 square miles of fixed route service coverage and 200 square miles of paratransit service coverage.

1.2 Population Profile and Demographics

The 2019 SunLine Transit Rider Survey was an important source of information for the Refueled plan. It gave SunLine staff a ridership profile and described how riders use the transit system. The infographic (next page) shows the demographic characteristics of SunLine’s riders.

Demographic Projections

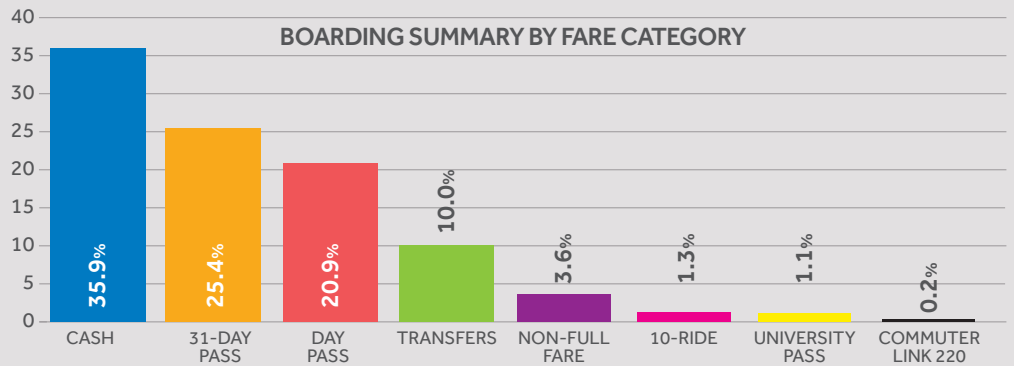
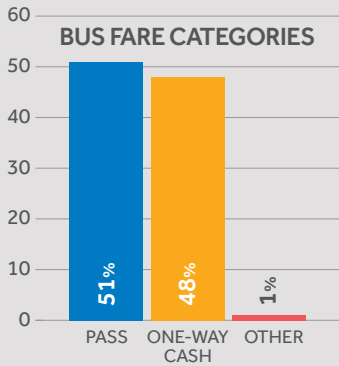
Despite the recent ridership downturn related to the COVID-19 pandemic, population growth in Riverside County and the Coachella Valley will continue to drive demand for public transit services. Refueled is aimed at supporting the local economy by providing better service to Coachella Valley’s transit riders. With straighter, more direct routes, the redesigned system will provide more permanent transit corridors to transit-supportive land uses. These high-quality transit corridors, such as Route 111, are productivity-oriented to capture new riders. They are scalable to meet future demand as population grows.

Projections prepared by the Southern California Association of Governments show that the Riverside County population is expected to grow at 1.1 percent rate from 2020 to 2040. This means an increase from 2.5 million people in 2020 to 3.17 million people in 2040. In contrast, Coachella Valley is projected to have a 2 percent higher annual growth rate than Riverside County over the same 20-year period. Population in Coachella Valley cities is projected to grow from 390,000 in 2020 to 600,000 in 2040. Figure 1.2 shows the Riverside County population growth projections through 2060. Figure 1.3 shows the Coachella Valley population growth projections.

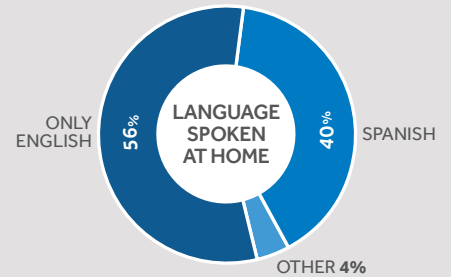
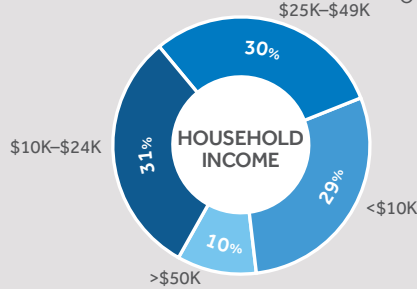
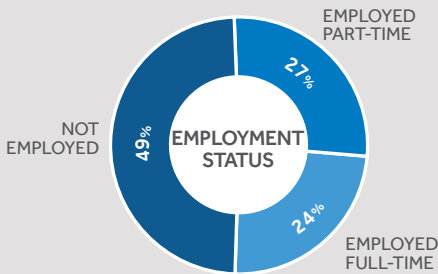
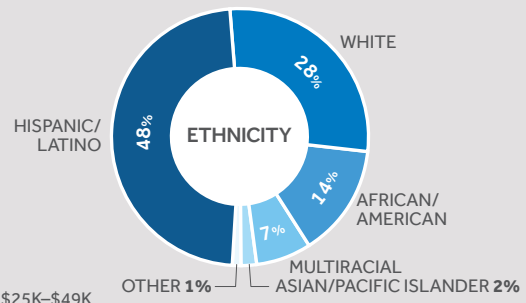
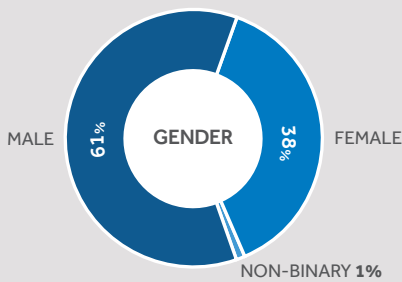
POPULATION PROFILE and RIDER CHARACTERISTICS

The SunLine Transit Rider Survey provided a snapshot of passenger characteristics, as summarized here.

BOARDING FARE



DEMOGRAPHICS



TRANSIT USE

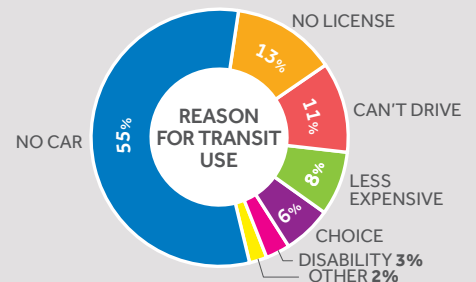
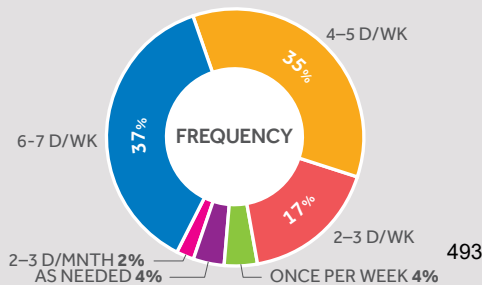
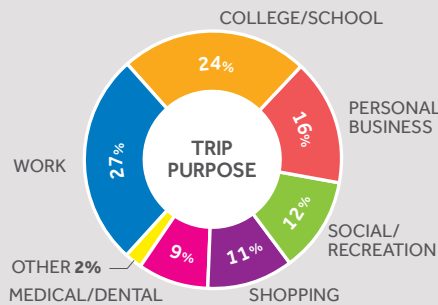
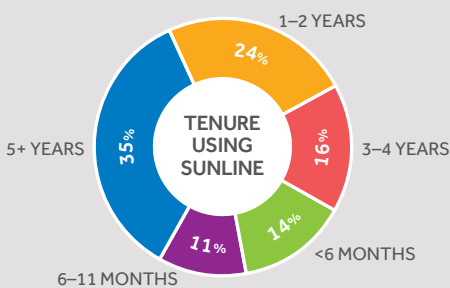


Figure 1.2 Riverside County Population Growth Projections

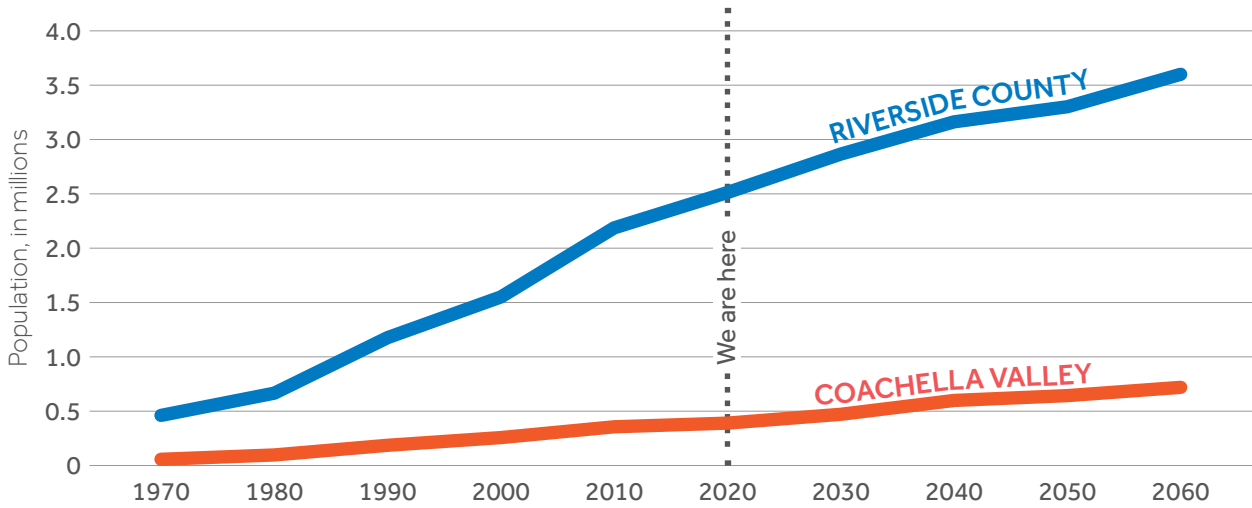
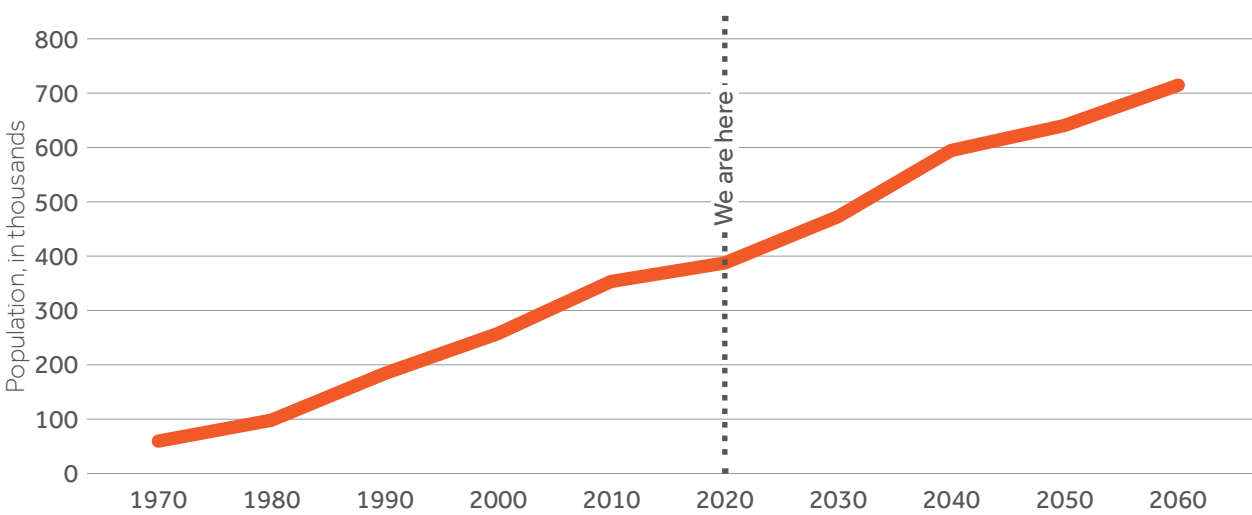


Figure 1.3 Coachella Valley Population Growth Projections



Within Coachella Valley, the cities of Coachella, Desert Hot Springs, and Indio are projected to gain the most population by 2040. These cities are projected to grow as follows.

- » Coachella – 103,000 population increase (4.5 percent annual growth)
- » Desert Hot Springs – 31,000 population increase (2.7 percent annual growth)
- » Indio – 45,000 population increase (1.6 percent annual growth)

Figure 1.4 shows population growth projections for jurisdictions in the SunLine service area.

Disadvantaged communities in California are specifically targeted for investment of proceeds from the State’s cap-and-trade program. Senate

Figure 1.4 Growth Projections for Jurisdictions in the SunLine Service Area

City	2012 Population	2040 Population	Difference	Percent Difference (%)
Cathedral City	51,476	68,100	16,624	32
Coachella City	42,400	146,300	103,900	245
Desert Hot Springs City	27,800	58,900	31,100	112
Indian Wells City	5,100	7,200	2,100	41
Indio City	78,800	123,300	44,500	56
La Quinta City	38,300	47,700	9,400	25
Palm Desert City	49,800	61,700	11,900	24
Palm Springs City	45,600	56,900	11,300	25
Rancho Mirage City	17,600	25,000	7,400	42
Unincorporated Riverside County	359,500	487,500	128,000	36
Total	716,376	1,082,600	366,224	51%

Source: Southern California Association of Governments, 2016.
http://scagrtpscs.net/Documents/2016/draft/d2016RTPSCS_DemographicsGrowthForecast.pdf

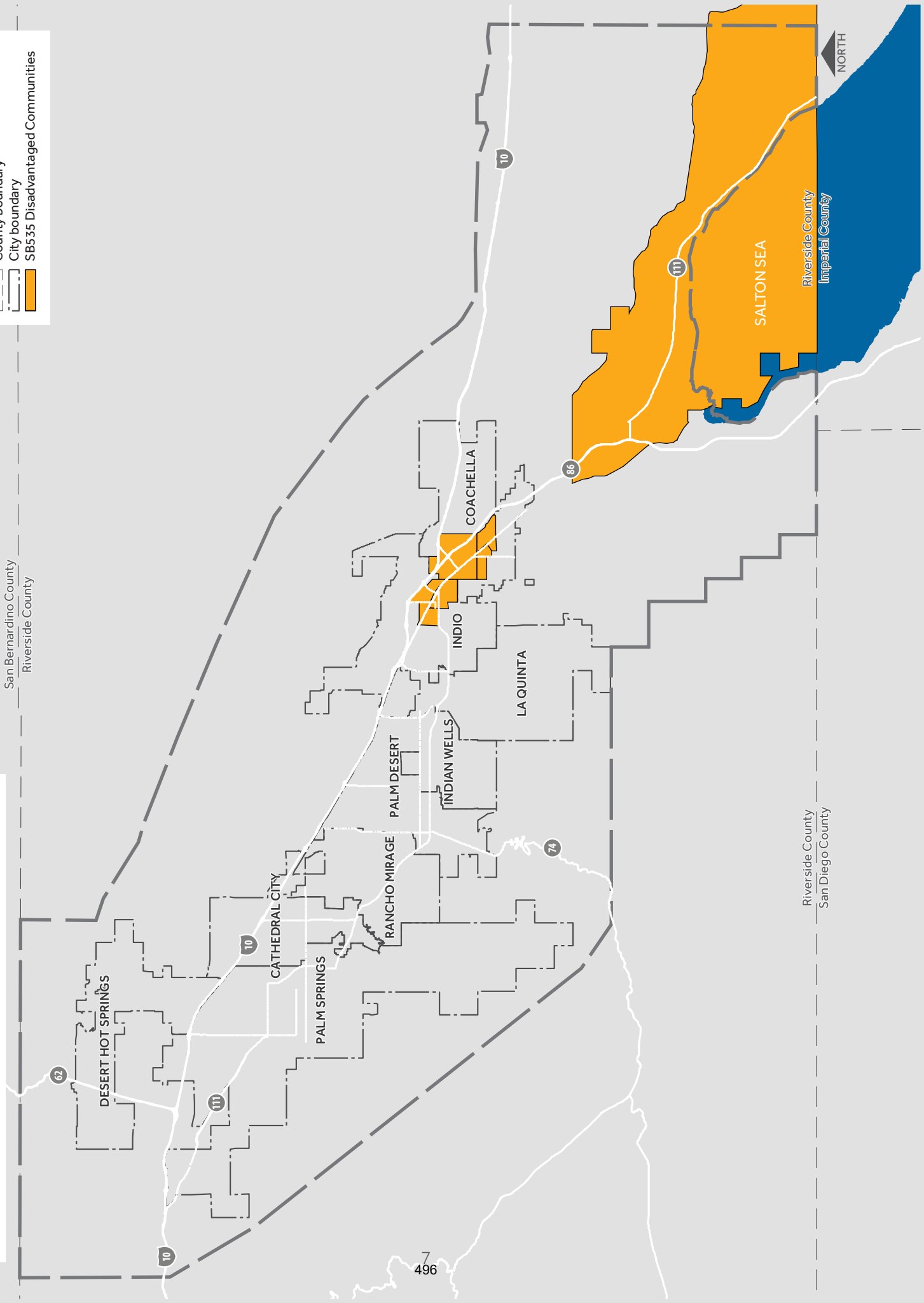
Bill 535 mandates that 25 percent of the proceeds from the Greenhouse Gas Reduction Fund go to projects that benefit disadvantaged communities. These investments are primarily aimed at improving public health, quality of life, and economic opportunity in the State's most burdened communities while also 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 1.5.

1.3 Description of Fixed Route and Paratransit Services

SunLine's existing transit service includes local bus, a circulator, a commuter/express bus, microtransit, and paratransit service. Additionally, SunLine's taxi voucher, vanpool, and rideshare programs provide additional

Figure 1.5 SB535 Disadvantaged Communities

Service area boundary
County boundary
City boundary
SB535 Disadvantaged Communities



transportation options to residents throughout the Coachella Valley. Each of these service types is described briefly in the following sections.

SRTP Table 1.0 (see SRTP Tables) shows a list of the routes and the areas they serve. Figure 1.6 shows the SunLine system map. Appendix A shows existing route profiles.

Local Bus

SunLine currently operates 15 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 14, 30, and 111. Connector/feeder routes operate in less dense areas and connect to trunk routes. These routes generally operate at less frequent headways and include Routes 15, 20, and 21.

Palm Springs BUZZ

The Palm Springs BUZZ is a free local circulator provided in partnership with the City of Palm Springs that operates in downtown Palm Springs on Thursday, Friday, and Saturday at 20-minute frequencies for a span of 10 hours from 12 p.m. to 10 p.m.

College of the Desert Microtransit Pilot

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 services typically operate with a fleet of smaller vehicles (for example, cutaway vans or buses) in defined zones, with dynamic routing based on real-time demand. Similar to Transportation Network Companies such as Uber and Lyft, users in designated areas simply specify the details of their trips on a mobile application, and a vehicle is summoned to deliver them to their destination. Operating specifics such as service hours and coverage area can be tailored to meet the needs and/or resources of the agency (fleet availability, operating budget, etc.).

In January 2020, SunLine began evaluating on-demand service provided by local taxi companies. This microtransit pilot program is intended to provide additional transportation options for College of the Desert students.

The results of this pilot project will guide possible deployment across the Coachella Valley to provide access to the fixed route system and potentially expand the SunLine service area. Figure 1.7 shows the microtransit pilot service area.

Figure 1.6 SunLine System Map



System Map

May 2020

CUSTOMER SERVICE

SERVICIO AL CLIENTE
760.343.3451

SunLine.org

TTY/TDD Service Available

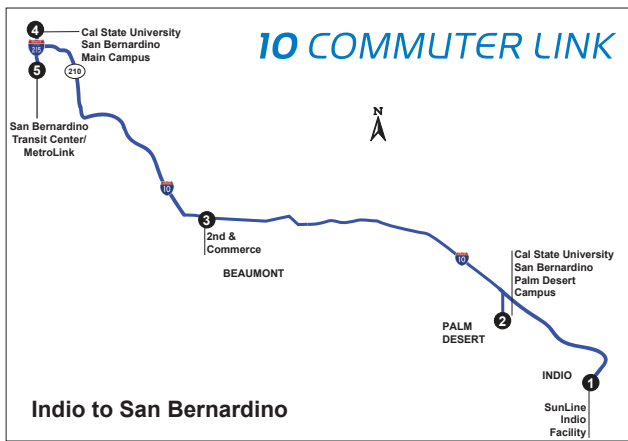
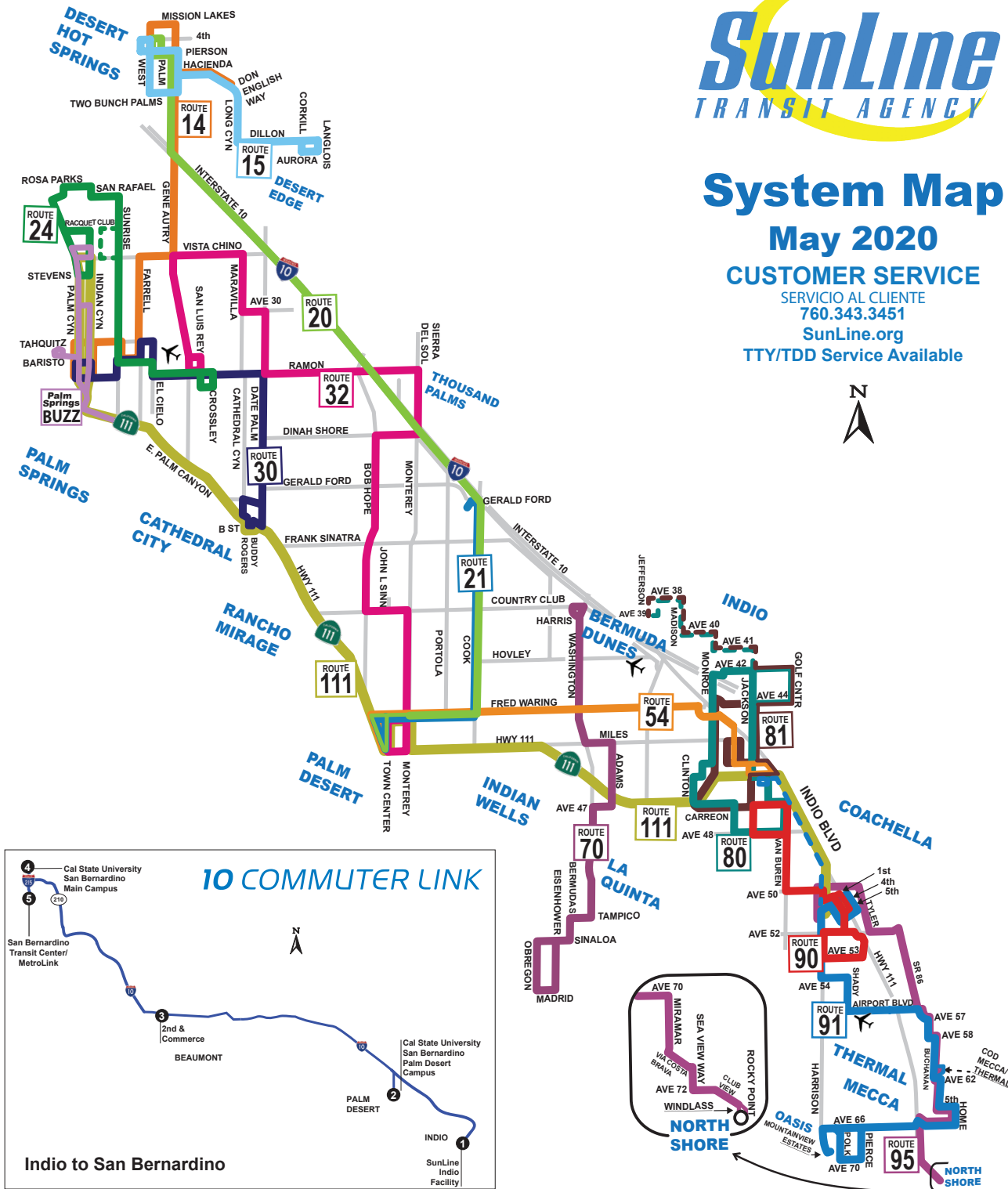
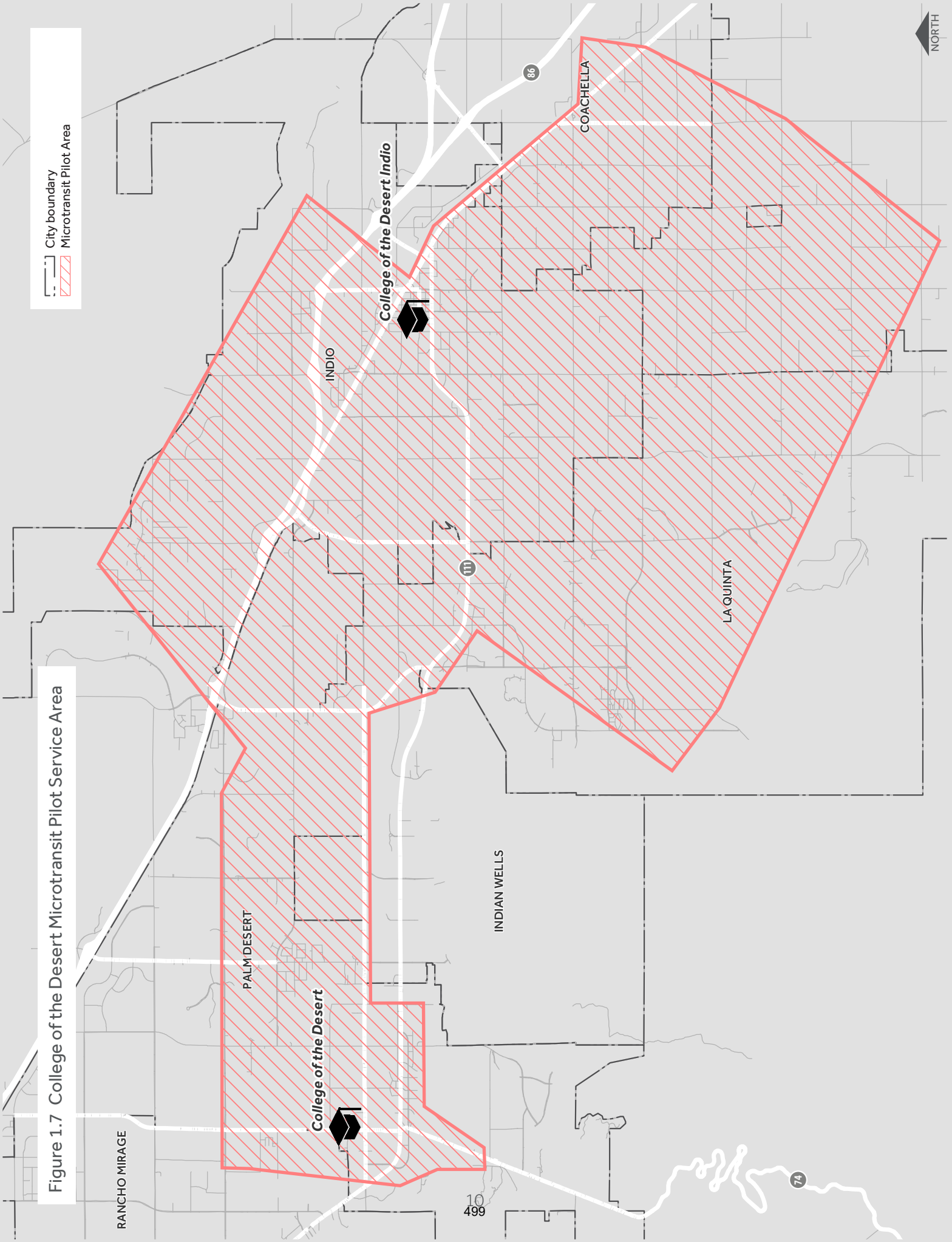


Figure 1.7 College of the Desert Microtransit Pilot Service Area



Commuter/Express Bus

Commuter bus routes are those tailored to serve specific travel markets, typically during weekday peak travel periods. Implementation of the 10 Commuter Link with service between Indio and San Bernardino is contingent on transit demand and recovery from the COVID-19 pandemic.



SunDial Paratransit

SunLine operates federally mandated paratransit services. This service, called SunDial, is a shared-ride, origin to destination transportation option that is provided to people with disabilities who are unable, or who have limited ability because of their disability, to use fixed route buses. All public transit agencies that provide fixed route bus and rail service are required by the Americans with Disabilities Act (ADA) to provide parallel paratransit service within 3/4 of a mile of local fixed routes, and days and hours of operation are based on that of the local fixed route network. Commuter and deviated services such as the 10 Commuter Link and Route 95 do not require complementary ADA service.



SolVan Vanpool

SunLine's Vanpool Program, SolVan, provides a subsidy for qualified vans that agree to report about daily riders, miles, hours, and expenses. A SolVan reporting system has been created to track each rider on each vanpool. The driver of the vanpool must be a participant in the vanpool program. Vanpool passengers will be responsible for paying the van monthly lease cost minus the subsidy. The lease cost includes insurance and maintenance. They will also share the cost of gas, toll fees, and parking fees (if applicable). Vehicles for this type of service will be leased by one of the pre-qualified vendors to one of the commuters in the group, a company, or a third-party representative.

Taxi Administration

The SunLine Regulatory Administration (SRA) is charged with licensing and regulating taxicab businesses and drivers in the Coachella Valley.

1.4 Description of Ridership, Revenue Miles, and Revenue Hours by Mode/Route Classification

Figure 1.8 shows the SunLine transit system performance by mode for 2018 and 2019.

Figure 1.8 Transit System Performance, FY2018–2019

Service	Boardings		Revenue Miles		Revenue Hours		Boardings/Revenue Mile		Boardings/Revenue Hour	
	2018	2019	2018	2019	2018	2019	2018	2019	2018	2019
Fixed route	3,947,023	4,039,450	3,402,692	3,364,997	231,781	228,131	1.20	1.20	17.00	17.70
On-demand	156,292	155,332	989,084	971,701	66,851	65,911	0.16	0.16	2.34	2.36
Total	4,103,315	4,194,782	4,391,776	4,336,698	298,632	294,042	0.93	0.97	13.74	14.27

Source: National Transit Database, 2018–2019

1.5 Current Fare Structure

In 2002, SunLine raised its base cash fare from \$0.75 to \$1.00. In 2011, a SunLine fare study recommended both eliminating the \$0.25 transfer fare and incrementally raising the base cash fare to \$1.50. These recommendations were not implemented. The SunLine Board of Directors has given direction to staff to explore fare-free operations.

Figure 1.9 shows the existing SunLine fare structure. This fare structure differentiates fares for specific transit customers and trip types. The multiplier column shows the ratio of the base cash fare to the pass price and is the point where the pass fare per trip matches the per-trip cash payment. The multipliers show 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.

1.5.1 Cash Fares

In addition to the \$1.00 fare for adult riders, SunLine enforces a \$0.25 fee for transfers. The transfer pass is good for unlimited rides within 2 hours of purchasing, 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 \$0.50 on all fixed route services. Individuals that qualify for the ADA also pay a \$0.50 base cash fare on all fixed route services. The fare complies with the Federal Transit Administration's (FTA's) Half Fare rule, which requires agencies receiving federal funds

Figure 1.9 Existing SunLine Fare Structure

Fare Type	Price (\$)	Multiplier	Fare Type	Price (\$)
Adult			Other	
Cash	1.00	—	Transfers	0.25
Day pass	3.00	3.0	CV employer pass	24.00
10-ride	10.00	10.0	University pass	24.00
31-day pass	34.00	34.0		
Youth			Commuter Link 10 Cash	
Cash	0.85	—	General cash	6.00
Day pass	2.00	2.4	Senior cash	4.00
10-ride	8.50	10.0		
31-day pass	24.00	28.2		
Seniors/Disabled			Commuter Link 10 Cash	
Cash	0.50	—	General day pass	14.00
Day pass	1.50	3.0	General 30-day pass	150.00
10-ride	5.00	10.0	Senior day pass	10.00
31-day pass	17.00	34.0	Senior 30-day pass	100.00

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 \$0.85 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).

1.5.2 Fare Passes

SunLine currently issues two types of fare passes: the Day Pass and the 31-day 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.

Day Pass

The SunLine Day Pass is available for \$3.00 and allows for unlimited rides on all fixed routes for the duration of 1 calendar day. In adherence to the 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 \$2.00. 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 youths. The monthly pass for the 10 Commuter Link is a 30-day pass available for \$150 (10 Commuter Link operates Monday through Friday only).

Multiple Ride (10-ride)

A 10-ride pass is available for \$10.00 for general adult riders, \$5.00 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 that have 5 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 California State University, San Bernardino – Palm Desert Campus are partners. To ride SunLine, students of these schools can simply swipe their active student ID card through the SunBus card reader when they board. The program is currently funded through a 3-year grant from the Low Carbon Transit Operations Program (LCTOP).



Token Transit

SunLine riders download the Token Transit application to their smartphone and use it to pay SunLine fares. It requires a credit or debit card to set up an account and purchase bus passes.

1.6 Revenue Fleet

SunLine's fleet includes fixed route buses, paratransit vehicles, and support vehicles. SRTP Table 1.1 (see SRTP Tables) shows the characteristics of

SunLine's fixed route and paratransit fleet. Figure 1.10 shows a summary of SunLine's fleet of support vehicles.

Figure 1.10 SunLine Support Vehicle Summary

Description	Fuel Type	Number of Vehicles
Electric Light Vehicles	Electric	14
CNG Light Vehicles	CNG	18
CNG Light Duty Trucks	CNG	14
Hybrid/Gasoline Light Duty Vehicles	Hybrid	2
Total		48

Note: CNG = compressed natural gas

1.7 Existing Transit Facilities and Bus Stop Amenities

SunLine operates administrative and bus operations facilities at two locations. 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 659 stops with 424 shelters. Planning is underway to relocate 12 inactive shelters. In addition, there are 60 stand-alone benches and waste containers at 14 major transfer locations. Figure 1.11 shows the top 10 stops served for weekday service. Figure 1.12 shows the top 10 weekend stops.

1.8 Existing Coordination between Transit Agencies and Private Providers

As the designated Consolidated Transportation Services Agency, SunLine coordinates public transportation services throughout its service area. Staff participates in meetings with social and human service agencies,

Figure 1.11 Weekday Service: Top 10 Stops Served

Stop	City	Average Riders Per Day
Indian Canyon/Ramon	Palm Springs	485
B St/Buddy Rogers	Cathedral City	331
West/Pierson	Desert Hot Springs	254
Baristo/Farrell South Side	Palm Springs	235
Ramon/San Luis Rey North Side	Palm Springs	198
Ramon/San Luis Rey South Side	Palm Springs	194
5th/Vine	Coachella	190
Hwy 111/Flower	Indio	189
Ramon/Date Palm West Side	Cathedral City	167
Baristo/Farrell North Side	Palm Springs	126

Source: SunLine Transit Agency, March 2019–February 2020

Figure 1.12 Weekend Service: Top 10 Stops Served

Stop	City	Average Riders Per Day
5th/Vine	Coachella	358
Indian Canyon/Ramon	La Quinta	299
B St/Buddy Rodgers	Cathedral City	279
Palm Canyon/Stevens	Palm Springs	191
Hwy 111/Flower	Indio	171
Town Center/Hahn East Side	Palm Desert	163
West/Pierson	Desert Hot Springs	140
Palm Canyon/Baristo	Palm Springs	107
Town Center/Hahn West Side	Palm Desert	98
Ramon/San Luis Rey North Side	Palm Springs	93

Source: SunLine Transit Agency, March 2019–February 2020

consumers, and grassroots advocates through forums such as the Riverside County Transportation Commission (RCTC) Citizens Advisory Committee/Social Service Transportation Advisory Council, SunLine's ACCESS Advisory Committee, San Gorgonio Pass Area - Transportation Now Coalition, and neighboring transit operators.

SunLine facilitates the ACCESS Advisory Committee. Staff hosts regular meetings at the Thousand Palms Administrative Office. SunLine applies input from the Committee to improve relationships with the community to address public transportation issues in the Valley.

Additionally, staff members are actively involved in the regional transportation planning process through participation on RCTC and county committees. These committees include the RCTC Citizens Advisory Committee/Social Service Transportation Advisory Council, the Technical Advisory Committee, Aging & Disability Resource Connection (ADRC) of Riverside Long Term Services and Supports Coalition, Desert Valley Builders Association, and related committees to enhance coordination efforts with SunLine.

1.8.1 Coordination With Other Public Transportation Providers

In addition to providing transit service throughout the Coachella Valley, SunLine offers transit connections to a number of adjacent transit operators. SunLine, Omnitrans, and Metrolink collaborated to schedule the operation of 10 Commuter Link service, which connects Indio/Palm Desert to the California State University, San Bernardino campus and the San Bernardino Transit Center (SBTC)/Metrolink Station with a bus stop in Beaumont. In Beaumont, 10 Commuter Link provides connectivity to Riverside Transit Agency (RTA), Beaumont Transit, and Banning Transit. Transfers are available to bus routes connecting to Cabazon, University of California, Riverside, Riverside University Health Center, Kaiser Hospital, VA Hospital, Loma Linda Medical Center, and numerous destinations served by RTA, Beaumont Transit, and Banning Transit. Negotiations are underway to establish agreements between SunLine and RTA, Beaumont Transit, and Banning Transit.

SunLine also hosts Morongo Basin Transit Authority (MBTA) 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 is collaborating with Palo Verde Valley Transit Agency on its Rides to Wellness demonstration project known as the Blythe Wellness

Express service. This service, 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 California (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 inter-city 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, it is impractical for SunLine to offer transit service to the station at this time.

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.

In 2019, FlixBus initiated regional bus service at Palm Springs, Palm Desert, and Indio that connects to Los Angeles in the west and Phoenix, Arizona, in the east. SunLine maintains an interagency operating agreement with FlixBus.

1.9 Review of Previous Studies and Plans

In 2019, 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. 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 to SunLine Board of Directors (May 2020)

CHAPTER 2

Existing Service and Route Performance

SunLine developed its Refueled plan through a holistic process that reflected guidance from the Board of Directors, input received from riders, and a data-driven process that used existing transit market information such as stop- and route-level boarding data and origin-destination survey data. This SRTP includes updated key performance indicators (KPIs) that further support these quantitative, community-based planning methods.

2.1 Description of Key Performance Indicators

As part of its Refueled commitment, SunLine regularly reviews routes' service performance to adjust service supply to meet demand within its capacities. A quartile-based performance threshold is used to compare and measure the relative performance of individual routes. This tool allows SunLine to identify the top 25 percent and bottom 25 percent performing routes.

Passengers per revenue hour is the recommended KPI for evaluating SunLine's route-level service. It measures service effectiveness or productivity based on ridership (passenger boardings) generated for each revenue hour of service operated. SRTP Table 2 (see SRTP Tables) shows SunLine's system performance targets.



2.1.1 Service Quality Standards

Service quality standards contribute to the reliability and consistency of service delivery. Riders may first be attracted to transit service based on headway and span. Choice riders may continue to use services because they can reliably get to their destinations on time. Unreliable service often results in decreased ridership. Service quality standards are proposed to be measured using the following operational and passenger experience metrics:

- » on-time performance (service reliability)
- » percent service delivered (service reliability)
- » miles between service interruption (service reliability)
- » load standards (service comfort)
- » average fleet age (service comfort)
- » bus deployment policy

Each suggested metric is discussed in more detail below.

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 3 minutes late. To achieve targeted on-time performance, service running times must be calibrated regularly based on existing conditions. SunLine has a relatively uncongested operating environment, which helps support a high KPI for on-time performance. The on-time performance target is 90 percent for all services. This target helps show riders that 9 out of every 10 trips will arrive at the scheduled time.

Runtime variants also affect service speed and reliability. 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 variants regularly because roadway traffic conditions are ever-changing.

Miles between Service Interruptions. This KPI measures service reliability as defined by revenue miles between service interruptions, regardless of cause. SunLine's standard is 5,000 miles.

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 on the bus for short distances or

time periods (for example, under 2 miles and/or 10 minutes) during peak periods, it is generally accepted that seating should be available for all riders during normal off-peak conditions. Figure 2.1 show load standards.

Figure 2.1 Load Standards

Service Period	Maximum Consistent Load Factor
Peak	Average over 133% of seated load = 50 passengers
Off-peak	Average 100% of seated load = 38 passengers

Average Fleet Age. The age of the vehicle fleet affects performance and reliability of transit services as well as system attractiveness to customers. SunLine's standard for average fleet age is no greater than 10 years. Adhering to the average fleet age standard will help ensure a reliable and comfortable passenger experience.

Bus Deployment Policy. Bus deployment specifies the type 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. Using incorrectly sized vehicles on routes can unnecessarily add operating cost to a route or result in overcrowding. Figure 2.2 shows the bus deployment policy.

Routes 111, 14, 30, and 15 should use 40-foot buses given the higher passenger volumes.

Other routes should use either 40- or 32-foot buses based on ridership demand.

Figure 2.2 Bus Deployment

Service Type	Vehicle Type
Trunk routes	40-foot buses
Local routes	32- or 40-foot buses depending on ridership demand
On-demand service	15-passenger van or sedan

SunLine will review the bus deployment policy every 2 years beginning in 2020, and will make necessary adjustments as the fleet is updated to ensure compliance with Title VI of the Civil Rights Act of 1964 requirements.

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 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 above. Additionally, fuel cell 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 passenger. All SunLine buses are fully air conditioned and are 100 percent accessible to persons with disabilities.

2.1.2 Warrants Standards

Warrants standards provide a way to determine which areas within the large service area will have both the passenger demand and performance potential to produce cost-effective fixed route transit service. 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 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.

2.1.3 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.

2.1.4 Market Opportunities

There is a strong correlation between service performance, surrounding population, and employment densities—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.

2.1.5 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 present unmet needs.

2.1.6 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 (not gated), and those with relatively lower income and vehicle ownership levels.

2.1.7 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.

2.1.8 Productivity vs. Coverage Target

The SunLine Board of Directors' goal is to capture new riders and expand transit market share. The Board is committed to first investing in new operating plans that improve productivity, and second in operating plans that 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.

SunLine will not dismantle its existing service to pay for productivity. Rather, funds for new service will be split 70/30 to establish productivity-oriented routes to expand the transit market share and capture new riders. This focus on productivity will also help SunLine meet mandatory farebox recovery requirements. By state mandate, new or significantly modified service is exempt from meeting the required criteria for up to 2 years plus the year of commencement. The objective is to give these routes time to perform up to the standards.

2.2 Service Performance

Beginning in August 2018, SunLine's Haul Pass program attracted new student riders to the system. Expanding the student travel market helped stabilize declines in transit ridership. At the same time, SunLine was able to reduce expenses and complete FY2020–2021 under budget. These savings put SunLine in a better financial position to weather the operational challenges and budget shortfalls resulting from the COVID-19 pandemic. For example, in the last quarter of the fiscal year, SunLine will see a significant decrease in passenger fare revenue as local fixed route and paratransit bus service are being provided free of charge.

SRTP Table 2.1 (see SRTP Tables) shows the Fiscal Year (FY) 2020–2021 SRTP performance report. It shows FY2018–2019 and FY2019–2020 system performance indicators with FY2020–2021 anticipated performance. It projects a decrease in passengers and an increase in

operating costs for FY2020–2021. SRTP Table 2.2 (see SRTP Tables) shows the SRTP system service summary broken out by fixed route and dial-a-ride service types. SRTP Table 2.3 (see SRTP Tables) shows route-level performance indicators.

Before the COVID-19 pandemic ridership drop, SunLine had been enjoying an increase in transit use. Figure 2.3 shows total SunLine system ridership, including both paratransit and fixed route bus service, for the 5 years from FY2014–2015 to FY2018–2019. Figure 2.4 shows that ridership increased in FY2018–2019 over the previous fiscal year. SunLine attributes this increase to the Haul Pass program attracting new student riders.

Figure 2.5 shows increases in local bus ridership in the fall and spring months, which corresponds to student demand.

Figure 2.6 shows the fixed bus route performance for FY2000–2021.

Where fixed route service increased between FY2017–2018 and FY2018–2019, paratransit service ridership levels remained steady. Figure 2.7 shows a small decrease in annual paratransit ridership between fiscal years. This small decline is good news as SunLine manages its paratransit service to

Figure 2.3 System Ridership Comparison - 5 years

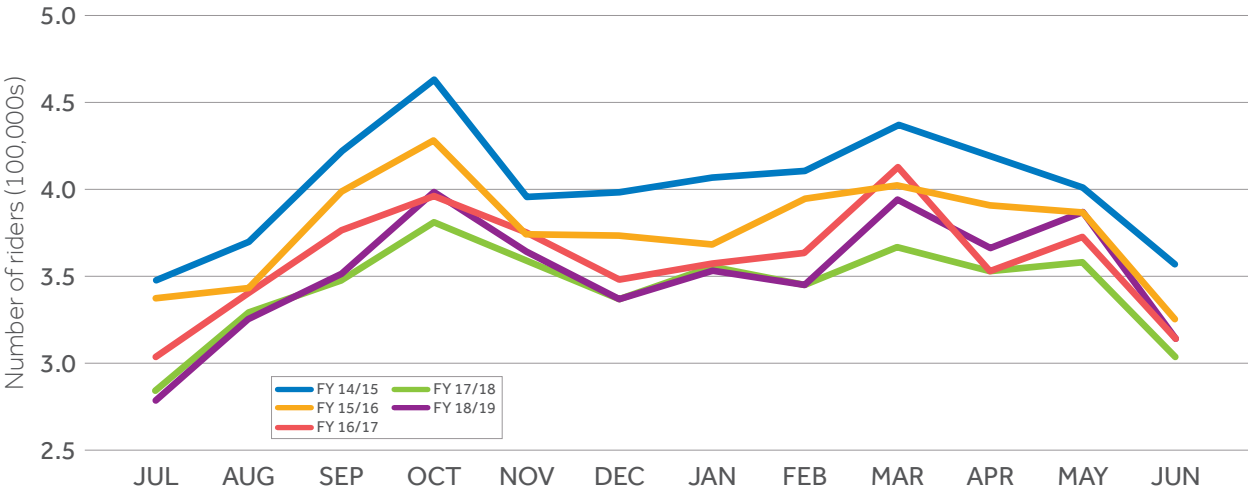


Figure 2.4 SunBus Ridership Change

Service Type	FY2017–2018	FY2018–2019	Percent Change
Sun Bus (Fixed Route)	3,947,023	4,039,450	2.3%

Figure 2.5 Fixed Route Ridership Comparison - 5 years

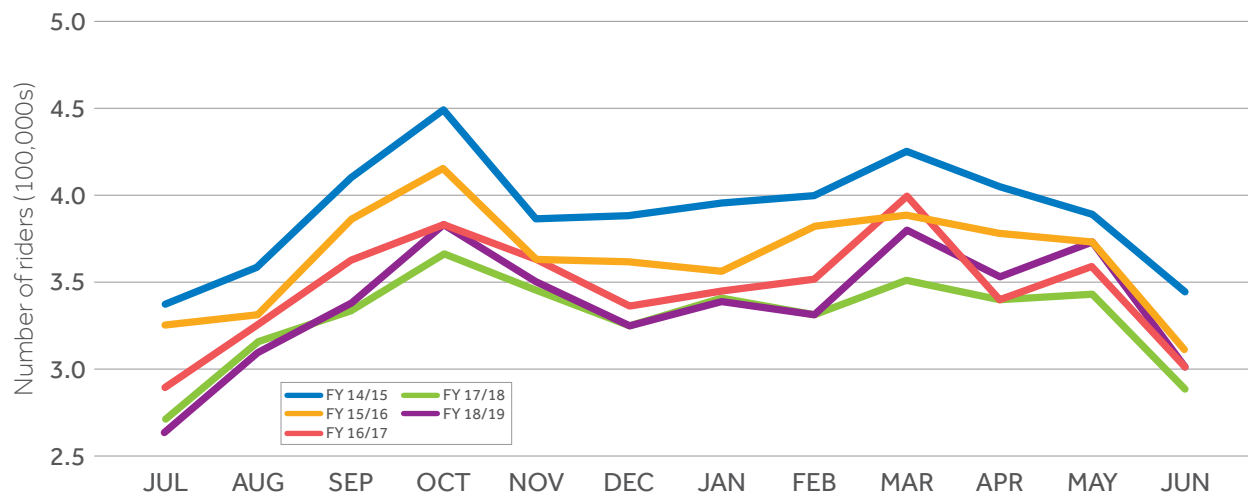


Figure 2.6 Fixed Route Performance, FY2020–2021

Route	Peak Vehicles	Annual Revenue Miles	Annual Revenue Hours	Gross Annual Operating Cost	Annual Passengers
10 Commuter Link	2	191,556	5,915	N/A	N/A
14	7	429,302	27,996	\$4,195,171	580,984
15	1	87,484	5,448	\$830,772	117,180
20	2	84,780	3,582	\$851,447	31,587
21	1	18,391	1,334	\$217,625	13,068
24	5	171,466	12,760	\$1,489,422	176,322
30	5	267,281	25,674	\$2,522,510	616,319
32	3	279,553	16,865	\$2,562,878	250,298
54	2	113,483	6,733	\$968,940	79,314
70	3	129,249	9,687	\$1,240,395	163,252
80	5	105,020	9,061	\$1,029,211	203,664
81	4	53,409	5,660	\$585,221	88,736

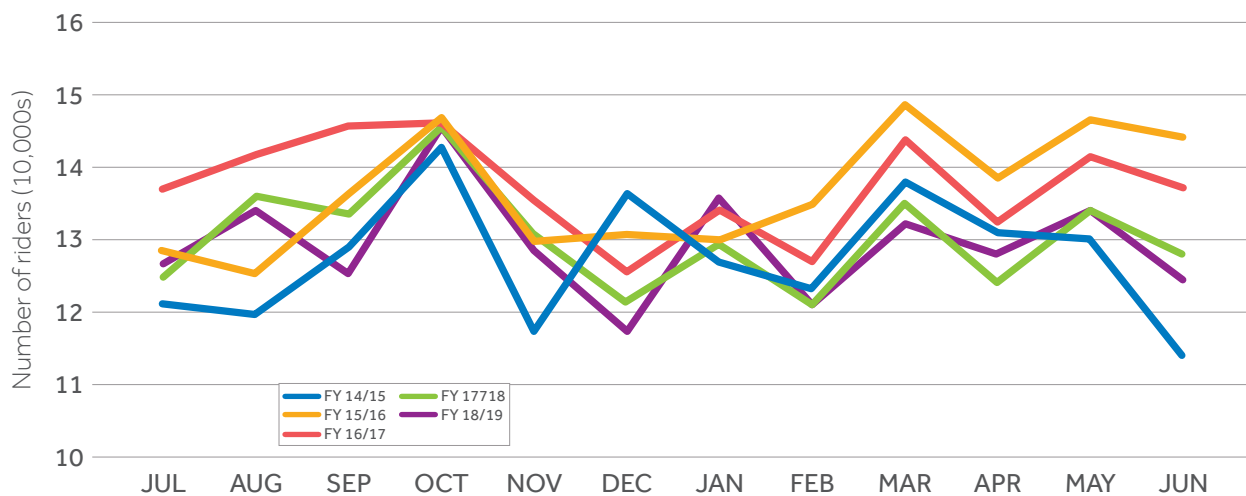
Figure 2.6 Fixed Route Performance, FY2020–2021 (continued)

Route	Peak Vehicles	Annual Revenue Miles	Annual Revenue Hours	Gross Annual Operating Cost	Annual Passengers
90	1	78,800	6,012	\$669,911	72,872
91	3	315,323	17,279	\$2,917,930	157,058
95	1	115,773	6,390	\$1,076,640	28,840
111	14	1,006,510	67,814	\$11,043,268	1,412,920
Total	59	3,447,380	228,210	\$32,201,341	3,992,414

Figure 2.7 Paratransit System Performance, FY2018–2019

Service Type	FY2017-2018	FY2018-2019	Percent Change
SunDial	156,292	155,332	-0.6%

Figure 2.8 SunDial Ridership Comparison - 5 years



divert as many riders as possible to fixed route service as a way to control costs. Figure 2.8 (previous page) shows paratransit use for 5 recent fiscal years.

2.2.1 Taxi Voucher Program

In addition to SunDial, SunLine offers a Taxi Voucher Program providing half-price taxi trips for seniors (60+ years) and the disabled through the use of an electronic payment card. This card is easily obtained by eligible patrons by submitting an application to SunLine. Once the application is reviewed and accepted, the patron is then mailed an activated payment card. When the patron receives their card they are able to call in and add a balance of up to \$75 per month. SunLine provides matching funds in equal amount up to the \$75. The total balance added for each month can be a maximum of \$150. Remaining funds from previous months are carried over until utilized. To use the balance, the patrons simply order a cab and pay their fare with the Taxi Voucher payment card.

This program is serviced by two taxi businesses permitted to operate in the Coachella Valley and provides some relief to the demands on the paratransit services. Both the riders and the taxi providers appreciate how this service keeps them competitive with other rideshare services in the area. It is anticipated that operational funding for the Taxi Voucher Program will be exhausted as of March 31, 2021.

2.2.2 Taxi Administration

The SRA is charged with licensing and regulating taxicab businesses and drivers in the Coachella Valley. Figure 2.9 presents the current operating taxi businesses in the Coachella Valley along with the number of vehicles operated by each company.

Figure 2.9 Taxi Businesses

Business	Number of Vehicles
Coachella Valley Taxi	20
Desert City Cab	36
Yellow Cab of the Desert	52

2.2.3 Vanpool

A vanpool is a group of people who are commuting to the same workplace or post-secondary education facility (college, trade school, etc.) regularly from the same community, riding together in a van or SUV provided by a vendor to share expenses. Vanpools typically carry from 5 to 15 passengers and operate long distances, traveling between pick-up locations and a place of work/school.

Vanpools provide small-scale commuter ridership in scenarios where operator costs would otherwise be prohibitively high. Operating costs are very low, because the passengers drive themselves. Ridership per platform hour is healthy. Vanpools are very demand-responsive; once ridership falls below a threshold, the service goes away and new routes can be added with a minimum of overhead. They can access office parking areas and other locations that scheduled SunLine service cannot reach, making for more convenient passenger drop-offs.

Vanpool programs can be administered in a variety of ways, allowing the employer to be fully involved or simply promote the service. Employers can help employees form vanpools through rideshare matching. Rideshare matching helps potential vanpoolers locate others nearby with similar schedules. With technology advancements, on-demand vanpooling may help reduce coordination costs and increase ridership. Traditional vanpool programs often have average ridership per trip at above the minimum membership required for the vanpool.

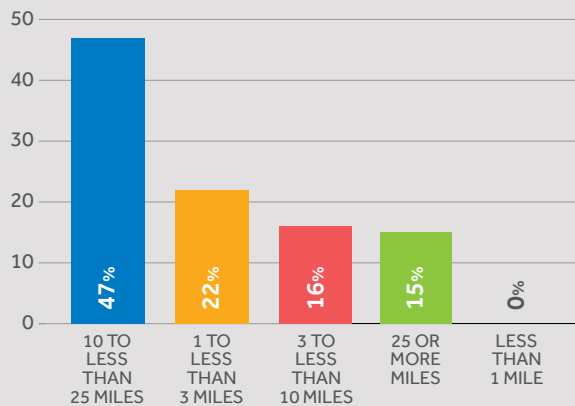
As the region develops unevenly, vanpools will be an increasingly effective means to serve trips from low-density places to employment and education centers. With vanpool programs, SunLine may be able to pull back bus service from low-volume coverage routes, and focus on more frequent trunk routes and core services.

SunLine's Vanpool Program, SolVan, provides a subsidy for qualified vans that agree to report about daily riders, miles, hours, and expenses. A SolVan reporting system has been created to track each rider on each vanpool. The driver of the vanpool must be a participant in the vanpool program. Vanpool passengers will be responsible for paying the van monthly lease cost minus the subsidy. Lease includes insurance and maintenance. They will also share the cost of gas, toll fees, and parking fees (if applicable). Vehicles for this type of service will be leased by one of the pre-qualified vendors to one of the commuters in the group, a company, or a third-party representative.

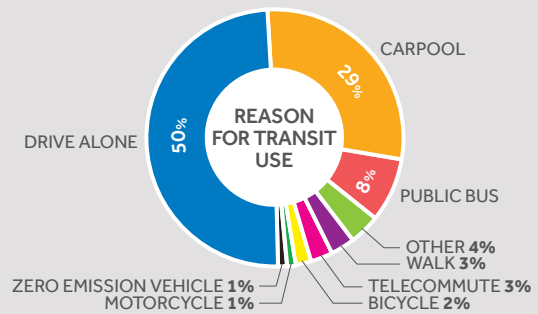
GOALS

- Gain new vanpool riders whose route travels through or ends in eastern Riverside County.
- Educate the employer and employees of eastern Riverside County of the SolVan program and how the program works.
- Continue to support SunLine as a leader in alternative transportation options, recognizing the agency for bringing a new commute option to eastern Riverside County.
- Continue to support current vanpool participants to ensure their satisfaction with the program to promote long-term program participation.
- Work alongside the regional rideshare program, IE Commuter, to mine employee data of carpoolers and interested carpoolers and drivers commuting long distances with regular work shifts for potential vanpool groups; to add incentives and outreach efforts; and to leverage large and small employers to create a green-thinking workspace as an employee benefit (see tables below).

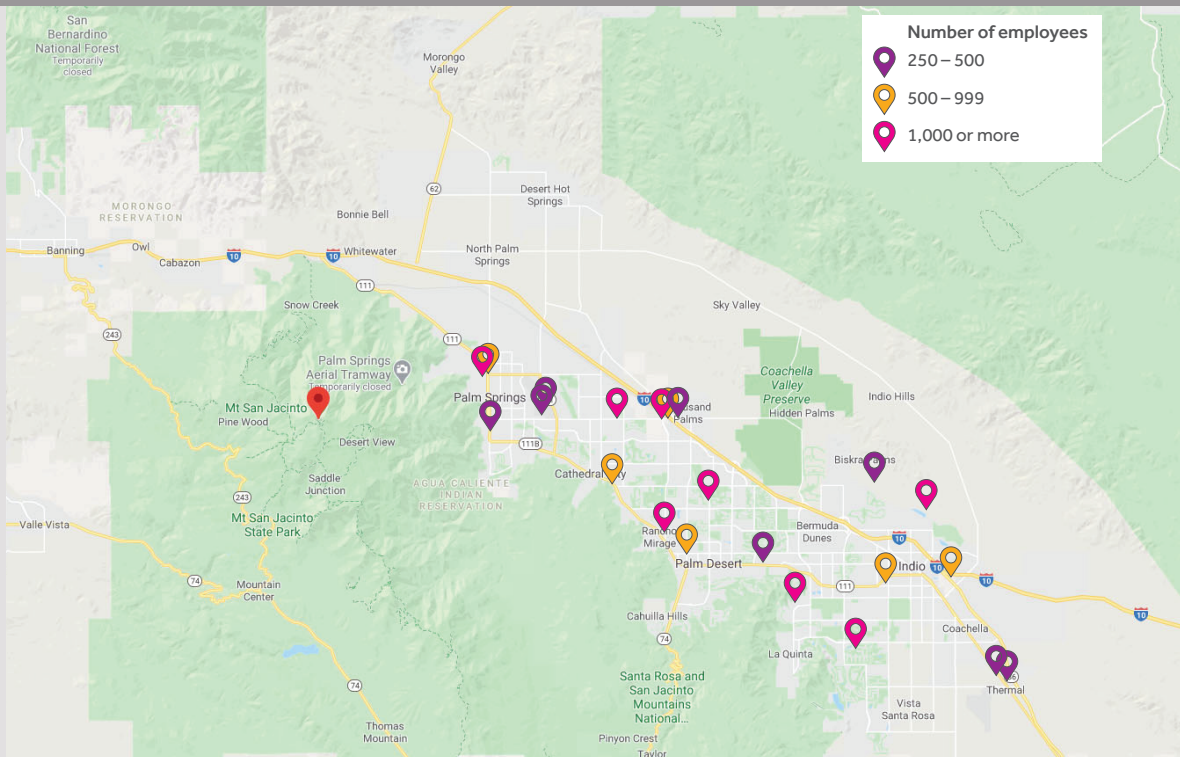
EMPLOYEE COMMUTE DISTANCES



MODE SPLIT



MAJOR EMPLOYERS



2.3 Productivity Improvement Efforts Underway

SunLine is constantly evaluating its routes to improve productivity. This includes key performance indicators such as farebox recovery and passengers per hour or trip. SunLine also continually evaluates its bus schedules and blocking to reduce deadhead miles and optimize layovers between trips.

For example, the new 10 Commuter Link is aimed at improving regional service between the Coachella Valley and the Inland Empire. For students, 10 Commuter Link will provide a direct connection between the California State University, San Bernardino – Palm Desert Campus and the main campus in San Bernardino. It will also provide a connection to the San Bernardino Downtown Metrolink Station.

The Route 111X weekday express service is intended to improve productivity on SunLine's highest ridership route. Stopping at five locations in the Highway 111 corridor, Route 111X will provide a 60-minute trip between Indio and Palm Springs.

SunLine is conducting a microtransit pilot project to connect riders to main route service by bridging the first mile, last mile gap. This flexible, on-demand rideshare service is designed to connect riders to the fixed route system by providing point-to-point rides along identified fixed route corridors. The pilot project, which started in January 2020, is evaluating the feasibility of using local taxis to expand SunLine's service area and reach non-traditional markets.

2.3.1 Haul Pass



The College of the Desert and the California State University, San Bernardino – Palm Desert Campus are important transit markets. Started in August 2018 with a grant from the LCTOP, the SunLine Haul Pass program gives students at these schools access to SunLine buses with their student ID. The LCTOP grant is funding an expansion of the program to other educational institutions, with the goal of all programs being self-sustaining.

2.3.2 Mobile Ticketing

The 2019 Transit Rider Survey showed that more than 80 percent of SunLine riders have access to a smartphone or tablet with an Internet connection. Access to a connected device is an important factor in the

implementation of the Token Transit mobile ticketing pilot. The pilot program will allow riders to use a new method of acquiring passes, and will give SunLine valuable information that will be used for a permanent mobile ticketing solution.

2.4 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. Figure 2.10 and Figure 2.11 show the traffic analysis zones with the top home-based work and home-based other trip attractions.



Figure 2.10 Home-based Work Trip Attractions

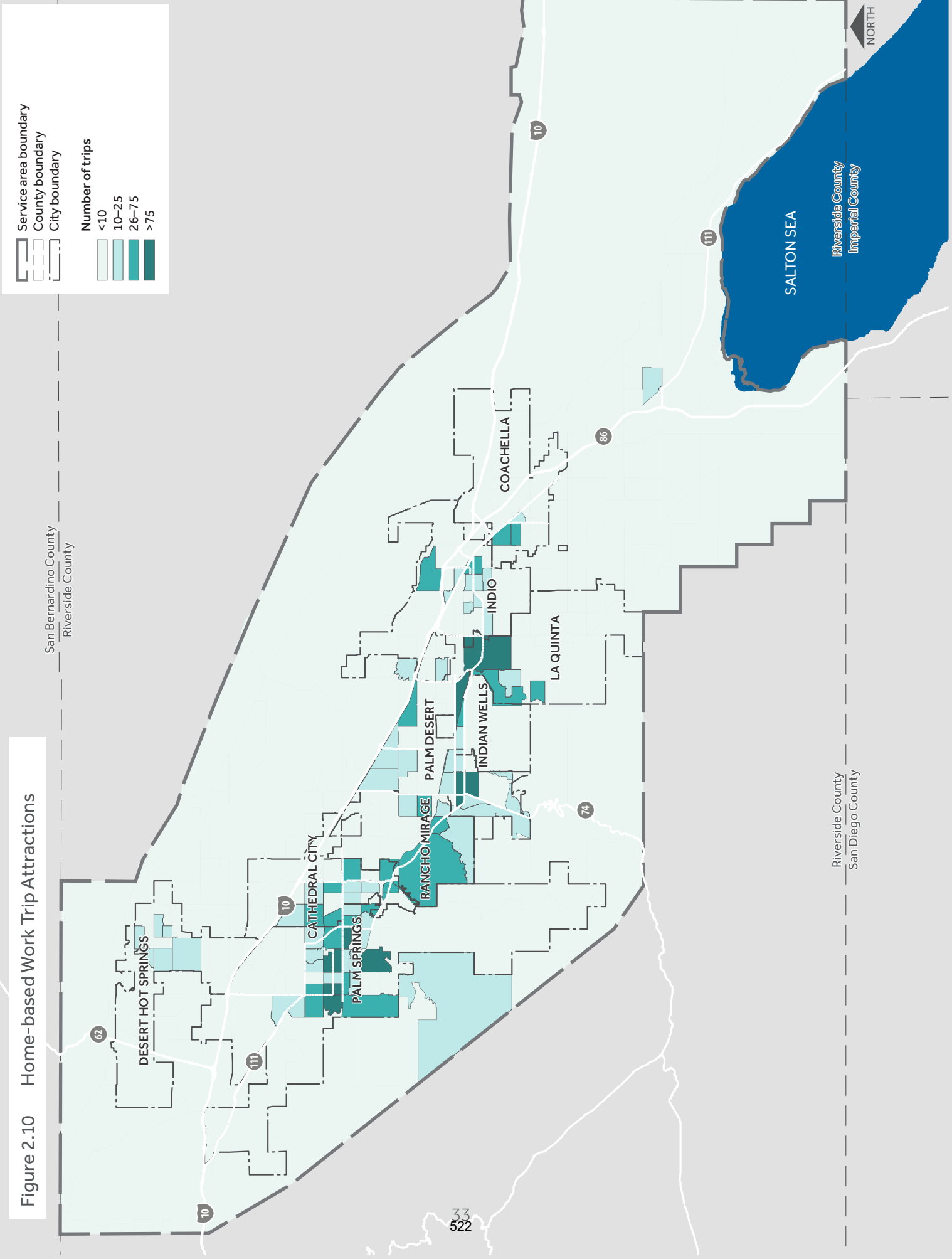
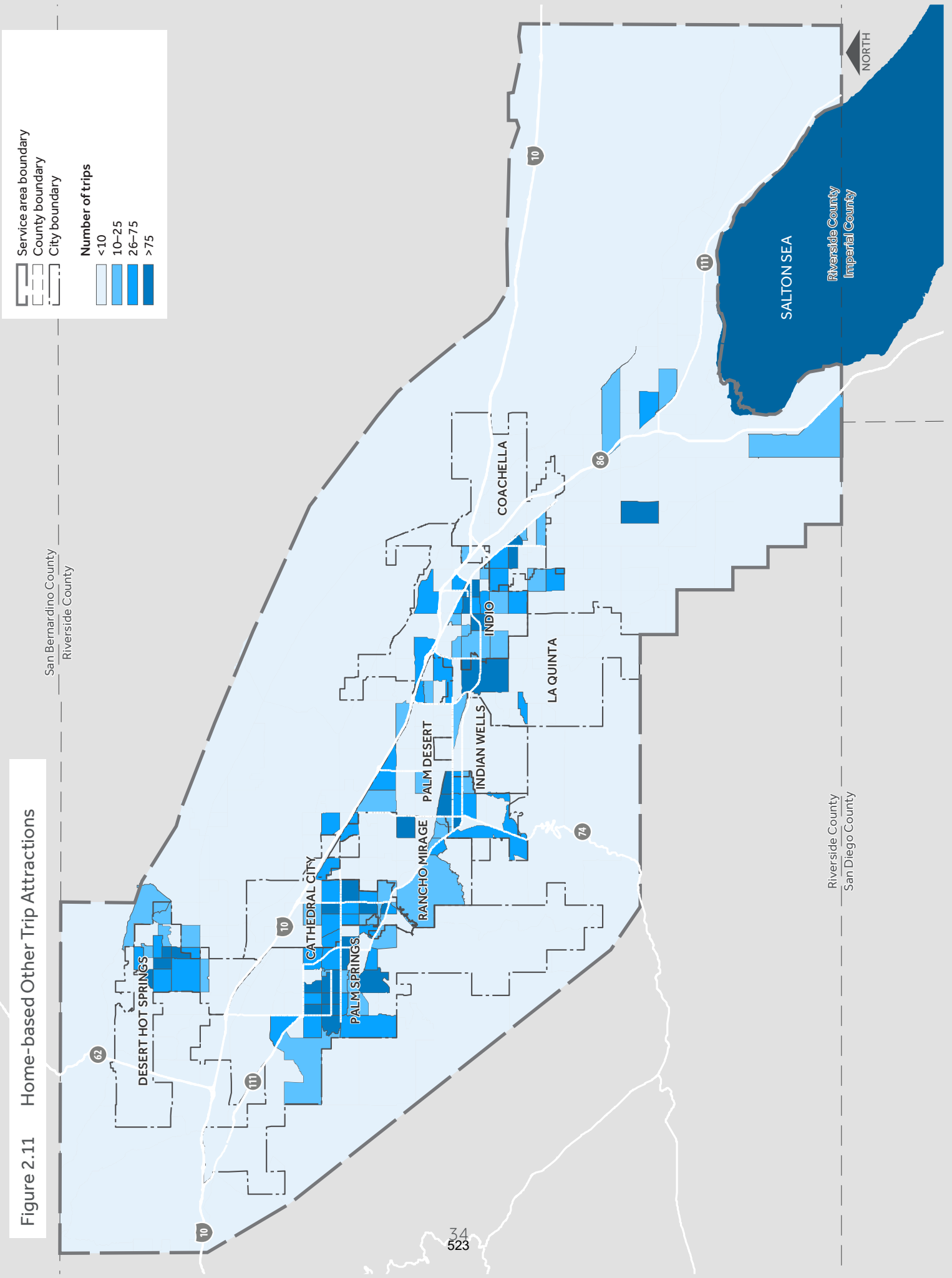


Figure 2.11 Home-based Other Trip Attractions



CHAPTER 3

Future Service Plans, Fare Changes, Capital Planning, and Marketing

The adoption of these Refueled recommendations in principle will open the door for an outreach effort. SunLine will coordinate closely with its member cities, the Coachella Valley Association of Governments (CVAG), and RCTC. SunLine will use the input of the public and its planning partners to jointly develop and deliver a redesigned transit network.

Whether planning for long-term growth or addressing the immediate COVID-19 crisis, SunLine’s Refueled system redesign is aimed at improving transit service to increase ridership. These recommendations include:

- » Make SunLine’s system faster, more direct, and more efficient to attract new riders;
- » Streamline SunLine’s route structure to focus resources on the system’s most productive bus corridors;
- » Research and develop a microtransit service model that can replace traditional fixed route bus service in sparsely populated and/or low-transit-demand areas;
- » Simplify the fare structure and move to electronic media;
- » Update the service standards policy to support performance-driven transit and an emerging service delivery model; and



- » Develop the Route 111 High Quality Transit Corridor with transit signal priority (TSP), queue jumpers, and Super Stops to facilitate timed transfer connections and intermodal connectivity.

The Haul Pass program attracted new student riders to the SunLine system, helping to stabilize ridership. Long-term population projections show growth in Desert Hot Springs, Coachella, and Indio that will increase demand for transit. In the near term, however, SunLine's focus is on rebuilding ridership lost during the COVID-19 pandemic.



Potential funding for expanding SunLine's fleet may be available through the Greenhouse Gas Reduction Fund. The Transit and Intercity Rail Capital Program (TIRCP) supports funding for transformative capital improvements that will modernize California's bus transit systems. Because elements of Refueled will reduce greenhouse gas emissions, vehicle miles traveled, and traffic congestion, the TIRCP is an important potential source for Refueled capital funding needs.

Through its Innovative Clean Transit (ICT) regulation, the California Air Resources Board (CARB) has mandated that public transit agencies transition to zero-emission buses (ZEBs) by 2040. SunLine is ahead of many of its peers in meeting the ZEB targets. However, fleet planning for the Refueled service expansion will be included in the ZEB implementation plan. The ZEB implementation plan (Appendix C) shows how SunLine intends to comply with the mandate and when it plans to purchase the buses and build the necessary support infrastructure.

The ZEB rollout plan will include a comprehensive operational and financial analysis of the impacts on SunLine's delivery model for transit services. It will also identify potential limits on the operating range for ZEBs between recharging/refueling, analysis of financial incentives, and capital cost of support facilities. The rollout plan will also identify staff training needs for operations and maintenance.

This SRTP, combined with the ZEB implementation plans, can tell the TIRCP and other funding partners a powerful story about SunLine's commitment to exceptional transit service and clean energy.

This chapter outlines service changes planned in FY2021–2023 to begin implementing the Refueled program. It also presents steps toward the longer-term vision, including fare policy, marketing, and infrastructure needs.

3.1 Planned Service Changes FY2021-2023

The financially unconstrained Refueled plan is not funded. It recommends both restructuring SunLine's bus routes and improving frequency over the long term. The long-range improvements will require support infrastructure, additional fleet, and funding for operations.

SunLine has three funded service changes planned for FY2021–2023. However, the implementation of these changes depends on the transit ridership and recovery from the COVID-19 pandemic.

- » SunRide Microtransit (January 2020)
- » 10 Commuter Link Service between Indio and San Bernardino
- » Route 111X weekday express service between Indio and Palm Springs

3.1.1 Route 111X

Faster and more frequent service are top priorities for SunLine customers. Partially funded by a Congestion Mitigation and Air Quality (CMAQ) grant, Route 111X would reduce travel time between Indio and Palm Springs by 24 minutes. Travel time would be reduced by skipping stops and using a more direct route on Fred Waring Drive. Route 111X will use the existing SunLine fleet branded for the express service. The route will have specially branded bus stops that may also include enhanced shelters and upgraded amenities.

3.1.2 SunRide Microtransit

With SunLine's fixed route ridership down more than 70 percent from the COVID-19 pandemic, some bus routes may be discontinued because of low productivity. As part of its recovery plan, SunLine is evaluating microtransit as a stopgap measure to provide lifeline service. As transit demand and recovery allow, SunLine may consider deploying microtransit to improve access to fixed route bus service. As part of its recovery plan, SunLine may replace low productivity corridors and parallel paratransit service with a microtransit solution for cost efficiency.

3.2 Future Marketing Plans, Studies, and Promotions

Response and recovery from the COVID-19 pandemic will be an immediate focus of SunLine's plans. SunLine will develop plans and communication tools to reassure its riders and encourage them to use public transit again. SunLine will highlight how the Refueled improvements will provide faster,

more frequent service to help restore ridership. Sunline's overall marketing and communication strategy will be focused on *Refueled – Driving the Future of Transit*.

Refueled provides an exciting opportunity for SunLine to engage with passengers and reinvigorate our community. SunLine will highlight how the Refueled improvements will provide faster, more frequent service to help restore ridership. SunLine will welcome established riders back into a system that has maintained enhanced cleaning procedures and will proudly introduce the community to a more efficient transit network. Education is a fundamental component of the Refueled communication plan and will focus on ensuring riders understand the connection between the type of vehicles used and the service provided to them on the road. As such, informing the community on California's zero-emission fleet goals will play a part in the overall marketing strategy.

SunLine's campaign will use a variety of media, as discussed in the following sections.

Social Media and Website

SunLine is active on social media, using it as part of a comprehensive marketing strategy. SunLine maintains Facebook, Twitter, Instagram, Snapchat, and YouTube pages, and posts alerts and items of interest. During this COVID-19 pandemic, it is particularly important for SunLine to maximize its use of relatively low-cost and/or partnership-leveraged marketing tools. Digital media, both organic and paid, will be the hallmark of SunLine's marketing efforts.

SunLine will use its website as an ongoing passenger information tool. The website is used to publish up-to-date information about SunLine services, policies, and publications.

Passenger Transit Information/Rider's Guide

Information on SunLine services and programs is easily obtainable and prominently displayed at transit centers, in buses, and at pass outlets. The SunLine Rider's Guide provides directions, maps, time point bus stop locations, schedules, fares, transfer information, and where to get assistance on how to use SunLine services and programs. SunLine's transit information is provided in both English and Spanish. SunLine has a deep commitment to sustainability, and in the past year started encouraging riders to seek route and service information digitally whenever possible. In a continued effort to support the mission set by the Board of Directors in

the 1990s, SunLine has decreased printing by 33 percent and focused on improving digital access.

Customer Service Center

The Customer Service Center provides telephone information to customers Monday through Friday. Bilingual (English/Spanish) customer service agents use resources such as Google Transit trip planner and MyStop Bus Tracker to respond to customer inquiries.

Community Outreach

SunLine works with local organizations, businesses, government agencies, and nonprofit organizations to promote SunLine programs and services. Community outreach involves 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. During this COVID-19 pandemic, SunLine has developed a new plan to connect with members of the community via virtual outreach efforts to capture different audiences. Such efforts provide SunLine the opportunity to promote transportation services and programs to existing riders and attract potential future riders. Outreach for Refueled will be especially important to educate community stakeholders on the enhancements to their transit experience.

Public Presentations

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 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, and school orientation programs. In response to COVID-19, many presentations will be virtual, in partnership with host organizations.

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 traverse a public transit system. To this end, SunLine offers group and

one-on-one training aboard a fixed route bus to build confidence and allow people to travel with ease.

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 that address crucial topics and everyday scenarios in public transportation service. A Transit Ambassador 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.

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 successful implementation of the transportation provisions of the ADA and other related federal legislation or regulations.

3.3 Projected Ridership Growth FY2021-2023

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.

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. The key fare structure recommendations are summarized below.

Increase base cash fare 75 percent in three increments. SunLine has the lowest base cash fare among its peers. While SunLine operates its service efficiently, SunLine has the lowest average fare, lowest fare revenue per passenger mile, and lowest farebox recovery rate of its peers. Improving its farebox recovery rate would give SunLine a dedicated funding source as it builds for the future, reducing the need for state and federal grants to grow its system.

Charge adults and youth the same fare. Combining adult and youth fares would simplify SunLine's fare structure by reducing the number of fare types. Children age 6 years and younger may ride free.

Eliminate the transfer fee. Research indicates that most transit agencies are eliminating transfer fees. With SunLine's redesigned network, many passengers would continue to require a transfer between routes to reach their destination. Rather than require a transfer fee, paper transfer tickets would be issued to allow riders the ability to use a second bus. The transfer ticket would be good for 2 hours.

Develop a post-secondary school universal pass (U-Pass). Through an agreement negotiated with the schools, SunLine would prorate the price of the U-Pass over the entire student body based on an estimate of the total fare revenue that would be generated by individual users purchasing a monthly pass. This would allow SunLine to maintain expected revenues while allowing students to pay a lower fare price, thereby helping to attract students who might not choose transit otherwise. This negotiated U-Pass would eventually replace SunLine's current Haul Pass program, which is funded by a grant.

Escalate SunDial paratransit fares. As SunLine incrementally increases its base cash fare, it would also increase its SunDial paratransit fare. The fare for an ADA paratransit user cannot be more than twice the fixed route base cash fare.

Figure 3.1 shows the 5-year incremental fare increase program.

Figure 3.1 SunLine Incremental Fare Increase Program

Fare Category	Current Fares	Phase 1	Phase 2	Phase 3	Percent Change ¹ (%)
General					
Cash	\$1.00	\$1.25	\$1.50	\$1.75	75
Seniors/Disabled					
Cash	\$0.50	\$0.60	\$0.75	\$0.85	70
Youth					
Cash	\$0.85	Consolidate adult and youth Eliminate employer pass Eliminate transfer fee			

¹Phase 3 compared to current fares.

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

Refueled implementation is closely tied to CARB’s ICT regulation. The ICT regulation requires SunLine to gradually transition to a 100 percent 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 CVAG 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 Coachella Valley Link. This bicycling and walking pathway will link Coachella Valley cities and the lands of three federally recognized tribes with a path that generally parallels Highway 111.

Figure 3.2 shows the status of SunLine's capital projects.

Figure 3.2 Status of SunLine's Capital Projects

Project Name	Project Status
Replacement and expansion of support vehicles	Support vehicles have been delivered and are being prepped with make-ready equipment. Project is expected to be closed by end of May 2020, and remaining funds will be used for the next round of vehicle purchases.
CNG fueling station and construction	CNG station construction is in progress, which includes installing the fuel island canopy and CNG equipment, placing dispensers and vacuums, and constructing the station building. Construction is expected to be complete by end of June 2020.
Solar carports (Administration Building Phase II)	Solar carport installation has been completed. Project team is working with the utility provider and the general contractor on interconnection to the existing meter. Project is estimated to be complete by June 2020.
Operations facility	Construction mobilization and site ground work has been completed. The ground excavation and civil work is in progress.
Five hydrogen electric hybrid fuel cell buses and hydrogen station (Air Quality Improvement Program Grant)	Buses are in service and the temporary hydrogen dispenser is operational; commissioning of the hydrogen station and permanent dispensers is in progress.
Center of Excellence Facility (ZEB maintenance facility)	In process of executing contract with the design firm to complete the 100% design drawings.
Service upgrade 3G to 4G	On-site installation is complete. Project is expected to be closed out by end of May 2020.

Figure 3.2 Status of SunLine’s Capital Projects (continued)

Project Name	Project Status
Information technology (IT) projects	Project is in progress, replacing 20 percent of the IT equipment. Project expected to be closed by end of 2020.
Five hydrogen fuel cell buses (LowNo Grant)	Buses are in service and remaining funds will be used to procure additional fuel cell bus. Contract for the new bus is expected to go for Board approval in May 2020.
Replacement of two commuter buses	Buses are expected to be delivered by end of May 2020.
Transportation demand management (Vanpool)	Program is running; contract term with the service provider has been extended until September 2022.
Indio facility improvements	Contract with the general contractor has been executed. The contractor has begun the work, which includes a new training room, office space, and breakroom at the Indio location.
Hydrogen station program improvements	Project funds are in process of being reallocated to the public hydrogen station.
Storage area network expansion for Tyler Enterprise Resource Planning, Host8 - Host12	Equipment has been received and project is expected to be closed by October 2020.
Parts department and warehouse relocation	Purchase orders have been issued to procure items for the parts warehouse.
2020 replacement and expansion of paratransit buses	Purchase order has been issued and vehicles are in production and expected to be delivered in third quarter of 2020.
Replacement of six fixed route buses	Buses have been delivered and are being prepped for going into service.
Asphalt slurry seal	Bids were due on April 30; in process of contract execution.
CNG project trailer demolition	Finalizing the project scope and expected to go out for bids in mid-May 2020.
Transmission	Project has been completed. Working on the close-out documentation.
Retention beautification Phase II	Phase I has been completed, project in progress.
Fall arrest system installation for maintenance bays	Project is out for bids.
Purchase of two expansion support vehicles	Vehicles have been delivered; in process of closing out the project.

Figure 3.2 Status of SunLine's Capital Projects (continued)

Project Name	Project Status
Maintenance shop wall removal	Project scope is being finalized and bids are expected to go out in May 2020.
Floor resurfacing, Maintenance Building Div. 1	Project initiation and scope has been finalized; bids will go out in line with wall removal project.
Asset management tool	In process of procuring a consultant firm to assist with the project.
Fixed route bus rehabilitation	Project has not started.
Replacement of non-revenue support vehicles	Project has not started.
Transit enhancements	Project has not started.
IT projects	Project has not started.
Radio system replacement	Working on finalizing the project scope.
Roof repair Div. I and Div. II	Funds have been used.
Two bus simulators	In process of finalizing the scope. Proceeding with one simulator. Remaining funds to be programmed toward IT needs for the operations facility.
Replacement of six fixed route buses	Project has not started.
Boardroom equipment upgrade	Finalizing the scope; project expected to begin by end of May 2020.
SunLine property expansion/solar farm Phase I	In process of finalizing the purchase and sales agreement.
Facility maintenance and improvements	Capital purchase requests.
H2 Ride	Not proceeding with the project.
New flier Air Quality Improvement Program	Project has not started.
Heavy-duty tow truck	In the process of reallocating as match to public hydrogen station.

3.6 SunLine Refueled – Long-term Vision

This financially unconstrained transit redesign plan provides a long-term vision for SunLine to enhance its transit service. The redesign plan consolidates SunLine's existing 16 routes into 11 routes and adds microtransit service. This plan is essential to effectively communicate SunLine's operating and capital needs to local, state, and federal funding agencies. The plan enables SunLine to collaborate with local jurisdictions, CVAG, RCTC, and other funding and planning agencies to include them in long-term regional planning and implementation efforts to optimize scarce financial resources and develop and deliver projects jointly.

Appendix B shows the SunLine Refueled route profiles and implementation options. The following is a summary of proposed route modifications:

Route 111X. Skip stop express service to reduce travel times between Indio and Palm Springs.

Route 111. Improved service on the existing route.

Route 2. Combine existing Routes 14 and 30 between Desert Hot Springs and Cathedral City.

Route 3. Extend and rename existing Route 15 to connect 4th Street/Cholla Drive in Desert Hot Springs to Langlois Road/Aurora Road.

Route 4. Combine and rename existing Routes 24 and 32 to connect Palm Springs with Palm Desert Town Center Mall.

Route 5. Combine existing Route 20 and Route 21, which would operate between Desert Hot Springs and Palm Desert Town Center Mall.

Route 6. Extend existing Route 54 to 5th Street in Coachella to create the new Route 6 as part of a simplified service in Indio and Coachella.

Route 7. Existing Route 70 would be maintained in the redesigned transit system as Route 7.

Route 8. Combine portions of existing Routes 80, 81, 90, and 91 in Indio, Coachella, Thermal, and Mecca to improve operational efficiency and route directness and to make SunLine's system easier to navigate.

Route 9. A new fixed route, Route 9, would provide bus service between North Shore, Mecca, and 100 Palms.

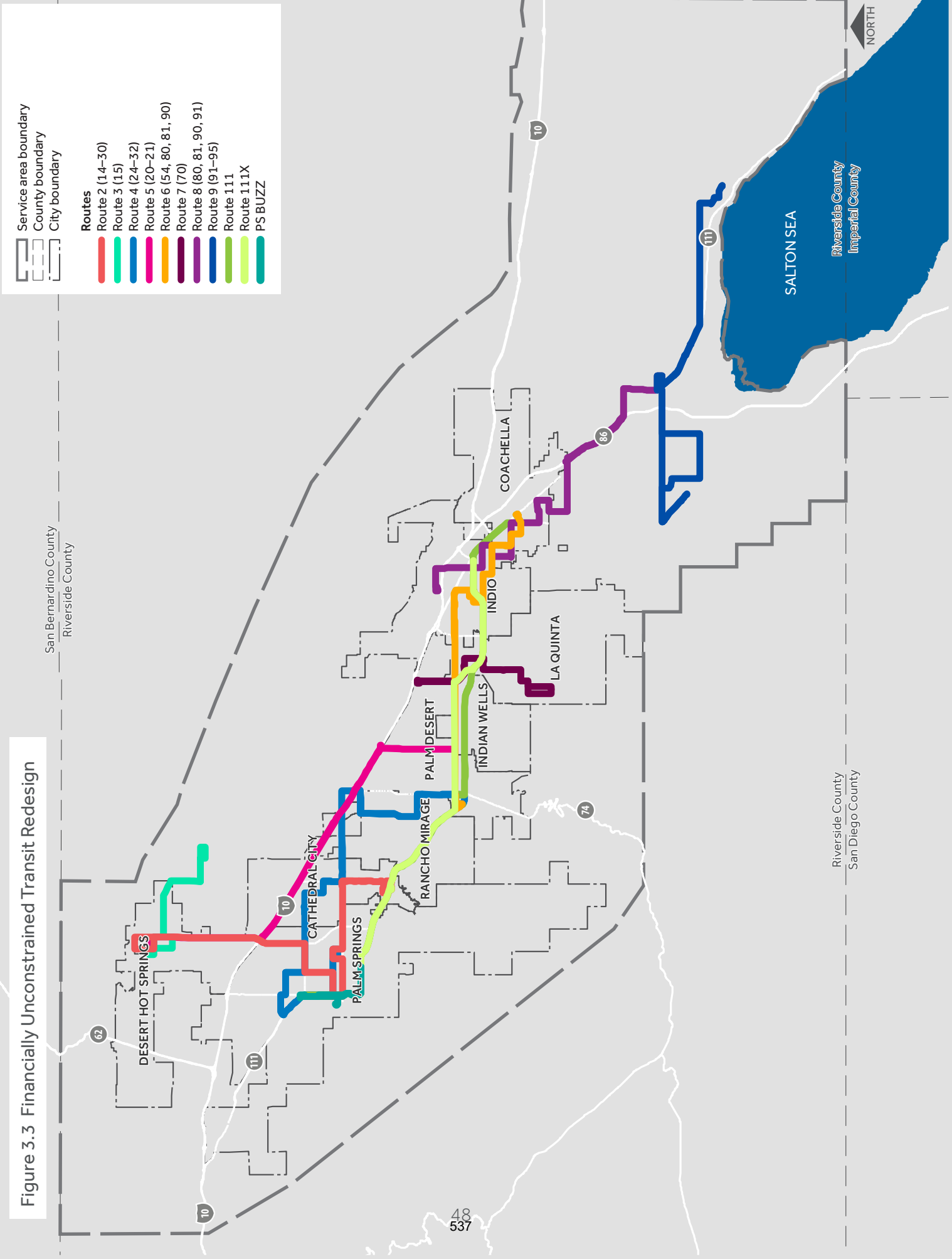
10 Commuter Link. Weekday express bus service between Indio and San Bernardino.

Microtransit service. As part of its COVID-19 recovery plan, SunLine is evaluating microtransit as a stopgap measure to provide lifeline service. As transit demand and recovery allow, SunLine may consider deploying microtransit to improve access to fixed route bus service. SunLine may use lower-cost microtransit service to eventually replace fixed route bus service on the new Route 9. Operating as a circulator or as on-demand service, microtransit would connect riders to SunLine’s fixed route bus service. Microtransit may also be used in Indio and in the southern end of Cathedral City and Palm Desert to expand the ridership catchment area.

Figure 3.3 shows SunLine’s redesigned fixed bus route system.



Figure 3.3 Financially Unconstrained Transit Redesign



CHAPTER 4

Financial Planning

The FY2021 financial planning process focused on prioritizing resources and aligning with the core strategic goals of the Refueled initiative. As mentioned before, in the midst of planning the FY2021–2023 SRTP, the COVID-19 pandemic of 2020 caused a major national and global disruption. The executive team members at SunLine brought their diverse insights to effectively allocate resources to maintain essential services. The following SunLine financial plan is based on the best available financial projections and anticipated grants.

4.1 Operating and Capital Budget

In FY2021, SunLine will have an operating budget of \$40,840,150 and a capital budget of \$6,298,206. The operating budget encompasses such costs as driver salaries, administrative salaries, fuel, insurance premiums, and other overhead costs required for day-to-day operations. The available funding will be used effectively and efficiently to accomplish organizational objectives. The operating budget will ensure that SunLine continues to offer safe and reliable transportation to Coachella Valley residents.

The capital budget incorporates key projects to help further advance SunLine’s Capital Improvement Program. The Capital Improvement Program for FY2021 focuses on continuing SunLine’s investment in increasing its alternative fuel technology fleet and building energy-efficient



infrastructure similar to a first-of-its-kind solar microgrid. SunLine's Capital Improvement Program represents a unique opportunity to make long-term investments in SunLine's operational capabilities, energy strategies, and regulatory compliance by conforming to CARB's ICT mandate.

Key components of the capital plan, beyond ongoing maintenance needs, include:

- » light-duty public hydrogen station
- » solar microgrid
- » facility infrastructure improvements
- » vehicle replacement and expansion

The capital program depends on internal and external funding from federal, state, regional, and local sources.

4.2 Funding Plans to Support Proposed Operating and Capital Program

For FY2021, funding plans for the proposed operating and capital programs are as follows:

Funding sources for the proposed operating budget include FTA Section 5307 (Urban), FTA Section 5307 (CARES Act), FTA Section 5310 (Elderly and Disabled), FTA Section 5311 (Rural), FTA Section 5311 (f) (Intercity), FTA Section 5312 (Public Transportation Innovation), CMAQ, LCTOP funds apportioned by the California Department of Transportation, State Local Transportation Funds (LTF), Local Measure A funding, farebox revenue, and other revenue for operating assistance.

Funding sources for capital projects include funds from FTA Section 5307, FTA Section 5310, FTA Section 5339, CMAQ, LCTOP, LTF, State Transit Assistance (STA), and State of Good Repair Funds (SGR).

Figure 4.1 shows the estimated FY2021 operating and capital budget of \$47,138,356.

Figure 4.2 and Figure 4.3, respectively, show the FY2022–2023 operating and capital expenditure funding projections.

Figure 4.1 Operating and Capital Costs - FY2021

Fund	Operating		Capital	
	Amount (\$)	Percent (%)	Amount (\$)	Percent (%)
CARES Act 5307	13,208,971	32.3	–	–
CARES Act 5311	300,000	0.7	–	–
CARES Act 5311(f)	53,889	0.1	–	–
Carryover CMAQ	662,366	1.6	–	–
Carryover LTF	–	–	–	–
Carryover Section 5307	–	–	–	–
Carryover STA	–	–	–	–
CMAQ	–	–	465,991	7.4
Farebox Revenue	1,399,824	3.4	–	–
LCTOP	–	–	1,038,101	16.5
LCTOP Carryover	337,000	0.8	–	–
LTF	11,000,000	26.9	–	–
Measure A	5,955,883	14.6	–	–
Other Revenue	2,421,878	5.9	–	–
Section 5307 Indio/Cathedral City	4,968,507	12.2	–	–
Section 5307 Indio/Cathedral City/Palm Springs	–	–	607,400	9.6
Section 5310	29,627	0.1	183,320	2.9
Section 5311	303,219	0.7	–	–
Section 5311 (f)	161,666	0.4	–	–
Section 5312	37,320	0.1	–	–
Section 5339	–	–	255,000	4.0
SGR	–	–	779,796	12.4
STA	–	–	2,968,598	47.1
Total	\$40,840,150	100%	\$6,298,206	100%

Figure 4.2 Operating and Capital Costs - FY2022

Fund	Operating		Capital	
	Amount (\$)	Percent (%)	Amount (\$)	Percent (%)
Cares Act 5307	2,160,147	5.1	–	–
Carryover 5307	4,962,864	11.7	3,048,769	10.2
CMAQ	958,000	2.2	–	–
Farebox Revenue	3,000,000	7.0	–	–
LTF	19,064,303	44.8	–	–
Measure A	9,037,987	21.2	–	–
Other Revenue	2,882,861	6.8	20,702,567	69.5
Section 5307	–	–	–	–
Section 5311	303,219	0.7	–	–
Section 5311 (f)	215,555	0.5	–	–
Section 5339	–	–	2,551,231	8.6
SGR	–	–	17,871	0.1
STA	–	–	3,479,129	11.7
Total	\$42,584,936	100%	\$29,799,567	100%

In FY2022 SunLine estimates operating and capital budgets of \$42,584,936 and \$29,799,567, respectively. The operating budget will include grant funded services such as the Vanpool Program, SunRide, and Route 111X. The capital budget will continue to build on the FY2021 budget and increase alternative fuel technology and fleet and building energy efficient infrastructures. SunLine has applied for discretionary grants to help fund the capital program such as the Environmental Protection Agency's Targeted Airshed Grant Program. If successful, funding will be programmed in FY2022.

Figure 4.3 Operating and Capital Costs - FY2023

Fund	Operating		Capital	
	Amount (\$)	Percent (%)	Amount (\$)	Percent (%)
CMAQ	792,009	1.9	–	–
Farebox Revenue	3,000,000	7.1	–	–
LTF	21,181,250	49.9	–	–
Measure A	9,037,987	21.3	–	–
Other Revenue	2,962,861	7.0	–	–
Section 5311	303,219	0.7	–	–
Section 5307	4,962,864	11.7	1,600,000	37.6
Section 5311 (f)	215,555	0.5	–	–
Section 5339	–	–	1,600,000	37.6
STA	–	–	1,050,000	24.7
Total	\$42,455,745	100%	\$4,250,000	100%

In FY2023, SunLine estimates operating and capital budgets of \$42,455,745 and \$4,250,000, respectively. The operating budget will include grant funded services such as the Vanpool Program, SunRide, and Route 111X. The capital budget will focus on facility infrastructures and facility improvement projects. SunLine will use formula funding and continue to actively seek discretionary grant funding.

4.3 Regulatory and Compliance Requirements Americans with Disability 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.

Disadvantaged Business Enterprise

SunLine's most recent Disadvantaged Business Enterprise (DBE) program and goal were submitted to FTA in July 2018 and had an expiration date of September 2021. The next DBE report will be submitted in May 2020.

Equal Employment Opportunity

SunLine complies with federal regulations pertaining to employment and submits its Equal Employment Opportunity (EEO)-1 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-1 report was submitted to the EEOC and certified in March 2019. The most recent EEO/Affirmative Action Program was revised and submitted to FTA in FY2015–2016. We will be sending the FY2016/FY2019 EEO/Affirmative Action Program to FTA in September 2020

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 November 2019 and has an expiration date of November 2022.

Transportation Development Act

The Transportation Development Act provides two major sources of funding for public transportation: the LTF and STA. RCTC commissioned Pacific Management Consulting to conduct the Triennial Performance Audit as required by the Transportation Development Act; SunLine's findings are referenced in Table 6 of that document.

Federal Transit Administration Triennial Audit

In accordance with regulations, SunLine completed an FTA Triennial Audit site visit in 2019. The Triennial Audit focused on SunLine's compliance in 21 areas. SunLine had no deficiencies with the FTA requirements.

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 are currently finalizing FY2016–2017 National Transit Database Section sampling. SunLine continues to perform parallel sampling using manual samples and Automatic Passenger Counter data to verify and gain approval to use Automatic Passenger Counter data in future reporting.

Alternative Fuel Vehicles

In alignment with SunLine’s Board-approved Alternative Fuel Policy, all vehicles in the fleet use CNG, electric, or hydrogen fuel. The current active fleet consists of 54 CNG buses, 15 hydrogen electric fuel cell buses, 4 battery electric buses, 1 diesel coach, 39 CNG paratransit vehicles, and 46 non-revenue CNG and electric vehicles, including general support cars, trucks, and facility-specific golf carts and forklifts.



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SRTP Tables

Table 1.0 Individual Route Descriptions

Routes	Route Classification	Major Destinations	Cities/Communities Served	Connections
14	Trunk	Shopping, Schools, DMV, Employment Center, Library, Senior Center	Desert Hot Springs and Palm Springs	15, 20, 24, 30, 32, 111, 111X & PS BUZZ
15	Local	Shopping Centers, Senior Center, Library, Community Center, City Hall, Medical, and Schools	Desert Hot Springs and Desert Edge	14 & 20
20	Local	Shopping, Senior Center, Library, Community Center, Schools	Desert Hot Springs and Palm Desert	14, 15, 21, 32, 54, 111, 111X, 10 Commuter & Amtrak
21	Local	Shopping, Medical, Library, City Hall, School, College, and Mall	Palm Desert	20, 32, 54, 111, 111X, 10 Commuter & Amtrak
24	Local	Shopping, Medical, Library, Social Services, Theaters	Palm Springs	14, 30, 32, 111, PS BUZZ & MBTA
30	Trunk	Shopping, Schools, Medical, Library, Senior Center, Airport, Court House, Social Security, Theaters, and Public Social Services	Palm Springs and Cathedral City	14, 24, 32, 111, 111X, PS BUZZ & MBTA
32	Local	Shopping, School, College, Medical, Theaters, Mall and Hospital	Palm Springs, Cathedral City, Rancho Mirage, Palm Desert, Thousand Palms	14, 20, 21, 24, 30, 54, 111, 111X & Amtrak
PS BUZZ	Local	Hotels, Shopping and Entertainment	Palm Springs	14, 24, 30, 111X & 111
54	Local	Shopping, School, Tennis Gardens, Work Force Development, and College	Palm Desert, Indian Wells, La Quinta, Indio, Bermuda Dunes	20, 21, 32, 70, 80, 81, 91, 111, 111X, 10 Commuter & Amtrak
70	Local	Shopping, Schools, Theaters, Tennis Gardens and Medical	La Quinta, Palm Desert, Indian Wells, Bermuda Dunes	54, 111 & 111X
80	Local	Shopping, School, Workforce Development, Social Services, Senior Center, DMV, and Hospital	Indio	54, 81, 91, 111, 10 Commuter & 111X
81	Local	Shopping, Schools, Medical, Community Center, College, DMV, Hospital, Work Force Development, Social Services and Employment Center	Indio	54, 80, 91, 111, 111X, 10 Commuter & Greyhound
90	Local	Shopping, Library, City Hall, Senior Center, Community Center, Social Services and Medical	Indio and Coachella	80, 91, 95, 111 & 111X
91	Local	Shopping, College, Schools, Community Center, Center of Employment Training and Medical	Indio, Coachella, Thermal, Mecca, Oasis	54, 80, 81, 90, 95, 111, 10 Commuter & 111X
95	Local	Shopping, College, Community Center, Medical and Schools	Coachella, Thermal, Mecca and North Shore	90, 91, 111 & 111X
111	Trunk	Hospital, Medical, Shopping, College, Mall, Center of Employment Training and Schools	Palm Springs, Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta, Indio and Coachella	14, 20, 21, 24, 30, 32, 54, 70, 80, 81, 90, 91, 95, PS BUZZ, 111X, 10 Commuter, Amtrak & MBTA
111-X	Express	Hospital, Medical, Shopping, College, Mall, Center of Employment Training and Schools	Palm Springs, Cathedral City, Palm Desert, La Quinta, Indio and Coachella	14, 20, 21, 30, 32, PS BUZZ, 54, 70, 80, 81, 90, 91, 95, 111, 10 Commuter, Amtrak & MBTA
10	Regional	Shopping, Business, Entertainment and University	Indio, Palm Desert, Beaumont, San Bernardino	20, 21, 54, 80, 81, 91, 111, 111X, OmniTrans, MARTA, VVTA, Beaumont Transit, RTA, SB Metrolink

Table 1.1 Fleet Inventory – Fixed Route

Table 1.1.1 - Fleet Inventory
 FY 2020/21 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 2019/20	# of Contingency Vehicles FY 2019/20	Life to Date Vehicle Miles Prior Year End FY 2018/19	Life to Date Vehicle Miles through March FY 2019/20	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2019/20
2014		TR30FP	24	5	32		5	0	28,769	72,500	14,500
2018	BYD	K9	35	4	40		4	0	39,618	102,001	25,500
2012	EDN	AXCESS	37	1	40	OR	1	0	177,596	182,166	182,166
2014	EDN	AXCESS	37	3	40	OR	3	0	361,743	392,493	130,831
2017	EDN	AXCESS	37	1	40		1	0	20,126	38,331	38,331
2018	EDN	AXCESS	37	5	40	OR	5	0	113,700	201,553	40,310
2009	EDN	EZRider32'	29	10	32	CN	10	0	3,589,949	3,907,847	390,784
2008	NFA	LF 40'	39	20	40	CN	16	4	11,912,917	12,823,011	801,438
2008	NFA	LF 40'	39	21	40	CN	21	0	12,452,557	13,486,720	642,224
2016	NFA	LF 40'	39	6	40	CN	6	0	941,795	1,198,535	199,755
2018	NFA	XCELSIOR	39	5	40		5	0	28,769	117,466	23,493
2005	OBI	ORION V40'	44	4	40	CN	1	3	3,073,972	2,048,479	2,048,479
Totals:			436	85			78	7	32,741,511	34,571,102	443,219

Table 1.1 Fleet Inventory – Demand Response



Table 1.1 - Fleet Inventory
 FY 2020/21 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 2019/20	# of Contingency Vehicles FY 2019/20	Life to Date Vehicle Miles Prior Year End FY 2018/19	Life to Date Vehicle Miles through March FY 2019/20	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2019/20	
2013	EDN	AEROTECH	12	2	22	CN	2	0	502,190	504,909	252,454	
2015	EDN	AEROTECH	12	8	22	CN	8	0	1,230,362	1,387,173	173,396	
2016	EDN	AEROTECH	12	15	22	CN	15	0	1,617,381	2,042,420	136,161	
2018	SPC	Senator	12	14	23		14	0		524,817	37,486	
Totals:			48	39			39	0	3,349,933	4,459,319	114,342	

Table 2.0 Service Provider Performance Targets

Table 2.0 -- Service Provider Performance Targets Report
 FY 2019/20 Short Range Transit Plan Review
 SunLine Transit Agency

Data Elements	FY 2019/20 Plan	FY 2019/20 Target	FY 2019/20 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	4,329,667			
Passenger Miles	36,983,241			
Total Actual Vehicle Revenue Hours	315,136.0			
Total Actual Vehicle Revenue Miles	4,616,188.0			
Total Actual Vehicle Miles	5,311,625.0			
Total Operating Expenses	\$40,840,138			
Total Passenger Fare Revenue	\$7,610,947			
Net Operating Expenses	\$33,229,191			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	18.63%	>= 19.74%	20.51%	Meets Target
Discretionary:				
1. Operating Cost Per Revenue Hour	\$129.60	<= \$79.38	\$121.03	Fails to Meet Target
2. Subsidy Per Passenger	\$7.67	>= \$4.98 and <= \$6.74	\$7.07	Better Than Target
3. Subsidy Per Passenger Mile	\$0.90	>= \$0.56 and <= \$0.76	\$0.88	Better Than Target
4. Subsidy Per Hour	\$105.44	>= \$55.01 and <= \$74.43	\$96.21	Better Than Target
5. Subsidy Per Mile	\$7.20	>= \$4.50 and <= \$6.08	\$6.35	Better Than Target
6. Passengers Per Revenue Hour	13.74	>= 9.35 and <= 12.65	13.61	Better Than Target
7. Passengers Per Revenue Mile	0.94	>= 0.77 and <= 1.04	0.90	Meets Target

Note: Must meet at least 4 out of 7 Discretionary Performance Indicators

Productivity Performance Summary:

Service Provider Comments:

Table 2.1 SRTTP Performance Report

FY 2020/21 - Table 2.1 -- SRTTP Performance Report
Service Provider: SunLine Transit Agency
All Routes



Performance Indicators	FY 2018/19 End of Year Actual	FY 2019/20 3rd Quarter Year-to-Date	FY 2020/21 Plan	FY 2020/21 Target	Plan Performance Scorecard (a)
Passengers	4,217,807	3,049,243	3,908,259	None	
Passenger Miles	36,122,234	24,372,196	30,751,958	None	
Revenue Hours	299,653.2	224,032.2	304,858.0	None	
Total Hours	324,795.0	243,623.0	337,179.0	None	
Revenue Miles	4,647,046.6	3,391,780.3	4,540,208.0	None	
Total Miles	5,271,012.0	3,873,122.0	5,277,383.0	None	
Operating Costs	\$33,375,694	\$27,114,692	\$40,660,244	None	
Passenger Revenue	\$5,276,226	\$5,560,653	\$7,777,170	None	
Measure-A Revenue				None	
LC TOP Revenue				None	
Operating Subsidy	\$28,099,467	\$21,554,039	\$32,883,074	None	
Operating Costs Per Revenue Hour	\$111.38	\$121.03	\$133.37	<= \$123.43	Fails to Meet Target
Operating Cost Per Revenue Mile	\$7.18	\$7.99	\$8.96	None	
Operating Costs Per Passenger	\$7.91	\$8.89	\$10.40	None	
Farebox Recovery Ratio	15.81%	20.51%	19.12%	>= 0.2	Meets Target
Subsidy Per Passenger	\$6.66	\$7.07	\$8.41	>= \$7.73 and <= \$10.45	Meets Target
Subsidy Per Passenger Mile	\$0.78	\$0.88	\$1.07	>= \$0.96 and <= \$1.30	Meets Target
Subsidy Per Revenue Hour	\$93.77	\$96.21	\$107.86	>= \$90.81 and <= \$122.85	Meets Target
Subsidy Per Revenue Mile	\$6.05	\$6.35	\$7.24	>= \$5.99 and <= \$8.11	Meets Target
Passengers Per Revenue Hour	14.08	13.61	12.82	>= 9.99 and <= 13.51	Meets Target
Passengers Per Revenue Mile	0.91	0.90	0.86	>= 0.66 and <= 0.90	Meets Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2020/21 Plan to the FY 2020/21 Primary Target.

Table 2.2 SRTP Service Summary – Fixed Route

Table 2.2 -- SunLine-BUS -- SRTP Service Summary
FY 2020/21 Short Range Transit Plan
All Routes



	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	17	17	68	17	65
Financial Data					
Total Operating Expenses	\$26,650,357	\$27,505,466	\$34,281,108	\$22,485,257	\$34,123,115
Total Passenger Fare Revenue	\$6,023,187	\$4,729,613	\$6,357,301	\$4,994,576	\$6,541,914
Net Operating Expenses (Subsidies)	\$20,627,171	\$22,775,853	\$27,923,807	\$17,490,681	\$27,581,201
Operating Characteristics					
Unlinked Passenger Trips	3,947,023	4,039,450	4,174,079	2,927,100	3,761,953
Passenger Miles	38,247,959	32,850,476	35,145,747	22,480,631	29,230,376
Total Actual Vehicle Revenue Hours (a)	231,780.4	228,131.2	249,076.0	173,204.1	238,372.0
Total Actual Vehicle Revenue Miles (b)	3,402,691.1	3,364,996.5	3,647,585.0	2,534,502.8	3,543,495.0
Total Actual Vehicle Miles	3,808,756.1	3,778,101.0	4,131,848.0	2,856,047.5	4,017,717.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$114.98	\$120.57	\$137.63	\$129.82	\$143.15
Farebox Recovery Ratio	22.60%	17.20%	18.54%	22.21%	19.17%
Subsidy per Passenger	\$5.23	\$5.64	\$6.69	\$5.98	\$7.33
Subsidy per Passenger Mile	\$0.54	\$0.69	\$0.79	\$0.78	\$0.94
Subsidy per Revenue Hour (a)	\$88.99	\$99.84	\$112.11	\$100.98	\$115.71
Subsidy per Revenue Mile (b)	\$6.06	\$6.77	\$7.66	\$6.90	\$7.78
Passenger per Revenue Hour (a)	17.0	17.7	16.8	16.9	15.8
Passenger per Revenue Mile (b)	1.16	1.20	1.14	1.15	1.06

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



Table 2.2 SRTP Service Summary – Demand Response

Table 2.2 -- SunLine-DAR -- SRTP Service Summary
FY 2020/21 Short Range Transit Plan
All Routes



	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	1	1	30	1	30
Financial Data					
Total Operating Expenses	\$5,827,953	\$5,870,228	\$6,559,030	\$4,629,435	\$6,537,129
Total Passenger Fare Revenue	\$690,467	\$546,613	\$1,253,646	\$566,077	\$1,235,256
Net Operating Expenses (Subsidies)	\$5,137,485	\$5,323,614	\$5,305,384	\$4,063,358	\$5,301,873
Operating Characteristics					
Unlinked Passenger Trips	156,292	155,332	155,588	110,010	146,306
Passenger Miles	1,801,489	1,691,066	1,837,494	1,201,768	1,521,582
Total Actual Vehicle Revenue Hours (a)	66,850.9	65,911.0	66,060.0	48,235.1	66,486.0
Total Actual Vehicle Revenue Miles (b)	989,084.1	971,701.1	968,603.0	720,156.0	996,713.0
Total Actual Vehicle Miles	1,183,816.9	1,182,562.0	1,179,777.0	879,953.0	1,259,666.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$87.18	\$89.06	\$99.29	\$95.98	\$98.32
Farebox Recovery Ratio	11.85%	9.31%	19.11%	12.23%	18.89%
Subsidy per Passenger	\$32.87	\$34.27	\$34.10	\$36.94	\$36.24
Subsidy per Passenger Mile	\$2.85	\$3.15	\$2.89	\$3.38	\$3.48
Subsidy per Revenue Hour (a)	\$76.85	\$80.77	\$80.31	\$84.24	\$79.74
Subsidy per Revenue Mile (b)	\$5.19	\$5.48	\$5.48	\$5.64	\$5.32
Passenger per Revenue Hour (a)	2.3	2.4	2.4	2.3	2.2
Passenger per Revenue Mile (b)	0.16	0.16	0.16	0.15	0.15

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

Table 2.2 SRTP Service Summary – System

Table 2.2 -- SunLine Transit Agency -- SRTP Service Summary
FY 2020/21 Short Range Transit Plan
All Routes



	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	26	26	98	24	95
Financial Data					
Total Operating Expenses	\$32,478,310	\$33,375,694	\$40,840,138	\$27,114,692	\$40,660,244
Total Passenger Fare Revenue	\$6,713,654	\$5,276,226	\$7,610,947	\$5,560,653	\$7,777,170
Net Operating Expenses (Subsidies)	\$25,764,656	\$28,099,467	\$33,229,191	\$21,554,039	\$32,883,074
Operating Characteristics					
Unlinked Passenger Trips	4,122,539	4,217,807	4,329,667	3,049,243	3,908,259
Passenger Miles	41,488,246	36,122,234	36,983,241	24,372,196	30,751,958
Total Actual Vehicle Revenue Hours (a)	303,326.4	299,653.2	315,136.0	224,032.2	304,858.0
Total Actual Vehicle Revenue Miles (b)	4,679,725.3	4,647,046.6	4,616,188.0	3,391,780.3	4,540,208.0
Total Actual Vehicle Miles	5,280,523.1	5,271,012.0	5,311,625.0	3,873,122.0	5,277,383.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$107.07	\$111.38	\$129.60	\$121.03	\$133.37
Farebox Recovery Ratio	20.67%	15.81%	18.63%	20.51%	19.12%
Subsidy per Passenger	\$6.25	\$6.66	\$7.67	\$7.07	\$8.41
Subsidy per Passenger Mile	\$0.62	\$0.78	\$0.90	\$0.88	\$1.07
Subsidy per Revenue Hour (a)	\$84.94	\$93.77	\$105.44	\$96.21	\$107.86
Subsidy per Revenue Mile (b)	\$5.51	\$6.05	\$7.20	\$6.35	\$7.24
Passenger per Revenue Hour (a)	13.6	14.1	13.7	13.6	12.8
Passenger per Revenue Mile (b)	0.88	0.91	0.94	0.90	0.86

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



Table 2.3 SRTP Route Statistics – System (1 of 2)

Table 2.3 - SRTP Route Statistics
SunLine Transit Agency -- 8
FY 2020/21
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	
SUN-10 CL	All Days	2	35,678	277,218	5,567	6,222	187,626	210,092	\$1,793,752	\$307,449			
SUN-111	All Days	14	1,298,136	10,086,517	68,895	73,943	1,001,443	1,145,465	\$9,779,909	\$1,955,982			
SUN-111X	All Days	3	32,037	248,927	4,215	4,634	82,308	110,001	\$939,181	\$187,836			
SUN-14	All Days	7	539,884	4,195,676	28,405	30,324	428,952	490,135	\$4,184,742	\$777,848			
SUN-15	All Days	1	107,026	831,592	5,455	5,782	87,409	97,355	\$831,211	\$161,028			
SUN-20	All Days	2	28,271	219,666	3,636	4,215	85,208	102,497	\$875,115	\$165,277			
SUN-21	All Days	2	11,861	92,160	1,313	1,550	18,332	23,865	\$23,857	\$4,752			
SUN-24	All Days	4	160,441	1,246,627	13,092	14,555	143,805	174,819	\$1,492,596	\$298,519			
SUN-30	All Days	5	564,323	4,384,790	25,291	26,982	267,589	303,794	\$2,593,770	\$518,754			
SUN-32	All Days	3	231,894	1,801,816	16,742	17,731	279,264	300,604	\$2,566,537	\$504,405			
SUN-40	All Days	3	46,340	360,062	4,569	4,914	46,448	56,257	\$480,323	\$96,065			
SUN-54	All Days	2	67,557	524,918	6,758	6,791	113,914	114,016	\$973,458	\$194,692			
SUN-70	All Days	3	136,001	1,056,728	9,957	10,462	131,523	145,236	\$1,240,017	\$248,003			
SUN-80	All Days	5	198,505	1,542,384	9,243	9,850	106,827	119,809	\$1,022,924	\$204,585			
SUN-81	All Days	4	74,859	581,654	5,766	6,251	55,174	68,539	\$585,179	\$113,930			
SUN-90	All Days	1	64,501	501,173	6,013	6,242	78,555	84,145	\$718,427	\$143,685			
SUN-91	All Days	3	140,443	1,091,242	17,193	18,154	315,172	345,961	\$2,953,792	\$493,277			
SUN-95	All Days	1	24,096	187,226	6,262	6,717	113,946	125,127	\$1,068,325	\$165,827			
SUN-DAR	All Days	30	146,306	1,521,582	66,486	81,860	996,713	1,259,666	\$6,537,129	\$1,235,256			
		95	3,908,259	30,751,958	304,858	337,179	4,540,208	5,277,383	\$40,660,244	\$7,777,170			

Table 2.3 SRTP Route Statistics – System (2 of 2)

Table 2.3 - SRTP Route Statistics
SunLine Transit Agency -- 8
FY 2020/21
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
SUN-10 CL	All Days	\$1,486,303	\$322.21	\$9.56	\$50.28	17.13%	\$41.66	\$5.36	\$266.98	\$7.92	6.41	0.19
SUN-111	All Days	\$7,823,927	\$141.95	\$9.77	\$7.53	20.00%	\$6.03	\$0.78	\$113.56	\$7.81	18.84	1.30
SUN-111X	All Days	\$751,345	\$222.82	\$11.41	\$29.32	19.99%	\$23.45	\$3.02	\$178.26	\$9.13	7.60	0.39
SUN-14	All Days	\$3,406,894	\$147.32	\$9.76	\$7.75	18.58%	\$6.31	\$0.81	\$119.94	\$7.94	19.01	1.26
SUN-15	All Days	\$670,183	\$152.38	\$9.51	\$7.77	19.37%	\$6.26	\$0.81	\$122.86	\$7.67	19.62	1.22
SUN-20	All Days	\$709,838	\$240.68	\$10.27	\$30.95	18.88%	\$25.11	\$3.23	\$195.22	\$8.33	7.78	0.33
SUN-21	All Days	\$19,105	\$18.17	\$1.30	\$2.01	19.91%	\$1.61	\$0.21	\$14.55	\$1.04	9.03	0.65
SUN-24	All Days	\$1,194,077	\$114.01	\$10.38	\$9.30	19.99%	\$7.44	\$0.96	\$91.21	\$8.30	12.25	1.12
SUN-30	All Days	\$2,075,016	\$102.56	\$9.69	\$4.60	20.00%	\$3.68	\$0.47	\$82.05	\$7.75	22.31	2.11
SUN-32	All Days	\$2,062,132	\$153.30	\$9.19	\$11.07	19.65%	\$8.89	\$1.14	\$123.17	\$7.38	13.85	0.83
SUN-40	All Days	\$384,258	\$105.13	\$10.34	\$10.37	20.00%	\$8.29	\$1.07	\$84.10	\$8.27	10.14	1.00
SUN-54	All Days	\$778,766	\$144.05	\$8.55	\$14.41	20.00%	\$11.53	\$1.48	\$115.24	\$6.84	10.00	0.59
SUN-70	All Days	\$992,014	\$124.54	\$9.43	\$9.12	19.99%	\$7.29	\$0.94	\$99.63	\$7.54	13.66	1.03
SUN-80	All Days	\$818,339	\$110.67	\$9.58	\$5.15	20.00%	\$4.12	\$0.53	\$88.54	\$7.66	21.48	1.86
SUN-81	All Days	\$471,249	\$101.49	\$10.61	\$7.82	19.46%	\$6.30	\$0.81	\$81.73	\$8.54	12.98	1.36
SUN-90	All Days	\$574,742	\$119.48	\$9.15	\$11.14	19.99%	\$8.91	\$1.15	\$95.58	\$7.32	10.73	0.82
SUN-91	All Days	\$2,460,515	\$171.80	\$9.37	\$21.03	16.69%	\$17.52	\$2.25	\$143.11	\$7.81	8.17	0.45
SUN-95	All Days	\$902,498	\$170.60	\$9.38	\$44.34	15.52%	\$37.45	\$4.82	\$144.12	\$7.92	3.85	0.21
SUN-DAR	All Days	\$5,301,873	\$98.32	\$6.56	\$44.68	18.89%	\$36.24	\$3.48	\$79.74	\$5.32	2.20	0.15
		\$32,883,074	\$133.37	\$8.96	\$10.40	19.12%	\$8.41	\$1.07	\$107.86	\$7.24	12.82	0.86

Table3.0 FY2020–2021

Table Highlights

1. Implement Refueled recommendations. Streamline the transit network as proposed in the Refueled: FY2021-2023 SRTP to provide faster, easier-to-understand, and more convenient service to attract new riders. The implementation recommendations will be presented to the public for their review and input. Then the implementation plan will be presented to the Board of Directors for its consideration.
2. Use microtransit solutions to provide service on select corridors or segments of routes to optimize scarce financial resources and address first/last mile travel needs. Microtransit is a key component of the Refueled multimodal service strategy.
3. Implement 10 Commuter Link service between Indio and San Bernardino. Originally slated to begin service in May 2020, the opening is now delayed until California State University, San Bernardino and Palm Desert resume on-campus classes.
4. Implement Route 111X weekday express service, a pilot project funded with Congestion Mitigation and Air Quality funds. It will provide service between Indio and Palm Springs. The actual start date will be determined by the transit market's recovery.
5. Implement the California Air Resource Board's Innovative Clean Transit (ICT) rollout plan. The ICT regulation requires SunLine to gradually transition to a 100 percent zero-emission bus fleet.
6. Develop and implement the Solar Microgrid to Hydrogen project to support hydrogen production to refuel fuel cell buses. This program will benefit not only the Coachella Valley and its surrounding areas, but will also benefit the transit industry as a whole.
7. Implement transit enhancements. Plan and construct bus stop improvements to support the new Route 111X service.
8. Upgrade the existing 350 bar public hydrogen station located at SunLine's Thousand Palms facility to a modern public station capable of fueling current and future hydrogen vehicles. This includes refueling 350 and 700 bar light and heavy duty vehicles.

**SunLine Transit Agency
SHORT RANGE TRANSIT PLAN
FY 2020/2021 - FY 2022/2023**

Operating & Financial Data	FY 2016/17 Audited	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Estimated	FY 2020/21 Planned
System-Wide Ridership	4,316,269	4,122,539	4,217,807	4,050,157	3,908,259
Operating Cost Per Revenue Hour	\$107.26	\$107.07	\$111.38	\$121.41	\$133.37

Table 4.0 Summary of Funding Requests (1 of 3)

Table 4.0 - Summary of Funding Requests - FY 2020/21
SunLine Transit Agency



Project	Total Amount of Funds	5307 IC [1]	5307 IC CARES OB [2]	5310 OB [3]	5311 [4]	5311 (b) CARES [5]	5311 FOB [7]	5312 OB [8]	5339 IC [9]	CMAQA OB [10]	FARE [11]	LCTOP OB [12]	LCTOP PUC99313 [13]	LCTOP PUC99314 [14]	LTF [15]
Operating															
111 Express	\$230,457							\$37,320		\$164,366					\$46,091
Anti-Human Trafficking Campaign	\$46,650														\$9,330
COD Haul Pass	\$110,000														\$25,709
Commuter 10	\$391,918					\$53,869	\$161,666								
CSUSB Haul Pass	\$12,207														
Haul Pass	\$337,000														
Operating Assistance	\$39,036,669	\$4,968,507	\$13,208,971		\$3,032,219					\$200,000	\$1,399,824	\$337,000			\$10,810,502
SunRide Ride Share	\$250,000														\$50,000
Taxi Voucher	\$118,598			\$29,627											\$29,627
TEST RECORD	\$305,741									\$275,000					\$28,741
Vanpool Program	\$40,840,150	\$4,968,507	\$13,208,971	\$29,627	\$3,032,219	\$53,869	\$161,666	\$37,320	\$0	\$662,366	\$1,399,824	\$337,000	\$0	\$0	\$11,000,000
Sub-total Operating															
		\$607,400	\$13,208,971	\$179,200	\$3,032,219	\$53,869	\$161,666	\$37,320	\$0	\$1,126,357	\$1,399,824	\$337,000	\$864,077	\$174,024	\$11,000,000
Capital															
Project	Total Amount of Funds	5307 IC [1]	5307 IC CARES OB [2]	5310 OB [3]	5311 [4]	5311 (b) CARES [5]	5311 FOB [7]	5312 OB [8]	5339 IC [9]	CMAQA OB [10]	FARE [11]	LCTOP OB [12]	LCTOP PUC99313 [13]	LCTOP PUC99314 [14]	LTF [15]
Bus Simulator (2) - SL-19-10	\$-298,400														
Facility Improvements - SL-21-15	\$86,000														
Heavy Duty Tow Truck - SL-20-13	\$-400,000														
Hydrogen Station Improvements - SL-19-11	\$570,800														
Information Technology Projects - SL-21-12	\$89,500														
Maintenance Tools and Equipment - SL-21-10	\$1,036,101														
Microgrid to Hydrogen - SL-21-01	\$250,000	\$200,000													
Operations, Division II, & Electrolyzer Access Control Serv. - SL-21-13	\$80,000														
Perimeter Lighting Division I - SL-21-14	\$2,500,000														
Public Hydrogen Station - SL-21-07	\$4,120			\$4,120											
Purchase Computer Hardware - SL-21-05	\$768,000	\$359,400													
Replacement Bus - SL-21-02	\$415,000	\$48,000													
Replacement Support Vehicles - SL-21-11	\$60,000	\$48,000													
Safety Enhancement Projects - SL-21-08	\$679,796														
SunLine Center of Excellence in Zero Emissions Technology - SL-21-06	\$692,489									\$465,991					
SunRide Vehicle Purchase (4) - SL-21-03	\$100,000														
Upgrade Division I Fence - SL-21-09	\$179,200			\$179,200											
Wans for Service Expansion (3) - SL-21-04	\$6,295,206	\$607,400	\$0	\$183,320	\$0	\$0	\$0	\$0	\$0	\$465,991	\$0	\$0	\$864,077	\$174,024	\$0
Sub-total Capital	\$47,139,356	\$5,575,907	\$13,208,971	\$2,129,470	\$3,032,219	\$53,869	\$161,666	\$37,320	\$0	\$1,126,357	\$1,399,824	\$337,000	\$864,077	\$174,024	\$11,000,000
Total Operating & Capital		\$607,400	\$13,208,971	\$181,670	\$3,032,219	\$53,869	\$161,666	\$37,320	\$0	\$1,126,357	\$1,399,824	\$337,000	\$864,077	\$174,024	\$11,000,000

Table 4.0 Summary of Funding Requests (2 of 3)

Table 4.0 - Summary of Funding Requests - FY 2020/21
SunLine Transit Agency



Project	Total Amount of Funds	LTF-OB [16]	MA SPT [17]	OTHR FED [18]	OTHR LCL [19]	SGR PUC98313 [20]	SGR PUC98314 [21]	STA -OB [22]	STA PUC98313 [23]	STA PUC98314 [24]
Operating										
111 Express	\$230,457									
Anti-Human Trafficking Campaign	\$46,650									
COD Haul Pass	\$110,000				\$110,000					
Commuter 10	\$391,918				\$150,854					
CSUSB Haul Pass	\$12,207				\$12,207					
Haul Pass	\$337,000									
Operating Assistance	\$39,036,669		\$5,955,883		\$2,089,763					
SunRide Ride Share	\$250,000									
Taxi Voucher	\$118,508				\$59,254					
TEST RECORD										
Wapoop Program	\$306,741									
Sub-total Operating	\$40,840,160	\$0	\$5,955,883	\$0	\$2,421,876	\$0	\$0	\$0	\$0	\$0
Capital										
Bus Simulator (2) - SL-19-10	\$-298,800							\$-298,800		
Facility Improvements - SL-21-15	\$80,000								\$80,000	
Heavy Duty Tow Truck - SL-20-13	\$-400,000							\$-400,000		
Hydrogen Station Improvements - SL-19-11	\$570,800							\$298,800		
Information Technology Projects - SL-21-12	\$89,500								\$89,500	
Maintenance Tools and Equipment - SL-21-10	\$1,038,101								\$50,000	
Microgrid to Hydrogen - SL-21-01	\$250,000								\$80,000	
Operations, Division II, & Electrolyzer Access Control Serv. - SL-21-13	\$80,000								\$80,000	
Perimeter Lighting Division I - SL-21-14	\$2,500,000								\$875,215	\$924,785
Public Hydrogen Station - SL-21-07	\$4,120									
Purchase Computer Hardware - SL-21-05	\$768,000								\$153,600	
Replacement Bus - SL-21-02	\$415,000								\$415,000	
Replacement Support Vehicles - SL-21-11	\$60,000								\$12,000	
Safety Enhancement Projects - SL-21-08	\$679,796								\$116,498	
SunLine Center of Excellence in Zero Emissions Technology - SL-21-06	\$692,488									
SunRide Vehicle Purchase (4) - SL-21-03	\$100,000						\$14,077			
Upgrade Division I Fence - SL-21-09	\$179,200						\$100,000			
Wans for Service Expansion (3) - SL-21-04	\$6,296,206									
Sub-total Capital	\$6,296,206	\$0	\$0	\$255,000	\$0	\$665,719	\$14,077	\$0	\$2,143,813	\$924,785
Total Operating & Capital	\$47,136,366	\$0	\$5,955,883	\$255,000	\$2,421,876	\$665,719	\$14,077	\$0	\$2,143,813	\$924,785

Table 4.0 Summary of Funding Requests (3 of 3)

Table 4.0 - Summary of Funding Requests - FY 2020/21
SunLine Transit Agency



FY 2020/21 Projected Funding Details	
\$307 IC	\$4,988,507 [1] FY21 Apportionment.
\$307 IC CARES OB	\$13,208,971 [2] Obligated Funds FY20.
\$310 OB	\$29,627 [3] Operating; Remaining Taxi Voucher funds. Capital: FY21 application to CalTrans. SL-21-04 will use \$44,800 in toll credits as a match, and SL-21-21-05 will use \$1,030 in toll credits as a match.
\$311	\$303,219 [4] 5311 application for regional and intensity apportionment.
\$311 (f) CARES	\$53,889 [5] 5311(f) CARES Act request through the Division of Rail and Mass Transportation.
\$311 CARES	\$300,000 [6] Phase 2 of distribution for FTA 5311 CARES Act.
\$312 OB	\$161,666 [7] 5311(f) application for regional and intensity apportionment.
\$312 OB	\$37,320 [8] 5312 Public Transportation Innovation project selection
CMAQ OB	\$662,366 [10] Obligated Funds.
FARE	\$1,399,824 [11] Estimated FY21 ridership projections.
LTOP OB	\$337,000 [12] Obligated Funds.
LTF	\$11,000,000 [15] FY21 Apportionment
MA SPT	\$5,955,893 [17] FY21 apportionment
OTHR LCL	\$2,421,878 [19] Advertising revenue (\$100,000), Bus Shelter Maintenance (\$122,482), Non Trans Revenue (\$9,000), SRA Overhead Fee revenue (\$27,381), Outside Fueling Sales (\$500,000), CNG Rebate (\$400,000), Other Revenue and Interest (\$51,360), Taxi Voucher (\$57,254), CSUSB Regional Service (\$10,854), Trail Pass COU (\$10,800), Trail Pass CSUSB (\$12,07).
Total Estimated Operating Funding Request	
	\$40,840,150
\$307 IC	\$607,400 [1] FY21 Apportionment.
\$310 OB	\$183,320 [5] Operating; Remaining Taxi Voucher funds. Capital: FY21 application to CalTrans. SL-21-04 will use \$4,800 in toll credits as a match, and SL-21-21-05 will use \$1,030 in toll credits as a match.
CMAQ OB	\$465,991 [10] Obligated Funds.
LTOP PUC99313	\$864,077 [13] FY21 Apportionment.
LTOP PUC99314	\$174,024 [14] FY21 Apportionment
LTF-OB	\$0 [16] SL-19-11 obligated refunds repurposed to SL-20-07.
OTHR FED	\$255,000 [18] 5339(a) State Discretionary Bus Replacement through Division of Rail and Mass Transportation.
SGR PUC99313	\$665,719 [20] FY21 apportionment. New Projects.
SGR PUC99314	\$114,077 [21] FY21 apportionment. New Projects.
STA - OB	\$0 [22] Obligated funds moved from SL-20-13
STA PUC99313	\$2,143,813 [23] FY21 Apportionment.
STA PUC99314	\$824,785 [24] FY21 Apportionment.
Total Estimated Capital Funding Request	
	\$6,298,206
Total Funding Request	
	\$47,138,356

Table 4.0A Capital Project Justification (1 of 18)



FY 2020/21 SRTP
SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: SL-19-10

FTIP No: Not Assigned - New Project

Project Name: Bus Simulator (2)

Category: Equipment

Sub-Category: Systems

Fuel Type: N/A

Project Description: The project will purchase two (2) bus simulators to provide realistic scenario driver training.

Project Justification: This equipment will provide realistic driving simulation in a controlled classroom environment. This allows the Agency to use minimal resources and provide a greater level of training and correct driving techniques to mitigate potential hazards.

Project Schedule:

Start Date	Completion Date
June 2018	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA - OB	FY 2020/21	-\$298,800
Total		-\$298,800

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 4.0A Capital Project Justification (2 of 18)



FY 2020/21 SRTP
SunLine Transit Agency
Table 4.0 A - Capital Project Justification

Project Number: SL-19-11

FTIP No: Not Assigned - New Project

Project Name: Hydrogen Station Improvements

Category: Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: Hydrogen

Project Description: Hydrogen fueling station and hydrogen program improvements

Project Justification: Project to make improvements in regards to the Agency's hydrogen station and assistance in the expansion of the hydrogen fueling capacities.

Project Schedule:

Start Date	Completion Date
July 2018	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
LTF-OB	FY 2020/21	-\$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

Table 4.0A Capital Project Justification (3 of 18)



FY 2020/21 SRTP
SunLine Transit Agency
Table 4.0 A - Capital Project Justification

Project Number: SL-20-13

FTIP No: Not Assigned - New Project

Project Name: Heavy Duty Tow Truck

Category: Equipment

Sub-Category: Expansion

Fuel Type: Other

Project Description: Purchase of one (1) heavy-duty tow truck tractor and landoll trailer to pick up disabled buses and vehicles and to tow buses to bus conferences when driving is not efficient.

Project Justification: The purchase of one (1) heavy-duty tow truck tractor and trailer will ensure SunLine's ability to tow our vehicles and maintain service reliability and reduce maintenance costs.

Project Schedule:

Start Date	Completion Date
July 2019	June 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA - OB	FY 2020/21	-\$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

Table 4.0A Capital Project Justification (4 of 18)



FY 2020/21 SRTP
SunLine Transit Agency
Table 4.0 A - Capital Project Justification

Project Number: SL-21-01 **FTIP No:** Not Assigned - New Project

Project Name: Microgrid to Hydrogen

Category: Land Acquisition

Sub-Category: Expansion

Fuel Type: N/A

Project Description: The solar microgrid will provide clean, renewable energy in a first-of-a-kind, self-sustaining onsite solar plus battery storage power-plant used specifically to deliver hydrogen power to SunLine's transit fleet. SunLine's Solar Microgrid to Hydrogen will deliver two (2) Megawatts of battery storage (Electric Storage System) and one (1) Megawatt of solar energy. The project location is at the SunLine facility in Thousand Palms, California.

Project Justification: The solar microgrid to hydrogen project will assist in the sustainable production of renewable energy to help power the Agency's electrolyzer to deliver hydrogen fuel to SunLine's transit fleet.

Project Schedule:

Start Date	Completion Date
September 2020	June 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
LCTOP PUC99313	FY 2020/21	\$864,077
LCTOP PUC99314	FY 2020/21	\$174,024
Total		\$1,038,101

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 4.0A Capital Project Justification (5 of 18)



FY 2020/21 SRTP
SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: SL-21-02

FTIP No: Not Assigned - New Project

Project Name: Replacement Bus

Category: Bus

Sub-Category: Replacement

Fuel Type: Fuel Cell

Project Description: Purchase of one (1) fixed-route bus to replace existing CNG bus that will meet its useful life as outlined by FTA guidelines.

Project Justification: The purchase of one (1) fixed-route bus will ensure SunLine replaces older fleet vehicles to maintain services reliability and reduce maintenance costs.

Project Schedule:

Start Date	Completion Date
August 2020	July 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5307 IC	FY 2020/21	\$359,400
OTHR FED	FY 2020/21	\$255,000
STA PUC99313	FY 2020/21	\$153,600
Total		\$768,000

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 4.0A Capital Project Justification (6 of 18)



FY 2020/21 SRTP
SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: SL-21-03

FTIP No: Not Assigned - New Project

Project Name: SunRide Vehicle Purchase (4)

Category: Vanpool

Sub-Category: Expansion

Fuel Type: CNG

Project Description: Purchase of Four (4) vehicles for SunLine’s rideshare program that would follow turn by turn instructions from a navigation system that connects live traffic conditions and real-time requests for pick-ups and drop-offs.

Project Justification: SunRide is designed to bridge the first/last mile gap of travel. The service would be used for short trips under 3 miles defined in service zones.

Project Schedule:

Start Date	Completion Date
July 2020	October 2020

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
CMAQ OB	FY 2020/21	\$465,991
STA PUC99313	FY 2020/21	\$116,498
Total		\$582,489

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 4.0A Capital Project Justification (7 of 18)



FY 2020/21 SRTP
SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: SL-21-04

FTIP No: Not Assigned - New Project

Project Name: Vans for Service Expansion (3)

Category: Vanpool

Sub-Category: Expansion

Fuel Type: CNG

Project Description: Procurement of three (3) expansion vans that are ADA accessible in response to customer feedback.

Project Justification: Meet the transportation needs of customers who are ADA eligible and depend on SunLine services as their means of transportation.

Project Schedule:

Start Date	Completion Date
July 2020	December 2020

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5310 OB	FY 2020/21	\$179,200
Total		\$179,200

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 2020/21 SRTP
SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: SL-21-05

FTIP No: Not Assigned - New Project

Project Name: Purchase Computer Hardware

Category: Equipment

Sub-Category: Expansion

Fuel Type: N/A

Project Description: Procurement of hardware for SunLine's expansion vans.

Project Justification: Hardware for a service that will meet the transportation needs of customers who are ADA eligible and depend on SunLine services as their means of transportation.

Project Schedule:

Start Date	Completion Date
July 2020	December 2020

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5310 OB	FY 2020/21	\$4,120
Total		\$4,120

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 4.0A Capital Project Justification (9 of 18)



FY 2020/21 SRTP
SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: SL-21-06

FTIP No: Not Assigned - New Project

Project Name: SunLine Center of Excellence in Zero Emissions Technology

Category: Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: Maintenance facility for Zero Emission Vehicles

Project Justification: The maintenance bay training facility will provide comprehensive workforce training programs to zero emission transportation technologies that support commercial operation of zero emission buses.

Project Schedule:

Start Date	Completion Date
July 2020	June 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2020/21	\$665,719
SGR PUC99314	FY 2020/21	\$14,077
Total		\$679,796

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 4.0A Capital Project Justification (10 of 18)



FY 2020/21 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: SL-21-07

FTIP No: Not Assigned - New Project

Project Name: Public Hydrogen Station

Category: Equipment

Sub-Category: Upgrade

Fuel Type: N/A

Project Description: Upgrade the existing 350 bar, public hydrogen station located at SunLine's Thousand Palms facility, to a modern public station capable of fueling current and future hydrogen vehicles. This includes refueling 350 and 700 bar light and heavy duty vehicles. The station will be able to fuel 5kg capacity light duty vehicle fills back-to-back without having to wait to recharge, and two 60kg capacity Class 8 heavy duty trucks, in less than an hour. The upgrade includes installing a 700 bar refueling system that consists of main skid, SAE 2601-1 new standards dispenser and storage unit up to 130 kg of hydrogen.

Project Justification: SunLine's current hydrogen station is being utilized to refuel SunLine's fleet of hydrogen powered electric fuel cell buses at 350 bar with no public access to the station. The upgraded 700 bar public station will be accessible to light and heavy duty vehicles. This project will provide additional source of revenue by selling hydrogen fuel and will support SunLine's future fleet.

Project Schedule:

Start Date	Completion Date
January 2021	June 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
LTF-OB	FY 2020/21	\$400,000
STA - OB	FY 2020/21	\$400,000
STA PUC99313	FY 2020/21	\$875,215
STA PUC99314	FY 2020/21	\$824,785
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

Table 4.0A Capital Project Justification (11 of 18)



FY 2020/21 SRTP
SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: SL-21-08

FTIP No: Not Assigned - New Project

Project Name: Safety Enhancement Projects

Category: Equipment

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
October 2020	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5307 IC	FY 2020/21	\$48,000
STA PUC99313	FY 2020/21	\$12,000
Total		\$60,000

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 4.0A Capital Project Justification (12 of 18)



FY 2020/21 SRTP
SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: SL-21-09

FTIP No: Not Assigned - New Project

Project Name: Upgrade Division I Fence

Category: Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: This project is to secure the base of the perimeter fencing at SunLine's Division I facility in Thousand Palms.

Project Justification: This project is required to provide safe and secure transit facilities for staff and agency access

Project Schedule:

Start Date	Completion Date
January 2021	June 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
SGR PUC99314	FY 2020/21	\$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

Table 4.0A Capital Project Justification (13 of 18)



FY 2020/21 SRTP
SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: SL-21-10

FTIP No: Not Assigned - New Project

Project Name: Maintenance Tools and Equipment

Category: Equipment

Fuel Type: N/A

Project Description: Funds requested in this fiscal year will enable SunLine to improve maintenance tools and equipment in Thousand Palms, Indio, and Coachella.

Project Justification: This project is necessary for upgrading aging equipment at the various SunLine locations, including equipment for oil storage, and a shop floor sweeper, and golf carts.

Project Schedule:

Start Date	Completion Date
July 2020	December 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2020/21	\$89,500
Total		\$89,500

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

Table 4.0A Capital Project Justification (14 of 18)



FY 2020/21 SRTP
SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: SL-21-11

FTIP No: Not Assigned - New Project

Project Name: Replacement Support Vehicles

Category: Support Vehicles

Sub-Category: Replacement

Fuel Type: CNG

Project Description: SunLine's support vehicles comply with FTA regulations and use alternative fueled vehicles (CNG). SunLine plans to purchase cars and/or pick-ups.

Project Justification: The replacement support vehicles are needed for use by operations and maintenance staff as well as for use by administration staff.

Project Schedule:

Start Date	Completion Date
October 2020	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2020/21	\$415,000
Total		\$415,000

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 4.0A Capital Project Justification (15 of 18)



FY 2020/21 SRTP
SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: SL-21-12

FTIP No: Not Assigned - New Project

Project Name: Information Technology Projects

Category: Equipment

Fuel Type: N/A

Project Description: This project supports the purchase 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
January 2021	June 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA - OB	FY 2020/21	\$298,800
STA PUC99313	FY 2020/21	\$272,000
Total		\$570,800

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 4.0A Capital Project Justification (16 of 18)



FY 2020/21 SRTP
SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: SL-21-13

FTIP No: Not Assigned - New Project

Project Name: Operations, Division II, & Electrolyzer Access Control Surveillance

Category: Equipment

Fuel Type: N/A

Project Description: Access control and surveillance for the Agency's Operations, Division II facility, and Access Control Surveillance.

Project Justification: Improve safety and surveillance at SunLine's Operations Facility, Division II Facility, and Electrolyzer.

Project Schedule:

Start Date	Completion Date
July 2020	March 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5307 IC	FY 2020/21	\$200,000
STA PUC99313	FY 2020/21	\$50,000
Total		\$250,000

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 4.0A Capital Project Justification (17 of 18)



FY 2020/21 SRTP
SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: SL-21-14

FTIP No: Not Assigned - New Project

Project Name: Perimeter Lighting Division I

Category: Equipment

Sub-Category: Upgrade

Fuel Type: N/A

Project Description: Install perimeter lighting to enhance the safety and security of the facility

Project Justification: The enhancement of perimeter lighting is required to provide safe and secure transit facilities for staff and vehicles

Project Schedule:

Start Date	Completion Date
July 2020	December 2020

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2020/21	\$80,000
Total		\$80,000

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 4.0A Capital Project Justification (18 of 18)



FY 2020/21 SRTP
SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: SL-21-15

FTIP No: Not Assigned - New Project

Project Name: Facility Improvements

Category: Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: Improve existing facilities in Thousand Palms, Indio, and Coachella

Project Justification: This project is necessary for upgrading the aging facility and equipment at the various SunLine locations including HVAC, plumbing, electrical and others as needed.

Project Schedule:

Start Date	Completion Date
July 2020	December 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2020/21	\$80,000
Total		\$80,000

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 (consistent with Commission Farebox Recovery Policy)				
	Revenue Sources included in Farebox Calculation	Actual Amount from FY18/19 Audit	FY19/20 (Estimate)	FY20/21 (Plan)
1	Passenger Fares	2,866,073.00	1,909,277.93	1,399,824.00
2	Interest	14,560.00	14,847.43	15,500.00
3	General Fund Supplement	-	-	-
4	Measure A	580,000.00	426,988.41	3,986,934.68
5	Advertising Revenue	243,389.00	225,174.81	100,000.00
6	Gain on Sale of Fixed Assets	-	-	-
7	CNG Revenue / Emission Credit	1,266,494.00	3,493,635.80	1,800,000.00
8	Lease / Other Revenue	-	-	-
9	Federal Excise Tax Refund	-	-	-
10	Investment Income	-	-	-
11	CalPers CERBT	-	-	-
12	Fare Revenues from Exempt Routes	-	-	-
13	Other Revenues	885,709.00	652,032.47	506,378.00
	Total Revenue for Farebox Calculation (1-13)	5,856,225.00	6,721,956.86	7,808,636.68
	Total Operating Expenses for Farebox Calculation	33,375,694.00	36,062,000.33	40,840,150.00
	Farebox Recovery Ratio	17.55%	18.64%	19.12%

Table 4.1 Summary of Funding Requests in FY2021–2022

Project Description	Capital Project Number	Total Amount Obligated	Total Amount of Funds	LTF	SFA	Obligated SFA	Measure A	Obligated SGR	Section 5307 Inco/Cathedral City Palm Springs	Obligated Section 5307 Inco/Cathedral City Palm Springs	CARES ACT Section 5307	Section 5309	Section 5310	Section 5311	Section 5311 (f)	Obligated Section 5339	LCTOP Obligated	LCTOP Obligated	Obligated CMAQ	CMAQ	Other Revenue
OPERATING																					
Operating Assistance		\$40,604,070	\$4,962,864	\$18,639,833			\$0,037,387			\$4,962,864	\$2,160,147			\$303,219	\$275,235						\$2,500,000
Commuter ID		\$319,918	\$0	\$25,709																	\$150,000
Vaporool Program		\$30,741	\$0	\$28,741																	\$79,000
StarRate		\$2,000,000	\$0	\$0																	\$20,000
StarRate Risk Share		\$2,000,000	\$0	\$0																	\$20,000
CUSUB Heat Pans		\$12,207	\$0	\$0																	\$12,207
Sub-total Operating		\$42,594,936	\$4,962,864	\$19,664,333	\$0	\$0,037,387	\$0	\$0	\$0	\$4,962,864	\$2,160,147	\$0	\$0	\$303,219	\$275,235	\$0	\$0	\$0	\$0	\$0	\$2,582,286
CAPITAL																					
Replacement Buses (Battery Electric 2)	SL-22-01	\$2,000,000	\$0	\$0	\$400,000																
Station Vehicle (Electric 1 Truck)	SL-22-02	\$150,000	\$0	\$0	\$0																
Station Vehicle (Electric 1 Truck)	SL-22-03	\$250,000	\$0	\$0	\$0																
Facility Improvements	SL-22-05	\$3,500,000	\$0	\$0	\$352,000																
Hydrogen Station Division I	SL-22-08	\$3,500,000	\$1,600,000	\$1,600,000	\$0																
Demolition of Existing Trailers	SL-23-04	\$80,000	\$0	\$0	\$0																
Mobile Command Center	SL-23-05	\$500,000	\$0	\$0	\$100,000																
Microgrid to Hydrogen Phase III	SL-22-05	\$3,802,867	\$0	\$0	\$0																
Bare Refinement	SL-22-06	\$2,500,000	\$0	\$0	\$0																
Micro CNG Station Upgrade	SL-22-06	\$2,750,000	\$0	\$0	\$0																
Subtotal Capital		\$27,354,937	\$1,600,000	\$1,600,000	\$1,497,000	\$1,987,129	\$0,037,387	\$17,671	\$400,000	\$2,648,789	\$0	\$0	\$0	\$0	\$0	\$1,600,000	\$0	\$0	\$0	\$0	\$0
Total Operating & Capital		\$72,384,933	\$6,562,864	\$21,264,333	\$1,497,000	\$1,987,129	\$0,037,387	\$17,671	\$400,000	\$7,617,653	\$0	\$0	\$0	\$0	\$2,155,235	\$1,600,000	\$0	\$0	\$0	\$0	\$2,582,286



Table 4.2 Summary of Funding Requests in FY2021–2023

Project Description	Total Amount of Funds	Total Obligated Amount	LTF	STA	State of Good Repair	Measure A	Section 5307 Indio/Cathedral City Palm Springs	Obligated Section 5307 Indio/Cathedral City Palm Springs	Section 5339	CMAQ	Section 5311	Section 5311 (f)	Other	Farebox
OPERATING														
Operating Assistance	\$40,804,070	\$0	\$21,000,000			\$9,037,987	\$4,962,864				\$303,219		\$2,500,000	\$3,000,000
Commuter 10	\$391,918	\$0	\$25,709									\$215,555	\$150,654	
Vanpool Program	\$306,741	\$0	\$28,741							\$276,000				
111 Express	\$600,000	\$306,741	\$120,000							\$480,000				
SunRide Ride Share	\$40,809	\$0	\$6,809							\$34,009				
COD Haul Pass	\$300,000	\$0											\$300,000	
CSUSB Haul Pass	\$12,207	\$200,000											\$12,207	
Sub-total Operating	\$42,455,745	\$506,741	\$21,181,250	\$0	\$0	\$9,037,987	\$4,962,864	\$0	\$0	\$792,009	\$303,219	\$215,555	\$2,962,861	\$3,000,000
CAPITAL														
Shop Equipment	\$15,000	\$0		\$15,000										
Support Vehicle (Truck)	\$135,000	\$0		\$135,000										
Driver Training Facility	\$4,000,000	\$0		\$800,000			\$1,600,000		\$1,600,000					
Guard Shack Upgrade	\$100,000	\$0		\$100,000										
Sub-total Capital	\$4,250,000	\$0	\$0	\$1,050,000	\$0	\$9,037,987	\$6,562,864	\$0	\$1,600,000	\$0	\$0	\$0	\$0	\$0
Total Operating & Capital	\$46,705,745	\$506,741	\$21,181,250	\$1,050,000	\$0	\$9,037,987	\$6,562,864	\$0	\$1,600,000	\$792,009	\$303,219	\$215,555	\$2,962,861	\$3,000,000

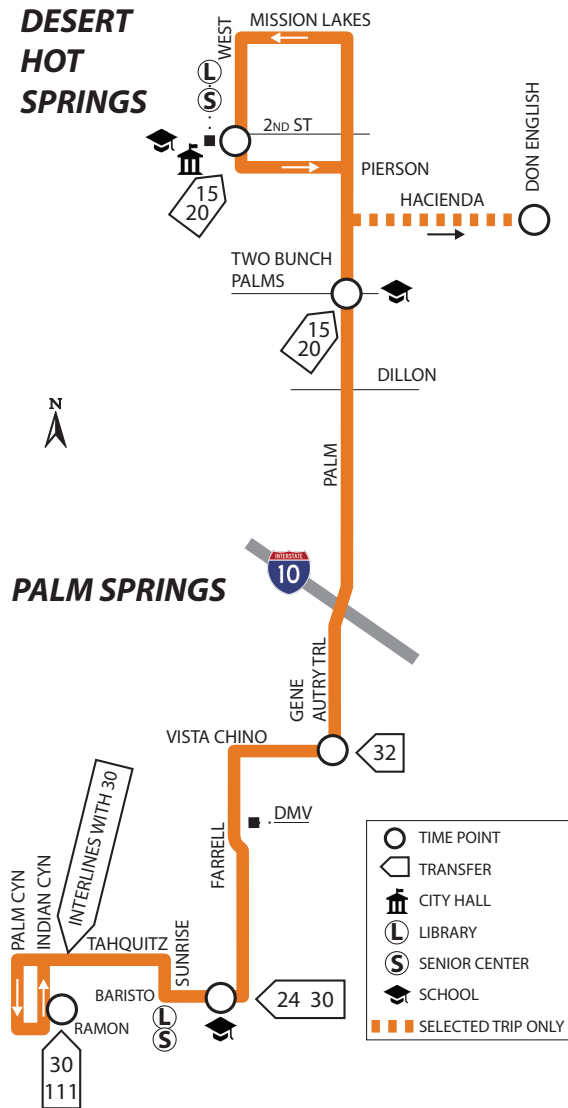
Appendix A: SunLine Existing Route Profiles

Route 14

Desert Hot Springs – Palm Springs

Route 14 is one of SunLine's most successful routes. This trunk route links the cities of Desert Hot Springs and Palm Springs, connecting to Routes 15, 20, 24, 30, Palm Springs BUZZ, and 111, and linking riders with local shopping centers, schools, the Palm Springs Convention Center, Department of Motor Vehicles, the Employment Development Department, libraries, senior center, theaters, and other services within the communities of Desert Hot Springs and Palm Springs.

Route 14 operates with 20-minute frequency during weekday peak periods and 30-minute frequency during weekday evenings. Two Route 14 trips, including the last trip, serve Hacienda Avenue in Desert Hot Springs to meet passenger demand in this area. Additionally, one morning trip is provided to accommodate the volume of school students.



Hours of Operation		Service Span	Financial	
4:53 AM	11:20 PM	Weekdays	Annual Route Cost	\$3,375,186
5:48 AM	10:41 PM	Weekends	Annual Farebox Route Revenue	\$680,986
Frequency			Cost per Rider	\$5.81
20/30 min	Weekdays (peak/off-peak)		Subsidy per Rider	\$4.64
40 min	Weekends		Ridership	
Average Speed	Peak Vehicles		Average Daily Passengers Weekday	1,844
15 mph	7		Average Daily Passengers Weekends	1,034
On Time Performance		90.4%	Annual Passengers	580,984
Route Total Bidirectional Length (miles)		29.42	Passengers per Hour	20.8
			Passengers per Mile	1.4
Annual Revenue Miles			Annual Wheelchair Boardings	5,323
		429,302	Annual Bicycle Boardings	18,798
Annual Revenue Hours			Population within .5 mi of stop	32,276
		27,996	Jobs within .5 mi of stop	10,711

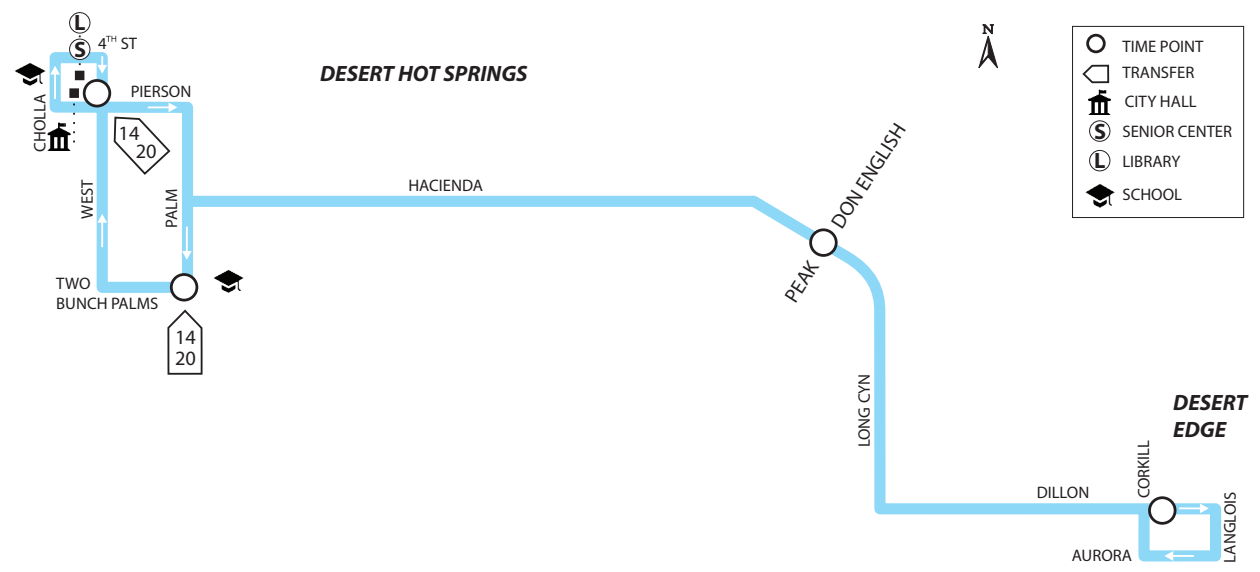
Route 15

Desert Hot Springs – Desert Edge

Route 15 serves the community of Desert Hot Springs and Desert Edge, a Riverside County unincorporated community located southeast of Desert Hot Springs. Route 15 connects to Routes 14 and 20, and links riders with local shopping centers, a neighborhood community center, Desert Hot Springs Recreation, schools, and other services within Desert Hot Springs.

The most recent Operational Analysis proposed a 30-minute frequency for this route. Frequency changes are under study and are subject to available funding and Board approval.

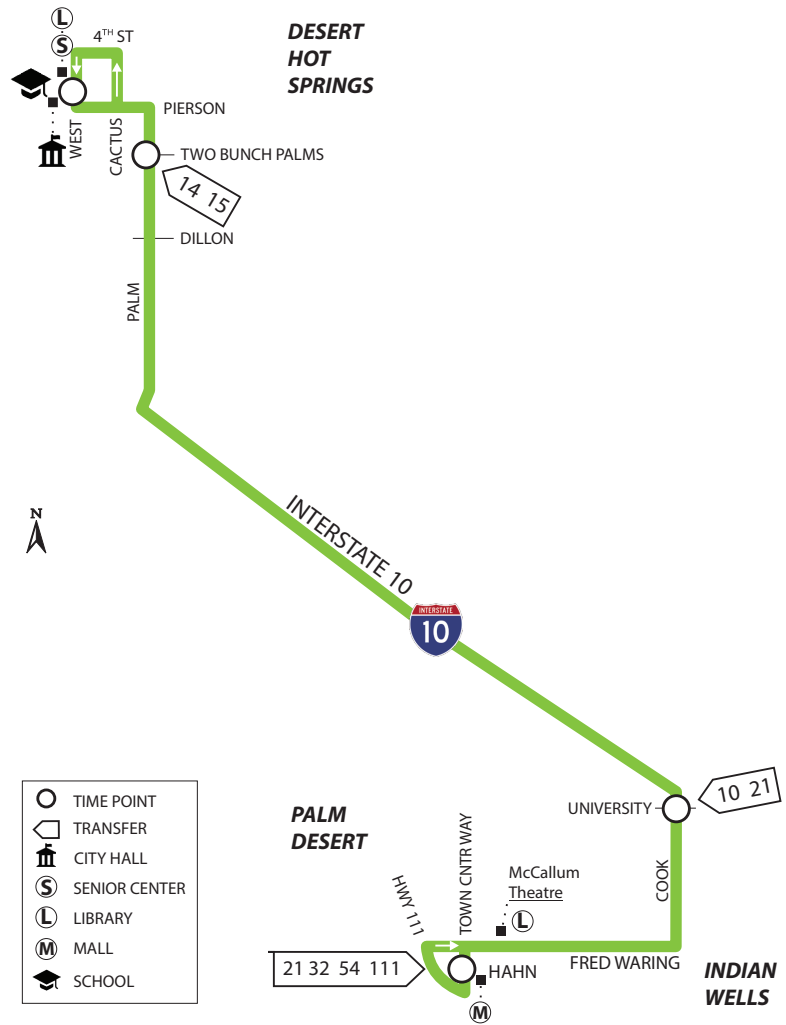
Hours of Operation		Service Span	Financial		
4:54 AM	8:49 PM	Weekdays	Annual Route Cost	\$656,493	
6:49 AM	7:44 PM	Weekends	Annual Farebox Route Revenue	\$136,799	
Frequency			Cost per Rider	\$5.60	
60 min		Weekdays	Subsidy per Rider	\$4.43	
60 min		Weekends	Ridership		
Average Speed		Peak Vehicles			
16 mph		1	Average Daily Passengers Weekday	381	
On Time Performance			Average Daily Passengers Weekends	187	
			90.3%	Annual Passengers	117,180
Route Total Bidirectional Length (miles)			Passengers per Hour	21.5	
			15.9	Passengers per Mile	1.3
Annual Revenue Miles			Annual Wheelchair Boardings	1,048	
			87,484	Annual Bicycle Boardings	2,011
Annual Revenue Hours			Population within .5 mi of stop	18,004	
			5,448	Jobs within .5 mi of stop	1,649



Route 20

Desert Hot Springs – Thousand Palms – Palm Desert

Route 20 provides limited stop service between Desert Hot Springs and Palm Desert. Route 20 provides residents of Desert Hot Springs and surrounding communities improved access to resources and employment opportunities concentrated toward the center of the Coachella Valley, including the College of the Desert. Route 20 connects with Routes 14, 15, 32, 54, 10 Commuter Link, and 111.

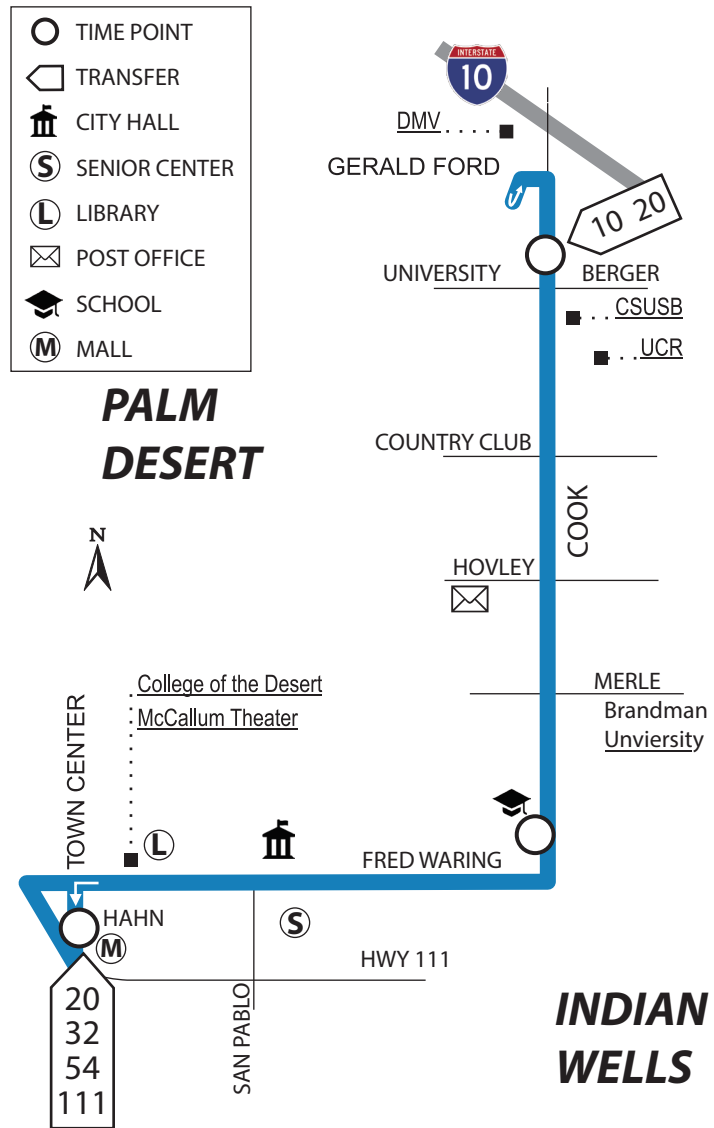


Hours of Operation		Service Span		Financial	
6:32 AM	7:55 PM	Weekdays		Annual Route Cost	\$432,242
		No weekend service		Annual Farebox Route Revenue	\$37,038
Frequency		Weekdays		Cost per Rider	\$13.68
60 min		No weekend service		Subsidy per Rider	\$12.51
Average Speed		Peak Vehicles		Ridership	
24 mph		2		Average Daily Passengers Weekday	124
On Time Performance		91.2%		Average Daily Passengers Weekends	N/A
Route Total Bidirectional Length (miles)		48.5		Annual Passengers	31,587
				Passengers per Hour	8.8
				Passengers per Mile	0.37
Annual Revenue Miles		84,780		Annual Wheelchair Boardings	63
				Annual Bicycle Boardings	736
Annual Revenue Hours		3,582		Population within .5 mi of stop	21,050
				Jobs within .5 mi of stop	8,436

Route 21

Gerald Ford and Cook – Palm Desert Mall

Route 21 provides service to Palm Desert, enabling riders to access the College of the Desert, the McCallum Theater, Palm Desert City Hall, Kaiser Permanente, California State University, San Bernardino – Palm Desert Campus, University of California, Riverside – Palm Desert Campus, Palm Desert High School, Palm Desert Library, major employment sites, medical facilities, and shopping centers. Route 21 connects with Routes 20, 32, 54, 111, and 10 Commuter Link.

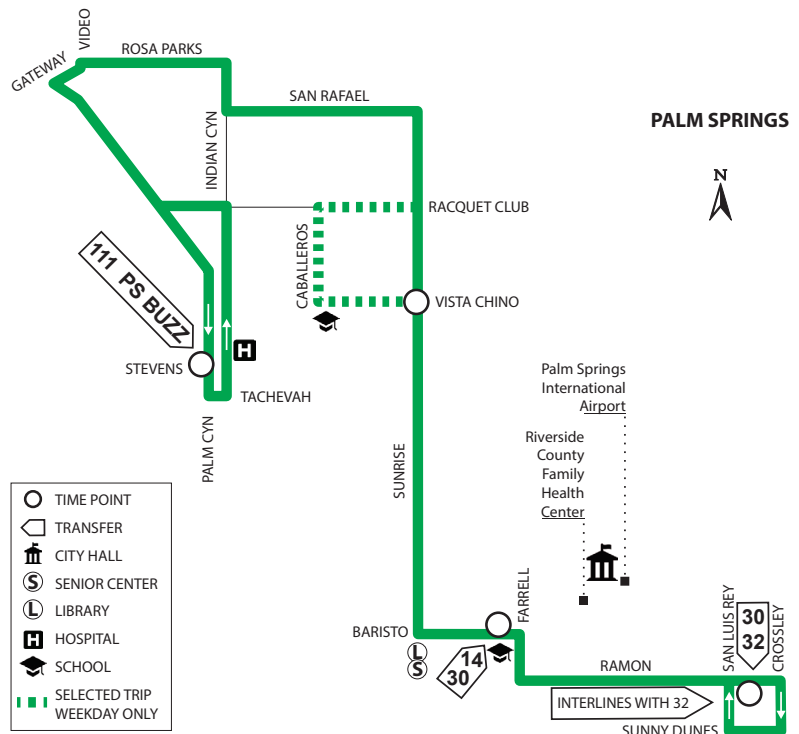


Hours of Operation		Service Span		Financial	
11:00 AM	3:50 PM	Weekdays		Annual Route Cost	\$161,073
		No weekend service		Annual Farebox Route Revenue	\$15,093
Frequency				Cost per Rider	\$12.33
60 min		Weekdays		Subsidy per Rider	\$11.18
		No weekend service		Ridership	
Average Speed		Peak Vehicles		Average Daily Passengers Weekday	51
14 mph		1		Average Daily Passengers Weekends	N/A
On Time Performance			90.9%	Annual Passengers	13,068
Route Total Bidirectional Length (miles)				Passengers per Hour	9.8
		13.8		Passengers per Mile	0.7
Annual Revenue Miles				Annual Wheelchair Boardings	80
		18,391		Annual Bicycle Boardings	284
Annual Revenue Hours				Population within .5 mi of stop	16,593
		1,334		Jobs within .5 mi of stop	10,768

Route 24

Palm Springs

Route 24 offers service in Palm Springs with connections to Routes 14, 30, 32, Palm Springs BUZZ, and 111. Route 24 links riders to destinations such as the Desert Regional Hospital, Desert Highland Community Center, Social Security Administration, schools, medical facilities, theaters, and shopping centers.



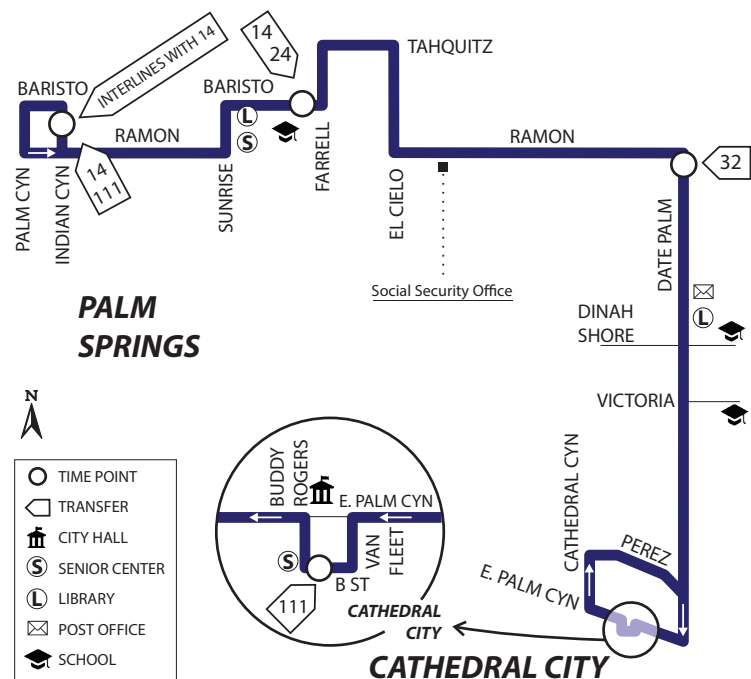
Hours of Operation		Service Span	Financial	
6:10 AM	8:25 PM	Weekdays	Annual Route Cost	\$1,539,296
6:18 AM	7:38 PM	Weekends	Annual Farebox Route Revenue	\$206,797
Frequency			Cost per Rider	\$8.73
40 min	Weekdays		Subsidy per Rider	\$7.56
60 min	Weekends		Ridership	
Average Speed	Peak Vehicles		Average Daily Passengers Weekday	581
11 mph	5		Average Daily Passengers Weekends	263
On Time Performance		90.4%	Annual Passengers	176,322
Route Total Bidirectional Length (miles)			Passengers per Hour	13.8
	20.3		Passengers per Mile	1.03
Annual Revenue Miles			Annual Wheelchair Boardings	1,428
	171,466		Annual Bicycle Boardings	5,868
Annual Revenue Hours			Population within .5 mi of stop	23,624
	12,760		Jobs within .5 mi of stop	12,548

Route 30

Cathedral City – Palm Springs

Route 30 is one of SunLine’s most successful routes. Route 30 is a trunk route providing service between the cities of Cathedral City and Palm Springs. Riding Route 30 provides customers with access to the Palm Springs International Airport, Palm Springs City Hall, Social Security Administration, public libraries, city halls, senior centers, schools, shopping centers, and various industrial parks. It operates with 20-minute frequency during weekday peak periods, connecting to Routes 14, 24, 32, Palm Springs BUZZ, and 111.

The most recent Operational Analysis proposed a 15-minute frequency for this trunk route. Frequency changes are under study and are subject to available funding and Board approval.

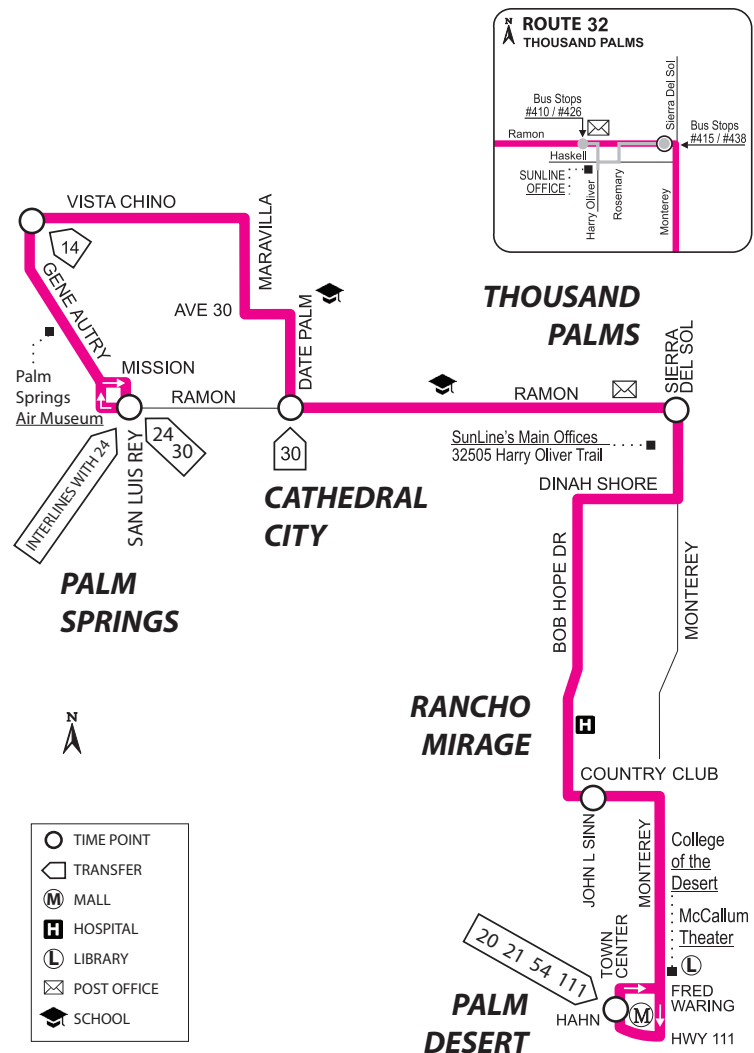


Hours of Operation		Service Span	Financial	
5:40 AM	10:440 PM	Weekdays	Annual Route Cost	\$3,095,564
6:15 AM	9:41 PM	Weekends	Annual Farebox Route Revenue	\$725,263
Frequency			Cost per Rider	\$5.02
20 min	Weekdays		Subsidy per Rider	\$3.84
40 min	Weekends			
Average Speed		Peak Vehicles	Ridership	
11 mph	5		Average Daily Passengers Weekday	1,941
On Time Performance			Average Daily Passengers Weekends	1,131
	89.0%		Annual Passengers	616,319
Route Total Bidirectional Length (miles)			Passengers per Hour	24.0
	19.3		Passengers per Mile	2.31
Annual Revenue Miles			Annual Wheelchair Boardings	4,792
	267,281		Annual Bicycle Boardings	20,864
Annual Revenue Hours			Population within .5 mi of stop	35,632
	25,674		Jobs within .5 mi of stop	12,274

Route 32

Palm Springs – Cathedral City – Thousand Palms – Rancho Mirage – Palm Desert

Route 32 links Palm Springs, Cathedral City, the unincorporated community of Thousand Palms, Rancho Mirage, and Palm Desert. The route connects with Routes 14, 20, 21, 24, 30, 54, and 111. Riders can access schools and various retail centers along Ramon Road in Cathedral City. Routing through the I-10 interchange provides access to Costco, Home Depot, and the Regal Cinemas 16 theater complex, as well as service to the Agua Caliente Casino on Ramon Road at Bob Hope Drive. This route also provides service to Eisenhower Medical Center, College of the Desert, and Westfield Palm Desert Mall.



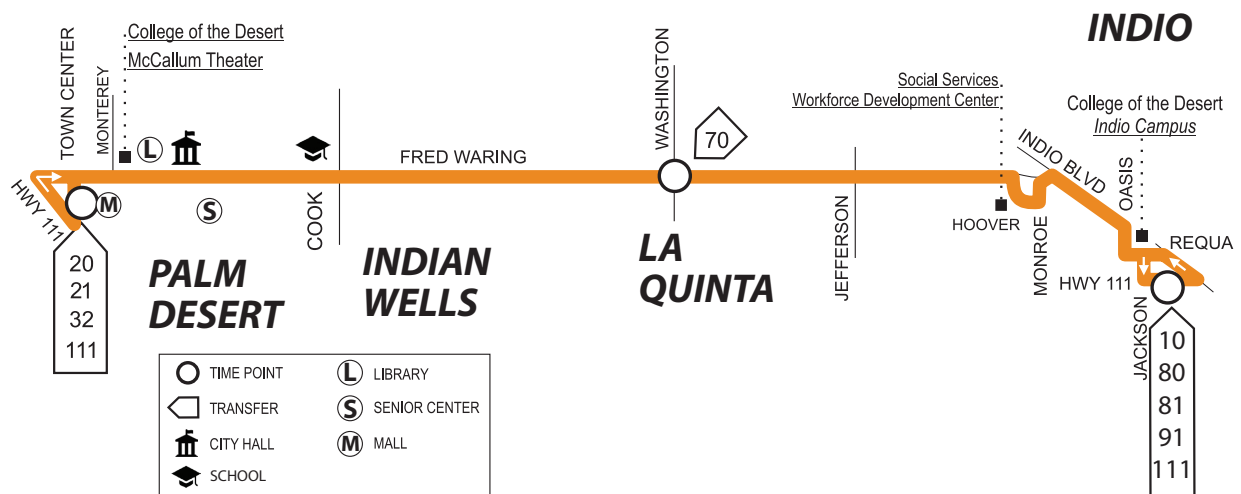
Hours of Operation		Service Span	Financial	
5:05 AM	10:40 PM	Weekdays	Annual Route Cost	\$2,032,656
6:54 AM	10:48 PM	Weekends	Annual Farebox Route Revenue	\$292,978
Frequency			Cost per Rider	\$8.12
50 min	Weekdays		Subsidy per Rider	\$6.95
60min	Weekends			
Average Speed	Peak Vehicles	Ridership		
17 mph	3	Average Daily Passengers Weekday	791	
		Average Daily Passengers Weekends	452	
		88.9%	Annual Passengers	250,298
			Passengers per Hour	14.8
			Passengers per Mile	0.9
Annual Revenue Miles		Annual Wheelchair Boardings	1,808	
		Annual Bicycle Boardings	11,081	
Annual Revenue Hours		Population within .5 mi of stop	37,340	
		Jobs within .5 mi of stop	14,609	

Route 54

Palm Springs – Indian Wells – La Quinta – Bermuda Dunes – Indio

Route 54 operates between Palm Desert and Indio, serving the cities of Indian Wells and La Quinta as well as the unincorporated community of Bermuda Dunes, via Fred Waring Drive. This route was designed to provide direct service between Palm Desert and Indio, in addition to serving the length of Fred Waring Drive. Service is provided to the Indio Workforce Development, College of the Desert (Indio and Palm Desert), McCallum Theater, Civic Center, and the Indian Wells Tennis Gardens. Route 54 connects with Routes 20, 21, 32, 70, 80, 81, 91, 111, and 10 Commuter Link at Westfield Palm Desert Mall, Fred Waring at Washington, and Highway 111 at Flower.

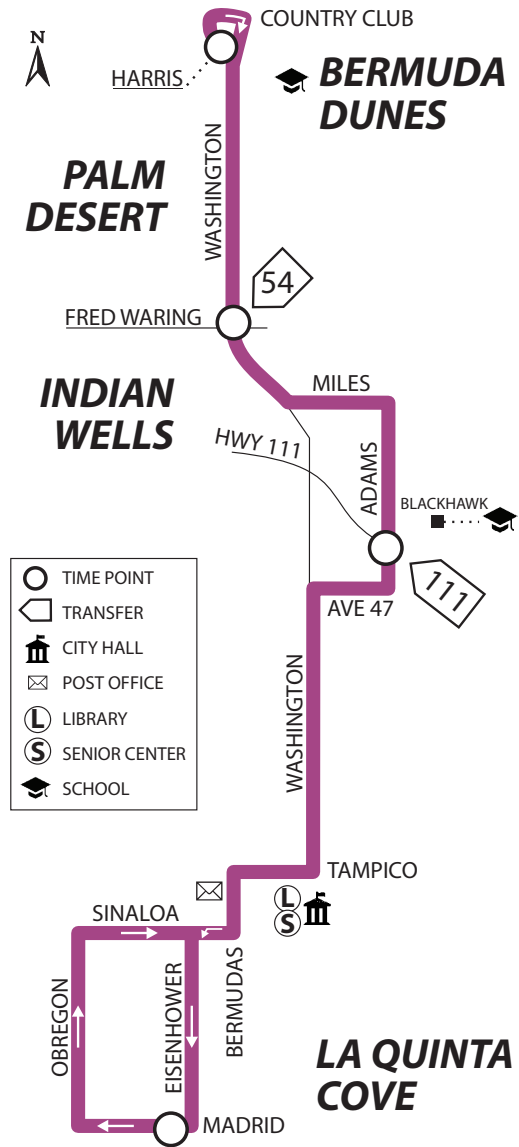
Hours of Operation		Service Span		Financial	
5:55 AM	7:55 PM	Weekdays		Annual Route Cost	\$812,514
		No weekend service		Annual Farebox Route Revenue	\$91,889
Frequency				Cost per Rider	\$10.24
45 min		Weekdays		Subsidy per Rider	\$9.08
		No weekend service		Ridership	
Average Speed		Peak Vehicles		Average Daily Passengers Weekday	312
17 mph		2		Average Daily Passengers Weekends	N/A
On Time Performance				Annual Passengers	79,314
		83.6%		Passengers per Hour	11.8
Route Total Bidirectional Length (miles)				Passengers per Mile	0.7
		24.8		Annual Wheelchair Boardings	455
Annual Revenue Miles				Annual Bicycle Boardings	2,331
		113,483		Population within .5 mi of stop	38,468
Annual Revenue Hours				Jobs within .5 mi of stop	14,298
		6,733			



Route 70

La Quinta – Palm Desert – Indian Wells – Bermuda Dunes

Route 70 offers bus service to La Quinta and the edge of the cities of Palm Desert and Indian Wells and the unincorporated community of Bermuda Dunes. Riders are able to access the Indian Wells Tennis Gardens on Washington Street at Fred Waring Drive, city hall, the senior center, schools, and various shopping centers along Adams Street, Avenue 47, and Washington Street. Transfers from Route 70 to Route 111 can be made on Highway 111 at Adams Street and transfers from Route 70 to Route 54 can be made on Washington Street at Fred Waring Drive.



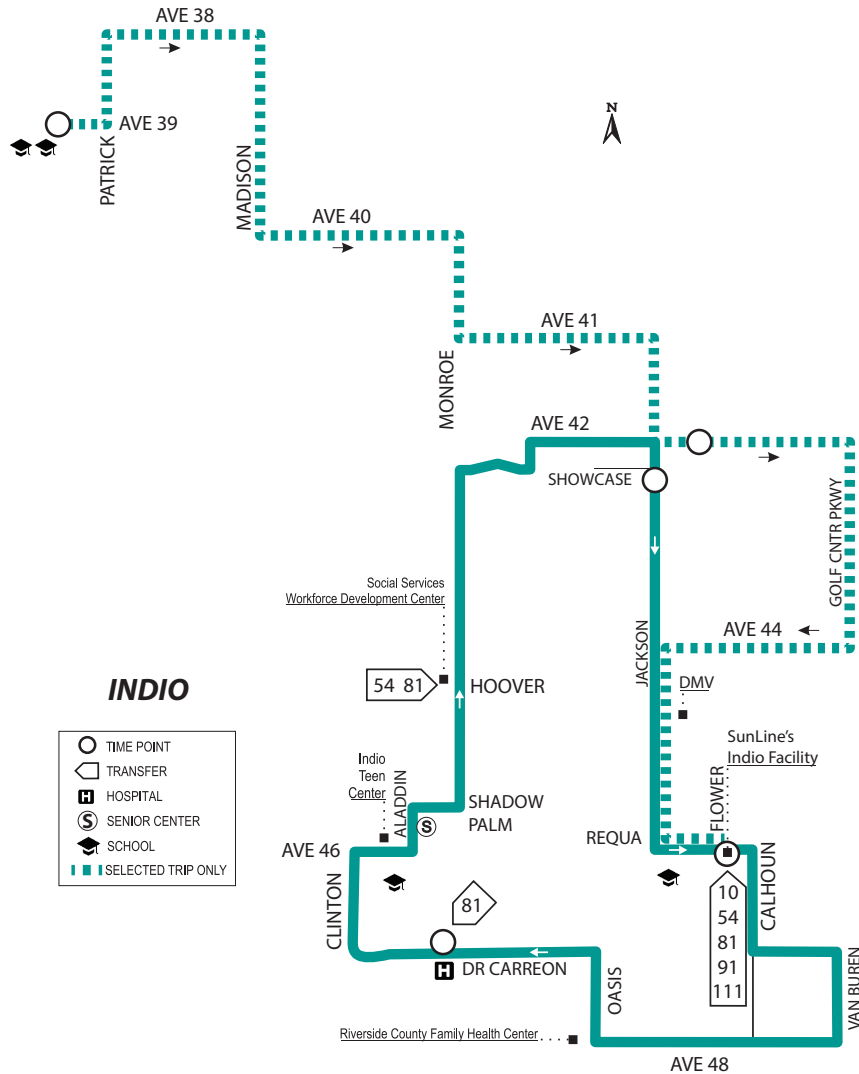
Hours of Operation		Service Span		Financial		
5:15 AM	8:45 PM	Weekdays		Annual Route Cost	\$1,168,833	
5:15 AM	9:28 PM	Weekends		Annual Farebox Route Revenue	\$189,151	
Frequency				Cost per Rider	\$7.16	
45 min		Weekdays		Subsidy per Rider	\$6.00	
90 min		Weekends				
Average Speed		Peak Vehicles		Ridership		
13 mph		3		Average Daily Passengers Weekday	554	
On Time Performance				Average Daily Passengers Weekends	207	
				91.0%	Annual Passengers	163,252
Route Total Bidirectional Length (miles)				Passengers per Hour	16.9	
				19.5	Passengers per Mile	1.3
Annual Revenue Miles				Annual Wheelchair Boardings	507	
				129,249	Annual Bicycle Boardings	7,550
Annual Revenue Hours				Population within .5 mi of stop	29,299	
				9,687	Jobs within .5 mi of stop	5,958

Route 80

Indio

Route 80 operates in a clockwise loop serving residents of Indio, providing access to John F. Kennedy Memorial Hospital, Riverside County Fair and National Date Festival, Social Security Administration, Employment Development Department, Indio Senior Center, Boys and Girls Club, Riverside County Social Services Offices, Department of Motor Vehicles, Martha's Village & Kitchen, community centers, schools, and shopping centers. Three afternoon trips to Shadow Hills High School on Jefferson Street at Avenue 39 are provided.

Route 80 connects to Routes 54, 81, 90, 91, 10 Commuter Link, and 111 at the transfer location on Highway 111 at Flower Street.

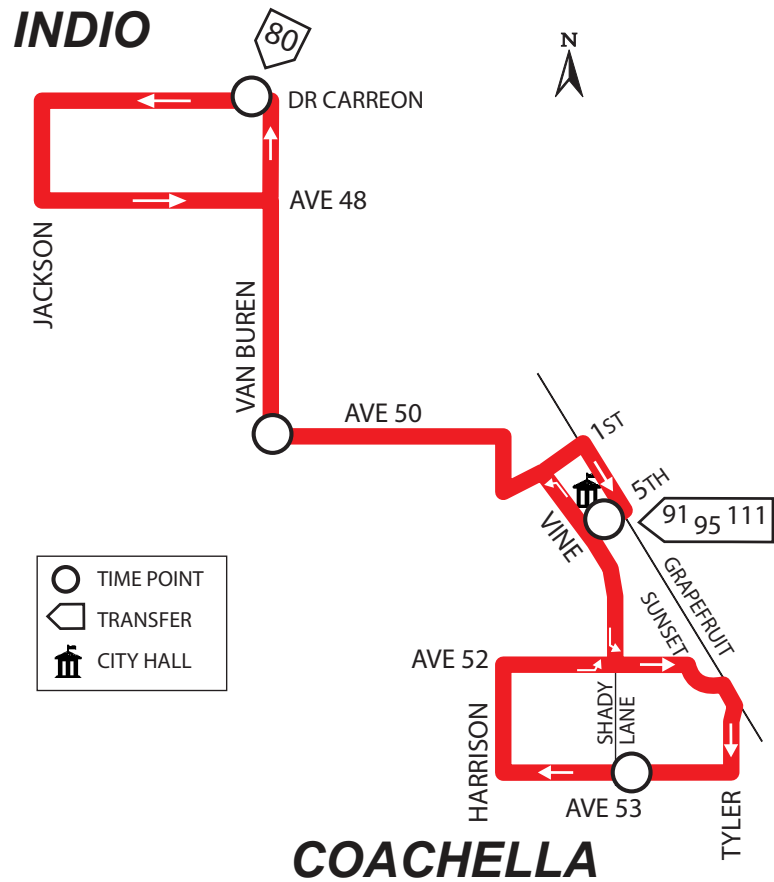


Hours of Operation		Service Span		Financial	
6:00 AM	8:45 PM	Weekdays		Annual Route Cost	\$1,093,403
6:00 AM	8:45 PM	Weekends		Annual Farebox Route Revenue	\$237,025
Frequency			Cost per Rider		
30 min		Weekdays		Subsidy per Rider	
60 min		Weekends			
Average Speed		Peak Vehicles		Ridership	
12 mph		5		Average Daily Passengers Weekday	684
On Time Performance			Average Daily Passengers Weekends		
			89.8%		275
Route Total Bidirectional Length (miles)			Annual Passengers		
			11.02		203,664
Annual Revenue Miles			Passengers per Hour		
			105,020		22.5
Annual Revenue Hours			Passengers per Mile		
			9,061		1.9
			Annual Wheelchair Boardings		
			1,819		
			Annual Bicycle Boardings		
			4,028		
			Population within .5 mi of stop		
			46,613		
			Jobs within .5 mi of stop		
			10,514		

Route 90

Indio – Coachella

Route 90 serves the cities of Coachella and Indio, allowing passengers to access the Employment Development Department, Coachella City Hall, library, senior center, Boys & Girls Club, local schools, and shopping centers. Connections to Routes 80, 91, 95, and 111 occur at the transfer location on 5th Street at Vine Avenue in Coachella and on Doctor Carreon Boulevard at Van Buren Street in Indio.

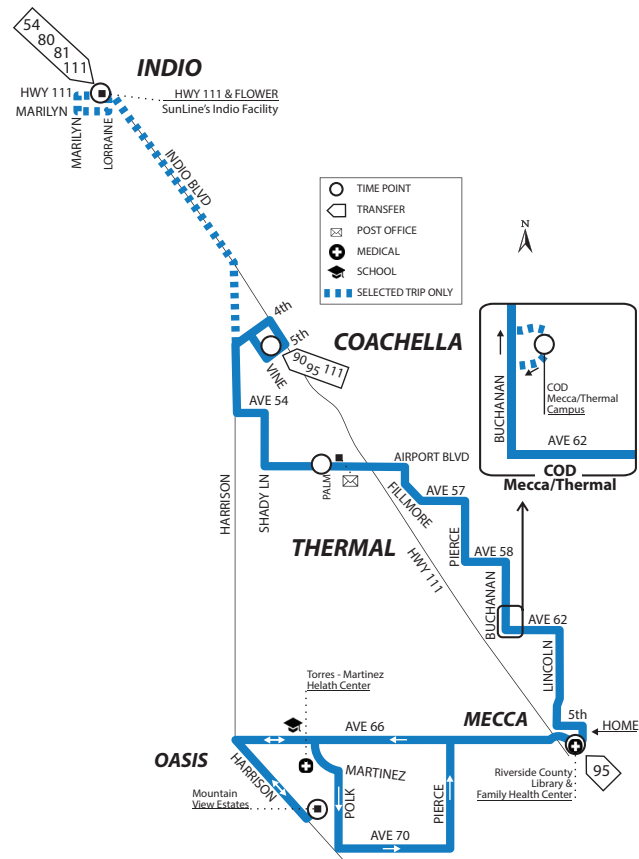


Hours of Operation		Service Span		Financial	
5:00 AM	9:52 PM	Weekdays		Annual Route Cost	\$724,425
5:00 AM	8:52 PM	Weekends		Annual Farebox Route Revenue	\$85,750
Frequency				Cost per Rider	\$9.94
60 min	Weekdays			Subsidy per Rider	\$8.76
60 min	Weekends			Ridership	
Average Speed		Peak Vehicles		Average Daily Passengers Weekday	214
13 mph	1			Average Daily Passengers Weekends	170
On Time Performance			92.3%	Annual Passengers	72,872
Route Total Bidirectional Length (miles)				Passengers per Hour	12.1
	12.96			Passengers per Mile	0.9
Annual Revenue Miles				Annual Wheelchair Boardings	624
	78,800			Annual Bicycle Boardings	1,339
Annual Revenue Hours				Population within .5 mi of stop	40,099
	6,012			Jobs within .5 mi of stop	5,865

Route 91

Indio – Coachella – Thermal – Mecca – Oasis

Route 91 links Indio and Coachella with the unincorporated communities of Thermal, Mecca, and Oasis. Riders on Route 91 are able to connect to Routes 54, 80, 81, 90, 95, 10 Commuter Link, and 111 at the transfer location on 5th Street and Vine Avenue in Coachella and on Highway 111 and Flower Street in Indio. Passengers have access to employment sites, medical facilities, and shopping centers. Route 91 provides direct service to College of the Desert's East Valley Campus in Mecca. Route 91 also provides selected early, midday, and late night trips to Highway 111 and Flower to meet passenger demand in this area.

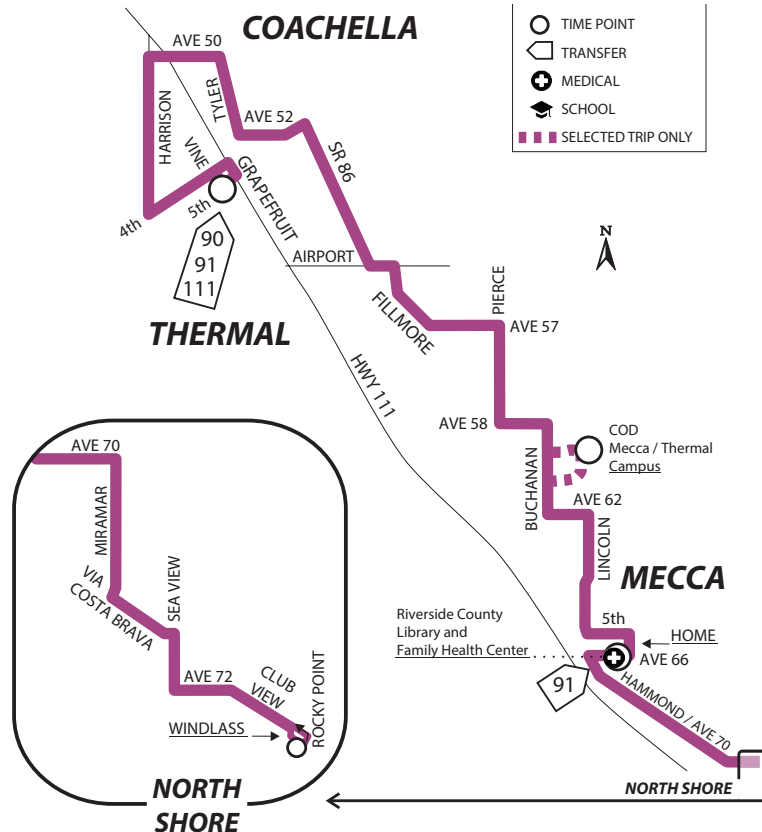


Hours of Operation		Service Span	Financial	
4:48 AM	10:20 PM	Weekdays	Annual Route Cost	\$2,082,181
5:30 AM	10:40 PM	Weekends	Annual Farebox Route Revenue	\$182,625
Frequency			Cost per Rider	\$13.26
60 min		Weekdays	Subsidy per Rider	\$12.10
60 min		Weekends	Ridership	
Average Speed		Peak Vehicles	Average Daily Passengers Weekday	503
19 mph		3	Average Daily Passengers Weekends	270
On Time Performance		89.8%	Annual Passengers	157,058
Route Total Bidirectional Length (miles)			Passengers per Hour	9.1
		51.11	Passengers per Mile	0.5
Annual Revenue Miles			Annual Wheelchair Boardings	384
		315,323	Annual Bicycle Boardings	2,618
Annual Revenue Hours			Population within .5 mi of stop	31,866
		17,279	Jobs within .5 mi of stop	5,662

Route 95

Coachella – Mecca – North Shore

Route 95 serves Coachella and the unincorporated communities of Mecca and North Shore. Route 95 serves the College of the Desert’s East Valley Campus in Mecca. Passengers on Route 95 are able to connect to Routes 90, 91, and 111 at the transfer location on 5th Street and Vine Avenue in Coachella. Service allows passengers to access employment sites, medical facilities, and shopping centers.



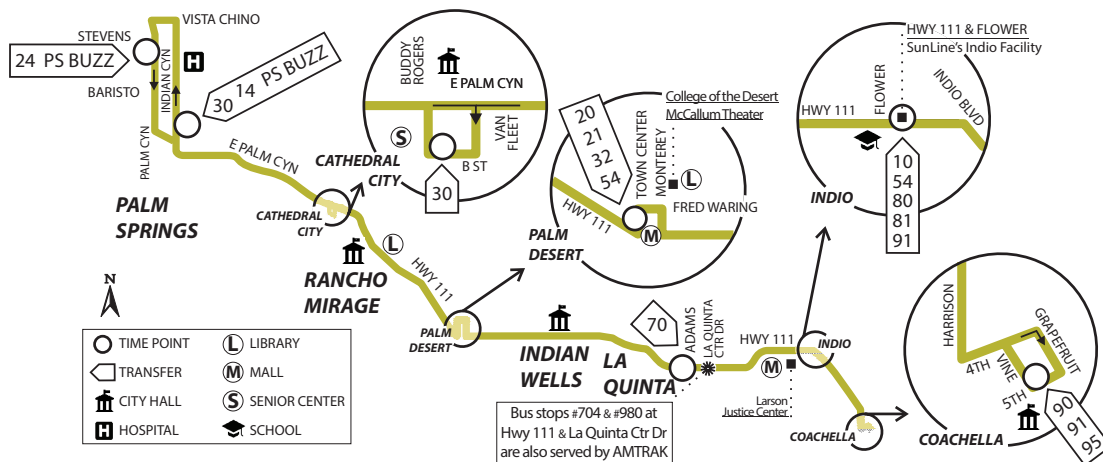
Hours of Operation		Service Span	Financial	
4:15 AM	10:00 PM	Weekdays	Annual Route Cost	\$764,117
4:15 AM	10:00 PM	Weekends	Annual Farebox Route Revenue	\$34,036
Frequency			Cost per Rider	\$26.50
180 min		Weekdays	Subsidy per Rider	\$25.32
180 min		Weekends	Ridership	
Average Speed		Peak Vehicles	Average Daily Passengers Weekday	85
19 mph		1	Average Daily Passengers Weekends	65
On Time Performance			Annual Passengers	28,840
			87.4%	Passengers per Hour
Route Total Bidirectional Length (miles)			Passengers per Mile	0.2
			52.49	Annual Wheelchair Boardings
Annual Revenue Miles			Annual Bicycle Boardings	788
			115,773	Population within .5 mi of stop
Annual Revenue Hours			Jobs within .5 mi of stop	1,960
			6,390	

Route 111

Palm Springs – Cathedral City – Rancho Mirage – Palm Desert – Indian Wells – La Quinta – Indio – Coachella

Route 111 is SunLine's highest ridership trunk route. Route 111 provides service along Highway 111 from Palm Springs to Coachella, linking with the cities of Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta, and Indio. Route 111 enables riders to travel to destinations along the Highway 111 corridor. The route links passengers with major retail and commercial centers, recreational attractions, museums, and educational and medical institutions. Connecting routes include Routes 14, 20, 21, 24, 30, 32, 54, 70, 80, 81, 90, 91, 95, Palm Springs BUZZ, and 10 Commuter Link at transfer locations at Westfield Palm Desert Mall, 5th Street at Vine Avenue, Highway 111 at Flower Street, Highway 111 at Adams Street, B Street at Buddy Rogers Avenue, Indian Canyon Drive at Ramon Road, and Palm Canyon Drive at Stevens Road. The most recent Operational Analysis proposed a 15-minute frequency for this trunk route. Frequency changes are under study and are subject to available funding and Board approval.

Hours of Operation		Service Span	Financial		
5:00 AM	11:05 PM	Weekdays	Annual Route Cost	\$8,171,197	
5:30 AM	11:05 PM	Weekends	Annual Farebox Route Revenue	\$1,656,347	
Frequency			Cost per Rider	\$5.78	
20/30 min	Weekdays (peak/off-peak)		Subsidy per Rider	\$4.61	
20/30 min	Weekends		Ridership		
Average Speed		Peak Vehicles	Average Daily Passengers Weekday	4,219	
15 mph	14		Average Daily Passengers Weekends	3,131	
On Time Performance			Annual Passengers	1,412,920	
			81.2%	Passengers per Hour	20.8
Route Total Bidirectional Length (miles)			Passengers per Mile	1.4	
			60.0	Annual Wheelchair Boardings	10,739
Annual Revenue Miles			Annual Bicycle Boardings	58,828	
			1,006,510	Population within .5 mi of stop	80,134
Annual Revenue Hours			Jobs within .5 mi of stop	36,698	
			67,814		



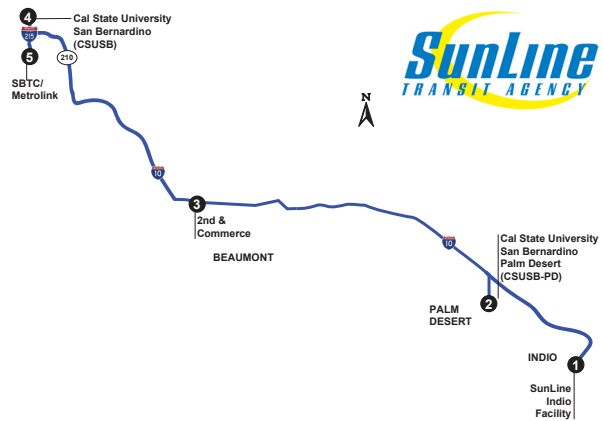
10 Commuter Link

Indio – Palm Desert – Beaumont – San Bernardino

The 10 Commuter Link provides service between the Coachella Valley and San Bernardino. The route is 92 miles, with two stops in the Coachella Valley at the SunLine Indio facility and the California State University, San Bernardino – Palm Desert Campus. The route continues, stopping in Beaumont at 2nd Street and Commerce Way, California State University, San Bernardino main campus, and at the San Bernardino Transit Center and Metrolink station. Compared to the Riverside station, more than twice the number of trains serve the San Bernardino station.

At the Beaumont bus stop, passengers will be able access buses connecting to Cabazon, University of California, Riverside, Riverside University Health Center, Kaiser Hospital, VA Hospital, Loma Linda Medical Center, and numerous destinations served by RTA, Beaumont Transit, and Banning Transit. The Beaumont bus stop is not a timed transfer point for SunLine’s 10 Commuter Link because of unpredictable freeway travel time variability. However, with the use of real-time passenger information, passengers traveling between any of the above-mentioned destinations can transfer between SunLine, RTA, Beaumont Transit, and Banning Transit routes if the timing is right. Passengers can also use a transportation network service such as Lyft or Uber, taxi service, a bicycle, or some other mode for a faster trip to those respective destinations.

The 10 Commuter Link bus stop in Beaumont also enables residents of the PASS area, San Jacinto, Hemet, and Moreno Valley to travel to California State University, San Bernardino and University of California, Riverside – Palm Desert Campuses, and other employment centers in Coachella Valley.



Hours of Operation		Service Span	Financial	
5:20 AM	8:00 PM	Weekdays	Annual Route Cost	N/A
		No weekend service	Annual Farebox Route Revenue	N/A
Frequency			Cost per Rider	N/A
8 trips		Weekdays	Subsidy per Rider	N/A
		No weekend service	Ridership	
Average Speed		Peak Vehicles	Average Daily Passengers Weekday	N/A
46 mph		2	Average Daily Passengers Weekends	N/A
On Time Performance		N/A	Annual Passengers	N/A
Route Total Bidirectional Length (miles)			Passengers per Hour	N/A
		183.9	Passengers per Mile	N/A
Annual Revenue Miles			Annual Wheelchair Boardings	N/A
		191,556	Annual Bicycle Boardings	N/A
Annual Revenue Hours			Population within .5 mi of stop	5,759
		5,915	Jobs within .5 mi of stop	2,177

Appendix B: Refueled Route Profiles

SunLine Refueled is a long-term vision to enhance local bus service. It will be implemented as new and sustainable funding sources are identified as regional population grows. To support this long-term vision, planning for transit-supportive land uses and access to the regional non-motorized trail system needs to start now through a collaborative regional planning process.

This redesign plan consolidates SunLine's existing 16 routes into 11 routes supplemented by microtransit service. While implementation of these recommendations is contingent on transit demand and recovery from the COVID-19 pandemic, this streamlined route system can help capture new riders and expand transit market share.

Route 111X

Faster trips and more frequent service are top improvement priorities for SunLine customers. The purpose of Route 111X is to provide faster travel times between key stops and one additional weekday trip per hour in the corridor.

Route 111X will provide more rapid service with limited stops along the existing Route 111. Route 111X will operate along Highway 111, originating in Palm Springs and ending in Indio. The bus will travel along Highway 111 for a majority of the route and only deviate twice—to provide service to the bus stop at B Street at Buddy Rogers and the bus turns and to operate along Fred Waring Drive to provide service to an already established bus stop and a high-density area.

In the short term, Route 111X will provide more rapid service between key stops along the existing Highway 111. This will reduce travel times for customers riding long distances through the SunLine system. Over the long term, this service may lay the groundwork for regional bus rapid transit service in the corridor. Improved bus stop amenities, TSP, and queue jumps will improve the rider experience and reliability.

Route and Stop Locations

The service should run on the following streets:

- » **Highway 111:** Golf Center Parkway to Washington Street
- » **Washington Street:** Highway 111 to Fred Waring Drive
- » **Fred Waring Drive:** Washington Street to Highway 111
- » **Highway 111:** Fred Waring Drive to Gene Autry Trail
- » **Highway 111B (Palm Canyon Drive):** Gene Autry Trail to Ramon Road

There are five proposed stops for Route 111X. These stops were chosen based on both location and ridership. The stops are:

- » South Palm Canyon at Ramon (Palm Springs)
- » B Street at Buddy Rogers (Cathedral City)
- » Fred Waring at Monterey (Palm Desert)
- » Highway 111 at Adams (La Quinta)
- » Highway 111 at Golf Center (Indio)

Description	New Express Service
Implementation	January 2021
Weekday frequency (mins)	60
Peak service hours	12
Off-peak service hours	0
Weekend frequency	0
Peak buses (number)	3
Annual revenue miles	139,150
Annual revenue hours	7,130



Route 111

During the Phase I transition to the Refueled transit network, this route would be unchanged. During the Phase II service enhancement phase, Route 111 frequencies would improve to 20 minutes all day during weekdays. On the weekends, it would operate every 20 minutes.

Description	Baseline Existing Route 111	Phase I No change from existing service	Phase II Phase I plus 20-minute all-day weekday service
Weekday			
Peak frequency	20	20	20
Peak service hours	13	13	16
Off-peak frequency (mins)	30	30	0
Off-peak service hours	3	3	0
Weekend			
Frequency	20	20	20
Service hours	16	16	16
Service Summary			
Peak buses	14	14	14
Change from previous	-	0	0
Annual revenue miles	1,006,510	1,006,510	1,006,510
Change from previous	-	0	87,300
Annual revenue hours	67,814	67,814	72,820
Change from previous	-	0	5,006

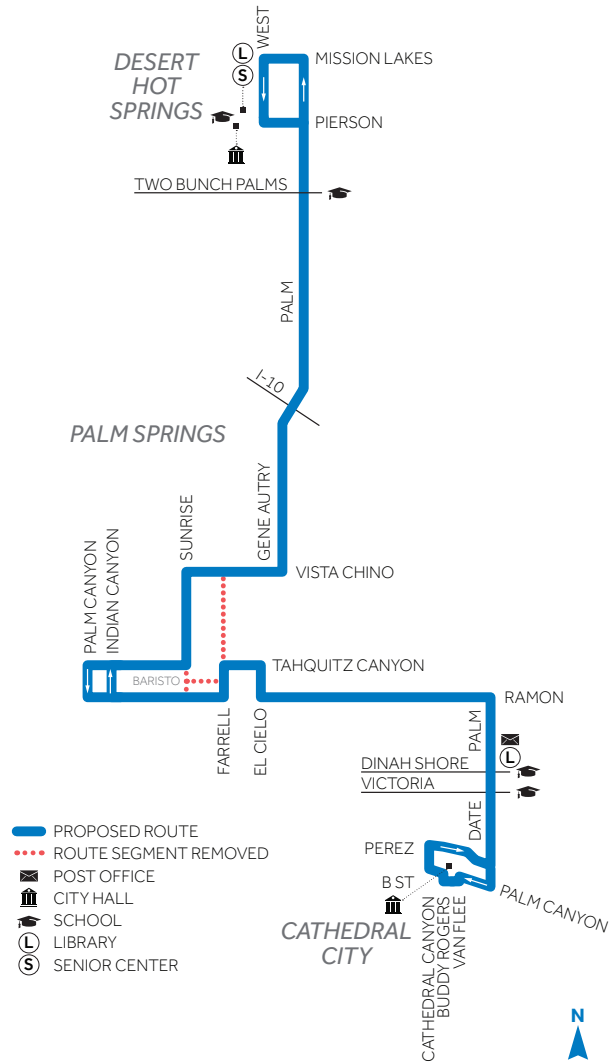


Route 2

In the Phase I transition to the Refueled transit network, combine existing Routes 14 and 30 between Desert Hot Springs and Cathedral City into one route and maintain existing frequencies. This new Route 2 is realigned in downtown Palm Springs. This realignment may require adding and removing bus stops.

During the Phase II service enhancement phase, improve frequencies to every 15 minutes during morning and afternoon peak periods and every 20 minutes during off-peak midday and night periods. On weekends, Route 2 would operate every 40 minutes.

Route 2 eliminates the transfer for travel between Desert Hot Springs, Palm Springs, and Cathedral City. It serves more transit-supportive land uses and connects to Route 111, Route 3, and Route 4.

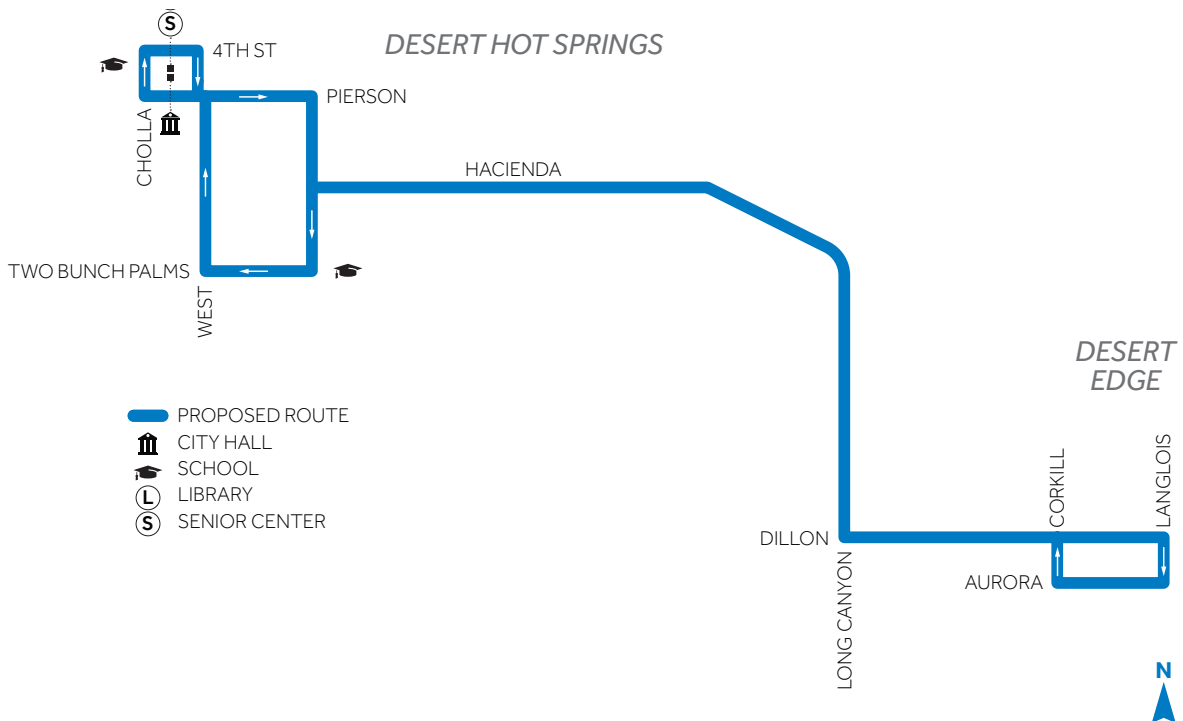


	Baseline	Phase I	Phase II
Description	Existing Route 14 and Route 30	Implement Route 2 with 20-minute peak, 40-minute off-peak weekday, and 40-minute weekend service	Phase I plus 15-minute peak service and 20-minute off-peak weekday service
Weekday			
Peak frequency	20	20	15
Peak service hours	12	12	6
Off-peak frequency (mins)	40	40	20
Off-peak service hours	6	6	12
Weekend			
Frequency	40	40	40
Service hours	17	17	17
Service Summary			
Peak buses	11	11	15
Change from previous	-	11	4
Annual revenue miles	696,583	664,920	840,490
Change from previous	-	-31,663	175,570
Annual revenue hours	53,670	50,380	63,680
Change from previous	-	-3,290	13,300

Route 3

In Phase I, rename existing Route 15 to Route 3. In Phase II, improve peak weekday frequencies to 30 minutes. During the weekday off-peak midday and night periods, Route 3 would operate every 60 minutes. On weekends, it would operate every 60 minutes. This route will continue to serve Desert Edge and Desert Hot Springs and will connect to Route 2.

Description	Baseline Existing Route 15	Phase I No change to baseline	Phase II Phase I plus 30-minute weekday peak
Weekday			
Peak frequency	60	60	30
Peak service hours	12	12	6
Off-peak frequency (mins)	60	60	60
Off-peak service hours	6	6	12
Weekend			
Frequency	60	60	60
Service hours	14	14	14
Service Summary			
Peak buses	1	1	2
Change from previous	-	0	1
Annual revenue miles	87,484	87,484	121,760
Change from previous	-	0	34,276
Annual revenue hours	5,448	5,448	7,370
Change from previous	-	0	1,922

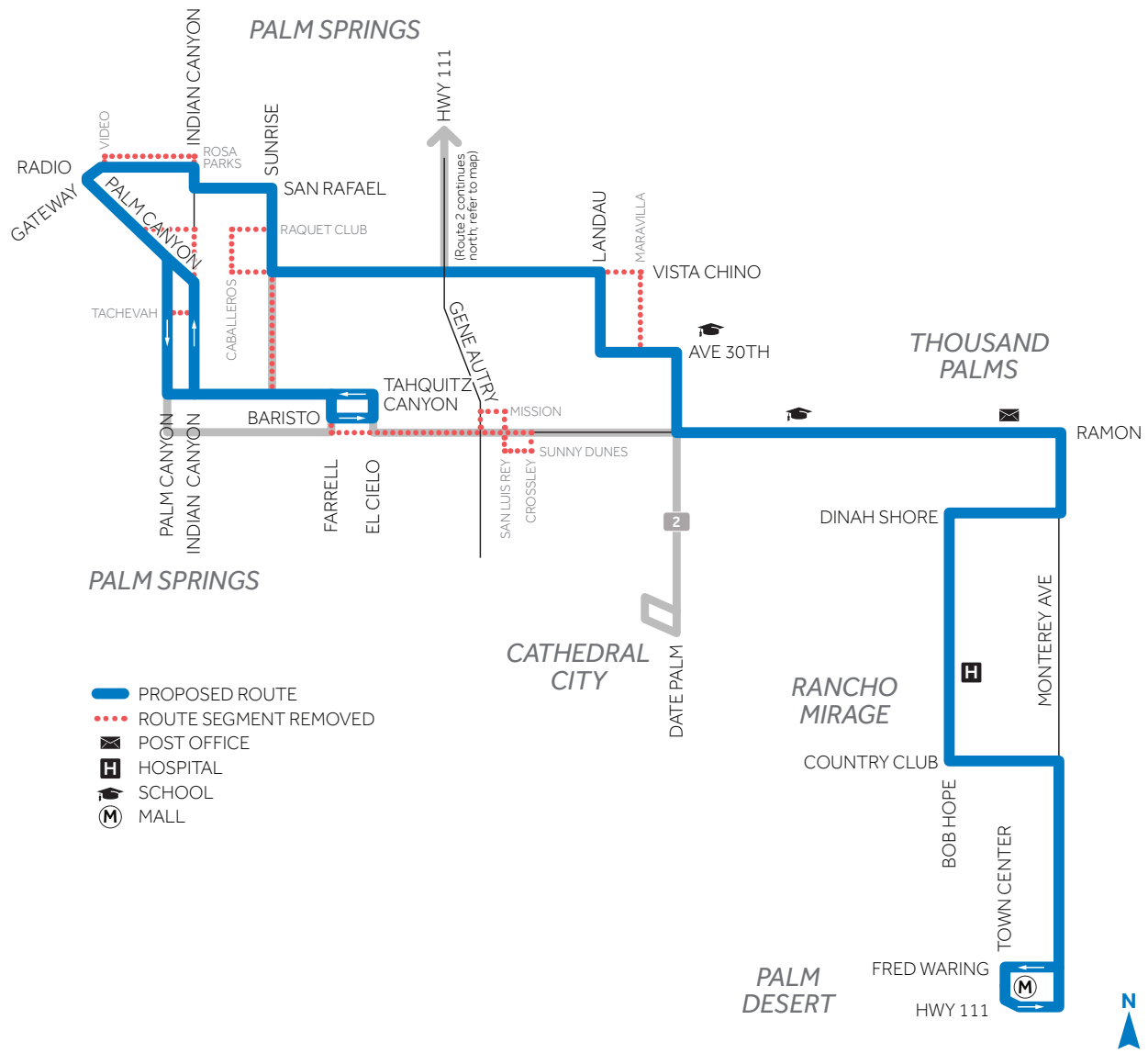


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Route 4

In Phase I, combine and rename existing Routes 24 and 32 to connect Palm Springs with Palm Desert Town Center Mall. Route 4 would create direct service between North Palm Springs and downtown Palm Springs. It would eliminate transfers to Thousand Palms. This realignment may require adding and removing bus stops. In Phase II, improve service headways to 30 minutes during morning and afternoon peak periods.

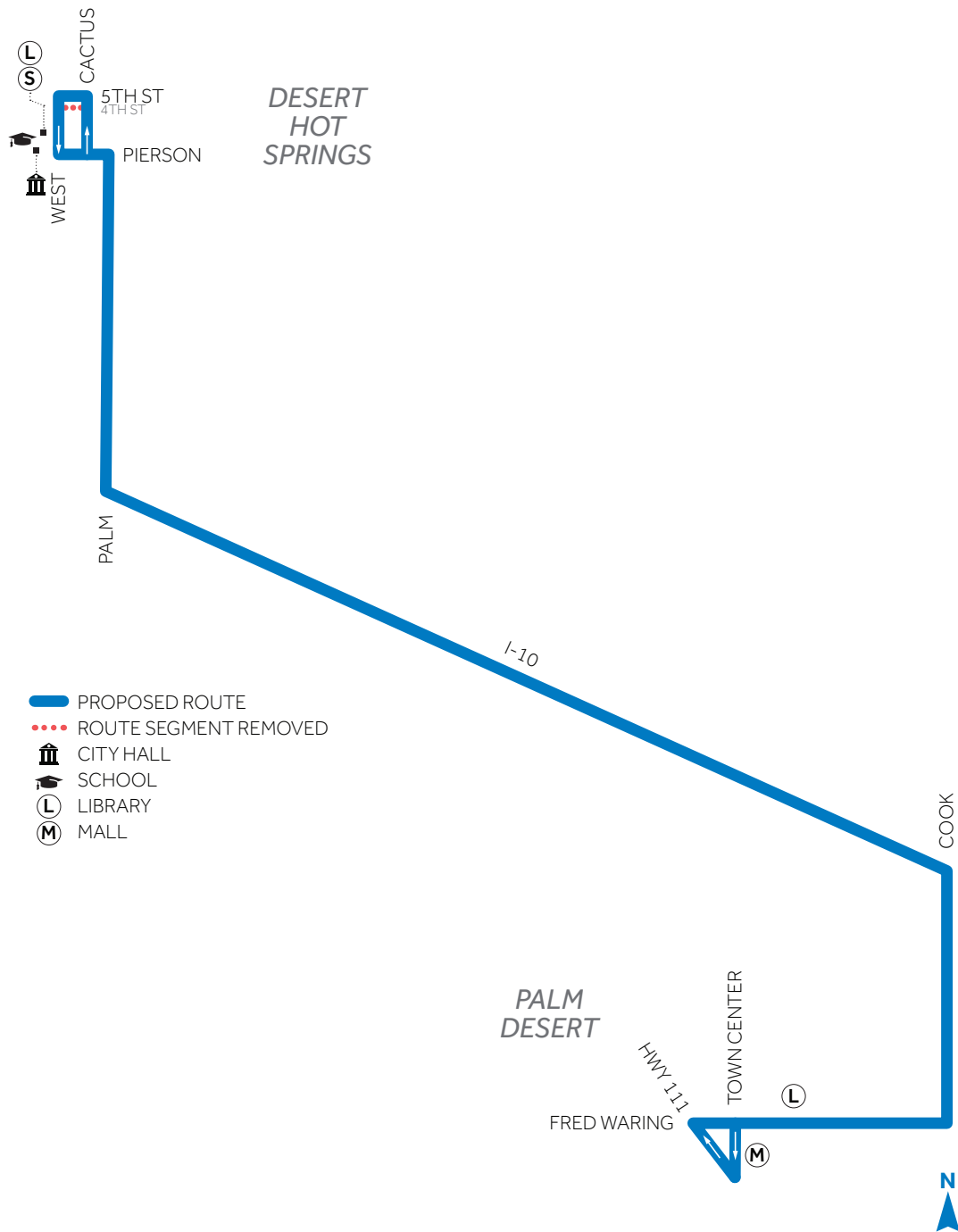
Description	Baseline Existing Route 24 and Route 32	Phase I Implement Route 4 with 40-minute weekday and 60-minute weekend service	Phase II Phase I plus 30-minute weekday peak service
Weekday			
Peak frequency	40	40	30
Peak service hours	17	17	6
Off-peak frequency (mins)	0	0	40
Off-peak service hours	0	0	11
Weekend			
Frequency	60	60	60
Service hours	15	15	15
Service Summary			
Peak buses	8	6	8
Change from previous	-	-2	2
Annual revenue miles	451,019	451,019	491,800
Change from previous	-	6,131	6,131
Annual revenue hours	29,625	29,625	34,820
Change from previous	-	2,735	2,460



Route 5

During Phase I implementation, combine existing Routes 20 and 21 to provide 60-minute weekday peak express service between Desert Hot Springs and Palm Desert Town Center Mall. In Phase II, improve Route 5 service frequencies to provide 40-minute weekday peak express service. This route serves the California State University, San Bernardino – Palm Desert Campus and connects to Route 111.

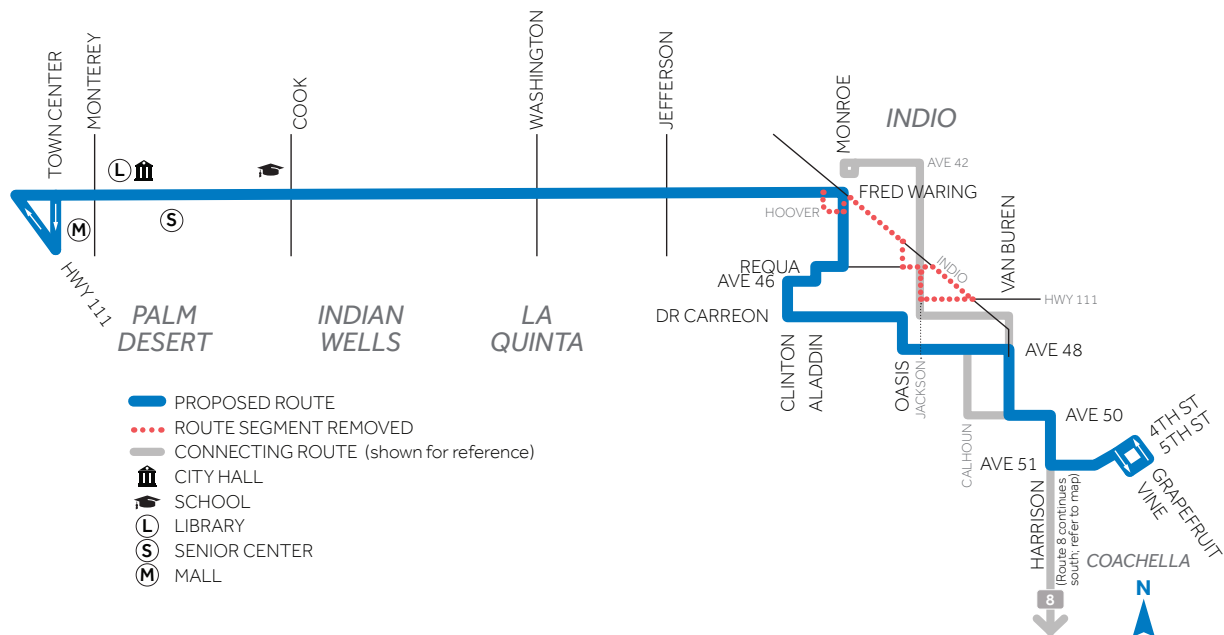
Description	Baseline Existing Route 20 and Route 21	Phase I Implement Route 5 with 60-minute weekday peak service	Phase II Phase I plus 40-minute weekday service
Weekday			
Peak frequency	60	60	40
Peak service hours	6	6	6
Off-peak frequency (mins)	0	0	0
Off-peak service hours	0	0	0
Weekend			
Frequency	0	0	0
Service hours	0	0	0
Service Summary			
Peak buses	3	3	4
Change from previous	–	0	1
Annual revenue miles	103,171	73,180	109,770
Change from previous	–	29,991	36,590
Annual revenue hours	4,916	4,916	5,420
Change from previous	–	-1,306	1,810



Route 6

In the Phase I transition to the Refueled transit network, extend existing Route 54 to 5th Street in Coachella to create the new Route 6 as part of a simplified network in Indio and Coachella. This route extension may require adding and removing bus stops. Service headways would change in Phase II with 30-minute headways during morning and afternoon weekdays. There would be no weekend service. Route 6 connects multiple communities and reduces transfers. It connects to Route 111 and Route 8.

Description	Baseline Existing Route 54	Phase I Implement Route 6 with 45-minute weekday service	Phase II Phase I plus 30-minute weekday peak service
Weekday			
Peak frequency	45	45	30
Peak service hours	14	14	6
Off-peak frequency (mins)	0	0	45
Off-peak service hours	0	0	8
Weekend			
Frequency	0	0	0
Service hours	0	0	0
Service Summary			
Peak buses	2	4	5
Change from previous	-	2	1
Annual revenue miles	113,483	171,950	208,150
Change from previous	-	58,467	36,200
Annual revenue hours	6,733	11,600	14,050
Change from previous	-	4,867	2,450

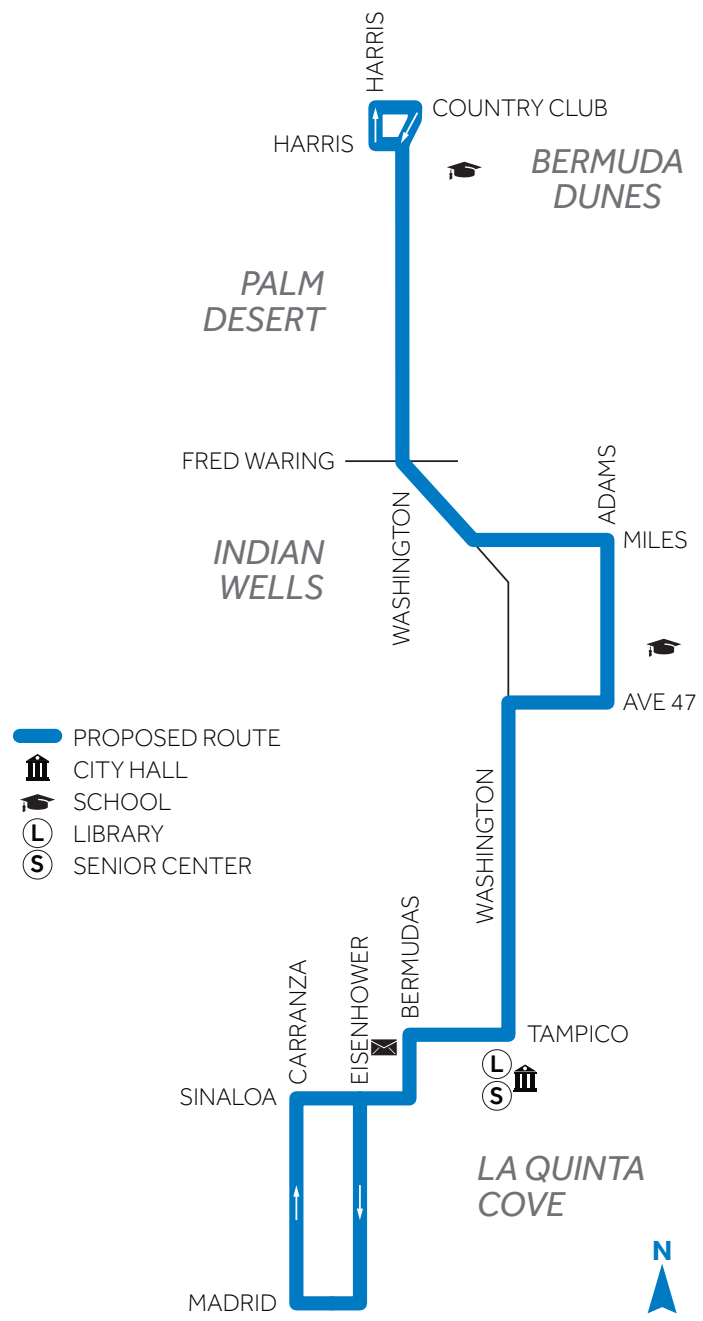


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Route 7

In Phase I, existing Route 70 would be maintained in the Refueled transit system as Route 7. In Phase II, service headways would improve to every 30 minutes during morning and afternoon peak periods. On weekends, it would operate every 90 minutes. Route 7 provides local bus connectivity and coverage to La Quinta, Palm Desert, Indian Wells, and Bermuda Dunes. It connects to Route 111 and Route 6.

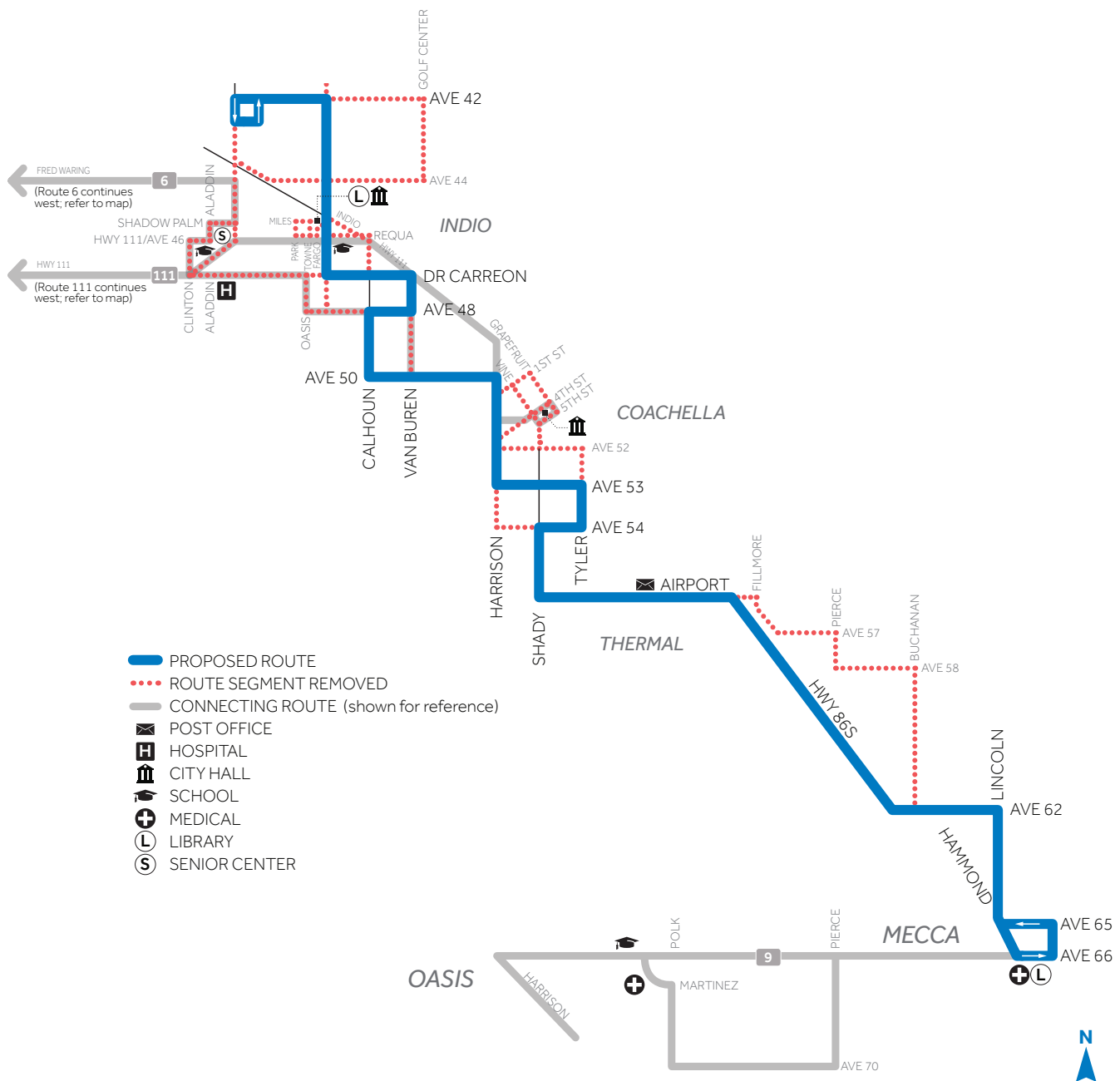
Description	Baseline Existing Route 70	Phase I Baseline service	Phase II Phase I plus weekday 30-minute peak service
Weekday			
Peak frequency	45	45	30
Peak service hours	16	16	6
Off-peak frequency (mins)	0	0	45
Off-peak service hours	0	0	10
Weekend			
Frequency	90	90	90
Service hours	17	17	17
Service Summary			
Peak buses	3	3	3
Change from previous	–	0	0
Annual revenue miles	129,249	129,249	153,830
Change from previous	–	0	24,581
Annual revenue hours	9,687	9,687	11,050
Change from previous	–	0	1,363



Route 8

For the Phase I transition to Refueled, combine portions of existing Routes 80, 81, 90, and 91 in Indio, Coachella, Thermal, and Mecca to improve operational efficiency and route directness and to make SunLine's system easier to navigate. This new route may require adding and removing bus stops. Phase I service would be implemented with 40-minute weekday service. On weekends, it would operate every 60 minutes. In Phase II, service headways would improve to every 40 minutes on weekends. Route 8 would connect to Route 111, Route 6, and Route 9. It would reduce the need to transfer for travel between Mecca, Coachella, Thermal, and Indio.

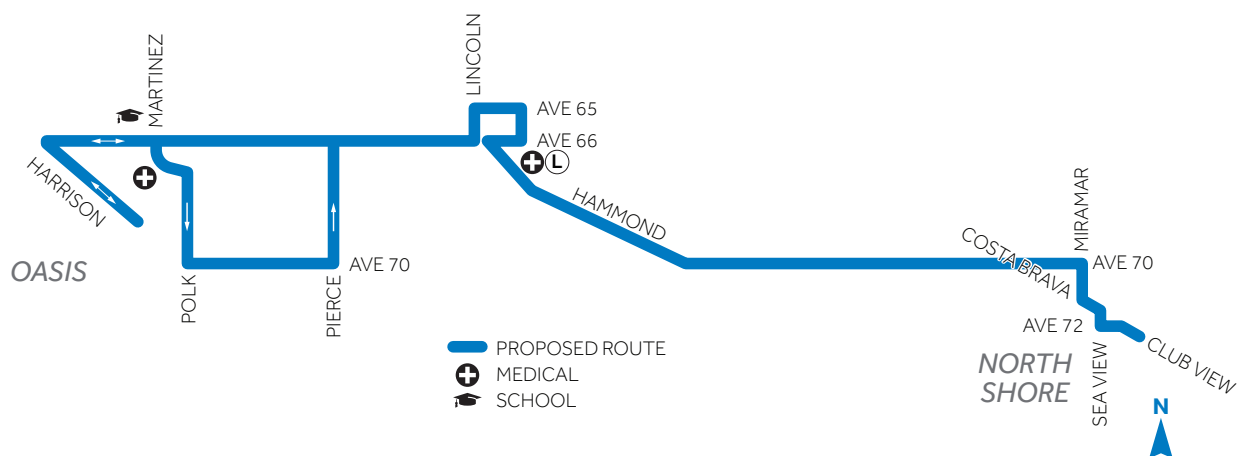
Description	Baseline Existing Routes 81, 90, 91, and 95	Phase I Implement Route 8 with 40-minute weekday service	Phase II Phase I plus 40-minute weekend service
Weekday			
Peak frequency	60	40	40
Peak service hours	18	18	18
Off-peak frequency (mins)	0	0	0
Off-peak service hours	0	0	0
Weekend			
Frequency	60	60	40
Service hours	18	18	18
Service Summary			
Peak buses	11	5	5
Change from previous	-	-6	0
Annual revenue miles	668,325	400,180	446,680
Change from previous	-	-268,145	46,500
Annual revenue hours	44,402	23,840	26,610
Change from previous	-	-20,562	-20,562



Route 9

In the Phase I transition to the Refueled transit network, create a new fixed route, Route 9, to provide bus service between North Shore, Mecca, and One Hundred Palms every 60 minutes, 7 days a week. Route 9 will provide local bus connectivity and coverage between North Shore, Mecca, and One Hundred Palms. It will connect to Route 8, and provide improved transit service in the North Shore area.

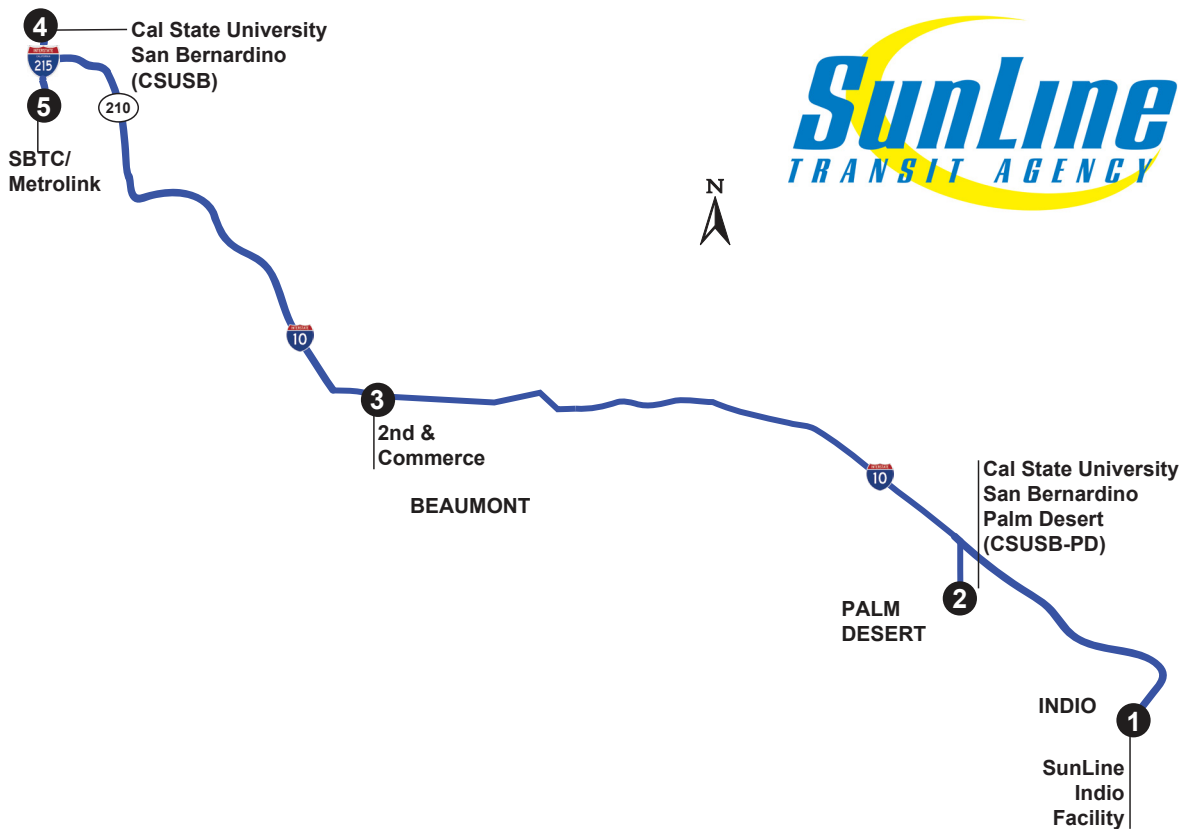
Description	Baseline	Phase I	Phase II
	N/A	New 60-minute all-day service	Same as Phase I
Weekday			
Peak frequency	N/A	60	60
Peak service hours	N/A	18	18
Off-peak frequency (mins)	N/A	0	0
Off-peak service hours	N/A	0	0
Weekend			
Frequency	N/A	60	60
Service hours	N/A	18	18
Service Summary			
Peak buses	N/A	3	3
Change from previous	-	0	0
Annual revenue miles	N/A	289,230	289,230
Change from previous	-	0	0
Annual revenue hours	N/A	15,000	15,000
Change from previous	-	0	0



10 Commuter Link

The 10 Commuter Link is aimed at improving regional service between the Coachella Valley and the Inland Empire. For students, 10 Commuter Link will provide a direct connection between the California State University, San Bernardino – Palm Desert Campus and the main campus in San Bernardino. It will also provide a connection to the San Bernardino Downtown Metrolink Station. This service was originally planned to start in May 2020, but SunLine has delayed it because of ridership declines from the COVID-19 pandemic.

Description	Baseline Weekday commuter service	Phase I Same as baseline	Phase II Same as Phase I
Weekday			
One-way trips	4	4	4
Service Summary			
Peak buses	2	2	2
Change from previous	0	0	0
Annual revenue miles	174,700	174,700	174,700
Change from previous	0	0	0
Annual revenue hours	5,520	5,520	5,520
Change from previous	0	0	0



Refueled Summary

Figure B.1 shows revenue hour estimates for FY2020 SunLine service, Phase I, and Phase II Refueled steps. This analysis shows that revenue hours needed for initial Phase I transition are 2 percent more than SunLine's FY2020 revenue hours. Phase II Refueled service would require a 16 percent increase in revenue hours.

Figure B.1 Refueled Revenue Hour Estimates

Route	FY2020	Phase I	Phase II
111X	0	7,130	7,130
111	67,814	68,106	68,106
2	53,670	50,380	63,680
3	5,448	5,448	7,370
4	29,625	32,360	34,820
5	4,916	3,610	5,420
6	6,733	11,600	14,050
7	9,687	9,687	11,050
8	44,402	23,840	26,610
9	0	15,000	15,000
10X	5,520	5,520	5,520
Total	227,815	232,681	258,756

Figure B.2 shows the revenue mile estimates for FY2020 SunLine service, Phase I, and Phase II Refueled. Phase I revenue mile estimates are 5 percent higher than FY2020. Phase II estimates are 19 percent more than FY2020 revenue miles.

Figure B.2 Refueled Revenue Mile Estimates

Route	FY2020	Phase I	Phase II
111X	0	139,150	139,150
111	1,006,510	1,006,510	1,093,810
2	696,583	664,920	840,490
3	87,484	87,484	121,760
4	451,019	457,150	491,800
5	103,171	73,180	109,770
6	113,483	171,950	208,150
7	129,249	129,249	153,830
8	668,325	400,180	446,680
9	0	289,230	289,230
10X	174,700	174,700	174,700
Total	3,430,524	3,593,703	4,069,370

Figure B.3 shows peak bus estimates for the SunLine Refueled program. This table shows that the Phase I transition from the existing 16 routes to the Refueled network can be accomplished using SunLine's FY2020 fleet. The Phase II service levels would require 9 additional buses.

Figure B.3 Refueled Peak Bus Estimates

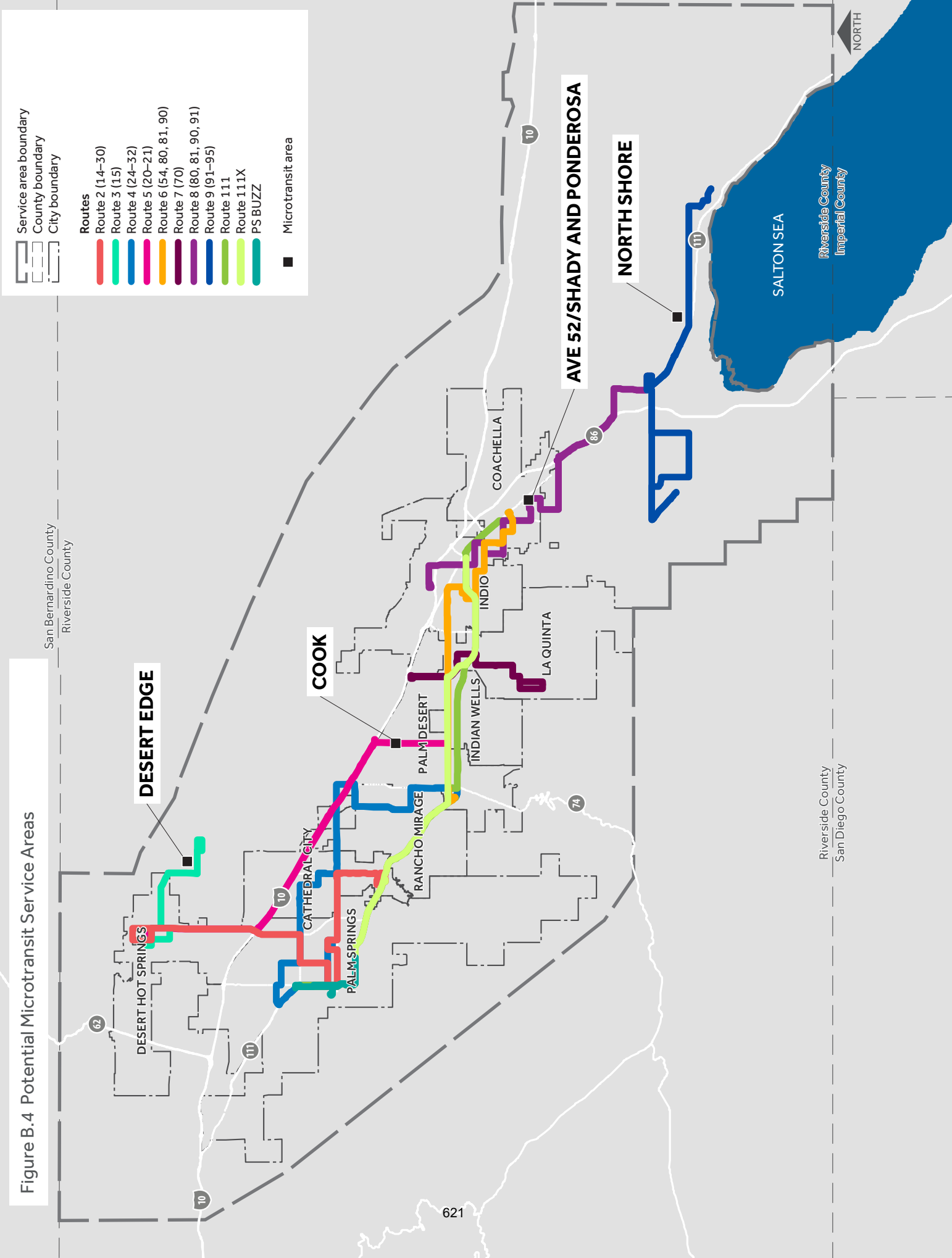
Route	Baseline	Phase I	Phase II
111X	0	3	3
111	14	14	14
2	11	11	15
3	1	1	2
4	8	6	8
5	3	3	4
6	2	4	5
7	3	3	3
8	11	5	5
9	0	3	3
10X	2	2	2
Total	55	55	64

Microtransit Service

As part of its SunLine Refueled vision and COVID-19 recovery planning, SunLine is evaluating microtransit to provide lifeline service. As transit demand and recovery allow, SunLine may consider deploying microtransit to improve access to fixed route bus service.

Operating as a circulator or as on-demand service, microtransit would connect riders to SunLine's fixed route bus service. The points shown in Figure B.4 will be identified through a planning and public outreach process.

Figure B.4 Potential Microtransit Service Areas



Appendix C: Zero-emission Bus Implementation Plan

SunLine Board of Directors Presentation: Innovative Clean Transit Regulation Rollout Plan

May 27, 2020

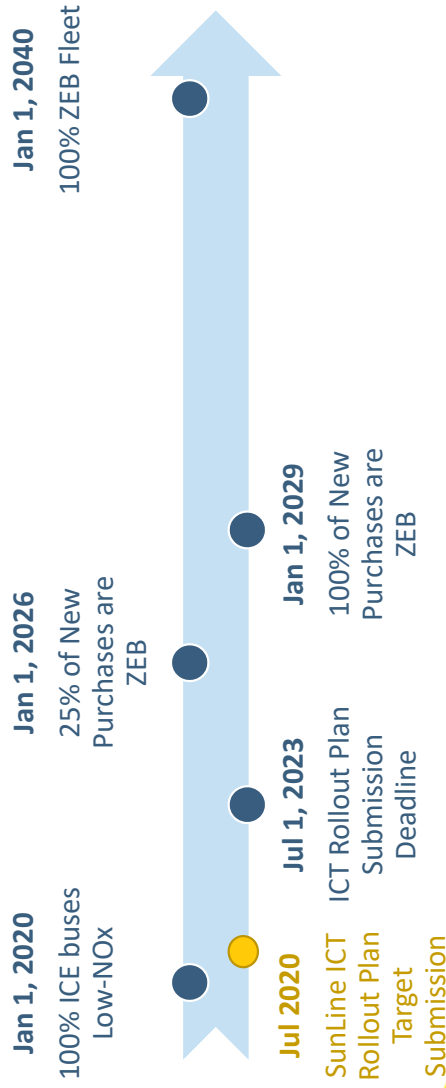
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CARB ICT Regulation

- ◆ Innovative Clean Transit (ICT) Regulation adopted December 14, 2018
- ◆ Requires agencies to transition fleet to 100% zero-emission by 2040
- ◆ SunLine qualifies as a small transit agency
- ◆ Governing board must approve the Rollout Plan through the adoption of a resolution and submit to CARB by **July 1, 2023**
 - SunLine plans to lead with early submission in July 2020

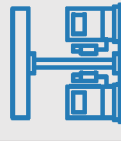
ICT Regulation Timeline for a Small Agency



ICT Rollout Plan Requirements



Schedule for replacement of all buses including technology type



Schedule for installation of fuelling/ charging infrastructure



Description of required facility upgrades



Identification of potential funding sources



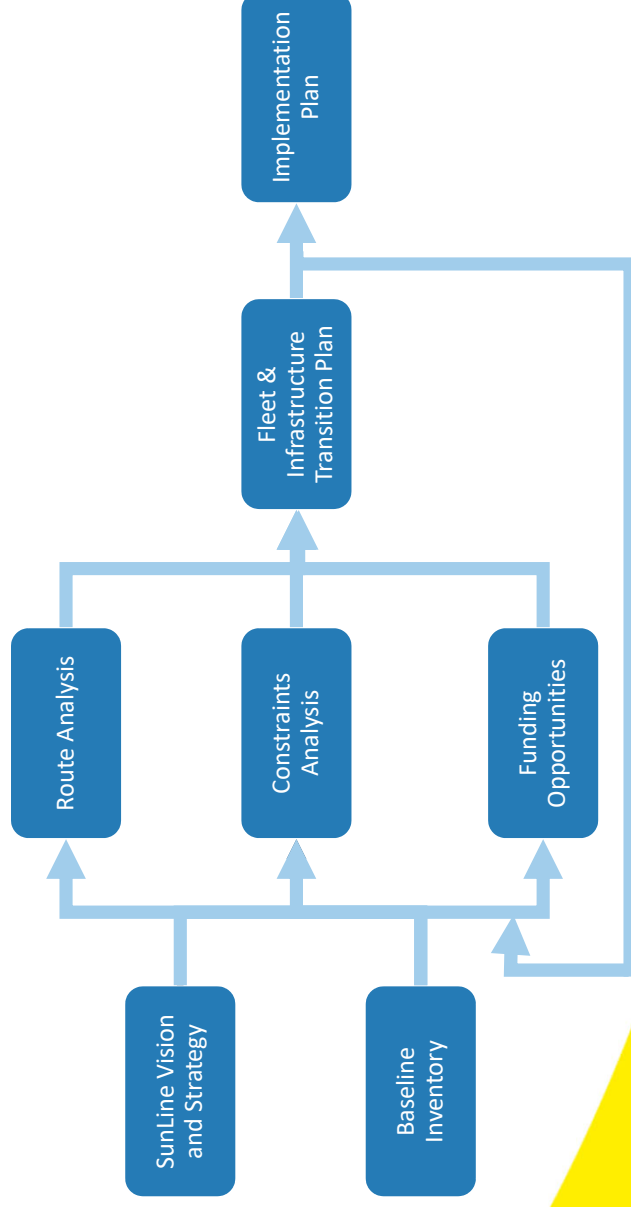
Description of Impact on disadvantaged communities



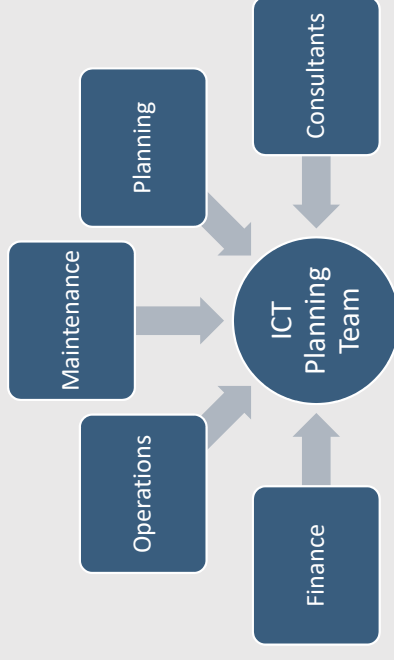
Training plan for maintenance and operations staff

ICT Plan Development Process

- ◆ Highly iterative and collaborative process to develop optimal plan
- ◆ Conducted energy-based modelling to estimate capabilities of battery electric buses on SunLine routes and determine FCEB vs BEB split
- ◆ Investigated other infrastructure related constraints (e.g., electrical capacity)
- ◆ Forecasted cost based on current offerings and projected trends



Working Team



- ◆ Developed vision and strategy with SunLine's executive team
- ◆ Created a collaborative project team spanning SunLine's departments
- ◆ Held bi-weekly meetings to solicit feedback and promote engagement

High Level Agency Vision

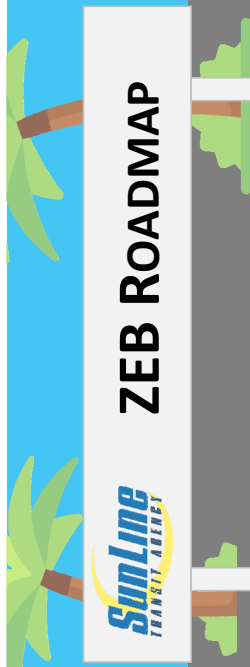
SunLine is poised to lead the country in FCEB and BEB deployments and demonstrate the effectiveness of a zero-emission fleet.

SunLine will be the first transit agency in the state/country to transition their fleet to 100% zero-emission vehicles.

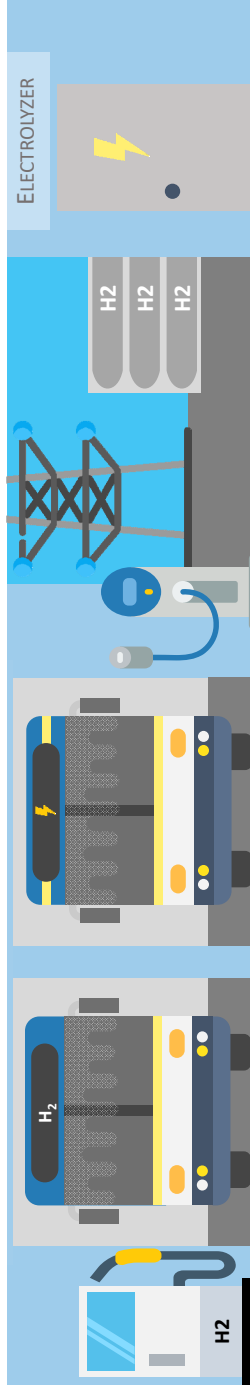
Guiding Principles:

- ◆ Build off its past success securing special grant funding to accelerate the fleet transition.
- ◆ Optimize mix of FCEBs and BEBs to maximize performance / service and reduce costs
- ◆ Scheduled replacements to ensure all buses meet their expected useful life
- ◆ Avoid a large purchase of vehicles in a single year
- ◆ Strategically time infrastructure upgrades / installation





ZEB ROADMAP



2020

2025

2030

2035

2040



FIXED ROUTE



PARATRANSIT



H2 INFRASTRUCTURE

+ 900 kg/day electrolyzer begins operation

+ Add liquid delivered H2 Station at 1,000 Palms

- Retire CNG Equipment



BEB INFRASTRUCTURE

+ Add 3 BEB chargers at 1,000 Palms

+ Add 3 BEB chargers at 1,000 Palms
+ Add 2 BEB chargers at Indio

+ Add 2 BEB chargers at 1,000 Palms



BUSES

+ VW Mitigation (3 FCEB) FY19 LowNo (1 FCEB)

+ ? EPA-TAS Grant (15 FCEB + 2 BEB)

+ ? FY20 LowNo (2 BEB)

→ 12 CNG buses refurbished

+ CNG coach buses replaced with FCEBs

+ CNG trolley buses replaced with FCEBs

+ First FCEB Operating at Indio

MILESTONES

★ 50% ZEB fixed route fleet

★ First paratransit bus purchased

★ 100% ZEB fixed route fleet

★ 100% ZEB paratransit fleet

LEGEND

+ ADD

- REMOVE

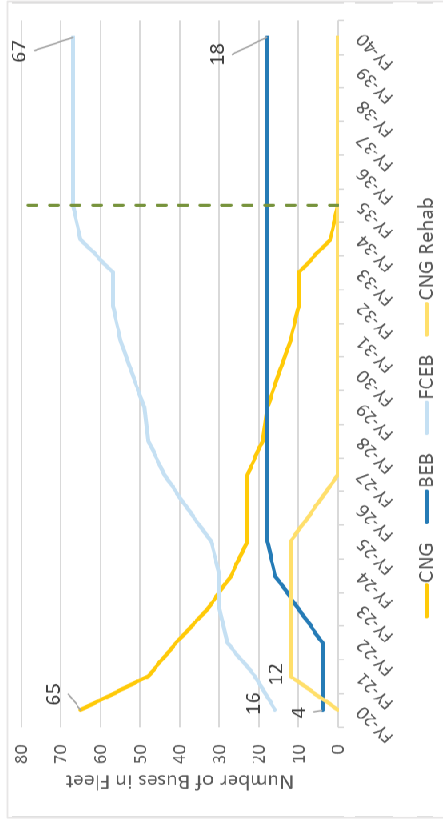
? TENTATIVE

★ KEY DATE

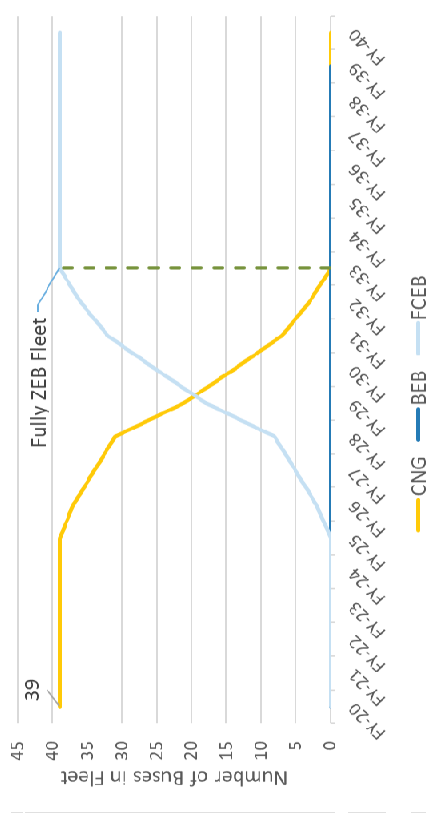
SunLine Fleet Composition

Fixed route and paratransit fleet composition from 2020-2040

- ◆ Fixed route buses transitioned quickly – no new CNG bus purchases after FY2020
 - ▶ 12 CNG buses refurbished in FY2021 to extend lifetime
- ◆ Paratransit buses transitioned in accordance with ICT requirements
 - ▶ ZEB purchases begin FY2026



Fixed Route Bus Transition Plan



Paratransit Transition Plan

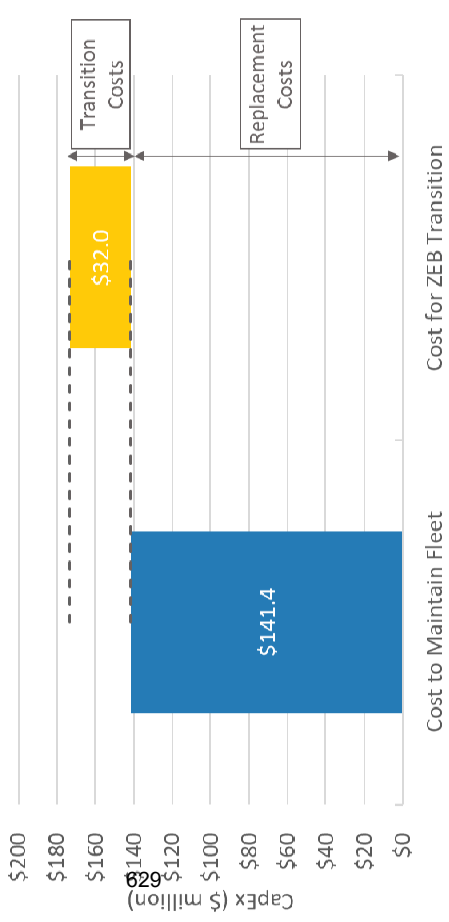
Fixed route fleet 100% ZEB by FY-2035 – 67 FCEBs, 18 BEBs

Paratransit fleet 100% ZEB by FY-2033 – 39 FCEBs, 0 BEBs

Total Capital Expenditure: 2020-2040

Includes bus purchases and fueling / charging equipment

- ◆ Total capital expenditure (buses and infrastructure) 2020-2040: \$173.5 million
- ◆ Incremental cost of transition: \$32.0 million



Capital Expenditure Type	# of Units	Total CapEx 2020-2040	
		\$ Million	
FR Buses	133	\$128.7	\$19.5
Paratransit Buses	173	\$35.4	\$3.2
BEB Chargers	9	\$1.2	\$1.2
Thousand Palms H2 Station Upgrade	1	\$5.6	\$5.6
Indio H2 Station	1	\$2.5	\$2.5
Total	n/a	\$173.4	\$32.0

Funding Approach

Deploying zero-emission buses enables SunLine to unlock additional funding sources

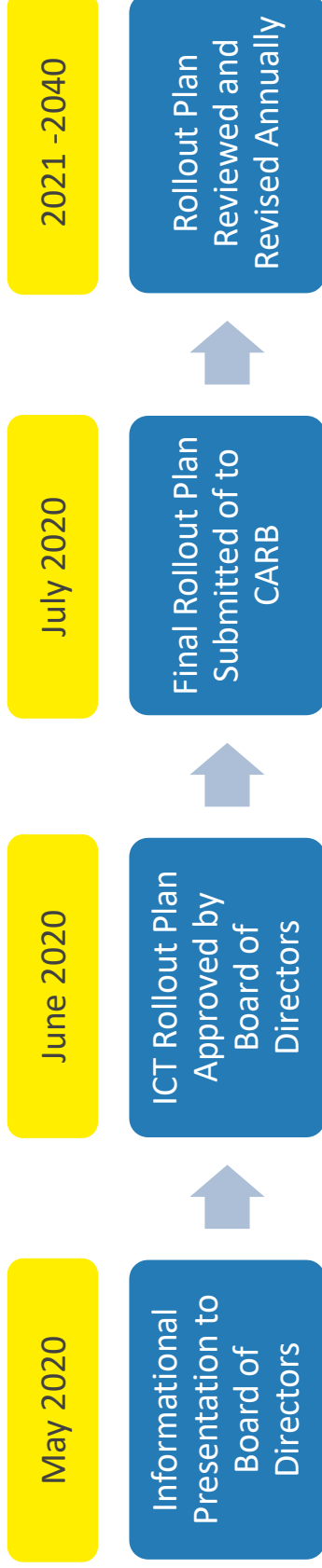
- ◆ Targeted use of federal (5307 & 5339) and state funds following transition plan adoption schedule
 - ▶ Estimated **\$106.5 million** available over duration of plan
- ◆ Special funding from competitive grants and voucher programs will make up the balance
 - ▶ Successful track record in securing funding and delivering successful projects

Example Funding Sources

Status	Funding Source	Details	Current SunLine Activities
Application Approved	VW Mitigation	\$400,000/FCEB; \$180,000/BEB	Funding received for 3 FCEBs (\$1.2 million)
	EPA Targeted Airshed Grant	100% of capital costs	Application submitted for 15 FCEBs and 2 BEBs to be deployed 2022 (\$19.8 million)
Application Submitted	5339 (b) Bus & Bus Facilities	80% of capital costs	Application submitted for refurbishment of 12 CNG buses (\$2.5 million)
	5339(c) Low or No Emission Vehicle	85-90% of capital costs	Application submitted for 2 BEBs (\$1.8 million)

Next Steps

- ◆ SunLine’s Board must approve the rollout plan through the adoption of a resolution prior to submission to California Air Resources Board (CARB)



- ◆ Annual review to assess plan based on:
 - ▶ Impact of securing special funding on transition schedule
 - ▶ Impact of technology improvement on recommended bus and infrastructure types
 - ▶ Operational learnings
 - ▶ Updated service offerings
 - ▶ Other factors – e.g., economic impact of COVID-19



and the art of
**CLEAN ENERGY
SOLUTIONS**

ZEN



014

A graphic illustration of puzzle pieces forming the words "thank you essential workers". The words are arranged in two rows: "thank" and "you" in the top row, and "essential" and "workers" in the bottom row. The puzzle pieces are in various colors (yellow, blue, white) and are being held or placed by small human figures. The background is a light blue sky with white clouds.

**TOGETHER
WE ARE STRONGER**

THANK YOU TO ALL OF THOSE
WHO HAVE KEPT US MOVING

The SunLine Transit Agency logo, identical to the one at the top of the page.

SunLine.org/cvstrong #CoachellaValleyStrong



SHORT RANGE TRANSIT PLAN



FY 2019/20 – FY 2024/25

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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
S RTP	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. 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 program known as VanClub and commuter rail service operated by the Southern California Regional Rail Authority (SCRRA) 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-San Gorgonio Rail Corridor, which would extend intercity-rail services from Los Angeles to Palm Springs and Indio.

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. The 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 2020, 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 and 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 Impact on Transit Services

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 of more than ten, social distancing of at least 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%.

Ridership levels are being closely monitored and services are reduced leading into FY 2020/21 with many uncertainties that remain. Metrolink has reduced services by 30% and will operate under a continuing resolution from its FY 2019/20 budget for the first quarter to allow for more time to assess COVID-19 impacts. VanClub estimates that in FY 2020/21, a total of 48 vanpools will be active at least through the end of August, which is a 37% decrease from pre-COVID-19 levels. Prior to the pandemic, both transit programs were on track to expand services. The original service plans and strategies for both are described in this five-year plan; however, it should be noted that the focus for the near-term has shifted and will be on implementing strategies to maintain and regain riders, including increasing safety and sanitization measures to meet customer needs. The proposed FY 2020/21 plan also provides flexibility to meet market changes when local and state health provisions are lifted. As the pandemic transpires, the service expansions and capital improvements set forth may be delayed as revenue and economic conditions are reassessed.

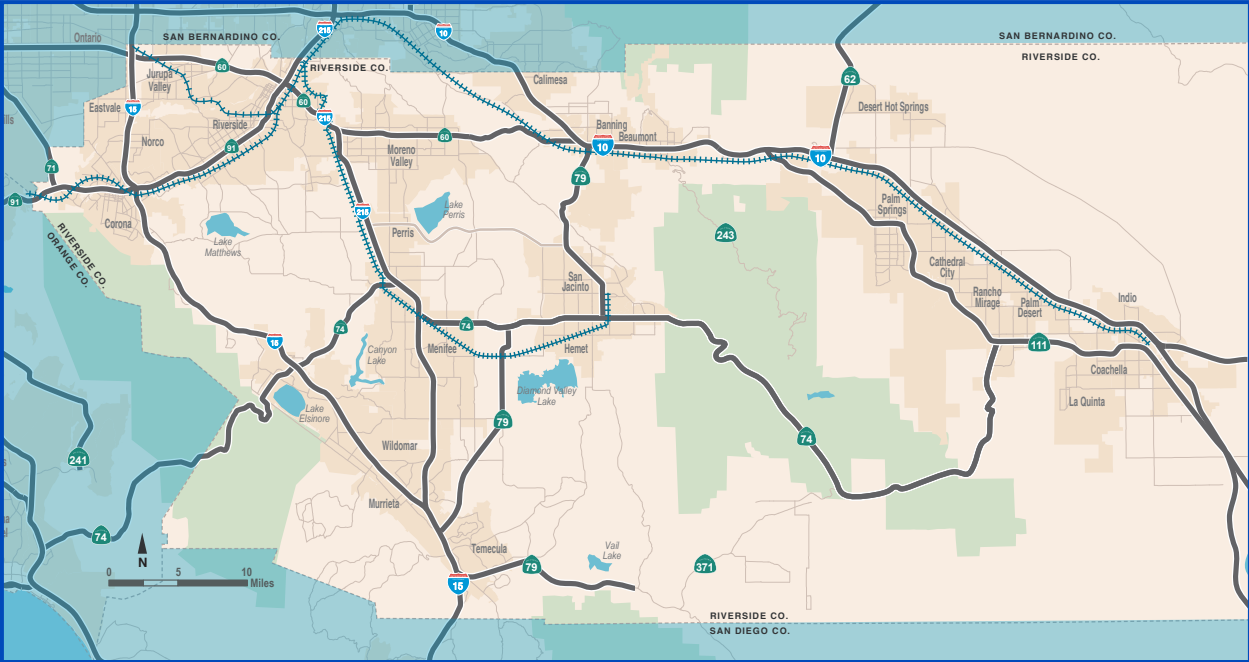
1.0 SYSTEM OVERVIEW

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 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. In the Commission’s 2019 Long Range Transportation Study (LRTS), existing land use and population characteristics as well as travel market and mobility trends were analyzed. The LRTS summarized the notable population and employment trends in Riverside County as the following:

- 50% of households in Riverside County are one and two-person households; 35% of households have four or more persons.
- 20% of Riverside County’s resident are school age; this proportion holds for all three subareas.
- The Coachella and Palo Verde Valleys have a higher proportion of persons and heads of household over 65 compared to Western Riverside County.
- Nearly one-third (31%) of households in the county have no worker present. This figure includes retired households as well as households of unemployed persons and full-time college students. The data reflects the great recession and slow recovery during the first half of the current decade.
- More than one-third of households are one-worker households.

- Median income is higher in Western Riverside County compared to the eastern subareas.
- Countywide, nearly two-thirds of households had incomes of \$75,000 or less.
- Over two-thirds of Riverside County's dwelling units are single-family.
- Nearly 70% of jobs in Riverside County paid \$35,000 per year or less.
- Only 13% of jobs in Riverside County paid \$75,000 per year or more.
- Education is the dominant industry in Riverside County, representing a quarter of all County jobs.
- Retail, arts and entertainment, and professional industry sectors all represent over 10% of jobs.
- Employment in Riverside County grew from 1.1% from 2010 to 2015, which was significantly higher than other counties such as Orange, San Bernardino, and Los Angeles, which saw changes of -0.2%, 0.1%, and -1.3%, 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 Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) which analyzed the U.S. Census’s Journey to Work data (peak congestion periods) from the 2009-11 American Community Survey 3-Year Estimates, 1.5% of commute trips occurred by public transportation in Riverside County. In comparison, the state share is 5.2% and the national share is 5%. Although Riverside County is below the state and national averages, most other counties in the SCAG region were also below the averages. Moreover, Orange County’s transit share may only be 2.9% but OCTA still ranks amount the 50 largest providers of public transportation nationally.

Carpooling in Riverside County on the other hand is about 13% of the peak commute trips, which is one of the highest in the SCAG 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.

Table 1.0: Journey to Work by County, SCAG Region

Means of Transportation to Work	Imperial County	LA County	Orange County	Riverside County	San Bernardino County	Ventura County
Car, Truck, or Van	90.2%	83.0%	88.2%	90.0%	91.0%	89.1%
Drove Alone	78.9%	72.2%	78.1%	77.1%	74.4%	75.9%
Carpooled	11.3%	10.8%	10.0%	13.0%	16.7%	13.2%
In 2-Person Carpool	7.9%	8.4%	7.7%	9.6%	13.2%	9.7%
In 3-Person Carpool	1.7%	1.5%	1.3%	1.9%	2.0%	1.7%
In 4-Or-More Person Carpool	1.8%	1.0%	0.9%	1.5%	1.5%	1.8%
Workers Per Car, Truck, or Van	1.08	1.08	1.07	1.09	1.11	1.09
Public Transportation	1.5%	7.2%	2.9%	1.5%	1.9%	1.4%
Walked	2.0%	2.9%	2.0%	1.6%	2.0%	2.3%
Bicycle	0.5%	0.8%	1.0%	0.4%	0.4%	0.8%
Taxicab, Motorcycle, or Other Means	1.3%	1.2%	1.0%	1.4%	1.0%	1.0%
Worked at Home	4.5%	4.9%	5.0%	5.1%	3.7%	5.5%

Source: SCAG 2016 RTP/SCS, U.S. Census 2009-11 American Community Survey 3-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, that 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 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 – San Geronio Pass Corridor Service Project, and the construction of the Special Event Train Platform Project in Indio.

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 all of 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 a CTC, RCTC represents the Riverside County subregion and assists 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 also is responsible for submitting projects to SCAG for inclusion in the RTP. 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 (Metro), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC), San Bernardino County Transportation Authority (SBCTA), and Ventura County Transportation Commission (VCTC)). Metrolink is the premier commuter rail system in Southern California connecting communities on a 536 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:

- Imperial Valley Association of Governments (IVAG)
- Los Angeles Metropolitan Transportation Authority (LA Metro)
- Orange County Transportation Authority (OCTA)
- San Bernardino County Transportation Authority (SBCTA)
- San Diego Association of Governments (SANDAG)
- Ventura County Transportation Commission (VCTC)

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 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 transit operators:

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



1.5 RCTC Transit Facilities

RCTC-Owned Metrolink Stations

The Commission owns and maintains nine of the 57 Metrolink stations. These stations are served by three 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 designed park-and-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 26 years, the Commission has invested more than \$140 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
 Riverside Downtown 4066 Vine Street, Riverside	Rail: 91/PVL IEOC Line Riverside Line Amtrak Bus: RTA OmniTrans Amtrak MegaBus	2 platforms with 4 boarding tracks 4 parking lots (1,240 spaces) Enclosed pedestrian bridge, elevators, stairwells Size: 26.5 acres In Service Date: June 1993
 Jurupa Valley-Pedley 6001 Pedley Road, Jurupa Valley	Rail: Riverside Line Bus: RTA	Platform with boarding track Parking lot (288 spaces) Size: 4.5 acres In Service Date: June 1993
 Riverside-La Sierra 10901-A & B Indiana Avenue, Riverside	Rail: 91/PVL IEOC Line Bus: RTA	Platform with 2 boarding tracks Parking lot (1,065 spaces) Enclosed pedestrian bridge, elevators, stairwells Size: 9.35 acres In Service Date: October 1995
 Corona-West 155 South Auto Center Drive, Corona	Rail: 91/PVL IEOC Line Bus: RTA	Platform with 2 boarding tracks Parking lot (564 spaces) Enclosed pedestrian bridge, elevators, stairwells Size: 5.49 acres In Service Date: October 1995
 Corona-North Main 250 East Blaine Street, Corona	Rail: 91/PVL IEOC Line Bus: RTA Corona Cruiser	Platform with 2 boarding tracks Parking lot (579 spaces) Parking structure (1,000 spaces) Enclosed pedestrian bridge, elevators, stairwells Size: 6.72 acres In Service Date: November 2002

Location	Transit Services	Primary Features
 <p>Perris-Downtown 121 South C Street, Perris</p>	Rail: 91/PVL Bus: RTA	Platform with boarding track Parking lot (444 spaces) Size: 5.5 acres In Service Date: June 2016 (bus transit center opened 2010)
 <p>Riverside-Hunter Park/UCR 1101 Marlborough Avenue, Riverside</p>	Rail: 91/PVL Bus: RTA	Platform with boarding track Parking lot (528 spaces) Size: 9.35 acres In Service Date: June 2016
 <p>Moreno Valley/March Field 14160 Meridian Parkway, Riverside</p>	Rail: 91/PVL Bus: RTA Amtrak	Platform with boarding track Parking lot (476 spaces) Stairwell Size: 14.47 acres In Service Date: June 2016
 <p>Perris-South 1304 Case Road, Perris</p>	Rail: 91/PVL Bus: RTA Amtrak	Platform with boarding track Parking lot (907 spaces) Size: 40.57 acres In Service Date: June 2016
<p>RDOCC 4344 Vine Street, Riverside</p> 	N/A	CCTV operations center Offices and meeting rooms Size: 3,000 square feet In Service Date: April 2016

RCTC-Owned San Jacinto Branch Line

In 1993, the Commission purchased the former Santa Fe Railroad’s San Jacinto Branch Line (SBJL) 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, serving its customers along the line and maintaining the right-of-way until such time as passenger service is implemented.

Figure 3 is the SBJL corridor that extends 38.3 miles between Highgrove and Hemet 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-and-Ride Locations

Park-and-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-and-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-and-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-and-ride network in Western Riverside County with an incremental 942 spaces across 12 lease locations.

1.6 Previous Studies and Plans

The 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 S RTP.

- **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 an 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 commute 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 (2019-2020)** – 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 is underway and includes further analysis of the next generation corridors that would extend the existing 91/PVL to both Temecula and Hemet/San Jacinto and is expected to be completed by fall 2020.

- **Park-and-Ride Study (2020)** – The purpose of this study done in partnership with SANDAG, was to proactively address park-and-ride demand by better managing existing lots and identifying potential park-and-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 (2020)** – This is an aspirational plan containing needed transportation projects and services countywide. The purpose of the Traffic Relief Plan was to serve as the legally-required expenditure plan for a potential half-cent sales tax that the Commission could propose to the voters of Riverside County.



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 their 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 \$400 per month which reduces the cost of the vanpool lease. For FY 2019/20, the average VanClub monthly lease cost before the subsidy averaged \$1,100 per vehicle per month.

Vanpool Vendors

VanClub is operated through a third-party lease arrangement, known as “purchased transportation” by the FTA, where RCTC competitively procures for leasing vendor(s), who then provide 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 leasing vendor then invoices RCTC for the monthly subsidy. RCTC is currently under contract with two leasing vendors who provide vanpool vehicles to VanClub participants: Commute with Enterprise (Enterprise) and the California Vanpool Authority (CalVans).



Program Guidelines and Reporting Requirements

For both programs, RCTC establishes the minimum program requirements and program guidelines, requiring that a VanClub vanpool must:

1. Transport commuters traveling to a worksite or a post-secondary educational institution. The driver is counted as a commuter and is unpaid and all participants are volunteers;
2. Commute more than 30 miles round-trip each day;
3. Commute to an employer which must be located within Western Riverside County;
4. Commute at least 12 or more days during a calendar month period;
5. Begin their vanpool with 70% occupancy and maintain a minimum occupancy rate of 50%(ratio of riders to available seats, including the driver); and
6. 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 Enterprise, apply and report directly to VanClub. CalVans vanpools primarily serve the agricultural and post-secondary educational markets. And 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

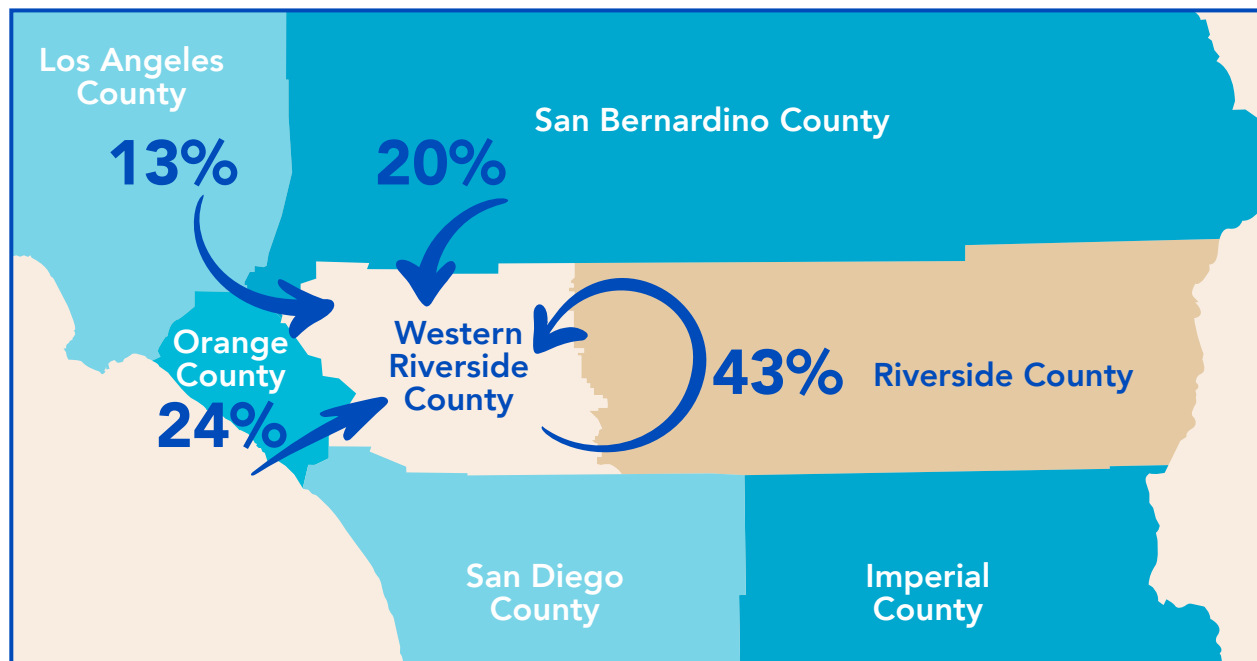
The pool of riders share the cost of the lease (minus the subsidy), fuel, tolls, parking fees, car washes, and any other out of pocket commute expenses. Some employers assist by providing additional funding to offset the groups' out of pocket costs, which are still accounted for and reported into the 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 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 April 2020, the number of vanpools has grown to 93 approved vanpools. Of these approved vanpools, 78 were considered active and subsidized in March 2020 due to COVID-19 impacts. Figure 4 reflects the originating locations of the current vanpools to show that 57% come from other counties and 43% are intra-county vanpools.

Figure 4: Map of Vanpool Origins Destined for Western Riverside County



The types of worksites that the vanpools travel to were:

- 58% commute to military worksites;
- 35% commute to post-secondary educational institutions; and
- 7% commute to other employment worksites (such as warehouses or municipalities).

And as of March 2020, the three largest employers participating in the program, included:

1. March Air Reserve Base in Moreno Valley (27 vanpools);
 2. University of California at Riverside (UCR) (27 vanpools); and
 3. Naval Surface Warfare Center in Norco (17 vanpools).
- 7% commute to other employment worksites (such as warehouses or municipalities).

The remaining seven vanpools are from five different employers.

Coordination with IE Commuter (IEC)

RCTC works closely with Western Riverside County Employer Transportation Coordinators (ETCs) to promote alternative commute modes to driving alone, including carpooling, vanpooling, taking bus transit or Metrolink, biking, walking and telecommuting. The network is branded as IEC and there



are more than 300 employers partners, representing approximately 242,000 employees, that have signed partnership agreements with the Commission so they may access RCTC employer programs, services, and incentives. IEC provides hands on support to assist employers with implementing their rideshare programs through surveying employees to generate matchlists and provide statistics so as to comply with regional air quality regulations. IEC also provide 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, 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 43% 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. Since the Inland Empire employer market is not as robust as Orange or Los Angeles counties, it is definitely more of a challenge 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, from July 2019 to March 2020, the vanpool program resulted in:

- 125,029 unlinked passenger trips;
- 1,021,442 vanpool miles travelled; and,
- 26,692 vehicle revenue hours.

This vanpool activity resulted in the following:

- 3,541,753 vehicle miles of travel reduced;
- 1,915 tons of emissions reduced; and
- 71% average monthly occupancy rate.

The program's benefit to the individual commuter is tremendous, as based on eight months of performance during FY 2019/20, the individual commuter participating in a VanClub vanpool, realized:

- An average one-way commute distance of 41.5 miles, commuting 20 days each month;
- An average one-way fare of \$5.21 per person per trip; and
- An average monthly out of pocket fare of \$208.22.

2.3 Vanpool Service Enhancements

A cornerstone of the Commuter Assistance Program 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 bus. 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 2020/21 and beyond, are described below.

- *Regionalize the Rideshare Platform:* In partnership with CTC partners, the Commission will transition from a locally provisioned Inland Empire-based rideshare and vanpool system to a regional platform solution. Transitioning to a regional system 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. This approach will also net additional cost savings for the Commission.
- *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 core Western County rideshare program 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. Many ETCs feel spread too thin to commit to offering a rideshare program, let alone assist with vanpool formation. Delivery of in person/worksites rideshare support value-added services and tools to make the ETC's job easier is a critical motivation to continue rideshare partnerships and development of new ones.
- *Expand with New Market Development:* The primary go-to-market strategy has been to leverage larger employer (250+) partnerships to cost effectively access and market to employee commuters. In addition, the likelihood that vanpool potential exists within an employer is directly tied to the employer size; the larger the employer, the more likely there is vanpool potential. While this channel has historically proven to be efficient over the years, it results in a rather limited base of commuters compared to the broader universe of commuters available. Therefore, in addition to maximizing the number of employer partners and maximizing vanpool participation within those employers, a direct business-to-consumer strategy will continue to be phased in to expand the awareness and consideration of vanpool options.
- *Support Multimodal Travel:* In addition to ridematching, information services, incentives to facilitate ridesharing, and offering ongoing vanpool subsidies through VanClub, the Commuter Assistance Program also provides park-and-ride facilities to support ridesharing and vanpool efforts. The last Caltrans park-and-ride facility in the County was built in 1999. The Commission leases park-and-ride spaces from property owners to supplement the network of park-and-ride spaces in the County. A continued focus for FY 2020/21 will be increasing the number of leased spaces and coordinating with ridesharers, vanpool groups, transit/rail partners, and Western Riverside County cities to identify areas where the lease program can help support car/vanpool arrangements and facilitate transit connections.

2.4 Vanpool Projected Ridership Growth

As a result of the COVID-19 impacts, 47% of the active vanpools in March 2020 either disbanded or parked their non-operational vehicle at their homes. With the economy and workforce in an upheaval, VanClub has temporarily ceased outreach activities and the recruitment of new vanpools. During this period, VanClub continued to subsidize active vanpools and discontinued subsidies for parked, non-operational vanpools. Additionally, for groups that continued to vanpool to work, VanClub temporarily relaxed the minimum program requirements (on occupancy and minimum days each month) to continue subsidy support for the remaining active vanpools.

VanClub projections have been adjusted to reflect the recent impacts of the pandemic. However, the goals for VanClub continue to include expanding commuter transportation options, supplementing the bus/rail transit network, and increasing the number of participating vanpools, year over year. Based on conversations with the current active vanpools, RCTC projects there will be 32 active vanpools by the end of FY 2019/20. Table 2.0 summarizes the multi-year goals to increase the active vanpools, which estimates that it will take over one year to return to pre-COVID-19 levels and by FY 2014/25 the total number of vanpools could reach 173.

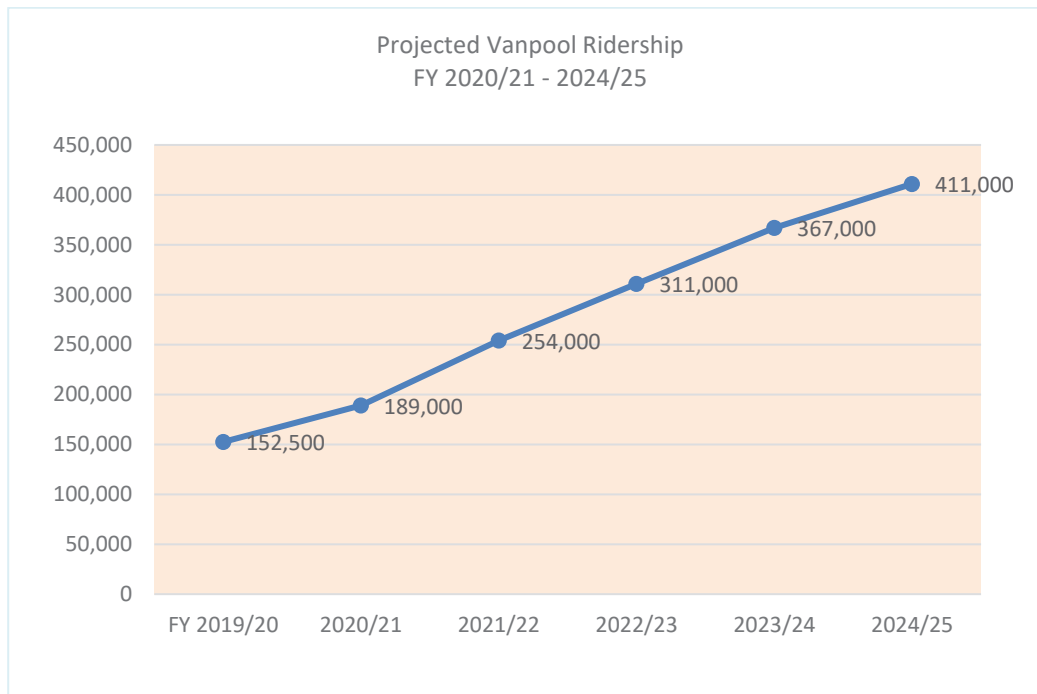
Table 2.0: Projected No. of Active Vanpools, FY 2020/21 – 2024/25

Fiscal Year						
No. of Vanpools	2019/20	2020/21	2021/22	2022/23	2023/24	89.1%
	32*	90	115	136	160	173

*Total pre-COVID-19 was 78.

Based on the assumption of the percentage of increased vanpools in the above projected growth, this translates to unlinked passenger trips (ridership) more than doubling in three years and increasing 2.7 times by FY 2024/25, as illustrated in Figure 5.

Figure 5: Projected Vanpool Ridership, FY 2020/21 – 2024/25



2.5 Vanpool Potential Fare Changes

As a result of the COVID-19 impacts, 47% of the active vanpools in March 2020 either disbanded or The program currently only has one leasing vendor for the traditional employer vanpool market. In FY 2020/21, RCTC will release 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. If additional vendors provide more vehicle choices (such as hybrid or electric vehicles) and provide more competitive lease rates, then it is possible that the 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 are fuel prices. Should electric or hybrid vehicles be introduced into the vehicle offerings, although the lease cost may be higher, 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. Should gas prices remain lower than a year ago (as a result of the COVID-19 pandemic and reduced demand for fuel), this will continue to have an impact on lower fares for all 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 so as to increase occupancy and decrease passenger fares. The new regional vanpool platform that RCTC is transitioning to, has additional online tools to assist vanpools with finding additional riders and filling seats in vanpools.

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 Proposed Incentive Program

The Commission's Commuter Assistance Program's \$2/day Rideshare Incentive is a popular startup incentive designed to encourage commuters to shift to more sustainable transportation options. Eligible Western Riverside County Commuters that start to car/vanpool, take the bus or rail transit, telecommute, bike, or walk to work can receive \$2/day for every day of ridesharing in a three-month period. However, under current guidelines, one cannot participate in this incentive while receiving the VanClub subsidy or any other vanpool subsidy offered by neighboring subsidizing agencies. In 2020, Commission staff will be seeking approval to adjust the incentive from \$2/day to a more motivating \$5/day and establishing a max incentive amount of \$125 to manage financial exposure, and lastly, making the incentive eligible for those that are in subsidized vanpools. The rationale for this is that under the current structure, the incentive is eligible for traditional transit modes (bus/rail) that are highly subsidized but not for vanpools which are also subsidized but at a much lower rate. Ultimately, the goal of the proposed incentive update is to increase all forms of rideshare, and as part of that, help form new vanpools, regardless of their destination. If approved, this could help jump start the hit that the program is experiencing due to the COVID-19 pandemic.

2.7 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 two capital planning efforts in the Coachella Valley: the Coachella Valley-San Gorgonio Pas Rail Corridor Study and the Coachella Valley Special Event Train Platform, which are described in the sections below.

3.1.1 Coachella Valley – San Gorgonio Pass Rail Corridor Project



The Commission, in conjunction with CVAG, Caltrans, and FRA have begun 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 is expected to be released in late 2020.

In addition, CVAG who serves as the primary policy advisor for regional transportation planning in the valley approved 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 intercity option is preferred over a Metrolink commuter option, because of the long trip length and added comfort and amenities on the Amtrak trains and Amtrak's contractual rights to operate over freight railroads.

Project Location

Figure 6 is a proposed map of the Coachella Valley–San Gorgonio 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 141-mile long rail corridor between Los Angeles Union Station (LAUS) and the City of Indio. The Corridor consists of two segments: the western 59-mile long segment between LAUS and Riverside/Colton, and the eastern approximately 82-mile segment between Riverside/Colton and Indio.

It is anticipated that alternate routes between Los Angeles and the Riverside/Colton area be analyzed. This would include possible routes along the BNSF San Bernardino Subdivision, the Union Pacific (UP) Railroad Alhambra or Los Angeles Subdivision, and the Metrolink San Gabriel Subdivision.

To ensure that planning considers the interrelationships of the broader regional rail network, the following segment(s) and/or services beyond the Corridor shall be considered to the degree necessary to fully inform the service development planning process and service environmental work for the Corridor:

1. Amtrak Sunset Limited (Los Angeles to New Orleans via Phoenix)
2. Amtrak Southwest Chief (Los Angeles to Chicago via Riverside)
3. Amtrak Pacific Surfliner Trains (San Diego to San Luis Obispo)

4. Commuter Rail Operations Metrolink (Serving Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties)
5. Future daily intercity service between Los Angeles and Phoenix via Coachella Valley
6. Local and regional bus connections
7. High-Speed Rail future plans

Market Analysis

The Los Angeles Basin has a population of approximately 16.5 million, and approximately 7.2 million jobs. The Coachella Valley has a population of approximately 443,000, and approximately 12.2 million annual visitors. There are currently 130,000 daily trips through the San Geronio 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. In addition, it will provide lifeline access on routes not serviced by other means to key destinations such as the Veterans Affairs Medical Center in Loma Linda.

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 Geronio 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 (72-76 miles from Colton to Indio or 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 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 at the Riverside – Downtown Station with rail or bus transfers.

Potential Facilities

The service would operate over tracks owned by Metro (5 miles starting at LAUS), BNSF Railway (64 miles). The proposed Coachella Valley Corridor intercity service would stop at three existing Metrolink/Amtrak stations: LAUS, Fullerton, and Riverside – Downtown. Five 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 (existing Amtrak station)
- Mid Valley (new station)
- Indio (existing bus station and planned intermodal station)

The maximum speed of passenger trains in the corridor is 79 miles per hour, and the one-way travel time between Los Angeles and Indio or Coachella would be approximately 180 to 200 minutes.

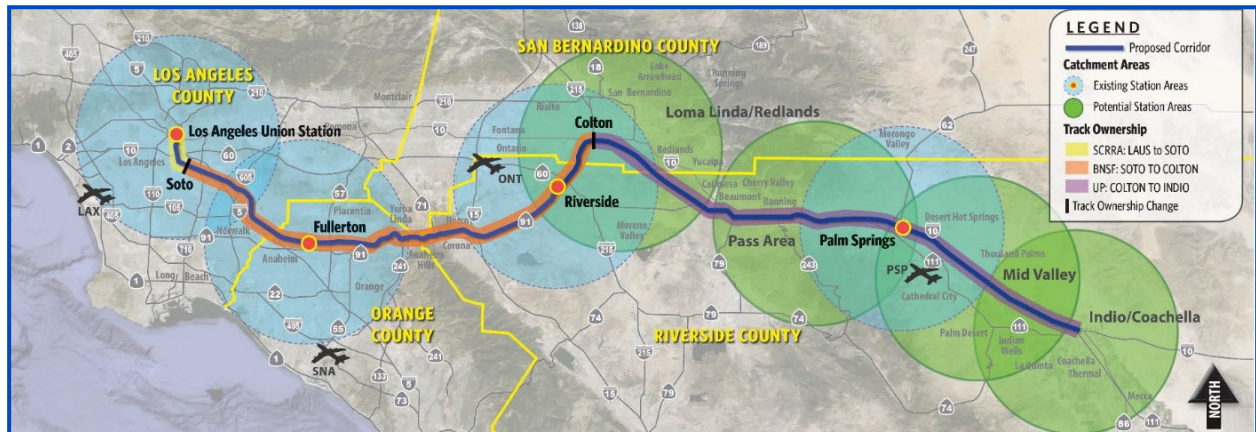
Project Status: Service Development Plan and Tier 1 Environmental

Project Cost Estimate: \$5 million for Planning and Environmental

Project Funding: FRA, Prop 1B, STA Funds

Project Completion: Late 2020 for EIR/EIS

Figure 6: Map of Proposed Coachella Valley – San Geronio Pass Rail Corridor



3.1.2 Coachella Valley Special Event Train Platform Indio

As part of the Coachella Valley Rail program, the Commission is leading the Coachella Special Train Platform Project. The Commission is designing and will be constructing a platform near the Greyhound stop in Indio, a site designated by the City of Indio, to accommodate a 10-car set. New tracks will be constructed to accommodate the special trains. The Commission has secured \$2.7 million of Proposition 1B program funds and a State Rail Assistance award of \$5.9 million to fund the project. The plan is for Amtrak to operate the service for the Coachella Valley Music and Arts Festival and Stagecoach Festival in April 2021.

The Coachella Valley Special Event Train will construct a temporary station (platform) to facilitate passenger loading, unloading, and baggage handling operations for the seasonal festival season in Indio. The platform would accommodate a 10-car train set to be operated by Amtrak. The project will finalize the design of the temporary facility, obtain appropriate permits and construct the platform. Other elements of the project include a drip pan panel, drainage and oil separator tank construction, water cabinet, electrical service, air compressor installation, and storage shed. Passenger access to and from the temporary facility will be constructed.

Project Status: Environmental Review and Design

Project Cost Estimate: \$8.7 million

Project Funding: Prop 1B Grant, State SRA Grant

Project Completion: April 2021



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 SCRRRA JPA. The other member agencies are SBCTA; Metro; OCTA; and VCTC. RCTC holds two voting positions on the 11-member board.

Metrolink has a total of seven commuter lines, three of which serve Riverside County:

- IEOC Line
- The Riverside Line
- 91/PV Line

Figure 7 is a map of the Metrolink Commuter Rail System.

Figure 7: 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 8. 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 2016, the line operates 16 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, SunLine, Corona Cruiser, and Amtrak provide connecting transit service. The average trip length is 33.8 miles.

Figure 8: Map of Metrolink IEOC Line

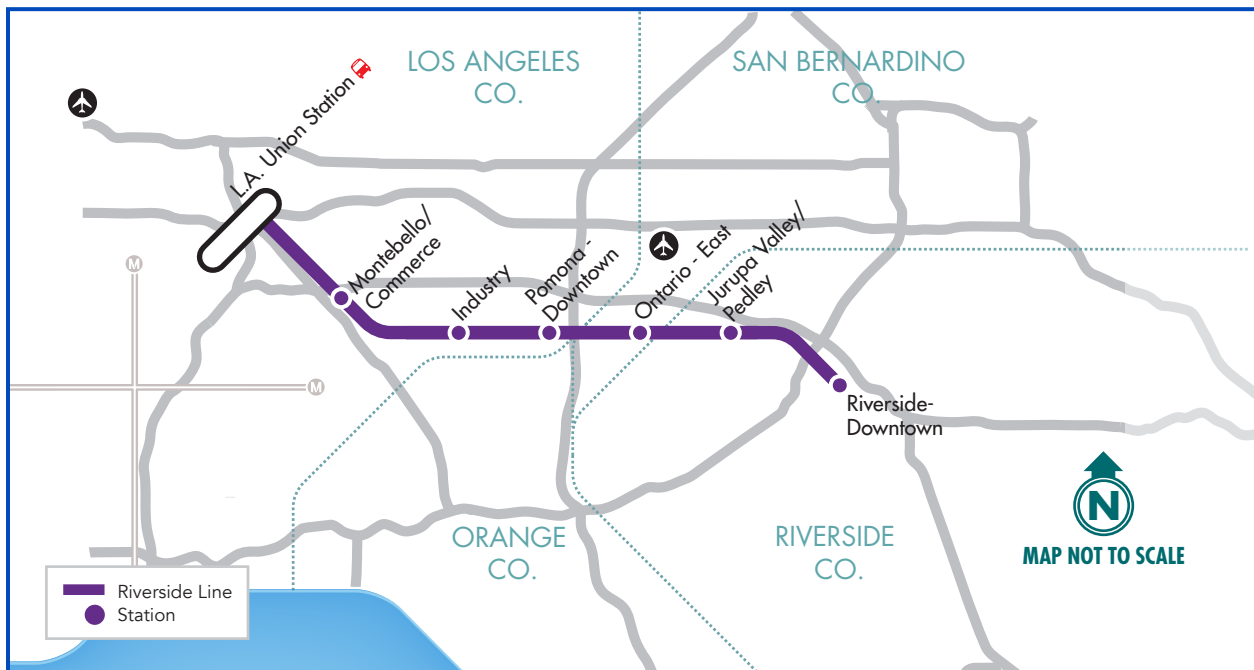


Riverside Line

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 9. The Commission, SBCTA, and Metro jointly fund the line.

The Riverside Line offers 12 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, SunLine, 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 39.3 miles.

Figure 9: Map of Metrolink Riverside Line



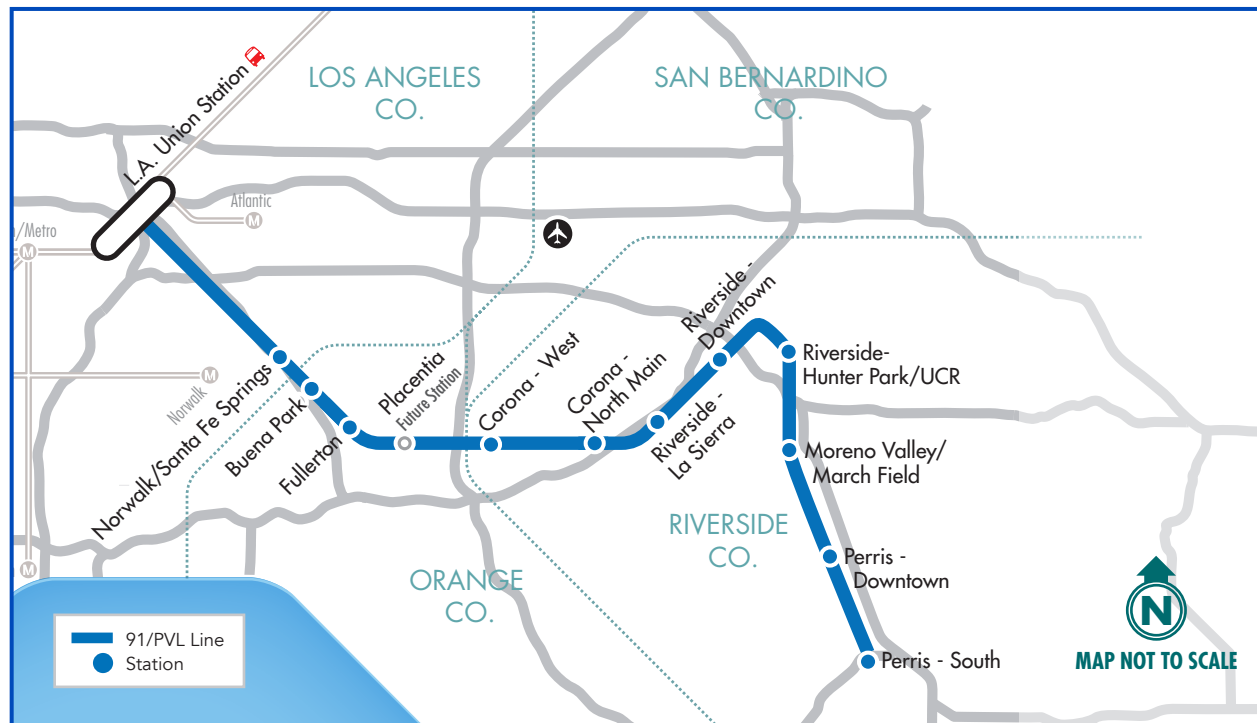
91/PVL Line

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 10 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 13 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, SunLine, Corona Cruiser, and Amtrak provide connecting service in Riverside County. The average trip length is 36.6 miles.

Figure 10: 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** – AA 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 one 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

- **7-Day Pass** – Valid for unlimited travel during a consecutive seven-day period between origin station and destination.
- **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 Vending Machines (TVMs)** – Are available at all Metrolink stations. TVMs accept payment cards or cash.
- **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 anticipates installing TVDs at all stations by mid-2020. The TVDs dispense new paper tickets that contain a watermark and holographic security image to prevent duplication. The TVDs currently accept cash and card payments, but will accept contactless payment including Apple Pay, Samsung Pay, and Google pay at a later date.
- **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 Quickcards. 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 chose to travel.

Discounted Fares

Everyday Discounts

- **Student/Youth** - 25% off Monthly Pass, 7-Day Pass, One-Way and Round-Trip tickets. Youths are ages 6 to 18. Students must present valid Student ID to the fare inspector upon request.
- **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 and Round-Trip tickets. Seniors qualify for discount is 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 new 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 is being proposed as part of the Metrolink FY 2020/21 Budget. This program will include:

- 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 SCRRRA 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 39 revenue train sets in operation¹. The Metrolink fleet is composed of 62 locomotives (including 3 expansion locomotives) and 258 passenger cars (73 cab cars and 185 coach cars)². Metrolink is upgrading its fleet of locomotives to operate new Tier 4 clean technology locomotives and is anticipating delivery of all 35 locomotives in the first half of 2020. In March 2020, Metrolink announced that it has removed all first-generation Tier 0 locomotives from its fleet.

3.2.4 Metrolink Rider Profile

In 2018, 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.

¹ Source: Metrolink 10-Year Strategic Plan 2015-2025 Technical Appendix

² Source: Metrolink Transit Asset Management Plan (May 2016)

Table 3.0: Metrolink Rider Profile

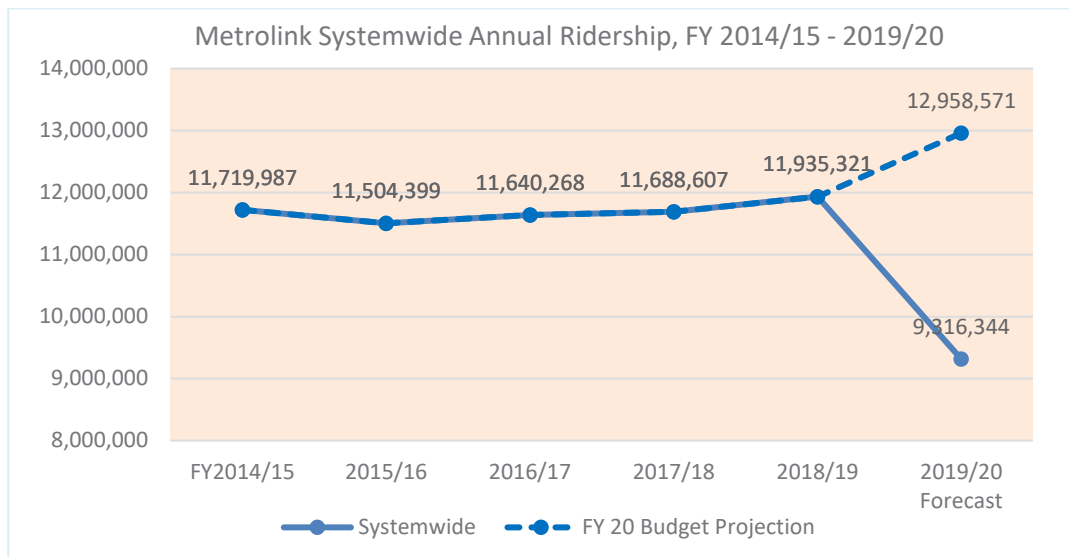
	Riverside Line	IEOC Line	91/PVL Line
Ethnicity:			
Black/African American	9%	7%	14%
Hispanic	29%	33%	26%
Asian	35%	15%	21%
Caucasian (non-Hispanic)	22%	40%	31%
Other	5%	6%	7%
Median Household Income	\$96,310	\$89,641	\$90,860
Automobile Availability	90%	93%	89%
Employment Status			
Not Employed/Retired	1%	1%	1%
Part-Time	3%	4%	3%
Self-Employed	2%	2%	4%
Student Only	8%	4%	7%
Full-Time	86%	89%	86%
Languages Spoken at Home			
Other	9%	9%	13%
Cantonese	5%	1%	1%
Mandarin	9%	1%	2%
Tagalog	6%	1%	5%
Spanish	23%	27%	20%
English	47%	59%	57%
English Proficiency			
Not Well	3%	3%	3%
Well	13%	11%	14%
Not Well	84%	86%	83%
Ridership Frequency (Rides 3 Days or More per Week)	90%	89%	85%
Average Ridership Frequency (Days per Weekday)	4.4	4.5	4.2
Average Trip Length (miles) (Weekday)	38.8	32.9	38.6

Source: Metrolink Origin-Destination Study, 2018

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 11. 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. As of the writing of this report, ridership levels remain unstable; however, based on Metrolink’s April ridership figures it is estimated that total ridership for FY 2019/20 will be about 9.3 million.

Figure 11: Metrolink Systemwide Annual Ridership, FY 2014/15 – 2019/20



Combined ridership on the Riverside County Lines (IEOC, Riverside, and 91/PVL) in the last five years remained relatively stable between FY 2014/15 through FY 2018/19 with growth of about 3%, as reflected in Figure 12. 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.

Figure 12: Total Ridership Riverside County Metrolink Lines, FY 2014/15 – 2019/20

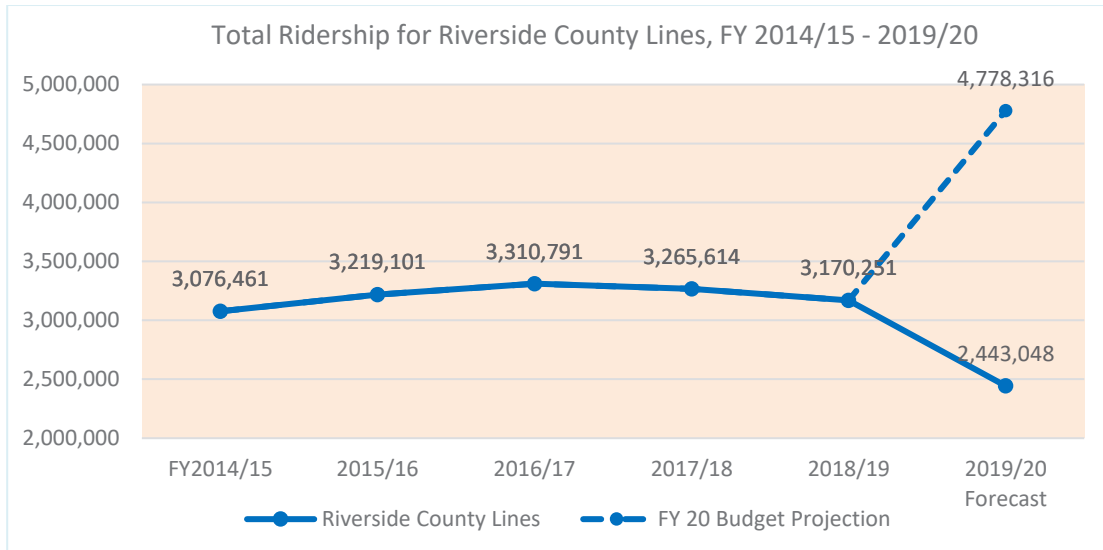


Figure 13 illustrates that the majority (51%) of passengers in the County take the IEOC, followed by one-third (33%) who take the 91/PVL. The data also indicates that about half of the riders are headed towards Orange County and the other half to Los Angeles.

Based on passenger station data in Figure 14, 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 13: Riverside County Average Weekday Passenger Distribution by Line

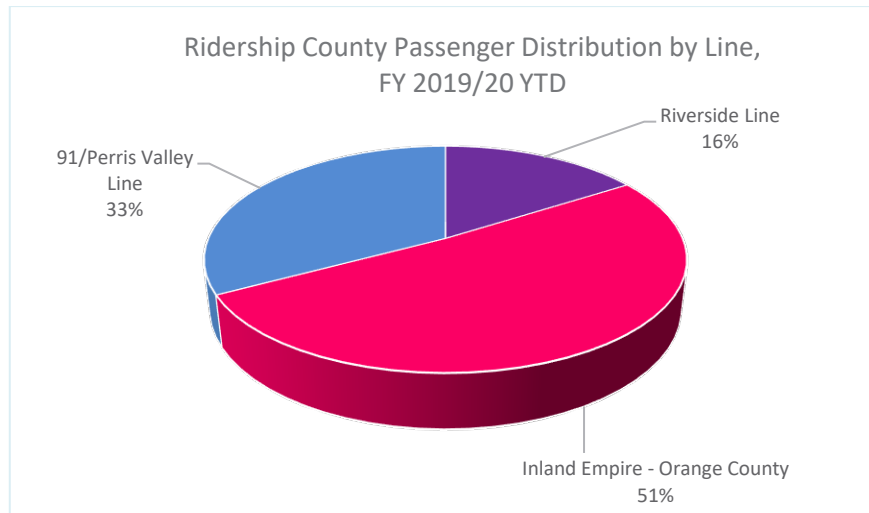
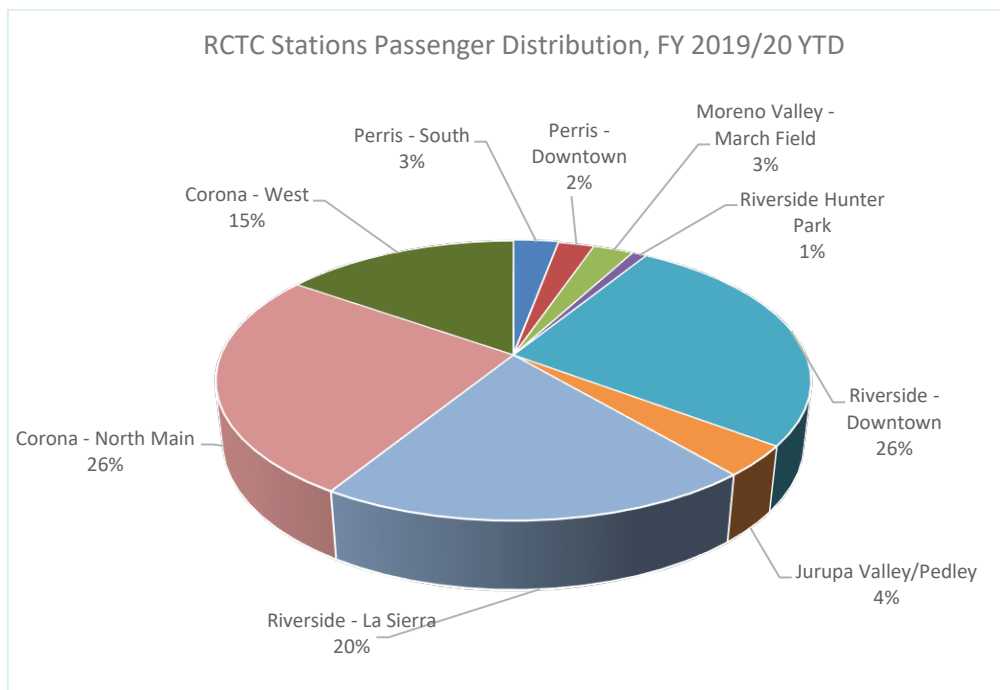


Figure 14: RCTC Stations Passenger Distribution



3.2.6 Metrolink Key Performance Indicators

The following performance indicators in Table 3.1 are provided by SCRRA and show additional details by line. These indicators are reviewed and monitored throughout the year and are used to improve operational productivity. Due to COVID-19 impacts, the proposed FY 2020/21 budget and performance targets are still being developed and is anticipated to be available in August 2020.

Table 3.1: Metrolink Key Performance Indicators

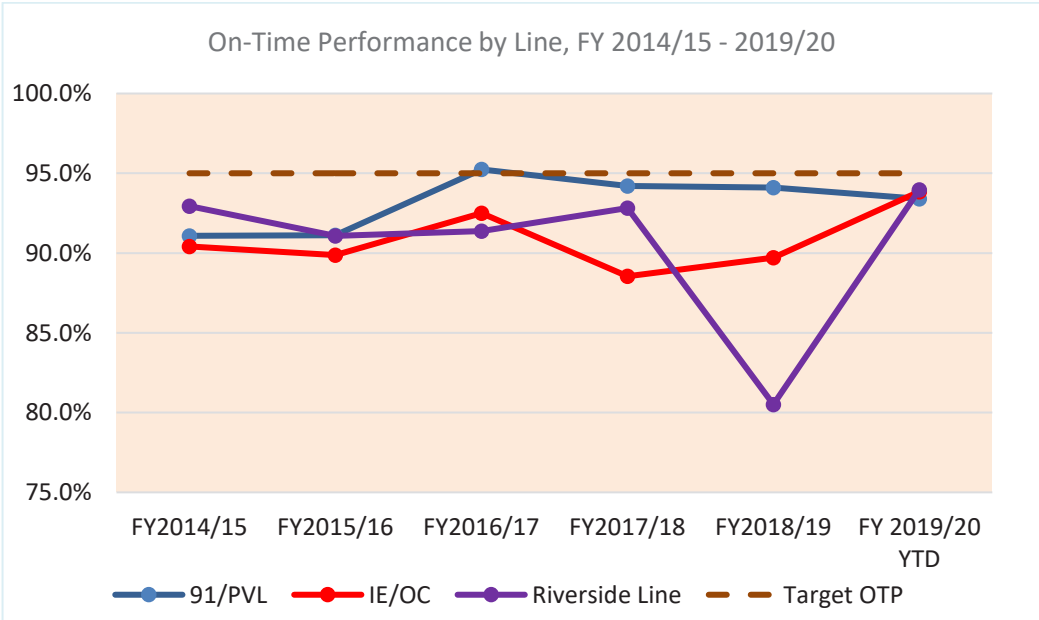
IEOC	FY 18/19 Actual	FY 19/20 Adopted Budget	FY 20/21 Proposed Budget
Unlinked Passenger Trips	1,362,807	1,403,500	TBD
Subsidy/Passenger Mile	\$0.42	\$0.42	
Farebox Recovery Ratio	27.5%	27.7%	
Operating Expense/ Passenger Mile	\$0.61	\$0.61	
Operating Subsidy/Passenger	\$14.04	\$14.06	
Operating Expense/Train Mile	\$81.89	\$84.20	
Revenue Recovery	31.9%	31.6%	
Passenger Miles per Revenue Car Mile (Assumes 4 car set)	33.6	34.5	
Average Weekday Ridership	4,624	4,784	

Riverside Line	FY 18/19 Actual	FY 19/20 Adopted Budget	FY 20/21 Proposed Budget
Unlinked Passenger Trips	967,476	1,030,082	TBD
Subsidy/Passenger Mile	\$0.36	\$0.34	
Farebox Recovery Ratio	40.5%	42.1%	
Operating Expense/ Passenger Mile	\$0.62	\$0.59	
Operating Subsidy/Passenger	\$12.43	\$11.67	
Operating Expense/Train Mile	\$106.28	\$108.93	
Revenue Recovery	42.1%	43.7%	
Passenger Miles per Revenue Car Mile (Assumes 4 car set)	43.0	45.6	
Average Weekday Ridership	3,721	3,962	

91/PVL Line	FY 18/19 Actual	FY 19/20 Adopted Budget	FY 20/21 Proposed Budget
Unlinked Passenger Trips	956,934	931,768	TBD
Subsidy/Passenger Mile	\$0.52	\$0.58	
Farebox Recovery Ratio	24.6%	20.9%	
Operating Expense/ Passenger Mile	\$0.72	\$0.78	
Operating Subsidy/Passenger	\$19.07	\$23.11	
Operating Expense/Train Mile	\$110.02	\$103.10	
Revenue Recovery	27.7%	26.5%	
Passenger Miles per Revenue Car Mile (Assumes 4 car set)	38.3	32.9	
Average Weekday Ridership	3,330	3,256	

Another key performance indicator is on-time performance. 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 15 below shows that on-time performance has improved in FY 2019/20, particularly for the Riverside and IEOC Lines which reported on-time performance below 85% and 90%, respectively, in the last couple of years.

Figure 15: Riverside County Served Lines On-Time Performance



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. Other productivity improvements and an implementation plan are anticipated when Metrolink releases its proposed FY 2020/21 budget in August 2020.

3.2.8 Metrolink Recent Service Changes

In October 2019, the following changes were made to the 91/PVL and Riverside Lines.

- 91/PVL - Weekend service was expanded in Perris as a result of customer requests and interests. Two morning trains and two afternoon/evening trains now serve the Perris Valley area on both Saturday and Sundays. On the weekdays, the 91 PVL Line eliminated the bounce back trains from Perris – South and Riverside – Downtown and extended a morning train to Los Angeles providing four morning trains to Los Angeles, and a new afternoon was added from Los Angeles to Perris.
- Riverside Line - The first morning train was adjusted to depart 12 minutes earlier at 4:35 am to allow commuters to arrive at LAUS by 6:00 am while the second train was adjusted to depart seven minutes earlier at 5:35 am to allow for a 7:00 am arrival. These adjustments were made in response to a Metrolink survey to gauge customers' preferred arrival times.

For the Spring 2020 schedule change, a mid-day reverse train on the 91/PVL Line was proposed from Los Angeles to Perris; however, is postponed due to the COVID-19 pandemic. This train would have provided an option for Riverside County residents who work in Los Angeles to have a return trip in case they need

to return home early or have appointments. It also provides travelers who need to spend only half the day in Los Angeles to have a return trip. In the afternoon, a train that originated in Riverside would also be extended to depart from the Perris – South Station.

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 service growth scenario over the next several years that will expand options for Riverside County residents. 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 3.2: Proposed Riverside County Metrolink Service Improvements

Fiscal Year	2019/20		2020/21**		2021/22		2022/23		2023/24		2024/25	
	Oct	Apr**	Oct	Apr	Oct	Apr	Oct	Apr	Oct	Apr	Oct	Apr
Line	Current	Planned	Proposed									
91/PVL												
AM Peak ¹	4	4	5	5	5	6	6	7	7	8	8	8
Reverse Peak*	1	1	1	1	1	2	2	2	2	2	2	3
Off-Peak		2	2	2	2	2	2	2	2	2	2	2
Reverse Peak*	1	1	1	1	1	2	2	2	2	2	2	3
PM Peak ¹	5	5	6	6	6	7	7	8	8	9	9	9
Total	11	13	15	15	15	19	19	21	21	23	23	25
Total trains to Perris	8	10	*12									
Weekends Total	4	4	4	4	6	6	6	6	8	8	8	8
IEOC Line												
AM Peak	5	5	5	5	6	6	6	7	7	7	8	8
Reverse Peak	1	1	1	2	2	2	2	2	2	2	2	2
Off-Peak	5	5	5	5	5	5	5	5	5	5	5	5
Reverse Peak				1	1	1	1	1	1	1	1	1
PM Peak	5	5	5	5	6	6	6	7	7	7	8	8
Total	16	16	16	18	20	20	20	22	22	22	24	24
Weekends Total	4	4	4	4	6	6	6	6	8	8	8	8
Riverside Line												
AM Peak	5	5	5	5	5	5	6	6	6	6	6	6
Reverse Peak											1	1
Off-Peak	2	2	2	2	2	2	2	2	2	2	2	2
Reverse Peak											1	1
PM Peak	5	5	5	5	5	5	6	6	6	6	6	6
Total	12	12	12	12	12	12	14	14	14	14	16	16
Total Trains Through Riverside (weekdays)	39	41	43	45	47	51	53	57	57	59	63	65
BNSF FUL-RIV Totals	27	29	31	33	35	39	39	43	43	45	47	49
Projected Subsidy (Millions)	\$21		\$24		\$26		\$28		\$30		\$32	

* FTA Minimum Requirement of 12 per SSGA in PVL

**Planned and proposed service improvements for April 2020 and FY 2020/21 will be delayed due to COVID-19.

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.

Immediate Strategies by FY:

- FY 2020/21 - Reinstate 12 train moves 91/PVL to Perris
- FY 2021/22 - Add new IEOC reverse commute trip
- FY 2021/22 - Add new weekend IEOC - currently only two roundtrips (4 trains) since 2006 (AVL has 12 weekend trains)
- FY 2021/22 - Add 91/PVL weekend roundtrip from LA-Riverside-Perris expand IE as a destination

Goals by Line:

- 91/PVL
 - FY 2021/22 - Add 91/PVL weekday peak and reverse peak trips to Perris
 - FY 2022/23 - Add 91/PVL weekday peak trip
 - FY 2023/24 - Add 91/PVL weekday peak trip
 - FY 2023/24 - Add 91/PVL weekend service
 - FY 2024/25 - Add 91/PVL weekday reverse peak trip
- IEOC
 - FY 2021/22 - Add IEOC weekday peak trip
 - FY 2022/23 - Add IEOC weekday peak trip
 - FY 2023/24 - Add IEOC weekend service
 - FY 2024/25 - Add IEOC weekday peak trip
- Riverside
 - FY 2022/23 - Add Riverside weekday peak trip

COVID-19 Impacts on Service Plan

As of March 26, 2020, Metrolink implemented a service adjustment to address the dramatic reduction in ridership due to COVID-19 impacts. The plan is for this to continue until demand increases such that reinstating pre-COVID-19 service levels are justified. The approach highlights are below.

Metrolink level of service with a 30% scheduled train service reduction, Monday- Friday

- 115 trains will operate Monday- Friday
- 52 trains will be removed from service Monday-Thursday
- 54 trains will be removed from service Fridays
- 48 trains on Saturday, no change
- 42 trains on Sunday, no change
- Total miles operated, 7,761 Monday- Friday

Key Strategies

- Maintain higher performing schedules
- Provides customers peak service during the morning and evening commutes
- Four train sets held out of the current 40 set rotation
- Reduces total daily mileage by about 2,235 miles for a fuel cost savings of about \$14,591 daily

- Reduces crew utilization by 5 for crew cost savings of about \$3,140 daily
- Reduces footprint on foreign railroads for cost savings of about \$2,862 daily
- Ability to restore full service on short notice

Riverside County Impacts

- Riverside Line reduction of three trains: 402, 404, 411
- 91/PVL reduction of one train: 711
- IEOC reduction of two trains: 804, 81
- The two additional 91/PVL trains proposed to be added to the April 2020 schedule are currently planned to be added once full service is restored
- Future service additions will be reviewed and implemented based on needs and passenger demand

3.2.11 Metrolink and RCTC Marketing Plans and Outreach

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.

Loyalty Program Campaign

Metrolink is continuing the development of a loyalty program for FY 2020/21 to reward riders for their continued engagement with Metrolink. The Loyalty Program will offer:

- Cashback rewards that are accumulated and paid at regular intervals
- 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.

Corporate Partnerships Program (CPP)

Metrolink announced that it has incorporated the CPP into the Mobile App and will allow the new TVDs to redeem the QuickCards soon. Metrolink is also proposing a business-to-business marketing campaign to gain more corporate accounts.

Line Awareness Marketing Campaign

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, the Commission has partnered 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. The continuation of these services is contingent upon available grant funding and restrictions that may be in place due to COVID-19.

Angels Express Train

The Commission 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 \$7 roundtrip for adults, \$6 for seniors and persons with disabilities, \$4 for youths, and free for kids under 5 who are accompanied by a 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.



Festival of Lights Train

Through the growing success and interest of the City of Riverside’s month-long Festival of Lights (FOL), the Commission partnered with the City, Mission Inn Hotel & Spa, OCTA, Metro, RTA, and Metrolink to provide special train service on Friday and Saturday for four weekends of the FOL event. The special service helps to alleviate local traffic congestion and provides transportation to one of the most well know events in Riverside County. The service plan includes trains from Perris as well as Los Angeles and Orange County. The promotional fare for train riders is \$7 roundtrip and includes a free transfer to RTA’s FOL shuttle bus service that transports passengers from the Riverside – Downtown Station to the event center.

RCTC Outreach Program

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
- Try the Train Tuesday



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

3.2.12 Metrolink Projected Ridership Growth

Due to COVID-19 impacts, Metrolink ridership projections for FY 2020/21 will not be known until their annual budget is submitted in August 2020. Metrolink is also analyzing customer survey findings to develop strategies and priorities to regain riders. Public health orders will also be a determining factor on when services might begin to return to pre-COVID-19 levels.

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 Capital Rehabilitation Plan; 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 Capital Rehabilitation Plan

The 2017 Metrolink Infrastructure Rehabilitation Plan identified major capital improvements for the next ten years. 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;
- Replacement of Ticket Vending Machines; and
- Rehab/Renovation of passenger cars.

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

Continual Improvements of Positive Train Control

PTC has been a major technical undertaking and operating elements are currently available on multiple lines. PTC will continue to be a priority for Metrolink and the Commission to ensure the safety of the traveling public. 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, this was later extended. Metrolink is making strides on this project and has implemented PTC into revenue service on lines it owns. Although full implementation has occurred, and continual improvements of the system will continue to be a high priority.

Ticket Vending Devices and Mobile Ticketing Application

Metrolink's aging ticketing infrastructure is being replaced with new ticket vending devices and provide its customers with enhancements with the addition of the Mobile Ticketing application available to users with smart phones. The replacement and upgrade to the ticketing infrastructure will provide passengers a greater efficiency and ease when using the system. The TVDs include a sleeker design, contactless payment options, and user-friendly compatibilities. Metrolink has implemented a Mobile Ticketing Application systemwide. Usage is robust on the IEOC Line at 63%. Transferring compatibilities to the Metro light rail and subway system is completed giving customers the effortless connectivity to other transit providers.

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 40 Tier 4 locomotives. As of March 2020, SCRRA has 32 locomotives in operations while having received 35. 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 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 ultimately reduce costs for operations and maintenance (O&M) long term. Recently completed projects include:

- Construction of a covered passenger waiting and concession 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 and Riverside – Downtown Stations
- Pavement rehabilitation at Riverside-Downtown
- Upgraded ADA drop off/pick up and parking areas at Corona - West
- Comprehensive painting of Pedley, West Corona, La Sierra, and Riverside-Downtown

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, fences, benches, shelters, bike storage, etc.)
- CCTV camera systems
- Drought tolerant landscaping upgrades
- Elevator rehabilitation or replacement
- Electrical Upgrades
- General building maintenance
- Study of Solar Photo-voltaic panels on parking canopies at two PVL stations.

The total five-year program cost for FY 2020/21 – 2024/25 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 delivery 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
2. Moreno Valley/March Field Station Upgrade Project
3. Metrolink Station Parking Expansion Analysis
4. Riverside-Downtown Station Track and Platform Project
5. Moreno Valley to Downtown Perris 2nd Track Project
6. Downtown Perris to Perris South 2nd Track and 4th Layover Track Project
7. Moreno Valley/March Field Station Pedestrian Bridge Project

Riverside-Downtown Layover Facility North Expansion

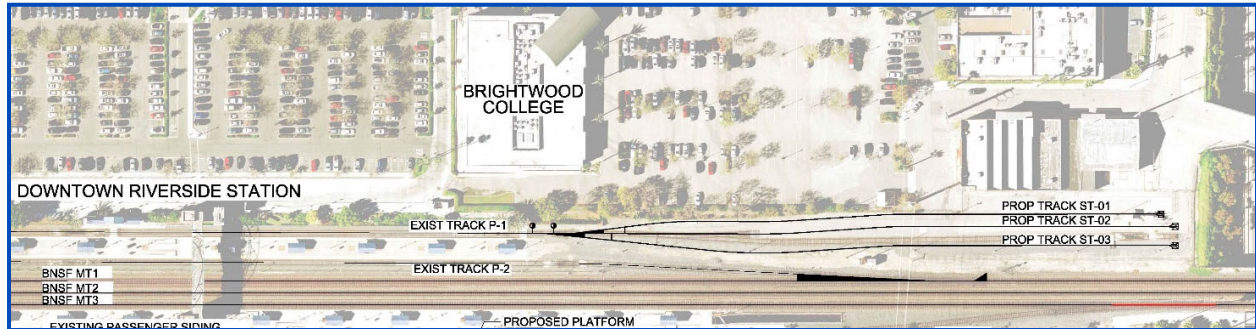
The Riverside-Downtown Layover Facility project expands the existing layover facility on the northside of SR-91 to accommodate three storage tracks with an overall capacity of three 6-train sets. The project also provides upgraded facilities with the addition of a water services station, sewer dump station,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

Project Status: Under Construction

Total Project Cost: \$6.2 million

Project Funding: FTA 5307

Project Completion: November 2020



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 2.7 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: Environmental Review and Design

Estimated Start of Construction: 2021

Project Cost Estimate: \$17 million

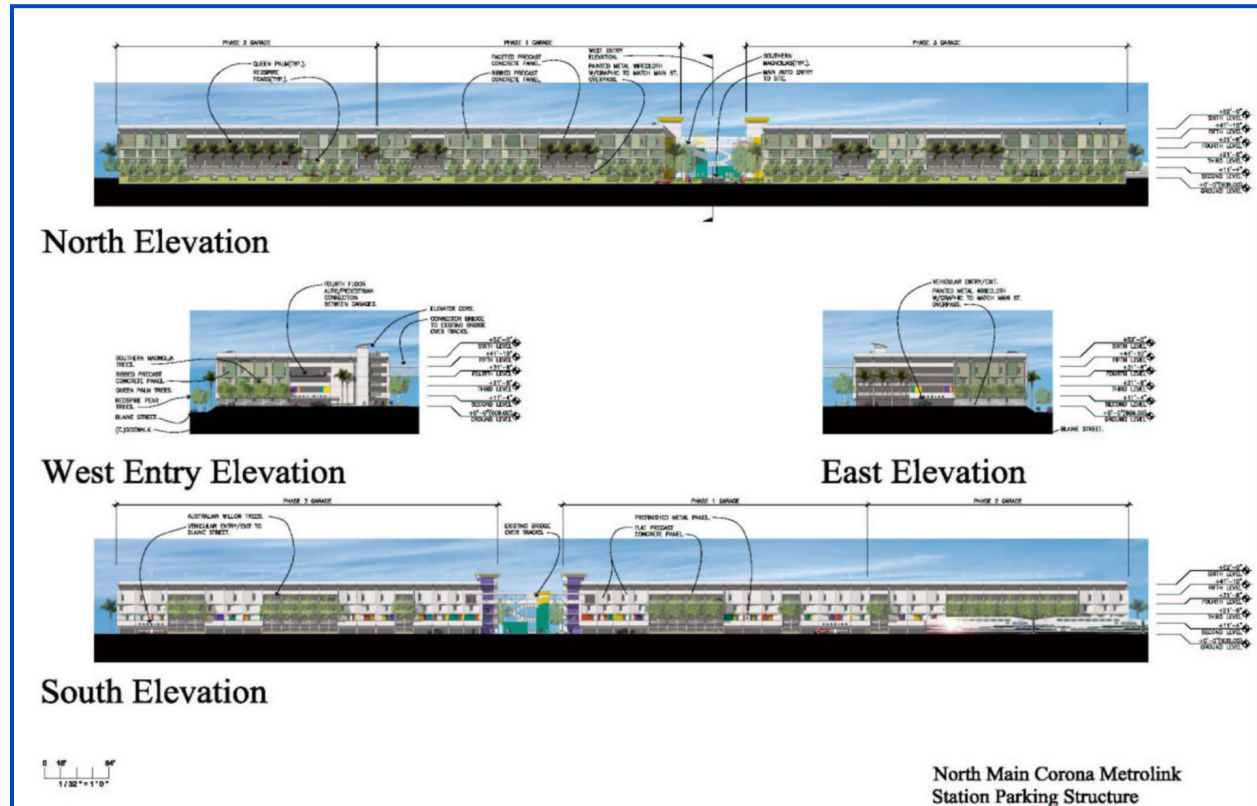
Project Funding: FTA 5307

Project Completion: Early 2022



Metrolink Station Parking Expansion Analysis

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.



Metrolink SCORE Program

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 Track and Platform 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.

Riverside-Downtown Station Track and Platform Project (SCORE Project)

The Riverside-Downtown Station Track and Platform Project increases connectivity and rail capacity and service reliability, especially for all trains using the southeast tracks on the BNSF mainline, which includes all 91/PVL trains. This project will add a center platform and associated tracks on the southeast side of the station and extend the existing pedestrian bridge with an elevator to the new platform, effectively doubling passenger train capacity of the station. The track and platform project has been funded as part of the first phase of the Metrolink SCORE Program. The environmental phase has begun and will assess the development of an expanded project that includes a large property acquisition and a surface parking lot with approximately 500 spaces. The costs and funding of these project elements are still being determined.

Project Status: Environmental Review and Design

Project Cost Estimate: \$30 million (base without expanded parking lot)

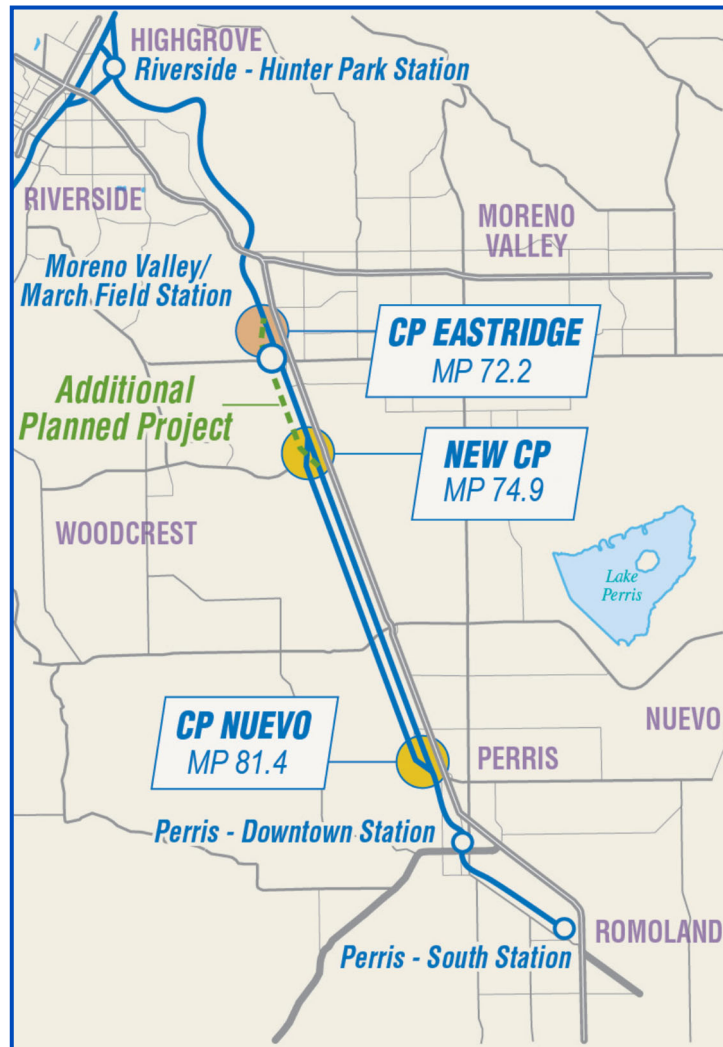
Project Funding: FTA 5307 Grant, TIRCP, STA

Project Completion: December 2023



Moreno Valley to Downtown Perris 2nd Track Project (SCORE 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 signalized 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: Project Definition Report
Project Cost Estimate: \$22 million
Project Funding: TBD
Project Completion: 6-7 years

Downtown Perris to Perris South 2nd Track and 4th Layover Track Project (SCORE Project)

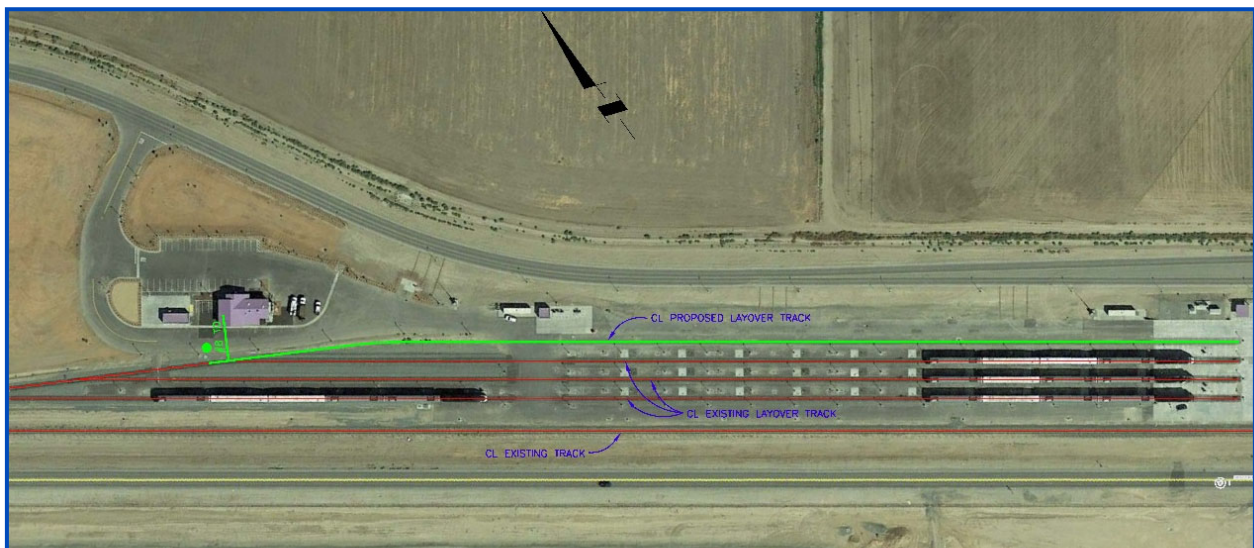
The Perris-South Station is the end of the 91/PVL and serves the City of Perris and communities further south including Temecula, Murrieta, Menifee, Hemet, and San Jacinto. The Perris-South Station is currently along a single-track corridor. This project, as proposed, would add a second track through 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 was needed. As a result, no additional right-of-way is required to construct the additional layover track at the existing facility.

Project Status: Project Definition Report

Project Cost Estimate: \$19 million

Project Funding: TBD

Project Completion: 6-7 years



Moreno Valley/March Field Station Pedestrian Bridge Project (SCORE Project)

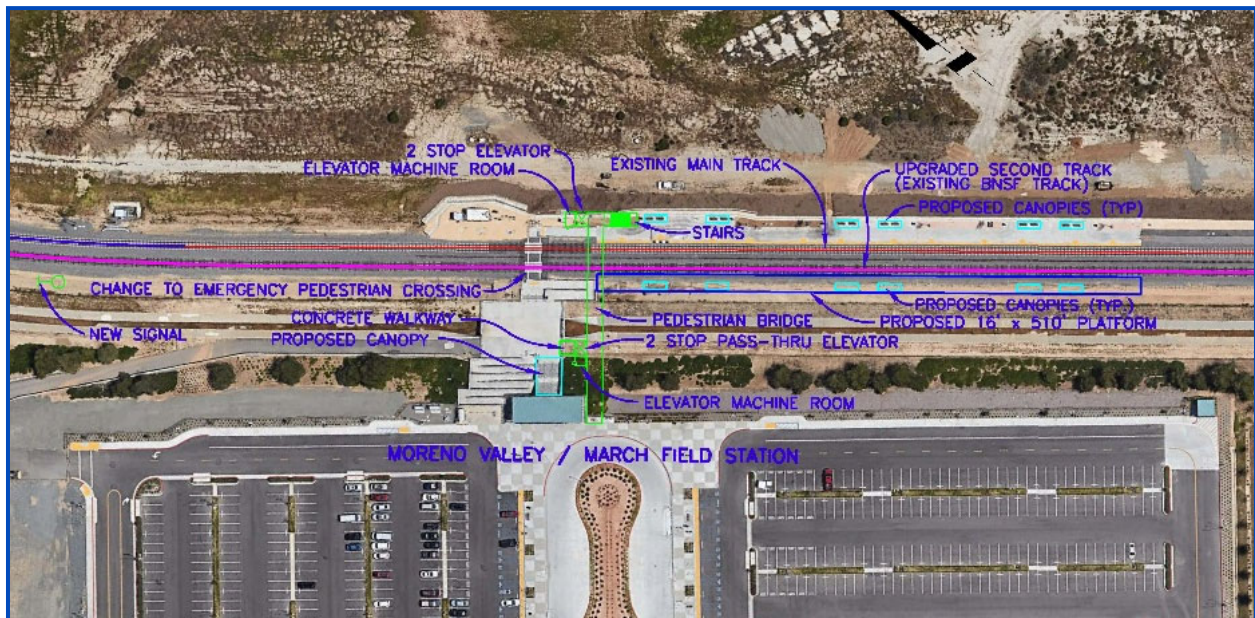
The Moreno Valley/March Field Station is one of the new stations along the PVL and exists today as a single-track station with an at-grade pedestrian crossing and a single platform. This project will upgrade the station with an additional platform and a pedestrian overpass. The overpass will use the same circulation, platform 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: \$25 million

Project Funding: TBD

Project Completion: 7-8 years



3.2.14 Overview of Long-Term Rail Capital Investments

The Commission adopted TRP 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 3.3: Long-Term Rail Capital Investments

Project	Type	Implementation
Metrolink Rail Service: new Riverside-Downtown station parking structure	Parking	Mid 5-10 yr
Metrolink Rail Service: new Corona-North Main station parking structure	Parking	Mid 5-10 yr
Metrolink Rail Service: new Corona-West station parking structure	Parking	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 3rd track from Riverside to Fullerton	Additional Track	Long > 10 yr
Metrolink Rail Service: new 3rd track from Riverside to Fullerton	Additional Track	Long > 10 yr
Metrolink Rail Service: new 4th main track: and West Corona/ Corona/La Sierra station improvements	Additional Track	Long > 10 yr
Metrolink Rail Service: new train station, Ramona Expressway	Station Improvements	Long > 10 yr
Metrolink Rail Service: new low/ zero-emission technology trains	Zero Emission	Long > 10 yr
Coachella Valley-San Geronio rail service: new San Geronio 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

4.0 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 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 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 ½ 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 2020/21

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 2020/21.

Total operating expenses for FY 2020/21 is estimated at \$50.9 million, combined for the vanpool and rail programs, which represents an increase of 18% from FY 2019/20 primarily due to:

- **Metrolink Subsidy** – The total Metrolink subsidy assumes a full year of service with an allocation of \$21.6 million of CARES funding and an advance of \$4.5 million for the first quarter. Metrolink’s FY 2020/21 budget will be provided in August 2020 and the total annual subsidy will be adjusted accordingly.
- **Station O&M** – Increased safety and sanitization costs for Commission-owned Metrolink stations and nearly doubled due to COVID-19 and includes social distancing platform placards for waiting areas, signage, hand sanitization stations, and enhanced daily and monthly deep cleaning routines for high traffic surfaces such as handrails, ticket vending machines, and elevators.
- **VanClub** – The transition of a new application and database system, subsidies and incentives to help promote growth post-pandemic which will result in an overall increase in program performance and participation.

Total capital programming for FY 2020/21 is \$9.5 million, \$8.0 million of which is for a multi-year station rehabilitation program funded by FTA Section 5307. Project descriptions and justifications for each capital project are found in Table 4.0A at the end of this chapter. Total capital programming for FY 2020/21 represents a decrease of 45% from FY 2019/20. This is attributable to FY 2019/20 programming higher than normal capital funds to reflect a \$14.2 million TIRCP grant award for the Riverside-Downtown Platform and Track Project.

The FY 2020/21 operating and capital plans are fully funded. State and local revenues typically comprise the largest revenue sources; however, due to the adverse economic impacts that COVID-19 has had on state and local revenues, primarily LTF and Measure A, the Commission prioritized federal Coronavirus Aid, Relief, and Economic Security (CARES) Act funds to preserve local funding and supplement loss revenues. 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 2021/22 – 2024/25. 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 2020/21 – 2024/25

Fiscal Year					
Total Operating	2020/21	2021/22	2022/23	2023/24	2024/25
	\$ 50,864,341*	\$ 50,871,473	\$ 52,734,534	\$ 54,364,890	\$ 56,282,645
% Change		2.5%	3.7%	3.1%	3.5%

*To be revised, pending Metrolink FY 2020/21 annual budget approval.

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.

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 June 2019 and approved by the FTA in December 2019 and is valid until July 2022.

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 and approved by FTA in 2019.

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 June 2018 and resulted in no findings.

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 2019 TDA Triennial Audit found that it is in compliance with all TDA requirements and in some cases exceeds those requirements. Five recommendations 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, one requirement for the transit operators Financial Transactions Report is that the transit operator prepares separate reports for general public transit and for specialized services;
3. Update the Commission's policy on the use of STA funds for operating assistance, which was approved in June 2019, be updated to reflect Senate Bill (SB) 508;
4. Review and update the Commission's SRTP process to serve more as a planning document that forecasts and provides direction on operating and capital projects and service delivery for the next three to five-year period rather than an annual budgeting document; and
5. 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	SRTP Capital Project No.	Project Type	Funding Category	Timeline Begin - End	Total Project Cost	Unfunded Balance
Moreno Valley/March Field Rail Upgrade	17-6	Facilities/ Capital Upgrades	Fully Funded	12/2019 – 12/2022	\$16,956,682	\$0
Riverside Downtown Station Track & Platform	20-3	Facilities/ Capital Upgrades	Partially Funded	11/2020 – 12/2023	\$30,000,000 (excludes ROW and parking lot)	\$15,000,000 (for ROW and parking lot)
Riverside Downtown Layover Facility	15-2	Facilities/ Capital Upgrades	Fully Funded	08/2019 – 11/2020	\$6,332,444	\$0
Coachella Valley Rail Tier 1 Environmental Study	20-1	Facilities/ Capital Upgrades	Fully Funded	05/2016 – 06/2021	\$5,000,000	\$0
Coachella Valley Special Event Train Platform	20-2	Facilities/ Capital Upgrades	Fully Funded	03/2019 – 04/2021	\$8,688,241	\$0



Table 4.0 - Summary of Funding Request - FY2020/21

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

Operating													
Project	Total Amount of Funds	5307 RS	5307 RS CARES	5337 OB	CMAQ OB ³	LCTOP PUC99313 ⁴	LTF	MA CR	OTHR LCL ⁵	SGR PUC99313	SGR PUC99314	STA PUC99313 ⁶	Farebox
Western County Rail													
MetroLink Operating Subsidy & Preventative Maintenance ¹	\$35,133,841		\$21,618,973	\$4,000,000	\$3,900,000	\$1,081,302	\$4,533,566						
Next Generation Rail Study Phase II	\$400,000						\$400,000						
Program Management and Support ²	\$4,323,500						\$2,237,200	\$2,086,300					
Southern Inland Valley Maintenance	\$2,374,100		\$4,732,900		\$251,000			\$2,074,100	\$300,000				
Station Operations and Security	\$6,566,100							\$1,399,500	\$172,900				
Transfer Agreements	\$150,000						\$150,000						
Vanpool													
RCTC VanClub Operating Expenses	\$1,926,900		\$950,000										\$976,800
Sub-total Operating	\$50,864,341	\$0	\$27,301,873	\$4,000,000	\$4,151,000	\$1,081,302	\$7,320,766	\$5,559,700	\$472,900	\$0	\$0	\$0	\$976,800
Capital													
Project	Total Amount of Funds	5307 RS	5307 RS CARES	5337 OB	CMAQ OB ³	LCTOP PUC99313 ⁴	LTF	MA CR	OTHR LCL ⁵	SGR PUC99313	SGR PUC99314	STA PUC99313 ⁶	Farebox
Western County Rail													
Rail Stations - Capital Rehabilitation - WC 21-1	\$8,837,037	\$8,000,000								\$586,060	\$250,977		
Coachella Valley Rail													
CV Rail Environmental/Service Development Plan - CV 21-1	\$672,000											\$672,000	
Sub-total Capital	\$9,509,037	\$8,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$586,060	\$250,977	\$672,000	\$0
Total Operating & Capital	\$60,373,378	\$8,000,000	\$27,301,873	\$4,000,000	\$4,151,000	\$1,081,302	\$7,320,766	\$5,559,700	\$472,900	\$586,060	\$250,977	\$672,000	\$976,800

¹ Total reflects an estimated full year subsidy and first quarter disbursement of LTF based on the MetroLink-approved continuing resolution. Due to projected decrease in ridership, the subsidy amount covers loss of passenger revenues. An SRTP amendment is anticipated upon approval of the MetroLink FY 2020/21 budget in August 2020.
² 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 2020/21 Projected Funding Details													
5307 RS CARES	\$27,301,873												
5337 OB	\$4,000,000												
CMAQ OB	\$4,151,000												
LCTOP PUC99313	\$1,081,302												
LTF	\$7,320,766												
MA CR	\$5,559,700												
OTHR LCL	\$472,900												
Farebox	\$976,800												
Total Estimated Operating Funding Request	\$50,864,341												
5307 RS	\$8,000,000												
SGR PUC99313	\$586,060												
SGR PUC99314	\$250,977												
STA PUC99313	\$672,000												
Total Estimated Capital Funding Request	\$9,509,037												
Total Funding Request	\$60,373,378												



FY 2020/21 SRTP

RCTC WRC Rail

Table 4.0 A - Capital Project Justification

Project Number: 21-1

FTIP No: RIV200501

Project Name: Rail Stations - Capital Rehabilitation

Category: 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 state of good repair .

Project Schedule:

Start Date	Completion Date
July 2020	June 2025

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5307 RS	FY 2020/21	\$8,000,000
SGR PUC99313	FY 2020/21	\$586,060
SGR PUC99314	FY 2020/21	\$250,977
Total		\$8,837,037

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 2020/21 SRTP

RCTC CV Rail

Table 4.0 A - Capital Project Justification

Project Number: 21-1

FTIP No: RIV151002

Project Name: CV Rail Environmental/Service Development Plan

Category: Planning/Feasibility

Sub-Category: Study

Project Description: In eastern Riverside County for Caltrans/RCTC/CVAG feasibility study of an intercity passenger rail service between Indio and Los Angeles (Phase I), and project Service Development Plan and environmental document (PH II) - PA&ED only (FRA funded project).

Project Justification: This project is funded by local funds subject to the Coachella Valley Rail split and an FRA grant .

Project Schedule:

Start Date	Completion Date
May 2016	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2020/21	\$672,000
Total		\$672,000

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 4.1 - Summary of Funding Request - FY2021/22

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

Operating											
Project	Total Amount of Funds	5307 RS	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail											
Metrolink Operating Subsidy & Preventative Maintenance	\$34,908,803		\$4,000,000	\$1,000,000	\$12,000,000					7,785,250	10,123,553
Next Generation Rail Study Phase II	\$0										
Program Management and Support	\$4,453,205				\$2,304,316	\$2,148,889	\$309,000				
San Jacinto Line Right of Way Maintenance	\$2,446,323					\$2,136,323	\$178,087				
Station Operations and Security	\$6,752,783					\$6,574,696					
Transfer Agreements	\$150,000				\$150,000						
Vanpool											
RCTC VanClub Operating Expenses	\$2,161,359					\$347,456	\$503,407				\$1,310,496
Sub-total Operating	\$50,871,473	\$0	\$4,000,000	\$1,000,000	\$14,454,316	\$10,859,908	\$487,087	\$0	\$0	\$0	\$11,434,049
Capital											
Project	Total Amount of Funds	5307 RS	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail											
Rail Stations - Capital Rehabilitation	\$900,000										
Moreno Valley/March Field Station Ped Bridge	\$0										
Riverside Downtown Station Track and Platform	\$15,000,000							\$600,000	\$300,000	\$15,000,000	
Perris 2nd Track Moreno Valley to Downtown Perris	\$0										
Perris South 2nd Track and 4th Layover Track	\$0										
Station Parking Expansion Analysis	\$0										
RCTC Metrolink Capital Obligation	\$8,000,000		\$8,000,000								
Coachella Valley Rail											
CV Rail Environmental/Service Development Plan - CV 21-1	\$370,000									\$370,000	
Sub-total Capital	\$24,270,000	\$0	\$8,000,000	\$0	\$0	\$0	\$0	\$600,000	\$300,000	\$15,370,000	\$0
Total Operating & Capital	\$75,141,473	\$0	\$12,000,000	\$1,000,000	\$14,454,316	\$10,859,908	\$487,087	\$600,000	\$300,000	\$15,370,000	\$11,434,049



Table 4.2 - Summary of Funding Request - FY2022/23

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

Operating											
Project	Total Amount of Funds	5307 RS	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail											
Metrolink Operating Subsidy & Preventative Maintenance	\$35,956,067		\$4,000,000	\$1,000,000	\$12,000,000	\$2,213,356	\$318,270			8,528,808	10,427,260
Next Generation Rail Study Phase II	\$0				\$2,373,445	\$2,200,413	\$183,430				
Program Management and Support	\$4,586,801					\$6,771,937					
San Jacinto Line Right of Way Maintenance	\$2,518,683										
Station Operations and Security	\$6,955,366										
Transfer Agreements	\$150,000				\$150,000						
Vanpool											
RCTC VanClub Operating Expenses	\$2,567,616					\$635,604	\$327,948				\$1,604,064
Sub-total Operating	\$52,734,534	\$0	\$4,000,000	\$1,000,000	\$14,523,445	\$11,185,705	\$501,700	\$0	\$0	\$0	\$12,031,324
Capital											
Project	Total Amount of Funds	5307 RS	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail											
Rail Stations - Capital Rehabilitation	\$900,000										
Moreno Valley/March Field Station Ped Bridge	\$5,000,000	\$5,000,000						\$600,000	\$300,000		
Riverside Downtown Station Track and Platform	\$0										
Perris 2nd Track Moreno Valley to Downtown Perris	\$0										
Perris South 2nd Track and 4th Layover Track	\$0										
Station Parking Expansion Analysis	\$0										
RCTC Metrolink Capital Obligation	\$8,000,000		\$8,000,000							\$380,000	
Coachella Valley Rail											
CV Rail Environmental/Service Development Plan - CV 21-1	\$380,000										
Sub-total Capital	\$14,280,000	\$5,000,000	\$8,000,000	\$0	\$0	\$0	\$0	\$600,000	\$300,000	\$380,000	\$0
Total Operating & Capital	\$67,014,534	\$5,000,000	\$12,000,000	\$1,000,000	\$14,523,445	\$11,185,705	\$501,700	\$600,000	\$300,000	\$380,000	\$12,031,324



Table 4.3 - Summary of Funding Request - FY2023/24

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

Operating											
Project	Total Amount of Funds	5307 RS	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail											
Metrolink Operating Subsidy & Preventative Maintenance	\$37,034,749		\$4,000,000	\$1,000,000	\$12,000,000					9,294,672	10,740,077
Next Generation Rail Study Phase II	\$0										
Program Management and Support	\$4,724,405				\$2,444,649	\$2,279,756	\$327,818				
San Jacinto Line Right of Way Maintenance	\$2,594,243					\$2,266,425	\$188,932				
Station Operations and Security	\$7,164,027				\$170,000	\$6,975,095					
Transfer Agreements	\$170,000										
Vanpool											
RCTC VanClub Operating Expenses	\$2,677,465					\$1,073,401					\$1,604,064
Sub-total Operating	\$54,364,890	\$0	\$4,000,000	\$1,000,000	\$14,614,649	\$11,521,276	\$516,751	\$0	\$0	\$0	\$12,344,141
Capital											
Project	Total Amount of Funds	5307 RS	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail											
Rail Stations - Capital Rehabilitation	\$900,000										
Moreno Valley/March Field Station Ped Bridge	\$0								\$300,000		
Riverside Downtown Station Track and Platform	\$0										
Perris 2nd Track Moreno Valley to Downtown Perris	\$5,000,000	\$5,000,000									
Perris South 2nd Track and 4th Layover Track	\$5,000,000	\$5,000,000									
Station Parking Expansion Analysis	\$0										
RCTC Metrolink Capital Obligation	\$8,000,000		\$8,000,000							\$390,000	
Coachella Valley Rail											
CV Rail Environmental/Service Development Plan - CV 21-1	\$390,000										
Sub-total Capital	\$19,290,000	\$10,000,000	\$8,000,000	\$0	\$0	\$0	\$0	\$600,000	\$300,000	\$390,000	\$0
Total Operating & Capital	\$73,654,890	\$10,000,000	\$12,000,000	\$1,000,000	\$14,614,649	\$11,521,276	\$516,751	\$600,000	\$300,000	\$390,000	\$12,344,141



Table 4.4 - Summary of Funding Request - FY2024/25

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

Operating											
Project	Total Amount of Funds	5307 RS	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail											
Metrolink Operating Subsidy & Preventative Maintenance	\$38,145,792		\$4,000,000	\$1,000,000	\$12,000,000					10,083,512	11,062,280
Next Generation Rail Study Phase II	\$0										
Program Management and Support	\$4,866,137				\$2,517,988	\$2,348,149					
San Jacinto Line Right of Way Maintenance	\$2,672,070					\$2,334,418	\$337,653				
Station Operations and Security	\$7,378,948					\$7,184,348	\$194,600				
Transfer Agreements	\$170,000				\$170,000						
Vanpool											
RCTC VanClub Operating Expenses	\$3,049,697					\$1,161,569					\$1,888,128
Sub-total Operating	\$56,282,645	\$0	\$4,000,000	\$1,000,000	\$14,687,988	\$11,866,915	\$532,253	\$0	\$0	\$0	\$12,950,408
Capital											
Project	Total Amount of Funds	5307 RS	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail											
Rail Stations - Capital Rehabilitation	\$900,000										
Moreno Valley/March Field Station Ped Bridge	\$0								\$300,000		
Riverside Downtown Station Track and Platform	\$0							\$600,000			
Perris 2nd Track Moreno Valley to Downtown Perris	\$0										
Perris South 2nd Track and 4th Layover Track	\$0										
Station Parking Expansion Analysis	\$1,000,000									\$1,000,000	
RCTC Metrolink Capital Obligation	\$8,000,000		\$8,000,000								
Coachella Valley Rail											
CV Rail Environmental/Service Development Plan - CV 21-1	\$400,000									\$400,000	
Sub-total Capital	\$10,300,000	\$0	\$8,000,000	\$0	\$0	\$0	\$0	\$600,000	\$300,000	\$1,400,000	\$0
Total Operating & Capital	\$66,582,645	\$0	\$12,000,000	\$1,000,000	\$14,687,988	\$11,866,915	\$532,253	\$600,000	\$300,000	\$1,400,000	\$12,950,408





FY 2020/21 Transit Operator Funding Allocations

Operating & Capital Projects

Funding Source [1]	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 [2, 3]	\$1,986,292									\$1,986,292	
5307 HS CARES [2, 3, 4]	\$9,841,873									\$9,841,873	
5307 IC [2, 6]	\$5,575,907										\$5,575,907
5307 IC CARES OB [2, 5, 6]	\$13,208,971										\$13,208,971
5307 LALB CARES [2, 4, 7]	\$312,970									\$312,970	
5307 MTM [2, 8]	\$1,889,417									\$1,889,417	
5307 MTM CARES [2, 4, 8]	\$9,423,497									\$9,423,497	
5307 RS [2, 9]	\$21,075,894			\$0					\$8,000,000	\$13,075,894	
5307 RS CARES [2, 4, 9]	\$61,756,778			\$2,843,298	\$5,040,000			\$950,000	\$26,351,873	\$26,571,607	
5307 RS OB [2, 5, 9]	\$368,000			\$48,000	\$320,000						
5310 OB [2, 5]	\$418,947					\$56,000				\$150,000	\$212,947
5311 [2]	\$1,010,730					\$202,146				\$505,365	\$303,219
5311 (f) CARES [2, 4]	\$53,889										\$53,889
5311 CARES [2, 4]	\$1,332,190					\$130,461				\$901,729	\$300,000
5311 FOB [2, 5]	\$161,666										\$161,666
5312 OB [2, 5]	\$37,320										\$37,320
5337 OB [2, 5]	\$4,000,000								\$4,000,000		
5339 RS [2, 9]	\$384,700			\$64,700	\$320,000						
AB 2766 [10]	\$20,000			\$0		\$20,000					
CMAQ OB [2, 5, 12]	\$5,279,357								\$4,151,000		\$1,128,357
FARE [10]	\$3,916,275	\$182,996	\$213,942	\$0		\$90,635		\$976,800		\$1,052,078	\$1,399,824
INT [10]	\$471,000		\$1,000							\$470,000	
LCTOP OB [5, 11, 13]	\$1,113,185									\$776,185	\$337,000
LCTOP PUC99313 [11, 13]	\$4,463,104		\$90,000			\$77,756		\$1,081,302		\$2,349,969	\$864,077
LCTOP PUC99314 [11, 13]	\$418,346		\$3,346			\$1,675				\$239,301	\$174,024
LTF [11, 14]	\$36,000,783	\$1,683,061	\$2,776,096	\$0		\$1,085,189		\$7,320,766		\$12,135,671	\$11,000,000



FY 2020/21 Transit Operator Funding Allocations

Operating & Capital Projects

Funding Source [1]	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
MA CR [10, 15]	\$5,559,700								\$5,559,700		
MA SPT [10, 15]	\$5,955,883										\$5,955,883
OTHR FED [2]	\$255,000										\$255,000
OTHR LCL [10, 16]	\$4,237,507	\$1,100		\$0		\$43,665			\$472,900	\$1,297,964	\$2,421,878
SGR PUC99313 [11, 17]	\$3,359,242	\$38,436	\$51,000	\$143,348	\$95,957				\$586,060	\$1,778,722	\$665,719
SGR PUC99314 [11, 17]	\$552,382	\$2,286	\$2,537	\$7,298	\$4,695				\$250,977	\$170,512	\$114,077
SGR-OB [5, 11, 17]	\$228,717	\$39,878	\$101,884	\$50,000		\$36,955					
STA - OB [5, 11, 18]	\$0		\$0							\$0	\$0
STA PUC99313 [11, 18]	\$5,140,173	\$494,987	\$1,150,603	\$255,624	\$110,380	\$228,363	\$672,000			\$84,403	\$2,143,813
STA PUC99314 [11, 18]	\$916,897	\$14,291	\$15,860	\$24,676	\$29,348	\$7,937					\$824,785
Grand Total	\$210,726,592	\$2,457,035	\$4,406,268	\$3,436,944	\$5,920,380	\$1,980,782	\$672,000	\$1,926,800	\$57,774,578	\$85,013,449	\$47,138,356

- [1] As proposed in each transit operator's FY 2020/21 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
- [5] OB is for Obligated Balance, funds that have been awarded in a prior year with a remaining balance
- [6] IC is for Indio-Cathedral City UZA
- [7] LALB is for Los Angeles-Long Beach-Anaheim UZA
- [8] MTM is for Murrieta-Temecula-Meniffee UZA
- [9] RS is for Riverside-San Bernardino-Ontario UZA
- [10] All funding sources are local funds
- [11] All funding sources are state funding sources
- [12] CMAQ is for Congestion Mitigation Air Quality Funds from the Federal Highway Administration flexed to FTA.
- [13] LCTOP is for Low Carbon Transit Operations Funds
- [14] LTF is for Local Transportation Funds



FY 2020/21 Transit Operator Funding Allocations

Operating & Capital Projects

[15] 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.

[16] Other local revenues include but are not limited to advertising fees, compressed natural gas sales, low carbon fuel standard credits, and taxi voucher sales.

[17] SGR is for State of Good Repair

[18] STA is for State Transit Assistance