

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Citizens and Specialized Transit Advisory Committee

TIME: 11:00 a.m.

DATE: Monday, August 7, 2023

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

VIDEO CONFERENCE SITES:

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

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

🌀 COMMITTEE MEMBERS 🌀

Lisa Castilone, **Chair**, GRID Alternatives, Western and Southwest Riverside County
Gloria J. Sanchez, **Vice Chair**, Menifee Senior Advisory, Southwest Riverside County
John Krick, **Second Vice Chair**, T-Now Member, Northwest Riverside County
John Chavez, Retired Citizen, San Geronio Pass
George Colangeli, Palo Verde Valley Transit Agency, Palo Verde Valley
Alejandra Gonzalez, Norco Seniors on the Move, Northwest Riverside County
Jack Marty, Retired Citizen, San Geronio Pass
Mary Jo Ramirez, Workforce Development Member, Southwest Riverside County
Ivet Woolridge, Independent Living Partnership, Riverside County
Riverside Transit Agency, Western Riverside County
SunLine Transit Agency, Coachella Valley

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

www.rctc.org

AGENDA*

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

11:00 a.m.

Monday, August 7, 2023

**Riverside County Transportation Commission
March Field Conference Room A
4080 Lemon Street, Third Floor
Riverside, California**

VIDEO CONFERENCE SITES:

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

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

For members of the public wishing to submit comment in connection with the Committee Meeting please email written comments to the Clerk of the Board at lmobley@rctc.org prior to August 6, 2023 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 Brown Act and Government Code Section 54957.5, agenda materials distributed 72 hours prior to the meeting, which are public records relating to open session agenda items, will be available for inspection by members of the public prior to the meeting on the Commission's website, www.rctc.org.

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

1. CALL TO ORDER

2. ROLL CALL

3. **PUBLIC COMMENTS** – *Under the Brown Act, the Board should not take action on or discuss matters raised during public comment portion of the agenda which are not listed on the agenda. Board members may refer such matters to staff for factual information or to be placed on the subsequent agenda for consideration. Each individual speaker is limited to speak three (3) continuous minutes or less.*
4. **ADDITIONS/REVISIONS** *(The Committee may add an item to the agenda after making a finding that there is a need to take immediate action on the item and that the item came to the attention of the Committee subsequent to the posting of the agenda. An action adding an item to the agenda requires 2/3 vote of the Committee. If there are less than 2/3 of the Committee members present, adding an item to the agenda requires a unanimous vote. Added items will be placed for discussion at the end of the agenda.)*

5. **PUBLIC HEARING – TRANSIT NEEDS IN RIVERSIDE COUNTY**

Page 1

Overview

This item is for the Committee to conduct a public hearing to receive comments on transit needs in Riverside County (County).

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

6A. **APPROVAL OF MINUTES – JUNE 12, 2023**

Page 4

7. **FISCAL YEAR 2023/24 SHORT RANGE TRANSIT PLAN UPDATES**

Page 7

Overview

This item is for the Committee to receive and file the Fiscal Years 2023/24 – FY 2025/26 Short-Range Transit Plans (SRTPs) for the cities of Banning, Beaumont, Corona, and Riverside; Palo Verde Valley Transit Agency (PVVTA); Riverside Transit Agency (RTA); SunLine Transit Agency (SunLine); and the Commission's FY 2023/24 – 2027/28 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 Committee meeting is scheduled for December 11, 2023.

AGENDA ITEM 5

PUBLIC HEARING

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	August 7, 2023
TO:	Citizens and Specialized Transit Advisory Committee
FROM:	Eric DeHate, Transit Manager
THROUGH:	Lorelle Moe-Luna, Multimodal Services Director
SUBJECT:	Public Hearing – Transit Needs in Riverside County

STAFF RECOMMENDATION:

This item is for the Committee to conduct a public hearing to receive comments on transit needs in Riverside County (County).

BACKGROUND INFORMATION:

The California State Transportation Development Act (TDA) requires that transportation planning agencies ensure the establishment of a citizens' participation process for each county. This process includes an element in which the California Public Utilities Code (PUC) Section 99238.5 states, *"The transportation planning agency shall ensure the establishment and implementation of a citizen participation process appropriate for each county. The process shall include a provision for at least one public hearing in the jurisdiction represented by the social services transportation advisory council."*

The purpose of the public hearing is to garner public participation and solicit input from transit dependent and transit disadvantaged persons, including the elderly, disabled and persons of limited means. The CSTAC fulfills the citizens advisory council and the social services transportation advisory council TDA requirements. It consists of up to 13 members of the public and two Consolidated Transportation Service Agency members from Riverside Transit Agency and SunLine Transit Agency. The committee assists the Commission in fulfilling TDA regulations by promoting transportation service improvements and enhancements that support the mobility of older adults, persons with disabilities, and persons of limited means. It also establishes an effective communication exchange among the County's public transit operators, local specialized transit providers, and representatives from diverse transit dependent populations regarding matters of mutual concern.

The public hearing was advertised by transit operators, specialized transit providers, and other stakeholders on buses, facilities, and social media. Staff also published a 30-day hearing notice in English and Spanish in the major newspapers throughout the county including *The Press-Enterprise*, *The Desert Sun*, and *The Palo Verde Times*. The following methods were made available to the public to submit comments via oral or written testimony:

- 1) Email at info@rctc.org

- 2) Postal Mail to:
Riverside County Transportation Commission
Attn: Transit Needs Public Hearing Comments
P. O. Box 12008, Riverside, CA 92502-2208
- 3) Via the website at www.rctc.org/contact-us/
- 4) By phone at (951) 787-7141
- 5) In-person on Monday, August 7, 2023, at 11:00am at the Citizens and Specialized Transit Advisory Committee meeting

As of the writing of this report, one written public comment has been received through the alternative methods noted above. CSTAC members will receive a copy of the public comments submitted at the meeting.

Staff recommends the CSTAC hold a public hearing at today's meeting to receive public comments. Staff will continue to work with transit operators to address the public comments received and support service improvements that will meet those needs.

Attachment: Public Notice Flyer for Public Transit Operators

JOIN US!

**Monday, August 7, 2023
11:00 A.M.**

RCTC is holding a public hearing to gather input on transit needs within Riverside County. RCTC and transit operators will use information provided by the public for future transit improvements.

IN PERSON AT 3 LOCATIONS:

RCTC

March Field Conf. Room A
4080 Lemon Street,
3rd Floor, CA 92502-2208

SunLine Transit Agency

32505 Harry Oliver Trail
Board Room
Thousand Palms, CA 92776

Palo Verde Valley Transit Agency

415 N. Main Street, Room A
Blythe, CA 92225



¡ACOMPÁÑENOS!

**Lunes, 7 de agosto de 2023
11:00 A.M.**

RCTC está organizando una audiencia pública para coleccionar opiniones sobre las necesidades de transporte en el condado de Riverside. RCTC y los operadores de tránsito utilizarán la información recopilada del público para futuras mejoras de tránsito.

EN PERSONA EN TRES LUGARES:

RCTC

March Field Conf. Room A
4080 Lemon Street,
3rd Floor, CA 92502-2208

SunLine Transit Agency

32505 Harry Oliver Trail
Board Room
Thousand Palms, CA 92776

Palo Verde Valley Transit Agency

415 N. Main Street, Room A
Blythe, CA 92225

HOW TO SUBMIT A COMMENT:



EMAIL

Email comments to
info@rctc.org with *Transit
Needs Public Hearing
Comments* in the subject line.



MAIL

Your comments to:
RCTC
Attn: Transit Needs Public
Hearing
PO Box 12008
Riverside, CA 92502-2208



Fill out the **ONLINE FORM**
at www.rctc.org/contact-us/



CALL (951) 787-7141

¿CÓMO ENVIAR UN COMENTARIO?



En persona en tres lugares



Por correo electrónico a
info@rctc.org.
Escriba en la línea de
asunto "Comentarios para
la Audiencia Pública Sobre
Necesidades de Transporte"



Por correo a
RCTC
Attn: Transit Needs
Public Hearing
PO Box 12008
Riverside, CA 92502-2208



Complete el formulario
en línea en
www.rctc.org/es/contact-us/



Llamar al (951) 787-7141

AGENDA ITEM 6A

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

CITIZENS AND SPECIALIZED TRANSIT ADVISORY COMMITTEE

June 12, 2023

Minutes

1. CALL TO ORDER

The meeting of the Citizens and Specialized Transit Advisory Committee was called to order by Chair Lisa Castilone at 11:03 a.m.

2. ROLL CALL

Members Present

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

Members Absent

John Chavez
George Colangeli
Alejandra Gonzalez
Jack Marty

3. PUBLIC COMMENTS

There were no public comments.

4. ADDITIONS/REVISIONS

None

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

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

5A. APPROVAL OF MINUTES – APRIL 10, 2023

6. MEASURE A SPECIALIZED TRANSIT PRESENTATION

Eric DeHate, Transit Manager, introduced Yajaira Carillo and Estrella Urban from the Riverside University Health System for Behavioral Health, and Chris Malone from the Riverside University Healthy System Medical Center.

Ms. Carillo gave a detailed presentation of the programs offered by the Riverside University Health System for Behavioral Health.

Ms. Urban discussed that the program offers door-to-door transportation, eligibility requirements, marketing strategies, single rider vs. multiple rider trips, application process, availability of transportation, and the various locations their services are available.

Mr. Malone from Riverside University Health System Medical Center added the Specialized Transit program through Riverside University Health System Medical Center provides a more involved approach. They make sure the right patient is being picked up/dropped off, that someone is there to receive them when they get home, etc.

Mr. Malone provided an overview of the Medical Center transportation program.

Mr. Malone described the difference between the two services as the Riverside University Health System Medical Center handles more of the medical side because you have to be available for patients 24/7.

7. METROLINK MARKETING PROMOTIONS (verbal presentation)

Sheldon Peterson, RCTC Rail Manager, presented a brief overview of the Metrolink marketing promotions going on this summer.

Mr. Peterson discussed the different ticket offers and fare promotions, schedules, and outreach projects in the communities.

8. COMMITTEE MEMBER/STAFF REPORT

- 8A. Vice Chair Sanchez updated the Committee on the transit workshops offered in Menifee .
- 8B. Mr. DeHate announced the next CSTAC meeting will hold a public hearing and updated the Committee on Commission projects.
- 8C. Lorelle Moe-Luna, RCTC Multimodal Services Director, reminded transit operators the Section 5310 Call for Projects will begin accepting applications in August.
- 8D. Ms. Moe-Luna introduced Alicia Johnson, Senior Procurement Analyst and Italia Garcia, Community Engagement Manager.
- 8E. Mary Jo Ramirez asked when the vehicles purchased with Section 5310 funds were going to have to be zero emission.
- 8F. Mr. DeHate responded there are a lot of variables to consider before 5310 recipients will be impacted by the Air Resources Board (ARB) rules. They are primarily for the public transit operators and for greater than 14,000 lbs. buses, but the rules would need to be amended to impact different vehicle sizes.

9. ADJOURNMENT

There being no further business for consideration by the Citizens and Specialized Transit Advisory Committee, the meeting adjourned at 11:57 a.m.

Respectfully submitted,

A handwritten signature in blue ink, reading "Lorelle Moe-Luna", with a stylized flourish at the end.

Lorelle Moe-Luna, Multimodal Services Director

AGENDA ITEM 7

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	August 7, 2023
TO:	Citizens and Specialized Transit Advisory Committee
FROM:	Eric DeHate, Transit Manager
THROUGH:	Lorelle Moe-Luna, Multimodal Services Director
SUBJECT:	Fiscal Year 2023/24 Short Range Transit Plan Updates

STAFF RECOMMENDATION:

This item is for the Committee to receive and file the Fiscal Years 2023/24 – FY 2025/26 Short-Range Transit Plans (SRTPs) for the cities of Banning, Beaumont, Corona, and Riverside; Palo Verde Valley Transit Agency (PVVTA); Riverside Transit Agency (RTA); SunLine Transit Agency (SunLine); and the Commission’s FY 2023/24 – 2027/28 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. The seven public bus transit operators typically submit a three-year SRTP, and the Commission as the operator for commuter rail and vanpool submits a five-year SRTP.

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

Transit operators are continuing to work through a recovery period and the FY 2023/24 service plans reflect a return towards pre-COVID levels under fiscally conservative economic conditions. For FY 2023/24, it is estimated that countywide ridership (excluding Metrolink data which is

unavailable at this time) will reach almost 8.7 million, which reflects an increase of about 16.8 percent from planned ridership for FY 2022/23. These proposed service plans also provide flexibility to adapt quickly to market changes.

SRTP Highlights for FY 2023/24

Following are service and capital program highlights for FY 2023/24 by operator.

Banning

Banning provides both Dial-A-Ride and four fixed route services, primarily covering the areas of Banning and Cabazon, and provides connections to the Morongo Indian Reservation and Walmart in Beaumont. Banning estimates a total of \$2.1 million in operating and \$2.8 million in capital assistance needs, a combined decrease about 1.6 percent from FY 2022/23 primarily due to a slight reduction in capital needs.

Planned services and projects for FY 2023/24 include:

- Four new replacement buses into service;
- Begin a pilot of a new electric paratransit van;
- Begin a two-year reduced and free fare program;
- Rehabilitation of the current compressed natural gas (CNG) station;
- Procurement of five new buses;
- Upgrading bus stops and adding new shelters to highly used stops;
- Procuring two new support vehicles; and
- Purchasing a heavy-duty lift for the maintenance of transit fleet.

Beaumont – Beaumont Transit

Beaumont provides both Dial-A-Ride and seven fixed route services. It primarily operates in Beaumont with connections in Banning and Calimesa. Beaumont estimates a total of \$3 million in operating and \$6.4 million in capital assistance needs, a combined increase of about 85 percent from FY 2022/23 primarily due capital assistance needs.

Planned services and projects for FY 2023/24 include:

- Implementing a three-year fare promotion for all passengers;
- Increasing advertising and passenger outreach;
- Increasing trips in the travel training program;
- Completion of the microtransit analysis;
- Implement fare increase;
- Implement route changes; and

- Implementation of many needed capital projects such as the procurement of seven, 32-foot CNG buses, bus stop improvement plan and improvements, and replacement of two support vehicles.

Corona – Corona Cruiser

Corona operates two fixed routes and a Dial-A-Ride program for seniors and persons with disabilities within the city limits and neighboring communities of Coronita, El Cerrito, Home Gardens, and Norco. Corona estimates a total of \$3.4 million in operating and \$2.6 million in capital assistance needs, a combined increase of about 102 percent from FY 2022/23 primarily due to an increase in capital assistance needs.

Planned services and projects in FY 2023/24 include:

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

City of Riverside

Riverside Connect (RC) operates a 24-hour advance reservation Dial-A-Ride for seniors and persons with disabilities within the Riverside city limits. RC serves as the primary paratransit provider for those eligible within the city of Riverside. RC differs from RTA's Dial-A-Ride by providing service only within Riverside city limits and serves seniors 60 years and older, as compared to RTA's Dial-A-Ride which serves seniors 65 years and older. RC estimates a total of \$4.9 million in operating and \$400,000 in capital assistance needs, a combined decrease of about 1.7 percent from FY 2022/23 primarily due to a reduction in operating assistance.

Planned services and projects for FY 2023/24 include:

- Paratransit Scheduling software upgrade;
- Upgrade the facility access system;

- Upgrade the video surveillance system;
- Replace the CNG detection system; and
- Renovation of the dispatch office area.

PVVTA

PVVTA provides six fixed route/deviated fixed routes services known as “Desert Roadrunner,” a micro transit ADA paratransit service, and a transportation reimbursement program for individuals who are unable to access fixed route services. The fixed route service can deviate up to three-quarters of a mile away from the actual fixed route. Service is provided within the city of Blythe and surrounding unincorporated areas in the Palo Verde Valley. PVVTA estimates a total of \$1.8 million in operating and \$400,000 in capital assistance needs, a combined decrease of about 12.8 percent from FY 2022/23 primarily due to a reduction in capital needs.

Planned services and projects for FY 2023/24 include:

- Increasing frequency to 30 minutes on Route 1 between 9 a.m. and 3 p.m.;
- Continue service on Route 2, with additional requests from 4:30-6:45 p.m.;
- Upgrading technology and computer software;
- Replacement of two fixed route buses;
- Launch a new branding campaign;
- Procure an electric forklift; and
- Encouraging new ridership through targeted marketing campaigns.

RTA

RTA operates 32 local, intercity, and regional fixed routes; three CommuterLink express routes; one Micortransit Service; and Dial-A-Ride services. RTA estimates a total of \$102 million in operating and \$19.1 million in capital assistance needs, a combined increase of about 6.2 percent from FY 2022/23. This is attributable to the realignments and reinstatement of routes, significant fleet replacement, and zero-emission infrastructure needs.

Planned services and projects for FY 2023/24 include:

- Implement the sustainable service plan recommendations;
- Changes to services in September 2023 on routes 1, 8, 9, 11, 12, 13, 16, 18, 19, 21, 30, 41, 61, 74, and 79;
- Route changes to route 44 is scheduled to take place in January 2024; and
- Implementation of many needed capital projects such as vehicle replacements and vehicle components, preparing upgrades to its fueling stations to hydrogen, implementation of information technology projects, and solar panel projects.

SunLine

SunLine operates 10 local and regional fixed routes; one express route known as “Commuter Link”; demand response service branded as “SunDial”; microtransit service branded as “SunRide”; and a vanpool program branded as “SolVan”. SunLine estimates a total of \$47.5 million in operating and \$35.8 million in capital assistance needs, for a combined increase about 16.3 percent from FY 2022/23. This is primarily due to additional capital programming.

Planned services and projects for FY 2023/24 include:

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

RCTC Rail and Vanpool Programs

Western County Commuter Rail

The Commission is a member agency of the Southern California Regional Rail Authority (SCRRA) that operates the Metrolink commuter rail system. Of the 57 stations on the Metrolink system, the Commission owns and maintains 9 stations that are located in Western Riverside County. The Western County Commuter Rail program reflects the Commission’s share of Metrolink operating and capital subsidies, station operations and maintenance, right-of-way maintenance, and program administration and support. Total operating costs are estimated at \$53.2 million and capital of \$16.3 million, a combined decrease of about 22.8 percent, primarily due to capital programming.

Planned services and projects for FY 2023/24 include:

- The Commission’s annual operating and capital subsidy for SCRRA is \$29.9 million and \$20.7 million, respectively;

- SCRRRA's continued focus is on improving operational efficiency and regaining riders;
- Completion of station rehabilitation projects such as elevator replacements, pavement rehabilitation, station painting, bike and pedestrian improvements, improved station amenities, drought tolerant landscaping, and upgraded lighting, electrical, solar and security systems;
- Construction of the Moreno Valley/March Field station upgrade project; and
- Final design for the Perris-South Station Improvement Project and Perris Valley Line Double Track Project.

Coachella Valley Rail Corridor

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

Major planning highlights for FY 2023/24 include the pre-planning for the Tier 2 Project-level Environmental Documentation and Engineering. The total capital programming request for FY 2023/24 is \$800,000 for the initiation of this planning effort. Ongoing efforts include the pursuit of federal competitive funds to complete the full funding package to begin the Tier 2 Project-level environmental documentation.

VanClub

The Commission's vanpool program known as VanClub is the newest transit program in the county and was launched in May 2018. VanClub is a valuable transportation alternative option in areas that are hard to serve by transit and supports long-distance commuters by offering a subsidy which reduces the cost of the vanpool lease. The total operating request for FY 2023/24 is \$1.8 million, an increase of about 37.5 percent from FY 2022/23 due to the anticipated increase in vanpool growth.

Planned service enhancements for FY 2023/24 will include:

- An increase of the monthly subsidy from \$400 to \$600, or 50 percent of the monthly lease amount, whichever is less, effective July 1, 2023;
- 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 ride matching capabilities;
- Expanding rideshare and vanpool program reach beyond traditional large employer markets to include more small/medium business markets and direct end-user engagement; and

- Continuing to leverage new incentives such as the \$5/Day Rideshare Incentive to assist with vanpool recovery efforts throughout the region.

S RTP Financial Overview

Approximately \$304.2 million in total funding is required to support the FY 2023/24 operating and capital requests for the provision of transit services in Riverside County. To implement the SRTPs for FY 2023/24, the programming plan is to utilize available funding of approximately \$219.7 million for operating and \$84.4 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 3.1 percent increase compared to FY 2022/23 funding levels.

Table 1: FY 2023/24 and FY 2022/23 Operating and Capital Costs

Fiscal Year	Operating	Capital	Total
FY 2022/23*	\$200,884,103	\$94,054,975	\$294,939,543
FY 2023/24	\$219,741,314	\$84,425,282	\$304,166,596
% Change	9.4%	-10.2%	3.1%

*FY 2022/23 budget was amended due to various programs needs

Table 2 below provides an overview of the operating and capital costs by funding source required to support the County's transit operations. State funds, primarily LTF and STA, make up the largest share of operating and capital funds. As in FY 2022/23, FTA funds (FTA Sections 5307, 5337 and 5339) provide the majority of capital funding. This fiscal year, the vast majority of federal stimulus funds such as the Coronavirus Aid, Relief, and Economic Security (CARES) Act and American Rescue Plan Act of 2021 (ARPA), still provide some operational funding but should be phased out over the next year. State funds will account for about \$158.5 million (52.1 percent) of revenues, followed by federal funds totaling approximately \$101.9 million (33.5 percent), and local revenues representing about \$43.8 million (14.4 percent).

Table 2: FY 2023/24 Funding Source Breakdown

Fund Type	Fund Name	Amount	Percent of Total Funding
Federal	FTA ARPA	\$ 1,819,131	0.6%
	FTA CARES	193,700	0.1%
	FTA 5307	43,553,220	14.3%
	FTA 5310	250,000	0.1%
	FTA 5311	1,691,546	0.6%
	FTA 5337	20,318,059	6.7%
	FTA 5339	25,931,143	8.5%
	CRP	4,500,000	1.5%
	CMAQ	1,103,400	0.4%
	Other Federal Funds	2,500,000	0.8%
	Federal Subtotal	101,860,199	33.5%
State	LCTOP	4,714,100	1.5%
	LTF	126,340,061	41.5%
	SGR	4,406,024	1.4%
	STA	22,670,071	7.5%
	Other State Funds	400,000	0.1%
	State Subtotal	158,530,256	52.1%
Local	AB 2766	27,000	0.0%
	Interest	754,000	0.2%
	Measure A	28,764,400	9.5%
	Other Local Funds	5,720,432	1.9%
	Passenger Fares	8,510,309	2.8%
	Local Subtotal	43,776,141	14.4%
Funding		\$ 304,166,596	100%

Funding allocations by operator for FY 2023/24 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. Attachment 1 summarizes the funds approved by the Commission on June 14, 2023, for FY 2023/24. Future funding needs described in the SRTP beyond FY 2023/24 are solely for projection and planning purposes. The Commission-approved SRTPs are provided in Attachments 2 and 3.

Attachments:

- 1) Transit Operator Funding Sources
- 2) RCTC's Multimodal SRTP, FY 2023/24 – FY 2027/28 https://www.rctc.org/wp-content/uploads/2023/06/RCTC_FY24-28_SRTP.pdf
- 3) Public Bus Transit Operators SRTPs, FY 2023/24 – FY 2025/26. <https://www.rctc.org/wp-content/uploads/2023/07/FY-24-26-Operators-SRTP.pdf>



FY 2023/24 Transit Operator Funding Sources

Operating & Capital Projects

Funding Source	Fund Total	City of Banning	City of Beaumont	City of Corona	City of Riverside	Palo Verde Valley Transit Agency	RCTC CV Rail	RCTC VanClub	RCTC WRC Rail	Riverside Transit Agency	SunLine Transit Agency
5307 HS [1, 2, 3]	\$4,547,036									\$4,547,036	
5307 IC [2, 6]	\$6,231,877										\$6,231,877
5307 IC ARPA [2, 4, 6]	\$325,000										\$325,000
5307 IC OB [2, 5, 6]	\$4,610,991										\$4,610,991
5307 MTM [2, 8]	\$9,508,538									\$9,508,538	
5307 RS [2, 9]	\$17,668,671			\$3,090,610					\$2,257,740	\$11,698,321	\$622,000
5307 RS CARES OB [2, 4, 5, 6]	\$193,700							\$193,700			
5307 RS OB [2, 5, 9]	\$986,107			\$400,000	\$586,107				\$0		
5310 OB [2, 5]	\$250,000									\$250,000	
5311 [2, 10]	\$1,391,546					\$278,309				\$695,773	\$417,464
5311 (f) ARPA [2, 4, 10]	\$208,681										\$208,681
5311 ARPA [2, 4, 10]	\$1,285,450					\$207,259				\$667,640	\$410,551
5311(f) [2, 10]	\$300,000										\$300,000
5337 RS [2, 9]	\$20,318,059								\$20,318,059		
5339 COMP [2]	\$21,714,008									\$6,747,958	\$14,966,050
5339 HS [2, 3]	\$765,693									\$765,693	
5339 IC [2, 6]	\$-601,785										\$-601,785
5339 LALB [2, 7]	\$41,597									\$41,597	
5339 MTM [2, 8]	\$1,122,365									\$1,122,365	
5339 RS [2, 9]	\$2,809,265			\$205,456	\$5,719					\$2,488,504	\$109,586
5339 RS OB [2, 5, 9]	\$80,000			\$0	\$80,000					\$0	
AB 2766 [11]	\$27,000			\$7,000		\$20,000					
CARB [12]	\$200,000										\$200,000
CEC Funds [12, 14]	\$200,000										\$200,000
CMAQ [2, 15]	\$423,400							\$423,400			
CMAQ OB [2, 5, 15]	\$680,000										\$680,000



FY 2023/24 Transit Operator Funding Sources

Operating & Capital Projects

Funding Source	Fund Total	City of Banning	City of Beaumont	City of Corona	City of Riverside	Palo Verde Valley Transit Agency	RCTC CV Rail	RCTC VanClub	RCTC WRC Rail	Riverside Transit Agency	SunLine Transit Agency
CRP [2, 16]	\$4,500,000										\$4,500,000
FARE [11]	\$8,510,309	\$76,100	\$21,025	\$15,350	\$220,000	\$99,926		\$1,026,944		\$5,500,000	\$1,550,964
INT [11]	\$754,000		\$4,000							\$750,000	
LCTOP OB [5, 12, 17]	\$240,500	\$50,000	\$0	\$55,500						\$135,000	
LCTOP PUC99313 [12, 17]	\$3,954,271		\$58,029	\$162,648		\$97,032			\$1,007,009	\$2,390,503	\$239,050
LCTOP PUC99314 [12, 17]	\$519,329		\$5,379	\$7,202		\$2,968				\$309,497	\$194,283
LTF [12, 18]	\$126,340,061	\$1,839,071	\$2,656,495	\$1,439,980	\$3,674,302	\$1,072,454			\$24,334,418	\$64,136,600	\$27,186,741
MA CA WR [11, 19]	\$121,900							\$121,900			
MA CR [11, 19]	\$18,198,500								\$18,198,500		
MA CTSA [11, 19]	\$1,000,000									\$1,000,000	
MA IB [11, 19]	\$1,169,000		\$169,000							\$1,000,000	
MA SPT [11, 19]	\$8,275,000										\$8,275,000
MSRC [11, 20]	\$37,200							\$37,200			
OTHR FED [2]	\$2,500,000										\$2,500,000
OTHR LCL [11, 21]	\$4,409,875	\$74,230	\$14,000	\$49,000		\$48,575			\$2,315,900	\$820,000	\$1,088,170
SCAQMD [11]	\$1,273,357										\$1,273,357
SGR PUC99313 [12, 22]	\$3,760,695	\$47,787	\$56,616	\$145,469	\$44,757	\$58,133			\$769,000	\$1,861,148	\$777,785
SGR PUC99314 [12, 22]	\$615,929	\$2,213	\$3,384	\$4,531	\$5,243	\$1,867			\$281,785	\$194,691	\$122,215
SGR-OB PUC99313 [5, 12, 23]	\$29,400		\$0	\$29,400							
STA - OB [5, 12, 23]	\$100,000		\$0	\$100,000						\$0	\$0
STA PUC99313 [12, 23]	\$19,355,181	\$2,818,804	\$6,355,766	\$266,307	\$614,055	\$306,671	\$750,000			\$2,601,185	\$5,642,393
STA PUC99314 [12, 23]	\$3,214,890	\$21,196	\$37,596	\$35,012	\$50,226	\$16,329				\$1,864,989	\$1,189,542
Grand Total	\$304,166,596	\$4,929,401	\$9,381,290	\$6,013,465	\$5,280,409	\$2,209,523	\$750,000	\$1,803,144	\$69,482,411	\$121,097,038	\$83,219,915

[1] . As proposed in each transit operator's FY 2023/24 SRTP Table 4

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

[3] HS is for Hemet-San Jacinto UZA



FY 2023/24 Transit Operator Funding Sources

Operating & Capital Projects

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

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

[6] IC is for Indio-Cathedral City UZA

[7] LALB is for Los Angeles-Long Beach-Anaheim UZA

[8] MTM is for Murrieta-Temecula-Menifee UZA

[9] RS is for Riverside-San Bernardino UZA

[10] Rural and Intercity Bus funds

[11] All funding sources are local funds

[12] All funding sources are state funding sources

[13] ASHC is Affordable Housing and Sustainable Communities

[14] CEC is California Energy Commission

[15] CMAQ is for Congestion Mitigation Air Quality Funds from the Federal Highway Administration flexed to FTA.

[16] CRP is for Carbon Reduction Program

[17] LCTOP is for Low Carbon Transit Operations Funds

[18] LTF is for Local Transportation Funds

[19] MA CR is Measure A Commuter Rail, MA SPT is Measure A Specialized Transit, MA CA is Measure A Commuter Assistance, MA IB is Measure A Intercity Bus, MA CTSA is Measure A Consolidated Transportation Services Agency.

[20] MSRC is Mobile Source Air Pollution Reduction Review Committee

[21] Other local revenues include but are not limited to advertising fees, compressed natural gas sales, low carbon fuel standard credits, and taxi voucher sales.

[22] SGR is for State of Good Repair

[23] STA is for State Transit Assistance