RIVERSIDE COUNTY TRANSPORTATION COMMISSION

CITIZENS AND SPECIALIZED TRANSIT ADVISORY COMMITTEE

TIME: **11:00 a.m.**

DATE: **Monday, August 11, 2025**

LOCATION: **Riverside County Transportation Commission**
March Field Conference Room A
4080 Lemon Street, 3rd Floor
Riverside, 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

John Krick, **Chair**, T-Now Member, Northwest Riverside County
Gloria J. Sanchez, **Vice Chair**, Menifee Senior Advisory, Southwest Riverside County
Deborah Franklin, **Second Vice Chair**, Advisory Council on Aging, San Gorgonio Pass
Lisa Castilone, GRID Alternatives, Western and Southwest Riverside County
George Colangeli, Palo Verde Valley Transit Agency, Palo Verde Valley
Mary Jo Ramirez, Workforce Development Member, Southwest Riverside County
Ivet Woolridge, Independent Living Partnership, Riverside County
Christine Franklyn Baggett, Retired Citizen, Coachella Valley
Michael Harrington, Desert Hot Springs Democratic Club, Coachella Valley
Jennifer Nguyen, Riverside Transit Agency, Western Riverside County
Edith Hernandez, 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 11, 2025

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

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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, 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 Commission meeting, including accessibility and translation services. Assistance is provided free of charge. Notification of at least 48 hours prior to the meeting time will assist staff in assuring reasonable arrangements can be made to provide assistance at the meeting.

1. CALL TO ORDER

2. ROLL CALL

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

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

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

5A. APPROVAL OF MINUTES – APRIL 14, 2025

Page 1

6. PUBLIC HEARING – TRANSIT NEEDS IN RIVERSIDE COUNTY

Page 5

Overview

This item is for the Committee to:

1) Conduct a public hearing to receive comments on transit needs in Riverside County (County).

7. FISCAL YEAR 2025/26 SHORT RANGE TRANSIT PLAN UPDATES

Page 8

Overview

This item is for the Committee to:

1) Receive and file the Fiscal Years (FY) 2025/26 – FY 2027/28 Short Range Transit Plans (SRTPs) for the cities of Banning, Beaumont, Corona, and Riverside; Palo Verde Valley Transit Agency (PVVTA), Riverside Transit Agency (RTA); SunLine Transit Agency (SunLine) and the FY 2025/26 – 2029/30 SRTP for the Commission's 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 October 20, 2025.

AGENDA ITEM 5A

MINUTES

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

CITIZENS AND SPECIALIZED TRANSIT ADVISORY COMMITTEE

April 14, 2025
Meeting Minutes

1. CALL TO ORDER

The meeting of the Citizens and Specialized Transit Advisory Committee was called to order by Chair John Krick at 11:05 a.m. in March Field Conference Room A at the County Administrative Center, 4080 Lemon Street, Third Floor, Riverside, California 92501 and at the video conference sites: Conference Room A, Palo Verde Valley Transit Agency, 414 N. Main Street, Blythe, California 92225; and the Board Room, SunLine Transit Agency, 32505 Harry Oliver Trail, Thousand Palms, California 92276.

2. ROLL CALL

Members Present	**Members Absent**
George Colangeli*	Christine Franklyn Baggett
Deborah Franklin	Lisa Castilone
John Krick	Michael Harrington
Mary Jo Ramirez	
Gloria J Sanchez	
Ivet Woolridge	
Jennifer Nguyen, Riverside Transit Agency	
Edith Hernandez, Sunline Transit Agency**	

*Joined the meeting at Palo Verde Valley Transit
**Joined the meeting at SunLine Transit Agency

3. PUBLIC COMMENTS

There were no public comments.

4. ADDITIONS/REVISIONS

There were no additions or revisions to the agenda.

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

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

5A. APPROVAL OF MINUTES – FEBRUARY 10, 2025

6. FISCAL YEAR 2025/26 DRAFT SHORT RANGE TRANSIT PLAN UPDATES

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

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

Jennifer Nguyen and Charlie Ramirez, RTA, presented a brief overview of the RTA 2026-28 SRTP process, route restructuring, and major accomplishments. Mr. Ramirez discussed the Comprehensive Operations Analysis (COA) process, and budget process.

Ms. Nguyen discussed the RTA programs geared towards seniors for Ms. Sanchez. She also discussed the free fare days throughout the year, mobility management programs, travel training programs. She asked that the public contact RTA when having an event so RTA can participate to get the public associated with RTA and its programs.

Ms. Nguyen discussed the specifics of the Dial-A-Ride plus program for Ms. Franklin.

Ms. Nguyen and Mr. Ramirez also discussed the GoMicro Transit program and top destinations, as well as the anticipated impact the tariffs and insurance costs will affect the budget and schedules.

Mr. DeHate introduced Stephanie Sirls, Transit Manager, from the city of Banning. Ms. Sirls presented an overview of the Banning Connect Transit System. She discussed the fixed routes, fare prices, operational progress, electric vehicle rollout, and ridership growth.

Ms. Sirls clarified for Ms. Franklin the EV stations are currently not for the public but that might change in the future. She also stated the Banning Dial-A-Ride is currently not expanding like RTA's but it is part of the ongoing COA.

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

Mary Jo Ramirez asked about the proposed Bizhub and potential changes in the routes.

Ms. Pelayo responded that in the short term there is no plan to adjust the route but it is being looked at as part of the COA.

Ms. Sanchez asked about the Micro Feasibility Assessment and when they plan to roll it out.

Ms. Mendoza stated the scope of the Feasibility Assessment is to help Beaumont Transit System determine if the programs will work for their agency or not. She also discussed the popularity of the travel training program among the senior population.

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

Ms. Ramirez asked if there was an increase in senior riders since they are giving them free fares.

Ms. Paul discussed the increase in senior riders with the free fare program for seniors and the promotions of the various programs.

In response to Chair Krick's question regarding the addition of route stops, Ms. Nguyen stated there are guidelines to follow when considering the addition of route stops and travel time. She also discussed the tiered system of types of bus stop amenities.

Mr. DeHate introduced David Richardson, Analyst, city of Riverside. Mr. Richardson presented the details of the city of Riverside's paratransit programs, budget, challenges, and projects underway.

Mr. DeHate introduced Palo Verde Valley Transit Agency. George Colangeli, General Manager, presented an overview of Ride PV. He discussed the various programs, routes, budget, and upcoming projects.

Mr. DeHate introduced SunLine Transit Agency. Paul Mattern, Chief Planning Officer, presented a brief overview of SunLine's short range transit plan, budget, upcoming projects, and additional programs.

Ms. Sanchez applauded the mentorship programs at SunLine.

Mr. DeHate introduced Sheldon Peterson, Rail Manager, RCTC, to present an overview of the RCTC Rail Program, Metrolink Service overview, ridership programs, upcoming programs/projects. He also discussed excursion trips and Metrolink mobile tickets.

Mr. DeHate introduced Monica Morales, Senior Management Analyst, RCTC, to present an overview of the RCTC Van Club. Ms. Morales presented the details of the Van Club program. She also discussed the largest destination for the program in the region. The

VanPool program works directly with businesses to coordinate their employees to the VanPool.

7. COMMITTEE MEMBER/STAFF REPORT

7A. Mr. DeHate announced the coordinated plan results will be distributed to the CSTAC members.

7B. Ms. Sanchez asked where additional questions to the presenters should be sent.

7C. Mr. DeHate requested additional questions be sent to him.

8. ADJOURNMENT

There being no further business for consideration by the Citizens and Specialized Transit Advisory Committee, the meeting adjourned at 1:04 p.m.

Respectfully submitted,



Lorelle Moe-Luna, Multimodal Services Director

AGENDA ITEM 6

PUBLIC HEARING

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	August 11, 2025
TO:	Citizens and Specialized Transit Advisory Committee
FROM:	Eric DeHate, Transit Manager
SUBJECT:	Public Hearing – Transit Needs in Riverside County

STAFF RECOMMENDATION:

This item is for the Committee to:

1) 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 (Attachment 1). 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*, as required under TDA. The

following methods were made available to the public to submit comments via oral or written testimony:

1) Email at publictransit@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/TransitNeeds
4) By phone at (951) 787-7141
5) In-person on Monday, August 11, 2025, at 11:00am at the Citizens and Specialized Transit Advisory Committee meeting

As of the writing of this report, 11 written public comments have been received through the alternative methods noted above. CSTAC members will receive a copy of all of the public comments submitted at the meeting.

Staff recommends that 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

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

PUBLIC HEARING ON RIVERSIDE COUNTY TRANSIT NEEDS

JOIN US!

Monday, August 11, 2025 • 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
Board Room
32505 Harry Oliver Trail
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 publictransit@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 rctc.org/TransitNeeds

CALL (951) 787-7141









¡ACOMPÁÑENOS!

Lunes, 11 de agosto de 2025 • 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
Board Room
32505 Harry Oliver Trail
Thousand Palms, CA 92776

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

¿CÓMO ENVIAR UN COMENTARIO?

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

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

Complete el formulario en línea en rctc.org/es/TransitNeeds

Llamar al (951) 787-7141

AGENDA ITEM 7

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	August 11, 2025
TO:	Citizens and Specialized Transit Advisory Committee
FROM:	Eric DeHate, Transit Manager
SUBJECT:	Fiscal Year 2025/26 Short Range Transit Plan Updates

STAFF RECOMMENDATION:

This item is for the Committee to:

1) Receive and file the Fiscal Years (FY) 2025/26 – FY 2027/28 Short Range Transit Plans (SRTPs) for the cities of Banning, Beaumont, Corona, and Riverside; Palo Verde Valley Transit Agency (PVVTA), Riverside Transit Agency (RTA); SunLine Transit Agency (SunLine) and the FY 2025/26 – 2029/30 SRTP for the Commission's Rail and Vanpool Programs.

BACKGROUND INFORMATION:

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

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

DISCUSSION:

The following are service and capital program highlights from each operator's FY 2025/26 SRTP. For FY 2025/26, it is estimated that countywide ridership (excluding Metrolink data which is unavailable at this time) will reach just over 10.3 million, which is an increase of about 2.4 percent from planned ridership for FY 2024/25.

Banning – Banning Connect

Banning provides both Dial-A-Ride and two fixed route services, primarily covering the areas of Banning and Cabazon, and provides connections to the Morongo Indian Reservation and Walmart in Beaumont. Banning estimates a total of $3.1 million in operating and $2 million in capital assistance needs, a combined decrease of about $4.6 million from FY 2024/25 primarily due to decreases in capital needs, such as funding needed for power and facility upgrades for zero-emission technology.

Planned services and projects for FY 2025/26 include:

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

Beaumont – Beaumont Transit

Beaumont provides both Dial-A-Ride and eight fixed route services. It primarily operates in Beaumont with connections in Banning. Beaumont estimates a total of $3.6 million in operating and $0.3 million in capital assistance needs, a combined decrease of about $10.0 million from FY 2024/25 primarily due to capital assistance needs to accommodate zero-emission technology.

Planned services and projects for FY 2025/26 include:

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

Corona – Corona Cruiser

Corona operates two fixed routes and a Dial-A-Ride program for seniors and persons with disabilities within the city limits and neighboring communities of Coronita, El Cerrito, Home Gardens, and Norco. Corona estimates a total of $3.9 million in operating and $2.1 million in capital assistance needs, a combined decrease of about $6.4 million from FY 2024/25 primarily

due to a decrease in capital assistance needs, such as funding for the upgrading fueling infrastructure to accommodate zero-emission vehicles.

Planned services and projects in FY 2025/26 include:

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

City of Riverside – Riverside Connect

Riverside Connect (RC) operates a 24-hour advance reservation Dial-A-Ride for seniors and persons with disabilities within the Riverside city limits. RC serves as the primary paratransit provider for those eligible within the city of Riverside. RC differs from RTA's Dial-A-Ride by providing service only within Riverside city limits and serves seniors 60 years and older, as compared to RTA's Dial-A-Ride which serves seniors 65 years and older. RC estimates a total of $6.5 million in operating and $2.5 million in capital assistance needs, a combined decrease of about $5.7 million from FY 2024/25 primarily due to infrastructure planning to accommodate zero-emission technology.

Planned services and projects for FY 2025/26 include:

- Complete a comprehensive operational analysis;
- Replacement of 10 vehicles;
- Upgrade security gates;
- Update emergency vehicle equipment; and
- Hire six additional drivers.

PVVTA

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

of Blythe and surrounding unincorporated areas in the Palo Verde Valley. PVVTA estimates a total of $2.1 million in operating and $0.8 million in capital assistance needs, a combined decrease of about $15.8 million from FY 2024/25 primarily due to funding needed for its new maintenance facility and hydrogen fueling station.

Planned services and projects for FY 2025/26 include:

- Exploring options for RidePV Express to five days a week;
- Updating bus stop amenities;
- Purchase two expansion vehicles and replace a support vehicle;
- Update and upgrade vehicle and maintenance equipment and intelligent transportation systems; and
- Continue working on the new maintenance facility and hydrogen fueling station.

RTA

RTA operates 32 local, intercity, and regional fixed routes; three CommuterLink express routes; one Micortransit Service; and Dial-A-Ride services. RTA estimates a total of $115.5 million in operating and $45.3 million in capital assistance needs, a combined increase of about $11.4 million from FY 2024/25. This is attributable to the realignment and reinstatement of routes, significant fleet replacement, and zero-emission infrastructure needs.

Planned services and projects for FY 2025/26 include:

- Implementing service changes in September 2025;
  - Route 1: Increased service to the Vine Street Mobility Hub to connect to Metrolink trains. Add additional weekday and weekend trips in both directions to increase span of service;
  - Route 8: On the weekdays, add one morning counterclockwise trip to increase span of service;
  - Route 15: Improve weekday frequency from every 40 minutes to every 30 minutes. Add one evening westbound trip to increase span of service on the weekdays;
  - Route 23: Realign the route to serve the Kaiser Permanente Wildomar Trail Medical Offices;
  - Route 27: Realign the route to service the Ben Clark Training Center;
  - Route 28: Add weekday service during peak times in the GoMicro Zone;
  - Route 41: On the weekdays, add one eastbound trip in the morning due to high demand;
  - Route 61: Discontinue service to the Quail Valley Fire Station; and
  - Implement the Ohmio Pilot Project around the University of California, Riverside.
- Planned January 2026 service changes:
  - Route 10: Realign the route to service the Vine Street Mobility Hub. Improve weekday & weekend frequency from every 80 minutes to every 60 minutes. On weekdays, add a morning trip in each direction to increase span of service;

- Route 13: On weekdays, add a morning trip in each direction to increase span of service;
- Route 19: On weekdays, add a morning northbound trip to increase span of service; and
- Implement the Ohmio Pilot Project in downtown Riverside.

○ Planned May 2026 service changes:
- Relocate the Ohmio Pilot Project to another location in the city of Riverside; and
- Implementing various capital projects including funding for new zero-emission vehicles, replacement CNG vehicles, facilities and equipment improvements, and capital maintenance programs.

SunLine

SunLine operates 10 local and regional fixed routes, one Commuter Link express route, demand response service branded as "SunDial," and microtransit service known as "SunRide." SunLine estimates a total of $50.5 million in operating and $36.5 million in capital assistance needs, for a combined increase about $15.7 million from FY 2024/25. This is primarily due to an increase in capital programming from federal and state competitive programs.

Planned services and projects for FY 2025/26 include:

- Conduct a comprehensive Operational Analysis;
- Launch open loop fare payment system as a way to reduce payment barriers for riders;
- Implement a fixed route service north of the Interstate 10 freeway;
- Implement a new CAD/AVL system;
- Implementation of many needed capital projects such as; vehicle replacements including hydrogen buses, paratransit vehicles, A&E work for the Workforce Training Center, A&E work for a new Maintenance Facility, A&E work for a microgrid on the Thousand Palms campus, A&E work for a Facilities building; and
- Continue to implement the Innovative Clean Transit plan.

RCTC Rail and Vanpool Programs

Western County Commuter Rail

The Commission is a member agency of the Southern California Regional Rail Authority (SCRRA) that operates the Metrolink Commuter Rail system. Of the 57 stations on the Metrolink system, the Commission owns and maintains nine stations that are located in Western Riverside County. The Western County Commuter Rail program reflects the Commission's share of Metrolink operating and capital subsidies, station operations and maintenance, right of way maintenance, and program administration and support. Total operating costs are estimated at $57.1 million and capital of $134 million, a combined increase of about $94.2 million, primarily due to additional Metrolink capital needs, programming of competitive funds awarded for the Perris Valley Line Double Track Project, and funding for the new Mead Valley Station Project.

Planned services and projects for FY 2025/26 include:

- SCRRA's continued focus is on improving operational efficiency and regaining riders and will be implementing a major schedule optimization effort that will offer more midday trips and timed connectivity at major transfer locations;
- Completion of station rehabilitation projects such as elevator replacements, pavement rehabilitation, station painting, bike and pedestrian improvements, improved station amenities, drought tolerant landscaping, and upgraded lighting, electrical, solar and security systems;
- Begin construction for the Perris-South Station Improvement Project;
- Continuing design for the Perris Valley Line Double Track Project from Moreno Valley to Downtown Perris; and
- Begin design for the Mead Valley Station 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 Gorgonio 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 2025/26 include the Tier 2 Project-level Environmental Documentation and Engineering. The total capital funds programmed for FY 2025/26 is $31.3 million for the initiation of this planning effort.

VanClub

The Commission's vanpool program known as VanClub is available countywide. 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 2025/26 is $1.6 million, a decrease of approximately 4.6 percent from FY 2024/25 due to unrealized vanpool growth.

Planned service enhancements for FY 2025/26 will include:

- Furthering outreach efforts with the transition from a locally provisioned Inland Empire-based rideshare and vanpool system to a regional platform solution which expands the commuter database and improves ride matching potential.
- Maximizing employer partnerships through the provision of in person/worksite rideshare support and value-added services, along with turn-key marketing campaigns from IE Commuter, to assist employers with developing and continuing employer-based rideshare programs; and

- Expanding the pool of eligible vanpool vendors to include providers offering electric vehicle (EV) vanpool options.

SRTP Financial Overview

Approximately $498.8 million in total funding is required to support the FY 2025/26 operating and capital requests for the provision of transit services in Riverside County. To implement the SRTPs for FY 2025/26, the programming plan is to utilize available funding of approximately $244 million for operating and $254.8 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 15.8 percent increase compared to FY 2024/25 funding levels. The capital costs increased by 29.2 percent due to Western County's Rail Improvements, funding for the Coachella Valley Rail project and projects that accommodate zero-emission technology infrastructure and vehicles.

Table 1: FY 2024/25 and FY 2025/26 Operating and Capital Costs

Fiscal Year	Operating	Capital	Total
FY 2024/25*	$ 233,409,490	$ 197,249,241	$ 430,658,731
FY 2025/26	$ 244,073,720	$ 254,773,532	$ 498,847,252
% Change	4.6%	29.2%	15.8%

*FY 2024/25 budget was amended due to various programs needs

Table 2 below provides an overview of the operating and capital costs by funding source required to support the County's transit operations. State funds, primarily LTF, STA and STIP funds, make up the largest share of operating and capital funds. For federal FTA funds (FTA Sections 5307) provide the majority of capital funding. State funds will account for about $320.4 million (64.2 percent) of revenues, followed by federal funds totaling approximately $106.2 million (21.3 percent), and local revenues representing about $72.3 million (14.5 percent).

Table 2: FY 2025/26 Funding Source Breakdown

Fund Type	Fund Name	Amount	Percent of Total Funding
Federal	FTA 5307	64,576,463	12.9%
	FTA 5310	325,000	0.1%
	FTA 5311	1,763,341	0.4%
	FTA 5337	11,082,406	2.2%
	FTA 5339	8,489,116	1.7%
	CMAQ	5,393,654	1.1%
	Other Federal Funds	14,580,200	2.9%
	Federal Subtotal	**106,210,180**	**21.3%**
State	LCTOP	6,046,260	1.2%
	LTF	150,852,178	30.2%
	SGR	5,007,750	1.0%
	STA	69,215,847	13.9%
	SB 125 Funds	17,814,487	3.6%
	TIRCP	41,112,200	8.2%
	STIP	25,776,380	5.2%
	Other State Funds	4,551,650	0.9%
	State Subtotal	**320,376,752**	**64.2%**
Local	AB 2766	2,000	0.0%
	Interest	1,796,699	0.4%
	Measure A	52,726,623	10.6%
	Other Local Funds	6,803,627	1.4%
	Passenger Fares	10,931,371	2.2%
	Local Subtotal	**72,260,320**	**14.5%**
Total for Federal, State and Local		**$ 498,847,252**	**100%**

Funding allocations by operator for FY 2025/26 (Attachment 1) are based on *Table 4.0: Summary of Funds Requested* in each SRTP. This table is used as the primary basis for allocating operating and capital revenues under the Commission's authority. Future funding needs described in the SRTP beyond FY 2025/26 are solely for projection and planning purposes. These were approved by Commission action on June 11, 2025.

Attachments:

1) Transit Operator Funding Allocations
2) RCTC's Multimodal SRTP, FY 2025/26 – FY 2029/30
3) City of Banning, FY 2025/26 – FY 2027/28 SRTP
4) City of Beaumont, FY 2025/26 – FY 2027/28 SRTP
5) City of Corona, FY 2025/26 – FY 2027/28 SRTP
6) City of Riverside, FY 2025/26 – FY 2027/28 SRTP
7) PVVTA, FY 2025/26 – FY 2027/28 SRTP
8) RTA, FY 2025/26 – FY 2027/28 SRTP
9) SunLine, FY 2025/26 – FY 2027/28 SRTP

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

FY 2025/26 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]	**$8,117,194**									$8,117,194	
5307 IC [2, 6]	**$6,866,764**										$6,866,764
5307 LALB [2, 7]	**$475,603**									$475,603	
5307 MTM [2, 8]	**$8,000,000**									$8,000,000	
5307 RS [2, 9]	**$41,116,902**			$1,838,375	$350,000				$24,029,158	$14,899,369	
5310 OB [2, 5]	**$325,000**									$325,000	
5311 [2, 10]	**$1,463,341**					$292,668				$731,670	$439,003
5311(f) [2, 10]	**$300,000**										$300,000
5337 RS [2, 9]	**$11,082,406**								$11,082,406		
5339 COMP [2]	**$2,043,508**										$2,043,508
5339 HS [2, 3]	**$839,692**									$839,692	
5339 IC [2, 6]	**$1,284,770**										$1,284,770
5339 LALB [2, 7]	**$36,754**									$36,754	
5339 MTM [2, 8]	**$1,206,034**									$1,206,034	
5339 RS [2, 9]	**$2,868,772**									$2,868,772	
5339 RS OB [2, 5, 9]	**$209,586**										$209,586
AB 2766 [11]	**$2,000**			$2,000							
AHSC [12, 13]	**$20,000**									$20,000	
CEC Funds [12, 14]	**$3,018,750**										$3,018,750
CMAQ [2, 15]	**$5,393,654**							$293,654			$5,100,000
CRP [2, 16]	**$7,680,200**									$5,000,000	$2,680,200
FARE [11]	**$10,931,371**	$22,747	$40,616	$35,650	$278,000	$115,900		$937,085		$7,684,480	$1,816,893
INT [11]	**$1,796,699**		$46,699						$0	$1,750,000	
LCTOP OB [5, 12, 17]	**$430,774**			$300,000		$130,774					
LCTOP PUC99313 [12, 17]	**$5,041,345**	$103,147	$180,000		$12,000	$568,258			$1,300,000	$648,886	$2,229,054
LCTOP PUC99314 [12, 17]	**$574,141**	$15,626				$3,121				$351,114	$204,280

FY 2025/26 Transit Operator Funding Sources

Operating & Capital Projects

Funding Source	Fund Total	City of Banning	City of Beaumont	City of Corona	City of Riverside	Palo Verde Valley Transit Agency	RCTC CV Rail	RCTC VanClub	RCTC WRC Rail	Riverside Transit Agency	SunLine Transit Agency
LTF [12, 18]	**$149,265,478**	$2,749,700	$3,005,789	$1,721,301	$5,451,022	$1,476,621			$29,000,000	$74,139,558	$31,721,487
LTF-OB [5, 12, 18]	**$1,586,700**								$1,586,700		$0
MA CA WR [11, 19]	**$257,900**							$257,900			
MA CR [11, 19]	**$41,262,600**								$41,262,600		
MA CTSA [11, 19]	**$1,250,000**									$1,250,000	
MA IB [11, 19]	**$2,956,123**		$206,123							$2,750,000	
MA SPT [11, 19]	**$7,000,000**										$7,000,000
OTHR FED [2]	**$6,900,000**						$5,000,000				$1,900,000
OTHR LCL [11, 21]	**$6,803,627**	$171,780	$85,638	$48,000				$38,046	$491,000	$2,710,000	$3,259,163
OTHR ST [12]	**$1,512,900**	$175,000						$82,900	$1,000,000	$255,000	
SB 125 TIRCP GF [12, 22, 23,	**$11,719,548**								$6,500,000		$5,219,548
SB 125 TIRCP GGRF [12, 22	**$4,316,586**										$4,316,586
SB 125 ZETCP GGRF [12,	**$1,778,353**			$1,778,353							
SGR PUC99313 [12, 27]	**$4,305,510**	$67,477	$57,643	$94,835	$54,023	$74,032			$778,769	$2,118,055	$1,060,676
SGR PUC99314 [12, 27]	**$702,240**	$2,523	$3,857	$5,165	$5,977	$2,218			$321,231	$221,945	$139,324
STA PUC99313 [12, 28]	**$67,019,430**	$1,825,453	$250,000	$196,218	$2,780,113	$257,728	$550,000		$33,302,000	$23,135,256	$4,722,662
STA PUC99314 [12, 28]	**$2,196,417**	$14,547	$22,241	$29,782	$34,485	$12,272				$1,279,744	$803,346
STIP [12, 29]	**$25,776,380**						$25,776,380				
TIRCP COMP [12, 24]	**$41,112,200**								$40,500,000		$612,200
Grand Total	**$498,847,252**	**$5,148,000**	**$3,898,606**	**$6,049,679**	**$8,965,620**	**$2,933,592**	**$31,326,380**	**$1,609,585**	**$191,153,864**	**$160,814,126**	**$86,947,800**

[1] . As proposed in each transit operator's FY 2025/26 SRTP Table 4

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

[3] HS is for Hemet-San Jacinto UZA

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

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

[6] IC is for Indio-Cathedral City UZA

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

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

[9] RS is for Riverside-San Bernardino UZA

[10] Rural and Intercity Bus funds

[11] All funding sources are local funds

[12] All funding sources are state funding sources

[13] ASHC is Affordable Housing and Sustainable Communities

[14] CEC is California Energy Commission

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

[16] CRP is for Carbon Reduction Program

[17] LCTOP is for Low Carbon Transit Operations Funds

[18] LTF is for Local Transportation Funds

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

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

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

[22] GF is for General Funds and GGRF is for Greenhouse Gas Reduction Funds.

[23] SB 125 is for Senate Bill 125

[24] TIRCP is for Transit Intercity Rail Capital Program.

[25] ZETCP is for Zero-Emission Transit Capital Program.

[26] PTA is for Public Transportation Account

[27] SGR is for State of Good Repair

[28] STA is for State Transit Assistance

[29] STIP is State Transportation Improvement Program

RIVERSIDE COUNTY TRANSPORTATION COMMISSION







SHORT RANGE TRANSIT PLAN

FISCAL YEARS **2025/26-2029/30**

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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
SRTP	Short Range Transit Plan
STA	State Transit Assistance Funds
TVM	Ticket Vending Machine
UP	Union Pacific Railroad
VCTC	Ventura County Transportation Commission

EXECUTIVE SUMMARY

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

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

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

The SRTP serves as the blueprint for the service improvement plan and capital priorities for the next five years and 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 2025, the Commission approved four core mission objectives: 1) Quality of Life; 2) Operational Excellence; 3) Connecting the Economy; and 4) Responsible Partner. These objectives are used to direct policies and priorities for the coming year as well as underline the Commission's leadership role in the region and its commitment as a community partner. The transit programs meet these objectives by improving mobility with investments in diverse modes such as vans, bicycle, and pedestrian improvements; protecting transportation resources by maintaining existing transit infrastructure and using the existing transportation network more efficiently; promoting coordinated transportation and mitigating project impacts in the community.

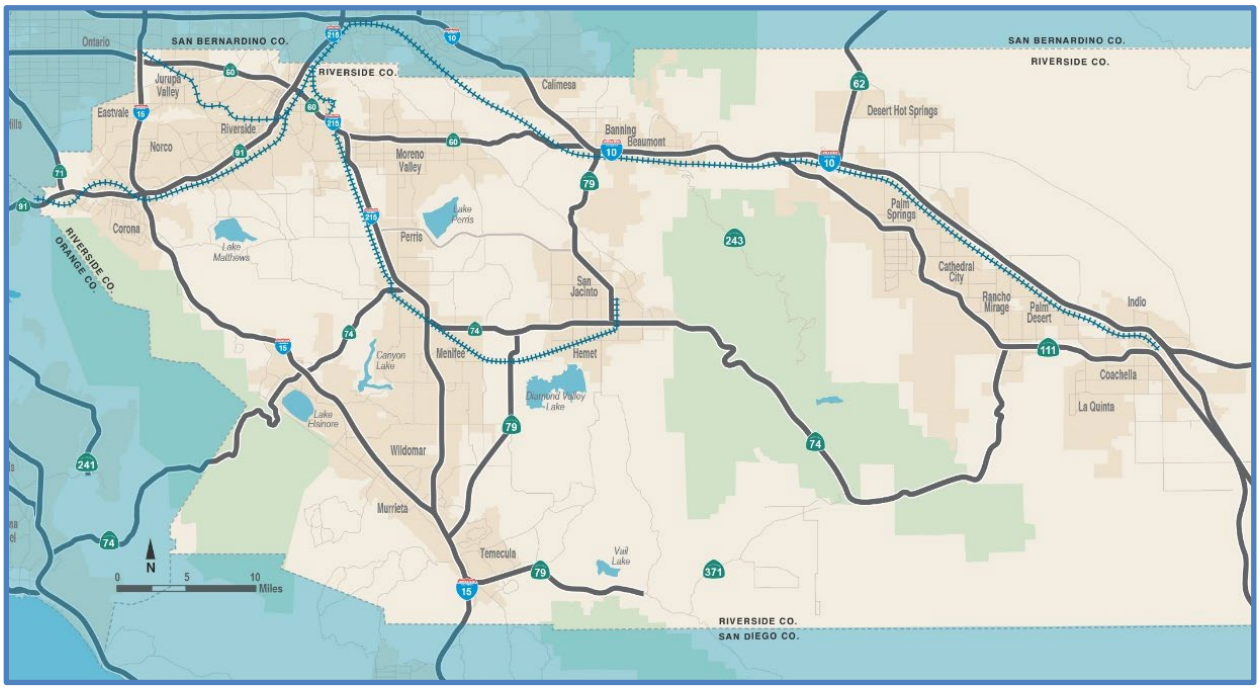
1.0 SYSTEM OVERVIEW

1.1 Riverside County Service Area

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

The Commission's commuter rail services are offered in Western County. In 2024, the Commission's vanpool program, previously serving Western County only, expanded to serve Eastern County and established VanClub as a countywide program. 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 (2023). In the 2023 American Community Survey 5-Year Estimates provided the most recent population and employment trends in Riverside County.

- ✓ 49% of households in Riverside County are one and two-person households; 35% of households have four or more people.
- ✓ 18% of Riverside County's residents are school-aged (kindergarten through 12th grade).
- ✓ 21% of Riverside County population is 60 years and over and almost 15% is 65 years and over.
- ✓ 49% of the population is of Not Hispanic or Latino race while 51% is Hispanic or Latino of any race. Mexican, 44%; White alone, 32%; Black or African American alone, 6%; Asian alone, 7%; two or more races, 3%.
- ✓ 25% of households in the County have no worker present.
- ✓ More than one-third (34%) of households are one-worker households.
- ✓ Median family income in Riverside County is $100,461.
- ✓ Countywide, almost 42% of households had incomes of $75,000 or less.
- ✓ 76% of Riverside County's dwelling units are single-family.
- ✓ Education is the dominant industry in Riverside County, representing 21% of all County jobs.
- ✓ Retail, arts and entertainment, and professional industry sectors all represent over 33% of jobs.
- ✓ Unemployment in Riverside County declined by 5.1% from 2013 to 2023, which was at a higher rate than other counties such as Orange, San Bernardino, and Los Angeles, which saw changes of –2.7%, -4.4%, and -2.8%, 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 2023 American Community Survey 5-Year Estimates, 0.7% of commute trips occurred by public transportation in Riverside County. In comparison, the State and the national share is 3.1% and 3.5% respectively. Most counties in the Southern California region were below the State and national averages, except Los Angeles County at 4.2%.

Carpooling in Riverside County on the other hand is about 11.1% of the commute trips, which is one of the highest in the southern California region. Table 1.0 below presents the Journey to Work data by county. Although the transit share is modest, the carpool share is the second highest means of travel behind driving alone, signaling the

potential that regional vanpool programs have in the region. Worked at Home was the third highest means of mode.

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

Means of Transportation to Work	Imperial County	LA County	Orange County	Riverside County	San Bernardino County	Ventura County
Car, Truck, or Van	88.1%	75.7%	78.4%	85.7%	86.2%	82.1%
Drove Alone	78.6%	66.4%	69.4%	74.6%	75.2%	72.3%
Carpooled	**9.6%**	**9.3%**	**9.0%**	**11.1%**	**11.0%**	**9.9%**
In 2-Person Carpool	6.3%	6.9%	6.5%	8.1%	7.7%	7.1%
In 3-Person Carpool	1.4%	1.5%	1.4%	1.7%	2.0%	1.7%
In 4-Or-More Person Carpool	1.9%	1.0%	1.1%	1.3%	1.3%	1.1%
Workers Per Car, Truck, or Van	1.07	1.07	1.07	1.08	1.08	1.07
Public Transportation	**0.5%**	**4.2%**	**1.2%**	**0.7%**	**0.9%**	**0.7%**
Walked	2.8%	2.4%	1.8%	1.2%	1.5%	1.6%
Bicycle	0.3%	0.6%	0.5%	0.2%	0.2%	0.4%
Taxicab, Motorcycle, or Other Means	1.9%	1.9%	1.5%	1.3%	1.3%	1.0%
Worked at Home	6.5%	15.2%	16.6%	10.9%	10.0%	14.1%

Source: U.S. Census 2023 American Community Survey 5-Year Estimates

1.3 Description of RCTC Transit Services and Programs

RCTC administers and supports transit programs across Riverside County, including commuter rail services in Western County, rail planning efforts in the Coachella Valley, and a countywide vanpool program.

Western Riverside County Programs:

- Commuter Rail (Metrolink) – Operated by the Southern California Regional Rail Authority (SCRRA), of which RCTC is a member agency. This program includes the operation and maintenance of nine (9) Metrolink stations, as well as capital projects for rehabilitation and system expansion.

Coachella Valley Program:

- Coachella Valley Rail Project – RCTC is leading the planning and environmental phases of this proposed rail service, which aims to expand passenger rail connectivity to the Coachella Valley.

Countywide Program:

- Vanpool (VanClub) – A countywide program that provides eligible vanpools commuting to worksites in Riverside County with a subsidy to offset the cost of a vanpool lease.

Further details on each program, including service profiles, existing routes, performance metrics, and future capital planning, can be found in Chapters 2 and 3 of this report.

1.4 Key RCTC Partners

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

Federal Agency Partners

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

State Agency Partners

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

Regional Agency Partners

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

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

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

County-Level Partners

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

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

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

Subregional Agency Partners

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

In the Coachella Valley, the Coachella Valley Association of Governments (CVAG) is the planning agency coordinating government services in the Coachella Valley. Both subregional agencies promote solutions to the common issues of the local governments and tribes that are its members.

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

Tribal Governments

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

Local Agency Partners

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

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

1.5 RCTC Multimodal Facilities

RCTC-Owned Metrolink Stations

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

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

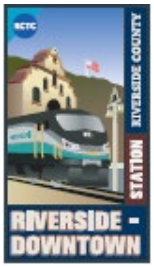
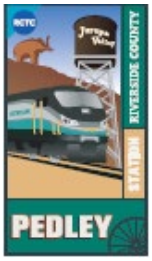
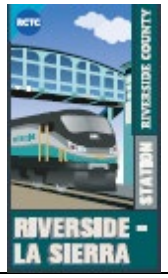


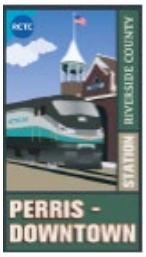
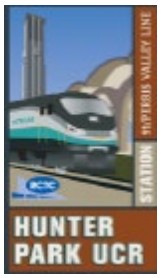
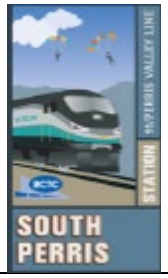
The Commission also operates the Riverside Downtown Operations Control Center (RDNOCC), which is located on the west end of the Riverside Downtown station and provides monitoring of closed-circuit televisions (CCTV) at the stations as well as facilities for train crews.

Over the last 30 years, the Commission has invested more than $185 million in capital improvements to develop stations and secure access to support commuter rail services. The PVL and related projects added over $250 million more to the

Commission's investment in commuter rail. Station operations and maintenance costs are part of the rail program budget and includes property management, utilities, grounds maintenance, repairs, cleaning, and security services. An overview of the features at each facility is provided in Table 1.1.

Table 1.1: RCTC Transit Facility Features

Location	Transit Services	Primary Features
 **Riverside Downtown** 4066 Vine Street, Riverside	Rail: 91/PVL Line, IEOC Line, Riverside Line, Amtrak Bus: RTA, Amtrak, OmniTrans	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
 **Perris-Downtown** 121 South C Street, Perris	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)
 **Riverside-Hunter Park/UCR** 1101 Marlborough Avenue, Riverside	Rail: 91/PVL Bus: RTA	Platform with boarding track Parking lot (528 spaces) Size: 9.35 acres In Service Date: June 2016
 **Moreno Valley /March Field** 4160 Meridian Parkway, Riverside	Rail: 91/PVL Bus: RTA	Platform with boarding track Parking lot (476 spaces) Stairwell Size: 14.47 acres In Service Date: June 2016
 **Perris-South** 1304 Case Road, Perris	Rail: 91/PVL	Platform with boarding track Parking lot (801 spaces) Size: 40.57 acres In Service Date: June 2016

 **RDNOCC** 4344 Vine Street, Riverside	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 (SJBL) and several adjacent properties as part of the regional acquisition of BNSF Railway (BNSF) properties and use rights for a total of $26 million using Western County Rail Measure A and state rail bonds (Proposition 108 of 1990). Under this agreement, BNSF retained exclusive freight operating rights to serve its customers along the line.

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

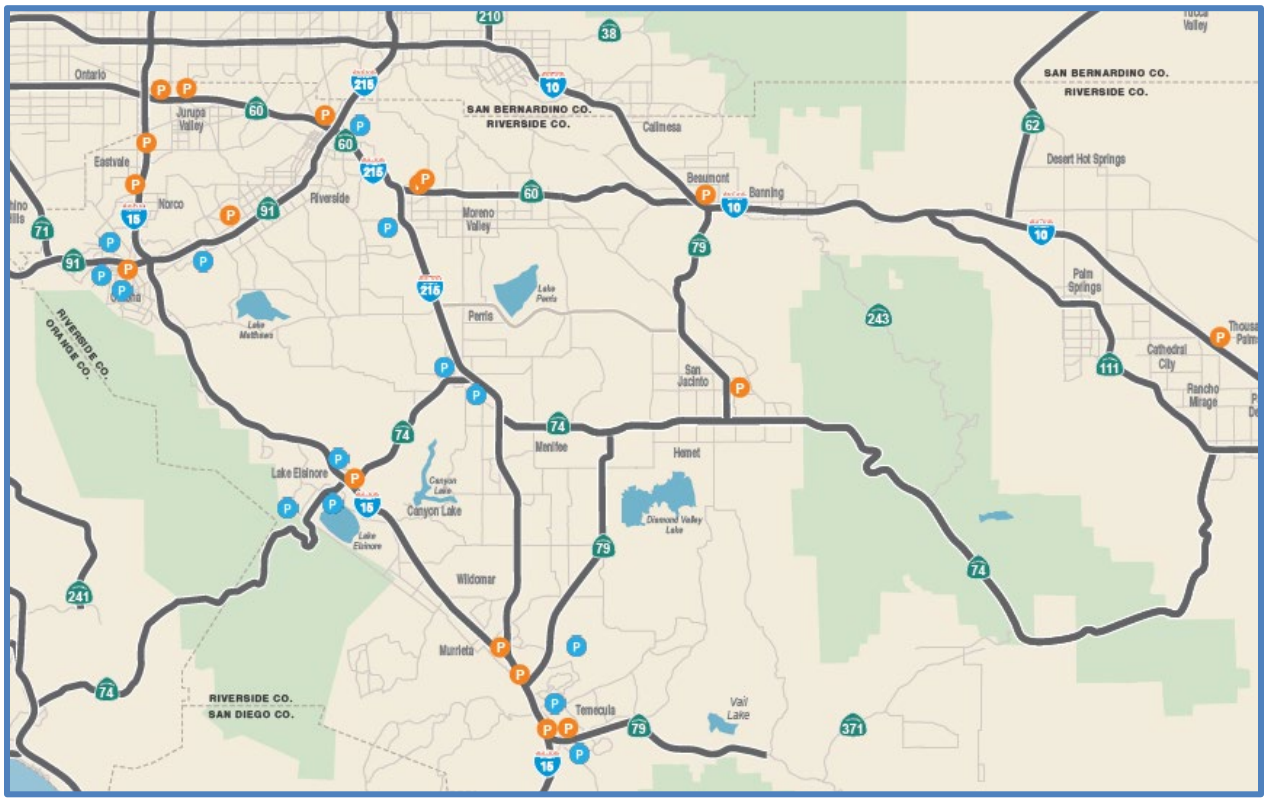
Figure 3: Map of San Jacinto Branch Line



Riverside County Park & Ride Locations

Park & ride facilities are a critical piece of a well-balanced transportation network. By providing parking spaces for commuters to support carpool/vanpool arrangements and transit connections, park & rides help improve mobility and the efficiency of transportation investments. While some lots are provided by the state or cities, RCTC enhances capacity by offering 14 park & ride locations – six at train stations and eight through leased spaces from private property owners. These leases are structured as three-party agreements among the property owners, Caltrans, and RCTC, allowing flexibility to meet the dynamic needs of commuters. In total, there are 31 park & ride facilities in the county. Figure 4 presents a map of all park and ride facilities in the county, with RCTC supported sites shown in blue.

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



1.6 Previous Studies and Ongoing Plans

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

- **Strategic Assessment (2016)** – This comprehensive document analyzed current public policy surrounding transportation in Riverside County, forecast future transportation conditions, and forecast future funding to meet the County's long-term needs. The Strategic Assessment recommended several long-term planning and funding pursuits and changes to Commission policy, including the development of a Long Range Transportation Study (LRTS) and Next Generation Rail Study.
- **Coachella Valley Rail Alternative Analysis (2016)** – The purpose of the Alternatives Analysis was to consider alternatives for improving intercity transit between the Coachella Valley and Los Angeles, and to identify the alternatives that demonstrate best performance for more detailed evaluation. A Route Alternative and a No-Build Alternative were carried forward for the Tier 1 Environmental Impact Statement/Environmental Impact Report.

- **Perris Valley Line Growth Study Market Assessment (2017)** – The assessment reviewed the commuter market within and around the Perris Valley. The purpose was to determine where residents of Western Riverside County commute and travel in order to define the ridership needs and trends that allow for the most useful integration of the 91/PVL Line into Metrolink and regional transit systems. The findings found a necessity for increased service from the Perris Valley to longer-distance service to Los Angeles and north Orange County. It also found that unique travel market exists within the immediate areas around the Perris Valley including intra-county service on Metrolink. This study was followed up with a service and infrastructure needs assessment to implement the goals of this effort.
- **Service & Infrastructure Needs to Support 91/Perris Valley Line Market Assessment (2017)** – This assessment reviewed the operational feasibility of addressing the forecast travel markets identified in the Market Assessment. This included evaluating the potential reverse commute options to service March Air Force Base and the businesses in the area in the near and long-term and defining the infrastructure projects necessary to support these service needs.
- **Vanpool Study (2017)** - The purpose of this study was to assess the potential for the Commission launching an ongoing, subsidized, vanpool program in Western Riverside County. The study conducted an inventory of all existing vanpools, worked with employers to determine future vanpool potential, created a multi-year budget, implementation plan and project timeline. The plan was taken to the Commission for approval in October 2017.
- **Long Range Transportation Study (2019)** – Provided data and analyses for the Commission to consider as it develops future transportation policies and strategies in addressing growth and demand on the multimodal transportation system over the next 25 years.
- **Next Generation Rail Study (2019-2021)** – The objective of the study was to identify high-capacity transit corridor, identify potential new corridors, and prioritize potential future rail corridor for proceeding into project development. Task 1 was accepted by the Commission in September 2019 and included a Corridors Analysis Report that identified three corridors (Perris to San Jacinto, Perris to Temecula, and Corona to Lake Elsinore) that had the most viable future opportunities for rail expansion. Task 2 included further analysis of the next generation corridors that would extend the existing 91/PVL to both Temecula and Hemet/San Jacinto and was completed in 2021.
- **Park & Ride Study (2020)** – The purpose of this study done in partnership with SANDAG, was to proactively address park & ride demand by better managing existing lots and identifying potential park & ride solutions to accommodate future demand in San Diego and Western Riverside County. The report also identifies strategies and tools to help improve the planning, operation, and management of site-specific lots and the regional network.
- **Traffic Relief Plan (2024)** - The Traffic Relief Plan is an aspirational plan that identifies more than $30 billion in needed transportation projects and priorities

based on input from thousands of residents throughout Riverside County. The plan includes projects across seven categories including: public transportation, safe streets and roads, regional connections, active transportation, highway, environmental mitigation, and blowsand and floods. To complete the projects listed in the Plan, a mixture of federal, state, and local funding will be needed. The commission may also make a future decision to place a sales tax measure with an ordinance and expenditure plan for consideration and approval from Riverside County voters.

In addition, the Commission is undertaking the following studies and initiatives that will shape future goals and priorities.

- **Core Capacity Innovative Transit Study (CCITS)** – The study will be a 30-year vision of a fully integrated, public transportation network that uses advanced technology and infrastructure design to leverage and benefit multiple modes of travel. This includes a feasibility analysis for higher capacity services on three corridors, I-15, I-215, and the SR-74/San Jacinto Branch Line, and is expected to be completed in spring 2026.
- **Grade Separation Study** – This study aims to develop a comprehensive inventory and assessment of the main line railroad crossings in the County, identifying the projects necessary to improve safety, reduce congestion, and support passenger rail expansion. The study is expected to be completed by summer 2026.

2.0 RIVERSIDE COUNTY VANPOOL PROGRAM

2.1 Vanpool Service Profile

In May 2018, the Commission expanded its Commuter Assistance Program by launching VanClub, a vanpool subsidy program for commuters traveling to worksites in Western County. In 2024, the program expanded to serve Eastern County, establishing VanClub as a countywide initiative.

VanClub supports long-distance commuters without access to transit by offering a subsidy of up to $600 per month to reduce the cost of a vanpool lease. In FY 2023/24, the average one-way VanClub trip distance exceeded 49 miles, totaling approximately 492 miles per workweek. For an individual driving an average sedan, this would require about 15 gallons of fuel per week, costing $611 per month in fuel alone. In contrast, the average recorded VanClub vanpooler's total monthly out-of-pocket costs, including vanpool lease and fuel, were only $272 in FY 2023/24, resulting in savings of over 55% or more than $4,000 annually.

Vanpools are particularly effective in providing transportation options in areas that are difficult to serve by transit and can be an attractive amenity for employers to attract and retain employees. Additionally, vanpool programs help reduce traffic congestion and vehicle emissions by decreasing the number of single-occupancy vehicles on the road. In FY 2023/24, VanClub helped eliminate nearly 2.4 million vehicle miles of travel.

Vanpool Vendors

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

Program Guidelines and Reporting Requirements

RCTC establishes the minimum program requirements and program guidelines which requires that a VanClub vanpool:

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



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

Public transit agencies that provide ongoing subsidies to third party leased vanpools for the purpose of reducing the lease/capital costs of the vehicle 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.

Pricing Structure

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

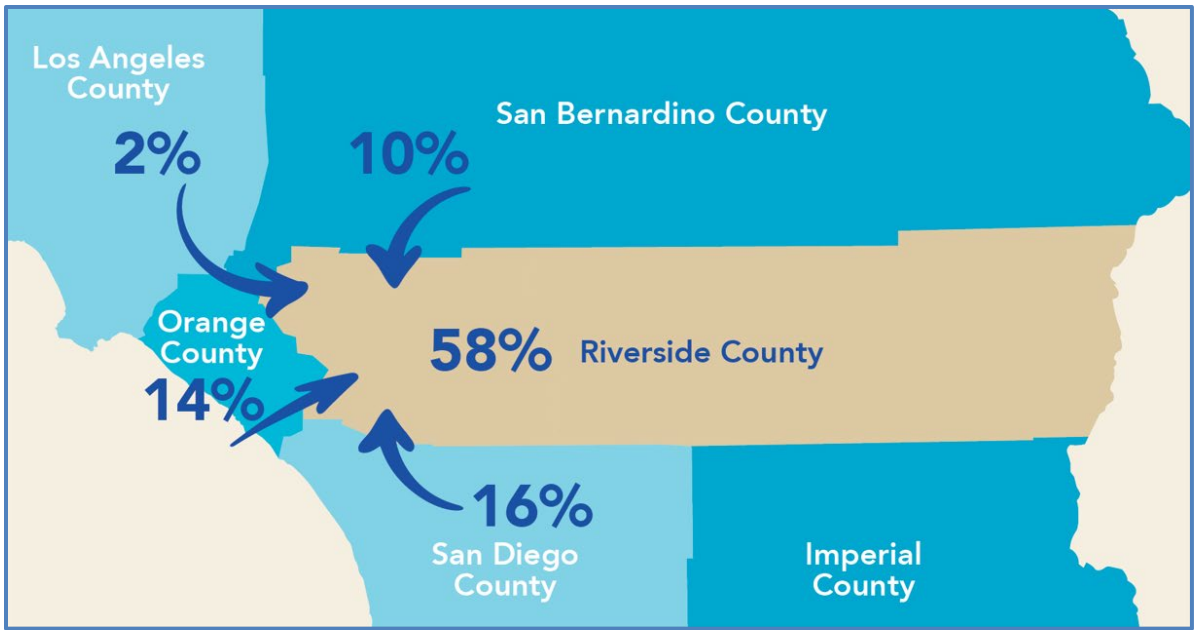
The VanClub program does not collect any fares or funds from the participating vanpools. The vanpool groups pay for their lease directly to the private sector vehicle leasing vendor. However, VanClub requires that the participants track all their out-of-pocket expenses, and report on those at month end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

Travel Characteristics

VanClub was launched on May 1, 2018, with the program enrolling 49 vanpools by the end of June 2019. By March 2020, the number of vanpools approved and enrolled into the program was 80, however, due to COVID-19 impacts, the number of vanpools was reduced to 30.

As of March 2025, there are 50 active vanpools, five vanpools commute to worksites in the Blythe, three to Indio, 31 to Moreno Valley, one to Norco, three to Palm Springs, one to Perris, and six to Riverside. Figure 5 reflects the originating locations of the current vanpools to show that 42% come from other counties and 58% are intra-county vanpools.

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



Coordination with IE Commuter (IEC)

RCTC delivers comprehensive rideshare support through the IE Commuter brand, assisting regional employers and their employees in shifting from driving alone to sustainable transportation options such as teleworking, transit, vanpool, carpool, and active transportation. The program provides hands-on assistance, information tools, turnkey marketing campaigns, RideGuides, commuter benefits support, and incentives – all at no cost to employers and the employees.

Currently, there are more than 305 IE Commuter employer partners (representing 2,283 worksites and approximately 610,640 employees), have signed partnership agreements to gain access to IE Commuter employer programs, services, and commuter incentives.

These employer partnerships play a critical role in identifying new vanpool opportunities. Through employee transportation surveys, conducted for large employers seeking compliance with local air quality mandates, valuable origin/destination and schedule data is collected. This data enables IE Commuter to generate personalized RideGuides, providing employees in search of a better commute, with available transit options and potential carpool or vanpool ridematches.

IE Commuter then collaborates with employer transportation coordinators and VanClub vanpool vendors to connect interested commuters with viable rideshare solutions and incentives, encouraging shifts to transit, carpooling, or vanpooling for a more efficient and cost-effective commute.

2.2 Vanpool Existing Performance

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

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

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

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

Even with these constraints and obstacles, since program inception through February 2025, the vanpool program resulted in:

- 684,773 unlinked passenger trips;
- 6,622,160 vanpool miles traveled; and
- 164,187 vehicle revenue hours.

This vanpool activity resulted in the following:

- 20,438,767 vehicle miles of travel reduced;
- 7,726 tons of emissions reduced; and
- 68% average monthly occupancy rate.

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

- An average one-way commute distance of 51.8 miles, commuting 20.5 days each month;
- An average one-way fare of $7.13 per person per trip; and
- An average monthly out of pocket fare of $293.73.

2.3 Vanpool Service Enhancements

A cornerstone of the Commission's Commuter Assistance Program (CAP), which VanClub falls under, is its continued partnership with commuters, employers, and government. The partnership, based on voluntary efforts, makes a collective difference to increase the efficiency of the County's transportation system—local roads, freeways,

commuter rail, and public transportation. The combined effort results in less congestion, decreased vehicle miles traveled, and improved air quality. The major initiatives to continue these partnerships and efforts in FY 2024/25 and beyond, are described below.

- *Regionalize the Rideshare/Vanpool Database:* In partnership with CTC partners, the Commission transitioned in the fall of 2023 from a locally provisioned Inland Empire-based rideshare and vanpool system to a regional platform/database solution. This shift will expand the commuter database and improve the ridematching potential for those interested in sharing the ride to work via carpool or vanpool. Additionally, the regional platform will offer enhanced functionality and reporting that will better support program administration staff and employer worksite efforts to increase participation in alternative modes.

- *Maximize Employer Partnerships:* Given that the highest percentage of vanpool arrangements are formed at work sites, voluntary employer participation is critical to address congestion and air quality goals. Employers are the conduit to directly influence their employees' personal transportation choices. The ongoing success of the CAP serving Western Riverside County, is a testament to the significance of employer partnerships, and this beneficial partnership has carried over into VanClub and vanpool formation.

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

2.4 Vanpool Projected Ridership Growth

During FY 2023/24, the program essentially remained flat at 35 vanpools since dropping from a high of 80 vanpools in February 2020. Since that time, more employers have maintained hybrid work schedules at their worksites. It seems that since the commuting public has returned to the workplace, these hybrid schedules have fostered more solo commuting arrangements. Leveraging the new regional rideshare database and enhanced employer engagement, RCTC is optimistic that the upcoming fiscal year will bring additional vanpools to the program so that by the end of FY 2025/26, VanClub ridership may increase by 25% over FY 2024/25.

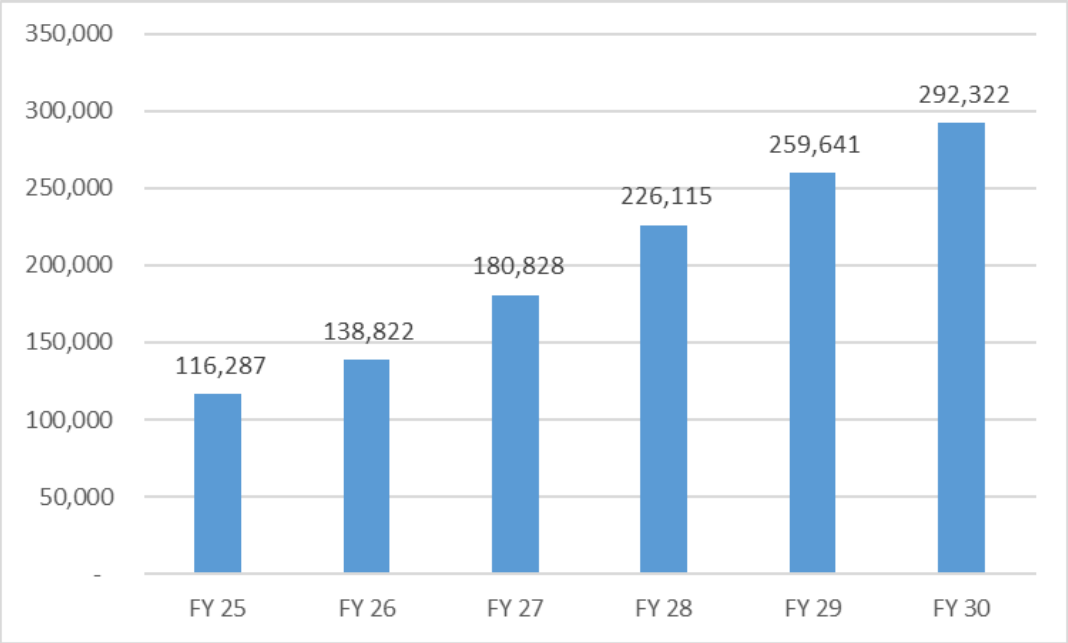
Effective July 1, 2023, RCTC increased the monthly subsidy from $400 to $600 to help offset inflation-related cost increases. Prior to this adjustment, individual vanpoolers faced rising expenses, such as lease rates and fuel costs, of up to 60% in the past several years. The increased subsidy has helped keep vanpooling a competitive alternative to driving alone. Additionally, RCTC's CAP, which has traditionally focused on large employers, will also engage more small/medium sized businesses which employ a significant base of commuters. In coordination with neighboring county rideshare programs, CAP transitioned from an Inland Empire based rideshare database to a regional database to capture more intercounty commuters. These efforts combined will help more vanpool opportunities emerge. Table 2.0 includes projections of the number of vanpools between FY 2024/25 to FY 2029/30.

Table 2.0: Projected No. of Active Vanpools, FY 2024/25 – 2029/30

Fiscal Year						
No. of Vanpools	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
	51	64	85	98	110	122

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

Figure 6: Projected Vanpool Ridership, FY 2024/25 – 2029/30



2.5 Expanding Vanpool Options to Improve Affordability and Sustainability

At the program's inception, VanClub operated with a single private leasing vendor serving the traditional employer vanpool market. In FY 2020/21, RCTC issued a request for proposals to expand vehicle choices, lease rates, and pricing options, resulting in two approved vendors. The goal of offering multiple vendors is to provide greater vehicle variety and more competitive leasing options, helping reduce passengers' out-of-pocket costs. Most recently, RCTC awarded a new contract to an EV-focused vendor, expanding access to electric vehicles at competitive rates. While RCTC procures third-party leasing vendors, this process is designed to ensure consistent vehicle offerings and program standards among approved vendors, not to regulate pricing or passenger fares. RCTC has no control over the passengers' out of pocket fares, only the amount of subsidy provided. Beyond lease costs, which vary based on vehicle type, capacity, and projected mileage, fuel remains the next most significant expense. Although electric or hybrid vehicles generally have higher lease rates, many employers offer free electricity while charging at work, and in-home electric charging costs can be quite low, depending on the electric provider and off-peak rates, helping offset fuel costs. These factors can contribute to lower fares for some vanpool groups.

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

Ultimately, while RCTC cannot predict future fare trends, the addition of new vendors, expanded access to electric vehicles, and enhanced tools for supporting occupancy are expected to improve both the affordability and sustainability of the vanpool program.

2.6 Vanpool Capital Investments

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

3.0 COACHELLA VALLEY AND WESTERN COUNTY RAIL PROGRAMS

3.1 Coachella Valley Rail

The Commission is involved in ongoing rail planning efforts to establish passenger rail service to the Coachella Valley.

3.1.1 Coachella Valley Rail Corridor Project

The Commission has been actively studying and pursuing passenger rail service from Los Angeles to the Coachella Valley for a long time, with the first study completed in 1991. In 2013, Caltrans completed their own planning study and included the corridor in the State Rail Plan. That same year, the Commission dedicated funding to initiate project development starting with the Alternatives Analysis, which was completed in 2016. The next step required extensive coordination with Caltrans and FRA to complete the Service Development Plan (SDP) and a Tier 1 programmatic Environmental Impact Report/Environmental Impact Statement (EIR/EIS) which was approved in 2022. Following that accomplishment, staff actively pursued funding to move into the next phases of project development. In 2023, the Coachella Valley Rail Project was included in FRA's new Corridor Identification and Development Grant Program. This program is designed as a pipeline of project development that will establish competitive intercity passenger rail projects across the country to make them eligible for future federal construction grants. This structured program requires the Coachella Valley Rail Project to revisit and update the initial SDP and extensively expand the analysis. This process is underway with hopes for completion by 2028. In parallel to the SDP update, staff is advancing a planning effort that includes CEQA and Pre-NEPA activities, including a station location and rail corridor feasibility study. The work completed here will set the stage for the Tier 2 Project Level Environmental Clearance. Both these will follow up on local efforts for station planning that have occurred in the cities of Indio, Palm Desert and Coachella.

Project Location

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

Proposed Service

The service would operate over tracks owned by Metro (5 miles starting at LAUS), BNSF Railway (64 miles from Los Angeles to Colton), and UP (76 miles from Colton to

Coachella). Needed new rail infrastructure to achieve the project's on-time performance goal without adding delay to freight service in the Corridor is anticipated to include a new third main track and associated improvements to be constructed primarily within the UP right-of-way from Colton to Indio or Coachella.

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

Potential Facilities

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

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

CV Rail Tier 2 Project Level Environmental Document:

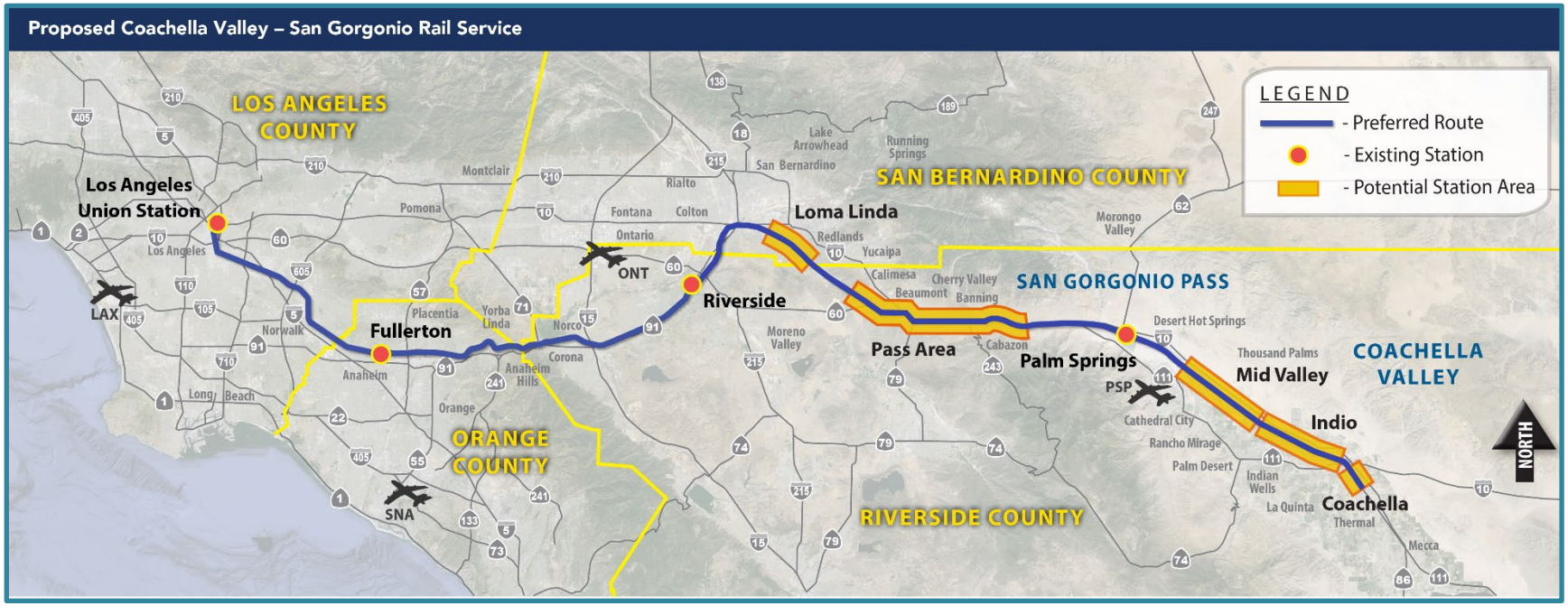
Project Status: Staff has identified and will allocate the funding necessary to advance the Tier 2 environmental document. It is anticipated that the Request for Proposals for the Tier 2 will be issued in 2025.

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

Project Funding: Federal, State, and Local Funds

Project Completion: Tier 2 EIR/EIS is estimated to begin in 2028 after completion of the station study and take six to eight years to complete.

Figure 7: Map of Proposed Coachella Valley Rail Corridor



COACHELLA VALLEY RAIL

TRANSFORMING TRAVEL

3.2 Western County Rail - Metrolink

3.2.1 Metrolink Service Profile

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

Figure 8: Metrolink Commuter Rail System



IEOC Line

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

As of October 2024, the line operates 18 trains Monday through Friday, including five peak period roundtrips. Each train travels between the Riverside – Downtown Station and the Laguna Niguel/Mission Viejo Station, with a few trains originating and/or terminating at the San Bernardino – Downtown Station or the Oceanside Station.

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 83 minutes. RTA, Corona Cruiser, and Amtrak provide connecting transit service. The average trip length is 35.1 miles.

Figure 9: Map of Metrolink IEOC Line



Riverside Line

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

The Riverside Line offers 10 weekday trains between the Riverside – Downtown Station and LAUS. RTA, and Amtrak provide connecting transit service in Riverside County. The scheduled peak-direction trip time between Riverside – Downtown and LAUS is approximately 91 minutes, including dwell time at intermediate stations. The average trip length is about 38.8 miles.

Figure 10: Map of Metrolink Riverside Line



91/PVL Line

This line extends 85.6 miles between the Perris – South Station and LAUS. This route officially began operating peak period service in May 2002 when it was called the 91 Line. The alignment roughly follows the Riverside Freeways (SR-215 and SR-91) along the San Jacinto Branch Line and BNSF San Bernardino subdivision from Riverside County to Fullerton in Orange County where it continues northwest to Downtown Los

Angeles, and has a total of 12 stations, as depicted in Figure 11 below. The Commission, OCTA, and Metro jointly fund the Line.

In June 2016, service began on the 24-mile extension of the Metrolink 91-Line, which is now rebranded as the "91/Perris Valley Line". The 91/PVL Line offers 14 weekday trains between the Perris – South Station and LAUS, with four roundtrips during peak hours. 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.

The peak period running time between Perris – South, Riverside – Downtown, and LAUS is approximately 129 minutes. The average trip length is 44.3 miles.

Figure 11: Map of Metrolink 91/PVL Line



Metrolink Days of Operation

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

3.2.2 Metrolink Fare Structure

Metrolink's fares are distance-based and calculated on the shortest driving miles between stations. 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 for Monthly Passes is currently capped at 80 miles. Metrolink offers day passes

that are valid system-wide at a flat fare. All Metrolink fare products permit Metrolink passengers to transfer to bus and light rail transit providers without requiring an additional fare on select connecting transit operators and a reduced rate on others.

Ticket Types

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

Single Day Use

- **One-Way** – A single one-way trip from origin station to destination station specified on the ticket. The trip must begin on the date and prior to the expiration date printed. Mobile and Print at Home tickets expire at 3 am the following date of purchase.
- **SoCal Day Pass** – Valid for unlimited systemwide travel on a single day and expires at 3 am the following day. The price of the Day Pass is $15 on weekdays and $10 on Weekends and on six federal recognized holidays including, New Year's Day, Independence Day, Memorial Day, Labor Day, Thanksgiving, and Christmas Day
- **L.A. Zone Day Pass –** This $5 pass is valid only for travel between the Metrolink stations within the zone (it is valid for bus and rail transfers throughout L.A. County):
  - Burbank Airport North - (AV Line)
  - Burbank Airport South - (VC Line)
  - Burbank - Downtown
  - Cal State L.A.
  - Commerce
  - Glendale
  - L.A. Union Station
  - Montebello



Multi Day Use

- **5-Day Flex Pass –** Valid for travel between origin station and destination on five days within 30 days.
- **Monthly Pass –** Valid for unlimited travel between origin station and destination during the calendar month printed on the pass.

Multi-Line Option

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

Line between stations of equal or lesser distance with an origin and destination between Corona and Riverside.

Ticket Purchase Options

- **Ticket Machine Devices (TVDs**) – TVDs currently accept cash, card payments, and contactless payment including Apple Pay, Samsung Pay, and Google.
- **Mobile App** – Metrolink Just Ride mobile app is available on both Apple App Store and Google Play. The app accepts payment cards, Apple Pay and Corporate Quick Cards. Tickets are scanned directly from the app via a QR code.
- **Print at Home** – One-way tickets can be purchased via Metrolink's ticket portal for printing at home. All other tickets can be purchased online and pushed to the Metrolink mobile app wallet.
- **Outlets** – Two ticket outlets are available for Riverside County line riders at LAUS. Tickets are available for purchase with personal checks at the outlets.

Advance Purchase Ticket

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

Discounted Fares

Everyday Discounts

- **Student/Youth** - 50% off all fare products (except the L.A. Zone Pass). Youths are ages 6 to 18. Students must present a valid Student ID to the fare inspector upon request.
- **Kids Ride Free on Weekends** – On weekends, up to three children ages 17 and under may ride for free with each paying adult.
- **Child** - Three children (ages 5 and under) ride free with an adult using a valid ticket - each additional child pays youth fare (50%).
- **Senior** - 25% off Monthly Passes and 50% off all other fare products (except the L.A. Zone Pass). Seniors age 65 and older qualify for this discount.
- **Disabled/Medicare** - 25% off Monthly Passes and 50% off all other fare products (except the L.A. Zone Pass). Disabled or Medicare discount applies if you have the appropriate identification.
- **Active Military/Veterans** - 10% off all fare products (except the L.A. Zone Pass).
- **Mobility-4-All** – Offers a 50% discount available to EBT-cardholders and can be combined with other discounts.

91/PVL Line Discount

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

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

Loyalty Program

A Loyalty Program (SoCal Explorer) was initiated in 2020. This program includes:

- Points earned with each ticket purchase that can be redeemed for free tickets or merchandise.
- Other rewards for being a member, e.g., member-only sales, first notice of new products, extra discounts.

Existing Transfer Agreements

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



3.2.3 Metrolink Revenue Fleet

Metrolink has 40 revenue train sets in operation[1]. The Metrolink fleet is composed of 60 locomotives and 258 passenger cars (65 cab cars and 193 coach cars)[1]. Metrolink has upgraded most of its fleet of locomotives to operate new Tier 4 clean technology locomotives.

[1] Source: Metrolink Rail Fleet Management Plan FY2020-040

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

In April 2022, Metrolink announced that the agency was the first passenger rail agency in the nation to be powered by renewable fuel. The locomotives are powered by cleaner burning alternative made with recycled natural fats and vegetable oils[2]. According to Metrolink, the renewable product contains no petroleum fossil fuels and burns cleaner reducing pollutants and decreasing greenhouse gas emissions of carbon dioxide by up to 80 percent[2].



3.2.4 Metrolink Rider Profile

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



Table 3.0: Metrolink Rider Profile

	Riverside Line	IEOC Line	91/PVL Line
Ethnicity:			
Black/African American	7%	7%	9%
Hispanic	41%	33%	43%
Asian	30%	13%	18%
Caucasian (non-Hispanic)	21%	43%	26%
Other	1%	4%	4%

Automobile Availability	77%	88%	73%
Employment Status			
Not Employed/Retired	13%	16%	13%
Part-Time	6%	8%	9%
Full-Time	75%	71%	71%
Unemployed, Not Seeking	6%	5%	7%
Ridership Frequency			
3 Days or More per Week	53%	50%	50%
1 to 2 Days per Week			
Several Days per Year/Not	11%	7%	11%
Regular	36%	43%	39%

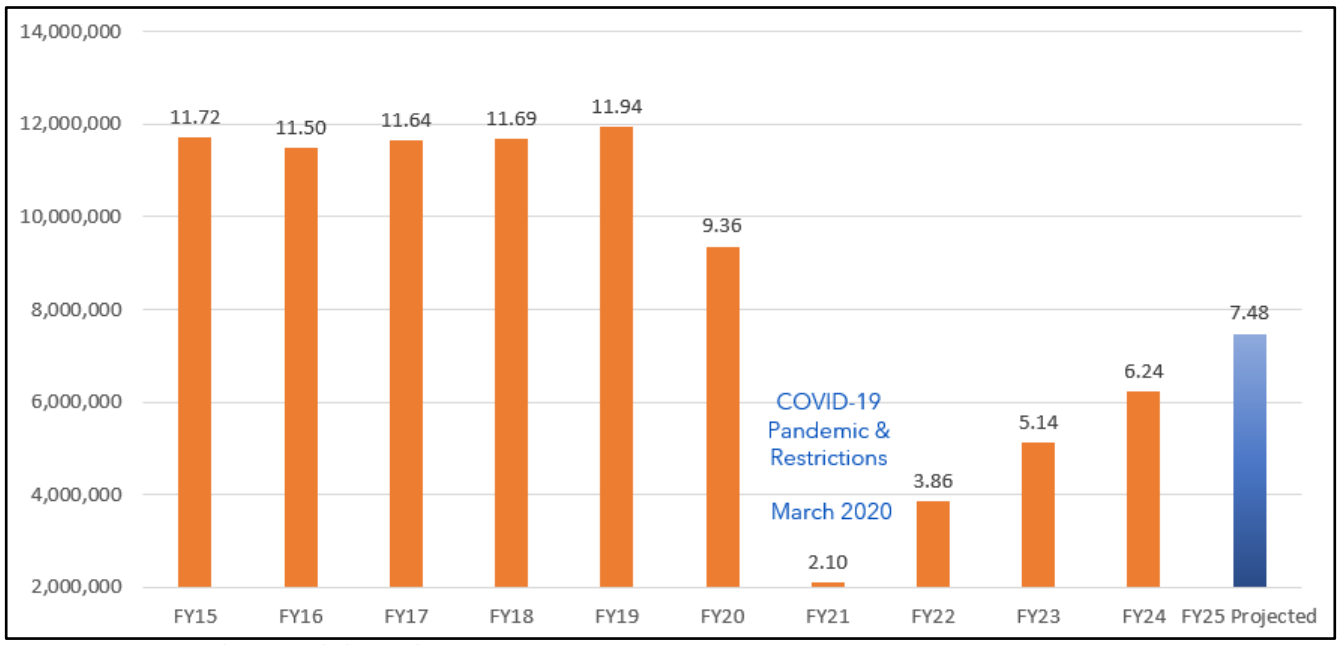
Source: 2022 Customer Survey

3.2.5 Metrolink Existing Performance

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

Beginning in early 2022, pandemic restrictions began to lift, more people began returning to work and demand for Metrolink service grew. In April 2022, Metrolink restored 21% of the service reduced that was reduced to aid ridership recovery efforts. In October 2024, Metrolink introduced 32 new weekday trains, a nearly 23% systemwide service expansion, with more midday and late-evening options.

Figure 12: Metrolink Systemwide Annual Ridership, FY 2014/15 – 2024/25

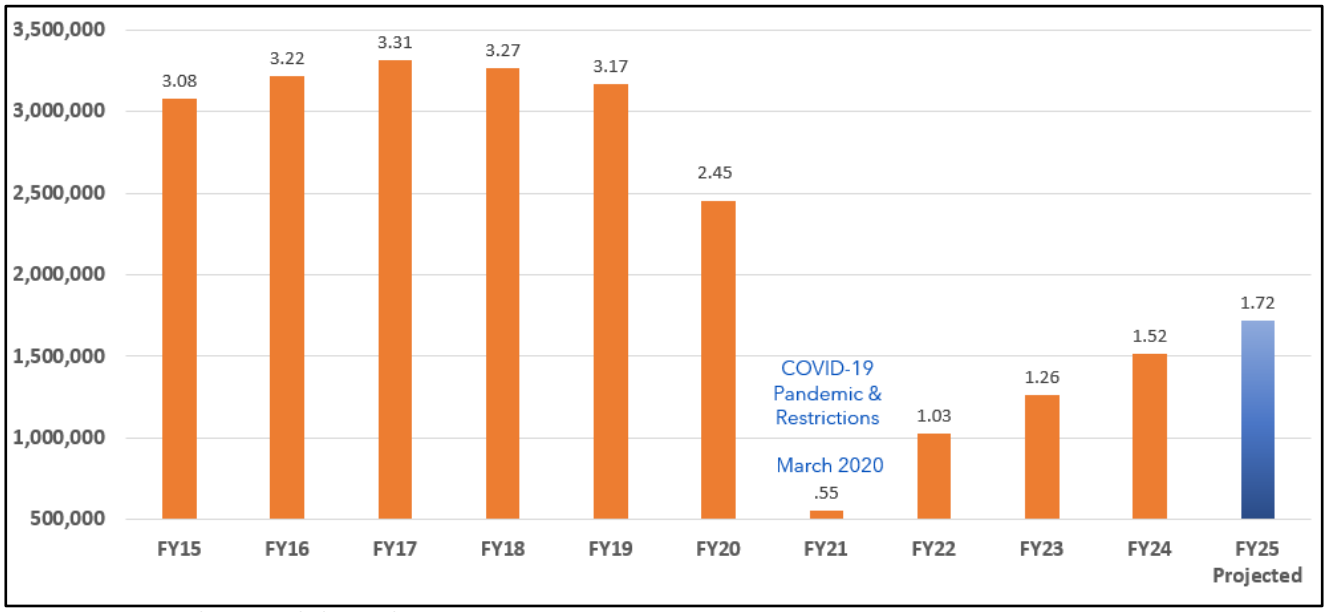


Source: Year-to-date Metrolink Boarding Reports

Combined ridership on the Riverside County Lines (IEOC, Riverside, and 91/PVL) remained relatively stable between FY 2014/15 through FY 2018/19 with growth of about 3%. Local factors that contributed to this were the commencement of the 91/PVL Line in June 2016 and a new weekend service that was added in October 2019.

Ridership recovery efforts by Metrolink and RCTC are underway. The chart below in Figure 13 shows the progress towards post-pandemic ridership recovery.

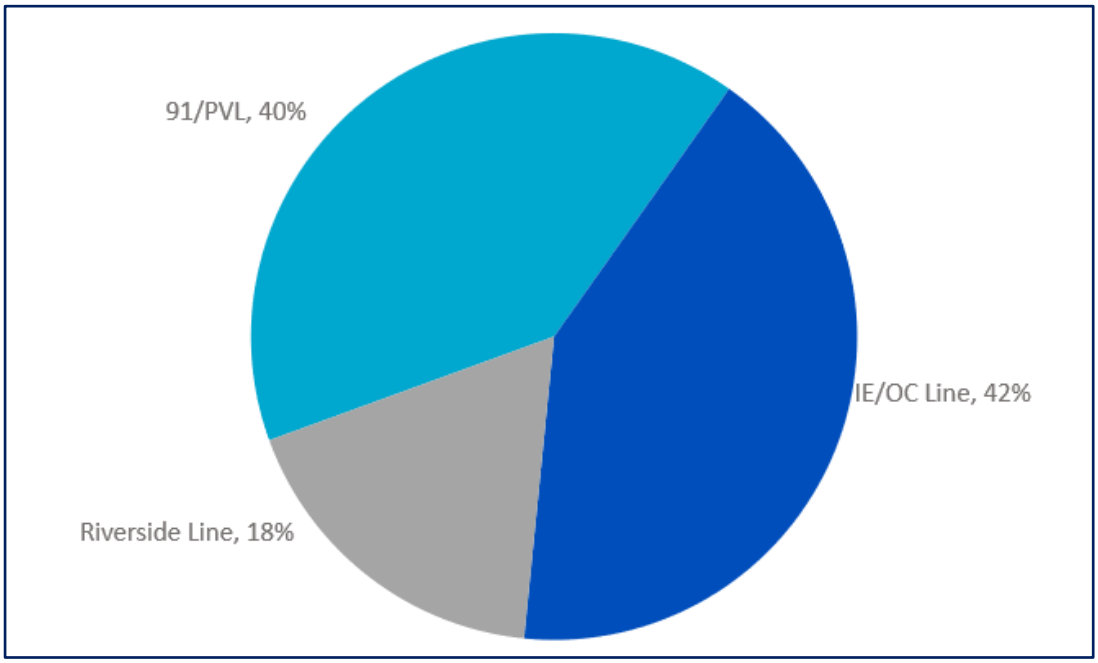
Figure 13: Total Ridership Riverside County Metrolink Lines, FY 2014/15 – 2024/25



Source: Year-to-date Metrolink Boarding Reports

Figure 14 illustrates that most passengers in the County take the IEOC (42%), followed by the 91/PVL (40%) and remaining on the Riverside Line (18%). Based on the

Figure 14: Riverside County Total Ridership Distribution by Line

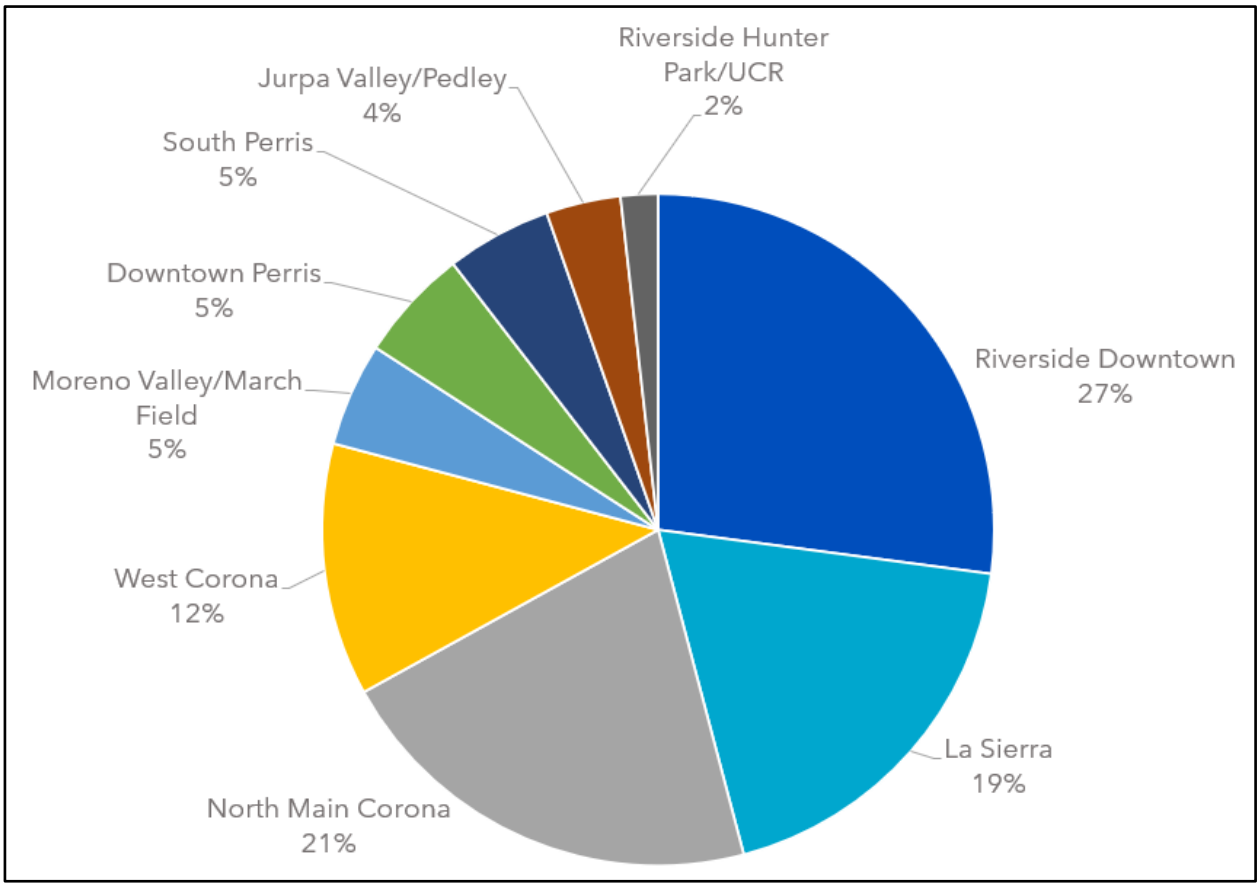


Source: 2025 Year-to-date Metrolink Boarding Reports

destinations of these lines, the data also indicates that about half of the riders are headed towards Orange County and the other half to Los Angeles.

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

Figure 15: RCTC Stations Passenger Distribution

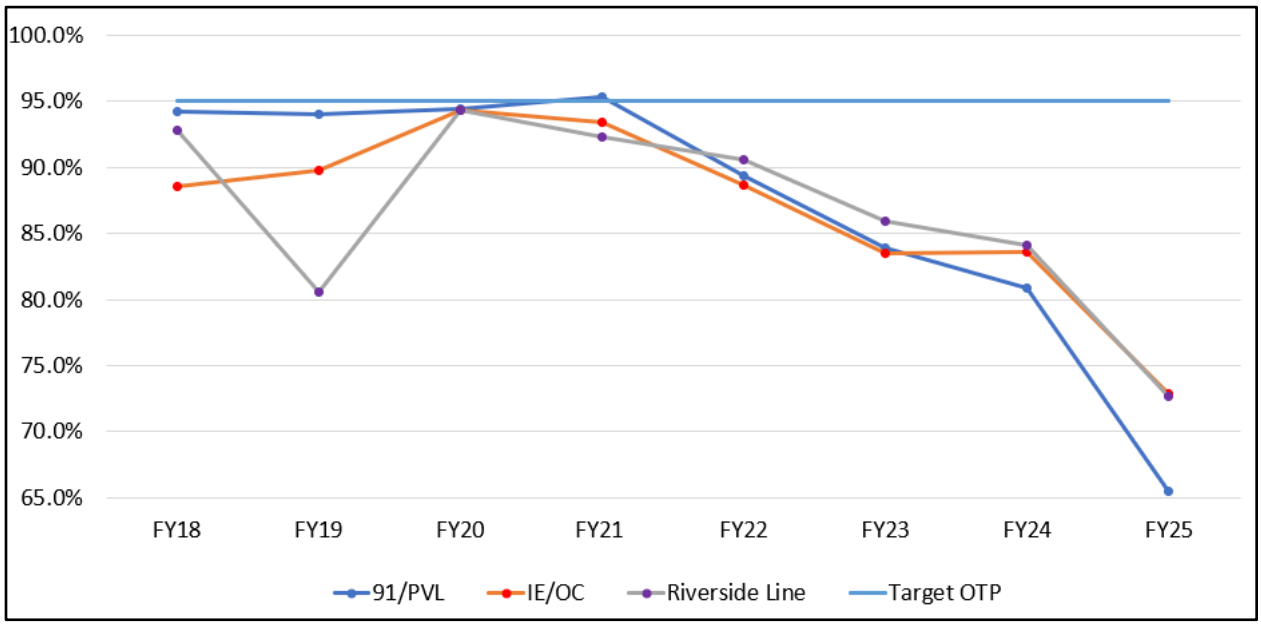


Source: 2025 Year-to-date Metrolink Boarding Reports

3.2.6 Metrolink Key Performance Indicator

A key performance indicator is on-time performance (OTP). On-time performance and reliability are important metrics that relate directly to customer experiences and the ability to retain existing and attract new riders. Metrolink's targeted on-time performance is 95%. A train is considered on-time if it reaches its destination within five minutes of the scheduled arrival time. Various factors that impact on-time performance are freight delays, incidents and accidents on the tracks, and other operational and mechanical problems. Figure 16 below shows that on-time performance declined in FY 2021/2022 for all three lines hovering around 90%. This decline continued into FY 2024/2025 and is currently between 65% to 75%.

Figure 16: Riverside County Served Lines On-Time Performance



Source: Metrolink OTP reports

3.2.7 Metrolink Productivity Improvement Efforts

In April 2020, Metrolink conducted an online survey with mobile app account holders and email list subscribers and received an overwhelming 11,069 responses (about 98% from email recipients). The objectives of the survey were to learn:

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

Preliminary findings determined that:

- Low-income riders are more likely to continue to rely on Metrolink during the pandemic;
- 1 in 3 current riders who still ride Metrolink have no car available;
- 71% of current riders describe themselves as essential workers, with healthcare as the primary essential industry at 39% followed by transportation and logistics at 14%;
- 81% of riders indicated that they are likely to ride again;
- 13% of riders are unlikely to ride again with concerns about social distancing and cleanliness as the main barriers;

- Riders are likely to return in phases over the summer, fall, or winter as stay-at-home orders are lifted, schools are reopened, and when treatment or vaccine exists;
- Riders were highly satisfied with how Metrolink was keeping them informed;
- Ridership strategies suggests phased implementation with improvements to cleaning, social distancing, fare discounts, security, and amenities; and
- The top 5 improvements that would motivate riders to return, ride again, or ride more are: 1) Hospital grade cleaning and disinfecting; 2) Hand sanitizers available on every train car; 3) Social distancing markers at the station; 4) Cleaning crews onboard the train at all times; and 5) One blocked-off seat next to each rider for social distancing.

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

3.2.8 Metrolink Recent Service Changes

The most recent service changes took place in October 2024 and included the following modifications to the 91/PVL, Riverside, and IEOC lines.

- 91/PVL - Peak commuter trains were adjusted to be on an hourly schedule for ease of understanding. Two off peak trains were added from Perris-South to Los Angeles providing additional options for residents in Riverside County traveling into Los Angeles. Trains from Los Angeles into Riverside County received schedule adjustments to provide riders train options throughout the day, instead of having trains scheduled at peak hours only.
- Riverside Line – Four trains originating out of Downtown Riverside were rescheduled to an hourly schedule, with the earliest departure being scheduled 35 minutes earlier for early-morning work shifts. One afternoon train from Downtown Riverside into Los Angeles was discontinued. Similarly, four trains coming into Riverside County from Los Angeles were rescheduled to hourly schedules.
- IEOC - Two roundtrip trains were added to the IEOC line. Several trains were rescheduled to an hourly schedule, with several trains being scheduled throughout the day instead of at peak times only.

The October 2024 service change increased overall service by over 22% systemwide.

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. The Commission will work with Corona Cruiser during the implementation of its COA 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-step 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. Table 3.2 below outlines a 5-step service growth scenario. The specific implementation of this service will be subject to several factors including funding, availability of equipment, availability of train crews, and renegotiations of shared-use agreements with railroads.

Table: 3.1: Proposed Riverside County Metrolink Service Improvements

Fiscal Year	**Reimagined**	**Step 1**		**Step 2**		**Step 3**		**Step 4**		**Step 5**	
	October 2024	Oct	Apr	Oct	Apr	Oct	Apr	Oct	Apr	Oct	Apr
Line		**Proposed**									
91/PVL											
AM Peak[1]	4	5	5	6	6	7	7	8	8	9	9
AM Reverse Peak*	2	2	2	2	2	2	2	2	2	3	3
Off-Peak	4	4	4	4	4	4	4	4	4	4	4
PM Reverse Peak*	0	2	2	2	2	2	2	2	2	3	3
PM Peak[1]	4	5	5	6	6	7	7	8	8	9	9
Total	***14***	***18***	***18***	***20***	***20***	***22***	***22***	***24***	***24***	***28***	***28***
Weekends Total	***4***	***4***	***4***	***6***	***6***	***6***	***6***	***8***	***8***	***8***	***8***
IEOC Line	(RIV Times)										
AM Peak	4	5	5	6	6	6	6	7	7	8	8
AM Reverse Peak	2	2	2	2	2	2	2	2	2	2	2
Off-Peak	7	6	6	6	6	6	6	6	6	6	65
PM Reverse Peak	1	2	2	2	2	2	2	2	2	2	2
PM Peak	4	5	5	6	6	6	6	7	7	8	8
Total	***18***	***20***	***20***	***22***	***22***	***22***	***22***	***24***	***24***	***26***	***26***
Weekends Total	***4***	***4***	***4***	***6***	***6***	***6***	***6***	***8***	***8***	***8***	***8***
Riverside Line											
AM Peak	3	5	5	5	5	6	6	6	6	6	6
AM Reverse Peak										1	1
Off-Peak	3	2	2	2	2	2	2	2	2	2	2
PM Reverse Peak										1	1
PM Peak	4	5	5	5	5	6	6	6	6	6	6
Total	***10***	***12***	***12***	***12***	***12***	***14***	***14***	***14***	***14***	***16***	***16***
Total Trains Through Riverside *(weekdays)*	**42**	**48**	**48**	**52**	**52**	**58**	**58**	**62**	**62**	**70**	**70**
BNSF FUL-RIV Totals	32	38	38	42	42	42	**42**	**48**	**48**	**54**	**54**
Projected Subsidy (Millions)	$32	$38		$42		$46		$50		$55	

[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.

RCTC Growth Strategies in Steps:

- Meet Transit Intercity Rail Capital Program (TIRCP) Grant growth projections
- Build out service with additional peak times as priority
- Expand reverse peak options
- Expand weekend service

3.2.11 Metrolink and RCTC Promotions and Campaigns

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

Metrolink Initiated Promotions and Marketing Campaigns

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

Student Adventure Pass

In October 2023, Metrolink launched the Student Adventure Pass (SAP), a grant-funded program providing free rides to K-12, technical school, college and university students. In July 2025, this program transitioned to a 50% discount to ensure program longevity and financial sustainability for both the program and Metrolink. Students can receive discounted Metrolink tickets by registering for the Metrolink mobile app with a school email. Students can then activate a pass each time before they ride using the in-app ticket wallet. A valid student ID will be required to qualify for the SAP.

Corporate Partnerships Program (CPP) (Ongoing)

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

Line Awareness Marketing Campaign (Ongoing)

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

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

RCTC Initiated Promotions and Marketing Campaigns

Metrolink's promotions and marketing campaigns are supported by additional efforts led by RCTC within Riverside County. These joint efforts help increase awareness, ridership, and regional coordination for services in the area.

RCTC Outreach Program (Ongoing)

The Commission supplements 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's 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

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

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

Riverside County Free Rail Pass Program

RCTC applied for the Low Carbon Transit Operations (LCTOP) funds to provide free Metrolink passes and encourage new passenger rail ridership within Riverside County. This initiative is especially important as the region and the world recovers from the impacts of the pandemic and individuals develop new travel habits. By removing the cost barrier, the program aims to encourage more residents to experience Metrolink for both commuting and leisure, whether visiting family and friends or exploring destinations across Southern California.

The Riverside County Free Rail Pass Program launched in March 2024. Riders can sign up through RCTC's Commuter Assistance Program, IE Commuter, and be issued free passes for up to 90 days through the Metrolink's Mobile Ticketing Application. This program expands RCTC's IE Commuter offerings by adding free Metrolink train passes to its suite of existing incentives.

The LCTOP funds will be used to cover the program costs through at least the next fiscal year, potentially longer depending on ticket distribution rates.

3.2.12 Metrolink Projected Ridership Growth & Schedule Optimization

In January 2024, Metrolink completed a schedule optimization plan that culminated from a study which had goals to generate a data-driven schedule, focused on operational efficiencies, retain/grow ridership, and aligned with Metrolink long-term service goals set by SCRRA. In October 2024, the schedule optimization went into effect and increased overall service by over 22% systemwide. 32 trains were added to weekday service for a total of 174 trains daily.

3.2.13 Metrolink and RCTC Capital Improvement Plans

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

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

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

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

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

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

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

Continual Improvements of PTC

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

Locomotives and Passenger Cars

Metrolink's aging fleet is undergoing a revamp of its locomotive fleet to improve daily operation of the system. Tier 4 locomotives are compliant with the latest U.S. Environmental Protection Agency (EPA) emissions standards and will reduce particulate matter and nitrogen oxide emissions by up to 85%, resulting in cleaner air for the region. Performance concerns have delayed the delivery of the new locomotives. Metrolink ordered and has received 40 Tier 4 locomotives. Metrolink's existing fleet of Bombardier passenger rail cars need to be rebuilt to comply with current standards and regulations, as well as to improve their reliability and appearance. Metrolink has started shipping the rail cars to a vendor to start the overhauls. Metrolink investigated purchasing new cars as opposed to overhauling the existing fleet, but the estimated cost of replacement was more than double the cost of the overhauling the existing fleet. Metrolink is continuing its overhaul program with the intent to have all cars upgraded in the next several years.



RCTC Station Rehabilitation Program

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

A 5-year Station Rehabilitation Program is updated annually to maintain and upgrade stations in a state of good repair and ultimately reduce costs for operations and maintenance (O&M) long term. Recently completed projects include:

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



Perris - South Station – Parking Lot

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

- Comprehensive painting of station structures
- Pavement rehabilitation of station parking lots
- Bike and Pedestrian safety improvements, including signage

- LED Fixtures and Lights
- Station amenities (gates, signs, fences, benches, shelters, bike storage, etc.)
- CCTV camera systems – replacement, upgrades, and incorporation of AI
- Drought tolerant landscaping upgrades
- Electrical Upgrades
- General building maintenance
- Enhancement of Station Security and Access Control

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

Metrolink SCORE Program & Projects

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

RCTC Rail Capital Infrastructure Projects

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

1. Moreno Valley/March Field Station Upgrade Project (Complete Summer 2025)
2. Moreno Valley to Downtown Perris Double Track Project (Design Continue)
3. South Perris Station Expansion and 4th Layover Track Project (Design Complete, Construction award 2025)
4. Mead Valley Station (Previously Ramona Station, Design Commenced)
5. Moreno Valley/March Field Station Pedestrian Bridge Project (Planning)
6. Metrolink Station Parking Expansion Analysis (Planning)

1. Moreno Valley/March Field Station Upgrade Project

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





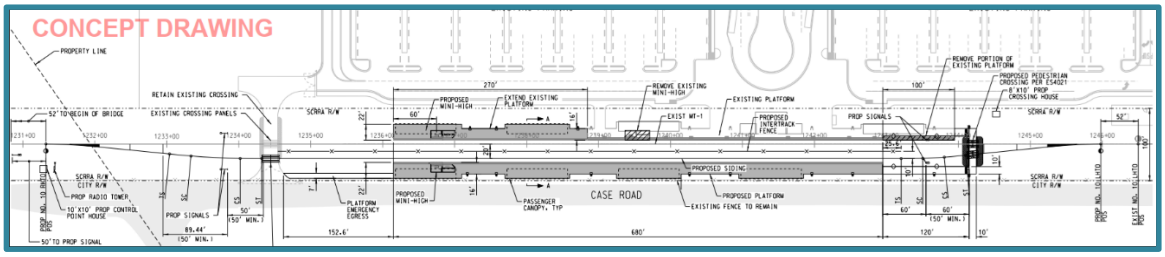
Project Status: Construction
Project Cost Estimate: $38 million
Project Funding: FTA 5307, STA
Project Completion: Summer 2025

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

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

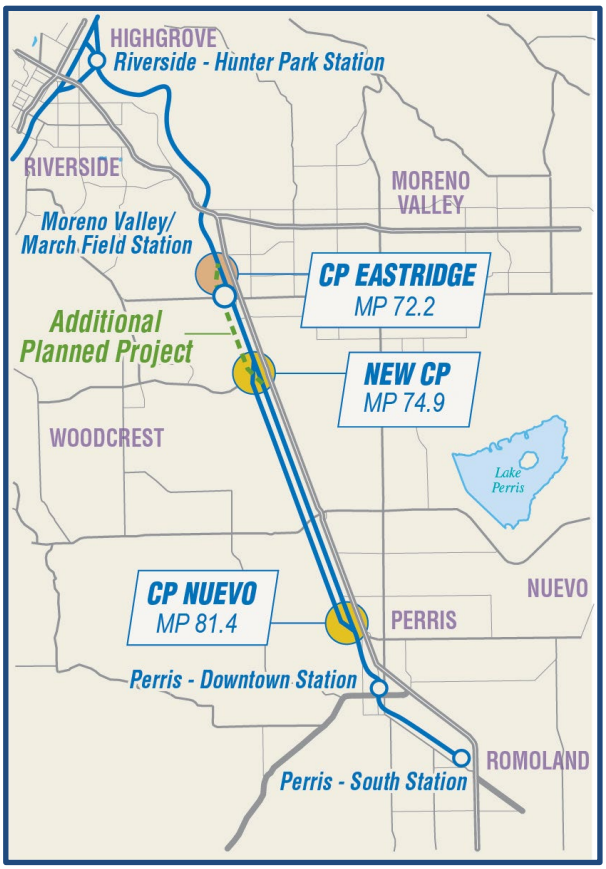
existing facility. A grant for this project was received from the Transit Intercity Rail Capital Program, which is a competitive funding program.

Project Status: Design
Project Cost Estimate: $36 million
Project Funding: TIRCP, STA, Measure A
Project Completion: Summer 2028



3. Moreno Valley to Downtown Perris Double Track Project

The PVL exists today as a single-track main line, which constrains rail operations and does not offer long-term growth. This project, as proposed, will provide approximately six miles of second main track. Partnered with the Moreno Valley / March Field Station Project, this project will provide the PVL with a continuous double track corridor between Control Point (CP) Eastridge and CP Nuevo, a total of about nine miles. While there is currently a second track within the RCTC-owned right-of-way that runs parallel to the PVL within the project area, it is comprised of jointed rail, older wood ties, and poor ballast conditions. The track is also not currently 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



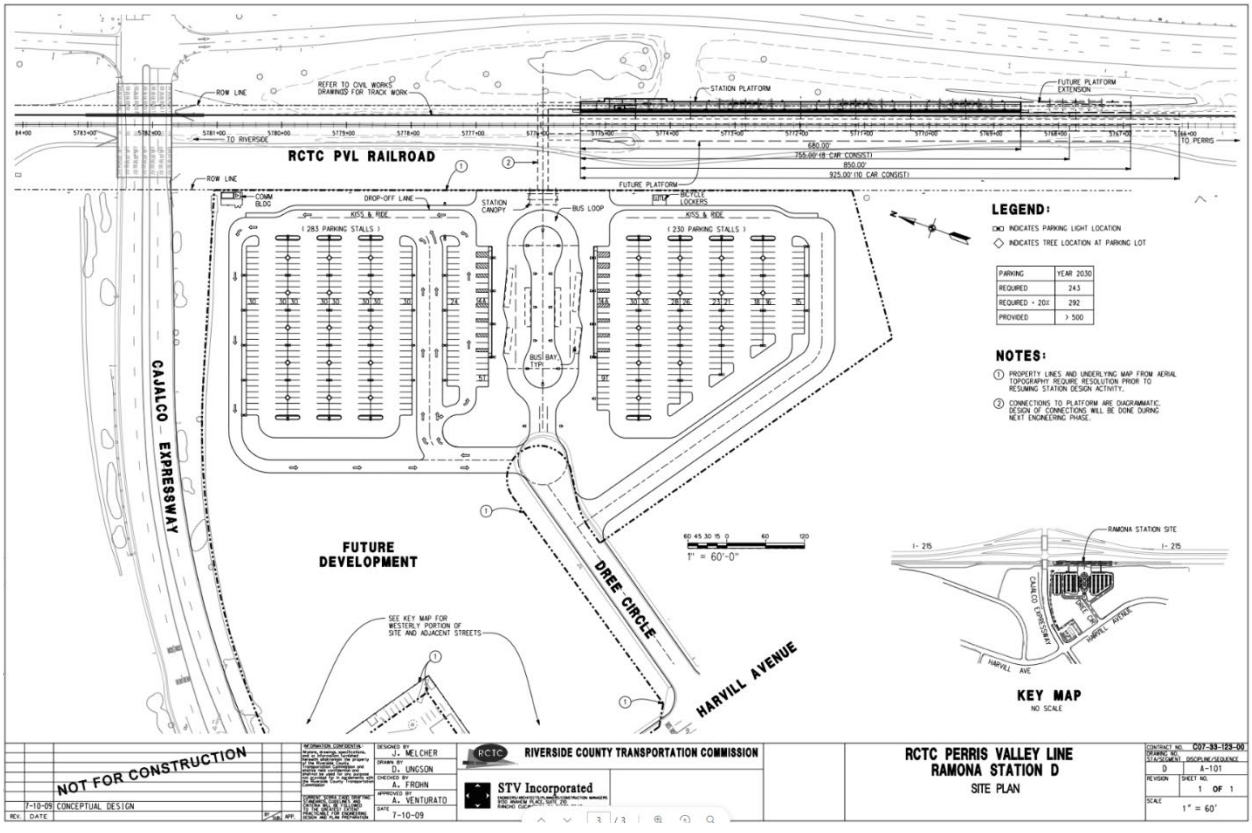
existing switch with a higher speed turnout. Track rehabilitation will include new concrete cross ties, other track material (OTM), ballast, and continuous welded rail (CWR). Existing turnouts will be removed and replaced as necessary to maintain freight operations. The track will receive a new signal 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: Design
Project Cost Estimate: $80 million
Project Funding: Transit Intercity Rail Capital Program (TIRCP), FTA, STA, Transportation, Housing, & Urban Development (THUD), TIRCP SB125
Project Completion: Fall 2028

4. Mead Valley Station (Previously Ramona Station)

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

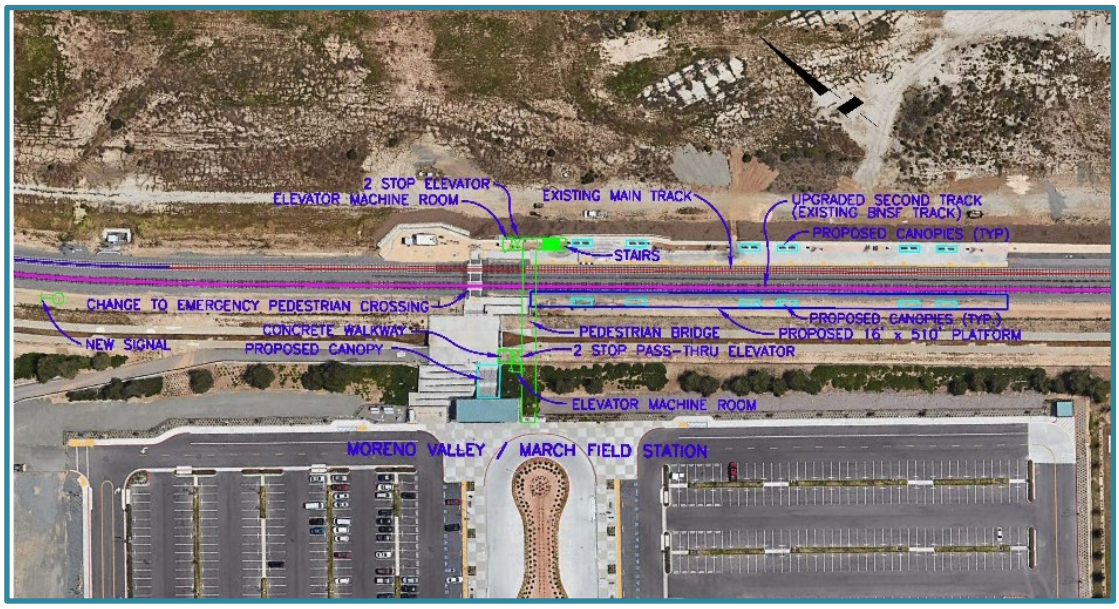
Project Status: Planning/Design
Project Cost Estimate: $50.5 million
Project Funding: TIRCP, STA, Measure A
Project Completion: October 2029



5. Moreno Valley/March Field Station Pedestrian Bridge Project

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

Project Status: Project Definition Report
Project Cost Estimate: $36 million (2018)
Project Funding: TBD
Project Completion: TBD





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

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

3.2.14 Overview of Long-Term Rail Capital Investments

The Commission adopted Traffic Relief Plan is inclusive of aspirational projects needed to expand rail capacity to relieve traffic congestion and is consistent with the SCAG RTP/SCS. Table 3.2 below is a summary of these projects with estimated implementation timeframes. A Strategic Rail Plan is being developed and will provide further details on the planning, prioritization, and project delivery for the next 10 years and beyond.

Table 3.2: Long-Term Rail Capital Investments

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

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) – LTF funds are formula based for operating and capital purposes and are generated from a ¼ cent of the State retail sales tax collected in each county.
- State Transit Assistance Fund (STA) - STA funds are generated from the statewide sales tax on motor vehicle fuel on diesel. The STA funds are appropriated to the State Controller for allocation by formula to each RTPA. The formula allocates 50 percent of the funds on the basis of the County's population compared to the State's population (STA 99313 Funds). The remaining 50 percent is allocated according to the prior year proportion of the County's transit operator passenger fare and local support revenues (STA 99314 Funds).
- State of Good Repair (SGR) – SGR provides formula funding for transit maintenance, rehabilitation, and capital projects.
- Low Carbon Transit Operational Program (LCTOP) - LCTOP funds provides transit agencies with operating and capital assistance to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. LCTOP projects support new or expanded bus or rail services, expanded intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities.

LCTOP derives from the Greenhouse Gas Reduction Fund (GGRF) that receives proceeds from cap-and-trade auctions.

- Transit and Intercity Rail Capital Program (TIRCP) - TIRCP is intended to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. TIRCP is also a cap-and-trade program that is funded through the GGRF.
- Other state programs may include funding from discretionary programs such as the State Rail Assistance, Local Partnership Program, or Solutions for Congested Corridors Program.

Local Programs

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

4.1 Operating and Capital Budget – FY 2025/26

Total operating expenses for FY 2025/26 is estimated at $58.7 million, combined for the vanpool and rail programs, which represents a decrease of about 1% from FY 2024/25.

Table 4.0 at the end of this chapter provides a summary of the total operating and capital funding requests by revenue source and project for FY 2025/26.

Total capital programming for FY 2025/26 is approximately $165.3 million and consists of $31.3 million for CV Rail, $12.8 million for RCTC's Metrolink capital obligation, $12 million for the South Perris Station/Layover Project, $49.3 million for the Mead Valley Station Project, $58.8 million for the PVL Double Track Project, and $1.1 million for station rehabilitation. Project descriptions and justifications for each capital project are found in Table 4.0A at the end of this chapter.

The FY 2025/26 operating and capital plans are fully funded. State and local revenues typically comprise the largest revenue sources and federal funds are maximized as much as possible. Should revenue projections change significantly throughout the year, service and capital plans will be modified, as needed.

4.2 Funding to Support Future Operating and Capital Plans

Tables 4.1 – 4.4 at the end of this chapter identifies the available funding revenues that can support operating and capital plans for the subsequent four years, FY 2026/27 – 2029/30. 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 2025/26 – 2029/30

	Fiscal Year				
Total Operating	2025/26	2026/27	2027/28	2028/29	2029/30
	$ 58,749,885	$ 61,296,297	$ 66,350,112	$ 69,680,888	$ 73,180,596

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. The following is a summary and status of major regulatory and compliance requirements.

Americans with Disabilities Act (ADA)

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

Title VI

Title VI of the Civil Rights Act of 1964 protects persons in the United States from being excluded from participation in, denied the benefits of, or subjected to discrimination on the basis of race, color, or national origin in any program or activity receiving federal financial assistance. As required by FTA, a Title VI Program is updated every three years. The Commission's current Title VI program was updated in May 2025 and will be valid through 2028.

Disadvantaged Business Enterprise (DBE)

The DBE Program seeks to ensure nondiscrimination in the award and administration of federally assisted contracts and to create a level playing field on which DBEs can compete fairly for federally assisted contracts. The FTA Office of Civil Rights is responsible for monitoring FTA recipients' DBE programs and ensuring their compliance with DBE regulations. The Commission's DBE Program was last submitted in March 2025.

Equal Employment Opportunity (EEO)

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

FTA Triennial Review

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

TDA Triennial Audit

In accordance with California Public Utilities Code Section 99246, the Commission in its role as the RTPA is required every three years to arrange for performance audits of its activities as well as the activities of the transit operators to which it allocates TDA

funds. The Commission's Rail Program is not included in the audit as it is part of Metrolink's Triennial Performance Audit review. The Commission's 2021 TDA Triennial Audit found that it is in compliance with all TDA requirements and in some cases exceeds those requirements. Three recommendations, which staff has implemented and/or is addressing, were provided to improve the Commission's administration and management of TDA and its organization:

1. A carryover from the prior two performance audits, the Commission should revisit the TDA formula for Western Riverside County bus and commuter rail service. The Commission has worked cooperatively with transit operators over the past several years and has approved a revision to the TDA formula for Western Riverside County bus and commuter rail service at its February 21, 2025 meeting.
2. A carryover from the prior performance audit, requires that the transit operators' Financial Transactions Report is prepared separately for general public transit and for specialized services. The Commission has communicated to the one remaining operator, City of Beaumont, to adhere to the proper financial reporting procedures published by the State Controller's Office.
3. Develop a local guidance manual that contains the procedures and protocol for TDA claims and the Commission's transit policies. The Commission awarded a contract to AMMA Transit Planning to assist with developing three manuals. These include the Transit Policies Manual, a Transit Operator Funding Guide, and Transit Desk Procedures. The Commission approved the Transit Policies Manual on May 14, 2025, and provided the transit operators the Transit Operator Funding Guide with procedures and protocols for TDA claims. The Transit Desk Procedures were accepted by staff in 2025.

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 Estimates	Unfunded Balance
Moreno Valley/March Field Station Upgrade	17-6, 22-2, 24-3	Facilities/ Capital Upgrades	Fully Funded	12/2019 – 8/2025	$38,000,000	$0
Moreno Valley to Downtown Perris 2nd Track Project	23-3, 25-3, 26-5	Facilities/ Capital Upgrades	Fully Funded	10/2023 – 09/2028	$80,800,000	$0
South Perris Station Expansion and 4th Layover Track Project	23-2, 26-3	Facilities/ Capital Upgrades	Fully Funded	10/2022 – 06/2028	$37,800,000	$0
CV Rail Tier 2 Environmental Study	24-1, 25-1, 26-1	Facilities/ Capital Upgrades	Fully Funded	07/2024 – 07/2031	$85,000,000	$0
Mead Valley Station	26-4	Facilities/ Capital Upgrades	Fully Funded	07/2025 – 09/2029	$50,500,000	$0

Table 4.0 - Summary of Funding Request - FY2025/26

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

Operating

Project	Total Amount of Funds	5307 RS	5337	CMAQ	LCTOP PUC99313	TIRCP Competitive	LTF	LTF - OB	MA CR	OTHR LCL	OTHR STT	SGR PUC99313	SGR PUC99314	STA PUC99313	State Other	SB 125	FRA CID	STIP IIP	STIP RIP	STIP PPM	Farebox
Western County Rail																					
Metrolink Operating Subsidy & Preventative Maintenance[1]	$33,200,000		$ -		$ 1,300,000		$ 24,900,000		$ 3,000,000					$ 4,000,000							
Professional Services Planning Studies[2]	$3,000,000						$ 1,000,000								$ 1,000,000	$ 1,000,000					
Program Management and Support[3]	$7,488,200						$ 1,000,000	$ 1,586,700	$ 4,901,500												
Property Management General - Rail Project[4]	$2,852,100								$ 2,361,100	$ 491,000											
Station Operations and Maintenance	$10,500,000						$ 2,000,000		$ 8,500,000												
Transfer Agreements	$100,000						$ 100,000														
Vanpool																					
RCTC VanClub Operating Expenses	$1,609,585			$ 293,654					$ 257,900	$ 38,046	$ 82,900										$ 937,085
Sub-total Operating	$58,749,885	$0	$0	$293,654	$1,300,000	$0	$29,000,000	$1,586,700	$19,020,500	$529,046	$82,900	$0	$0	$4,000,000	$1,000,000	$1,000,000	$0	$0	$0	$0	$937,085

Capital

Project	Total Amount of Funds	5307 RS	5337	CMAQ	LCTOP PUC99313	TIRCP Competitive	LTF	LTF - OB	MA CR	OTHR LCL	OTHR STT	SGR PUC99313	SGR PUC99314	STA PUC99313	State Other	SB 125	FRA CID	STIP IIP	STIP RIP	STIP PPM	Farebox
Western County Rail																					
Rail Stations Capital Rehabilitation WC 26-1	$1,100,000											$ 778,769	$ 321,231								
RCTC Metrolink Capital Obligation WC 26-2	$12,811,564	$ 1,729,158	$ 11,082,406																		
South Perris Station/Layover Expansion 26-3	$12,000,000								$ 4,000,000					$ 8,000,000							
Mead Valley Station 26-4	$49,302,000					$ 40,500,000			$ 2,500,000					$ 6,302,000							
PVL Double Track 26-5[5]	$58,800,000	$ 22,300,000							$ 16,000,000					$ 15,000,000		$ 5,500,000					
Coachella Valley Rail																					
CV Rail Environmental/Service Development Plan - CV 26-1	$31,326,380													$550,000			$5,000,000	$10,000,000	$15,658,000	$118,380	
Sub-total Capital	$165,339,944	$24,029,158	$11,082,406	$0	$0	$40,500,000	$0	$0	$22,500,000	$0	$0	$778,769	$321,231	$29,852,000	$0	$5,500,000	$5,000,000	$10,000,000	$15,658,000	$118,380	$0
Total Operating & Capital	$224,089,829	$24,029,158	$11,082,406	$293,654	$1,300,000	$40,500,000	$29,000,000	$1,586,700	$41,520,500	$529,046	$82,900	$778,769	$321,231	$33,852,000	$1,000,000	$6,500,000	$5,000,000	$10,000,000	$15,658,000	$118,380	$937,085

[1] Metrolink Subsidy is $32,947,082 plus 3.8% contingency.

[2] Includes CCITS, Grade Separation, and other studies. SB125 funds are administrative funds.

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

[4] Other local funding source are lease proceeds.

[5] SB 125 funds are pending CalSTA approval.

Table 4.1 - Summary of Funding Request - FY2026/27

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

Operating

Project	Total Amount of Funds	5307 RS	5337	CMAQ	LTF	LTF - OB	MA CR	OTHR LCL	OTHR STT	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail													
Metrolink Operating Subsidy & Preventative Maintenance	$36,520,000				$ 29,520,000		$ 3,000,000.00					$ 4,000,000.00	
Professional Services Planning Studies	$1,000,000				$ 1,000,000								
Program Management and Support[1]	$7,862,610				$ 1,000,000	$ 1,666,035	$ 5,196,575						
Property Management Rail[2]	$2,994,705						$ 2,479,155.00	$ 515,550.00					
Station Operations and Maintenance	$10,920,000				$ 2,000,000		$ 8,920,000						
Transfer Agreements	$100,000				$ 100,000								
Vanpool													
RCTC VanClub Operating Expenses	$2,003,982			$ 378,625			$ 261,072	$ 49,055	$ 106,920				$ 1,208,310
Sub-total Operating	$61,401,297	$0	$0	$378,625	$33,620,000	$1,666,035	$19,856,802	$564,605	$106,920	$0	$0	$4,000,000	$1,208,310

Capital

Project	Total Amount of Funds	5307 RS	5337	CMAQ	LTF	LTF - OB	MA CR	OTHR LCL	OTHR STT	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail													
Rail Stations - Capital Rehabilitation - WC 27-1	$1,100,000									$ 778,769	$ 321,231		
RCTC Metrolink Capital Obligation - WC 27-2	$14,092,720	$ 1,902,074	$ 12,190,646										
Coachella Valley Rail													
CV Rail Environmental/Service Development Plan - CV 27-1	$550,000											$ 550,000	
Sub-total Capital	$15,742,720	$1,902,074	$12,190,646	$0	$0	$0	$0	$0	$0	$778,769	$321,231	$550,000	$0
Total Operating & Capital	$77,144,017	$1,902,074	$12,190,646	$378,625	$33,620,000	$1,666,035	$19,856,802	$564,605	$106,920	$778,769	$321,231	$4,550,000	$1,208,310

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

Table 4.2 - Summary of Funding Request - FY2027/28

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

Operating

Project	Total Amount of Funds	5307 RS	5337	CMAQ	LCTOP PUC99313	LTF	LTF - OB	MA CR	OTHR LCL	OTHR STT	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail														
Metrolink Operating Subsidy & Preventative Maintenance	$40,172,000		$ -			$ 33,172,000		$ 3,000,000					$ 4,000,000	
Professional Services Planning Studies	$1,000,000					$ 1,000,000								
Program Management and Support[1]	$8,255,741					$ 1,000,000	$ 1,749,337	$ 5,506,404	$ -					
Property Management Rail[2]	$3,144,440							$ 2,603,113	$ 541,328					
Station Operations and Maintenance	$11,356,800					$ 2,000,000		$ 9,356,800	$ -					
Transfer Agreements	$100,000					$ 100,000								
Vanpool														
RCTC VanClub Operating Expenses	$2,431,381			$ 468,713				$ 273,771	$ 60,727	$ 132,360				$ 1,495,810
Sub-total Operating	$66,460,362	$0	$0	$468,713	$500,000	$37,272,000	$1,749,337	$20,740,088	$602,055	$132,360	$0	$0	$4,000,000	$1,495,810

Capital

Project	Total Amount of Funds	5307 RS	5337	CMAQ	LCTOP PUC99313	LTF	LTF - OB	MA CR	OTHR LCL	OTHR STT	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail														
Rail Stations - Capital Rehabilitation - WC 28-1	$1,100,000										$ 778,769	$ 321,231		
RCTC Metrolink Capital Obligation - WC 28-2	$15,501,992	$ 2,092,281	$ 13,409,711											
Coachella Valley Rail														
CV Rail Environmental/Service Development Plan - CV 28-1	$550,000								$ -				$ 550,000	
Sub-total Capital	$17,151,992	$2,092,281	$13,409,711	$0	$0	$0	$0	$0	$0	$0	$778,769	$321,231	$550,000	$0
Total Operating & Capital	$83,612,354	$2,092,281	$13,409,711	$468,713	$500,000	$37,272,000	$1,749,337	$20,740,088	$602,055	$132,360	$778,769	$321,231	$4,550,000	$1,495,810

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

Table 4.3 - Summary of Funding Request - FY2028/29

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

Operating

Project	Total Amount of Funds	5307 RS	5337	CMAQ	LTF	LTF - OB	MA CR	OTHR LCL	OTHR STT	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail													
Metrolink Operating Subsidy & Preventative Maintenance	$42,180,600		$ -		$ 35,180,600		$ 3,000,000					$ 4,000,000	
Professional Services Planning Studies	$1,000,000				$ 1,000,000								
Program Management and Support[1]	$8,668,528				$ 1,000,000	$1,836,804	$ 5,831,724	$ -					
Property Management Rail[2]	$3,301,662						$ 2,733,268	$ 568,394					
Station Operations and Maintenance	$11,811,072				$ 2,000,000		$ 9,811,072	$ -					
Transfer Agreements	$100,000				$ 100,000								
Vanpool													
RCTC VanClub Operating Expenses	$2,734,789			$ 532,880			$ 281,804	$ 69,040	$ 150,480				$ 1,700,585.00
Sub-total Operating	$69,796,651	$0	$0	$532,880	$39,280,600	$1,836,804	$21,657,868	$637,434	$150,480	$0	$0	$4,000,000	$1,700,585

Capital

Project	Total Amount of Funds	5307 RS	5337	CMAQ	LTF	LTF - OB	MA CR	OTHR LCL	OTHR STT	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail													
Rail Stations - Capital Rehabilitation - WC 29-1	$1,100,000									$ 778,769	$ 321,231		
RCTC Metrolink Capital Obligation - WC 29-2	$17,052,191	$ 2,301,509	$ 14,750,682										
Coachella Valley Rail													
CV Rail Environmental/Service Development Plan - CV 29-1	$550,000							$ -				$ 550,000	
Sub-total Capital	$18,702,191	$2,301,509	$14,750,682	$0	$0	$0	$0	$0	$0	$778,769	$321,231	$ 550,000	$0
Total Operating & Capital	$88,498,842	$2,301,509	$14,750,682	$532,880	$39,280,600	$1,836,804	$21,657,868	$637,434	$150,480	$778,769	$321,231	$4,550,000	$1,700,585

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

Table 4.4 - Summary of Funding Request - FY2029/30

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

Operating

Project	Total Amount of Funds	5307 RS	5337	CMAQ	LCTOP PUC99313	LTF	LTF - OB	MA CR	OTHR LCL	OTHR STT	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail														
Metrolink Operating Subsidy & Preventative Maintenance	$44,289,630		$ -			$ 37,289,630	$ -	$ 3,000,000					$ 4,000,000	
Professional Services Planning Studies	$1,000,000					$ 1,000,000								
Program Management and Support[1]	$9,101,954					$ 1,000,000	$ 1,928,644	$ 6,173,310	$ -					
Property Management Rail[2]	$3,466,745							$ 2,869,932	$ 596,814					
Station Operations and Maintenance	$12,283,515					$ 2,000,000		$ 10,283,515	$ -					
Transfer Agreements	$100,000					$ 100,000								
Vanpool														
RCTC VanClub Operating Expenses	$3,060,302			$ 594,072				$ 290,578	$ 76,968	$ 202,817				$ 1,895,867
Sub-total Operating	$73,302,146	$0	$0	$594,072	$500,000	$41,389,630	$ 1,928,644	$22,617,335	$673,782	$202,817	$0	$0	$4,000,000	$1,895,867

Capital

Project	Total Amount of Funds	5307 RS	5337	CMAQ	LCTOP PUC99313	LTF	LTF - OB	MA CR	OTHR LCL	OTHR STT	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail														
Rail Stations - Capital Rehabilitation - WC 30-1	$1,100,000										$ 778,769	$ 321,231		
RCTC Metrolink Capital Obligation - WC 30-2	$18,757,410	$ 2,531,660	$ 16,225,750											
Coachella Valley Rail														
CV Rail Environmental/Service Development Plan - CV 30-1	$550,000								$ -				$ 550,000	
Sub-total Capital	$20,407,410	$2,531,660	$16,225,750	$0	$0	$0	$0	$0	$0	$0	$778,769	$321,231	$550,000	$0
Total Operating & Capital	$93,709,556	$2,531,660	$16,225,750	$594,072	$500,000	$41,389,630	$1,928,644	$22,617,335	$673,782	$202,817	$778,769	$321,231	$4,550,000	$1,895,867

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

FY 2025/26 SRTP

RCTC WRC Rail

Table 4.0 A - Capital Project Justification

Original

Project Number: WC 26-1

FTIP No: Not Assigned - New Project

Project Name: Rail Stations - Capital Rehabilitation - FY 26

Category: Buildings and Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

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

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

Project Schedule:

Start Date	Completion Date
July 2025	June 2026

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2025/26	$778,769
SGR PUC99314	FY 2025/26	$321,231
Total		$1,100,000

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

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

Project Number: WC 26-2

FTIP No: Not Assigned - New Project

Project Name: RCTC Metrolink Capital Obligation - FY 26

Category: Rail - track

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: RCTC's annual capital assistance for maintenance, replacement, and rehabilitation projects of high-int ensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair.

Project Schedule:

Start Date	Completion Date
July 2025	June 2026

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
5307 RS	FY 2025/26	$1,729,158
5337 RS	FY 2025/26	$11,082,406
Total		$12,811,564

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 2025/26 SRTP

RCTC WRC Rail

Table 4.0 A - Capital Project Justification

Original

Project Number: WC 26-3

FTIP No: Not Assigned - New Project

Project Name: Perris South Station Expansion and 4th Layover Track - FY 23

Category: Rail - track

Sub-Category: Expansion

Fuel Type: N/A

Project Description: The project extends the existing South Perris Station platform by approximately 85 feet for a total platform length of 510 feet and constructs a second 510 feet passenger loading platform with new passenger amenities. To service the new platform, 1,100 feet of new station track will be added to allow two passenger trains to load and deboard at the same time. This will also ensure the station remains operational if one train were to break down on the station track. This project also constructs a 4th layover track adding approximately 1000 feet of new track at the Perris-South layover maintenance yard. This will include installing new rail switch, track, and other operational improvements.

Project Justification: Upgrades are needed to expand train service.

Project Schedule:

Start Date	Completion Date
November 2022	December 2025

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
MA CR	FY 2025/26	$4,000,000
STA PUC99313	FY 2025/26	$8,000,000
Total		$12,000,000

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

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		WC 23-2	
		WC 23-2	

FY 2025/26 SRTP

RCTC WRC Rail

Table 4.0 A - Capital Project Justification

Original

Project Number: WC 26-4

FTIP No: Not Assigned - New Project

Project Name: Mead Valley Station

Category: Buildings and Facilities

Sub-Category: Expansion

Fuel Type: N/A

Project Description: The Project consists of environmental document revalidation, design, and construction of a new Metrolink station and mobility hub in Mead Valley on the 91/Perris Valley Line at Cajalco Expressway/Ramona Expressway, just west of Interstate 215. The station will provide a new access point to the Metrolink system between the existing Moreno Valley/March Field and Perris – Downtown stations to accommodate rising travel demand in the rapidly growing communities of Perris, San Jacinto, Hemet, and unincorporated Riverside, which face long commutes and limited transit options. The station will include bicycle lockers, bus bays, and rideshare parking to facilitate transit integration and promote multimodal travel via active transportation, transit, carpooling, and vanpooling. The Project will alleviate congestion on I-215 and reduce air pollution by shifting travelers from cars to rail travel and reducing the distance that existing riders need to travel to reach the nearest station.

Project Justification: The Project will advance important goals for the region. A new station will offer more transportation choices for an underserved community and will bring commuter rail, bus transit and local services together as part of a mobility hub. This location could also serve as a hub for transit-oriented development and additional economic growth.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
MA CR	FY 2025/26	$2,500,000
STA PUC99313	FY 2025/26	$6,302,000
TIRCP COMP	FY 2025/26	$40,500,000
Total		$49,302,000

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 2025/26 SRTP

RCTC WRC Rail

Table 4.0 A - Capital Project Justification

Original

Project Number: WC 26-5

FTIP No: Not Assigned - New Project

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

Category: Rail - track

Sub-Category: Extension

Fuel Type: N/A

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

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

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
5307 RS	FY 2025/26	$22,300,000
MA CR	FY 2025/26	$16,000,000
SB 125 TIRCP GF	FY 2025/26	$5,500,000
STA PUC99313	FY 2025/26	$15,000,000
Total		$58,800,000

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

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
	RIV230802	WC 23-3	
	RIV230802	WC 25-3	
	RIV230802	WC 23-3	
	RIV230802	WC 25-3	
	RIV230802	WC 23-3	
	RIV230802	WC 25-3	

	RIV230802	WC 23-3	
	RIV230802	WC 25-3	



City of Banning
Short Range Transit Plan
FY 2025/2026 – 2027/2028

BANNING CONNECT
TRANSIT SYSTEM

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. Banning was incorporated in 1913 and has a rich and colorful history.

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

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

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

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

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

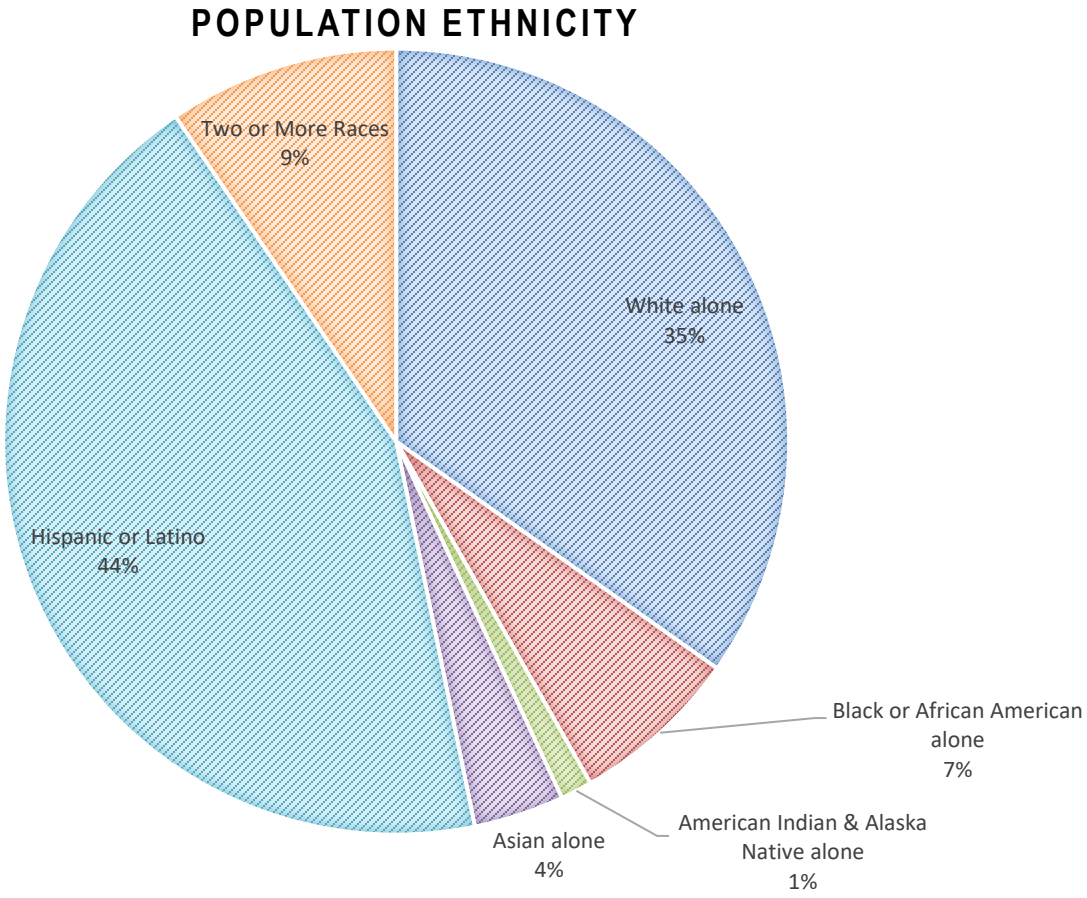
Your Transit Team



1.2 – Population Profile and Area Demographics

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

The City of Banning ("Banning") covers 23 square miles with a population of 31,680 people in 2023. The population density for Banning is 1,358 per square mile. The racial makeup of the City is as follows:



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

The average age of the population is the following:

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

The average age of the population is 41.5 years old.

1.3 Description of Services by Mode/Route

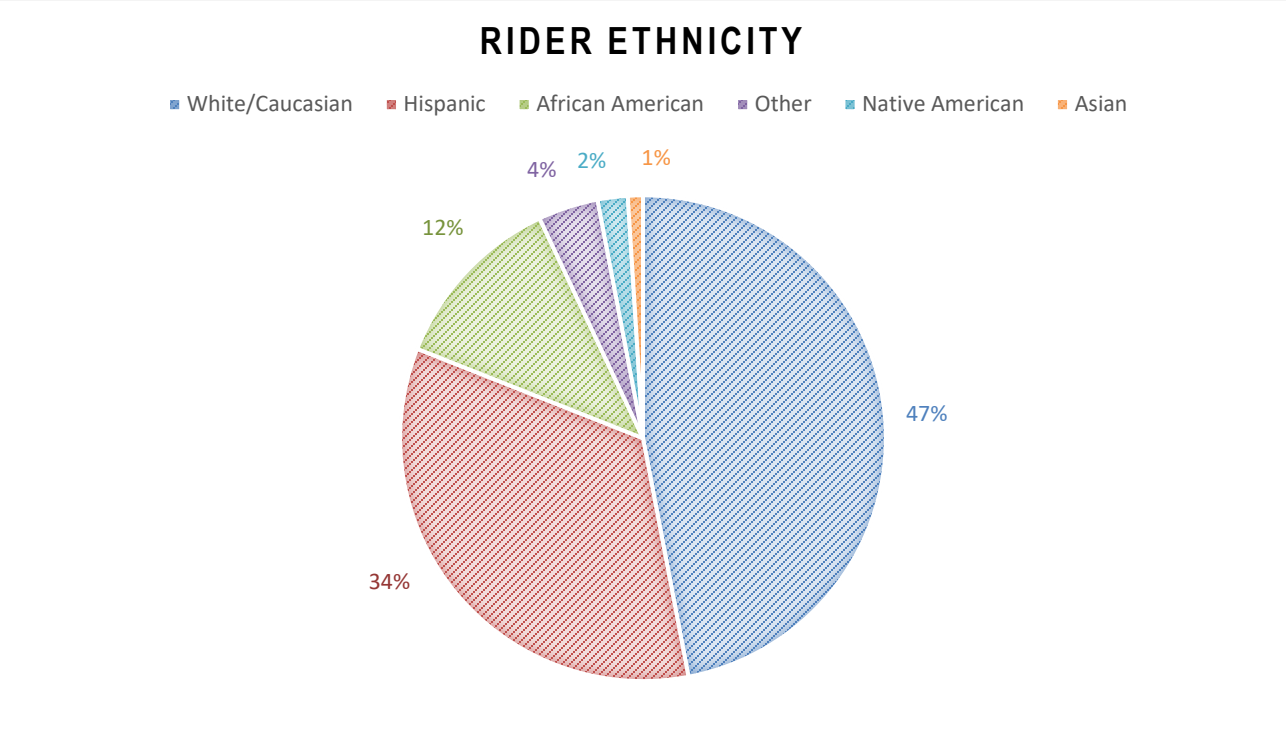
TABLE 1 DESCRIPTION OF ROUTES		
Fixed Routes	**Description**	**Area/Service Area**
Route 1	Service from Beaumont to Cabazon via the Banning commercial corridor along Ramsey Street	Walmart Shopping Center, Sun Lakes Village, Banning Police Department, Casino Morongo, Cabazon Outlets, Cabazon Community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

1.4 – Description of Ridership, Revenue Miles, Revenue Hours

Ridership

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

The racial makeup of the ridership is as follows:



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

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

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

1.5 – Current Fare Structure

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

Fixed Route

Fare Categories	Base Fare	Day Pass	10-Trip Punch Pass	10-Ticket Book	Monthly Pass
General	$1.25	$3.25	N/A	$12.50	$39.00
Youth (grades K-12)	$1.00	$3.00	$10.00	N/A	$25.00
Senior (60+)	$.75	$2.00	N/A	$7.50	$24.75
Disabled	$.75	$2.00	N/A	$7.50	$24.75
Military Veterans	$.75	$2.00	N/A	$7.50	$24.75
Child (46" tall or under. Must be accompanied by full fare paying passenger.)	$.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 fares including purchasing passes at the Community Center and paying for fares on the buses. In FY 2019/2020 the City begun offering fare purchases through Token Transit, which offers fares via the web and a mobile application. It should also be noted that Banning Connect is currently running a three-year free fare program which offers free fare for seniors, veterans, students, persons with disabilities, and Banning residents on our local fixed routes.

1.6 – Revenue Fleet

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

The transit system has four vehicles that are classified as Dial-A-Ride (two in revenue service, one as a spare and one electric van that is being piloted). Dial-A-Ride vehicles range from 1 years to 14 years in age (approximately 6 years average age). The City also has four electric support vehicles which are used for driver relief or administrative errands. **Table 1.1** shows the list of the of the City's revenue fleet inventory.



RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 1.1 - Fleet Inventory

FY 2025/26 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 2024/25	# of Contingency Vehicles FY 2024/25	Life to Date Vehicle Miles Prior Year End FY 2023/24	Life to Date Vehicle Miles through March FY 2024/25	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2024/25
2016	EDN	Easy Rider	25	1	32	CN	1		352,369	385,045	385,045
2017	EDN	Easy Rider	25	1	32	CN	1		286,581	310,176	310,176
2010	EDN	XHF	31	1	34	CN	1		443,933	450,553	450,553
2023	EDN	XHF	25	1	32	CN	1		34,369	67,380	67,380
2023	EDN	XHF	25	1	32	CN	1		35,626	66,375	66,375
2023	EDN	XHF	25	1	32	CN	1		51,126	87,467	87,467
2024	STR	Allstar	16	1		GA	1		5,979	28,104	28,104
		Totals:	172	7			7		1,209,983	1,395,100	199,300

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 1.1 - Fleet Inventory

FY 2025/26 Short Range Transit Plan
City of Banning

Demand Response / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2024/25	# of Contingency Vehicles FY 2024/25	Life to Date Vehicle Miles Prior Year End FY 2023/24	Life to Date Vehicle Miles through March FY 2024/25	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2024/25
2010	EBC	Aerotech	16	1	25	GA	1		217,343	217,878	217,878
2023	FRD		10	1	22	EB	1		155	155	155
2013	GLV	Universal	18	1	26	CN	1		183,323	189,674	189,674
2018	STR	Allstar	16	1	25	GA	1		89,052	101,084	101,084
		Totals:	60	4			4		489,873	508,791	127,198

1.7 – Existing Facilities

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

Administrative offices for the transit division, as well as the maintenance, parking, fueling of the buses, and storage of bus stop amenities, are located at the City's Corporation Yard located at 176 East Lincoln Street. The facility is equipped with five service bays, an outside vehicle wash bay, and a CNG station with slow fill dispensers. Maintenance of the transit 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, Banning and Beaumont executed a new Interagency Service Agreement (ISA), outlining the relationship between each agency's operations and the manner in which the transit systems would operate within each City's service areas including, but not limited to route planning, scheduling, stops, transfers and the dissemination of information. The ISA was renewed by both parties in 2023 and is scheduled for another renewal in June of 2026.

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

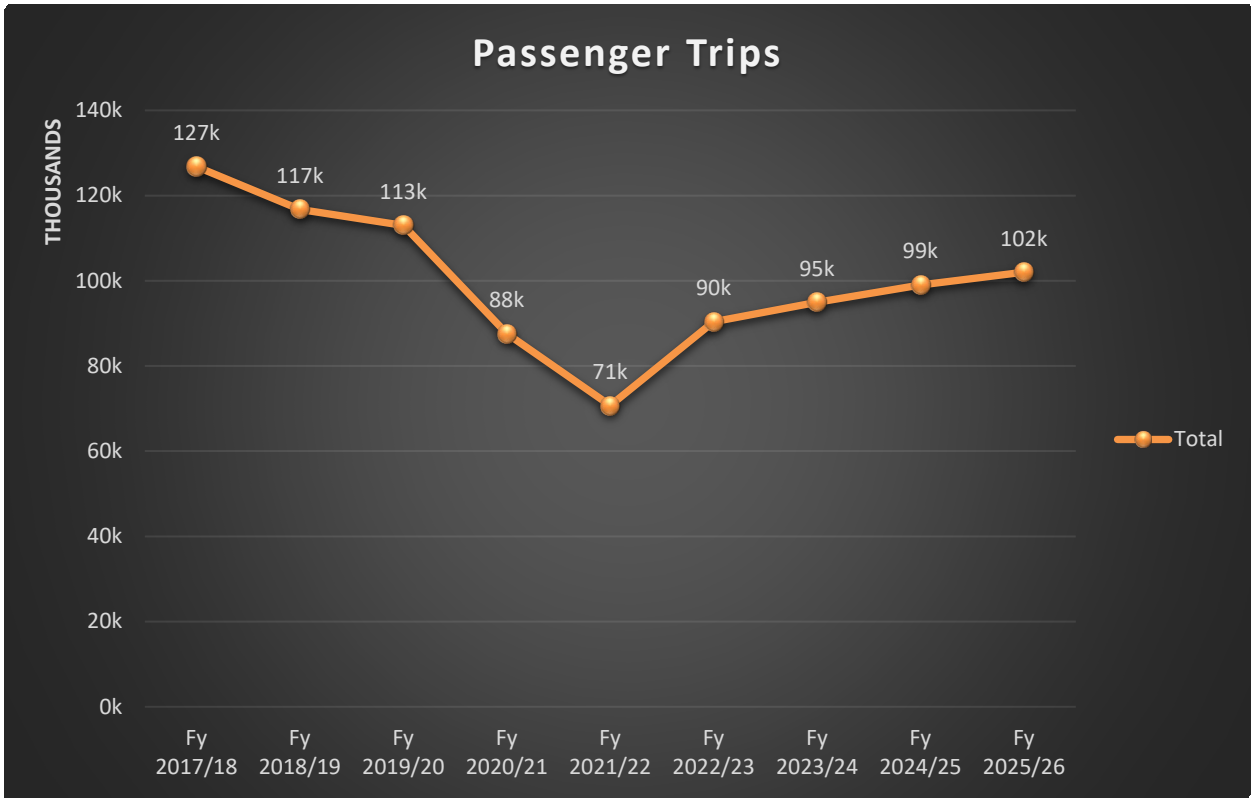
1.9 – Reference List of Prior or Existing Studies and Plans

In FY2022/2023, the City partnered with the Riverside County Transportation Commission (RCTC) and the Center for Transportation and the Environment (CTE) and successfully submitted its Zero Emission Roll-out Plan to the California Air Resources Board (CARB) which contained a commitment and detailed plan to transition to a fully zero-emission bus fleet composed of battery electric buses by 2040, in accordance with the Innovative Clean Transit (ICT) regulation. The City also plans to develop a Comprehensive Operating and Capital Needs Analysis beginning in FY 2024/2025.

Chapter 2: Existing Service and Route Performance

2.1 – Key Performance Indicators

Projected ridership volumes for this fiscal year demonstrate continued growth with ridership hitting almost 100,000 passenger trips. It is unclear what next year will bring, however an additional increase in ridership is projected for FY26, bringing Banning Connect closer to pre-pandemic ridership levels.



2.2 – SRTP Performance Report

Banning Connect observed a downward trend preceding COVID-19 beginning in 2016. An increase in ridership was realized in the first quarter of FY 2019/2020 resulting from the new Interagency Services Agreement with City of Beaumont, but later drastically dropped due to COVID-19. Ridership numbers are rebounding in FY2024/2025, indicating that ridership is growing in the right direction.

The FY2025/2026 plan predicts that some targets will not be met, however ridership targets are getting closer to pre-pandemic levels. Financial impacts are still occurring with increases in operating costs year after year, independent of the pandemic, such as increases due to national inflation, increased fuel costs, potential tariffs and challenges to the supply chain for parts. These impacts will continue on an upward trend independent of local ridership. This will make it very challenging for the City to meet its 10% fare recovery goals.

2.3 – SRTP Service Summary

All Routes

Ridership had drastically declined over the past five years bringing farebox revenue to much lower numbers than seen in normal years however in FY2023/24 ridership trajectories started to change as the result of a more efficient run cut, the free fare program, new buses and the City's commitment to providing safe and reliable service. We anticipate that ridership will continue to increase, bringing us that much closer to pre-pandemic levels in FY 2025/26. It should be noted that the city has no excluded routes to report in this SRTP.

Fixed Route Service

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

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

With the anticipation of ridership levels returning to near pre-pandemic levels, the City expects to be on track from a ridership perspective.

Dial-A-Ride (DAR)

The Banning transit system Dial-A-Ride is a service offered to seniors, aged 60 and older, and passengers eligible under the Americans with Disabilities Act (ADA). DAR operates from 6:00am to 4:30pm on weekdays and on an as needed basis for the weekends. Trip requests outside of normal operating hours are accommodated for ADA Priority clients. Limited-service hours are available for non-ADA passengers. ADA passengers are required to fill out a certification application to determine eligibility. If terms are met, the applicant receives an approval certifying their eligibility to ride.

The primary uses for the Dial-A-Ride system are transportation to medical appointments, workshop programs for persons with disabilities and shopping areas. Dial-a-Ride services also provide connections to the RTA, Sunline, and Banning and Beaumont fixed routes. Additionally, demand for paratransit has shown notable growth in FY 2024/25 and is expected to continue to grow in FY 2025/26.



2.4 – Service Performance

Route 1 – Beaumont/Banning/Cabazon

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

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

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

Route 5/6 - Banning Circulator

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

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics

City of Banning -- 1

FY 2025/26

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	71,987	178,527	10,713	10,813	253,243	260,532	$1,469,175	$79,593		$61,227
BAN-BC	All Days	2	25,845	64,096	6,873	6,893	153,796	154,466	$1,380,825	$91,554		$57,546
BAN-DAR	All Days	2	4,033	14,519	1,945	3,287	27,412	33,035	$283,000	$23,380		
		6	101,865	257,142	19,531	20,993	434,451	448,033	$3,133,000	$194,527		$118,773

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics

City of Banning -- 1

FY 2025/26

All Routes

Performance Indicators

Route #	Day Type	Net Subsidy	Operating Cost Per Revenue Mile	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
BAN-1	All Days	$1,389,582	$137.14	$5.80	$20.41	9.58%	$19.30	$7.78	$129.71	$5.49	6.72	0.28
BAN-BC	All Days	$1,289,271	$200.91	$8.98	$53.43	10.79%	$49.88	$20.11	$187.58	$8.38	3.76	0.17
BAN-DAR	All Days	$259,620	$145.50	$10.32	$70.17	8.26%	$64.37	$17.88	$133.48	$9.47	2.07	0.15
		$2,938,473	$160.41	$7.21	$30.76	10.00%	$28.85	$11.43	$150.45	$6.76	5.22	0.23

BANNING CONNECT TRANSIT SYSTEM

SERVICE AREA MAP

SYSTEM MAP

ROUTES 1, BANNING CIRCULATOR 5/6

EFFECTIVE 02/20/2024

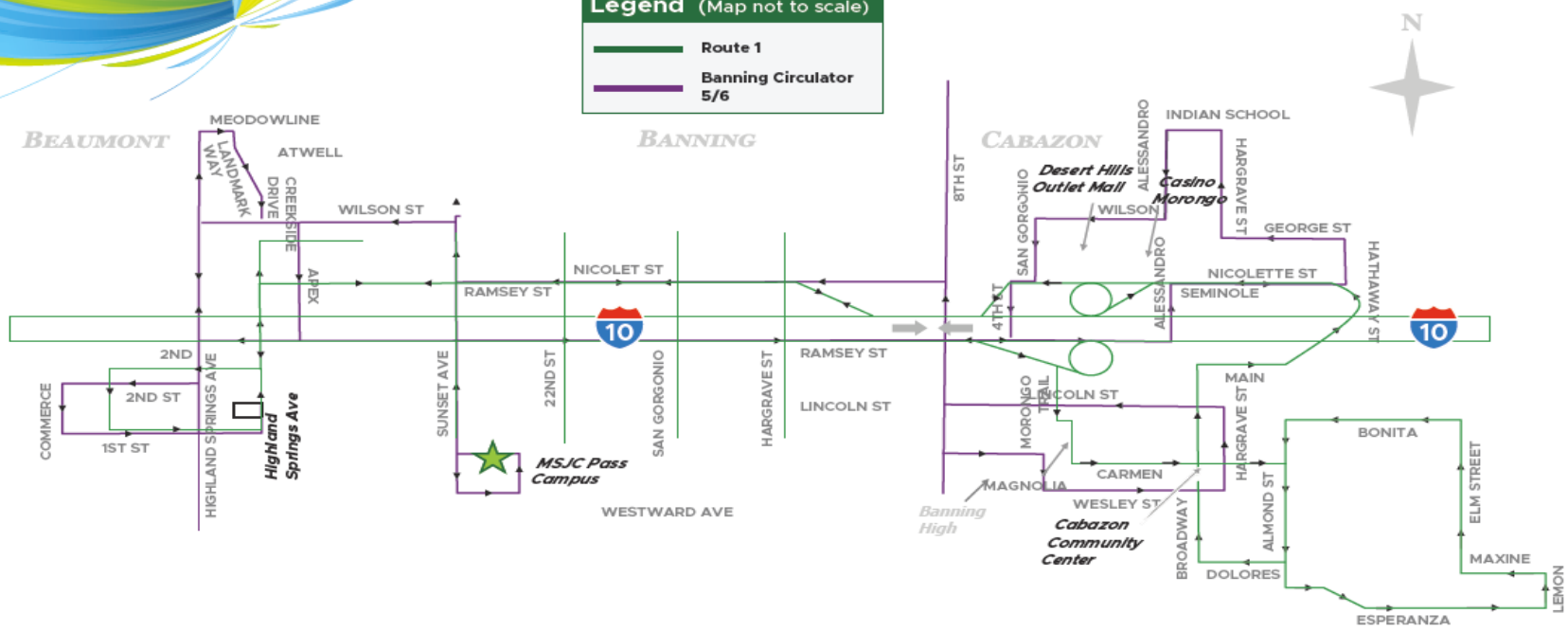
(951) 922-3243

www.banningconnect.com

BANNING CONNECT TRANSIT SYSTEM

Legend (Map not to scale)

- Route 1
- Banning Circulator 5/6



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

DAY PASSES	
General	$3.25
Sr/Disabled	$2.00

10 TICKET BOOKLET	
General	$12.50
Sr/Disabled	$7.50

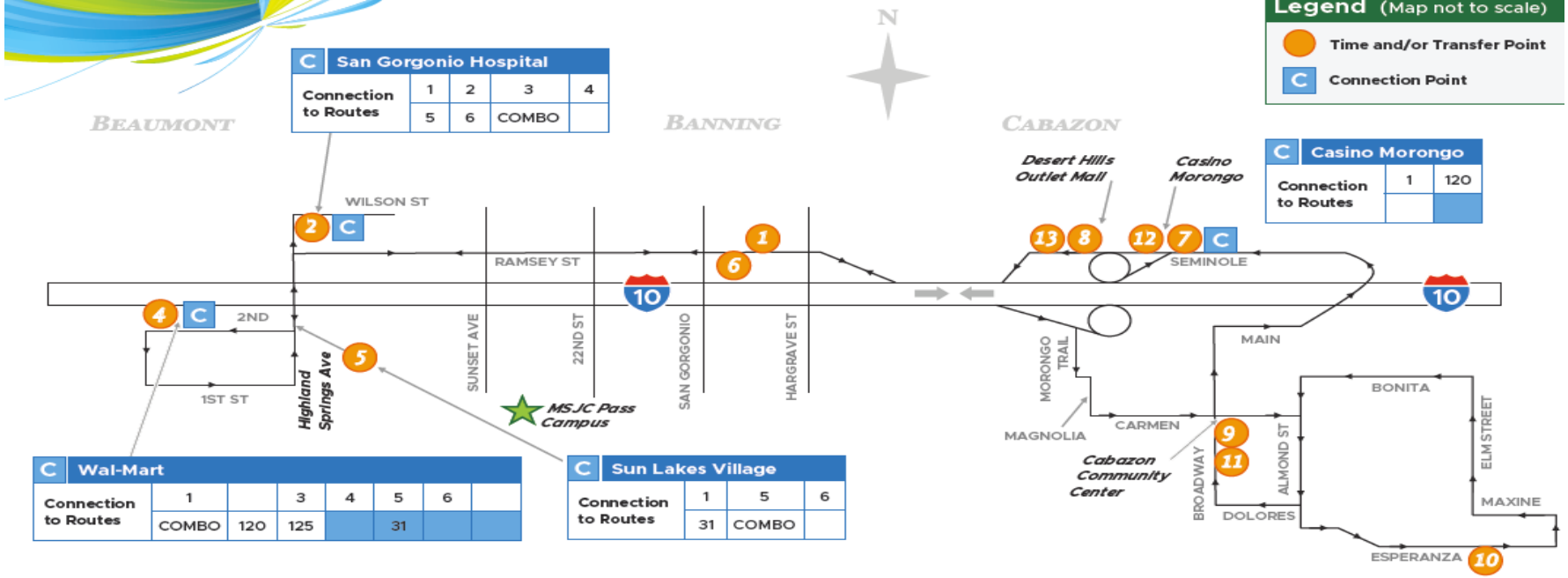
MONTHLY PASSES	
General	$39.00
Sr/Disabled	$24.75
Youth	$25.00
Banning High School & Nicolet Middle School Student Pass	$10.00

BANNING CONNECT TRANSIT SYSTEM

ROUTE 1

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

BANNING CONNECT TRANSIT SYSTEM



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

DAY PASSES	
General	$3.25
Sr/Disabled	$2.00

10 TICKET BOOKLET	
General	$12.50
Sr/Disabled	$7.50

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

BANNING CONNECT
TRANSIT SYSTEM

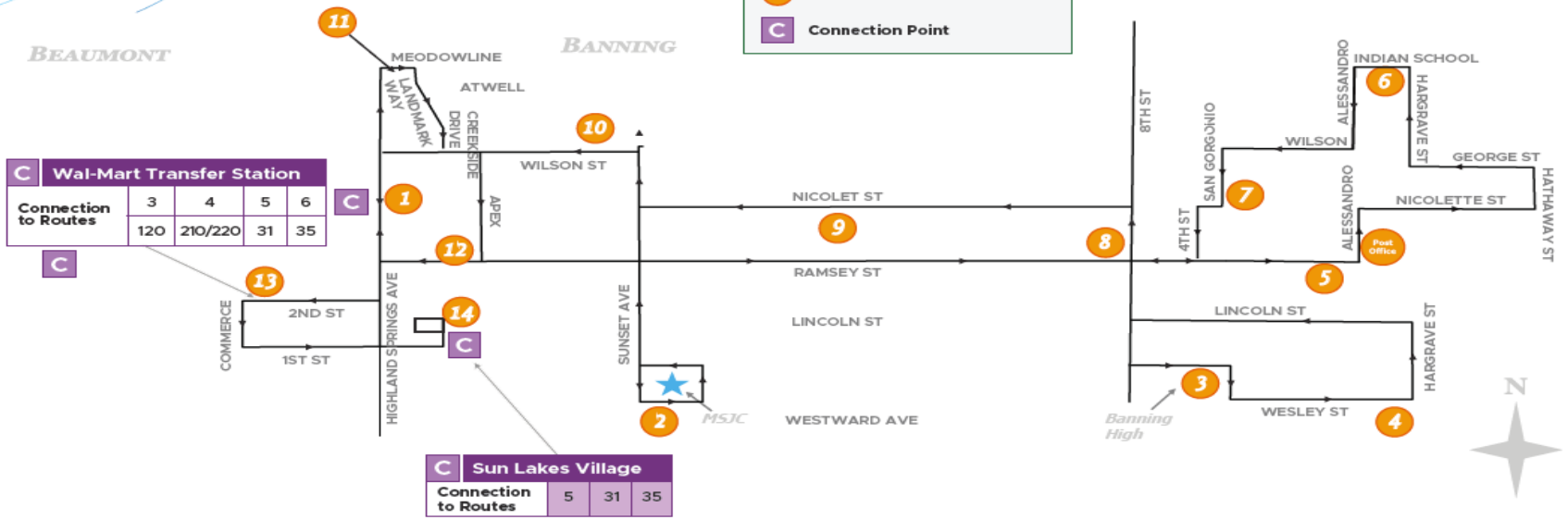
BANNING CIRCULATOR 5/6

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

BANNING CONNECT
TRANSIT SYSTEM

San Gorgonio Hospital			
Connection to Routes	1	2	3
	4	5	

Legend (Map not to scale)
- Time and/or Transfer Point
- C Connection Point



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

C Sun Lakes Village			
Connection to Routes	5	31	35

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

DAY PASSES	
General	$3.25
Sr/Disabled	$2.00

10 TICKET BOOKLET	
General	$12.50
Sr/Disabled	$7.50

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

BANNING CONNECT
TRANSIT SYSTEM

FREE FARE CAMPAIGN

Effective August 1, 2023 until further notice

Restricted to the following passengers on Fixed Route only

Banning Residents with proof of residency and a picture (I.D.) card

Seniors 60 years of age or older with proof of age (I.D.) card

Disabled passengers with a Disabled (I.D.) card

Veterans with proof of VA (ID) card issued by the government

Veterans (I.D.) card issued from the Beaumont Transit Agency

Students with proof of Banning Unified School District (I.D.) card

All other passengers are to pay the following fares:

General fare	$1.25	1-WAY
Children (Infant-46")	$0.25	1-WAY
Youth (17 years & under)	$1.00	1-WAY

Anyone going into Cabazon will also have to pay the **$0.25 additional Zone fare charge** with his or her regular fares.

BANNING CONNECT
TRANSIT SYSTEM

951-922-3243 or 951-922-3252

2.5 – Productivity Improvements Efforts

Banning 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 is currently working to develop a Comprehensive Operating and Capital Needs Analysis. One goal of the COA is to develop a plan for improving the City's routes to make them more efficient in an effort to meet the needs of the City's riders. The City is hoping to issue the RFP before the end of FY2024/25.

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

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

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

2.6 – Major Trip Generators

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

2.7 – Recent Service Changes

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

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

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

3.1 – Planned Service Changes FY 2025/2026 – FY 2026/2027

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

3.2 – Marketing Plans and Promotions

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

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

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

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

1. Attend senior community meetings to provide information.

2. Articles in local papers highlighting new transportation routes, as needed.

3. Incorporate and coordinate travel training opportunities for the area's passengers with regional providers including Sunline, RTA and Beaumont.

4. Offer “Rider Appreciation Day” to raise awareness of benefits of public transportation.

5. Participate with Transportation Now, Senior Transportation Assistance Group, Pass Area Senior Connections, Pass Area Veterans Assistance, Cabazon Community Resources, and other efforts.

6. Increase the City’s social media presence.

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

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

3.3 – Projected Ridership Growth

For the past decade, the City of Banning has observed very little private development projects that would have a noticeable impact to ridership. Over the past few years, the City has seen much more developmental 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 agreement with the City of Beaumont resulted in a noticeable increase in ridership. This increase was short lived due to the COVID-19 pandemic, which drastically impacted ridership because of the” shelter in place” orders and the closure of many businesses. While ridership has not fully returned to pre-pandemic levels, the City is optimistic based on recent ridership increases and anticipates a continued growth in ridership based on rebranding efforts, increased efficiencies and service reliability, and the free fare promotion with additional outreach and promotion of the benefits of using public transportation.

3.4 – Proposed Fare Structure Changes

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

3.5 – Capital Planning

Rolling stock

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

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

CNG Fueling Station

The City currently owns and operates a Compressed Natural Gas (CNG) fueling facility used to fuel the City's CNG fleet. The facility is well beyond its useful life and is currently in the construction phase of the project. The project was awarded in September 2023 and construction kicked off in February of 2024 with an anticipated completion date of September 2025. The new station will have a public dispenser, which may provide an additional funding source for the City's transit service.

Building and Facilities

Investing in transit buildings and facility enhancements is critical for effective capital planning, particularly as the City moves towards more sustainable operations. The proposed future projects, including the purchase of a new gas detection system for transit bus bays, a hydraulic lift with tethered fall protection for the fleet building and additional power and facility upgrades are in line with both safety and regional environmental goals.

Communications and Information Technology Systems

Investing in communications and information technology systems is vital for effective capital planning, especially as we aim to enhance transit operations. The proposed future projects to upgrade and replace transit operations technology (printers, computers, monitors, etc.) and renew the onboard telematics systems on transit vehicles is essential from an improved efficiency, enhanced data collection and analytics, safety and security and customer experience perspective.

Short Range Transit Plan: FY 2025/2026 – FY 2029/2030

Table 3 Highlights

- City will order four new CNG buses in FY 2024/2025 or early FY 2025/2026
- A Comprehensive Operating and Capital Needs Analysis will be conducted to determine capital needs and service modifications (if necessary) to comply with the ZEB roll-out plan.
- CNG Station Rebuild will improve reliability and possibly provide the transit system with a revenue source.
- Upgrade existing bus stops and add bus shelters to highly used stops where a bus shelter currently does not exist.
- Continued participation in the three-year Free Fare program, scheduled to end in FY 2025/26
- Upgrade the transit operations technology
- Purchase of a gas detection system for transit bus bays
- Purchase of a hydraulic lift with tethered fall protection for the fleet building
- Purchase electric vehicle charging equipment and three electric vehicles (one to pilot on Dial-a-Ride and two support vehicles) through CARB's Advanced Technology Pilot Program
- Power and facility upgrades will take place once the master planning analysis is completed in an effort to kick-off the City's first stage of transitioning to zero-emissions.

Chapter 4: Financial Planning

4.1 – Operating and Capital Budget

For FY2025/2026, operating funds needed to operate the Banning Transit System are $3,113,000for the Fixed Route and DAR. This is a 15% increase when compared to last year due to an increase in staff (one full-time dispatcher and one part-timer), increased risk management costs, interfund expenses and transfers to Fleet due to the increase in time spent on transit vehicles operating beyond their useful life as well as an increase in pension expenses. Associated operating funds consist of $2,749,700, in local transportation funds (LTF), other local revenue $171,780, State of Good Repair (SGR) funds of $70,000, LCTOP funds of $118,773, and a projected farebox revenue of $22,747. See **Table 4** for more details.

A request in the amount of $2,015,000 of State Transit Assistance (STA) funds is included in this SRTP to fund various capital improvement projects to include:

- $350,000 to purchase electric support vehicles and one vehicle to be piloted on Dial-A-Ride through CARB"S Advanced Technology Pilot Program. Half of these funds will be reimbursed back to RCTC post-purchase
- $647,892 for the SoCalBetterment Project (moved funds from Project 24-01)
- $30,000 for the renewal of the transit onboard telematics system (moved funds from Project 23-04)
- $15,000 to upgrade transit staff computers and dispatching equipment
- $850,000 for a Gas Detection System for Transit Bus Bays
- $700,000 for a Hydraulic Lift with Tethered Fall Protection to work on transit vehicles

BANNING CONNECT TRANSIT SYSTEM

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

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

City of Banning

Original

Operating

Project	Total Amount of Funds	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	OTHR LCL	OTHR ST [1]	SGR PUC99313	SGR PUC99314	SGR-OB PUC99313	STA - OB	STA PUC99313	STA PUC99314			
Operating Assistance - Prev. Maint.	$70,000							$67,477	$2,523							
Operating Assistance (BUS) (FY 2025/26)	$2,780,000	$16,747	$103,147	$15,626	$2,490,080	$154,400										
Operating Assistance (DAR) (FY 2025/26)	$283,000	$6,000			$259,620	$17,380										
Sub-total Operating	$3,133,000	$22,747	$103,147	$15,626	$2,749,700	$171,780	$0	$67,477	$2,523	$0	$0	$0	$0			

Capital

Project	Total Amount of Funds	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	OTHR LCL	OTHR ST [1]	SGR PUC99313	SGR PUC99314	SGR-OB PUC99313	STA - OB	STA PUC99313	STA PUC99314			
Bus Replacement B - 24-01	$-647,892										$-647,892	$0				
Electric Vehicle Replacements - 26-04	$350,000						$175,000					$175,000				
Gas Detection System for Transit Bus Bays - 26-02	$850,000											$835,453	$14,547			
Hydraulic Lift with Tethered Fall Protection - 26-03	$800,000											$800,000				
Paratransit Scheduling Software - 23-04	$-30,000										$-30,000					
SoCalGas Betterment Project - 26-06	$647,892										$647,892					
Transit Office Technology Upgrades - 26-01	$15,000											$15,000				
Transit Vehicles GPS System - 26-05	$30,000										$30,000					
Sub-total Capital	$2,015,000	$0	$0	$0	$0	$0	$175,000	$0	$0	$0	$0	$1,825,453	$14,547			
Total Operating & Capital	$5,148,000	$22,747	$103,147	$15,626	$2,749,700	$171,780	$175,000	$67,477	$2,523	$0	$0	$1,825,453	$14,547			

FY 2025/26 Projected Funding Details

FARE	$22,747	
LCTOP PUC99313	$103,147	
LCTOP PUC99314	$15,626	
LTF	$2,749,700	
OTHR LCL	$171,780	
SGR PUC99313	$67,477	
SGR PUC99314	$2,523	
Total Estimated Operating Funding Request	$3,133,000	
OTHR ST	$175,000	[1] This grant is for the Advanced Technology Pilot Program
SGR-OB PUC99313	$0	
STA - OB	$0	
STA PUC99313	$1,825,453	
STA PUC99314	$14,547	
Total Estimated Capital Funding Request	$2,015,000	
Total Funding Request	**$5,148,000**	

FY 2025/26 SRTP

City of Banning

Table 4.0 A - Capital Project Justification

Original

Project Number: 26-01

FTIP No: Not Assigned - New Project

Project Name: Transit Office Technology Upgrades

Category: Buildings and Facilities

Sub-Category: Upgrade

Fuel Type: N/A

Project Description: Replacing outdated computer equipment in the transit department to include 4 computers and 6 monitors.

Project Justification: Computer equipment in dispatch/supervisor/manager office is beyond its useful life and has not been upgraded in over 8 years. These computers are not able to access certain features required for operations and need to be upgraded.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2025/26	$15,000
Total		$15,000

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 2025/26 SRTP

City of Banning

Table 4.0 A - Capital Project Justification

Original

Project Number: 26-02

FTIP No: Not Assigned - New Project

Project Name: Gas Detection System for Transit Bus Bays

Category: Buildings and Facilities

Sub-Category: Systems

Fuel Type: N/A

Project Description: The City plans to add a methane detection system for the maintenance facility bus bays

Project Justification: For safety, environmental , and regulatory purposes, there is a critical need to update the maintenance facility to include a gas detection system.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2025/26	$835,453
STA PUC99314	FY 2025/26	$14,547
Total		$850,000

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 2025/26 SRTP

City of Banning

Table 4.0 A - Capital Project Justification

Original

Project Number: 26-03

FTIP No: Not Assigned - New Project

Project Name: Hydraulic Lift with Tethered Fall Protection

Category: Maintenance

Sub-Category: Upgrade

Fuel Type: N/A

Project Description: Hydraulic Lift with Tethered Fall Protection

Project Justification: A hydraulic lift with tethered fall protection is needed to enhance maintenance and transit operations while safeguarding mechanic's safety.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2025/26	$800,000
Total		$800,000

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

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

FY 2025/26 SRTP

City of Banning

Table 4.0 A - Capital Project Justification

Original

Project Number: 26-04

FTIP No: Not Assigned - New Project

Project Name: Electric Vehicle Replacements

Category: Support Vehicles

Sub-Category: Replacement

Fuel Type: Electric

Project Description: Replacement for two gas trucks for stops, zones and standby. This project also includes a replacement of one unleaded DAR van.

Project Justification: Vehicle has reached useful life and cost-benefit for maintenance

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
OTHR ST	FY 2025/26	$175,000
STA PUC99313	FY 2025/26	$175,000
Total		$350,000

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 2025/26 SRTP

City of Banning

Table 4.0 A - Capital Project Justification

Original

Project Number: 26-05

FTIP No: Not Assigned - New Project

Project Name: Transit Vehicles GPS System

Category: Communication and ITS

Sub-Category: Systems

Fuel Type: N/A

Project Description: Transit vehicles are currently equipped with onboard GPS, sensors, and on-board diagnostics to monitor vehicle activity. The contract for these services and equipment expires next fiscal year.

Project Justification: Banning Connect's bus telematics contract expires in FY 2025/26 and will need to be either renewed or formally bid.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA - OB	FY 2025/26	$30,000
Total		$30,000

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

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

FY 2025/26 SRTP

City of Banning

Table 4.0 A - Capital Project Justification

Original

Project Number: 26-06

FTIP No: Not Assigned - New Project

Project Name: SoCalGas Betterment Project

Category: Buildings and Facilities

Sub-Category: Extension

Fuel Type: CNG

Project Description: The completion of the CNG rehabilitation project requires pipeline to be extended from the street to the meter, and the meter to the new meter for a project cost of $603,392.46. A contract revision to the AED Energy Services contract in the amount of $44,500 is also warranted due to this project.

Project Justification: The Betterment project for the new meter set is required by SoCalGas before the CNG rehabilitation project can be completed.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA - OB	FY 2025/26	$647,892
Total		$647,892

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

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

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

Table 4B Fare Revenue Calculation

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

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

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4.2 – Funding Plans to Support Proposed Operating and Capital Program

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

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 4.0 - Summary of Funding Requests - FY 2026/27

City of Banning

Original

Operating

Project	Total Amount of Funds	LTF	STA PUC99313
Operating Assistance (BUS) (FY 2026/27)	$2,863,400	$2,863,400	
Operating Assistance (DAR) (FY 2026/27)	$291,490	$291,490	
Sub-total Operating	$3,154,890	$3,154,890	$0

Capital

Project	Total Amount of Funds	LTF	STA PUC99313
Bus Replacement B - 27-01	$1,250,000		$1,250,000
Bus Stop Improvements and Transit Advertising - 27-03	$200,000		$200,000
Maintenance and Operations Facility Improvements - 27-02	$575,000		$575,000
Sub-total Capital	$2,025,000	$0	$2,025,000
Total Operating & Capital	$5,179,890	$3,154,890	$2,025,000

FY 2026/27 Projected Funding Details

LTF	$3,154,890
Total Estimated Operating Funding Request	$3,154,890
STA PUC99313	$2,025,000
Total Estimated Capital Funding Request	$2,025,000
Total Funding Request	**$5,179,890**

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

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

City of Banning

Original

Operating

Project	Total Amount of Funds	LTF	STA PUC99313
Operating Assistance (BUS) (FY 2027/28)	$2,949,302	$2,949,302	
Operating Assistance (DAR) (FY 2027/28)	$300,235	$300,235	
Sub-total Operating	$3,249,537	$3,249,537	$0

Capital

Project	Total Amount of Funds	LTF	STA PUC99313
Bus Replacement C - 28-01	$1,250,000		$1,250,000
Sub-total Capital	$1,250,000	$0	$1,250,000
Total Operating & Capital	$4,499,537	$3,249,537	$1,250,000

FY 2027/28 Projected Funding Details

LTF	$3,249,537
Total Estimated Operating Funding Request	$3,249,537
STA PUC99313	$1,250,000
Total Estimated Capital Funding Request	$1,250,000
Total Funding Request	**$4,499,537**

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 Connect. The system uses a self-certification process with professional verification.

Title VI

Banning Connect 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) are gasoline-powered while most administrative and driver relief vehicles are electric with a goal of support vehicles being fully electric in FY 2025/2026. The City is currently piloting a fully electric van on paratransit and plans to pilot another in the upcoming fiscal year.

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

TDA Triennial Audit

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

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

City of Banning
SHORT RANGE TRANSIT PLAN
FY2025/2026 - FY2027/2028

Table 4.5 TDA Triennial

Audit Recommendations	Action Taken and Results
Ensure timely completion and submittal of external TDA financial reports.	The City will be implementing a new ERP system effective June 2024 to replace the existing ERP system that is over 20 years old. The new ERP system will automate all journal entry workflows (review and approval) going forward. The City also plans to implement a contract for FY 2023-24 year-end close to assist with the process, document procedures, and help automate our financial statement preparation.
Consider commissioning the development of a Comprehensive Operational Analysis.	A COA is planned for FY2025.
Consider the development of an advertising program and other local funds to support farebox recovery.	The City's first Transit Advertising Program was approved by Council March 2023. The CNG Station project was awarded in September of 2023 and the project is now underway.
Maintain efforts to hire and retain a transit manager.	Transit Manager was hired July 2022.

City of Banning
SHORT RANGE TRANSIT PLAN
FY2025/2026 - FY2029/2030

Table 4.6 Open Projects Prior to FY2025/2026

Project Name	SRTP Capital Project No's	Project Element	Funding Category	Beg to End - Project Timeline	Total Project Cost	Programmed Funds (not including current FY)	FY26 Programmed Funds	Unfunded Balance as of current FY
Bus Replacement	21-01, 23-01, 24-01, 25-01	1	1	FY21-FY25	4,701,853	4,701,853	0	0
CNG Rehabilitation	22-01, 23-02, 24-03	4	1	FY22-FY26	4,050,000	4,050,000	0	0
Bus Stop Improvements and Transit Advertising	23-03, 24-04	6	1	FY23-FY26	200,000	200,000	0	0
Paratransit Scheduling Software	23-04	5	1	FY23 - FY26	30,000	30,000	0	0
Comprehensive Operating and Capital Needs Analysis	24-07	1`1	1	FY24-FY26	300,000	300,000	0	0
ZE Facility Upgrades & Infrastructure	25-04	3	1	FY25-FY26	65,000	65,000	0	0
Transit Bus Wrapping Program	24-05	6	1	FY25-FY27	100,000	100,000	0	0

LEGEND			
Project Elements			
1	Revenue Vehicle Purchases	7	Fixed Guideways and Tracks
2	Non-Revenue Vehicle Purchase	8	Debt Service
3	Vehicle Systems and Equipment	9	Maintenance
4	Building, Land and Facilities	10	Security
5	Communication and Information Tech Systems	11	Planning/Feasibility
6	Transit Shelters and Amenities		
Funding Category			
1	Fully Funded	2	Partially Funded

BEAUMONT TRANSIT

SRTP

SHORT-RANGE **TRANSIT PLAN**

FY 2025/26 - 2027/28



beaumontca.gov/transit

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CHAPTER 1. SYSTEM OVERVIEW AND SERVICE PROFILE

1.1 DESCRIPTION OF SERVICE AREA

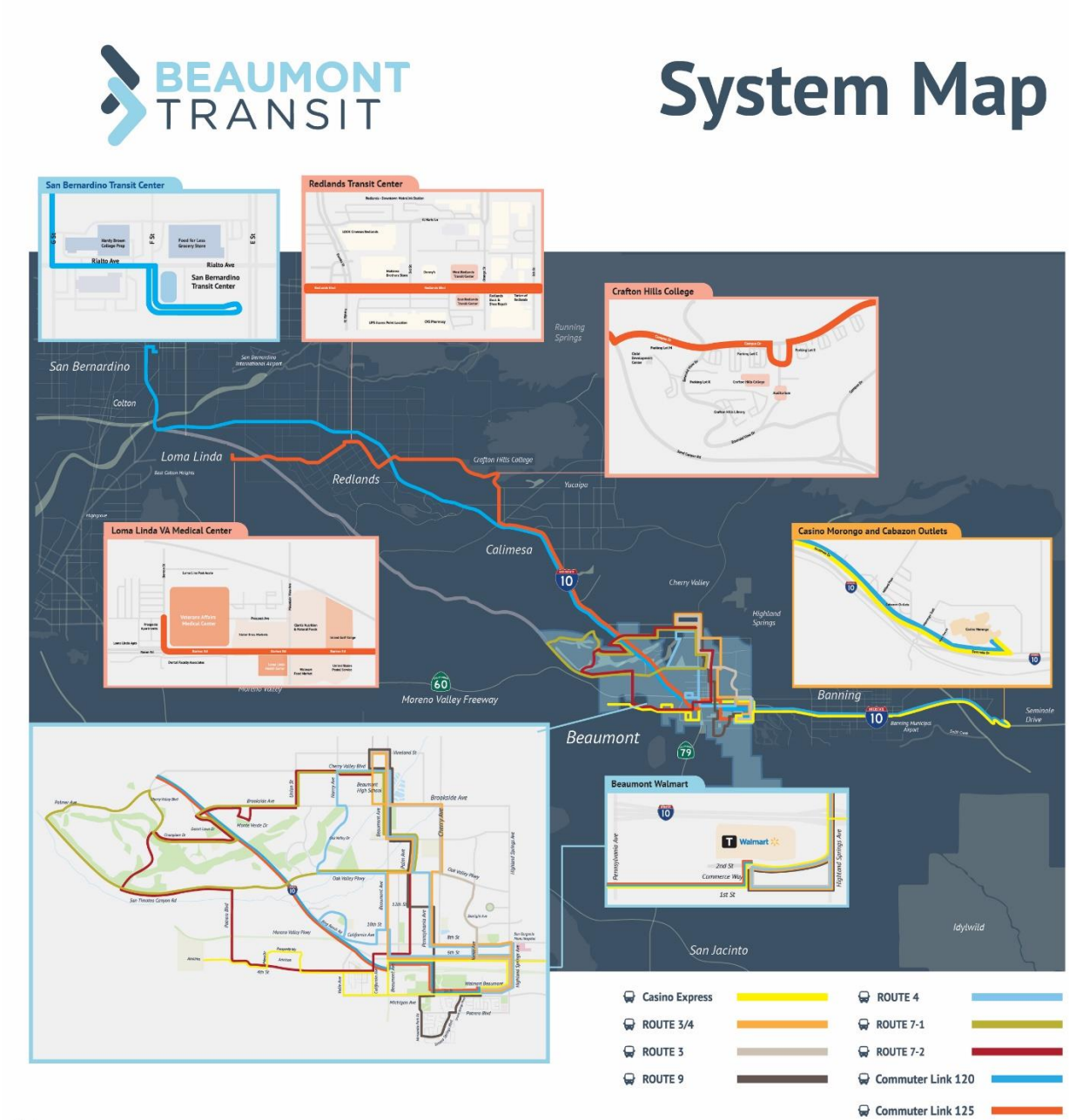
Beaumont Transit services approximately 40 square miles, primarily servicing the City of Beaumont and extending into Cherry Valley, an unincorporated area of Riverside County to the north, Banning and Cabazon to the east, and Yucaipa, Redlands, and San Bernardino to the West (Figure 1-1). Most of Beaumont Transit's service area has recently evolved from a rural to an urbanized area, as indicated by the 2020 census urbanized areas (UZA) map[1].

The City of Beaumont is located at the center of three major thoroughfares: Interstate 10, Highway 60 and Highway 79. Beaumont Transit provides a range of services including fixed route, commuter link and paratransit service. Passengers using these services can conveniently transfer to other Beaumont routes and connect with neighboring transit systems such as Banning Connect, Riverside Transit Agency (RTA), and Sunline Transit Agency (Sunline), at a central hub bus stop in South Beaumont.

Additionally, Beaumont Transit operates two commuter link routes that link the San Gorgonio Pass Area with San Bernardino County. These routes serve various destinations in San Bernardino County, such as the San Bernardino Transit Center (SBTC), Redlands Transit Center, Crafton Hills College (CHC), and the Loma Linda Veterans Administration (VA) Hospital. The SBTC, located in downtown San Bernardino, provides extensive connectivity options for passengers, allowing easy transfers to Metrolink, Omnitrans, Victor Valley Transit Agency (VVTA), RTA, and Mountain Transit.

[1] Federal Transit Administration Census Map. (2023). Retrieved from usdot.maps.arcgis.com: https://usdot.maps.arcgis.com/apps/mapviewer/index.html?webmap=5287ba87422448c7a97e5d60cc5e4f7b

Figure 1-1 Beaumont Transit System Map



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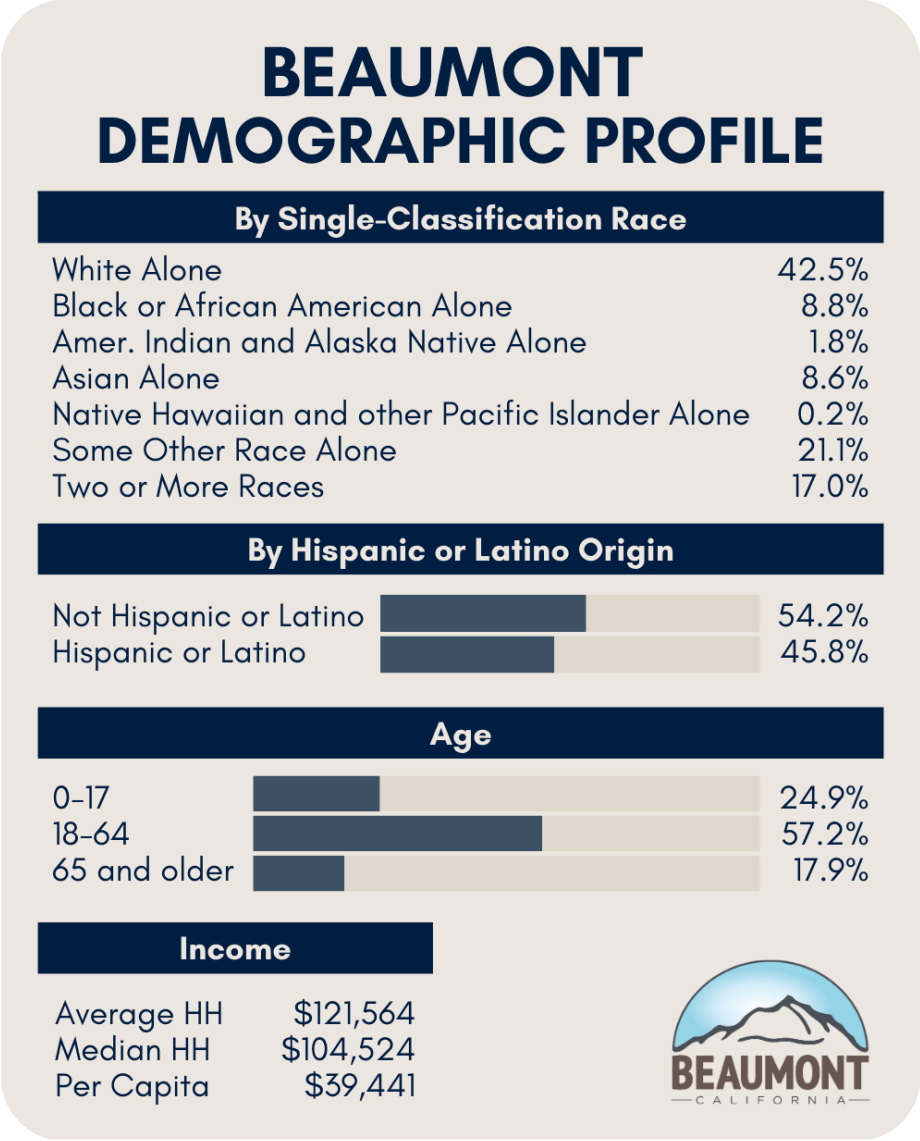
1.2 POPULATION PROFILE AND DEMOGRAPHICS

Population Profile

The City of Beaumont has experienced steady population growth in recent years. As of January 2024, the California Department of Finance estimates the city's population at

57,416.[2] This is an increase of 7.8% from 53,275 in August 2020. According to a 2024 report by The Retail Coach, the city's population is projected to reach 60,479 by 2029[3]. The report also provides an overview of the city's racial and ethnic composition, income levels, and age distribution, shown in Figure 1-2.

Figure 1-2 Beaumont Demographic Profile



[2] State of California Department of Finance. (2024, April 15). Department of Finance. Retrieved from dof.ca.gov: https://dof.ca.gov/Forecasting/Demographics/Estimates/e-4-population-estimates-for-cities-counties-and-the-state-2021-2024-with-2020-census-benchmark/

[3] TheRetailCoach. (2024). Community Demographic Profile. TheRetailCoach, LLC.

In addition to short-term projections, long-range forecasts from the Southern California Association of Governments (SCAG) show that Beaumont's population, household count, and employment base are all expected to grow significantly through 2045[4]:

Table 1 Jurisdiction Level Growth Forecast

Measure	2016	2045	Change 2016-2045	% Change 2016-2045
City of Beaumont				
Population	45,500	80,200	34,700	76%
Households	14,200	25,100	10,900	77%
Employment	9,300	15,900	6,600	71%

This projected growth suggests a growing need for public transportation, particularly as new residential areas develop and commute patterns evolve. As more residents move to the city and job opportunities expand, demand for reliable and convenient transit options will increase.

Ridership Demographics

To better understand current riders and how they use the system, Beaumont Transit conducted an on-board survey in December 2019 and January 2020 as part of its Comprehensive Operational Analysis. The results offer insight into the characteristics and travel patterns of existing riders:

A typical rider of Beaumont Transit:

- Pay their fare with cash (72.5%)
- Uses the service to travel to school or work (53.4%)
- Rides five or more days a week (50.4%)
- Lacks access to a personal vehicle (70.5%)
- Is over the age of 25 (70.3%)
- Is a student (37.8%) or employed (28.0%)
- Identifies as Hispanic/Latino (36.4%) or Black/African American (27.3%)
- Lives in a household with an income less than $29,999 (67.6%)
- Lives in a household of three or less people (52.0%)
- Typical Travel does not include connections/transfers (79.7%)

[4] SCAG. (2020). Demographics & Growth Forecast. Southern California Association of Governments (SCAG).

The data indicates that many riders rely on transit as their primary means of transportation, particularly for work and school trips. A large share of riders come from lower-income households and do not have access to a personal vehicle, highlighting the importance of keeping transit services affordable, frequent, and easy to use.

Beaumont plans to conduct a new rider survey in late 2025. This updated data will help assess how the rider base has changed in recent years and guide service adjustments as population and mobility needs continue to evolve.

1.3 DESCRIPTION OF SERVICES

Beaumont Transit provides three types of services to meet the diverse needs of the community: Fixed Route, Commuter Link, and Dial-A-Ride. These services ensure access to local and regional destinations while accommodating a wide range of mobility needs. For more details on each service by route, see table 2 below.

Service Schedule

Beaumont Transit provides Fixed Route, Commuter Link, and Paratransit services six days a week:

- Monday – Friday: 6 fixed routes, 2 commuter link routes, and Dial-A-Ride service.
- Saturday: 1 fixed route, 1 commuter link route, and Dial-A-Ride service.

Holiday Schedule

On the following holidays, Beaumont Transit operates on a limited-service schedule (equivalent to a Saturday schedule):

- Martin Luther King Jr. Day
- Presidents Day
- Indigenous Peoples' Day
- Veterans Day
- Day after Thanksgiving
- Christmas Eve
- Day after Christmas
- New Years Eve

There is no service on:

- New Years Day
- Memorial Day
- Independence Day

- Labor Day
- Thanksgiving Day
- Christmas Day

Fixed Route Services

Beaumont operates six weekday routes and one Saturday route, designed to connect key locations such as schools, shopping centers, and community hubs. Most routes operate on 60–80-minute headways, while three peak-hour routes run on 45-minute headways to accommodate student ridership. While the current system prioritizes broad coverage, Beaumont recognizes that improving service frequency is essential for attracting more riders and will evaluate potential enhancements in future service planning.

Commuter Link Services

Commuter Link (CL) services provide express regional connections for longer-distance travel. CL 120 connects Beaumont to the San Bernardino Transit Center, offering access to Metrolink and multiple regional transit agencies. On Saturdays, this route also serves Casino Morongo. CL 125 connects Beaumont to Crafton Hills College (a new addition as of January 2025), downtown Redlands near the Metrolink Arrow Station, and the Loma Linda VA Hospital. CL buses provide essential inter-city connectivity that would otherwise require car travel.

Dial-A-Ride Services

Dial-A-Ride is a curb-to-curb, reservation-based service available weekdays and Saturdays, complementing the fixed-route system. It is available to eligible passengers residing within 3/4 mile of the service area who are certified under the Americans with Disabilities Act (ADA). This service is essential for individuals unable to access fixed-route services due to disabilities or other impairments.

Table 2 Route Descriptions

Route	Route Description	Connections
Fixed Route		
Casino Express	Weekday service connecting Beaumont to Cabazon Outlets, Morongo Casino, Amazon Warehouses, Wolverine, and Beaumont's industrial area.	Banning Connect, RTA, Sunline

Route 3	Weekday service to Walmart, Sundance, Beaumont High, both middle schools, Chatigny Rec Center, and parts of Cherry Valley.	Banning Connect, RTA, Sunline
Route 4	Weekday service to Walmart, Beaumont Civic Center, Beaumont Library, mid-town Beaumont, and both middle schools. Route 4 offers an alternate route upon request to Three Rings Ranch Park.	Banning Connect, RTA, Sunline
Route 3/4	Saturday service from Cherry Valley to Beaumont via Pennsylvania Ave, including Beaumont Library, Walmart, and 6th Street.	Banning Connect, RTA, Sunline
Route 7-1	Peak weekday service to Tournament Hills, Fairway Canyon, Cherry Valley, Beaumont High, and both middle schools.	N/A
Route 7-2	Peak weekday service to Civic Center, Amazon, Olivewood, Rangel Park, Fairway Canyon, Cherry Valley, Beaumont High, and both middle schools.	N/A
Route 9	Peak weekday service to Central Beaumont, Seneca Springs, Beaumont High, Cherry Valley, both middle schools, and Walmart.	Banning Connect, RTA, Sunline
Commuter Link		
Commuter Link 120	Weekday service connecting Beaumont to the San Bernardino Transit Center. Saturday service also connects to Casino Morongo.	Banning Connect, RTA, Sunline, Omnitrans, VVTA, Mountain Transit, Metrolink
Commuter Link 125	Weekday service connecting Beaumont to Crafton Hills College, Redlands, and the Loma Linda VA Hospital.	Banning Connect, RTA, Sunline, Omnitrans, Metrolink

Dial-A-Ride	A weekday and Saturday curb-to-curb, reservation-based service that operates within the same areas and hours as the fixed-route system.	Banning Connect, RTA

1.4 CURRENT FARE STRUCTURE

In August 2023, Beaumont Transit launched a three-year discounted fare program with funding from the Low Carbon Transit Operations Program (LCTOP). This program lowers bus fares through July 31, 2026, making transit more affordable for riders. With this discount, local bus rides cost just $0.25, Commuter Link rides are $1.00, and Dial-A-Ride rides are $0.50. A full breakdown of regular fares, which will resume after the promotion ends, can be found in Table 3.

Passengers have three ways to pay for their ride. They can pay with cash when boarding the bus, use the Token Transit app on their phone to buy and store passes digitally, or purchase physical bus passes in advance at the Beaumont Civic Center.

Table 3 Fare Schedule

Fare Schedule				
Fixed Route Fares				
Fare Categories	**Base Fare**	**Day Pass**	**10 Ticket Book**	**Monthly Pass**
General	$1.50	$3.50	$15.00	$45.00
Child	$0.50	N/A	N/A	N/A
Seniors	$1.00	$2.50	$10.00	$30.00
Military Veterans	$1.00	$2.50	$10.00	$30.00
Active Military	FREE	N/A	N/A	N/A
Deviations (Route 4)	$0.50	N/A	N/A	N/A
Commuter Link Fares				
Fare Categories	**Base Fare**	**Day Pass**	**10 Ride Punch Card**	**Monthly Pass**
General	$3.75	$8.50	$34.00	$80.00
Child	$2.75	$6.50	$25.00	$60.00
Seniors	$2.75	$6.50	$25.00	$60.00
Military Veterans	$2.75	$6.50	$25.00	$60.00
Active Military	FREE	N/A	N/A	N/A
Dial-A-Ride Fares				
Fare Categories	**Base Fare**	**10 Ride Punch Card**		
One-Way	$3.00	$27.00		
Companion & Child	$4.00	N/A		
PCA	FREE	FREE		

No-Show	$3.00	N/A

1.5 REVENUE FLEET

Beaumont Transit operates a revenue fleet of 22 vehicles, consisting of 20 CNG buses and 2 electric shuttles. Table 1.1 below outlines the vehicle inventory by service type. Lifespan details are listed below:

- Twelve 32' CNG EZ Rider Buses – Altoona tested for a lifespan of 12 years or 500,000 miles.[5]
- Three 40' CNG XHF Buses – Classified as large, heavy-duty buses by the Federal Transit Administration (FTA) with a life span of 12 years or 500,000 miles.[6]
- Four CNG Ford F550 Buses & One CNG E450 Bus – Considered medium-duty buses by the FTA, with a standard lifespan of 7 years or 200,000 miles.[7] However, Beaumont's maintenance team has extended their service life beyond FTA guidelines.
- Two electric Greenpower EV shuttles – Designed for an approximate lifespan of 10 years

[5] E-Z RIDER II. (2025, April 15). Retrieved from El Dorado National: https://eldorado-ca.com/e-z-rider-ii/

[6] Richard Laver, D. S. (2007). Useful Life of Transit Buses and Vans. Federal Transit Administration.

[7] Richard Laver, D. S. (2007). Useful Life of Transit Buses and Vans. Federal Transit Administration.

Figure 1-3 Beaumont Transit Fleet



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 2024/25	# of Contingency Vehicles FY 2024/25	Life to Date Vehicle Miles Prior Year End FY 2023/24	Life to Date Vehicle Miles through March FY 2024/25	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2024/25
2024	EDN	EZ-RIDERII	27	1	32	CN	1			20,939	20,939
2024	EDN	EZ-RIDERII	27	1	32	CN	1			26,623	26,623
2024	EDN	EZ-RIDERII	27	1	32	CN	1			16,716	16,716
2024	EDN	EZ-RIDERII	27	1	32	CN	1			18,014	18,014
2024	EDN	EZ-RIDERII	27	1	32	CN	1			17,679	17,679
2024	EDN	EZ-RIDERII	27	1	32	CN	1			13,572	13,572
2024	EDN	EZ-RIDERII	27	1	32	CN	1			7,654	7,654
2015	EDN	XHF 40	43	1	40	CN	1		101,051	105,435	105,435
2015	EDN	XHF 40	43	1	40	CN	1		102,584	110,155	110,155
2015	EDN	XHF 40	43	1	40	CN	1		93,478	99,298	99,298
2016	FRD	E-450	20	1	24	CN	1		112,289	122,698	122,698
		Totals:	338	11			11		409,402	558,783	50,798

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 2024/25	# of Contingency Vehicles FY 2024/25	Life to Date Vehicle Miles Prior Year End FY 2023/24	Life to Date Vehicle Miles through March FY 2024/25	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2024/25
2018	EDN	EZ-RIDER	30	1	32	CN	1		206,264	213,494	213,494
2023	EDN	EZ-RIDERII	27	1	32	CN	1		14,452	46,825	46,825
2023	EDN	EZ-RIDERII	27	1	32	CN	1		9,281	38,776	38,776
2024	EDN	EZ-RIDERII	27	1	32	CN	1			690	690
2024	EDN	EZ-RIDERII	27	1	32	CN	1			4,194	4,194
2016	FRD	F-550	30	1	33	CN	1		177,317	182,156	182,156
2019	FRD	F-550	28	1	33	CN	1		126,988	148,158	148,158
2019	FRD	F-550	28	1	33	CN	1		138,680	158,491	158,491
2019	FRD	F-550	28	1	33	CN	1		137,431	162,261	162,261
		Totals:	252	9			9		810,413	955,045	106,116

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 2024/25	# of Contingency Vehicles FY 2024/25	Life to Date Vehicle Miles Prior Year End FY 2023/24	Life to Date Vehicle Miles through March FY 2024/25	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2024/25
2019	ZZZ	EVStar	10	1	25	EB	1		29,096	32,949	32,949
2019	ZZZ	EVStar	10	1	25	EB	1		25,198	33,714	33,714
		Totals:	20	2			2		54,294	66,663	33,332

1.6 EXISTING FACILITIES AND BUS STOP AMENITIES

EXISTING TRANSIT FACILITIES

Administrative services for Beaumont Transit are in downtown Beaumont at the Beaumont Civic Center, 550 E 6th St, Building D. It is at this location where dispatch, administrative services, and the operations yard are located. The fleet maintenance garage is located at 550 California Ave, approximately 1 mile from the administrative building.

Customer service calls for general information, route planning, and Dial-A-Ride appointments are serviced by phone at the 6th Street location in Building D. Walk in customers, including the purchase of fare media, are available at the main civic center building.

BUS STOP AMENITIES

Beaumont has 23 bus shelters, 147 bus stops, and 24 stops with benches. A key hub in the system is the Walmart bus stop on 2nd Street, located between Highland Springs and Commerce Avenue in South Beaumont. This stop serves as a major transfer point, connecting four transit agencies and 10 bus routes.

Figure 1-4 Beaumont Walmart Bus Stop



1.7 EXISTING COORDINATION BETWEEN TRANSIT AGENCIES

Beaumont Transit partners with neighboring agencies to improve travel options and reduce fare costs for riders. These partnerships include Banning Connect, Omnitrans, Riverside Transit Agency (RTA), and Victor Valley Transit Authority (VVTA).

TRANSFERS WITH OMNITRANS, RTA, AND VVTA

- Riders with a Beaumont day or month pass can transfer for free to Omnitrans, RTA, or VVTA at shared stops.
- Riders with a day, week, or month pass from Omnitrans, RTA, or VVTA receive:
    - A $1 discount on Beaumont's commuter link service.
    - Free transfers to Beaumont's local bus routes at shared stops.

TRANSFERS WITH BANNING CONNECT

Beaumont and Banning Connect have an agreement for riders to make trips between the two cities:

- Free transfers between the two systems at San Gorgonio Memorial Hospital and Beaumont Walmart stops.
- Paper transfers are valid for one hour.
- Riders with a day or month pass from either agency receive a $1 discount on the other agency's commuter link service.

1.8 REVIEW OF PREVIOUS STUDIES AND PLANS

COMPREHENSIVE OPERATIONAL ANALYSIS

In 2020, Beaumont conducted a Comprehensive Operational Analysis (COA), which outlined a long-term plan (January 2023 – June 2025) with four key recommendations:

1. Expand service to emerging residential neighborhoods.
2. Realign routes to enable timed transfers at a more centralized location.
3. Transition to an alternative fuel transit fleet and infrastructure.
4. Introduce technology for predictive arrival features.

Progress:

- Service was adjusted in southwest Beaumont to meet demand, but northeast expansion has not yet been implemented. It will be reconsidered in the next COA.
- The central transfer hub at the Civic Center was not pursued, given Walmart's strategic location in Beaumont's retail center, where all other agencies stop, and transfers are best coordinated.

- Zero-emission infrastructure is in progress, with construction expected to be completed by mid-2027. Zero-emission bus procurement will follow.
- Real-time bus tracking via Swiftly launched in 2022.

ZERO-EMISSION BUS ROLLOUT PLAN

In FY 23, Beaumont Transit, with support from RCTC, CTE, and Arcadis IBI group, developed a plan for transitioning Beaumont's bus fleet to zero-emission buses (ZEB). The City Council adopted the plan, which was submitted to the California Air Resources Board and subsequently approved (see full study here). The plan outlines a transition to a mixed fleet of hydrogen and battery-electric buses to meet state emissions goals. Beaumont Transit will gradually phase in these buses, ensuring the necessary infrastructure is in place before full implementation.

CHAPTER 2. EXISTING SERVICES AND SYSTEM PERFORMANCE

2.1 KEY PERFORMANCE INDICATORS

Beaumont Transit tracks key performance indicators (KPIs) to evaluate efficiency and service quality. These include farebox recovery, ridership, and on-time performance.

Table 2.0 provides a breakdown of service performance metrics, including the required farebox recovery ratio and seven discretionary ones.

FAREBOX RECOVERY RATIO

The 1971 Transportation Development Act (TDA) established farebox recovery requirements of 20% for urbanized areas and 10% for rural areas for fixed-route and commuter services. Beaumont's service area was previously classified as rural, but following the 2020 Census Urbanized Area maps, most of it is now designated as urbanized. As a result, starting in Fiscal Year 2027/28, Beaumont Transit must meet the 20% farebox recovery ratio, or a blended ratio, for fixed-route and commuter link services.

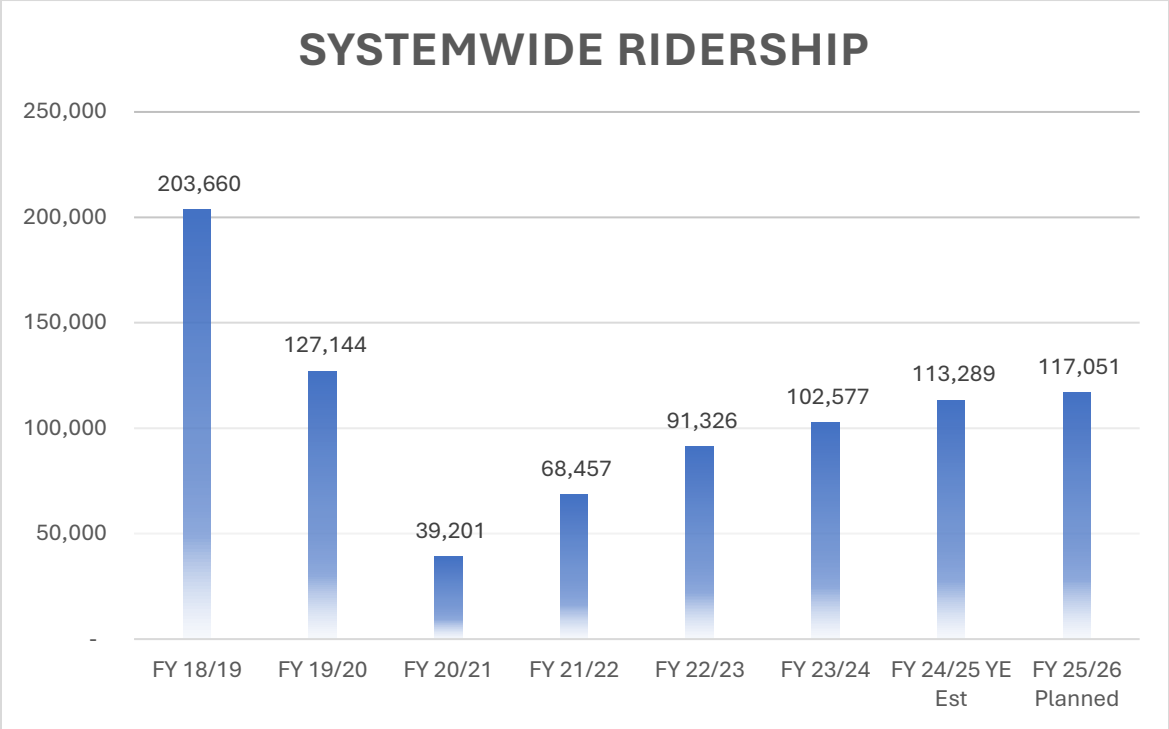
For the time being, Beaumont Transit is still subject to the 10% requirement and is on track to meet it as seen in Table 2.0.

RIDERSHIP

Figure 2-1 illustrates systemwide ridership trends over recent years. Ridership reached 203,660 passengers in FY 18/19 before declining in subsequent years. However, ridership

has shown consistent growth since FY 21/22, with steady increases year after year. This year, 113,289 passengers are expected to ride, a 10.4% increase from last year, showing that more people are choosing to use transit.

Figure 2-1 Historical Systemwide Ridership

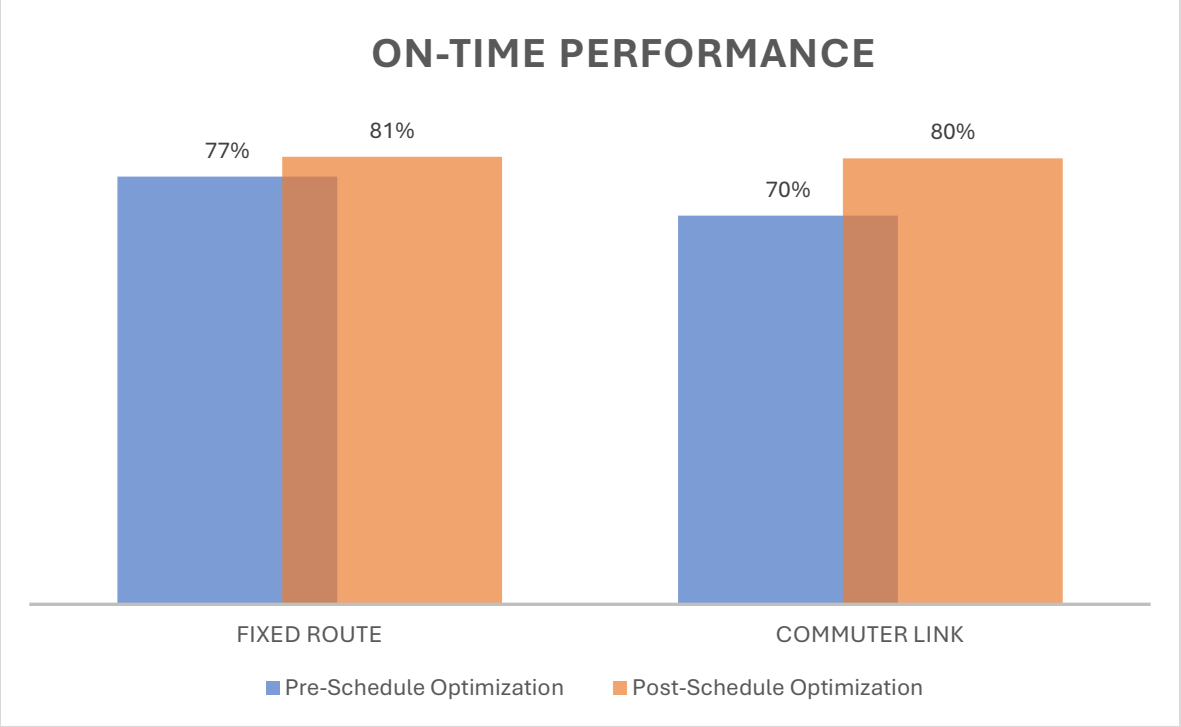


Source: Beaumont Transit Annual Passenger Counts

ON-TIME PERFORMANCE

On-time performance (OTP) is an important measure of service reliability, directly affecting rider satisfaction and the likelihood of continued use. Beaumont Transit aims for 90% OTP, meaning buses are considered “on time” if they leave no more than one minute early or arrive within five minutes of the scheduled time. While current OTP is below this target, Beaumont is actively working on improvements, including schedule adjustments made in January 2025 to help buses run more reliably and better serve riders. Figure 6 illustrates OTP improvements since schedules were optimized in January 2025 to mid-April 2025.

Figure 2-2 Pre vs. Post Schedule Optimization On-Time Performance



Source: Beaumont Transit Stop-Level Schedule Adherence Data

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.0 -- Service Provider Performance Measures Report

FY 2024/25 Short Range Transit Plan Review

City of Beaumont

Data Elements	FY 2024/25 Plan	FY 2024/25 Target	FY 2024/25 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	104,385			
Passenger Miles	825,221			
Total Actual Vehicle Revenue Hours	19,934.0			
Total Actual Vehicle Revenue Miles	423,865.0			
Total Actual Vehicle Miles	450,130.0			
Total Operating Expenses	$3,278,071			
Total Passenger Fare Revenue	$90,050			
Net Operating Expenses	$3,188,021			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	12.87%	>= 10.00%	18.24%	Meets Target
Additional:				
1. Operating Cost Per Revenue Hour	$164.45	<= $148.69	$143.25	Meets Target
2. Subsidy Per Passenger	$30.54	>= $18.06 and <= $24.44	$20.11	Meets Target
3. Subsidy Per Passenger Mile	$3.86	>= $3.77 and <= $5.11	$6.32	Fails to Meet Target
4. Subsidy Per Hour	$159.93	>= $94.49 and <= $127.85	$117.12	Meets Target
5. Subsidy Per Mile	$7.52	>= $4.52 and <= $6.12	$5.73	Meets Target
6. Passengers Per Revenue Hour	5.24	>= 4.45 and <= 6.01	5.82	Meets Target
7. Passengers Per Revenue Mile	0.25	>= 0.21 and <= 0.29	0.29	Better Than Target

Note: Targets reflect +/- 15%

Productivity Performance Summary:

Service Provider Comments:

2.2 SRTP PERFORMANCE REPORT

The performance targets shown in Table 2.1 were developed by RCTC for FY 2025/26 and are included for informational purposes. However, due to differences in how certain subsidies such as LCTOP and Measure A are reflected across fiscal years, and because recent legislative changes affecting farebox calculations are not yet incorporated, direct year-to-year comparisons may not be fully accurate. The data should be viewed as a general planning reference rather than a precise performance evaluation.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

FY 2025/26 - Table 2.1 -- SRTP Performance Report

Service Provider: City of Beaumont

All Routes

Performance Indicators	FY 2023/24 End of Year Actual	FY 2024/25 4th Quarter Year-to-Date	FY 2025/26 Plan	FY 2025/26 Target	Plan Performance Scorecard (a)
Passengers	102,577	89,941	117,050	None	
Passenger Miles	490,465	286,207	783,113	None	
Revenue Hours	19,685.4	15,440.7	20,658.0	None	
Total Hours	22,230.8	17,340.5	23,234.0	None	
Revenue Miles	411,715.0	315,635.0	424,518.0	None	
Total Miles	436,779.0	339,181.0	455,728.0	None	
Operating Costs	$2,928,600	$2,211,921	$3,626,368	None	
Passenger Revenue	$653,627	$403,520	$172,955	None	
Measure-A Revenue			$206,123	None	
LCTOP Revenue			$180,000	None	
Operating Subsidy	$2,274,973	$1,808,402	$3,453,413	None	
Operating Costs Per Revenue Hour	$148.77	$143.25	$175.54	<= $148.91	Fails to Meet Target
Operating Cost Per Revenue Mile	$7.11	$7.01	$8.54	None	
Operating Costs Per Passenger	$28.55	$24.59	$30.98	None	
Farebox Recovery Ratio	22.32%	18.24%	15.41%	>= 0.1	Meets Target
Subsidy Per Passenger	$22.18	$20.11	$29.50	>= $17.09 and <= $23.13	Fails to Meet Target
Subsidy Per Passenger Mile	$4.64	$6.32	$4.41	>= $5.37 and <= $7.27	Better Than Target
Subsidy Per Revenue Hour	$115.57	$117.12	$167.17	>= $99.55 and <= $134.69	Fails to Meet Target
Subsidy Per Revenue Mile	$5.53	$5.73	$8.13	>= $4.87 and <= $6.59	Fails to Meet Target
Passengers Per Revenue Hour	5.21	5.82	5.67	>= 4.95 and <= 6.69	Meets Target
Passengers Per Revenue Mile	0.25	0.29	0.28	>= 0.25 and <= 0.33	Meets Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2025/26 Plan to the FY 2025/26 Primary Target.

2.3 SRTP SERVICE SUMMARY

The following reports provide an overview of Beaumont Transit's performance in FY 2024/25, comparing actual results to the service plan developed in FY 2023/24. Audited data from FY 2022/23 and FY 2023/24 is also included to offer context and highlight recent performance trends.

For FY 2025/26, one route, the Casino Express, is excluded from the farebox recovery ratio calculation. This route was restructured in FY 2023/24 and qualifies for a temporary exemption through the end of FY 2025/26. Under state guidelines, newly implemented or significantly changed routes (with changes of 25% or more) are allowed a three-year grace period to build ridership before being included in farebox performance reporting.

- Table 2.2 Service Summary includes all routes in the system, both excluded and non-excluded, and provides a systemwide snapshot of overall service performance.
- Table 2.2 Excluded Routes isolates data only for routes that are currently exempt from farebox recovery calculations. Because the number and type of excluded routes can vary from year to year, results are not directly comparable across fiscal years. Table 2.2A Excluded Route Details provides specific information about the excluded route(s) for FY 2024/25.
- Table 2.2 Non-Excluded Routes includes all remaining services that have not undergone major changes in the past three years and are subject to standard farebox and performance reporting requirements.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- City of Beaumont -- SRTP Service Summary

FY 2025/26 Short Range Transit Plan

All Routes

	FY 2022/23 Audited	FY 2023/24 Audited	FY 2024/25 Plan	FY 2024/25 3rd Qtr Actual	FY 2025/26 Plan
Fleet Characteristics					
Peak-Hour Fleet	6	6	12	6	12
Financial Data					
Total Operating Expenses	$2,848,974	$2,928,600	$3,278,071	$2,211,921	$3,626,368
Total Passenger Fare Revenue	$355,978	$653,627	$422,050	$403,520	$559,078
Net Operating Expenses (Subsidies)	$2,492,996	$2,274,973	$3,188,021	$1,808,402	$3,453,413
Operating Characteristics					
Unlinked Passenger Trips	91,318	102,577	104,385	89,941	117,050
Passenger Miles	436,692	490,465	825,221	286,207	783,113
Total Actual Vehicle Revenue Hours (a)	18,950.4	19,685.4	19,934.0	15,440.7	20,658.0
Total Actual Vehicle Revenue Miles (b)	382,938.0	411,715.0	423,865.0	315,635.0	424,518.0
Total Actual Vehicle Miles	407,262.0	436,779.0	450,130.0	339,181.0	455,728.0
Performance Characteristics					
Operating Cost per Revenue Hour	$150.34	$148.77	$164.45	$143.25	$175.54
Farebox Recovery Ratio	12.49%	22.32%	12.87%	18.24%	15.41%
Subsidy per Passenger	$27.30	$22.18	$30.54	$20.11	$29.50
Subsidy per Passenger Mile	$5.71	$4.64	$3.86	$6.32	$4.41
Subsidy per Revenue Hour (a)	$131.55	$115.57	$159.93	$117.12	$167.17
Subsidy per Revenue Mile (b)	$6.51	$5.53	$7.52	$5.73	$8.13
Passenger per Revenue Hour (a)	4.8	5.2	5.2	5.8	5.7
Passenger per Revenue Mile (b)	0.24	0.25	0.25	0.29	0.28

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

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- City of Beaumont -- SRTP Service Summary

FY 2025/26 Short Range Transit Plan

Excluded Routes

	FY 2022/23 Audited	FY 2023/24 Audited	FY 2024/25 Plan	FY 2024/25 3rd Qtr Actual	FY 2025/26 Plan
Fleet Characteristics					
Peak-Hour Fleet	2			1	1
Financial Data					
Total Operating Expenses	$707,419			$401,576	$457,613
Total Passenger Fare Revenue	$28,954			$10,419	$17,275
Net Operating Expenses (Subsidies)	$678,465			$391,157	$447,938
Operating Characteristics					
Unlinked Passenger Trips	3,767			4,406	6,600
Passenger Miles	18,082			14,496	21,714
Total Actual Vehicle Revenue Hours (a)	3,595.0			1,885.4	2,464.0
Total Actual Vehicle Revenue Miles (b)	88,273.0			41,491.0	54,766.0
Total Actual Vehicle Miles	93,248.0			44,265.0	58,442.0
Performance Characteristics					
Operating Cost per Revenue Hour	$196.78			$213.00	$185.72
Farebox Recovery Ratio	4.09%			2.59%	3.77%
Subsidy per Passenger	$180.11			$88.78	$67.87
Subsidy per Passenger Mile	$37.52			$26.98	$20.63
Subsidy per Revenue Hour (a)	$188.73			$207.47	$181.79
Subsidy per Revenue Mile (b)	$7.69			$9.43	$8.18
Passenger per Revenue Hour (a)	1.1			2.3	2.7
Passenger per Revenue Mile (b)	0.04			0.11	0.12

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

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- City of Beaumont -- SRTP Service Summary

FY 2025/26 Short Range Transit Plan

Non-Excluded Routes

	FY 2022/23 Audited	FY 2023/24 Audited	FY 2024/25 Plan	FY 2024/25 3rd Qtr Actual	FY 2025/26 Plan
Fleet Characteristics					
Peak-Hour Fleet	4	6	12	5	11
Financial Data					
Total Operating Expenses	$2,141,554	$2,928,600	$3,278,071	$1,810,345	$3,168,755
Total Passenger Fare Revenue	$327,024	$653,627	$422,050	$393,101	$541,803
Net Operating Expenses (Subsidies)	$1,814,530	$2,274,973	$3,188,021	$1,417,244	$3,005,475
Operating Characteristics					
Unlinked Passenger Trips	87,551	102,577	104,385	85,535	110,450
Passenger Miles	418,611	490,465	825,221	271,711	761,399
Total Actual Vehicle Revenue Hours (a)	15,355.4	19,685.4	19,934.0	13,555.3	18,194.0
Total Actual Vehicle Revenue Miles (b)	294,665.0	411,715.0	423,865.0	274,144.0	369,752.0
Total Actual Vehicle Miles	314,014.0	436,779.0	450,130.0	294,916.0	397,286.0
Performance Characteristics					
Operating Cost per Revenue Hour	$139.47	$148.77	$164.45	$133.55	$174.16
Farebox Recovery Ratio	15.27%	22.32%	12.87%	21.71%	17.09%
Subsidy per Passenger	$20.73	$22.18	$30.54	$16.57	$27.21
Subsidy per Passenger Mile	$4.33	$4.64	$3.86	$5.22	$3.95
Subsidy per Revenue Hour (a)	$118.17	$115.57	$159.93	$104.55	$165.19
Subsidy per Revenue Mile (b)	$6.16	$5.53	$7.52	$5.17	$8.13
Passenger per Revenue Hour (a)	5.7	5.2	5.2	6.3	6.1
Passenger per Revenue Mile (b)	0.30	0.25	0.25	0.31	0.30

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

Table 2.2A Excluded Routes					
Route #	**Mode (FR/DAR)**	**Service Type (DO/CO)**	**Route Description**	**Date of Implementation**	**Exemption End Date**
Casino Express	FR	DO	Weekday transportation service available from Beaumont Walmart to Industrial Beaumont and Morongo Casino.	July 2023	July 2026

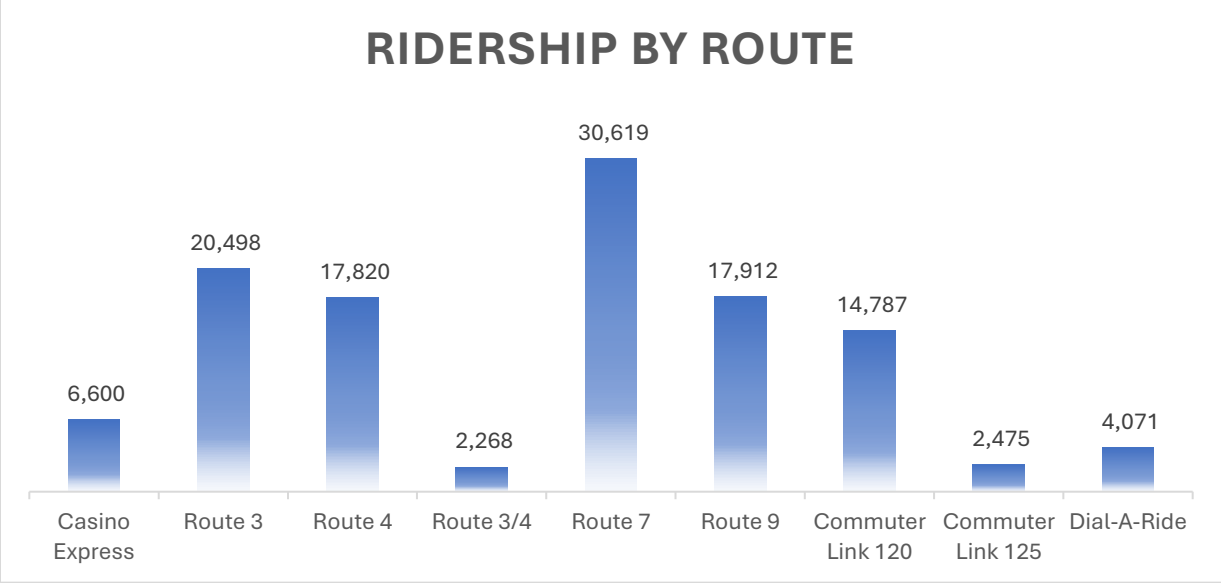
2.4 SERVICE PERFORMANCE

Table 2.3 shows key operational statistics for Beaumont Transit's planned services in FY 2025/26. The data is broken down by route to highlight how each service contributes to systemwide performance.

Systemwide, ridership is projected to exceed 117,000 boardings, with more than 783,000 passenger miles traveled. Total operating costs are estimated at $3.6 million, supported by a combination of passenger fares and funding sources such as LCTOP, Measure A, and, this year, State of Good Repair (SGR) funds.

Figure 2-3 below provides a snapshot of projected ridership by route. Local services (Routes 3, 4, 7, and 9) generate the highest boardings, while regional and specialized services like Commuter Link 120, Commuter Link 125, Casino Express, and Dial-A-Ride reflect smaller but important ridership segments.

Figure 2-3 Projected FY 2025/26 Ridership by Route



Commuter Link 120 (BEA-120) is projected to carry 14,787 passengers and nearly 400,000 passenger miles. Although it averages 2.45 passengers per hour, this service offers a critical alternative to driving, supporting regional mobility and reducing reliance on private vehicles.

Commuter Link 125 (BEA-125) which currently averages 1.13 passengers per hour and is expected to serve 2,475 passengers, provides essential access to educational institutions, healthcare facilities, and the recently launched Metrolink Arrow. Though productivity is lower, recent service expansions are anticipated to improve performance and increase ridership. Beaumont Transit is focused on aligning the route schedule more closely with college class times and VA appointment blocks, conducting targeted outreach to students,

veterans, and commuters, and promoting regional connections through the Arrow line. The goal is to increase productivity over the next year and evaluate additional adjustments through the upcoming Comprehensive Operational Analysis (COA).

Local Routes 3 (BEA-3) and 4 (BEA-4) provide core weekday service within Beaumont, carrying 20,498 and 17,820 boardings. Route 3 averages 7.89 passengers per hour, while Route 4 averages 6.06 passengers per hour and operates at a slightly lower cost per passenger. These routes form the backbone of our local transit, offering reliable access to employment, schools, and shopping.

Routes 7 (BEA-7) and 9 (BEA-9) are the system's top performers, operating primarily during peak service hours to align with school schedules. These routes serve key corridors and provide critical transportation to local middle and high schools, with most of the ridership made up of students. Route 7 averages 22.78 passengers per hour and serves over 30,000 boardings, while Route 9 leads the network with 27.26 passengers per hour and nearly 18,000 boardings. Both routes demonstrate strong ridership and financial performance, with farebox recovery rates exceeding 23%.

Saturday service on Route 3/4 (BEA-3/4) reflects lower weekend demand but remains an important mobility option, carrying 2,268 boardings and averaging 5.01 passengers per hour.

Casino Express (BEA-CExp) shows low cost-efficiency, with a farebox recovery rate of 3.77% and an average of 2.68 passengers per hour. However, it serves a unique area of Beaumont not covered by other public transit. Its future will be evaluated in the upcoming COA.

Dial-A-Ride (BEA-DAR) is projected to serve close to 4,000 passengers, with an average of 2.05 passengers per hour. Like most paratransit services, it has a higher cost per ride but remains essential for providing mobility options to individuals with disabilities.

Systemwide, Beaumont Transit is projected to average 5.67 passengers per revenue hour, with a cost per passenger of $29.50. These indicators will help guide service planning efforts during the COA scheduled to begin this year.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics

City of Beaumont -- 2

FY 2025/26

All Routes

Data Elements

Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Measure-A Revenue	LCTOP Revenue
BEA-120	All Days	2	14,787	397,020	6,032	6,514	179,922	185,680	$1,076,623	$31,200	$144,124	$40,000
BEA-125	Weekday	1	2,475	47,527	2,186	2,371	62,888	65,298	$369,958	$5,393	$61,999	$6,600
BEA-3	Weekday	1	20,498	67,439	2,598	2,931	33,830	38,730	$380,237	$26,254	$0	$28,500
BEA-3/4	Saturday	1	2,268	7,462	453	508	6,242	6,802	$89,673	$3,258	$0	$2,800
BEA-4	Weekday	1	17,820	58,628	2,942	3,144	30,686	32,830	$422,634	$25,375	$0	$20,500
BEA-7	Weekday	2	30,619	100,736	1,344	1,866	26,578	33,360	$345,829	$37,471	$0	$43,500
BEA-9	Weekday	1	17,912	58,932	657	923	10,448	13,300	$189,289	$22,140	$0	$23,500
BEA-CExp	Weekday	1	6,600	21,714	2,464	2,793	54,766	58,442	$457,613	$9,675	$0	$7,600
BEA-DAR	All Days	2	4,071	23,655	1,982	2,184	19,158	21,286	$294,512	$12,189	$0	$7,000
		12	117,050	783,113	20,658	23,234	424,518	455,728	$3,626,368	$172,955	$206,123	$180,000

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics

City of Beaumont -- 2

FY 2025/26

All Routes

Performance Indicators

Route #	Day Type	Net Subsidy	Operating Cost Per Revenue Mile	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
BEA-120	All Days	$1,045,423	$178.49	$5.98	$72.81	19.99%	$70.70	$2.63	$173.31	$5.81	2.45	0.08
BEA-125	Weekday	$364,565	$169.24	$5.88	$149.48	20.00%	$147.30	$7.67	$166.77	$5.80	1.13	0.04
BEA-3	Weekday	$353,983	$146.36	$11.24	$18.55	14.39%	$17.27	$5.25	$136.25	$10.46	7.89	0.61
BEA-3/4	Saturday	$86,415	$197.95	$14.37	$39.54	6.75%	$38.10	$11.58	$190.76	$13.84	5.01	0.36
BEA-4	Weekday	$397,259	$143.66	$13.77	$23.72	10.85%	$22.29	$6.78	$135.03	$12.95	6.06	0.58
BEA-7	Weekday	$308,358	$257.31	$13.01	$11.29	23.41%	$10.07	$3.06	$229.43	$11.60	22.78	1.15
BEA-9	Weekday	$167,149	$288.11	$18.12	$10.57	24.11%	$9.33	$2.84	$254.41	$16.00	27.26	1.71
BEA-CExp	Weekday	$447,938	$185.72	$8.36	$69.34	3.77%	$67.87	$20.63	$181.79	$8.18	2.68	0.12
BEA-DAR	All Days	$282,323	$148.59	$15.37	$72.34	6.51%	$69.35	$11.94	$142.44	$14.74	2.05	0.21
		$3,453,413	$175.54	$8.54	$30.98	15.41%	$29.50	$4.41	$167.17	$8.13	5.67	0.28

2.5 PRODUCTIVITY IMPROVEMENT EFFORTS

In FY 2025/26, Beaumont Transit will continue to monitor system performance, gather rider feedback, and coordinate with other agencies to maintain reliable service. While no major service changes are planned this year, ongoing efforts are focused on service quality, financial oversight, and planning for future improvements.

Performance data and ridership trends are reviewed regularly to support decision-making. Rider input is collected throughout the year via phone, email, and in-person feedback. Suggestions that require broader service changes are tracked and considered during the annual Short-Range Transit Plan process.

Coordination remains active with regional transit providers including RTA, Banning Connect, Omnitrans, and Metrolink. Partner schedules are reviewed to identify potential alignment improvements that support better transfers and regional connectivity. Service announcements and updates continue to be shared using tools such as Facebook, the Transit App, and Google Transit.

The next Comprehensive Operational Analysis (COA) is scheduled to begin in FY 2024/25 and continue through FY 2025/26. This study will evaluate current operations and provide updated recommendations to help guide long-term service planning.

Financial performance and ridership are monitored monthly to ensure the system remains within budget and responsive to demand. This regular oversight helps Beaumont Transit manage resources effectively and maintain a stable level of service.

2.6 MAJOR TRIP GENERATORS

Recent boarding data shows that the busiest stops in the Beaumont Transit system are located near major destinations such as Walmart, Beaumont High School, Mountain View Middle School, and San Gorgonio Memorial Hospital. These locations consistently generate high ridership due to their connections to shopping, education, and healthcare services.

Additional boarding activity is concentrated near major employers like Amazon, Casino Morongo and along corridors such as 6th Street, which serves a mix of residential and commercial areas. Routes operating during peak school hours continue to see strong demand, particularly those serving local high schools and middle schools.

Beaumont Transit also operates commuter services that connect riders to key destinations outside of Beaumont, including San Bernardino, Crafton Hills College in Yucaipa, Redlands, and the Loma Linda VA Hospital. These commuter routes provide access to the

San Bernardino Transit Center and Redlands Transit Center, where passengers can transfer to Metrolink and other regional transit providers for expanded travel options. Notably, the San Bernardino Transit Center is among the busiest stops in the entire system.

Transfer activity within Beaumont is also a major driver of ridership. Locations such as Walmart and San Gorgonio Memorial Hospital serve as key connection points with RTA and Banning Connect, allowing passengers to continue their trips across the region.

Beaumont Transit continues to use stop-level boarding data to track travel patterns and identify areas of highest demand. These insights will help guide future planning efforts, including the upcoming Comprehensive Operational Analysis, which is scheduled to begin in FY 2024/25.

2.7 RECENT SERVICE CHANGES

Casino Express

In FY 2024/25, Beaumont Transit increased service hours on the Casino Express route, building on the success of the previous years service expansion to Beaumont's industrial area. The route continues to serve key employment centers, the Cabazon Outlets, and Casino Morongo. As of the mid-year point, ridership on the Casino Express has already surpassed the total ridership for all of FY 24, highlighting sustained growth and continued demand.

Commuter Link 125

Commuter Link 125 was expanded in FY 2024/25 to include service to Crafton Hills College in Yucaipa. This important addition makes this service the only public transit connection between the Pass Area and the Yucaipa region, including access to the local college. At the mid-year point, ridership on Commuter Link 125 has doubled compared to the same period in FY24, reflecting strong demand for this new connection and its value to students and the broader community.

CHAPTER 3. SERVICE PLANS, FARE CHANGES, CAPITAL PLANNING, AND MARKETING

3.1 PLANNED SERVICE CHANGES

There are no major route changes planned for the upcoming fiscal year. However, Beaumont will continue to monitor routes and make schedule adjustments as needed to improve transfers and keep buses on time.

The upcoming COA study is expected to provide guidance for future improvements. As part of this study, there will be an assessment to determine the feasibility of microtransit services, along with recommendations for potential route redesigns.

3.2 MARKETING PLANS, STUDIES AND PROMOTIONS

Beaumont Transit has created a new transit booklet as part of its marketing efforts to help the community better understand and use the bus system. The booklet will be printed soon and made available on buses, at local schools, community centers, and transit hubs.

In addition to printed materials, Beaumont Transit participates in local events such as parades and food drives to promote its services and connect with the community. These efforts help attract new riders and build awareness.

As part of the city's website redesign, the transit page was identified as one of the most visited sections. When the new site launches, transit will be featured prominently on the front page with a graphic icon, making it easy for users to access real-time bus information, schedules, and other transit information. Beaumont also plans to expand its social media presence by launching an Instagram account to reach more riders.

To help more people confidently use public transportation, Beaumont will continue offering group travel training. These sessions guide riders on how to use the bus system and connect with regional transit services to reach destinations across Southern California.

A three-year discounted fare program launched in 2023, offering reduced fares for all passengers on all services. The current rates are 25-cent rides on fixed-route buses, $1 rides on Commuter Link, and 50-cent rides on Dial-A-Ride. This promotion is expected to continue through July 2026 and will expand to include free rides for youth riders.

Moreover, Beaumont Transit will offer free fares for all riders on the following days:

- Car Free Day
- California Clean Air Day

- Rideshare Week
- Election Day
- New Year's Eve
- Transit Equity Day
- Earth Day
- Dump the Pump Day

3.3 PROJECTED RIDERSHIP GROWTH

Systemwide ridership has steadily increased over the past few years, which is a positive trend. For FY 26, ridership is projected to grow by 3% compared to the year-end estimate for FY 25.

Beaumont is taking a conservative approach to these projections, as no major service changes or expansions are planned this year. Dial-A-Ride ridership has declined compared to last year and is expected to remain steady. However, Commuter Link ridership is expected to increase 3% over the FY 25 year-end estimate. Fixed-route service is also expected to see a 4% increase in ridership.

Figure 3-1 Systemwide Ridership



Figure 3-2 Dial-A-Ride Ridership

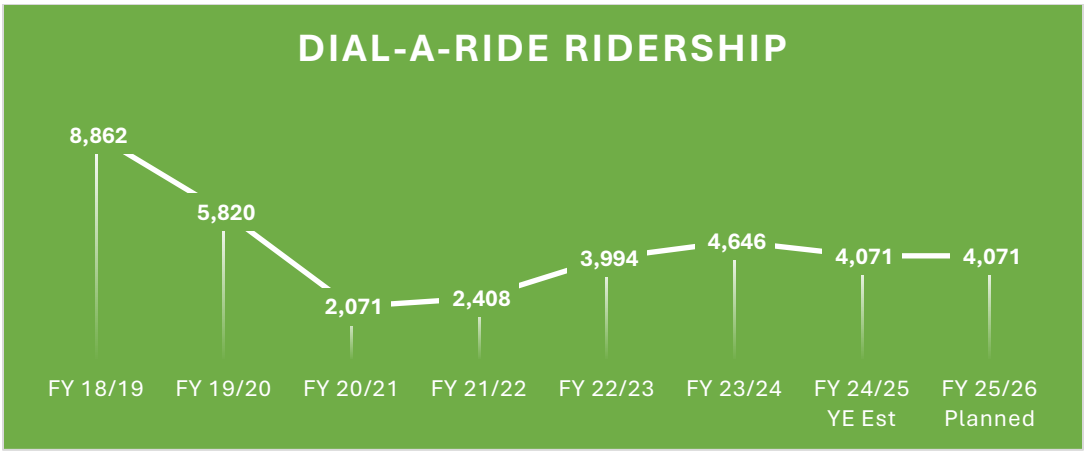


Figure 3-3 Commuter Link Ridership

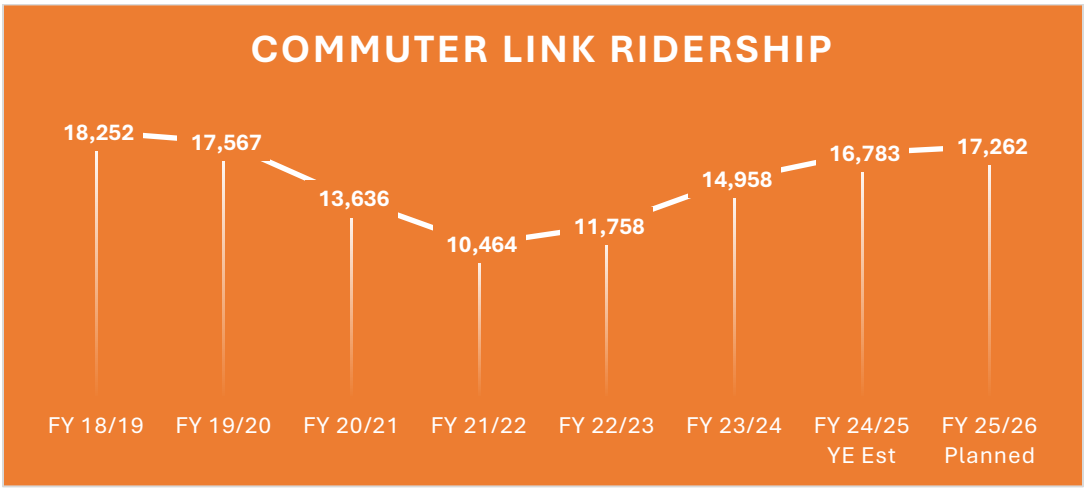
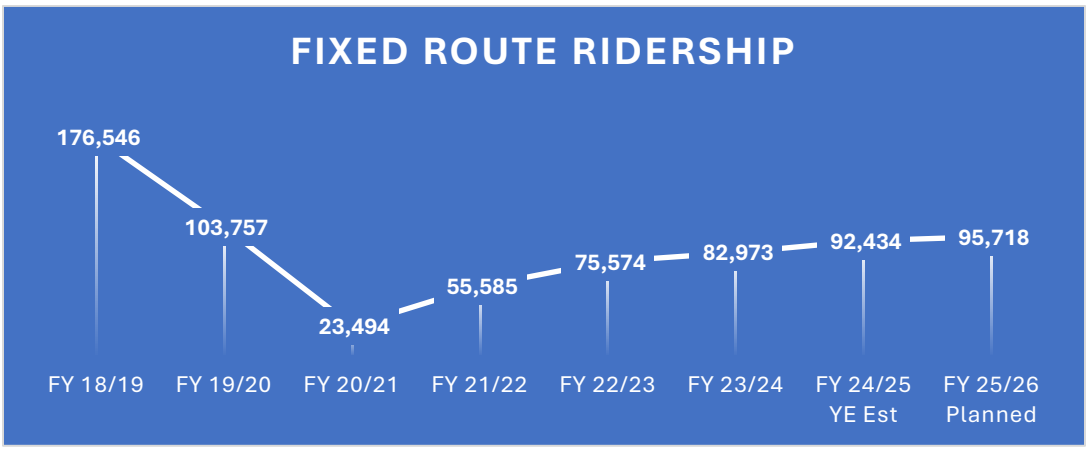


Figure 3-4 Fixed Route Ridership



Source: Beaumont Transit Annual Passenger Counts

3.4 PROPOSED FARE STRUCTURE CHANGES

Beaumont Transit raised fares by 20% in July 2023, but no further increases are planned at this time. A fare study as part of the forthcoming COA will be conducted to review future pricing and potential discount opportunities while ensuring transit remains affordable and accessible for the community.

3.5 CAPITAL IMPROVEMENT PLANNING

Zero-emission Buses

Over the next few years, Beaumont will begin replacing older buses with zero-emission vehicles. These buses will help reduce emissions and improve air quality while ensuring a reliable fleet. The necessary infrastructure is currently in the design phase, and bus purchases will follow as funding becomes available. Grants will play a key role in funding this transition.

Future Contactless Payment System

To make paying for bus rides simpler and more convenient, Beaumont plans to adopt contactless payment options. This system will modernize the fleet and allow passengers to pay fares easily using credit/debit cards, mobile wallets, and other electronic payment methods. As part of this effort, Beaumont will explore opportunities through the California Integrated Travel Project (Cal-ITP). Grant funding will be pursued to help bring this technology to the system.

CHAPTER 4. FINANCIAL PLANNING

4.1 OPERATING AND CAPITAL BUDGET

Table 4.0 below shows Beaumont's proposed FY 2025/26 Operating and Capital budget developed in alignment with the agency's goals to deliver safe, reliable, and efficient service while supporting ridership growth and maintaining fiscal responsibility.

The total proposed budget is $3,898,609, with $3,626,368 allocated to operating expenses and $272,241 set aside for capital projects.

Operating Budget

The proposed operating budget represents an increase of $348,297, or 10.6%, compared to the FY 2024/25 budget. This increase is primarily due to rising salary and benefit costs, along with higher internal service charges. The budget includes a 5% cost of living

adjustment and a 2.5% merit increase, as outlined in the union agreement. To better align with day-to-day needs, the agency is also proposing to convert a Lead Driver position into a Supervisor role.

Internal service charges are projected to increase by approximately $34,000 based on the City's cost allocation plan. The budget also includes $61,500 for capitalized preventive vehicle maintenance using SGR funds. This is a targeted investment for the upcoming fiscal year to help rehabilitate older vehicles, reduce long-term maintenance costs, and extend the useful life of the fleet. This level of funding is not expected to continue in future years.

Operating expenses will be funded through a mix of sources, including:

- Passenger Fares
- Low Carbon Transit Operations Program (LCTOP)
- Measure A
- EV Charging Station Revenue
- Interest
- Local Transportation Funds (LTF)
- State of Good Repair (SGR)

Capital Budget

The proposed $272,241 capital budget is dedicated to two key projects: Bus Stop Improvements and the Beaumont Transit Yard. Table 4.0 also reflects a reallocation of $1,020,838 from closed projects to further support the Transit Yard. Funding for these projects will be from State Transit Assistance (STA).

Bus Stop Improvements

Bus Stop Improvement funds will go toward adding new amenities and upgrades at stops identified in the Bus Stop Improvement Plan. These improvements include things like new shelters, benches, lighting, updated signage, and better accessibility. This would all be designed to make the rider experience safer, more comfortable, and more convenient

One of the major upgrades will focus on one of our busiest stops, which serves 10 bus routes and 4 different transit agencies. Enhancing this location will make transfers easier and help improve the overall flow of service for hundreds of daily riders.

Beaumont Transit Yard

The new Transit Yard will be a major milestone for Beaumont Transit, featuring CNG and hydrogen fueling stations, electric vehicle (EV) chargers, new maintenance and operations

buildings, and a solar energy system. While it's being built primarily to support the transit fleet, some of the fueling infrastructure will also be open to the public, creating a new source of revenue to help offset operating costs.

This facility plays a key role in Beaumont Transit's long-term plan to shift toward a zero-emission fleet. It will be the agency's first on-site fueling and maintenance center, helping improve day-to-day efficiency, reduce downtime, and support more reliable service. So far, $14.35 million in funding has been secured, but there's still a gap of about $12.6 million. If the proposed STA reallocation is approved, that gap would shrink to just over $11.5 million.

To help close the rest of the gap, the City has applied for an $11.2 million competitive grant. If awarded, Beaumont is ready to cover the remaining cost to complete the project all at once. The City will also pay for a portion of the maintenance facility to meet its own vehicle service needs.

Originally, the FY 2024/25 Short Range Transit Plan considered sharing the space with other City departments, but a recent feasibility review showed the site isn't large enough. As a result, the entire facility will be used exclusively for transit.

If full funding doesn't come through, Beaumont Transit is ready to move forward in phases. The first phase would prioritize building the fueling stations and maintenance facility which are essential to improving operations. Because some funding sources are restricted in how they can be used, the STA reallocation will be applied strategically to make sure these core components are completed and keep the project on track.

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

City of Beaumont

Original

Operating

Project	Total Amount of Funds	FARE	INT	LCTOP PUC99313	LTF	MA IB	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314					
1) Operating Assistance	$1,427,662	$13,741	$35,555	$118,800	$1,168,740		$65,201	$25,625								
2) Commuter Link 120	$1,076,621	$14,482	$5,899	$40,000	$845,923	$144,124	$10,818	$11,518	$3,857							
3) Commuter Link 125	$369,958	$2,594	$988	$6,600	$285,716	$61,999	$1,811	$10,250								
4) Dial A Ride	$294,512	$7,586	$1,624	$7,000	$275,323		$2,979									
5) Casino Express	$457,612	$2,213	$2,633	$7,600	$430,087		$4,829	$10,250								
Sub-total Operating	$3,626,365	$40,616	$46,699	$180,000	$3,005,789	$206,123	$85,638	$57,643	$3,857	$0	$0					

Capital

Project	Total Amount of Funds	FARE	INT	LCTOP PUC99313	LTF	MA IB	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314					
Beaumont Transit Yard - 26-01	$1,020,838									$998,597	$22,241					
Bus Stop Improvements - 26-02	$250,000									$250,000						
CNG Compressor and Upgrade Feasibility - 25-05	$-69,627									$-69,627						
Replacement Vehicles EZ Rider II - 23-01	$-204,656									$-204,656						
Seven EZ Rider II CNG Buses - 24-01	$-694,838									$-694,838						
Shop Tools - 20-05	$-23									$-23						
Support Vehicles - 24-02	$-1,130									$-1,130						
Two Hybrid Support Vehicles - 23-04	$-6,770									$-6,770						
Two Shop Trucks - 23-03	$-10,372									$-10,372						
Video Camera Purchase and Installation - 22-02	$-11,181									$-11,181						
Sub-total Capital	$272,241	$0	$0	$0	$0	$0	$0	$0	$0	$250,000	$22,241					
Total Operating & Capital	$3,898,606	$40,616	$46,699	$180,000	$3,005,789	$206,123	$85,638	$57,643	$3,857	$250,000	$22,241					

FY 2025/26 Projected Funding Details	
FARE	$40,616
INT	$46,699
LCTOP PUC99313	$180,000
LTF	$3,005,789
MA IB	$206,123
OTHR LCL	$85,638
SGR PUC99313	$57,643
SGR PUC99314	$3,857
Total Estimated Operating Funding Request	$3,626,365
SGR PUC99313	$0
SGR PUC99314	$0
STA PUC99313	$250,000
STA PUC99314	$22,241
Total Estimated Capital Funding Request	$272,241
Total Funding Request	**$3,898,606**

FY 2025/26 SRTP

City of Beaumont

Table 4.0 A - Capital Project Justification

Original

Project Number: 26-01

FTIP No: Not Assigned - New Project

Project Name: Beaumont Transit Yard

Category: Buildings and Facilities

Sub-Category: Expansion

Fuel Type: N/A

Project Description: The project will include a CNG and hydrogen fueling station, vehicle maintenance and operations facilities, EV charging stations, and a solar system with backup powerwalls. Along with private fueling options for the buses, both public hydrogen and CNG fueling stations will be available, offering more low and zero-emission fueling choices. Revenue from these stations will help support transit operations. For FY26, additional funding will come from reallocating funds from completed projects and 99314 formula funds. Beaumont is also actively seeking competitive grants to fill the remaining funding gap.

Project Justification: Consolidating all zero-emission infrastructure at one site ensures operational efficiency , streamlines maintenance, and fulfills the requirements of Beaumont's adopted ZEB rollout plan. This project also addresses the need for expanded operations and maintenance facilities and will add the agency's first on-site fueling stations to support daily transit operations.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2025/26	$998,597
STA PUC99314	FY 2025/26	$22,241
Total		$1,020,838

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
		24-05	
		25-01	
		24-05	
		25-01	

FY 2025/26 SRTP

City of Beaumont

Table 4.0 A - Capital Project Justification

Original

Project Number: 26-02

FTIP No: Not Assigned - New Project

Project Name: Bus Stop Improvements

Category: Bus Stop and Amenities

Sub-Category: Expansion

Fuel Type: N/A

Project Description: Install bus stop amenities and upgrades identified in the Bus Stop improvement plan, which is scheduled for completion in FY 2025/26. Improvements may include shelters, benches, lighting, signage, and accessibility enhancements to improve the passenger experience.

Project Justification: Upgrading bus stops will enhance safety, accessibility, and comfort for riders, encouraging increased use of transit.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2025/26	$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/SRTP Project No.	Description

Tables 4.1 and 4.2 below outline the funding plans for FY 2026/27 and 2027/28. Funding sources are anticipated to be the same for these years. The operating budget projections are based on maintaining the current level of service, with a year-over-year inflation rate applied and anticipated cost increases tied to union personnel contracts. Revenue assumptions were carried forward based on current trends. The capital budget estimates reflect longer-term needs and priorities. These projections are for planning purposes only and may change as priorities or funding availability shift.

Farebox Recovery Calculation

Table 4B below reflects the historical and planned farebox recovery ratio. This table provides the farebox recovery ratio as reflected on the annual audit both with and without exclusions.

TABLE 4B				
#	Farebox Recovery Factors	Actuals from FY2023/24 Audit	FY2024/25 YE Est.	FY2025/26 Plan
1	Passenger Fares	101,975	57,254	40,617
2	LCTOP	117,838	112,130	180,000
3	Measure A	199,000	199,000	206,123
4	Local Funds	234,815	174,030	132,338
8	Gross Revenue	653,628	542,414	559,078
9	Revenue Exclusion (Excluded Routes)	(20,872)	(23,605)	(36,465)
10	Net Revenue	632,756	518,809	522,613
11	Gross Expenses	3,573,593	3,079,799	3,626,368
12	Total Exclusions (Excluded Routes)	(1,100,761)	(600,865)	(752,125)
13	Net Expense	2,472,832	2,478,934	2,874,243
14	Farebox Recovery Ratio w/ Exclusions (Line 6/Line 9)	25.6%	20.9%	18.2%
15	Farebox Recovery Ratio Systemwide (Line 4/Line 7)	18.3%	17.6%	15.4%

Table 4.1 - Summary of Funding Requests - FY 2026/27

City of Beaumont

Original

Operating

Project	Total Amount of Funds	FARE	INT	LCTOP PUC99313	LCTOP PUC99314	LTF	MA IB	OTHR LCL	SGR PUC99313	SGR PUC99314	SGR-OB PUC99313	SGR-OB PUC99314	STA PUC99313	STA PUC99314		
1) Operating Assistance	$1,893,586	$17,795	$38,189	$89,144	$5,656	$1,671,021		$71,781								
2) Commuter Link 120	$1,086,637	$17,345	$5,899	$30,000		$869,310	$152,994	$11,089								
3) Commuter Link 125	$368,234	$3,116	$988	$4,950		$294,587	$62,737	$1,856								
4) Dial A Ride	$301,602	$7,933	$1,624	$5,250		$283,742		$3,053								
Sub-total Operating	$3,650,059	$46,189	$46,700	$129,344	$5,656	$3,118,660	$215,731	$87,779	$0	$0	$0	$0	$0	$0		

Capital

Project	Total Amount of Funds	FARE	INT	LCTOP PUC99313	LCTOP PUC99314	LTF	MA IB	OTHR LCL	SGR PUC99313	SGR PUC99314	SGR-OB PUC99313	SGR-OB PUC99314	STA PUC99313	STA PUC99314		
Farebox Upgrade & Contactless Payment Integration - 27-05	$250,000												$250,000			
Zero-Emission Buses - 27-04	$1,500,000												$1,500,000			
Zero-Emission Maintenance Equipment - 27-01	$200,000										$59,143	$3,857	$114,759	$22,241		
Sub-total Capital	$1,950,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$59,143	$3,857	$1,864,759	$22,241		
Total Operating & Capital	$5,600,059	$46,189	$46,700	$129,344	$5,656	$3,118,660	$215,731	$87,779	$0	$0	$59,143	$3,857	$1,864,759	$22,241		

FY 2026/27 Projected Funding Details

FARE	$46,189
INT	$46,700
LCTOP PUC99313	$129,344
LCTOP PUC99314	$5,656
LTF	$3,118,660
MA IB	$215,731
OTHR LCL	$87,779
SGR PUC99313	$0
SGR PUC99314	$0
Total Estimated Operating Funding Request	$3,650,059
SGR-OB PUC99313	$59,143
SGR-OB PUC99314	$3,857
STA PUC99313	$1,864,759
STA PUC99314	$22,241
Total Estimated Capital Funding Request	$1,950,000
Total Funding Request	**$5,600,059**

Table 4.2 - Summary of Funding Requests - FY 2027/28

City of Beaumont

Original

Operating

Project	Total Amount of Funds	FARE	INT	LCTOP PUC99313	LCTOP PUC99314	LTF	MA IB	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314				
1) Operating Assistance	$1,930,475	$17,888	$38,189	$90,092	$5,656	$1,705,434		$73,216								
2) Commuter Link 120	$1,107,985	$17,488	$5,899	$30,300		$886,388	$156,599	$11,311								
3) Commuter Link 125	$375,063	$3,142	$988	$5,000		$300,050	$63,990	$1,893								
4) Dial A Ride	$307,750	$7,950	$1,624	$5,303		$289,759		$3,114								
Sub-total Operating	$3,721,273	$46,468	$46,700	$130,695	$5,656	$3,181,631	$220,589	$89,534	$0	$0	$0	$0				

Capital

Project	Total Amount of Funds	FARE	INT	LCTOP PUC99313	LCTOP PUC99314	LTF	MA IB	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314				
Zero-Emission Buses - 28-02	$1,250,000								$61,143	$3,857	$1,162,759	$22,241				
Sub-total Capital	$1,250,000	$0	$0	$0	$0	$0	$0	$0	$61,143	$3,857	$1,162,759	$22,241				
Total Operating & Capital	$4,971,273	$46,468	$46,700	$130,695	$5,656	$3,181,631	$220,589	$89,534	$61,143	$3,857	$1,162,759	$22,241				

FY 2027/28 Projected Funding Details

FARE	$46,468
INT	$46,700
LCTOP PUC99313	$130,695
LCTOP PUC99314	$5,656
LTF	$3,181,631
MA IB	$220,589
OTHR LCL	$89,534
SGR PUC99313	$0
SGR PUC99314	$0
Total Estimated Operating Funding Request	$3,721,273
SGR PUC99313	$61,143
SGR PUC99314	$3,857
STA PUC99313	$1,162,759
STA PUC99314	$22,241
Total Estimated Capital Funding Request	$1,250,000
Total Funding Request	**$4,971,273**

4.2 REGULATORY AND COMPLIANCE REQUIREMENTS

AMERICAN WITH DISABILITIES ACT

The Americans with Disabilities Act (ADA) of 1990 prohibits discrimination and ensures equal opportunity and access for individuals with disabilities. Under the ADA, public transit operators are required to provide complementary paratransit service to individuals who are ADA-certified and are traveling within three-quarters of a mile of a local fixed-route bus during the same hours of operation as the fixed-route service. Beaumont remains fully compliant with ADA regulations.

TDA TRIENNIAL AUDIT

The Transportation Development Act (TDA) provides two major sources of funding for public transportation: Local Transit Funds (LTF) and State Transit Assistance (STA). These funds support the development and operation of public transportation services throughout California and are allocated to each county based on population, taxable sales, and transit performance.

As required by the TDA, RCTC commissioned Michael Baker International to conduct a Triennial Performance Audit to evaluate compliance and performance.

The audit recommendations are summarized in Table 4 below.

Table 4 TDA Triennial Audit Recommendations

TDA Triennial Audit FY 2019-2021 Recommendations	
Audit Recommendations	**Action Taken and Results**
1. Prepare and submit separate State Controller Transit Operators Financial Transactions Reports for general public transit and specialized service.	Completed in FY24. Separate reports were submitted for general public transit and specialized services as recommended.
2. Ensure timely completion and submittal of external TDA financial reports.	Beaumont typically submits audit materials in October. To support timely completion, it is recommended that the auditor's hiring entity communicate deadlines in advance. This coordination will help ensure all parties stay on schedule.
3. Regularly update the vehicle fleet list in TransTrack.	Beaumont continues to update the vehicle inventory list in TransTrack on a regular basis to ensure accuracy.

4. Re-engage with riders and collect user input.	Beaumont Transit conducted community surveys in FY23 and FY24 to gather feedback from riders and residents. Ongoing outreach and rider engagement will continue, including a major effort planned as part of the upcoming Comprehensive Operational Analysis (COA).

4.3 CAPITAL PROJECT STATUS

Table 4.4 below summarizes the status of Beaumont Transits existing capital projects and remaining funding as of March 2025. The projects are categorized by elements as shown in the legend below.

Legend	
Project Elements:	
1	Revenue Vehicle Purchases
2	Non-Revenue Vehicle Purchase
3	Vehicle Systems and Equipment
4	Building, Land and Facilities
5	Communication and Information Technology Systems
6	Transit Shelters and Amenities
7	Fixed Guideways and Tracks
8	Debt Service
9	Maintenance
10	Security
11	Planning/Feasibility
Funding Category:	
1	Fully Funded
2	Partially Funded

BEAUMONT TRANSIT
SHORT RANGE TRANSIT PLAN
FY2025/2026 - FY2027/2028

Table 4.4 Open Projects

Project Name	SRTP Capital Project No's	Project Element	Funding Category	Beg to End - Project Timeline	Total Project Cost	Programmed Funds (not including current FY)	FY26 Programmed Funds	Unfunded Balance as of current FY
Transit Yard	24-05, 25-01	4	2	FY 2023/24 - 2027/28	26,950,000	14,350,833	1,020,838	11,578,329
Brand & Logo Update	20-03	3	1	Currently - FY 2025/26	53,464	53,464	0	0
Shop Building Maintenance	17-4	9	1	Currently - FY 2025/26	50,000	50,000	0	0
Bus Stop Amenities	24-04	6	1	Currently - FY 2025/26	310,000	60,000	250,000	0
Comprehensive Operational Analysis	25-03	11	1	Currently - FY 2025/26	400,000	400,000	0	0
Shop Storage Tanks	25-04	3	1	Currently - FY 2025/26	15,000	15,000	0	0
CNG Compressor & Upgrade Feasibility	25-05	3	1	Unfeasible - Closing out	0	69,627	(69,627)	0
Replacement Vehicles EZ Rider II	23-01	1	1	Complete - Closing out	0	204,656	(204,656)	0
Seven EZ Rider II CNG Buses	24-01	1	1	Complete - Closing out	0	694,838	(694,838)	0
Shop Tools	20-05	9	1	Complete - Closing out	0	23	(23)	0
Support Vehicles	24-02	2	1	Complete - Closing out	0	1,130	(1,130)	0
Two Hybrid Support Vehicles	23-04	2	1	Complete - Closing out	0	6,770	(6,770)	0
Two Shop Trucks	23-03	2	1	Complete - Closing out	0	10,372	(10,372)	0
Video Camera Purchase & Installation	22-02	3	1	Complete - Closing out	0	11,181	(11,181)	0
								0
								0
								0
								0
								0
								0
								0
								0
								0
								0
								0
								0
								0
								0
14					**$ 27,778,464**	**$ 15,927,894**	**$ 272,241**	**$ 11,578,329**



BEAUMONT TRANSIT

BEAUMONT
CALIFORNIA

SRTP | FY 2025/26 - 2027/28

SHORT RANGE TRANSIT PLAN

FY 2025/26 through FY 2027/28

city of corona
TRANSIT SERVICE

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Executive Summary

The Riverside County Transportation Commission (RCTC) is the designated Regional Transportation Planning Agency with fiduciary and administrative oversight of transit operators in Riverside County. The Short-Range Transit Plan (SRTP) is a mandated planning document prepared by all Riverside County participating transit agencies to qualify for federal and state transit funds. The plan is prepared in compliance with the Transportation Development Act and submitted to the RCTC every year. Each year, RCTC reviews and approves the SRTP and allocates local, state, and federal funding. The SRTP is a living document that uses up-to-date information, financial resources, and performance targets for transit agencies to plan their transit services. Additionally, the SRTP is updated annually to provide RCTC updates and funding requests.

The City of Corona Transit Service prepared its three-year Short-Range Transit Plan for Fiscal Years (FY) 2025/26, 2026/27, and 2027/28. The plan includes the first year, FY 2025/2026, action plan, and budget funding request.

Guiding Principle

The City of Corona Transit Service desires to maintain a sustainable public transportation program that offers multiple transit options that are essential to ensuring uninterrupted mobility services to the community.

Mission Statement

The City of Corona Transit Service's mission is to provide a clean, safe, accessible, reliable, and customer-friendly transportation system that improves the quality of life in the community.

With the Guiding Principle and Mission Statement at the forefront, the City of Corona Transit Service program is working towards achieving the following goals while providing public transportation services that are financially sustainable within existing local, state, and federal funding programs and regulations in a cost-efficient manner:

Goal 1: Provide safe and convenient public transportation services to the residents of the City of Corona for employment, shopping, education, and social service trips. Safe and Accessible services are achieved through routine assessment of all transit infrastructure and execution of improvements, as needed. (Safe and accessible goal)

Goal 2: Ensure that all transit programs can be provided at a high quality of service. Quality of service is achieved through staffing experienced personnel, maintaining quality, safe fleets, reliable service, and, if possible, expanding service. (Service quality goal)

Goal 3: Provide an effective level of service in response to demonstrated community market needs. Service levels and needs are monitored through regular outreach with riders and with in-depth analysis of the entire transit system. (Service reliable and friendly goal)

Chapter 1 – System Overview and Service Profile

1.0 Introduction

The Short-Range Transit Plan (SRTP) sets the objectives and strategies for the City of Corona Transit Service (CCTS) by evaluating current transit system performance, projected demographic changes, operating and capital funding needs, anticipated funding from federal, state and local sources, and other factors to create a reasonable projection of conditions over the next three years (FY 2025/26 – 2027/28).

1.1 Description of Service Area

Corona is a suburban community located ~45 miles southeast of Los Angeles in western Riverside County, and it is situated at the junction of two major freeways, the 91 and 15. The City limits encompass approximately 39.2 square miles. The population is over 179,000, with the estimated median household income at $99,953. Within the City limits, there are 43 parks, 28 elementary and middle schools, five high schools, two Metrolink Train Stations, and the Corona Transit Center. The Corona Transit Center is owned and operated by Riverside Transit Agency. CCTS provides demand response Dial-A-Ride/paratransit service and fixed route service dubbed the Corona Cruiser services. The City contracts with the private sector to provide a turn-key transit operation. MV Transportation is the current operating contractor.

Dial-A-Ride (DAR) service commenced in 1977 and was available to the general public throughout the city of Corona service area until January 2, 2018. Based on the data gathered, it was determined that DAR service level changes were warranted, and the program was shifted to a Specialized Service model. DAR is now focused on transit services to the following rider groups: Seniors 60 and older, Persons with Disabilities, and persons certified under the Americans with Disability Act (ADA). DAR provides curb-to-curb service throughout the city of Corona and neighboring county areas of Coronita, El Cerrito, and Home Gardens as well as satellite locations in the City of Norco, i.e., Department of Motor Vehicles, Department of Public Social Services, and Norco College. The ADA requires complementary paratransit service to be provided within a ¾ mile of fixed-route services. CCTS provides citywide service and in some instances extends beyond the city limits to reach the most vulnerable group of rides. Door-to-door service is available upon request for Dial-A-Ride patrons certified under the ADA.

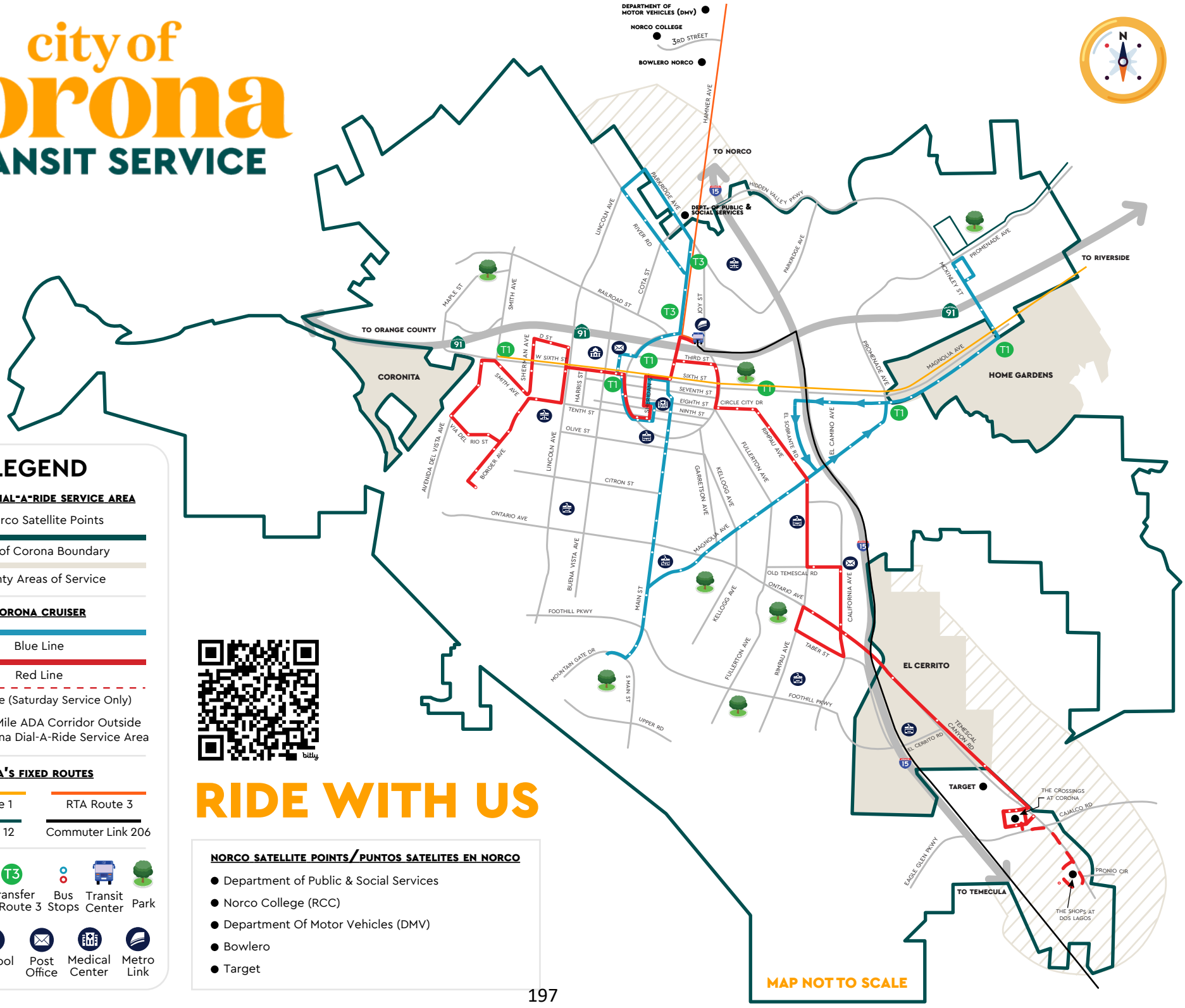
The Fixed Route Corona Cruiser (Cruiser) service commenced in 2001. The Cruiser's existing Blue and Redline route alignment dates to 2004 and has experienced minor adjustments. The existing routes provide access to commercial, retail, and residential areas, medical facilities, schools, municipal facilities/services, jobs, and links to other transit services.

For a detailed description of service by mode, see Table 1 and Section 1.3. Service maps are on the following pages.

TABLE 1 – INDIVIDUAL ROUTE DESCRIPTIONS AND AREA SERVICED

Mode	Route	Description	Service Area/Sites
Corona Cruiser			
Blue Line		WalMart at McKinley Street West through Home Gardens to River Run Apartments via Mountain Gate Park and downtown/Civic Center	McKinley Street shopping areas, Magnolia Avenue, Centennial High, Medical Facilities, Senior Center, Corona Library, Grand Avenue Post OfficeCorona Transit Center/North Main Corona Metrolink Station, Circle City Center (Community Center), North Main Street shopping area and restaurants
Red Line		The Crossings shopping area at Cajalco Road and Temescal Canyon Road through El Cerrito to the Walmart at Neighborhood Market at West Sixth Street via downtown/Civic Center	The Crossings shopping area, El Cerrito Midle School, Walmart, California Avenue Post Office, Centennial High, Corona Transit Center/North Main Corona Metrolink Station (selected AM & PM trip), Corona Library, Senior Center, Civic Center, Corona High and Walmart Neighborhood Market on West Sixth Street near Smith Avenue. Service is extended to The Shops at Dos Lagos on Saturdays.
Dial-A-Ride			
City-Wide		Demand Response / Reservation based service	City-wide, neighboring county areas of Coronita, El Cerrito and Home Gardens as well as the following statellite locations in the City of Norco: Department of Motor Vehicles, Department of Public Social Services, Target, Bowlero Norco Lanes and Norco College

city of corona
TRANSIT SERVICE



LEGEND

CORONA DIAL-A-RIDE SERVICE AREA

- Norco Satellite Points
- City of Corona Boundary
- County Areas of Service

CORONA CRUISER

- Blue Line
- Red Line
- Red Line (Saturday Service Only)
- 3/4 Mile ADA Corridor Outside Corona Dial-A-Ride Service Area

RTA'S FIXED ROUTES

- RTA Route 1
- RTA Route 3
- RTA Route 12
- Commuter Link 206

T1 Transfer to Route 1 · T3 Transfer to Route 3 · Bus Stops · Transit Center · Park

City Hall · School · Post Office · Medical Center · Metro Link

RIDE WITH US

NORCO SATELLITE POINTS / PUNTOS SATELITES EN NORCO

- Department of Public & Social Services
- Norco College (RCC)
- Department Of Motor Vehicles (DMV)
- Bowlero
- Target

MAP NOT TO SCALE

1.2 Population Profile and Demographic

Based on the 2018-2022 American Community Survey 5-year Estimate, CCTS serves a diverse population of 179,187[1] city residents. That diversity is reflected in the table below, which includes the City of Corona and El Cerrito, Home Gardens, and Coronita in the unincorporated county areas.

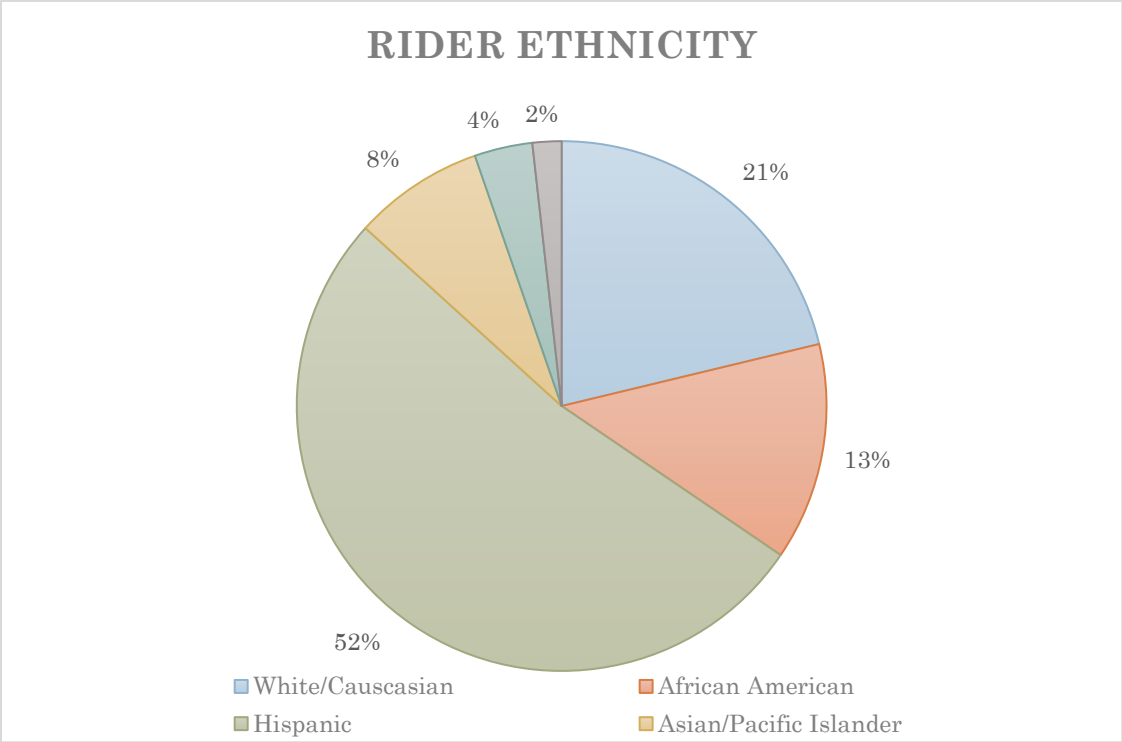
City Population and Diversity

Demographic		Population Estimate	Percent
Race			
	Total population	158,839	100.0%
	One race	132,615	83.5%
	Two or more races	26,224	16.5%
	One race	132,615	83.5%
	White	66,107	41.6%
	Black or African American	8,429	5.3%
	American Indian and Alaska Native	1,997	1.3%
	Asian	18,281	11.5%
	Native Hawaiian and Other Pacific Islander	443	0.3%
	Some other race	37,358	23.5%
	Two or more races	26,224	16.5%
	White and Black or African American	842	0.5%
	White and American Indian and Alaska Native	1,097	0.7%
	White and Asian	2,578	1.6%
	White and Some Other Race	17,995	11.3%
	Black or African American and American Indian and Alaska Native	140	0.1%
	Black or African American and Some Other Race	382	0.2%
Hispanic or Latino and Race			
	Total population	158,839	100.0%
	Hispanic or Latino (of any race)	76,665	48.3%
	Mexican	65,547	41.3%
	Puerto Rican	1,364	0.9%
	Cuban	1,288	0.8%
	Other Hispanic or Latino	82,174	51.7%
	Not Hispanic or Latino	82,174	51.7%
	White alone	49,849	31.4%
	Black or African American along	7,814	4.9%
	American Indian and Alaska Native alone	331	0.2%
	Asian alone	17,689	11.1%
	Native Hawaiian and Other Pacific Islander alone	387	0.2%
	Some other race alone	797	0.5%
	Two or more races	5,307	3.3%

Source: U.S. Census Bureau, 2019-2023 American Community Survey 5-Year Estimate

[1] 2023 ACS 5-Year Estimates – US Census Bureau: DP05: ACS Demographic and ... - Census Bureau Table

The following graph depicts the racial makeup of the riders, which closely mirrors the demographics of the City of Corona as a whole based on the onboard survey conducted during the Comprehensive Operations Analysis in February 2023.



The median household income in the City of Corona is $104,871[2] which is greater than the California state median of $95,521[3]. However, pursuant to the COA, 51% of the employed riders report making less than $25,000. Because of these lower income levels, a large portion of employed ridership may be entirely dependent on transit for their mobility needs.

[2] 2023 ACS 1-Year Estimate for City of Corona – US Census Bureau: S1901: Income in the Past 12 Months ... - Census Bureau Table

[3] 2023 ACS 1-Year Estimate for California – US Census Bureau: S1901: Income in the Past 12 Months ... - Census Bureau Table

The table below lists passenger characteristics for DAR and Cruiser service. Passenger characteristic estimates are based on data compiled over the first nine (9) months of FY 2024/25.

Passenger Characteristics

Dial-A-Ride		Corona Cruiser	
Seniors	34.8%	General Public	27.7%
Persons with Disabiities	44.6%	Students	38.5%
ADA Certified	17.1%	Seniors/Persons with Disabilities	32.1%
Personal Care Attendants	1.8%	RTA Transfers	0.6%
Companion	1.2%	Metrolink Transfers	0.1%
Children	0.4%	Children	0.6%

While seniors 60 and over account for 17[4] percent of the population, they, however, represent over 30 percent of the riders systemwide. Nine percent of the population is characterized by a disability[5], yet, riders in this category account for 45 percent for Dial-A-Ride and 2 percent for Cruiser. The majority of Persons with Disabilities utilize Dial-A-Ride to commute to Adult Day Care centers. Student ridership accounts for 38.5% of the riders a 7% increase from the previous fiscal year.

1.3 Description of Services

Fixed Route Service – Corona Cruiser: Blue and Red Lines

The Blue Line serves the McKinley Street retail area, then travels on to Magnolia Avenue and Main Street to the River Road area. This route passes by many trip generators such as hospitals, medical facilities, schools, public service agencies, senior center, library, civic center, community center and commercial/retail areas. This route serves the following schools: Centennial High School, Corona Fundamental Intermediate School, and Lee Pollard High School. This route also serves the unincorporated area of Home Gardens. The Blue Line operates with a frequency of 60-67 minutes.

The Red Line connects the residential areas of central Corona with commercial and retail areas along Sixth Street and the Ontario Avenue/California Avenue industrial and retail area. The Red Line also covers South Corona along Ontario Avenue, to, Temescal

[4] 2023 ACS 5-year Estimate – US Census Bureau: S0102: Population 60 Years and Over - Census Bureau Table

[5] 2022 ACS 5-Year Estimate for Disability Characteristics – US Census Bureau: S1810: Disability Characteristics - Census Bureau Table

Canyon Road to serve the El Cerrito county area and The Crossings shopping complex at Cajalco Road. This route serves the following schools: Centennial High School, Corona High School and El Cerrito Middle School, as well as the library, community center and Corona Transit Center and North Main Corona Metrolink Station (on selected AM & PM trips). The service is extended to The Shops at Dos Lagos on Saturdays. The Red Line operates with a frequency of 50-66 minutes.

The Cruiser schedule is as follows:

	Blue Line	Red Line
Monday – Friday	6:30 a.m. – 7:09 p.m.	6:30 a.m. – 7:05 p.m.
Saturday	8:52 a.m. – 3:50 p.m.	9:00 a.m. – 5:09 p.m.
Sunday	no service	no service

The Cruiser does not operate on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

Corona Dial-A-Ride/Paratransit Service

Dial-A-Ride (DAR) provides specialized service to seniors (60 and older), persons with disabilities, and individuals certified for complementary paratransit service under the Americans with Disabilities Act. Reservations for DAR service can be made one (1) to fourteen (14) days in advance; same-day service may be accommodated if space is available. DAR provides curb-to-curb service throughout the city of Corona and neighboring county areas of Coronita, El Cerrito, and Home Gardens, as well as satellite locations in the City of Norco (Department of Motor Vehicles, Department of Public Social Services, and Norco College). Door-to-door assistance for ADA certified passengers is available upon request when:

- Drivers can maintain visibility of the bus at all times;
- The outermost door is within 150 feet from the bus;
- Driver safety and security is maintained; and
- A safe parking area is available.

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

Individuals certified for ADA complementary service are afforded priority service, expanded service hours to match the Corona Cruiser hours, and the ability to leave voicemail message reservations on Sundays and Holidays for next-day service.

The DAR schedule is as follows:

	Non-ADA Complementary	ADA Complementary Paratransit
Monday – Friday	6:42 a.m. – 6:00 p.m.	6:30 a.m. – 7:09 p.m.
Saturday	8:52 a.m. – 5:09 p.m.	8:52 a.m. – 5:09 p.m.
Sunday	no service	no service

DAR service does not operate on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

1.4 Operating Data for Corona Transit Services

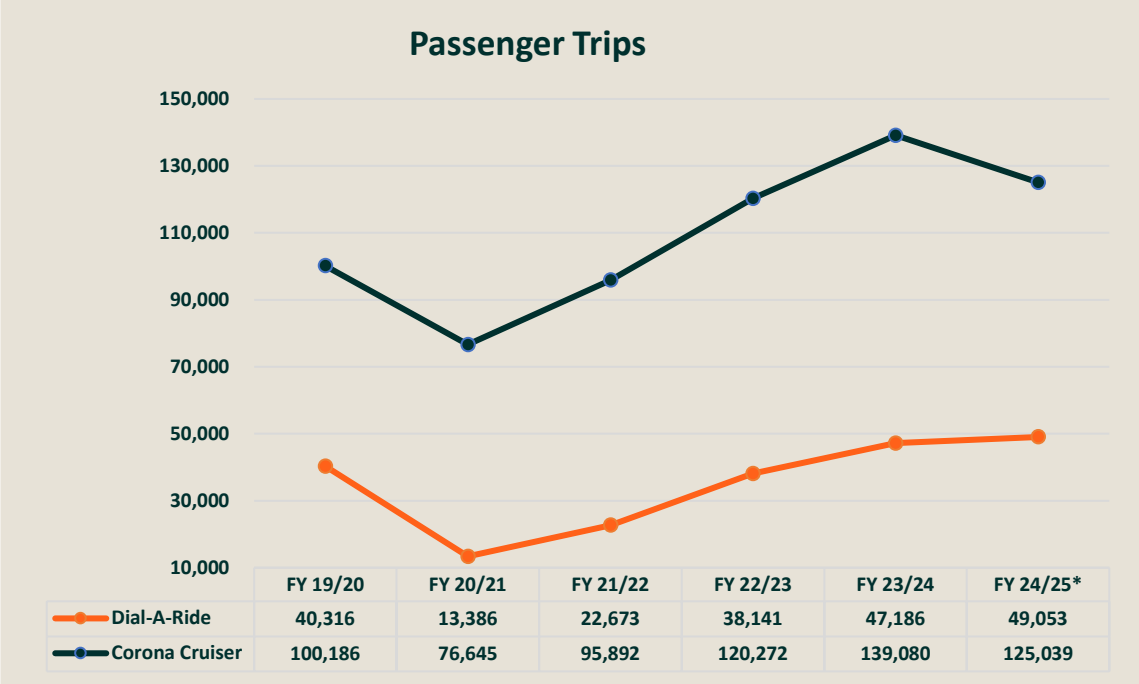
The table below reflects FY 2024/25 planned versus year-end estimates using data from July 2024 through March 2025.

Performance Indicator	Planned	Yearend Estimate
Operating Expense	$ 3,754,492	$ 3,365,285
Fare Revenue*	$ 366,303	$ 388,626
Passenger Trips	210,845	174,092
Vehicle Revenue Hours (VRH)	28,820	28,440
Vehicle Revenue Miles (VRM)	367,296	358,113
Operating Cost per VRH	$ 130	$ 118

***Includes LCTOP revenues for fare subsidy. Does not include federal funds for fare recovery calculation nor interest revenue.**

The original passenger trip projection for FY2024/25 was 210,845. Based on current data, that projection is expected to fall short by 17%. The current projection is 174,092 in ridership on DAR and the Cruiser, based on data gathered from July 2024 through March 2025. Staff had projected based on improving conditions, free fare subsidy; however, the ongoing construction of McKinley Grade Separation and citywide pavement impacted the service.

The following graph reflects the ridership for the fixed route service and the Dial-A-Ride service over the past five years.



	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25*
Dial-A-Ride	40,316	13,386	22,673	38,141	47,186	49,053
Corona Cruiser	100,186	76,645	95,892	120,272	139,080	125,039

* FY 2024/25 year-end estimate is based on data collected from July 2024-March 2025.

While ridership for the Corona Cruiser had been recovering, various construction activities impacted the service, decreasing its on-time performance efficiency. In addition, due to citywide pavement, multiple stops could not be serviced, and the routes had to be detoured. Looking at month-to-month data, the decline in ridership coincided with the citywide pavement project. Ridership for FY 2024/25 is expected to decrease by 10% compared to the previous fiscal year.

Dial-A-Ride's ridership continues to climb steadily. Based on numbers from the first three quarters, FY 2024/25 ridership is expected to increase by 4% compared to the previous fiscal year.

1.5 Current Fare Structure

The table on the following page depicts the current fare structure, which the City Council adopted on August 16, 2023, as part of the service improvement plan. This structure became effective on January 1, 2024.

Fare Structure

Corona Cruiser				
Fare Type	**Per Ride**	**Day Pass**	**31 Day**	**15 Day**
General Public	$1.75	$ 4.00	$35.00	$17.50
Student	$1.75	$ 4.00	$24.50	$12.25
Seniors (60+)	$0.75	$ 2.00	$16.10	$ 8.05
Persons with Disabilities	$0.75	$ 2.00	$16.10	$ 8.05
Medicare Card Holders	$0.75	$ 2.00	$16.10	$ 8.05
Children (46" tall or under)	$0.50	-	-	-

Dial-A-Ride	
Fare Type	**Per Ride**
Seniors (60+)	$3.50
Persons with Disabilities/ADA Certif	$3.50
Medicare Card Holders	$3.50
Children (46" tall or under)	$0.50

Although the fares were increased, effective October 1, 2023, the City implemented a new fare subsidy program that includes free fares for students, seniors, and persons with disabilities and a reduced fare of $1.00 for the general public. This program is effective through June 30, 2026. The funding for this program is provided by the California State Department of Transportation under the Low Carbon Transit Operations Program Funds.

For general public riders who utilize the service more frequently, the option to purchase the multi-day pass will continue, as it may be more cost-effective than paying a $1 fare for each trip.

In addition, CCTS will continue to use Air Quality Management District (AQMD) funds to subsidize Cruiser multi-day passes, 15-day passes, and 31-day passes. AQMD funds allow riders to purchase their multi-day passes at a 30% reduced price. On average, riders save 18-22% with the purchase of multi-day passes. With the addition of this program, riders save an average of 50% on fares.

CCTS Fare Collection System

CCTS offers the following two options to pay for trips on CCTS buses: cash (paid to the bus driver at the time of boarding) and paper fare media. Paper fare media includes one-way DAR tickets, Day and Multi-Day passes. While Day passes can be purchased on

board the bus or in advance, Multi-day passes must be purchased in advance. Cash and paper fare-media tickets are dropped into the "farebox" that possesses a top compartment that facilitates the bus operator's ability to verify at a glance the fare deposited. The operator activates a lever that allows the fares to drop into the secure bottom compartment.

Multi-day Passes must be validated and activated by the bus operator on the first day of use. Bus operators are tasked with writing the initial use date and expiration date and initialing the pass; this process activates the pass for fifteen (15) or thirty-one (31) consecutive days. At the time of each use, the bus operator verifies that the multi-day pass is current and that the passenger possesses the corresponding documentation for a student and/or senior/disabled pass holder.

CCTS recognizes that the current fare collection and validating systems are onerous, inefficient, and insufficient. Future plans to improve this service include the implementation of a comprehensive Intelligent Transportation System (ITS). ITS features that will be explored include digital fareboxes, smart card system and/or mobile ticketing applications. Of note, cash payment options will remain available. CCTS staff is working with Caltrans under their California Integrated Travel Project (Cal-ITP) to participate in their statewide procurement for a fare payment system.

1.6 Revenue Fleet

The CCTS active fleet consists of 20 transit buses (see Table 1.1). All buses are compliant with the Americans with Disabilities Act requirements for accessibility and wheelchair securement.

The Fixed Route fleet consists of seven (7) 2015 El Dorado National EZ Rider II heavy-duty/low-floor buses. EZ Rider II buses are powered with Compressed Natural Gas (CNG) and were placed into Corona Cruiser service in February 2016.

The Dial-A-Ride fleet consists of eleven (11) 2017 Glaval Universal E450 and two (2) 2012 El Dorado Aerotech 240 cutaway vehicles. These buses are also powered by Compressed Natural Gas (CNG). The 2017 buses were placed in service July 2018.

Bus (Motorbus) / Purchased Transportation

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2024/25	# of Contingency Vehicles FY 2024/25	Life to Date Vehicle Miles Prior Year End FY 2023/24	Life to Date Vehicle Miles through March FY 2024/25	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2024/25
2015	EDN	EZ RiderII	30	7	32	CN	7	0	1,482,197	1,618,512	231,216
		Totals:	30	7			7	0	1,482,197	1,618,512	231,216

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 2024/25	# of Contingency Vehicles FY 2024/25	Life to Date Vehicle Miles Prior Year End FY 2023/24	Life to Date Vehicle Miles through March FY 2024/25	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2024/25
2012	EDN	AEROTECH	20	0	26	CN	2		313,971	313,971	156,985
2017	GLV	E-450	18	11	25	CN	11	0	1,099,773	1,274,606	115,873
		Totals:	38	11			13	0	1,413,744	1,588,577	122,198

1.7 Existing Facilities and Bus Stop Amenities

CCTS operates from a City-owned facility located at 735 Public Safety Way, known as the Corporation Yard. MV Transportation (Contractor), the contractor retained to operate transit service, provides administrative and dispatching service from this location, as well as fueling and vehicle parking. Maintenance is performed by the contractor at an off-site facility located at 1930 S. Rochester Ave., Suite 119, Ontario, CA 917661.

The Cruiser (Blue and Red Line) fixed route service includes 187 bus stops and 27 bus stop shelters. The Contractor is responsible for maintaining all bus stops. CCTS supplies the Contractor with all required equipment (I-stop signs, kiosks, benches, trash receptacles, etc.) to maintain the bus stop facilities properly.

In 2022, CCTS purchased solar-powered dusk-to-dawn bus stop lighting and signaling LED and ADA-compliant activation push buttons. These lights and push buttons were installed in November 2023 at various dimly lit bus stops to improve safety and visibility.

The Cruiser also serves the Corona Transit Center, owned and operated by the Riverside Transit Agency (RTA). The Corona Transit Center provides a safe and efficient transfer point between local and regional bus lines as well as regional commuter trains serving Los Angeles, Orange, Riverside, and San Bernardino counties. Trains are accessible via a pedestrian bridge to the adjacent North Main Corona Metrolink commuter rail station.

1.8 Existing Coordination between Transit Agencies

CCTS staff and RTA planning and operations staff work together to coordinate bus stop location, relocations, bus routing, layover areas and facilities, and transfer points. CCTS and RTA have a reciprocal agreement that allows valid pass-holders a ‘no cost’ one-way transfer between Cruiser and RTA buses at bus stops served by both Cruiser and RTA routes 1 and 3. Transfers between bus systems are an effective way to promote public transit as a low-cost, eco-friendly and stress-free alternative to automobile trips.

In addition, CCTS coordinates marketing efforts with Metrolink to promote the use of both Metrolink and Corona’s transit services. To incentivize multimodal transportation, valid Metrolink pass-holders ride at no charge on Cruiser Blue and Red Lines to and from the Corona Transit Center and North Main Metrolink Station.

1.9 Reference of Prior and/or Existing Studies and Plans

Comprehensive Operations Analysis (COA)

In 2023, CCTS conducted a Comprehensive Operational Analysis (COA) that included a route-by-route analysis of the Corona Cruiser Fixed Route service with the primary goal of developing a plan to enhance the efficiency and effectiveness of the City of Corona Transit Service with an outlook to respond to the changing demands for transit throughout Corona's service area and to provide recommendations for service improvements derived from the analysis. The COA was conducted by Transportation Management and Design (TMD). The goal of the COA was to analyze the transit system and produce a comprehensive plan to enhance customer experience and routes, improve services within the program's financial capacity, and outline steps to implement service alternatives to ensure the program's sustainability. Further, through the COA process, CCTS wanted to improve the customer travel experience by reducing travel time, improving service frequencies and connections where possible, and introducing new and innovative transit options such as micro transit and/or on-demand services.

The COA evaluated the DAR program cost/benefit and fare structure as well as opportunities to expand or enhance the program to on-demand, micro-transit, including a demand response program targeting low-income households.

TMD and City staff have collaborated to achieve the best possible outcome for the study.

Some key components of this study included the following analysis:

- Onboard rider survey – A total of 123 rider surveys were collected; a $10 gift card was provided to incentivize the completion of the survey.
- Community-wide survey – over 500 surveys collected with five3 $50 gift card prizes given randomly.
- Route Productivity analysis for potential restructuring of services to provide improved frequency and improved coordination with our regional service providers.
- Fare analysis.
- Unmet Needs Analysis to determine if any expansion or implementation of new service should be incorporated.

Onboard Corona Cruiser rider survey results- key takeaways

- 31% of our riders are seniors 60 years of age and older. Youth riders under the age of 18 are the second largest age group, making up 18% of the boarding.
- 52% of the riders are Hispanic/Latino which closely mirrors the demographic of the City as a whole.
- We do a good job of retaining of existing riders with 39% using Cruiser for five years or more.

ONBOARD SURVEY
Summary Results

WHO RIDES THE CORONA CRUISER?

Demographic info

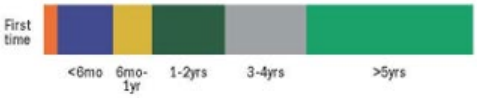


hello
58.4%
Speak English

Hola
35.2%
Speak Spanish

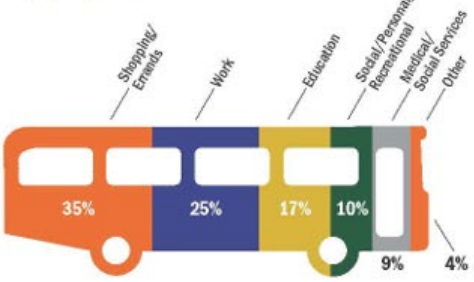


Length of time using the Corona Cruiser



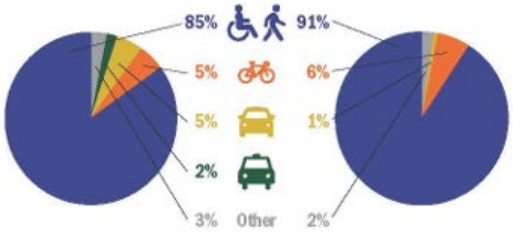
HOW DO THEY RIDE?

Trip purpose



Riders access the Corona Cruiser by

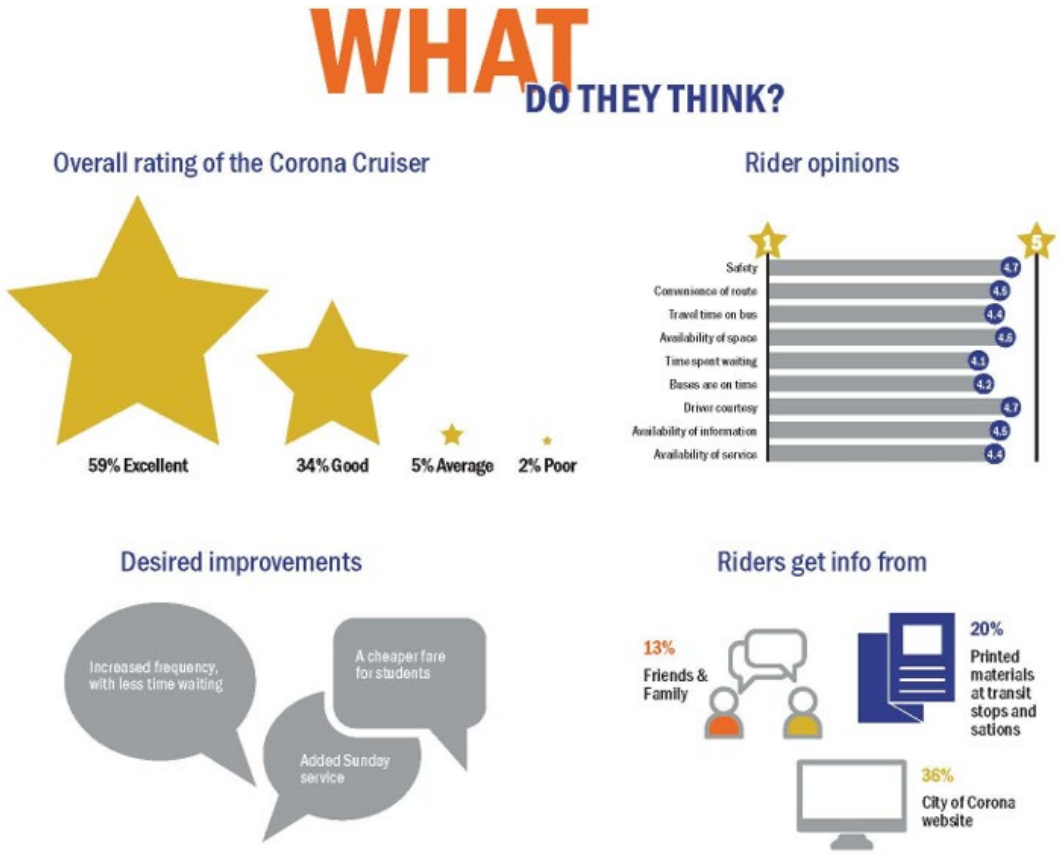
Trips completed by



How often they ride



29% 3-4 days a week
26% 5 days a week
23% 1-2 days a week
17% 6 days a week
3% Less than once a month
1% 1-2 days a month

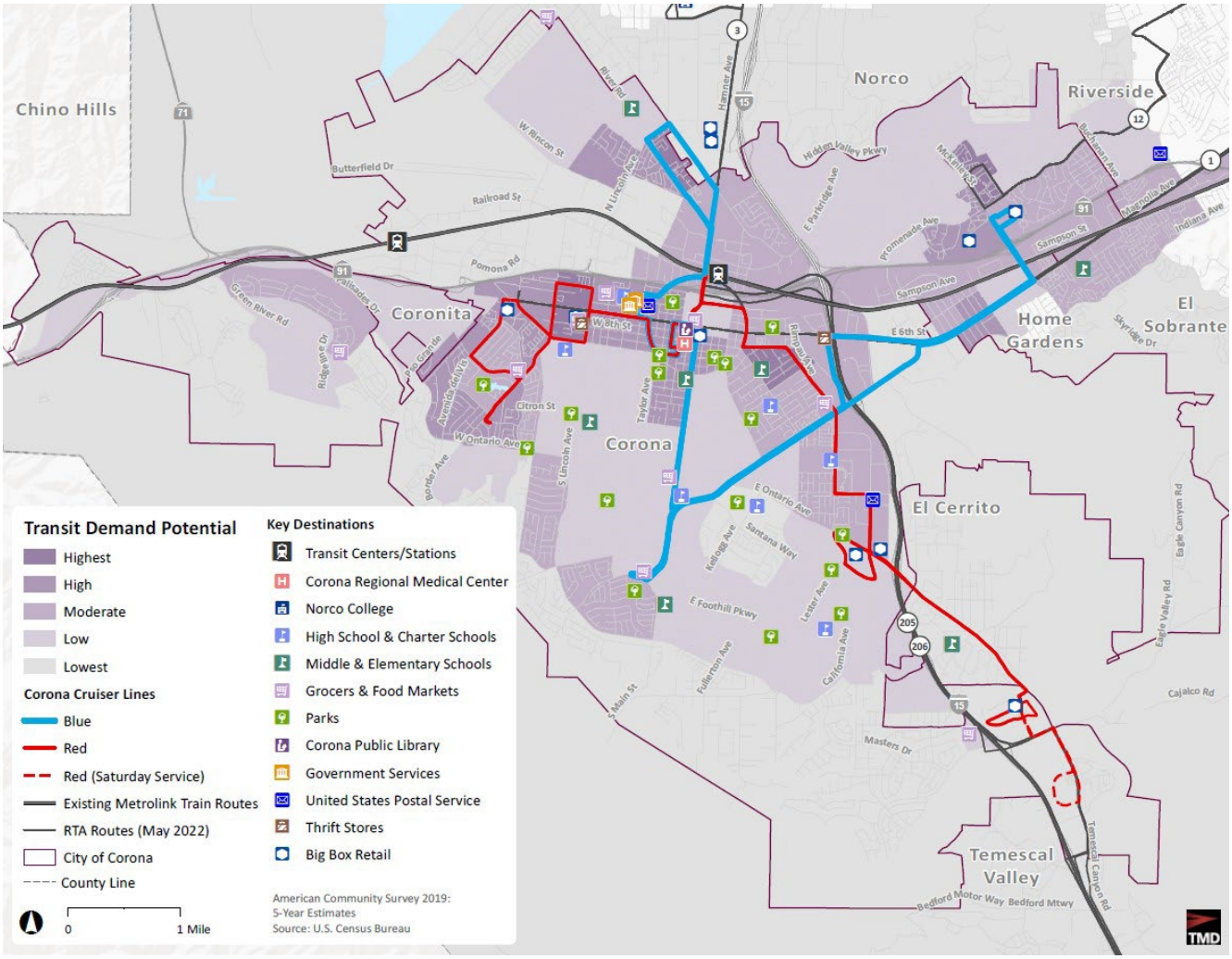


Transit Demand Potential

TMD performed a market analysis to help understand who in the community needs transit, and where and when they need it. They used indicators such as residential and job density, census demographics, profile of riders, community trip patterns and the shape of land use patterns and street networks to determine the transit demand potential in the City of Corona. While the current routes already provide service to many of the areas scoring high on the transit demand potential map, there are locations along the routes that do not have enough housing or employment density for public transit to perform well. These suggest various options for changes to the Corona Cruiser network including on-demand services and modifying the segments of the routes.

TMD used the travel demand modeling online platform Replica, which gathers anonymous location-based data from cellphone carriers, credit card processors, the U.S. Census Bureau and more, it is possible to compare the data collected in the Corona

Cruiser on-board survey with the origin-destination travel patterns for all trips that start and end within the City of Corona service area on an average day. These general community travel patterns reveal a few locations that the Corona Cruiser does not currently serve, including the areas immediately north of SR-91, both toward the North Corona and Downtown Corona areas. There are additional heavy travel patterns within smaller areas including in the neighborhoods of West and South Corona.



Goals of Service Alternatives

The following goals and objectives were identified to assist with developing service recommendations:

Objective 1 – Coverage

- Maintain coverage for the majority of existing riders.
- Expand access to more destinations.
- Enhance direct service to and from key shopping areas without requiring transfers (e.g., Citrus Village, Corona Village, Corona Town & Country, Corona Hills Plaza).

- Pilot a new microtransit service in areas presumed to be difficult to service effectively with fixed route service.

Objective 2 – Reliability

- Update schedules to improve service reliability.
- Improve frequency on productive corridors.

Objective 3 – Productivity

- Increase ridership through various service enhancements.
- Eliminate unproductive route deviations and streamline route alignments.

Objective 4 – Cost

- Provide services that are sustainable and within projected budget enhancement.

COA Recommendations

Based on the analysis of the routes, rider and community survey, transit demand potential, TMD recommended two scenarios with varied service enhancements in the following years for growth opportunities. These scenarios were presented to the City Council in November 2022, followed by public outreach events to seek input from the public and target populations such as seniors and students.

Of the two scenarios, scenario 2 was the preferred choice. TMD developed an implementation plan based on scenario 2, which will include draft schedules and bus stop changes.

The COA will provide a multi-year service expansion and/or restructuring plan that will include increased frequency and Sunday service after the initial implementation Further, the plan will include the adoption of increased fares to match that of RTA fares. While fares will be increased, the fares to the public will stay stagnate for the first two years after the effective date. CCTS will utilize either LCTOP or AB2766 funds to subsidize the difference.

On August 6, 2023, the City Council approved Scenario Two (2) of the proposed service recommendation as outlined in the final report of the Comprehensive Operational Analysis. The final plan is available at Comprehensive Operation Analysis | City of Corona (coronaca.gov). The City desires to enter into an agreement with a qualified professional consulting firm to perform the activities and various tasks included in the final plan. Staff is currently reviewing the proposal received as a result of the RFP release and is expecting to take it to City Council for award.

Zero Emission Bus Analysis and Rollout Plan

The California Air Resources Board (CARB) instituted the Innovative Clean Transit (ICT) regulation in December 2018. Per the regulation, all public transit agencies are required

to develop the Zero Emission Bus (ZEB) Rollout Plan to deploy zero-emission buses by 2040. The ZEB rollout plan will provide a timeline and estimated cost for a phased transition to meet CARB's regulations. The development of the ZEB rollout plan for CCTS is being conducted through a joint collaboration with RCTC and the smaller transit agencies in Riverside County. RCTC awarded the contract to the Center for Transportation and the Environment (CTE) to develop the ZEB Rollout and Implementation Plans for the smaller transit agencies. On March 15, 2023, Corona Council approved mixed-fleet technology. CTE developed the rollout plan based on the approved technology. On June 7, 2023, the City Council adopted the rollout plan. The Plan received CARB approval on July 14, 2023. Activities related to the ZEB rollout are included in the professional consulting services as mentioned above.

Chapter 2 – Existing Service and Route Performance

2.1 Key Performance Indicators

The Riverside County Transportation Commission (RCTC) is the designated Regional Transportation Planning Agency (RTPA) with fiduciary and administrative oversight of transit operators in Riverside County. Each year, RCTC reviews and approves the Short-Range Transit Plan and allocates local, state, and federal funding. RCTC monitors performance that measures the effectiveness and efficiency of CCTS services. Over this chapter, you will see these measurements through Tables 2.0 - 2.3. These tables measure the current year's performance (FY 2024/25), the upcoming year's performance (FY 2025/26), performance by service (fixed-route and DAR), and performance by route (Red and Blue lines and DAR). The remaining components of Chapter 2 will explain what CCTS staff is doing to improve services, where major trip generators are located, and finally, any service changes that took place in FY 2024/25.

Table 2.0 provides a breakdown of all services by RCTC's performance metrics, including farebox recovery ratio in the current fiscal year. By statute, transit operators serving urban areas must recover a minimum of 20 percent of operating costs through fare revenue for fixed route and 10 percent for Dial-A-Ride Specialized Service. Table 2.0 provides a summary of Fare revenue, which includes passenger fares, interest on investments, advertising revenue, local contributions, and the proceeds from the sale of surplus vehicles. A farebox recovery ratio below the minimum requirement endangers the receipt of state funding. The farebox recovery ratio is a mandatory performance indicator.

Through the third quarter of this fiscal year (July 2024-March 2025), CCTS lags behind the mandatory farebox recovery ratio. However, Table 2.0 – 2.2 below does not include all of the approved legislative inclusions and exclusions in AB 149. At the end of the fiscal year, CCTS expects to meet the FFR by utilizing the inclusions and exclusions in AB149. LCTOP and federal funds will be used as local match, and DAR service will be excluded in the calculation to meet the FFR of 20% for fixed route.

If needed, the City contributes the difference to bridge the gap between fare revenue received throughout the year and the amount required to meet the farebox recovery ratio. The contribution of funds is made only after all revenues and expenses are reconciled following the close of the fiscal year.

Further, CCTS continued focusing on other areas of improvement, which include:

- Sanitization of buses and bus stop shelters and equipment
- Continue to provide hand sanitizer and masks on board the buses.
- Increased customer satisfaction by reducing the number of complaints.
- Timely repairs and preventive maintenance of revenue vehicles to reduce road calls and missed service.
- Increase on-time performance.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.0 -- Service Provider Performance Measures Report

FY 2024/25 Short Range Transit Plan Review

City of Corona

Data Elements	FY 2024/25 Plan	FY 2024/25 Target	FY 2024/25 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	210,845			
Passenger Miles	893,002			
Total Actual Vehicle Revenue Hours	28,820.0			
Total Actual Vehicle Revenue Miles	367,290.0			
Total Actual Vehicle Miles	413,627.0			
Total Operating Expenses	$3,754,492			
Total Passenger Fare Revenue	$89,300			
Net Operating Expenses	$3,665,192			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	9.75%	>= 15.00%	6.50%	Fails to Meet Target
Additional:				
1. Operating Cost Per Revenue Hour	$130.27	<= $112.30	$111.52	Meets Target
2. Subsidy Per Passenger	$17.38	>= $13.12 and <= $17.76	$17.06	Meets Target
3. Subsidy Per Passenger Mile	$4.10	>= $3.11 and <= $4.21	$4.01	Meets Target
4. Subsidy Per Hour	$127.18	>= $87.54 and <= $118.44	$104.27	Meets Target
5. Subsidy Per Mile	$9.98	>= $6.90 and <= $9.34	$8.30	Meets Target
6. Passengers Per Revenue Hour	7.32	>= 5.67 and <= 7.67	6.11	Meets Target
7. Passengers Per Revenue Mile	0.57	>= 0.45 and <= 0.61	0.49	Meets Target

Note: Targets reflect +/- 15%

Productivity Performance Summary:

Service Provider Comments:

2.2 SRTP Performance Report

Table 2.1, SRTP Performance Report, lists planned performance targets set by RCTC for FY 2025/26. However, the information in the table is not accurately reflected. For example, for FY 2023/24, while the operating expenses are accurate, passenger fare revenues and the farebox recovery ratio are not reflected accurately. CCTS had met the farebox recovery ratio for the audited period.

Table 2.1 indicates that CCTS fails to meet the farebox recovery ratio for FY 24/25 and FY 25/26. As previously noted, the farebox recovery ratio is:

- 10 percent for Specialized DAR, and
- 20 percent for fixed route.

As mentioned in section 2.0, CCTS intends to utilize the inclusions included in AB149 to assist with meeting the farebox recovery ratio. FY 2025/26 plan includes passenger fares, fare subsidy using LCTOP, and Federal Transit Administration funds as local funds. With the inclusion of LCTOP and FTA funds and the exclusion of specialized services, CCTS will be able to meet its farebox recovery ratio. If unable to meet the FFR using the inclusions, CCTS will utilize the General Fund to close any gaps in funding. As such, Table 2.1 does not include the approved exclusions from AB 149, determined when the annual financial statements are provided.

In addition, the table indicates that CCTS also fails to meet other targets (operating costs per revenue hours and subsidy per passenger mile and per revenue hour/mile). The table does not accurately reflect the subsidy as it doesn't account for the inclusion of LCTOP revenues as passenger fares. When accurately reflected, for example, the subsidy per passenger equates to $19.65 (a few cents outside the target set for FY 25/26). However, overall operating costs have increased by five percent, more than the CPI of 3.95%. Chapter 4 covers the detailed breakdown.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

FY 2025/26 - Table 2.1 -- SRTP Performance Report

Service Provider: City of Corona

All Routes

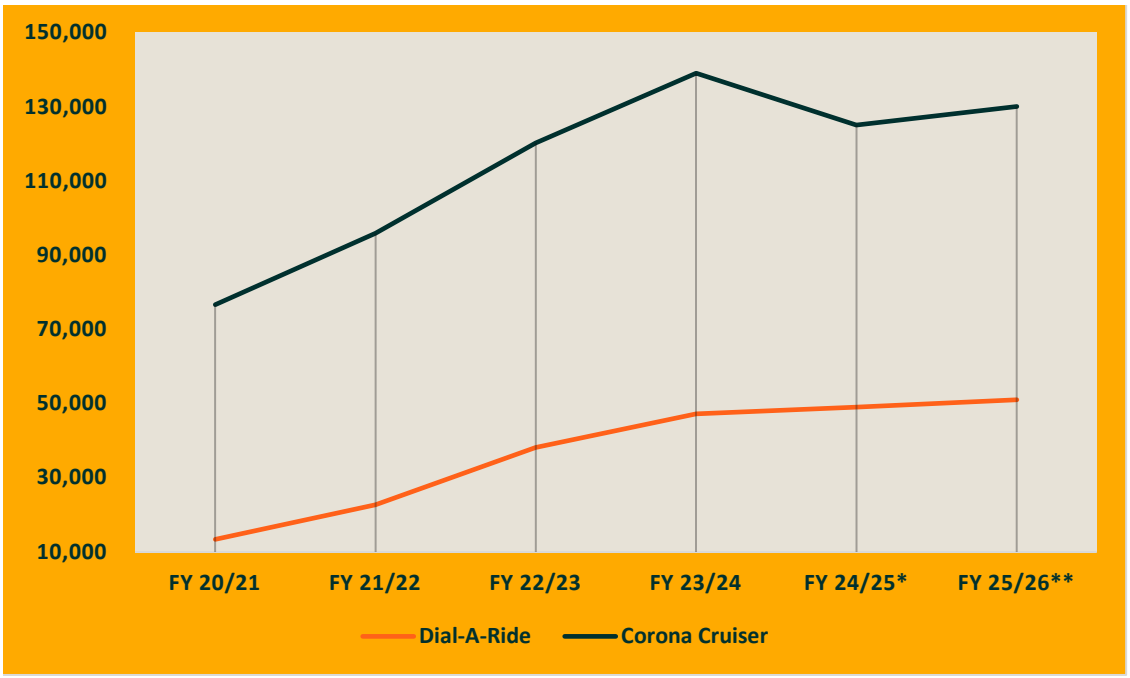
Performance Indicators	FY 2023/24 End of Year Actual	FY 2024/25 3rd Quarter Year-to-Date	FY 2025/26 Plan	FY 2025/26 Target	Plan Performance Scorecard (a)
Passengers	186,266	11,930	181,055	None	
Passenger Miles	786,712	51,361	770,267	None	
Revenue Hours	28,328.2	2,385.1	28,820.0	None	
Total Hours	32,877.4	2,754.0	33,310.0	None	
Revenue Miles	359,002.0	30,167.0	362,788.0	None	
Total Miles	403,689.0	34,024.0	407,413.0	None	
Operating Costs	$3,024,931	$272,739	$3,945,326	None	
Passenger Revenue	$295,235	$15,088	$85,650	None	
Measure-A Revenue				None	
LCTOP Revenue			$300,000	None	
Operating Subsidy	$2,729,695	$257,651	$3,859,676	None	
Operating Costs Per Revenue Hour	$106.78	$114.35	$136.90	<= $115.92	Fails to Meet Target
Operating Cost Per Revenue Mile	$8.43	$9.04	$10.88	None	
Operating Costs Per Passenger	$16.24	$22.86	$21.79	None	
Farebox Recovery Ratio	9.76%	5.53%	9.77%	>= 0.2	Fails to Meet Target
Subsidy Per Passenger	$14.65	$21.60	$21.32	>= $14.50 and <= $19.62	Fails to Meet Target
Subsidy Per Passenger Mile	$3.47	$5.02	$5.01	>= $3.41 and <= $4.61	Fails to Meet Target
Subsidy Per Revenue Hour	$96.36	$108.03	$133.92	>= $88.63 and <= $119.91	Fails to Meet Target
Subsidy Per Revenue Mile	$7.60	$8.54	$10.64	>= $7.06 and <= $9.55	Fails to Meet Target
Passengers Per Revenue Hour	6.58	5.00	6.28	>= 5.19 and <= 7.03	Meets Target
Passengers Per Revenue Mile	0.52	0.40	0.50	>= 0.42 and <= 0.56	Meets Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2025/26 Plan to the FY 2025/26 Primary Target.

2.3 SERVICE SUMMARY

Table 2.2 depicts the year-to-year performance data. However, as mentioned in the prior section, the information in Tables 2.0-2.2 is not accurately reflected. FY 2022/23 & 2023/24, while the operating expenses are accurate, passenger fare revenues and the farebox recovery ratio are not reflected accurately. CCTS had met the farebox recovery ratio for the two audited periods. For FY 2024/25 and FY 2025/26, CCTS is expected to meet its FFR using AB149 inclusions, which include LCTOP funds and federal funds as local match.

The graph below depicts passenger trips over the past five years. Ridership for FY 2024/25 is expected to decrease an estimated 6.5 percent (or ~12k riders) from the previous fiscal year. While the COVID-19 pandemic had devastating impacts, the system had been slowly recovering. However, the ongoing McKinley project and citywide pavement have impacted the service efficiency. Systemwide ridership was projected to increase, rather it has had the opposite effect. Therefore, based on the data for the past nine months, staff is being cautious about FY 2025/26 projections and is estimating a 4 percent increase in systemwide ridership.



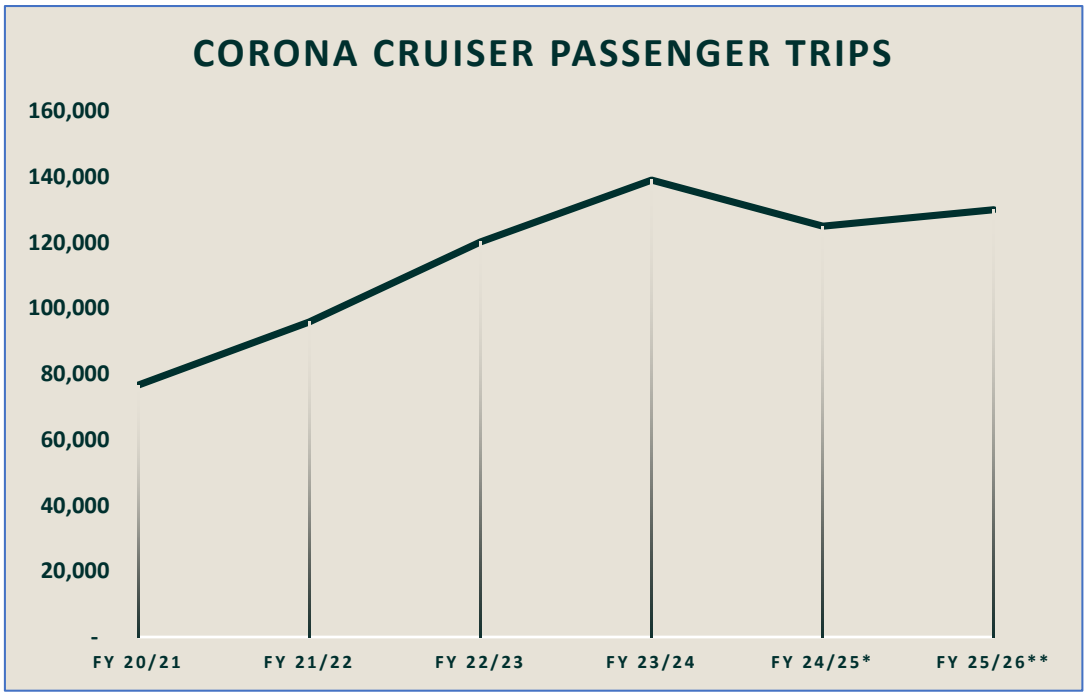
* FY 2024/25 year-end estimate is based on data collected from July 2024-March 2025.

** FY 2025/26 projections are based on a 4% percent increase over estimated FY 2024/25 year-end totals.

Corona Cruiser

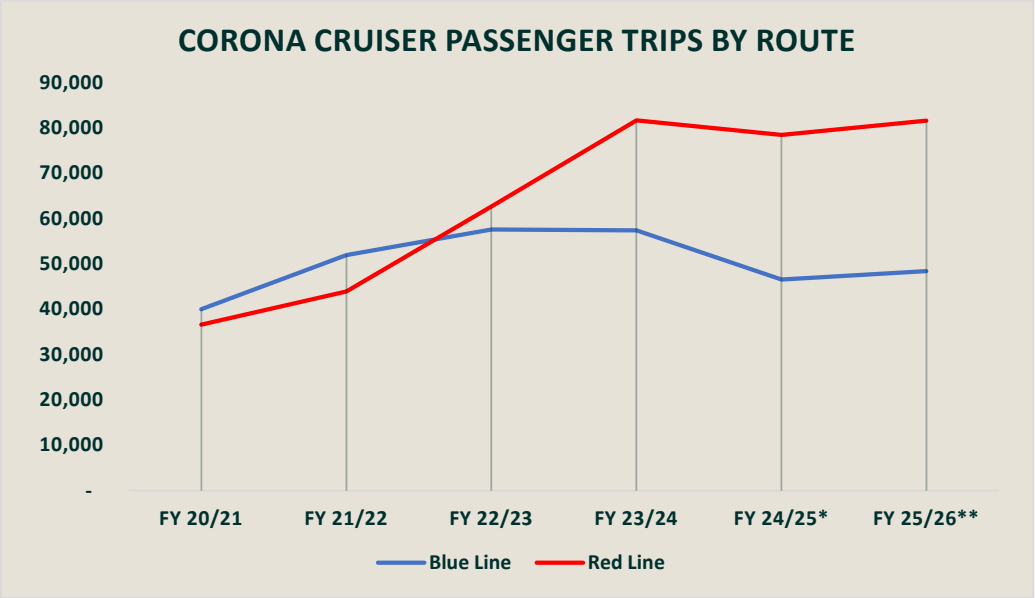
CCTS operates the Cruiser along two fixed routes – the Blue Line and Red Line. The Cruiser totaled 139,080 passenger trips in FY 2023/24. Using the number of passenger

trips recorded during the first nine months of FY 2024/25 as a basis for estimating year-end totals, passenger trips on the Corona Cruiser are projected to decrease by 10 percent, or an estimated 14,041 trips, compared to the previous fiscal year for a total of approximately 125,039 trips. As mentioned in the previous sections, the ongoing McKinley Grade Separation project and citywide pavement have impacted the Corona Cruiser service. These activities have caused disruptions in the service, including the inability to service some of the major bus stops. Much of the impact was experienced on the Blue Line with a 19 percent drop in ridership compared to the Red Line, which experienced a 4 percent decrease. The detoured section of the Blue Line (around McKinley) is expected to be reinstated. This will provide an opportunity to regain some of the lost riders and improve on-time performance. The City will continue to offer the fare subsidy program through the end of FY2024/25. Therefore, staff is optimistic and cautiously projecting a 4 percent increase in ridership. See the graphs below and the following page of passenger trends by route.



* FY 2024/25 year-end estimate is based on data collected from July 2024-March 2025.

** FY 2025/26 projections are based on a 4% percent increase over estimated FY 2024/25 year-end totals.

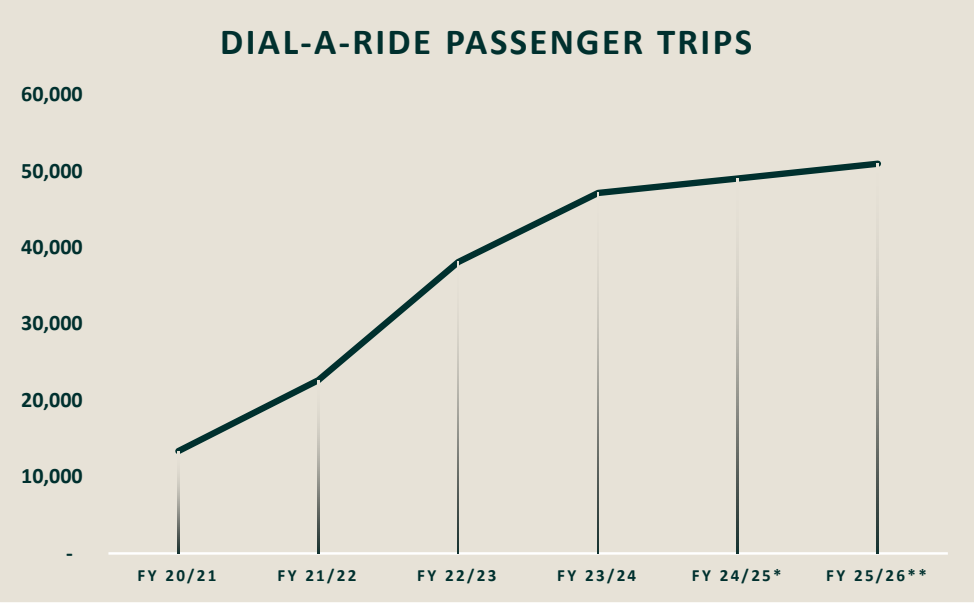


* FY 2024/25 year-end estimate is based on data collected from July 2024-March 2025.

** FY 2025/26 projections are based on a 4% percent increase over estimated FY 2024/25 year-end totals.

Dial-A-Ride

Dial-A-Ride provided 47,186 passenger trips in FY 2023/24. Using data collected from the first nine months of FY 2024/25 as a basis for estimating year-end totals, passenger trips are estimated to increase by 4 percent, or 1,870 trips, as compared to FY 2023/24. While this increase isn't significant, ridership is slowly making it's way to pre-COVID numbers. Using data for the first nine months of FY 2024/25, staff is projecting a modest increase of 4% for FY 2025/26 based on improving COVID-19 conditions and the free fare program.



* FY 2024/25 year-end estimate is based on data collected from July 2024-March 2025.

** FY 2025/26 projections are based on a 4% percent increase over estimated FY 2024/25 year-end totals.

Productivity Measures

Productivity had been steadily increasing since FY 2021/22 on the Cruiser and DAR as measured by the number of passengers per revenue hour and revenue miles. However, productivity on the Corona Cruiser is expected to decline in FY 24/25 as a result of construction activities, as mentioned in the prior section. DAR, though, continues to improve steadily. While staff is optimistic that productivity will increase in FY 25/26, increased traffic congestion resulting from construction work throughout the city continues to impact the Cruiser and DAR service. Freeway lane reductions and ramp closures, local street and lane closures, detours, and the movement of heavy equipment all increase congestion and impact traffic flow, which slows buses. Slower speeds result in longer duration trips, thereby impacting productivity.

Staff will continue to monitor and take measures to improve service. One of these measures is continuing the fare subsidy program.

Mode	Productivity Measure	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25*	FY 25/26**
Corona Cruiser	Passengers per revenue hour	6.88	5.30	6.66	8.34	9.72	8.73	9.08
	Passengers per revenue mile	0.58	0.46	0.57	0.66	0.76	0.69	0.71
Dial-A-Ride	Passengers per revenue hour	3.42	2.11	2.82	3.29	3.37	3.47	3.52
	Passengers per revenue mile	0.27	0.16	0.21	0.26	0.27	0.28	0.28

*FY 2024/25 performance is measured based on estimates covering the period July 2024 through March 2025.

**FY 2025/26 performance is measured based on FY 2024/25 estimated yearend total with a 4 percent increase.

Performance Measure	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25 Yearend Estimate*	FY 202/26 Planned
System-wide Passenger Trips	140,175	90,031	118,565	158,413	186,266	174,092	181,056
Cost per Service Hour	$86.22	$91.33	$96.21	$103.22	$106.78	$118.34	$136.90

*Estimate based on all expenses (including operations contract cost and fuel) up to the quarter ending March 2025.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- City of Corona -- SRTP Service Summary

FY 2025/26 Short Range Transit Plan

All Routes

	FY 2022/23 Audited	FY 2023/24 Audited	FY 2024/25 Plan	FY 2024/25 3rd Qtr Actual	FY 2025/26 Plan
Fleet Characteristics					
Peak-Hour Fleet	3	3	13	3	13
Financial Data					
Total Operating Expenses	$2,685,728	$3,024,931	$3,754,492	$2,381,840	$3,945,326
Total Passenger Fare Revenue	$66,461	$295,235	$366,403	$154,901	$385,650
Net Operating Expenses (Subsidies)	$2,619,268	$2,729,695	$3,665,192	$2,226,939	$3,859,676
Operating Characteristics					
Unlinked Passenger Trips	158,413	186,266	210,845	130,569	181,055
Passenger Miles	475,074	786,712	893,002	555,481	770,267
Total Actual Vehicle Revenue Hours (a)	26,019.8	28,328.2	28,820.0	21,358.4	28,820.0
Total Actual Vehicle Revenue Miles (b)	329,473.0	359,002.0	367,290.0	268,278.0	362,788.0
Total Actual Vehicle Miles	368,738.0	403,689.0	413,627.0	308,024.0	407,413.0
Performance Characteristics					
Operating Cost per Revenue Hour	$103.22	$106.78	$130.27	$111.52	$136.90
Farebox Recovery Ratio	2.47%	9.76%	9.75%	6.50%	9.77%
Subsidy per Passenger	$16.53	$14.65	$17.38	$17.06	$21.32
Subsidy per Passenger Mile	$5.51	$3.47	$4.10	$4.01	$5.01
Subsidy per Revenue Hour (a)	$100.66	$96.36	$127.18	$104.27	$133.92
Subsidy per Revenue Mile (b)	$7.95	$7.60	$9.98	$8.30	$10.64
Passenger per Revenue Hour (a)	6.1	6.6	7.3	6.1	6.3
Passenger per Revenue Mile (b)	0.48	0.52	0.57	0.49	0.50

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

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- Corona-BUS -- SRTP Service Summary

FY 2025/26 Short Range Transit Plan

All Routes

	FY 2022/23 Audited	FY 2023/24 Audited	FY 2024/25 Plan	FY 2024/25 3rd Qtr Actual	FY 2025/26 Plan
Fleet Characteristics					
Peak-Hour Fleet	2	2	5	2	5
Financial Data					
Total Operating Expenses	$1,401,431	$1,476,173	$1,905,268	$1,262,256	$1,974,888
Total Passenger Fare Revenue	$66,461	$295,235	$222,413	$154,901	$215,150
Net Operating Expenses (Subsidies)	$1,334,971	$1,180,937	$1,825,968	$1,107,355	$1,899,738
Operating Characteristics					
Unlinked Passenger Trips	120,272	139,080	155,138	93,779	130,040
Passenger Miles	475,074	549,366	612,795	370,427	513,659
Total Actual Vehicle Revenue Hours (a)	14,425.7	14,309.5	14,320.0	10,780.5	14,320.0
Total Actual Vehicle Revenue Miles (b)	181,113.0	182,896.0	184,082.0	136,487.0	182,194.0
Total Actual Vehicle Miles	192,427.0	194,947.0	196,344.0	145,612.0	194,382.0
Performance Characteristics					
Operating Cost per Revenue Hour	$97.15	$103.16	$133.05	$117.09	$137.91
Farebox Recovery Ratio	4.74%	20.00%	11.67%	12.27%	10.89%
Subsidy per Passenger	$11.10	$8.49	$11.77	$11.81	$14.61
Subsidy per Passenger Mile	$2.81	$2.15	$2.98	$2.99	$3.70
Subsidy per Revenue Hour (a)	$92.54	$82.53	$127.51	$102.72	$132.66
Subsidy per Revenue Mile (b)	$7.37	$6.46	$9.92	$8.11	$10.43
Passenger per Revenue Hour (a)	8.3	9.7	10.8	8.7	9.1
Passenger per Revenue Mile (b)	0.66	0.76	0.84	0.69	0.71

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

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- Corona-DAR -- SRTP Service Summary

FY 2025/26 Short Range Transit Plan

All Routes

	FY 2022/23 Audited	FY 2023/24 Audited	FY 2024/25 Plan	FY 2024/25 3rd Qtr Actual	FY 2025/26 Plan
Fleet Characteristics					
Peak-Hour Fleet	1	1	8	1	8
Financial Data					
Total Operating Expenses	$1,284,297	$1,548,758	$1,849,224	$1,119,584	$1,970,438
Total Passenger Fare Revenue			$143,990		$170,500
Net Operating Expenses (Subsidies)	$1,284,297	$1,548,758	$1,839,224	$1,119,584	$1,959,938
Operating Characteristics					
Unlinked Passenger Trips	38,141	47,186	55,707	36,790	51,015
Passenger Miles		237,346	280,207	185,054	256,608
Total Actual Vehicle Revenue Hours (a)	11,594.2	14,018.8	14,500.0	10,578.0	14,500.0
Total Actual Vehicle Revenue Miles (b)	148,360.0	176,106.0	183,208.0	131,791.0	180,594.0
Total Actual Vehicle Miles	176,311.0	208,742.0	217,283.0	162,412.0	213,031.0
Performance Characteristics					
Operating Cost per Revenue Hour	$110.77	$110.48	$127.53	$105.84	$135.89
Farebox Recovery Ratio			7.78%		8.65%
Subsidy per Passenger	$33.67	$32.82	$33.02	$30.43	$38.42
Subsidy per Passenger Mile		$6.53	$6.56	$6.05	$7.64
Subsidy per Revenue Hour (a)	$110.77	$110.48	$126.84	$105.84	$135.17
Subsidy per Revenue Mile (b)	$8.66	$8.79	$10.04	$8.50	$10.85
Passenger per Revenue Hour (a)	3.3	3.4	3.8	3.5	3.5
Passenger per Revenue Mile (b)	0.26	0.27	0.30	0.28	0.28

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

2.4 SERVICE PERFORMANCE

Table 2.3 on the following two pages lists various detailed performance metrics by route for planned FY2025/26. See the above sections regarding the route-by-route breakdown of these services.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics

City of Corona -- 3

FY 2025/26

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
COR-BLUE	All Days	2	48,397	191,170	7,099	7,847	94,091	99,106	$979,024	$37,255		$69,403
COR-DAR	All Days	8	51,015	256,608	14,500	17,299	180,594	213,031	$1,970,438	$10,500		$160,000
COR-RED	All Days	3	81,643	322,489	7,221	8,164	88,103	95,276	$995,864	$37,895		$70,597
		13	181,055	770,267	28,820	33,310	362,788	407,413	$3,945,326	$85,650		$300,000

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics

City of Corona -- 3

FY 2025/26

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
COR-BLUE	All Days	$941,769	$137.91	$10.41	$20.23	10.89%	$19.46	$4.93	$132.66	$10.01	6.82	0.51
COR-DAR	All Days	$1,959,938	$135.89	$10.91	$38.62	8.65%	$38.42	$7.64	$135.17	$10.85	3.52	0.28
COR-RED	All Days	$957,969	$137.91	$11.30	$12.20	10.89%	$11.73	$2.97	$132.66	$10.87	11.31	0.93
		$3,859,676	$136.90	$10.88	$21.79	9.77%	$21.32	$5.01	$133.92	$10.64	6.28	0.50

2.5 Productivity Improvement Efforts

CCTS staff will continue to focus on improving the overall service monitoring, improving key performance metrics such as passengers per revenue hour and farebox recovery, and improving performance metrics, including reviewing the operation to ensure established standards are being met. The staff holds the contractor responsible for various performance standards pursuant to the contract. Some of these standards include:

- On-time performance.
- Customer service experience.
- ADA compliance standards.
- Fleet maintenance.
- Maintenance of bus stop area and equipment.

As mentioned in section 1.9, CCTS conducted the Comprehensive Operation Analysis (COA) of the fixed route system to determine underperforming stops and service expansion. As a result of the approved service improvements, the program will undergo revisions and modifications to all aspects of the transit operations. Service improvements will include restructuring of the current two routes to three small routes and the addition of two micro transit zones with ten key destinations or transfer points.

The adopted COA implementation plan included a draft of the schedules and stops based on the proposal of new service. CCTS is soliciting a consultant to develop the strategic approach necessary to execute the implementation of activities and tasks outlined in the Final Plan. Consulting services would be provided in support of needs ranging from program development and planning to project identification, project development, and system operations.

For the time being, CCTS will continue to implement its fare subsidy program to entice riders and focus on improving the customer service experience.

The abovementioned approach to reviewing standards, performing a study, and revising the schedule is intended to improve ridership, productivity, and farebox recovery.

2.6 Major Trip Generators

Based on the recent service assessment performed as part of the Comprehensive Operations Analysis, the majority of boardings occur at the River Run Apartments in North Corona, as well as on two locations on the Blue Line: Magnolia Avenue at Rimpau Avenue and McKinley Street at Walmart. The stops with the next highest number of boardings is located in South Corona near El Cerrito Middle School at Temescal Canyon Road at Envoy Avenue. These suggest a few common use cases for the Corona Cruiser: trips

from densely populated residential areas where there are apartment complexes, trips from school, and trips to shopping and employment centers. These are not common regional transfer locations, suggesting that Corona Cruiser passengers are mostly traveling locally within city limits.

Additional stops with higher ridership are located near shopping areas (Main Street & Parkridge Avenue, Target at Cajalco Road, Magnolia Avenue & McKinley Street, etc.), Downtown Corona (Main Street & Sixth Street at Corona Library), and local high schools (Centennial High School).

2.7 Recent Service Changes

CCTS has not implemented any service changes during FY 2024/25. While requests have been received to provide service in different parts of the City, changes will be guided based on the approved COA Plan.

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

3.1 Planned Service Changes

CCTS has plans for service changes as outlined in the approved COA Plan. As mentioned in section 1.9, the COA recommendations were adopted by City Council.

The following services changes are planned for the next few years:

Service	Current	1-3 years	3-10 years
Fixed Routes	2 routes	3 routes	3 routes
Service Frequency	60-70 minutes	60 minutes	30 minutes
Span of Service (Weekday)	6:30am-7:09	Same	Increase span
Span of Service (Saturday)	9:00am-5:00pm	Same	Increase span
Sunday Service	Not available	Not available	Yes
Microtransit	Not available	Yes	Yes

Dial-A-Ride service will continue to operate the same days and hours as fixed route service.

The above changes will reflect restructuring of the current service to encompass the following:

  - Extend transit service to areas not currently served;
    - Green River Road vicinity (northwest area of the City)
    - South Corona to connect this area to North Corona
    - Northwest Corona along promenade
    - Reinstate service at Vintage Terrace Senior Apartments
    - Extending Redline to Dos Lagos on weekdays and/or during holidays/summer
  - Bus stop consolidation
  - Added service for City events, weekend transit to trails, parks, civic facilities loop service.
- Expansion or restructuring of service area to provide improved inter-city integration and improved interconnectivity with Riverside Transit Agency and Metrolink service plan, along with expansion into adjacent neighborhoods, such as;
  - Service to/from City of Corona to John F. Kennedy High and Norco College in City of Norco
  - Frequent service to/from the Corona Transit Center to increase connections with Metrolink and RTA

- Service to the West Corona Metrolink Station.

Service improvements will include route alignments, schedules, headways, hours of service, areas served, interlines, time points, traffic considerations, estimates of cost and schedules for implementation, and bus stop locations.

3.2 Marketing Plans and Promotion

The CCTS staff is continuously looking for strategies to increase ridership and increase awareness of Corona Transit services. These marketing strategies include:

- *Bus Shelter Program* – CCTS plans to replace existing advertising shelters at 20-25 bus stops. Shelters provide bus patrons with relief from the sun during hot days and protection from rain during inclement weather. These shelters will feature two panels for advertising, a bench, an area for a person with a mobility device/wheelchair, and solar-powered security lighting. These new shelters will act as a destination for bus passengers and as an ambassador as to how public transit can beautify a neighborhood and function as a marketing tool inviting motorists to try public transit.

- *Poetry and Art on the Bus Program* – in cooperation with Centennial High and Corona High, CCTS continues to conduct poetry and art contests, inviting students to submit original poetry and artwork to be displayed on the interior of Cruiser buses. Selected poems and artwork are rotated each month. The program works as an outreach effort and marketing campaign at high schools while providing a creative outlet for students. Cruiser patrons are rewarded with expressive, introspective, and entertaining poems to read and artwork to ponder during their time on the bus. This program was canceled during FY 2020/21 due to COVID-19. While this program was expected to continue during FY 2022/23, competing priorities have made it difficult to restart this program.

- *Free Fare Program* –CCTS plans to establish an on-going reduced and free fare program. Offering various free fare programs allows the riders to experience the service with little to no cost to them with the intent the rider will continue to use the service. CCTS received approval to utilize FY 2022/23 LCTOP funds for the following three-year fare subsidy program which started on October 1, 2023:

    - Free fares for students on Corona Cruiser
    - Free fares for seniors and persons with disabilities on Corona Cruiser and Dial-A-Ride
    - Reduced fare of $1.00 for the general public on Corona Cruiser.

This program is valid through June 30, 2026.

- *Countywide Free Fare Days* – Participate in the following countywide free fare days
    - Car Free Day - September 22, 2025
    - California Clean Air Day – October 1, 2025
    - Rideshare Week – October 7-11 2025
    - Election Day - November 4, 2025
    - Veterans Day - November 11, 2025
    - New Year's Eve – December 31, 2026
    - Transit Equity Day - February 4, 2026
    - Earth Day - April 22, 2026
    - Dump the Pump Day - June 18, 2026
- *Community Service Events* – CCTS and contractor staff will participate in community events to inform attendees of those events about available transit services.
- *Updated Schedule* – A new, reliable schedule, combined the completion of constructions projects, and upgrades in passenger amenities should go a long way in gaining back passengers that may have left the system for more reliable transportation alternatives.
- *Social Media* – Use of social media such as Facebook, Twitter etc. to market transit services available and to update the public with ongoing changes.
- *Customer Satisfaction Survey* – On-going solicitation of customer feedback to increase rider satisfaction as well as conduct an annual rider survey.
- *Target Outreach* – Continue building and expanding partnership with Senior living facilities and service providers, schools, churches, chamber of commerce, etc.

The above strategies will assist CCTS in regaining ridership lost due to COVID-19 pandemic.

3.3 Projected Ridership Growth

For FY 2024/25, CCTS is projecting a decrease in ridership based on data for 3rd quarter of FY 2024/25. An estimated 6.5 percent decrease is expected compared to the previous year. However, staff is optimistic that ridership will bounce back as Staff utilizes the marketing strategies outlined in Section 3.2 in an effort to increase ridership. Further, CCTS will continue to explore options that address service attributes to attract new ridership while retaining the existing riders. Therefore, staff anticipates a 4 percent increase in ridership for FY 2025/26.

3.4 Proposed Fare Structure Changes

On August 16, 2023, the City Council approved the new fare structure as part of the adoption of the service recommendations. The fares were evaluated through a comprehensive operations analysis to keep in line with RTA's fare structure. See Section 1.5 for details.

Therefore, CCTS is not planning another fare structure change at this time.

3.5 Capital Improvement Planning

FY 2025/26 capital project includes two new projects and additional funding for projects approved in prior fiscal years. These projects are classified under the following categories: Buildings and Facilities; Maintenance Equipment; Transit Shelters and Amenities

TRANSIT SHELTERS AND AMENITIES CATEGORY

Bus Stop Improvements

CCTS provides and maintains benches, shelters, signage, and trash receptacles at bus stops. Installation of transit amenities along bus routes are based on numerous factors including, the number of passenger boardings at stops along the routes. CCTS plans to continue on-going improvements to bus stops which include upgrading bus stop accessibility and passenger amenities:

- Redesign and replace shelters that provide advertisement opportunities to generate revenue.
- Replace older blue fiberglass bus benches with metal benches.
- Update bus stops to improve ADA accessibility.
- Assess locations missing amenities and, where feasible, install new shelters, benches, and trash receptacles.
- Redesign signage.

Currently, improvements to bus stops are being made as needed. The replacement of damaged equipment and assessment are based on customer complaints.

Bus stops within the City of Corona are of the following Tier System:

Description	Amenities
Tier 1	Sign, trash receptacle
Tier 2	Tier 1 with bench seating
Tier 3	Tier 2 with shelter and shelter lighting
Landmark	Tier 3 with landscaping

Each location was assessed through the COA process. It was determined that 82% of the stops fall in the Tier 2 category, and 23% fall in the Tier 3 category.

However, major bus stop improvement efforts will be undertaken as a result of the COA recommendations. These efforts include:

- Removal and relocation of bus stop amenities
- New bus stop and bus stop amenities
- New ADA-accessible stops

While many stops will be eliminated and/or relocated due to restructuring of the current routes, over 60 new bus stops will be added to accommodate the one new route. All new stops will be ADA-accessible.

At a minimum, CCTS intends to have Tier 2 bus stop amenities (with lighting in locations that are dimly lit). Once the list of new stops is developed, a determination will be made for Tier 3 and Landmark locations.

In addition to the fund request in FY 2025/26, additional funding is available from prior open projects. See the table in Section 4.4, Open Projects.

BUILDINGS AND FACILITIES CATEGORY

Fueling Infrastructure

CNG Fueling Station Upgrade - Replace two aging Compressed Natural Gas (CNG) compressors with new ones. The CNG facility was initially built in 2001. Both current CNG compressors have over 20,000 hours of run time on them. Over time, compressors can lose efficiency, leading to higher energy consumption and reduced performance. Components like seals, valves, and pistons can degrade, affecting the compressor's reliability. It is necessary for the CNG compressors to be in good working condition to keep the CNG station running without any interruption to service. Transit will continue to utilize CNG fuel for the next 14-16 years before all vehicles are replaced with zero-emission. The transit fleet utilizes 35-40 percent of the CNG fuel.

Hydrogen Fueling Station - A Hydrogen fueling infrastructure to support the deployment of the FCEB is needed. FCEB infrastructure deployment will require hiring an infrastructure planning contractor. FCEB deployment requires the installation of a fueling station and may require improvements such as upgrades to the switchgear or utility

service connections. Planning and design work, including the development of detailed electrical and construction drawings required for permitting, is also necessary once specific charging equipment has been selected. The hydrogen fueling station, for on-site fueling, will include a hydrogen delivery system, hydrogen storage tanks, a vaporizer (for liquid storage), a compressor, a chiller, and a dispensing system that delivers fuel to the vehicles. Infrastructure is assumed to be built out in one project that will conclude prior to the first FCEB deployment in 2028.

Funding for this project is also available from the prior funding year. See the table in Section 4.4, Open Projects.

MAINTENANCE EQUIPMENT CATEGORY

Storage Container

The transit division lacks covered storage space. We are purchasing a 40-foot storage container that will allow us to store bus stop equipment, such as signs, benches, trash receptacles, etc. In the past, these have been stored out in the open and have sustained damage from the elements. Staff is in the process of ordering bus stop signs and replacement parts and has considered purchasing the storage container that will be solely used for transit.

TABLE 3 – CCTS FY 2025/26 HIGHLIGHTS

Operations

- Plan for implementation of the recommendations from the Comprehensive Operational Analysis by bringing a consultant on board to assist with the activities outlined in the final plan.
- Onboarding of additional staff who will assist with day-to-day operations, as well as data analysis and grant reporting.
- Improve Fixed Route Service
    - Adjust the Corona Cruiser bus schedule to reflect actual trip times.
    - Establish an Reduced and Free Fare Program
    - Increase Ridership
- Improve Dial-A-Ride Services
    - Reduce onboard(excessive) time for riders
    - Establish an ADA Subscription Services Policy

- Work with the City's contract transportation operator to improve:
    - Operations of Corona Cruiser and Dial-A-Ride service;
    - Bus maintenance and cleanliness/maintenance of bus stops; and
    - Monitoring and verifying contractor performance.
    - Improve On-Time Performance
- Continue monthly field inspections of all transit operations, i.e., inspect bus stops, buses, control/dispatch center, etc.
- Continue biweekly meetings with transit Contractor for updates on operations, safety, staff training, procedures, etc.

Capital Projects

- Intelligent Transportation System
- Bus Stop Improvement Project
- Purchase of ADA Accessible Van
- Digital Mobile Land Communication System
- Canopy/roof structure for the Bus Parking Area
- Replacement Buses
- CNG Fueling Station Upgrade
- ZEB Infrastructure:
    - Battery Electric Charging Station
    - Hydrogen Fueling Station

Chapter 4 – Financial Planning

4.1 Operating and Capital Budget for FY 25/26

Operating Budget

To continue to provide Corona Cruiser fixed route and Dial-A-Ride service, CCTS is proposing an operating budget of $3.94 million for FY 2025/26, representing a 5.1 percent increase ($190,834) over the current year's FY 2024/25 planned budget. The operating budget, as depicted in the table on the following page, is distributed among the following four categories:

- Contracted Services: At 83 percent, contracted services constitute the largest component of the budget. These expenses represent purchased transportation services for Dial-A-Ride and Corona Cruiser, and consulting services. Contracted expenses increased by 5 percent to account for year-to-year cost increases for transit operations and an increased allocation towards consulting services. Consulting services will assist with a myriad of projects, including service planning and implementation as well as multiple capital projects.
- Salaries and Benefits: Expenses include wages, fringe benefits (pension, medical, workers' compensation), and OPEB expenses for post-employment benefits. This expense accounts for 9 percent of the budget and a 19 percent increase in the budget line item to account for the full-year cost of the new Transit Management Analyst.
- Materials, Marketing, and Utilities: These expenses account for 3 percent of the budget and include printing and publications, advertising, Routematch Dispatching software, utilities, office supplies, minor office equipment, translation services, and administrative/ITS support services. This line item represents a 24 percent increase in budget due to an increase in the transit's fair share of administrative costs for services provided by other departments.
- Fuel: These expenses account for 5 percent of the total budget; however, for FY 25/26, they have been decreased by 13 percent to reflect the trend from the past couple of years.

Budget by Category and Mode

Category	Mode	FY 2024/25 SRTP	FY 2025/26 Plan	Variance	
				$	%
Salaries & Benefits					
	Dial-A-Ride	$ 126,789	$ 175,010	$ 48,221	38.0%
	Fixed Route	$ 161,368	$ 167,640	$ 6,272	3.9%
	Subtotal	**$ 288,157**	**$ 342,650**	**$ 54,493**	**18.9%**
Materials, Marketing and Utilities					
	Dial-A-Ride	$ 50,340	$ 60,918	$ 10,578	21.0%
	Fixed Route	$ 36,730	$ 46,836	$ 10,106	27.5%
	Subtotal	**$ 87,070**	**$ 107,754**	**$ 20,684**	23.8%
Fuel					
	Dial-A-Ride	$ 110,000	$ 100,000	$ (10,000)	-9.1%
	Fixed Route	$ 120,000	$ 100,000	$ (20,000)	-16.7%
	Subtotal	**$ 230,000**	**$ 200,000**	**$ (30,000)**	**-13.0%**
Contracted Services					
	Dial-A-Ride	$ 1,562,095	$ 1,634,510	$ 72,415	4.6%
	Fixed Route	$ 1,587,170	$ 1,660,412	$ 73,242	4.6%
	Subtotal	**$ 3,149,265**	**$ 3,294,922**	**$ 145,657**	**4.6%**
Total					
	Dial-A-Ride	$ 1,849,224	$ 1,970,438	$ 121,214	6.6%
	Fixed Route	$ 1,905,268	$ 1,974,888	$ 69,620	3.7%
	Total	**$ 3,754,492**	**$ 3,945,326**	**$ 190,834**	**5.1%**

For FY 2025/26, CCTS is proposing a funding plan that includes Local Transportation Funds (LTF), Federal Transit Administration (FTA) Section 5307 funds, State of Good Repair (SGR prior year funds), Low Carbon Transit Operations Program funds, AB2766 funds and revenues generated by passenger fares, bus shelter advertising, and local funds.

Capital Budget

CCTS is requesting capital funds for the following projects:

- Bus Stop Improvements
- Hydrogen Fueling Station
- CNG Fueling Station Upgrade

- Storage Container

The following funds are being programmed for the above projects: STA, SGR, and SB125 ZETCP. In addition, staff will utilize funding from prior approved SRTP projects for capital projects planned for FY 2025/26 through FY 26/27. See section 4.4 for a list of open projects.

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

City of Corona

Original

Operating

Project	Total Amount of Funds	5307 RS	AB 2766	FARE	LCTOP OB	LTF	OTHR LCL	SB 125 ZETCP GGRF	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314				
Capital Cost of Contracting - Dial-A-Ride	$593,804	$475,043				$118,761										
Capital Cost of Contracting - Fixed Route	$604,165	$483,332				$120,833										
Corona Cruiser Operating	$1,370,723	$440,000	$2,000	$35,150	$140,000	$715,573	$38,000									
Corona Dial-A-Ride Operating	$1,376,634	$440,000		$500	$160,000	$766,134	$10,000									
Sub-total Operating	$3,945,326	$1,838,375	$2,000	$35,650	$300,000	$1,721,301	$48,000	$0	$0	$0	$0	$0				

Capital

Project	Total Amount of Funds	5307 RS	AB 2766	FARE	LCTOP OB	LTF	OTHR LCL	SB 125 ZETCP GGRF	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314				
Bus Stop Improvements - 26-04	$100,000								$94,835	$5,165						
CNG Fueling Station Upgrade - 26-02	$220,000										$190,218	$29,782				
Hydrogen Fueling Station - 26-01	$1,778,353							$1,778,353								
Storage Container - 26-03	$6,000										$6,000					
Sub-total Capital	$2,104,353	$0	$0	$0	$0	$0	$0	$1,778,353	$94,835	$5,165	$196,218	$29,782				
Total Operating & Capital	$6,049,679	$1,838,375	$2,000	$35,650	$300,000	$1,721,301	$48,000	$1,778,353	$94,835	$5,165	$196,218	$29,782				

FY 2025/26 Projected Funding Details

5307 RS	$1,838,375
AB 2766	$2,000
FARE	$35,650
LCTOP OB	$300,000
LTF	$1,721,301
OTHR LCL	$48,000
Total Estimated Operating Funding Request	$3,945,326
SB 125 ZETCP GGRF	$1,778,353
SGR PUC99313	$94,835
SGR PUC99314	$5,165
STA PUC99313	$196,218
STA PUC99314	$29,782
Total Estimated Capital Funding Request	$2,104,353
Total Funding Request	**$6,049,679**

FY 2025/26 SRTP

City of Corona

Table 4.0 A - Capital Project Justification

Original

Project Number: 26-01

FTIP No: Not Assigned - New Project

Project Name: Hydrogen Fueling Station

Category: Buildings and Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: Hydrogen

Project Description: A Hydrogen fueling infrastructure to support the deployment of the FCEB is needed. FCEB infrastructure deployment will require hiring an infrastructure planning contractor. FCEB deployment requires the installation of a fueling station and may require improvements such as upgrades to the switchgear or utility service connections. Planning and design work, including the development of detailed electrical and construction drawings required for permitting, is also necessary once specific charging equipment has been selected. The hydrogen fueling station, for on-site fueling, will include a hydrogen delivery system, hydrogen storage tanks, vaporizer (for liquid storage), compressor, chiller, and dispensing system that delivers fuel to the vehicles. Infrastructure is assumed to be built out in one project that will conclude prior to the first FCEB deployment in 2028.

Project Justification: To comply with the CARB's Innovative Clean Technology (ICT) Regulation, the City of Corona Council approved a mixed-fleet source technology to provide greater redundancy and resilience benefits and less reliance on a single fuel source. These technologies include Battery Electric Bus (BEB) and Fuel Cell Electric Bus (FCEB). The City of Corona's transit fleet includes twenty compressed natural gas buses, seven (7) 32' buses, and thirteen (13) cutaway buses. To support the deployment of the mixed fleet BEB and FCEB, installation of charging stations and improvements to existing electrical infrastructure as well as hydrogen fueling infrastructure are required. The infrastructure supporting the ZEB fleet must be completed prior to each bus delivery.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SB 125 ZETCP GGRF	FY 2025/26	$1,778,353
Total		$1,778,353

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
		25-01	

FY 2025/26 SRTP

City of Corona

Table 4.0 A - Capital Project Justification

Original

Project Number: 26-02

FTIP No: N/A

Project Name: CNG Fueling Station Upgrade

Category: Buildings and Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: CNG

Project Description: Replace two aging Compressed Natural Gas (CNG) compressors with new ones. The CNG facility was initially built in 2001. Transit will continue to utilize CNG fuel for the next 14-16 years before all vehicles are replaced with zero-emission. The transit fleet utilizes 35-40 percent of the CNG fuel. The project cost is estimated at $600,000, with a transit share of $220,000.

Project Justification: Both Current CNG compressors have over 20,000 hours of run time on them. Over time, compressors can lose efficiency, leading to higher energy consumption and reduced performance. Components like seals, valves, and pistons can degrade, affecting the compressor's reliability. It is necessary for the CNG compressors to be in good working condition to keep the CNG station running without any interruption to service.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2025/26	$190,218
STA PUC99314	FY 2025/26	$29,782
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

FY 2025/26 SRTP

City of Corona

Table 4.0 A - Capital Project Justification

Original

Project Number: 26-03

FTIP No: N/A

Project Name: Storage Container

Category: Buildings and Facilities

Sub-Category: Parts

Fuel Type: N/A

Project Description: Ground-level 40' steel containers for storage of transit-related equipment

Project Justification: The transit division lacks covered storage space. Seeking to purchase a 40' storage container that will allow us to store bus stop equipment, such as signs, benches, trash receptacles, etc. In the past, these have been stored out in the open and have sustained damage from the elements. Staff is in the process of ordering bus stop signs and replacement parts and has considered purchasing the storage container that will be solely used for transit.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2025/26	$6,000
Total		$6,000

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 2025/26 SRTP

City of Corona

Table 4.0 A - Capital Project Justification

Original

Project Number: 26-04

FTIP No: Not Assigned - New Project

Project Name: Bus Stop Improvements

Category: Buildings and Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: The Corona Cruiser serves 185 bus stops along two routes – the Red and Blue Lines. This project will provide funding to improve ADA accessibility, maintain bus stop furniture and equipment in a proper and safe manner and provide funding to place additional stops as demand warrants. This transit enhancement project will entail the purchase and installation of new and/or replacement bus stop amenities to improve accessibility and/or removing barriers to accessibility. Project funding will enable the purchase of bus stop shelters, benches, solar lighting, bus stop signage, trash receptacles and bus stop post mounted lights. This project is a multi-year/on-going activity.

Project Justification: Bus stop shelters provide patrons with shelter during inclement weather and shaded respite from the sun. Shelters also provide lighting for convenience and enhanced passenger safety.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2025/26	$94,835
SGR PUC99314	FY 2025/26	$5,165
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
		21-2	Open
		24-3	
		25-3	
		21-2	Open
		24-3	
		25-3	

TABLE 4B – FAREBOX REVENUE CALCULATION

(Consistent with Riverside County Transportation Commission Farebox Recovery Policy)

Farebox Recovery Ratio Revenues	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25 Yearend Est	FY 2025/26 Planned
Passenger Fares	$130,707	$32,070	$37,099	$38,351	$35,650
Interest Income	$0	$14,314	$28,962	$0	$0
General Fund Contribution	$0	$0	$0	$0	$0
Measure A	$0	$0	$0	$0	$0
Passenger Shelter Advertising Revenue	$9,854	$9,742	$8,000	$8,000	$8,000
Gain on Sale of Capital Assets	$0	$0	$0	$0	$0
CNG Revenues	$0	$0	$0	$0	$0
Lease / Other Revenue	$0	$0	$0	$0	$0
Federal	$134,807	$198,136	$71,330	$115,881	$206,149
LCTOP	$74,325	$205,600	$262,374	$285,205	$300,000
Investment Income	-$49,165	$0	$0	$0	$0
Fare Revenues from Exempt Routes	$0	$0	$0	$0	$0
Other Revenues*	$31,269	$52,368	$39,211	$57,400	$42,000
Total Farebox Revenues	$331,797	$512,230	$446,976	$504,837	$591,799
Total Operating Expense	$2,157,427	$2,685,728	$3,024,931	$3,365,581	$3,945,326
Farebox Recovery Ratio**	15%	19%	15%	15%	15%

***Includes Corona Medical Regional Center contribution, AB2766 Fare subsidy and contractor penalties.**

**** Farebox recover ratio requirement is based on a system-wide blended rate of 15% (10% for DAR Specialized Service and 20% for Corona Cruiser fixed route service. Utilizing FTA funds as local funds for farebox recovery.**

4.2 Funding Plans to Support Planned Operating and Capital Program (FY26/27 & FY27/28)

Operating Program

CCTS funding plan to support FY 2026/27 and FY 2027/28 includes:

- Local Transportation Funds (LTF)
- FTA Section 5307 funds
- State of Good Repair
- Low Carbon Transit Operations Program (LCTOP)
- Passenger Fare revenues
- AB2766 funds
- Bus shelter advertising
- General funds to close the funding gap in order to meet the farebox recovery ratio, and other local funds.

Capital Program

Capital program funds supporting FY 2026/27 and FY 2027/28 will include FTA sections 5307 & 5339, State Transit Assistance (STA), State of Good Repair, and SB125 TIRCP and ZETCP for prior approved projects and current requests.

Table 4.1 - Summary of Funding Requests - FY 2026/27

City of Corona

Original

Operating

Project	Total Amount of Funds	5307 RS	AB 2766	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	OTHR LCL								
Corona Cruiser Operating	$2,044,831	$942,782	$5,000	$70,200	$136,700	$7,500	$844,649	$38,000								
Corona Dial-A-Ride Operating	$2,040,474	$934,160		$500	$164,800		$931,014	$10,000								
Sub-total Operating	$4,085,305	$1,876,942	$5,000	$70,700	$301,500	$7,500	$1,775,663	$48,000								

Capital

Project	Total Amount of Funds	5307 RS	AB 2766	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	OTHR LCL								
No Capital Projects																
Total Operating & Capital	$4,085,305	$1,876,942	$5,000	$70,700	$301,500	$7,500	$1,775,663	$48,000								

FY 2026/27 Projected Funding Details

5307 RS	$1,876,942
AB 2766	$5,000
FARE	$70,700
LCTOP PUC99313	$301,500
LCTOP PUC99314	$7,500
LTF	$1,775,663
OTHR LCL	$48,000
Total Estimated Operating Funding Request	$4,085,305
Total Funding Request	**$4,085,305**

Table 4.2 - Summary of Funding Requests - FY 2027/28

City of Corona

Original

Operating

Project	Total Amount of Funds	5307 RS	AB 2766	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	OTHR LCL								
Corona Cruiser Operating	$2,209,448	$993,060	$5,000	$72,300	$7,500	$141,026	$952,562	$38,000								
Corona Dial-A-Ride Operating	$2,203,632	$983,576		$550	$169,744		$1,039,762	$10,000								
Sub-total Operating	$4,413,080	$1,976,636	$5,000	$72,850	$177,244	$141,026	$1,992,324	$48,000								

Capital

Project	Total Amount of Funds	5307 RS	AB 2766	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	OTHR LCL								
No Capital Projects																
Total Operating & Capital	$4,413,080	$1,976,636	$5,000	$72,850	$177,244	$141,026	$1,992,324	$48,000								

FY 2027/28 Projected Funding Details

5307 RS	$1,976,636
AB 2766	$5,000
FARE	$72,850
LCTOP PUC99313	$177,244
LCTOP PUC99314	$141,026
LTF	$1,992,324
OTHR LCL	$48,000
Total Estimated Operating Funding Request	$4,413,080
Total Funding Request	**$4,413,080**

4.3 Regulatory and Compliance Requirements

Half Fare During Non-Peak Hours

According to federal statute, transit operators must allow 1) elderly persons, 2) persons with disabilities, and 3) Medicare card holders to ride fixed route service during off-peak hours for a fare that is not more than one-half the base fare charged to other persons during peak hours. The base fare for Cruiser service is $1.50 during peak and non-peak hours ($1.75 effective 1/1/24). The fare for an elderly person (60+), a person with disabilities, and Medicare cardholders is $0.70 ($.75 effective 1/1/24) throughout the service day.

Americans with Disabilities Act (ADA)

The Americans with Disability Act requires that complementary paratransit service be available to ADA-certified persons during the same hours and days of operation available to fixed route passengers. Complementary paratransit service must be provided within ¾ of a mile corridor from each side of a fixed route. CCTS operates Dial-A-Ride service that extends beyond the ¾ mile corridor to the city limits, into the county areas of Coronita, El Cerrito, and Home Gardens, as well as satellite locations in the City of Norco (Department of Motor Vehicles, Department of Public Social Services and Norco College). ADA-certified passengers receive priority. As such, CCTS maintains zero denials for ADA-certified passengers.

Provision of Service – ADA complementary paratransit must be provided to an ADA eligible individual, including those with temporary eligibility, a Personal Care Attendant (PCA) if necessary, and one other individual accompanying the ADA-eligible individual, if requested. Additional companions may be provided service, if space is available. Service also must be provided to visitors. Any visitor who presents ADA eligibility documentation from another jurisdiction must be provided service.

Type of Service – ADA specifies “origin to destination” service. In certain instances, this might require service beyond strict curb-to-curb. Door-to-door assistance for ADA-certified passengers is available upon request. Door-to-door service is available when:

- Drivers can see the bus at all times;
- The outermost door is within 150 feet from the bus;
- Driver safety and security is maintained; and
- Where a safe parking area is available.

Fares – The ADA complementary paratransit fare cannot exceed twice the fare for a trip of similar length, at a similar time of day, on the fixed route system, and no fares may be

charged for PCAs accompanying an ADA-certified passenger. ADA-certified individuals are charged $3.50 per trip, which is twice the fare for a trip on the fixed route Cruiser ($1.75 x 2 = $3.50). A companion is charged $3.50 per trip as well.

Disadvantaged Business Enterprise

Pursuant to Federal Regulation 49 CFR Part 26 - Disadvantaged Business Enterprise (DBE), all public agencies receiving U.S. Department of Transportation (USDOT) funds that anticipate awarding $250,000 or more in USDOT-assisted contracts must establish a three-year (3) overall DBE goal for potential contracting opportunities for certified suppliers.

CCTS will continue using federal section FTA 5307 funds for future projects including the use of these funds for operating and capital projects. The City submitted its' updated DBE program and DBE triennial goal and methodology on September 1, 2023. The DBE goal & methodology is for federal Fiscal Years 2024-2026 (October 1, 2023 through September 30, 2026). The DBE Goal and Program are pending review and concurrence by FTA. The next Triennial DBE Goal is due on August 1, 2026.

Title VI

In compliance with Title VI of the Civil Rights Act of 1964, no person on the basis of race, color, or national origin, is excluded from participation in, or is denied the benefits of, or is subjected to discrimination within the scope of services offered by CCTS. The following notification to passengers of their right to file a complaint is included on the City of Corona website, service brochures, and posted on board CCTS buses.

> *No person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity of the City of Corona Transit Service (CCTS). The Public Works Director is the CCTS Title VI Compliance Officer. For more information, or to file a Title VI Civil Rights complaint, contact the Corona Public Works Department by telephone at (951) 736-2266, by email at publwks@ci.corona.ca.us, or by visiting the Public Works Department at 400 S. Vicentia Avenue, Suite 210, Corona, CA 92882.*

The City submitted its' updated Title VI program (2024-2026) on May 25, 2023, which is pending concurrence from FTA. The next Title VI program update is due on June 1, 2026.

Transit Asset Management (TAM) Plan

Federal regulations 49 CFR 625 requires agencies to develop a transit asset management (TAM) plan if it owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.S. Chapter

53 as a recipient or subrecipient. As a recipient of federal funds and operating a public transit system, CCTS is required to comply with this regulation. Under this regulation, CCTS is defined as a Tier II provider. Tier II transit provider are that own, operate less than 100 vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode. CCTS' TAM plan includes the following four required elements: 1) An inventory of assets; 2) Condition assessment of inventoried assets; 3) Description of decision support tool; and 4) A prioritized list of investments.

As required, on October 29, 2018, the completed TAM Plan was submitted to Southern California Association of Government, the metropolitan planning organization for the region. In addition, CCTS prepares an annual report and submits it to Federal Transit Administration's National Transit Database. The report includes asset inventory data, condition assessments and performance results and projected targets for the following fiscal year along with a narrative report on any changes.

Per regulations, the TAM plan is required to be updated every four (4) years. CCTS submitted its updated TAM plan to SCAG on November 3, 2022.

Public Transit Agency Safety Plan (PTASP)

Federal Transit Administration (FTA) published the PTASP Final Rule (49 C.F.R. Part 673), which requires public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include processes and procedures for implementing the Safety Management Systems (SMS). The documented SMS ensures that the CCTS is performing the necessary risk management activities, monitoring its results, and making the necessary adjustments in maintaining a safe system. This plan outlines how CCTS, in partnership with its transit operations contractor, will continually identify, monitor, and mitigate various safety risks and hazards present in its transit operating environment.

In addition, under the PTASP rule, the transit operator is required to set safety performance targets based on the safety performance measures established by the National Public Transportation Safety Plan (NSP). The NSP safety performance measures are for the following categories: Fatalities, Injuries, Safety Events, and System Reliability (State of Good Repair). The first set of performance targets has been shared with Corona's Metropolitan Planning Organization (MPO), the Southern California Association of Governments (SCAG) and the California Department of Transportation.

The plan was approved and adopted by the City Council on April 15, 2020. The plan has also been approved by the California Department of Transportation, Division of Rail & Mass Transportation.

Furthermore, as a result of the pandemic, the Federal Transit Administration requires all safety plans to be amended in compliance with 49 U.S. Code 5329(d) to include infectious disease prevention protocols and safety performance targets. The safety plan was

updated and approved by City Council on December 7, 2022. The amended plan was submitted to SCAG on December 27, 2022.

Transportation Development Act Triennial Audit

The triennial performance audits are administered and coordinated by RCTC. CCTS underwent a Transportation Development Act (TDA) Triennial Performance Audit in October 2021 and a site visit in December 2021 covering Fiscal Years 2018/19 through 2020/21. While the audit results reveal CCTS operations meeting the major goals and objectives of the TDA program, room for improvement is always paramount with the audit, which suggests improvements in two areas as summarized in Table 4.3 Progress Implementing Triennial Performance Audit Draft Recommendations.

TABLE 4.5 – PROGRESS IMPLEMENTING TRANSPORTATION DEVELOPMENT ACT (TDA) TRIENNIAL PERFORMANCE AUDIT RECOMMENDATIONS

TDA Triennial Performance Audit Period Covering FY 2018/19 through FY 2020/21	
Audit Recommendations	**Action / Remedy**
Continue process of implementing ADA subscription services on Dial-A-Ride	This recommendation is being carried forward from the prior audit. 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. 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. **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.**
Include additional locally generated revenue in the farebox recovery.	During the audit period, Corona adopted a blended farebox recovery standard of 15 percent. The revenues in the farebox ratio are composed primarily of passenger fares, City supplemental support revenues, and air district subsidies. New state legislation (SB 508) reinforces the current RCTC practice of allowing other locally generated revenues in the farebox ratio. These other revenues could include advertising generated by the transit system, and bus wraps on the vehicles, and other local contributions from the City to the transit program. Corona allows advertising space on its bus shelters and has expressed interest in allowing advertising on board its vehicles. The City currently does not have an advertising policy but has expressed interest in developing one. However, staffing and budgetary constraints make it difficult to pursue. Nevertheless, given the farebox recovery trends, the City should pursue this measure to incorporate other locally generated revenue in its farebox recovery. **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.**

Federal Transit Administration Triennial Review

A Federal Transit Administration Triennial Review for the period 2017-2020 was completed in April 2020. The final report was received on June 8, 2021. No deficiencies were found, and the city successfully complied with all 21 areas covered in the review process. CCTS is currently in the midst of a triennial review with site visit scheduled for July 2025.

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 2024 was October 30, 2023. CCTS staff provided responses and clarification to NTD reviewers following the initial review. The 2024 annual NTD report has been successfully closed out.

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 ten (10) prior SRTP-approved projects open. The table at the end of this section reflects these open projects. These projects are classified under the following categories: Revenue Vehicles; Vehicle Systems and Equipment; Buildings and Facilities; Communications and Information Technology Systems; Transit Shelters and Amenities

REVENUE VEHICLES

Replacement Buses

Purchase replacement cutaway buses for Dial-A-Ride service. The purchase of these buses will go through the California Association for Coordinated Transportation/Morongo Basin Transit Authority (CalACT/MBTA) Cooperative Purchasing Schedule (Cooperative

Replacement of two (2) 2012 buses – CCTS put ten Type C buses into service in 2012. Of the ten buses, eight were replaced with 2017 buses, and two were kept as service increased. These two buses need replacing as they are showing more signs of wear and tear. These 2012 buses have exceeded their useful life of five years and 150k miles.

Replacement of eleven (11) 2017 buses – CCTS put into service eleven cutaway buses in 2018. These buses have a useful life of five years or a minimum of 150k miles, whichever comes first. These buses will reach their useful life in July 2023.

Purchase ADA Accessible Van

To provide additional transit options, an ADA-accessible van will be purchased to support the current DAR program and transport fewer passengers (or one wheelchair). This will allow the use of a smaller vehicle for situations when a larger vehicle is not warranted. Using a smaller vehicle may lead to improved efficiency and an overall improved experience, i.e., punctuality, cost efficiency, comfort, etc. In addition, these vehicles will be used for the proposed microtransit service.

TRANSIT SHELTERS AND AMENITIES CATEGORY

Bus Stop Improvements

CCTS provides and maintains benches, shelters, signage, and trash receptacles at bus stops. Installation of transit amenities along bus routes are based on numerous factors including, the number of passenger boardings at stops along the routes. CCTS plans to continue on-going improvements to bus stops which include upgrading bus stop accessibility and passenger amenities:

- Redesign and replace shelters that provide advertisement opportunities to generate revenue.
- Replace older blue fiberglass bus benches with metal benches.
- Update bus stops to improve ADA accessibility.
- Assess locations missing amenities and, where feasible, install new shelters, benches, and trash receptacles.
- Redesign signage.

Currently, improvements to bus stops are being made as needed. The replacement of damaged equipment and assessment are based on customer complaints.

Bus stops within the City of Corona are of the following Tier System:

Description	Amenities
Tier 1	Sign, trash receptacle
Tier 2	Tier 1 with bench seating
Tier 3	Tier 2 with shelter and shelter lighting
Landmark	Tier 3 with landscaping

Each location was assessed through the COA process. It was determined that 82% of the stops fall in the Tier 2 category, and 23% fall in the Tier 3 category.

However, major bus stop improvement efforts will be undertaken as a result of the COA recommendations. These efforts include:

- Removal and relocation of bus stop amenities
- New bus stop and bus stop amenities
- New ADA-accessible stops

While many stops will be eliminated and/or relocated due to restructuring of the current routes, over 60 new bus stops will be added to accommodate the one new route. All new stops will be ADA-accessible.

At a minimum, CCTS intends to have Tier 2 bus stop amenities (with lighting in locations that are dimly lit). Once the list of new stops is developed, a determination will be made for Tier 3 and Landmark locations.

COMMUNICATIONS AND INFORMATION TECHNOLOGY SYSTEMS CATEGORY

Intelligent Transportation System (ITS)

This system is for the purpose of ensuring customers are receiving the highest quality information on time as well as ensuring that CCTS is operating at optimal efficiency. ITS will include components such as: Computer Aided Dispatching; Automatic Vehicle Location; Automated Annunciators and Reader Boards to meet ADA Requirements; Relay real-time transit information; Automated Passenger Counter; and an Advanced Fare Payment System. Customers are demanding enhanced information on a more immediate basis. Additionally, reporting requirements add increased pressure to provide more accurate and detailed information in order to monitor the performance of the system. Upgrading our existing systems and installing new technologies will ensure that customers receive the highest quality information on time and that CCTS operates at optimal efficiency. The use of ITS technologies contributes to enhanced customer service, improved productivity, and the overall fiscal responsibility of the transit system. CCTS plans to release the solicitation for an ITS.

CCTS is currently in the investigation phase to explore the various technologies available based on CCTS' needs. CCTS staff has participated in numerous vendor demonstrations and has attended the ITS seminar to assist staff with the potential scope of work for the Request for Proposal. Based on prior year estimates, the cost is projected at $1.5 million dollars for this project, but given the market changes, the cost may be higher. A solicitation for ITS services is scheduled to be released during FY 2025/26. Completion of this project is anticipated in FY 2026/27.

Digital Land Mobile Radio System

The existing radio communication system is nearing its life expectancy. Purchase and install a new digital land mobile radio communications system.

BUILDINGS AND FACILITIES CATEGORY

Canopy/Roof Structure for Bus Parking Area

Purchase and install canopies over the bus parking stalls at the City's Corporation Yard to protect and prolong the life of the buses and the associated equipment. CCTS will explore options for canopies equipped with solar panels, providing shade for the buses while simultaneously generating renewable energy.

Fueling Infrastructure

Hydrogen Fueling Station - A Hydrogen fueling infrastructure to support the deployment of the FCEB is needed. FCEB infrastructure deployment will require hiring an infrastructure planning contractor. FCEB deployment requires the installation of a fueling station and may require improvements such as upgrades to the switchgear or utility service connections. Planning and design work, including the development of detailed electrical and construction drawings required for permitting, is also necessary once specific charging equipment has been selected. The hydrogen fueling station, for on-site fueling, will include a hydrogen delivery system, hydrogen storage tanks, vaporizer (for liquid storage), compressor, chiller, and dispensing system that delivers fuel to the vehicles. Infrastructure is assumed to be built out in one project that will conclude prior to the first FCEB deployment in 2028.

Battery Electric Charging Station - Infrastructure is needed to support the deployment of Battery Electric Buses (BEB). BEB infrastructure deployment will require infrastructure planning, the purchase of dispensers and chargers, and electric service upgrades to add service capacity. CCTS BEB charging depot will consist of seven chargers with two dispensers per charger. An electric service upgrade includes an estimated 1 megawatt of additional electricity capacity to accommodate charging for thirteen BEBs Infrastructure is assumed to be built out in one project that will conclude prior to the first BEB deployment in 2029.

Open Projects Table

Project Name	SRTP Project #	New Project #	Project Element	Funding Category	Project Timeline	Original Project Award	Project Balance
Route Development Buses - Changed Scope to Replacement of 2017 DAR Buses	15-03	24-2	1	1	Dec-25	$ 300,000	$ 70,281
	19-02					$ 945,000	$ 945,000
	24-2					$ 1,767,719	$ 1,767,719
						Amount Available for Replacement of 2017 DAR Buses:	**$ 2,783,000**
Bus Stop Improvements	17-2	24-3	6	2	On-going	$ 600,000	$ 511,644
	21-2					$ 50,646	$ 50,646
	24-3					$ 99,354	$ 99,354
	25-3					$ 114,869	$ 114,869
	26-05					$ 100,000	$ 100,000
						Amount Available for Bus Stop Improvements:	**$ 876,513**
Intellegent Transportation System (ITS)	19-01	24-4	3	1	Jun-26	$ 500,000	$ 500,000
	20-1					$ 50,000	$ 50,000
	21-3					$ 345,000	$ 345,000
	22-1					$ 405,000	$ 405,000
						Amount Available for ITS:	**$ 1,300,000**
ADA Accesible Van	19-03		1	1	Dec-25	$ 48,039	$ 48,039
	20-3					$ 48,198	$ 48,198
						Amount Available for ADA Accessible Van:	**$ 96,237**
Digital Land Mobile Radio (DLMR)	20-2		5	1	Dec-25	$ 135,000	$ 135,000
						Amount Available for DLMR:	**$ 135,000**
Bus Parking Canopy	21-1		4	1	Dec-25	$ 100,000	$ 100,000
						Amount Available for Bus Parking Canopy:	**$ 100,000**
Support Equipment & Software	19-4		3	1	Dec-24	$ 10,000	$ 2,867
						Amount Available for Support Equipment:	**$ 2,867**
Replacement of 2012 Dial-A-Ride Buses	22-2	24-1	1	1	Dec-25	$ 306,330	$ 306,330
	24-1					$ 205,456	$ 205,456
						Amount Available for Replacement of 2012 DAR Buses:	**$ 511,786**
Hydrogen Fueling Station	25-1		4	1	Jun-26	$ 8,525,595	$ 8,525,595
	26-01					$ 1,778,353	$ 1,778,353
						Amount Available for Hydrogen Fueling Station:	**$ 10,303,948**
Infrastructure for Battery Electric Buses	25-2		4	1	Jun-26	$ 2,096,052	$ 2,096,052
						Amount Available for Infrastructure for Battery Electric Buses:	**$ 2,096,052**
CNG Fueling Station Upgrade	26-02		4	2	Jun-26	$ 220,000	$ 220,000
						Amount Available for Infrastructure for Battery Electric Buses:	**$ 220,000**
Storage Container	26-04		3	1	Jun-26	$ 6,000	$ 6,000
						Amount Available for Infrastructure for Battery Electric Buses:	**$ 6,000**
						TOTAL AMOUNT AVAILABLE FROM ALL PROJECTS:	**$ 18,431,403**

Legend

Project Elements:

1 Revenue Vehicle Purchases
2 Non-Revenue Vehicle Purchases
3 Vehicle Systems and Equipment
4 Buliding, Land and Facilities
5 Communications and Information Technology Systems
6 Transit Shelters and Amenities
7 Fixed Guideways and Tracks
8 Debt Service
9 Maintenance
10 Security
11 Planning/Feasability

Funding Category

1 Fully Funded
2 Partially Funded

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City of Corona
City Council Meeting
Resolution Page
City Council Meeting

Agenda Number:	6.9.
Resolution Number	
Title:	ADOPT THE PROPOSED SHORT-RANGE TRANSIT PLAN FOR FISCAL YEARS 2025/26 THROUGH 2027/28
Date:	June 4, 2025

Moved by: Jacque Casillas

Seconded by: Tom Richins

That the City Council:

a. Adopt the proposed Short-Range Transit Plan for Fiscal Year 2026 through 2028.

b. Direct staff to submit the Short-Range Transit Plan for Fiscal Year 2026 through 2028 to the Riverside County Transportation Commission for approval.

c. Authorize revisions to the Fiscal Year 2026 Transit Service Fund revenue and expense budget following approval of the Fiscal Year 2026 through 2028 Short-Range Transit Plan by the Riverside County Transportation Commission.

d. Authorize an appropriation of $100,000 from the Transit Service Fund 577 to the COA – Citywide Bus Stop Improvements, Capital Improvement Project No. FC-2022-19 for Fiscal Year 2026.

YES: 5 **NO: 0** **ABSTAIN: 0** **CONFLICT: 0** **ABSENT: 0**

MotionAPPROVED

YES: 5

Jim Steiner, Jacque Casillas, Tony Daddario, Tom Richins, Wes Speake

NO: 0

ABSTAIN: 0

CONFLICT: 0

ABSENT: 0

DocuSigned by:
Sylvia Edwards
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6/9/2025

ATTACHMENT 6

FY 2025/26-FY 2027/28 SHORT RANGE TRANSIT PLAN

City of Riverside, PRCSD – Special Transportation Division

FINAL

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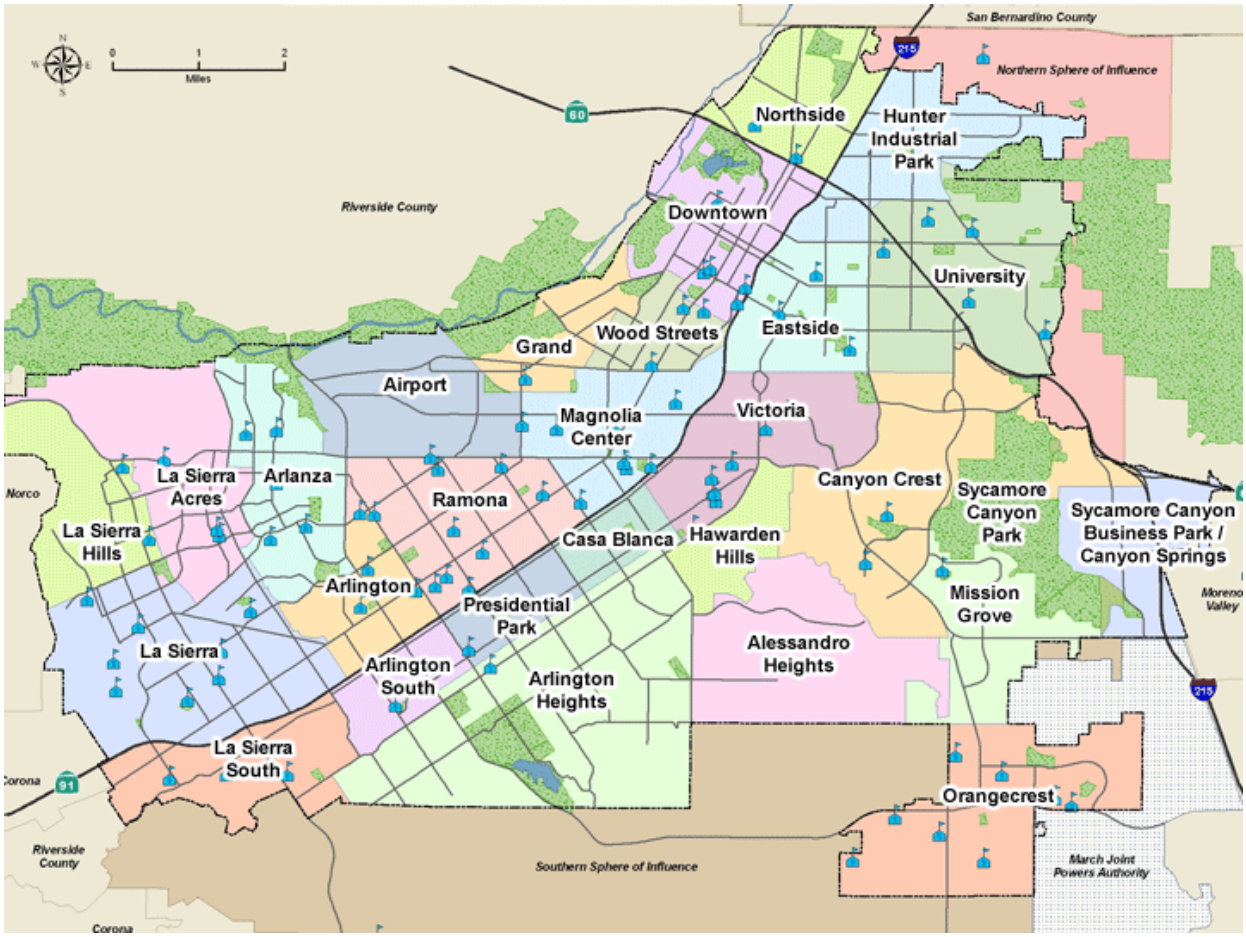
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I. ***SYSTEM OVERVIEW***

1.1 Service Area

Riverside Connect is a division within the City of Riverside's Parks, Recreation and Community Services Department that has been offering transportation services to seniors and disabled residents in the Riverside community since 1975. This paratransit transportation service is provided within the 81.54 square mile incorporated city limits of the City of Riverside, shown below in Figure 1.

Figure 1



1.2 Population Profile

The American Community Survey (ACS) is a demographics survey program conducted by the U.S. Census Bureau. The ACS is designed to provide communities with reliable and timely demographic, social, economic, and housing data every year. Conducted annually, the ACS serves as an interim source of up-to-date demographic data through the decade, until the next Census is conducted. According to the 2023 ACS, 5-year estimates published by the U.S. Census Bureau, the City of Riverside's estimated population is 316,241 residents. The senior population within the City of Riverside (those 60 years of age and over) accounts for approximately 16.5% of the total population, while individuals with a disability under the age of 65 accounts for approximately 6.3%.

1.3 Paratransit Services

Owned and operated by the City of Riverside, Riverside Connect is an origin to destination shared ride service available to residents 60 years of age and older and persons with disabilities. Documentation from a physician is required for individuals with a disability, and the approval process for disabled passengers is managed by the Riverside Transit Agency (RTA).

Riverside Connect operates 362 days per year, only suspending service on Thanksgiving Day, Christmas Day, and New Year's Day. Hours of operation are 8:00 a.m. – 5:30 p.m. Monday through Friday and 9:00 a.m. – 4:00 p.m. on weekends and holidays. To schedule a ride, passengers may call the Riverside Connect reservation line, 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
Paratransit Services		
City Wide	Origin to destination / reservation-based service for Riverside residents age 60 and over and the disabled community	Within the city limits of Riverside

1.4 Description of Ridership

Ridership data is listed in the tables below. Fiscal Year (FY) 2024/25 data reflects ridership through March 2025.

FY 2023/24	Total
Passengers	88,259
Revenue Hours	31,092
Revenue Miles	432,901

FY 2024/25	Total
Passengers	58,278
Revenue Hours	19,549
Revenue Miles	276,409

1.5 Fare Structure

Riverside Connect currently has two fare types – general and medical. The cost of a one-way general fare is $3.25 while the cost of a one-way medical trip is $2.25. Medical trips are for doctor appointments, physical therapy, pharmacy visits, etc. Medical fares are discounted to help ensure transportation costs are not a barrier to healthcare access, especially for riders on fixed incomes. On April 9, 2024, the Riverside City Council approved a two-year fare increase, raising General and Medical Fares by $0.25 each year. As a result, effective July 1, 2025, the cost of a one-way general fare will be $3.50, while the cost of a medical trip will be $2.50.

Riverside Connect passengers may pay in cash at the time of service or prepay using cash or check deposits added to their account. Deposits can be made at the Riverside Connect Administrative Office or given to their driver. The table below illustrates a breakdown of the fare types and associated costs.

FY 24/25 Fare Type	Cost
One-way (General)	$3.25
One-way (Medical)	$2.25

1.6 Revenue Fleet

In FY 2024/25, Riverside Connect's active revenue fleet included thirty-two 16-passenger paratransit cutaway buses which run on compressed natural gas (CNG) and two 8-passenger wheelchair-equipped NorCal Transit Vans. Riverside Connect's two transit vans were put into service in FY 2020/21 to test the feasibility of operating a smaller profile vehicle to navigate in and around the more compact areas within the city. Riverside Connect also operates a Braun Van that is equipped to hold six passengers, which is primarily used by administrative staff to supervise routes and respond to accidents. This vehicle is not assigned to a route but is used as a backup 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. For cutaway buses, Riverside Connect's target is for less than 20% to exceed their useful life. Currently, 28 cutaways exceed their FTA useful life. In FY 2025/26, 12 new buses will be delivered to reduce that number to 16. ***See Table 1.1 – Fleet Inventory***

Demand Response / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2024/25	# of Contingency Vehicles FY 2024/25	Life to Date Vehicle Miles Prior Year End FY 2023/24	Life to Date Vehicle Miles through March FY 2024/25	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2024/25
2019	DTD	VN	6	1	17	GA	1	0	15,841	18,850	18,850
2019	FRD	VN	8	2	22	GA	2	0	11,673	37,289	18,644
2010	GLV	BU	16	3	25	CN	3	0	553,136	608,527	202,842
2011	GLV	BU	16	3	25	CN	3	0	740,833	759,716	253,238
2013	GLV	BU	16	7	25	CN	7	0	1,423,749	1,478,428	211,204
2014	GLV	BU	16	8	25	CN	8	0	1,528,219	1,615,515	201,939
2017	GLV	BU	16	8	25	CN	8	0	1,113,857	1,209,456	151,182
2019	GLV	BU	16	3	25	CN	3	0	192,896	242,680	80,893
		Totals:	110	35			35	0	5,580,204	5,970,461	170,585

1.7 Existing Facility

The Riverside Connect Administrative Office is located at 8095 Lincoln Avenue within the City of Riverside's Corporation Yard. The administrative building consists of administrative offices, a dispatch area, restrooms, and a break room. Riverside Connect'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 equipped with advanced safety systems and equipment to maintain the CNG fueled vehicles. The City of Riverside is working with a consultant to develop its Zero Emissions Infrastructure Transition Plan, which incorporates the approved Special Transportation plan to align with the upcoming 2026 compliance requirements. In the FY 2024/25 SRTP, $5,392,073 of SB 125 TIRCP funds were allocated to Riverside Connect for zero emissions infrastructure projects.

1.8 Existing Coordination Between Transit Agencies

Under a Memorandum of Understanding (MOU), the City of Riverside currently operates Riverside Connect to provide paratransit services within the city limits of Riverside on behalf of the Riverside Transit Agency (RTA). The MOU was amended in 2012 to restate the City's and RTA's obligations under the original MOU and to ensure continued compliance with the Americans with Disabilities Act ("ADA"). Under the amended terms, the City and RTA continue the commitment to cooperate and coordinate the provision of services within the shared service area.

1.9 Reference List of Prior or Existing Studies and Plans

On September 11, 2023, the California Air Resources Board (CARB) approved Special Transportation's Zero Emission Bus Rollout Plan as required by the Innovative Clean Transit regulation (California Code Regulations (CCR) Title 13 § 2023.1(d)) on June 28, 2023. The City of Riverside's ZEB Rollout Plan can be found on the CARB website:
https://ww2.arb.ca.gov/ourwork/programs/innovative-clean-transit/ict-rollout-plans

II. ***EXISTING SERVICES AND ROUTE PERFORMANCE***

2.1 Key Performance Indicators (KPI's)

To ensure that Riverside Connect is providing superior customer service, staff considers several performance indicators. Targets are evaluated and reported monthly to RTA. Data for FY 2024/25 KPI's through March 2025 is listed in the table below.

Internal KPI's	Target	Actual FY 2023/24	Actual FY 2024/25
On-time performance	100%	98%	97%
Call abandonment rate	0%	3.13%	2.51%
Average phone hold time	1:00	0:53	1:13

While some key performance indicators for Riverside Connect have declined compared to FY 2023/24, these trends were anticipated during the transition to new scheduling and dispatch software. On-time performance remains high at 97%, and call abandonment rates have improved from 3.13% to 2.51%. Although average phone hold times increased slightly above target, recent months show steady improvement as staff and riders adapt to the new system. Projections through the third quarter indicate Riverside Connect will meet or exceed targets for subsidy per passenger mile, passengers per revenue hour, and passengers per revenue mile. However, farebox recovery ratio, operating cost per revenue hour, and several subsidy measures are expected to fall short of targets. It is important to note that some reported figures do not fully reflect changes under AB 149, as the current data system does not yet calculate all applicable exclusions. Despite this limitation, staff continues to monitor KPIs closely and make operational adjustments as needed. While overall performance has been below original projections for FY 2024/25, recent operational trends suggest a positive recovery trajectory.

Riverside Connect tries to meet its performance target of a 10% Farebox Recovery Ratio as mandated in the Transportation Development Act (TDA). In FY 2023/24, Riverside Connects' farebox ratio was 19.26% (due to AB149 Section 99268.17, costs required to operate demand-response and micro transit services that expand access to transit service beyond fixed route corridors are excluded from the definition of "operating cost" for the purposes of calculating any required ratios of fare revenues). ***See Table 2.0 Service Provider Performance Targets Report***

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.0 -- Service Provider Performance Measures Report

FY 2024/25 Short Range Transit Plan Review

City of Riverside

Data Elements	FY 2024/25 Plan	FY 2024/25 Target	FY 2024/25 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	83,218			
Passenger Miles	566,500			
Total Actual Vehicle Revenue Hours	32,248.0			
Total Actual Vehicle Revenue Miles	422,132.0			
Total Actual Vehicle Miles	473,267.0			
Total Operating Expenses	$5,756,802			
Total Passenger Fare Revenue	$254,000			
Net Operating Expenses	$5,502,802			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	4.41%	>= 10.00%	2.91%	Fails to Meet Target
Additional:				
1. Operating Cost Per Revenue Hour	$178.52	<= $168.94	$197.17	Fails to Meet Target
2. Subsidy Per Passenger	$66.13	>= $45.28 and <= $61.26	$64.21	Fails to Meet Target
3. Subsidy Per Passenger Mile	$9.71	>= $7.91 and <= $10.70	$8.14	Meets Target
4. Subsidy Per Hour	$170.64	>= $127.66 and <= $172.72	$191.44	Fails to Meet Target
5. Subsidy Per Mile	$13.04	>= $9.25 and <= $12.51	$13.54	Fails to Meet Target
6. Passengers Per Revenue Hour	2.58	>= 2.40 and <= 3.24	2.98	Meets Target
7. Passengers Per Revenue Mile	0.20	>= 0.17 and <= 0.23	0.21	Meets Target

Note: Targets reflect +/- 15%

Productivity Performance Summary:

Service Provider Comments:

2.2 SRTP Performance Report

Riverside Connect has experienced steady growth across key performance indicators in recent years, including total passengers and passenger miles. Ridership trends among seniors and the disabled community have shown consistent progress, reflecting the positive impact of service enhancements and community outreach efforts.

While FY 2024/25 has seen some temporary declines in ridership and revenue hours compared to prior years, these trends coincide with the launch of a major scheduling system transition. Staff began preparing for the implementation of new scheduling software (Ecolane) in the fall of 2024, with the official go-live date in December. The learning curve associated with adapting to the new system temporarily impacted operations; however, recent months have shown signs of recovery, and performance is expected to stabilize and improve as the transition progresses.

In replacing the RouteMatch platform, which had been in place for over 15 years, Ecolane introduces opportunities for enhanced efficiency, improved routing, and better service delivery. As staff continue to build proficiency with the new system, Riverside Connect is well positioned to realize these benefits in FY 2025/26 and beyond.

Riverside Connect's FY 2025/26 plan anticipates meeting or exceeding targets across nearly all key performance indicators. It should be noted that some figures in the table below do not reflect changes from AB 149. However, if the current upward trends continue, projections indicate that targets will be achieved for operating cost per revenue hour, farebox recovery ratio (with federal operating assistance), subsidy per passenger, subsidy per revenue hour, subsidy per revenue mile, passengers per revenue hour, and passengers per revenue mile. The only performance measure currently forecasted to fall short of its target is subsidy per passenger mile. With operational efficiencies from the new Ecolane platform continuing to materialize, Riverside Connect is poised to strengthen overall performance and service delivery in the coming fiscal year.

See Table 2.1 – SRTP Performance Report

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

FY 2025/26 - Table 2.1 -- SRTP Performance Report

Service Provider: City of Riverside

All Routes

Performance Indicators	FY 2023/24 End of Year Actual	FY 2024/25 3rd Quarter Year-to-Date	FY 2025/26 Plan	FY 2025/26 Target	Plan Performance Scorecard (a)
Passengers	88,259	58,278	85,714	None	
Passenger Miles	505,812	459,813	583,495	None	
Revenue Hours	31,092.1	19,546.6	33,215.0	None	
Total Hours	42,418.4	27,406.3	43,600.0	None	
Revenue Miles	432,901.0	276,375.0	434,796.0	None	
Total Miles	481,298.0	328,815.0	487,465.0	None	
Operating Costs	$5,365,606	$3,853,934	$6,491,022	None	
Passenger Revenue	$276,570	$111,977	$278,000	None	
Measure-A Revenue				None	
LCTOP Revenue			$12,000	None	
Operating Subsidy	$5,089,035	$3,741,958	$6,213,022	None	
Operating Costs Per Revenue Hour	$172.57	$197.17	$195.42	<= $204.96	Meets Target
Operating Cost Per Revenue Mile	$12.39	$13.94	$14.93	None	
Operating Costs Per Passenger	$60.79	$66.13	$75.73	None	
Farebox Recovery Ratio	5.15%	2.91%	4.46%	>= 0.1	Fails to Meet Target
Subsidy Per Passenger	$57.66	$64.21	$72.49	>= $54.58 and <= $73.84	Meets Target
Subsidy Per Passenger Mile	$10.06	$8.14	$10.65	>= $6.92 and <= $9.36	Fails to Meet Target
Subsidy Per Revenue Hour	$163.68	$191.44	$187.05	>= $162.72 and <= $220.16	Meets Target
Subsidy Per Revenue Mile	$11.76	$13.54	$14.29	>= $11.51 and <= $15.57	Meets Target
Passengers Per Revenue Hour	2.84	2.98	2.58	>= 2.53 and <= 3.43	Meets Target
Passengers Per Revenue Mile	0.20	0.21	0.20	>= 0.18 and <= 0.24	Meets Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2025/26 Plan to the FY 2025/26 Primary Target.

2.3 SRTP Service Summary

Riverside Connect continues to monitor and evaluate key performance metrics to assess overall service effectiveness. During FY 2024/25, ridership and service utilization have experienced some temporary declines, coinciding with the agency's transition to a new scheduling platform. As staff and operations continue to adapt to the Ecolane system, recent trends have shown encouraging signs of recovery. Looking ahead to FY 2025/26, the agency projects continued gradual growth, with unlinked passenger trips expected to increase by approximately 3%. While operating expenses are anticipated to rise, current year financial data reflects some understatement of revenues due to delayed postings by the City's Finance Department, which is undergoing its own software transition. Once all revenues are fully posted, the FY 2024/25 farebox recovery ratio is expected to be more in line with original plan estimates, and Riverside Connect will continue efforts to strengthen overall cost-efficiency in the coming year.

It is important to note that some indicators in the table below do not fully reflect changes from AB 149 as the current database system does not calculate all applicable exclusions.

See Table 2.2 – SRTP Service Summary

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- City of Riverside -- SRTP Service Summary

FY 2025/26 Short Range Transit Plan

All Routes

	FY 2022/23 Audited	FY 2023/24 Audited	FY 2024/25 Plan	FY 2024/25 3rd Qtr Actual	FY 2025/26 Plan
Fleet Characteristics					
Peak-Hour Fleet	1	1	17	1	20
Financial Data					
Total Operating Expenses	$3,546,192	$5,365,606	$5,756,802	$3,853,934	$6,491,022
Total Passenger Fare Revenue	$59,576	$276,570	$254,000	$111,977	$290,000
Net Operating Expenses (Subsidies)	$3,486,616	$5,089,035	$5,502,802	$3,741,958	$6,213,022
Operating Characteristics					
Unlinked Passenger Trips	74,322	88,259	83,218	58,278	85,714
Passenger Miles	398,366	505,812	566,500	459,813	583,495
Total Actual Vehicle Revenue Hours (a)	28,018.9	31,092.1	32,248.0	19,546.6	33,215.0
Total Actual Vehicle Revenue Miles (b)	371,535.0	432,901.0	422,132.0	276,375.0	434,796.0
Total Actual Vehicle Miles	418,800.0	481,298.0	473,267.0	328,815.0	487,465.0
Performance Characteristics					
Operating Cost per Revenue Hour	$126.56	$172.57	$178.52	$197.17	$195.42
Farebox Recovery Ratio	1.68%	5.15%	4.41%	2.91%	4.46%
Subsidy per Passenger	$46.91	$57.66	$66.13	$64.21	$72.49
Subsidy per Passenger Mile	$8.75	$10.06	$9.71	$8.14	$10.65
Subsidy per Revenue Hour (a)	$124.44	$163.68	$170.64	$191.44	$187.05
Subsidy per Revenue Mile (b)	$9.38	$11.76	$13.04	$13.54	$14.29
Passenger per Revenue Hour (a)	2.7	2.8	2.6	3.0	2.6
Passenger per Revenue Mile (b)	0.20	0.20	0.20	0.21	0.20

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

2.4 Service Performance

Riverside Connect provided 88,259 passenger trips for a total of 481,298 service miles in FY 2023/24. Comparatively, 58,278 passenger trips and a total of 328,815 service miles have been provided as of March 31, 2025. While FY 2024/25 performance is expected to finish below prior-year levels, this trend aligns with operational impacts associated with the agency's scheduling software transition and is anticipated to be temporary. FY 2025/26 projections show a return to gradual ridership growth, with passenger trips anticipated to increase by approximately 3%. This growth is expected to be driven by sustained outreach initiatives and targeted service improvements intended to attract new riders and support existing ones.

It is important to note that some indicators in the table below do not fully reflect changes from AB 149 as the current database system does not calculate all applicable exclusions.

See Table 2.3 – SRTP Route Statistics

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics

City of Riverside -- 4

FY 2025/26

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	20	85,714	583,495	33,215	43,600	434,796	487,465	$6,491,022	$278,000		$12,000
		20	85,714	583,495	33,215	43,600	434,796	487,465	$6,491,022	$278,000		$12,000

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics

City of Riverside -- 4

FY 2025/26

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	$6,213,022	$195.42	$14.93	$75.73	4.46%	$72.49	$10.65	$187.05	$14.29	2.58	0.20
		$6,213,022	$195.42	$14.93	$75.73	4.46%	$72.49	$10.65	$187.05	$14.29	2.58	0.20

2.5 Productivity Improvement Efforts

Since the fall of 2024, Riverside Connect has been transitioning to a new scheduling platform, Ecolane, replacing the RouteMatch system that had been in use for over 15 years. While Ecolane offers strong potential to enhance route optimization, efficiency, and service reliability, the transition has involved a significant learning curve for staff and operations. Currently, staff continue to build proficiency with the system, and improvements are expected to become more visible as training progresses and system familiarity increases.

Throughout this period, Riverside Connect has remained focused on operating an efficient service while exploring ways to reduce costs and maintain high productivity. Staffing scenarios are regularly evaluated to maximize route efficiency and meet customer needs.

2.6 Major Trip Generators

Riverside Connect continues to see steady growth in trips to key destinations and programs that serve as major trip generators. Regular demand is driven by workshops and subscription-based services (Inland Regional Center), which provide vital access for seniors and individuals with developmental disabilities. Premium services like the Friendly Stars program further support social and recreational opportunities for adults in the community, fostering greater independence and quality of life. These programs contribute significantly to sustained ridership by offering consistent, reliable travel needs. As participation in these activities remains strong, Riverside Connect anticipates continued gradual increases in ridership throughout the year.

2.7 Recent Service Changes

No service changes occurred during the FY2024/25 year. Riverside Connect continues to provide service 7 days a week, 362 days a year.

III. ***FUTURE SERVICE PLANS, FARE CHANGES, CAPITAL PLANNING AND MARKETING***

3.1 Planned Service Changes

While there are currently no planned service changes, Riverside Connect is planning to review services through a Comprehensive Operations Analysis (COA). Upon completion of the COA, any planned service changes will be identified if recommended or needed.

3.2 Future Marketing Plans

For FY 2025/26, Riverside Connect will promote its services through a combination of print, digital, and in-person outreach strategies. Staff will distribute full-color brochures and flyers at City Community and Senior Centers and place advertisements in City publications, such as the Riverside Explorer Activity Guide, and the Senior Resource Guide, which are mailed to thousands of residents and made available online. Riverside Connect will also maintain its presence at community events including Senior Day, wellness fairs, grand openings, and other gatherings aimed at seniors and the disabled community. In addition, staff regularly attend resident meetings at senior living facilities, ADA workshops, and the monthly meetings of the City's Commission on Aging and Commission on Disabilities. These outreach efforts are further supported by the Parks, Recreation, and Community Services Marketing Team, who assist with promotion across various City channels.

To further expand ridership and service awareness, Riverside Connect is also planning targeted outreach to local medical facilities and hospitals. These partnerships aim to improve access to transportation for patients while helping inform a broader population about the availability of our accessible, safe, reliable transit option.

As Riverside Connect proudly celebrates its 50th anniversary of serving the city of Riverside, staff continue to expand efforts to raise awareness and grow ridership. To increase community engagement, Riverside Connect is offering free promotional ride days and free fares for new riders throughout this year and the next two years, funded by the Low Carbon Transit Operations Program (LCTOP). These initiatives provide opportunities for both new and existing riders to experience the service at no cost, helping to boost participation and highlight accessible transportation options in the community.

3.3 Projected Ridership Growth

Riverside Connect anticipates a return to moderate ridership growth in FY 2025/26 following a transitional period in operations. While increases are expected to be gradual, projections indicate approximately a 3% rise in passenger trips as outreach and promotional efforts expand. The ongoing marketing strategy, which includes free promotional ride days and free fares for new riders funded by LCTOP, is designed to attract both new and returning riders by demonstrating the convenience and accessibility of Riverside Connect.

3.4 Proposed Fare Structure Changes

Riverside Connect's proposal to increase fares to align with the Riverside Transit Agency (RTA) fare structure—resulting in a $0.50 increase over two years—was approved by the City Council and went into effect on July 1, 2024. As part of this plan, fares will increase by an additional $0.25 beginning July 1, 2025.

Fare Type	Cost
One-way (General) 7/1/2024	$3.25
One-way (Medical) 7/1/2024	$2.25
General Fare After 7/1/2025	$3.50
Medical Fare After 7/1/2025	$2.50

3.5 Capital Improvement Planning

To meet future service needs and government mandates, Riverside Connect is advancing a comprehensive capital program aligned with the California Air Resources Board (CARB) Zero Emission Rollout Plan and broader City initiatives. Capital projects are grouped into the following categories to align with countywide planning and reporting:

<u>Revenue Vehicles</u>

Riverside Connect is preparing to replace up to 26 CNG buses ahead of the 2026 CARB mandate. This proactive strategy allows the City to modernize its fleet with near zero-emission vehicles that better meet operational needs, particularly given the current range limitations of battery electric buses. Beginning in 2026, 25% of all new bus purchases must be zero-emission vehicles. Riverside Connect plans to purchase 3 additional buses in 2026, one of which will be a zero-emission vehicle, to comply

with the mandate while continuing to prioritize service reliability and performance.

Non-Revenue Vehicles

The administrative staff vehicle has reached its useful life expectancy and will be replaced in the upcoming FY. This vehicle will primarily be used by management staff to supervise operations and respond to accidents.

Vehicle Systems and Equipment

To improve onboard safety for senior and ADA riders, Riverside Connect plans to install Automated External Defibrillators (AEDs) on all paratransit vehicles. This investment will enhance emergency response capabilities in the event of cardiac related incidents.

Buildings and Facilities

Infrastructure upgrades at the Special Transportation Division's operations facility are planned in two phases.

- Phase 1 (2026) will focus on the installation of battery electric vehicle charging infrastructure.
- Phase 2 (2029) will focus on the installation of hydrogen fueling infrastructure.

The infrastructure upgrades support both Riverside Connect's zero-emission transition and the city of Riverside's broader Corporation Yard modernization plans. Although the City has not yet finalized its comprehensive infrastructure plan, a consultant has been hired to develop it. This plan will incorporate Riverside Connect's existing Special Transportation strategy to ensure seamless integration and operational readiness for zero emission buses starting in 2026.

Debt Service

Riverside Connect is implementing a 10-year repayment plan to responsibly manage its growing pension liability. This fiscal strategy ensures long-term sustainability while maintaining focus on operational service priorities.

Security

Riverside Connect is planning a Facility Gate Assessment to enhance safety and security at the bus yard, operations facility, and CNG maintenance bay. This assessment will help guide future capital projects aimed at strengthening the security of personnel, vehicles, and critical infrastructure.

Planning/Feasibility Studies

Riverside Connect will conduct a Comprehensive Operations Analysis (COA) to assess the current operation and guide future planning efforts. This study will allow a consultant to perform a thorough

evaluation of the agency's operations, services, capital projects, and partnership opportunities. The resulting recommendations will provide a unified, data driven guide to support operations, asset and infrastructure investment, and program sustainability over the next 10 years and beyond.

See Table 3 – Highlights of FY 2025/26 Short Range Transit Plan

Table 3 - HIGHLIGHTS OF FY 2025/26 SHORT RANGE TRANSIT PLAN

- **Comprehensive Operations Analysis (COA):** The City of Riverside does not have a current COA. This project will enable a consultant to conduct a thorough assessment of Riverside's services, ensuring a strategic, unified, and streamlined plan for the City's future.
- **Bus Replacement:** Riverside Connect will replace 10 CNG Mini-Buses. Special Transportation replaces vehicles that have reached 5 years or 150,000 miles, in accordance with Federal Transit Administration (FTA) guidelines.
- **Facility Gate Assessment:** Special Transportation is evaluating options to repair and enhance the security gates at the entrance and exit of its operations yard to improve safety and access control.
- **Automated External Defibrillators (AEDs):** To better protect senior and ADA riders, Special Transportation plans to install AED units on all paratransit vehicles. This investment will enhance emergency response capabilities in the event of a cardiac incident.
- **Operator Staffing:** To maintain reliable service and support the steady year-over-year growth in demand, the City plans to add six new drivers to ensure adequate staffing coverage. Staffing levels will continue to be evaluated throughout FY 2025/26 to support service efficiency, meet ridership needs, and uphold key performance indicators.
- **Debt Service:** To implement a 10-year repayment plan to responsibly manage the agency's growing pension liability. This fiscal strategy ensures long-term sustainability while maintaining focus on operational priorities.

IV. ***FINANCIAL PLANNING***

4.1 Operating and Capital Budget Narrative

The FY2025/26 operating budget supports service growth and long-term financial planning for the City of Riverside's Special Transportation Division. The 13% increase over the prior year is primarily due to two factors: the addition of six minibus driver positions to address rising ridership and operational gaps, and the implementation of a 10-year repayment plan to responsibly address the City's growing pension liability. These investments are critical to maintaining reliable service while ensuring fiscal sustainability.

All other operating cost categories—including fuel, maintenance, and contract services—have been adjusted by 2–3% to account for inflation and steady service growth. With a final fare increase scheduled for July 1, 2025, and continued ridership gains, Special Transportation anticipates reaching the 10% farebox recovery ratio goal in FY25/26 through a combination of increased revenue, cost controls, and targeted outreach.

The FY2025/26 Capital Budget focuses on key investments that enhance the safety, efficiency, and long-term planning of the City of Riverside's Special Transportation services. A top priority is the replacement of aging vehicles, with funding allocated to procure ten new CNG minibuses to ensure continued service reliability and alignment with FTA guidelines. The budget also includes a Comprehensive Operations Analysis (COA), which will provide a data-driven evaluation of current services and guide future improvements. To enhance facility safety, resources are allocated for a gate assessment to explore repairs and upgrades to access control systems at the operations yard. In addition, the installation of Automated External Defibrillators (AEDs) across the paratransit fleet will improve emergency response readiness and rider safety. These capital projects reflect a balanced approach to immediate operational needs and long-term service sustainability. For more details on the capital budget items please refer to Table 4.0A.

See Table 4.0 – Summary of Funding Requests – FY 2025/26

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

City of Riverside

Original

Operating

Project	Total Amount of Funds	5307 RS	FARE	LCTOP PUC99313	LTF	SB 125 TIRCP GF	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314						
Capitalized Preventative Maintenance FY2025-26	$600,000						$54,023	$5,977	$505,515	$34,485						
Operating FY2025-26	$5,879,022	$350,000	$278,000		$5,251,022											
Transit Marketing - Free Fare for First Time Riders	$12,000			$12,000												
Sub-total Operating	$6,491,022	$350,000	$278,000	$12,000	$5,251,022	$0	$54,023	$5,977	$505,515	$34,485						

Capital

Project	Total Amount of Funds	5307 RS	FARE	LCTOP PUC99313	LTF	SB 125 TIRCP GF	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314						
Admin Vehicle Replacement - 26-03	$60,000								$60,000							
AED Units for Paratransit Vehicles - 26-04	$52,000								$52,000							
Bus Replacement 2026 - 26-01	$2,000,000								$2,000,000							
Comprehensive Operations Analysis (COA) - 26-02	$200,000				$200,000											
Ecolane Scheduling Software Notification Add-On - 26-05	$62,598								$62,598							
Facility Gate Assessment - 26-06	$100,000								$100,000							
Sub-total Capital	$2,474,598	$0	$0	$0	$200,000	$0	$0	$0	$2,274,598	$0						
Total Operating & Capital	$8,965,620	$350,000	$278,000	$12,000	$5,451,022	$0	$54,023	$5,977	$2,780,113	$34,485						

FY 2025/26 Projected Funding Details

5307 RS	$350,000
FARE	$278,000
LCTOP PUC99313	$12,000
LTF	$5,251,022
SGR PUC99313	$54,023
SGR PUC99314	$5,977
STA PUC99313	$505,515
STA PUC99314	$34,485
Total Estimated Operating Funding Request	$6,491,022
LTF	$200,000
SB 125 TIRCP GF	$0
STA PUC99313	$2,274,598
Total Estimated Capital Funding Request	$2,474,598
Total Funding Request	**$8,965,620**

FY 2025/26 SRTP

City of Riverside

Table 4.0 A - Capital Project Justification

Original

Project Number: 26-01

FTIP No: Not Assigned - New Project

Project Name: Bus Replacement 2026

Category: Paratransit

Sub-Category: Replacement

Fuel Type: CNG

Project Description: Replace up to 10 buses that have met or exceeded the useful life threshold.

Project Justification: Special Transportation replaces vehicles that have reached 5 years or 150,000 miles, in accordance with Federal Transit Administration (FTA) guidelines.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2025/26	$2,000,000
Total		$2,000,000

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

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

FY 2025/26 SRTP

City of Riverside

Table 4.0 A - Capital Project Justification

Original

Project Number: 26-02

FTIP No: Not Assigned - New Project

Project Name: Comprehensive Operations Analysis (COA)

Category: Planning/Feasibility

Sub-Category: Study

Fuel Type: N/A

Project Description: Professional services to complete a Comprehensive Operations Analysis (COA).

Project Justification: The City of Riverside does not have a current Comprehensive Operations Analysis . This project will enable a consultant to conduct a thorough assessment of Riverside's services, ensuring a strategic, unified, and streamlined plan for the city's future.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
LTF	FY 2025/26	$200,000
Total		$200,000

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

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

FY 2025/26 SRTP

City of Riverside

Table 4.0 A - Capital Project Justification

Original

Project Number: 26-03

FTIP No: Not Assigned - New Project

Project Name: Admin Vehicle Replacement

Category: Support Vehicles

Sub-Category: Replacement

Fuel Type: Gas

Project Description: The Admin team vehicle has reached its useful life expectancy and will need to be replaced .

Project Justification: Special Transportation replaces vehicles that have reached their useful life expectancy , in accordance with Federal Transit Administration (FTA) guidelines.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2025/26	$60,000
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

FY 2025/26 SRTP

City of Riverside

Table 4.0 A - Capital Project Justification

Original

Project Number: 26-04

FTIP No: Not Assigned - New Project

Project Name: AED Units for Paratransit Vehicles

Category: Paratransit

Sub-Category: Upgrade

Fuel Type: N/A

Project Description: Automated External Defibrillators (AEDs) installed in all 34 paratransit vehicles.

Project Justification: Special Transportation would like to purchase and install AEDs on all of the City of Riverside 's paratransit vehicles. Ensuring the safety of our senior and ADA riders is a top priority , and installing AEDs on all paratransit vehicles will provide critical, life-saving intervention in the event of a cardiac emergency.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2025/26	$52,000
Total		$52,000

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 2025/26 SRTP

City of Riverside

Table 4.0 A - Capital Project Justification

Original

Project Number: 26-05

FTIP No: Not Assigned - New Project

Project Name: Ecolane Scheduling Software Notification Add-On

Category: Communication and ITS

Sub-Category: Expansion

Fuel Type: N/A

Project Description: To expand the capabilities of our current scheduling software to include a client notification system .

Project Justification: Special Transportation would like to add a client notification system to our current scheduling software to enhance rider communication, reduce no-shows, and improve operational efficiency. This system will provide automated trip reminders and cancellation options via an interactive voice response system, as well as real-time text message notifications for bus arrivals, minimizing call center workload and improving overall service reliability.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2025/26	$62,598
Total		$62,598

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 2025/26 SRTP

City of Riverside

Table 4.0 A - Capital Project Justification

Original

Project Number: 26-06

FTIP No: Not Assigned - New Project

Project Name: Facility Gate Assessment

Category: Security

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: Facility Gate Assessment to enhance the security and safety of Special Transportation 's bus yard, operations facility, and CNG bay.

Project Justification: Special Transportation is attempting to determine the most effective approach to repair the entrance / exit security gates for the bus yard.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2025/26	$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

CITY OF RIVERSIDE
SHORT RANGE TRANSIT PLAN
FY2025/2026 - FY2029/2030

Table 4B Fare Revenue Calculation

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

#	Revenue Sources included in Farebox Calculation	Actuals from FY2023/24 Audit	FY2024/25 Estimated	FY2025/26 Plan
1	Passenger Fares	276,570	240,000	278,000
2	Interest Revenue	156,212		
3	Federal Operating Assistance	586,107		350,000
4	LCTOP		12,000	12,000
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
	Total Revenue (1-15)	**$1,018,889**	**$252,000**	**$640,000**
	Total Operating Expense	**$5,290,212**	**$5,742,802**	**$6,479,022**
	Farebox Recovery Ratio	**19.26%**	**4.39%**	**9.88%**

4.2 Funding Plans to Support Proposed Operating and Capital Program

Funding projections for FY 2025/26 through FY 2027/28 are based on updated service levels and operational needs aligned with current ridership demand. The operating budget reflects increased staffing to support existing service levels more efficiently and to address operational gaps due to previously unfilled positions. Beginning in FY 2025/26, the budget includes Special Transportation's pension bond payment plan, which has been incorporated into projected operating expenses.

A 3% escalation factor is applied to future year projections to account for standard cost increases. Beginning in FY 2026/27, a 20% reduction in capitalized preventative maintenance costs is anticipated. This reduction is based on the planned replacement of 26 out of 32 minibuses (80% of the fleet), which is expected to significantly lower maintenance-related expenditures.

See Table 4.1 & Table 4.2 – Summary of Funding Requests – FY 2026/27 & FY 2027/28

Table 4.0 - Summary of Funding Requests - FY 2026/27

City of Riverside

Original

Operating

Project	Total Amount of Funds	5307 RS	5339 RS	FARE	LCTOP PUC99313	LTF	SGR PUC99313	STA PUC99313								
Capitalized Preventative Maintenance FY2026-27	$475,000						$50,000	$425,000								
Operating FY2026-27	$6,001,708	$500,000		$310,000		$5,191,708										
Transit Marketing - Free Fare for First Time Riders	$12,000				$12,000											
Sub-total Operating	$6,488,708	$500,000	$0	$310,000	$12,000	$5,191,708	$50,000	$425,000								

Capital

Project	Total Amount of Funds	5307 RS	5339 RS	FARE	LCTOP PUC99313	LTF	SGR PUC99313	STA PUC99313								
Bus Replacement 2027 - 27-01	$650,000		$552,500					$97,500								
Sub-total Capital	$650,000	$0	$552,500	$0	$0	$0	$0	$97,500								
Total Operating & Capital	$7,138,708	$500,000	$552,500	$310,000	$12,000	$5,191,708	$50,000	$522,500								

FY 2026/27 Projected Funding Details

5307 RS	$500,000
FARE	$310,000
LCTOP PUC99313	$12,000
LTF	$5,191,708
SGR PUC99313	$50,000
STA PUC99313	$425,000
Total Estimated Operating Funding Request	$6,488,708
5339 RS	$552,500
STA PUC99313	$97,500
Total Estimated Capital Funding Request	$650,000
Total Funding Request	**$7,138,708**

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

City of Riverside

Original

Operating

Project	Total Amount of Funds	5307 RS	FARE	LTF	SGR PUC99313	STA PUC99313										
Capitalized Preventative Maintenance FY2027-28	$475,000				$50,000	$425,000										
Operating FY2027-28	$6,058,294	$500,000	$340,000	$5,218,294												
Sub-total Operating	$6,533,294	$500,000	$340,000	$5,218,294	$50,000	$425,000										

Capital

Project	Total Amount of Funds	5307 RS	FARE	LTF	SGR PUC99313	STA PUC99313										
No Capital Projects																
Total Operating & Capital	$6,533,294	$500,000	$340,000	$5,218,294	$50,000	$425,000										

FY 2027/28 Projected Funding Details

5307 RS	$500,000
FARE	$340,000
LTF	$5,218,294
SGR PUC99313	$50,000
STA PUC99313	$425,000
Total Estimated Operating Funding Request	$6,533,294
Total Funding Request	**$6,533,294**

4.3 Regulatory and Compliance Requirements

Riverside Connect strives to remain compliant with all local, state, and federal regulations. Staff stay informed of legislative updates and regulatory developments by attending workshops, trainings, and conferences, many of which are available at no cost to transit operators. Riverside Connect complies with all FTA reporting requirements, including monthly and annual submissions to the National Transit Database (NTD).

The FTA 2025 Triennial Review is currently underway. Staff completed the initial Request for Information (RIR) submission in February 2025, and the on-site review is scheduled for May 21–22, 2025. The TDA Triennial Performance Audit is scheduled for summer 2025 through RCTC and their consultants.

See Table 4.5 – Progress to Implement TDA Triennial Performance Audit Recommendations

Table 4.3/4.5 TDA Triennial

Audit Recommendations	Action Taken and Results
Recent TDA Performance Audit Recommendation (Covering FY 2019 – 2021)	
1. Continue efforts toward implementing a strategic planning process.	
	Riverside Connect has requested funding in the FY25/26
This recommendation is being carried forward for full implementation. In consideration of this recommendation, staff determined that in order to create a strategic plan that addresses all areas of concern, a thorough analysis of the operation would be necessary. As a result, it was decided that the City would hire a consultant to complete a Comprehensive Operational Analysis (COA). The City released an RFP for a COA to be conducted but only received one proposal which was ultimately rejected given the timing of the FTA Triennial Review. In anticipation of the FTA Triennial Review findings under development, STS is encouraged to resume efforts at facilitating a strategic planning process, whether it's through a COA or some other document, and/or coordinating with the RCTC on the procurement of professional services	SRTP to conduct a COA . Special Transportation will work to develop an a more comprehensive RFP for a COA with assistance of RCTC. In Progress
2. Continue leveraging TransTrack reporting capabilities.	
STS staff continue to review TransTrack capabilities and mine available data modules through upgrades pertinent to functional areas of operations. For example, staff has interest in pursuing upgrades to the preventative maintenance module of the software to enhance tracking and reporting of transit maintenance activities separately from the program used by the maintenance department that applies to all City-owned vehicles. The rebranding efforts require collection of data that impact daily operations as part of maintaining a high level of public visibility, followed by keen interpretation of results and implementation steps to maintain and improve upon service. Staff should prioritize those existing and new capabilities in TransTrack that provide meaningful data necessary for transit performance management and business analytics.	Special Transportation has completed it's TransTrack upgrade. Staff has familiarize itself with the various modules and analytical tools to help Riverside Connect in its performance management and business analytics. Data is being inputted into the system monthly and transferred to RCTC Transtrack modules. On Going

Audit Recommendations	Action Taken and Results
Recent TDA Performance Audit Recommendation (Covering FY 2019 – 2021)	
3. Enhance aspects of ongoing driver training.	
STS is proactive in providing the required active	
training to its drivers. One training aspect that	Staff will continue to re-examine its current
evolves from advancement in mobility and	drivers trainings and add additional trainings in
technology is wheelchair securement. The	the areas of securement as well as overall
number of riders who use mobility devices is	physical wellness to prevent workplace injuries.
growing and this group is an integral part of the	Staff will also look at additional training
City's transit program. Transit management has	opportunities in other areas that may be of
indicated a preference for an elevated training	benefit to transit staff and the performance of
regimen for wheelchair securement, including	their duties.
having drivers serve as passengers during	
wheelchair securement training. This role playing	
will help drivers further understand the	On Going
challenges with wheelchair securement from	
both the passenger and driver perspectives, in	
particular increasing empathy when securing	
these riders and their mobility devices, which	
could vary substantially in model, type (e.g.,	
wheelchair scooters), and weight.	

4.4 Open Projects

Riverside Connect continues to advance several capital projects aimed at supporting long-term service reliability, operational efficiency, and modernization. Projects currently in progress are categorized as follows:

Revenue Vehicles

Two bus replacement projects are underway. A 12 CNG bus replacement project is in progress, with vehicles ordered and delivery anticipated in September 2025. A 4 CNG bus replacement project is nearing completion, with vehicle delivery expected in May 2025 and project closeout by the end of FY 2024/25. Together, these two projects will replace nearly half of Riverside Connect's 34 bus fleet within the next six months, marking a major step forward in fleet renewal and service reliability.

Vehicle Systems and Equipment

The Radio Communications Replacement project is in the pre-procurement phase, with a Request for Proposals (RFP) expected to be released shortly. Project completion is targeted for the end of FY 2025. This project will modernize onboard communications equipment and improve dispatch coordination between operators, dispatchers, and field supervisors.

Buildings and Facilities

Infrastructure upgrades at the Special Transportation Division's operations facility are planned in two phases.

- Phase 1 (2026) will focus on the installation of battery electric vehicle charging infrastructure.
- Phase 2 (2029) will focus on the installation of hydrogen fueling infrastructure.

The infrastructure upgrades support both Riverside Connect's zero-emission transition and the city of Riverside's broader Corporation Yard modernization plans. Although the City has not yet finalized its comprehensive infrastructure plan, a consultant has been hired to develop it. This plan will incorporate Riverside Connect's existing Special Transportation strategy to ensure seamless integration and operational readiness for zero emission buses starting in 2026.

Communication and Information Technology Systems

The Transit Computer Replacement project is approximately 65% expended, with the remaining equipment purchases planned for early in the upcoming fiscal year.

The Scheduling Software Upgrade project centers on Riverside Connect's transition to the Ecolane software system, which was completed in December 2024. The upgraded platform introduces opportunities for enhanced efficiency, improved routing, and better service delivery. As staff continue building proficiency with the system, Riverside Connect is well positioned to realize these benefits in FY 2025/26 and beyond. The project will remain open, with remaining funds being used to support annual licensing and service costs through 2029.

See Table 4.4 – Open Projects Prior to FY 2025/2026

Table 4.4/4.6 Open Projects Prior to FY2025/2026

Project Name	SRTP Capital Project No's	Project Element	Funding Category	Beg to End - Project Timeline	Total Project Cost	Programmed Funds (not including current FY)	FY25 Programmed Funds	Unfunded Balance as of current FY
Bus Replacement	25-01	1	1	7/2024 - 12/2025	2,528,709	2,528,709	0	0
Transit Computer Replacement	25-02	5	1	7/2024 - 12/2025	20,000	20,000	0	0
Radio Communications Replacement	25-03	5	1	7/2024 - 12/2025	800,000	800,000		0
Zero Emissions Infrastructure Project	25-04	4	1	7/2024 - 6/2030	5,392,073	5,392,073		0
Scheduling Software Upgrade	24-01	5	1	10/2023 - 6/2029	400,000	400,000		0
Bus Replacement	20-01,21-1	1	1	2/2024 - 6/2025	634,946	634,946		0
Bus Replacement	24-02	1	1	2/2024 - 6/2025	250,351	250,351		0
								0
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7					**$ 10,026,079**	**$ 10,026,079**	**$ -**	**$ -**

Legend	
Project Elements:	
1	Revenue Vehicles
2	Non-Revenue Vehicles
3	Vehicle Systems and Equipment
4	Building, Land and Facilities
5	Communication and Information Technology Systems
6	Transit Shelters and Amenities
7	Fixed Guideways and Tracks
8	Debt Service
9	Maintenance
10	Security
11	Planning/Feasibility
Funding Category:	
1	Fully Funded
2	Partially Funded



SHORT RANGE TRANSIT PLAN

FY 2026-2028

RIDEPV

Final: May 2, 2025

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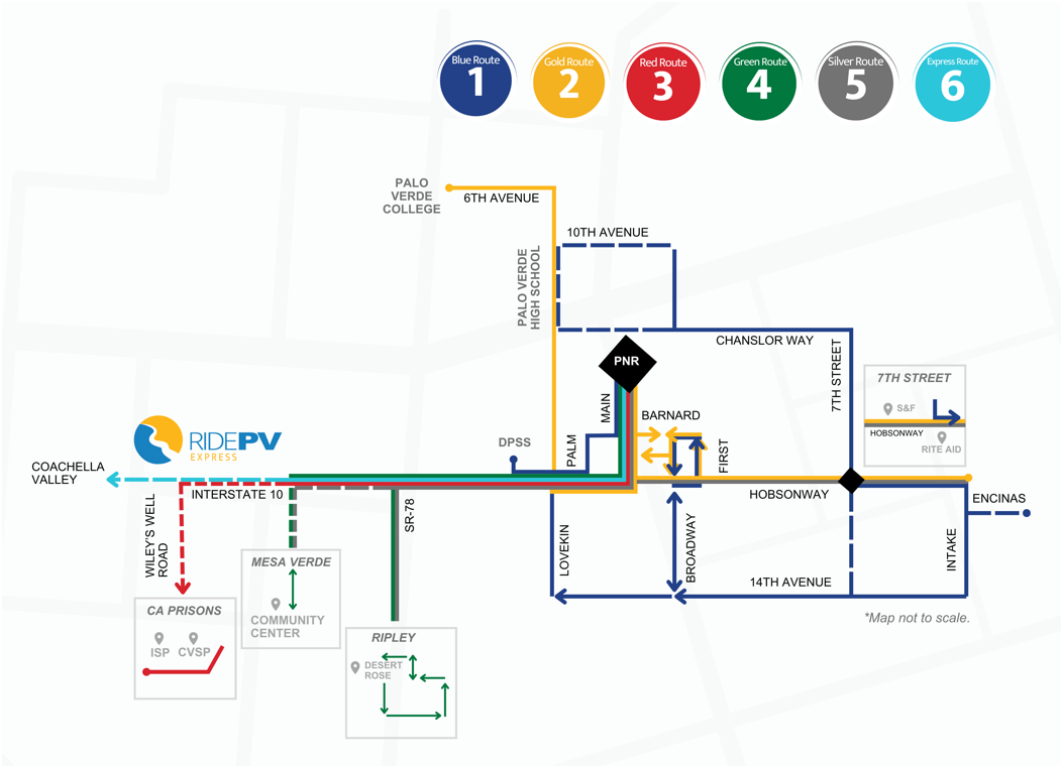
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CHAPTER 1

1.1 System Description

The Palo Verde Valley Transit Agency (PVVTA) underwent a strategic rebranding initiative, emerging as RidePV, during the fiscal year 2023/2024. This rebranding effort followed a comprehensive operational analysis. RidePV (formerly known as PVVTA or the Desert Roadrunner) provides many transit options to serve senior citizens, persons with disabilities, and the general public. RidePV provides six deviated fixed routes in the Palo Verde Valley, which serve Blythe, Ripley, Mesa Verde, Palo Verde College, as well as California Department of Corrections facilities. ADA paratransit is also provided after hours on the fixed routes through route deviation requests. The routes can deviate up to ¾ of a mile away from the actual mapped routes. Hours of operation for the fixed route system are Monday through Friday from 5:00 am to 6:45 pm, and 8:00 am to 12 noon on Saturdays and limited holidays. RidePV operates a non-emergency medical transportation service to Coachella Valley called the RidePV Express (formerly known as the Blythe Wellness Express).

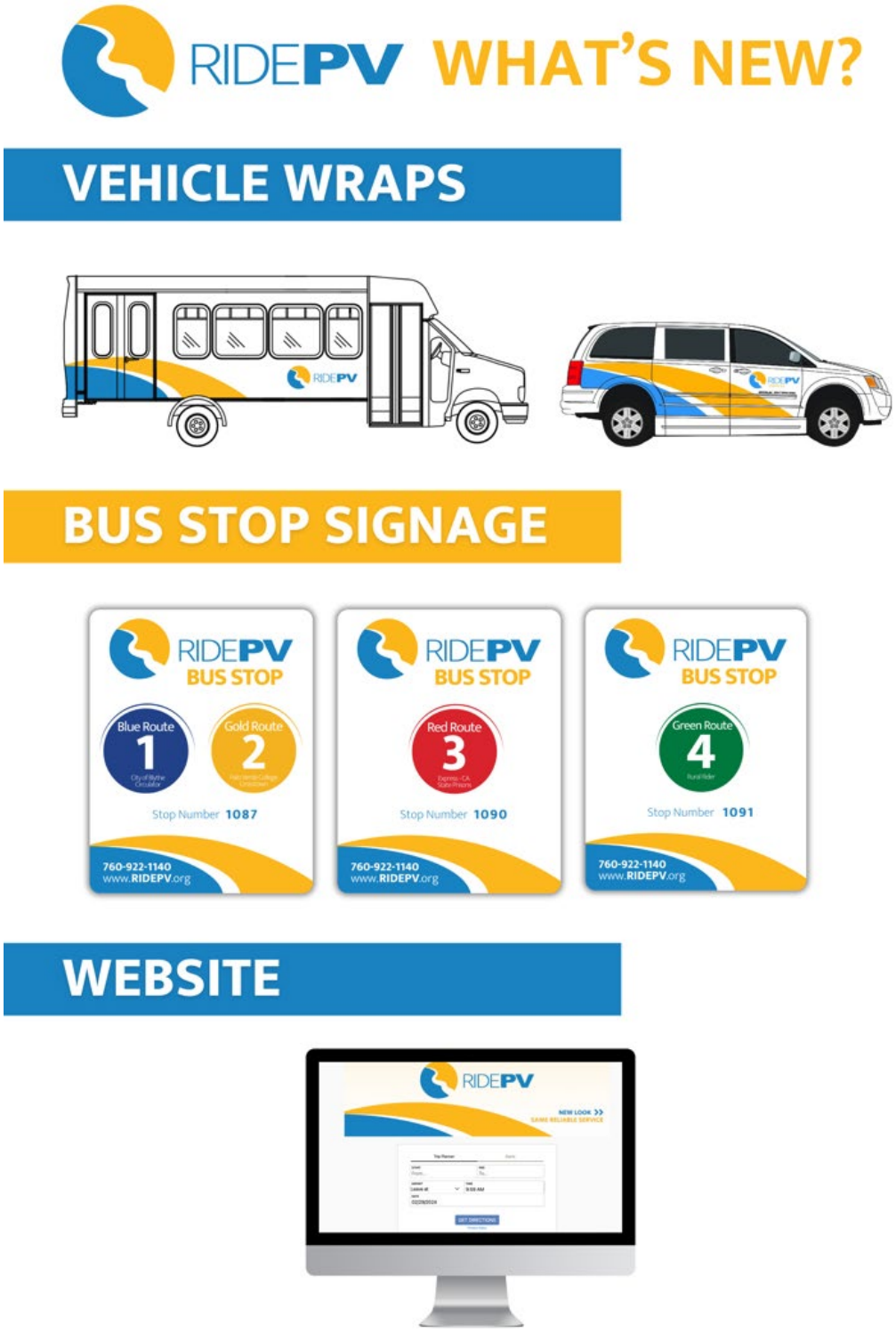
Figure 1-1 System Map



1.2 Area Profile

Geographically, the Palo Verde Valley is located approximately 170 miles east of Riverside along Interstate 10 at the Colorado River. The service area is primarily based within the City of Blythe, and the unincorporated Riverside County areas of Mesa Verde and Ripley. Also, part of the greater area is the California State prison facilities of Ironwood and Chuckawalla, approximately 20 miles west of the valley along Interstate 10. RidePV also provides premier service to and from Coachella Valley. The Palo Verde Valley alley boasts a modest 16,000 residents, with 23% of the population within the K-12 age range. The makeup of the population is 56% Hispanic, 53% White, 7% African American and 4% Asian and Native American. Based the on U.S. Census Bureau's 2011-2015 American Community Survey provided by the City of Blythe, Ethnicity is >100% as the Bureau counts some individuals as more than one ethnicity.

Figure 1-2 Rebranding Updates



1.3 Service Description

Presented below are the individual descriptions of the deviated fixed routes provided by RidePV:

Table 1 Individual Route Descriptions

Mode	Route	Description	Area / Sites Service
Fixed Route:			
	Blue Route 1	Provides riders access to many civic locations within the City of Blythe. Blue Route 1 operates deviated service in a clockwise loop type of route providing a 60 minute frequency with one bus five days a week. Blue Route 1 operates from 6:25 am to 5:40 pm Monday through Friday.	Destinations on Blue Route 1 include: City Hall, Department of Public Social Services, Palo Verde Hospital, Employment Development Department, Palo Verde Unified School District, California Highway Patrol, DMV, Albertsons, Rite-Aid, Senior Nutrition Program, etc.
	Midday Blue	Provides riders access to many civic locations within the City of Blythe. Midday Blue operates deviated service in a clockwise loop type of route providing a 60 minute frequency with one bus five days a week. Midday Blue operates from 9:30 am to 2:00 pm Monday through Friday.	Destinations on Midday Blue include: City Hall, Department of Public Social Services, Palo Verde Hospital, Employment Development Department, Palo Verde Unified School District, California Highway Patrol, DMV, Albertsons, Rite-Aid, Senior Nutrition Program, etc.
	Gold Route 2	Provides riders access between the City of Blythe & Palo Verde College. Gold Route 2 operates on a two way route providing a 60 minute frequency with one bus, five days a week. Gold Route 2 operates from 6:45 am to 4:30 pm and up to 6:40 pm upon request, Monday through Friday.	Destinations on Gold Route 2 include: Blythe City Hall, Big K-Mart, Albertsons, Colorado River Fair, Blythe Recreation Center, Palo Verde Hospital, Palo Verde Valley District Library, Employment Development Department, etc.
	Red Route 3	Provides premium commuter service between City of Blythe and the California State Prisons. Red Route 3 serves four Park-N-Ride lots, travels down Hobsonway to Mesa Drive then travels via I-10 to the prisons. This route operates Monday through Friday from 5:15 am to 5:00 pm.	This route serves four Park-N-Ride lots, travels down Hobsonway to Mesa Drive, then travels to the State Prisons, via Interstate 10. Connections to all other deviated fixed routes can be made at various locations within Blythe at two major transfer points.
	Green Route 4	Green Route 4 provides deviated fixed route service between Blythe, Ripley, and Mesa Verde. Ehrenberg Arizona, upon request only via Xtend-A-Ride. This route operates six (6) round trips from 6:30 am to 6:55 pm, Monday through Friday.	This route will service four Park-N-Ride lots, travels down Hobsonway to SR78 then South to Ripley and West to Mesa Verde via I-10. Connections to all other deviated fixed routes can be made at various locations within Blythe at two major transfer points.
	Silver Rotue 5	The Silver Route 5 provides system-wide deviated fixed route service within the City of Blythe, Ripley, Mesa Verde and selected trips to Ehrenberg, Arizona. This route serves all major trip generating areas within the system on 90-minute headways. Operates from 8:00 am to 12:10 pm.	This route will service the City of Blythe, Ripley, Mesa Verde and selected trips to Ehrenberg, Arizona and will operate on Saturdays and on service holidays only.
	RidePV Express	The RidePV Express fixed route will provide service fixed-route/point deviation service between the City of Blythe and medical facilities in the Coachella Valley. This service includes one morning trip leaving the Main Street Park-and-Ride in Blythe, with a return trip in the afternoon. This fixed route service will run three days a week, leaving the Park-n-Ride on Main Street at 6:30 am and returning to Blythe at 4:00 pm.	This route will provide services to Desert Center, for pick up and drop off of passengers, with a rest stop at Chiriaco Summit. Continue to Sunline Division 2, Indio, John F Kennedy Memorial Hospital, Indio, Westfield Palm Desert, Eisenhower Medical Center, Rancho Mirage and Desert Regional Medical Center in Palm Springs. The service will run 3 days a week.

1.4 Fare Structure

RidePV's fare structure is sensitive to the local economy while attempting to maintain the mandated 10 percent farebox recovery ratio. The fare schedule includes full fare and discounted ride tickets. RidePV's fare schedule increased by six percent (6%), effective FY19. In the upcoming fiscal year, staff will analyze the farebox recovery ratio and fare structure to determine if any further fare changes are necessary. **Starting FY 23/24 through FY 25/26, fares are free to the public.**

PVVTA Fare & Pass Schedule

Fixed Route Cash Fare – Routes 1, 2, 4, 5

General Public	(ages 5-59 years old)	$ 1.75
Seniors	(ages 60 years or older)	$ 0.85
Persons with Disabilities	(with ADA Card)	$ 0.85
Children ages 5 and under*	(first boarding with full fare adult)	Free
Children ages 5 and under*	(second & third boarding with full fare adult)	$ 0.85

* First (1) child Free, $0.85 for child 2 & 3 boarding with a fare paying adult; Full Fare for all other accompanying children.

Arizona Zone Fare for travel to and from Ehrenberg, Arizona

General Public, Seniors, & Persons with Disabilities	$ 5.00

Fixed Route Cash Fare – Route 3 Express

General Public, Seniors, & Persons with Disabilities	$ 3.50
Route Deviations (one way to or from route)	$ 0.85

Route Deviations – All Fixed Routes

Route Deviations	(one way to or from route)	$ 0.85
DV8 Card	(8 one way deviation fares)***	$ 6.80

***Not valid for initial passenger fare, only for payment of route deviation fee.

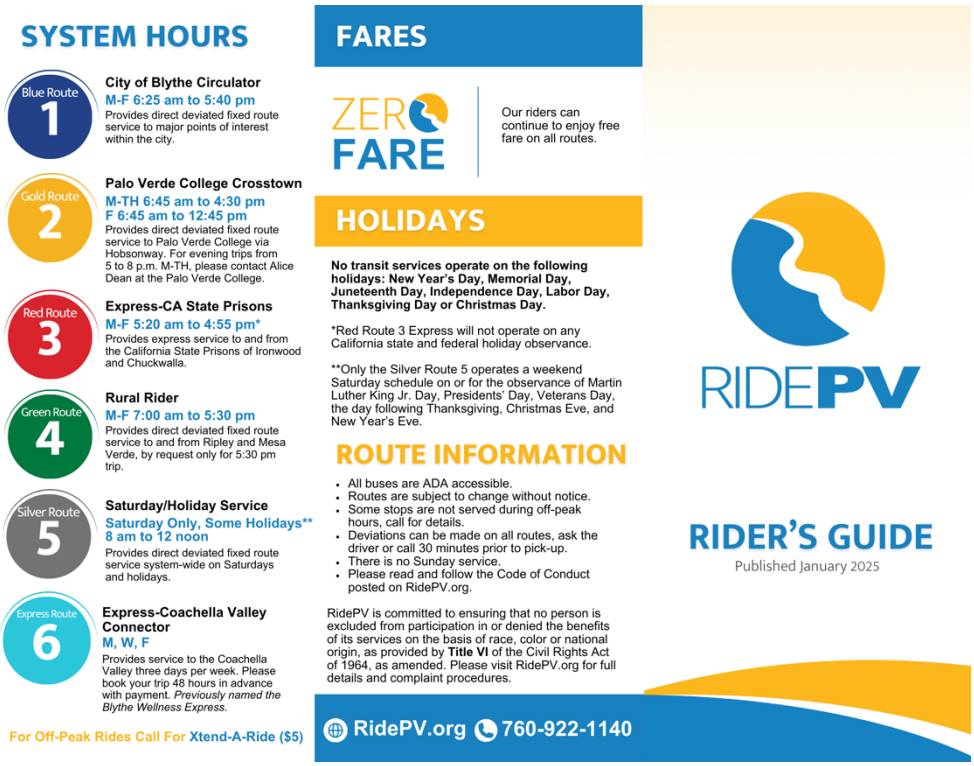
Fixed Route Go Passes

10-Ride Punch Pass	(Routes 1, 2, 3 Local, 4 & 5)	$ 17.50
S/D 10-Ride Punch Pass	(Routes 1, 2, 3 Local, 4 & 5)	$ 8.50
General Public 31-Day Pass	(Routes 1, 2, 3 Local, 4 & 5)	$ 45.00
Seniors 31-Day Pass	(Routes 1, 2, 3 Local, 4 & 5)	$ 30.00
Persons with Disabilities	(Routes 1, 2, 3 Local, 4 & 5)	$ 30.00
Summer Youth Pass	(Routes 1, 2, 3 Local, 4 & 5)	$ 40.00
10-Ride Punch Pass	(Ehrenberg, Arizona)	$ 50.00
10-Ride Punch Pass	(Route 3 Express)	$ 35.00
20-Ride Punch Pass	(Route 3 Express)	$ 70.00
General Public 31-Day Pass	(Route 3 Express)	$125.00

Other Cash Fare – RidePV Micro & RidePV Express

RidePV Micro General Public, Seniors, & Persons w/ Disabilities	$ 5.00
RidePV Express General Public, Seniors, & Persons w/ Disabilities One-Way	$ 10.00
RidePV Express General Public, Seniors, & Persons w/ Disabilities Roundtrip	$ 15.00

Figure 1-3 Updated Rider's Guide



+

1.5 Fleet Schedule

RidePV has an average fleet age of 8 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

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 1.1 - Fleet Inventory
FY 2025/26 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 2024/25	# of Contingency Vehicles FY 2024/25	Life to Date Vehicle Miles Prior Year End FY 2023/24	Life to Date Vehicle Miles through March FY 2024/25	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2024/25
2014	CMD		18	1		GA	1		115,586	122,287	122,287
2018	DTD		6	1		GA	1			30,317	30,317
2019	DTD		8	1		GA	1		89,704	112,758	112,758
2013	FRD		26	1		CN	1		138,072	144,226	144,226
2018	FRD		18	1		GA	1		156,551	174,877	174,877
2019	FRD		18	1		GA	1		175,285	186,103	186,103
2019	FRD		14	1		CN	1		61,207	76,377	76,377
2019	FRD		16	1		CN	1		79,411	105,795	105,795
2019	FRD	FRD	20	1		CN	1		103,228	134,619	134,619
		Totals:	144	9			9		919,044	1,087,359	120,818

1.6 System Amenities

RidePV continues to improve the Operations Center and the Main Street Park N Ride (PNR). This facility allows users the comfort of a "one stop" shop for all their transportation needs. Over the last few years, Low Carbon Transit Operations Program funds have been used to improve the PNR lot to improve passenger safety and comfort. Most recently, RidePV used State of Good Repair (SGR) grant funds to improve the facility's maintenance areas and bus storage.

The Blythe Compressed Natural Gas (CNG) Station has proven to be a great resource to local and regional fuel needs for CNG. In March 2022, RidePV and the Palo Verde Unified School District (PVUSD) opened the expanded CNG station to accommodate the ever-growing demand for CNG locally and along the Interstate 10 corridor. In late 2021, RidePV and the City of Blythe partnered and was successful in obtaining a $2,912,980 Clean California grant to "Beautify Blythe." Transit projects under this grant award for transit include more improvements for the Main Street PNR, creation of an outdoor public engagement area, improvements to 23 bus stop locations that would add ADA accessibility, bus stop shelters and beautification for transit right-of-way. A public restroom is also set for construction as part of this grant effort.

1.7 Network Cooperation

RidePV actively coordinates service with Quartzsite Transit (QTS) who operates the Camel Express providing one fixed route in the RidePV service area. QTS provides service from Quartzsite, Arizona three times a week and connects with

the RidePV system at the DPSS Transfer Center. QTS and RidePV meet on occasion to address any operational issues and to provide joint training exercises to staff. These exercises include emergency training, operations and administration support development.

Active coordination with SunLine Transit Agency contributed to the success of the RidePV Express (formerly BWE). SunLine provides operational emergency support for the RidePV Express when the bus operates in the SunLine service area. During a potential incident, SunLine seamlessly assisted with bringing the RidePV Express service back to normal and safe. With the 100+ mile one-way trip, the route requires extra support to ensure the most safe, comfortable and reliable service for the riders from the Palo Verde Valley.

RidePV is a member of CalACT which is a statewide, non-profit organization that has represented the interests of small, rural, and specialized transportation providers since 1984. Membership is comprised of individuals and agencies from diverse facets of transportation, including operators of small and large systems, planning and government agencies, social service agencies, suppliers and consultants. RidePV participates actively with CalACT members and has been part of conference panels promoting concerns of extremely rural transit operators. Other member agencies frequently interact with RidePV on regional and State issues facing public transit.

1.8 Reference Listing

RidePV conducted an updated Comprehensive Operational Analysis (COA) project in FY 2023. All planning referenced within this document are taken from the Agency quarterly operational reporting, yearly and triennial audits as well as industry trends. Detailed documents can by accessed here. Additionally, the Agency's Zero Emission Bus Rollout Plan, prepared in response to the Innovative Clean Transit regulation, is available for review at this link.

CHAPTER 2

2.1 Key Performance Indicators

RidePV uses key performance indicators set by RCTC to plan and monitor services. RidePV does not have any specific measures beyond the presented targets. These do not reflect updates from AB-149 which details why some targets' scores state "fails to meet".

Table 2.0 Service Provider Performance Targets Report

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.0 -- Service Provider Performance Measures Report

FY 2024/25 Short Range Transit Plan Review

Palo Verde Valley Transit Agency

Data Elements	FY 2024/25 Plan	FY 2024/25 Target	FY 2024/25 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	38,850			
Passenger Miles	668,500			
Total Actual Vehicle Revenue Hours	8,250.0			
Total Actual Vehicle Revenue Miles	172,600.0			
Total Actual Vehicle Miles	196,800.0			
Total Operating Expenses	$2,400,800			
Total Passenger Fare Revenue	$65,329			
Net Operating Expenses	$2,335,470			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	8.12%	>= 10.00%	7.04%	Fails to Meet Target
Additional:				
1. Operating Cost Per Revenue Hour	$291.01	<= $202.07	$166.81	Meets Target
2. Subsidy Per Passenger	$60.12	>= $34.06 and <= $46.08	$23.73	Better Than Target
3. Subsidy Per Passenger Mile	$3.49	>= $2.43 and <= $3.29	$1.69	Better Than Target
4. Subsidy Per Hour	$283.09	>= $146.52 and <= $198.24	$155.06	Meets Target
5. Subsidy Per Mile	$13.53	>= $7.43 and <= $10.05	$7.74	Meets Target
6. Passengers Per Revenue Hour	4.71	>= 3.66 and <= 4.95	6.53	Better Than Target
7. Passengers Per Revenue Mile	0.23	>= 0.19 and <= 0.25	0.33	Better Than Target

Note: Targets reflect +/- 15%

Productivity Performance Summary:

Service Provider Comments:

2.2 Performance Reporting

The graph below shows the ridership patterns from FY 2020 to FY 2024. It highlights a significant drop in ridership compared to FY 2020, from 35,553 passengers per year to 17,892 in FY 2021, a decrease of 49.4% due to the COVID-19 pandemic. However, the ridership gradually recovered in the subsequent years, showing a positive trend. By FY 2023, RidePV experienced a 10.9% gain and an 11.96% gain in FY 2024 compared to FY 2020. This information is crucial for understanding the challenges faced and progress in restoring ridership levels. RidePV is the only transit agency in the Inland Empire to have exceeded pre-pandemic ridership levels.

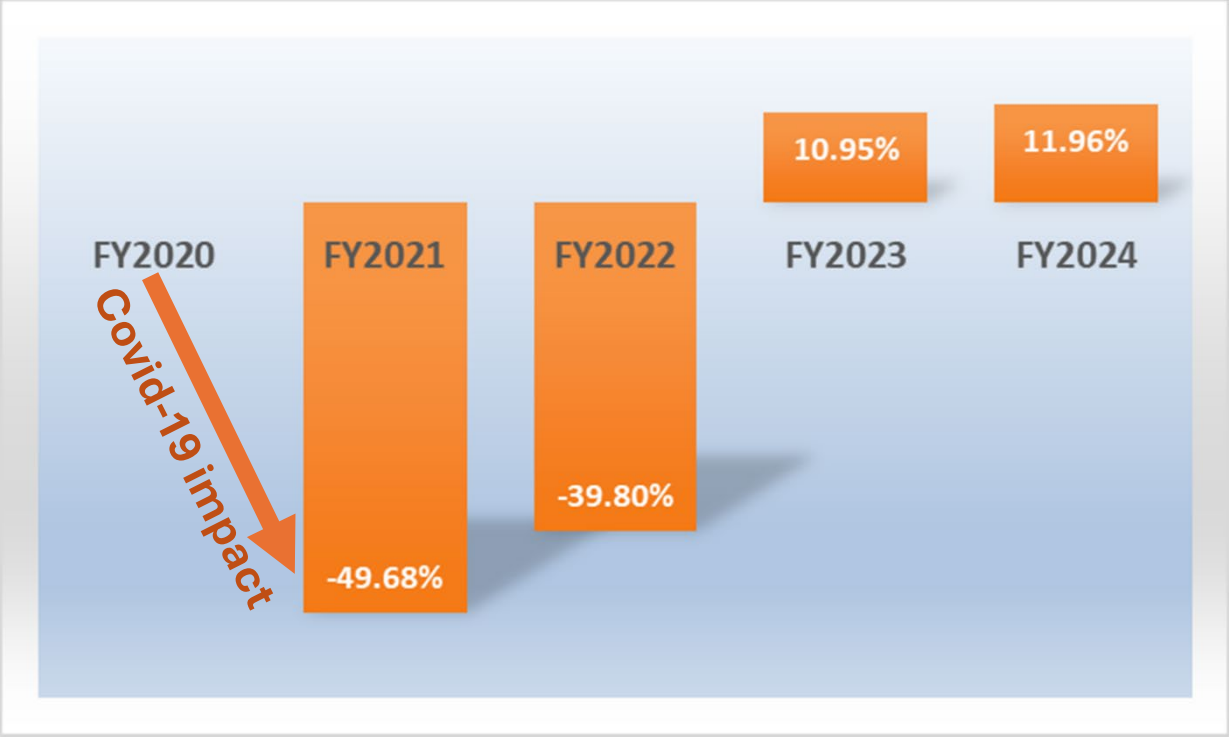


Table 2.1 SRTP Performance Report

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

FY 2025/26 - Table 2.1 -- SRTP Performance Report

Service Provider: Palo Verde Valley Transit Agency

All Routes

Performance Indicators	FY 2023/24 End of Year Actual	FY 2024/25 4th Quarter Year-to-Date	FY 2025/26 Plan	FY 2025/26 Target	Plan Performance Scorecard (a)
Passengers	39,567	3,352	44,892	None	
Passenger Miles	553,938	46,928	628,488	None	
Revenue Hours	8,769.8	606.5	6,011.0	None	
Total Hours	10,930.1	785.6	7,714.0	None	
Revenue Miles	173,606.0	12,355.0	135,437.0	None	
Total Miles	202,240.0	14,666.0	163,954.0	None	
Operating Costs	$1,851,356	$116,455	$2,107,342	None	
Passenger Revenue	$109,345	$8,683	$109,785	None	
Measure-A Revenue				None	
LCTOP Revenue			$130,774	None	
Operating Subsidy	$1,742,010	$107,772	$1,997,557	None	
Operating Costs Per Revenue Hour	$211.11	$192.00	$350.58	<= $173.40	Fails to Meet Target
Operating Cost Per Revenue Mile	$10.66	$9.43	$15.56	None	
Operating Costs Per Passenger	$46.79	$34.74	$46.94	None	
Farebox Recovery Ratio	5.91%	7.46%	11.41%	>= 0.1	Meets Target
Subsidy Per Passenger	$44.03	$32.15	$44.50	>= $20.17 and <= $27.29	Fails to Meet Target
Subsidy Per Passenger Mile	$3.14	$2.30	$3.18	>= $1.44 and <= $1.94	Fails to Meet Target
Subsidy Per Revenue Hour	$198.64	$177.68	$332.32	>= $131.80 and <= $178.32	Fails to Meet Target
Subsidy Per Revenue Mile	$10.03	$8.72	$14.75	>= $6.58 and <= $8.90	Fails to Meet Target
Passengers Per Revenue Hour	4.51	5.53	7.47	>= 5.55 and <= 7.51	Meets Target
Passengers Per Revenue Mile	0.23	0.27	0.33	>= 0.28 and <= 0.38	Meets Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2025/26 Plan to the FY 2025/26 Primary Target.

2.3 Service Summary | Table 2.2

In analyzing the data, it's evident that the operational costs for service have consistently increased over the past few years. In FY 19/20, RidePV started on a track to use Federal 5311 funds to offset these growing costs. The service area demographics show a steady reduction in population which directly affects ridership. Miles and hours have been reduced to fine tune operations where such costs have increased. RidePV must continue to work to maximize services with the challenges such as population decrease, and a cost increase in both wages and operating expenses.

Table 2.2 SRTP Service Summary (All Routes)

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- Palo Verde Valley Transit Agency -- SRTP Service Summary

FY 2025/26 Short Range Transit Plan

All Routes

	FY 2022/23 Audited	FY 2023/24 Audited	FY 2024/25 Plan	FY 2024/25 4th Qtr Actual	FY 2025/26 Plan
Fleet Characteristics					
Peak-Hour Fleet	6	6	6	6	6
Financial Data					
Total Operating Expenses	$1,122,849	$1,851,356	$2,400,800	$116,455	$2,107,342
Total Passenger Fare Revenue	$129,691	$109,345	$195,110	$8,683	$240,559
Net Operating Expenses (Subsidies)	$993,158	$1,742,010	$2,335,470	$107,772	$1,997,557
Operating Characteristics					
Unlinked Passenger Trips	39,447	39,567	47,414	3,352	44,892
Passenger Miles	552,258	553,938	663,796	46,928	628,488
Total Actual Vehicle Revenue Hours (a)	8,245.0	8,769.8	7,240.0	606.5	6,011.0
Total Actual Vehicle Revenue Miles (b)	171,939.0	173,606.0	145,216.0	12,355.0	135,437.0
Total Actual Vehicle Miles	202,607.6	202,240.0	173,779.0	14,666.0	163,954.0
Performance Characteristics					
Operating Cost per Revenue Hour	$136.19	$211.11	$331.60	$192.00	$350.58
Farebox Recovery Ratio	11.55%	5.91%	8.12%	7.46%	11.41%
Subsidy per Passenger	$25.18	$44.03	$49.26	$32.15	$44.50
Subsidy per Passenger Mile	$1.80	$3.14	$3.52	$2.30	$3.18
Subsidy per Revenue Hour (a)	$120.46	$198.64	$322.58	$177.68	$332.32
Subsidy per Revenue Mile (b)	$5.78	$10.03	$16.08	$8.72	$14.75
Passenger per Revenue Hour (a)	4.8	4.5	6.6	5.5	7.5
Passenger per Revenue Mile (b)	0.23	0.23	0.33	0.27	0.33

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

2.4 Service Performance

Based on the statistics below, Route 1 is the primary line within the system carrying the most passengers with the best performance based on revenue hours and miles. This route is the universal lifeline service that circulates riders around the area and onto other routes. Route 3 utilizes a large amount of non-revenue miles to perform service as an express. Based on the data, both Route 5 and the RidePV Express have the most challenges. Consequently, both routes are much needed to those riders in low-income, disabled and elderly populations.

Table 2.3 SRTP Route Statistics (Data Elements)

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics
Palo Verde Valley Transit Agency -- 5
FY 2025/26
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
PVVTA-1	Weekday	1	20,918	292,852	2,025	2,193	23,490	25,800	$722,608	$37,645		$44,842
PVVTA-2	Weekday	1	7,645	107,030	1,436	1,733	26,972	29,579	$302,825	$15,776		$18,792
PVVTA-3	Weekday	1	5,920	82,880	583	1,518	19,869	39,352	$209,259	$10,902		$12,986
PVVTA-4	Weekday	1	8,136	113,904	955	1,121	30,976	31,145	$481,106	$25,064		$29,856
PVVTA-5	Saturday	1	1,314	18,396	219	260	4,914	5,044	$76,918	$4,007		$4,773
PVVTA-BWE	Weekday	1	959	13,426	793	889	29,216	33,034	$314,626	$16,391		$19,525
		6	44,892	628,488	6,011	7,714	135,437	163,954	$2,107,342	$109,785		$130,774

Looking at the indicators below, the Route 3 performs well as steps were taken in previous years to address costs and negative trends. The RidePV Express is the biggest potential burden to the Agency but as mentioned throughout this plan, is the most needed service with the changing needs of the community of the Palo Verde Valley and lack of specialized services locally.

Table 2.3 SRTP Route Statistics (Performance Indicators)

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics

Palo Verde Valley Transit Agency -- 5

FY 2025/26

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
PVVTA-1	Weekday	$684,963	$356.84	$30.76	$34.54	11.41%	$32.75	$2.34	$338.25	$29.16	10.33	0.89
PVVTA-2	Weekday	$287,049	$210.88	$11.23	$39.61	11.41%	$37.55	$2.68	$199.89	$10.64	5.32	0.28
PVVTA-3	Weekday	$198,357	$358.93	$10.53	$35.35	11.41%	$33.51	$2.39	$340.23	$9.98	10.15	0.30
PVVTA-4	Weekday	$456,042	$503.78	$15.53	$59.13	11.41%	$56.05	$4.00	$477.53	$14.72	8.52	0.26
PVVTA-5	Saturday	$72,911	$351.22	$15.65	$58.54	11.41%	$55.49	$3.96	$332.93	$14.84	6.00	0.27
PVVTA-BWE	Weekday	$298,235	$396.75	$10.77	$328.08	11.41%	$310.99	$22.21	$376.08	$10.21	1.21	0.03
		$1,997,557	$350.58	$15.56	$46.94	11.41%	$44.50	$3.18	$332.32	$14.75	7.47	0.33

2.5 Productivity Improvement

As noted previously, RidePV also experienced a significant drop in ridership during FY 2020 due to the COVID-19 pandemic, with a decrease of 49.4%. However, the ridership gradually recovered in the subsequent years, showing a positive trend. By FY 2023, RidePV experienced a 10.9% gain compared to FY 2020. Similarly, RidePV has seen steady growth in ridership from the unincorporated Riverside County area of Ripley. It is noteworthy that RidePV is the only transit operator to have surpassed pre-COVID-19 ridership numbers and continue to show ridership growth at a steady pace. This is due to a combination of rebranding (RidePV) and related marketing and awareness, the post-pandemic economic recovery, and the utilization of subsidized housing for families relocating from the county's western region.

Trip generators such as the Palo Verde College have more vacation periods which directly impacts transit performance. When such organizations are not operating, service is reduced to maintain costs, but a baseline number of employees must be maintained. Efforts have been made to have the College directly contribute to transit service due to such impact.

Red Route 3 has continued to show a decline in service due to the expanded vanpool options and reduction in staff at the nearby prison facilities. RidePV continues to engage prison staff to promote and market services to employees. Our free ride promotion that was implemented in FY 2022 has established many new riders who were unfamiliar with the service and have been able to retain passengers after the free fares were discontinued.

Over the last few years, RidePV has been working with both city and county planning departments to include conditions for transit usage on all major projects in the area. With those conditions, RidePV also carefully plans to implement or expand services in the affected project areas.

PVVTA continues to see improvement on performance goals with the RidePV Express. The RidePV Express (formerly BWE) utilizes a shuttle bus to the Coachella Valley for medical trips, and the TRIP program for medical trips further into western Riverside County. Combining local medical needs, community partnerships and the overwhelming need to link Eastern Riverside County; the RidePV Express continues to be a vital program for residents of the Palo Verde Valley. Future goals for the RidePV Express include expanding the scope of rides and marketing towards a larger population for civic and social service trips. Discussions are underway to establish a 5-day schedule in the near future.

For Blue Route 1 local service for the City of Blythe, the Agency plans to expand service by five hours daily bringing 30-minute headways for riders during the peak periods of the day for this route. These efforts would allow riders to make trips to multiple trip generators for shopping and medical purposes at a higher frequency throughout the day.

2.6 Major Trip Generators

Featured below is a list of the major trip generators throughout the RidePV system:

Albertsons Market	Smart & Final Market	Palo Verde College
Rite Aid Pharmacy	Burtons Trailer Park	Desert Rose Apartments
Riverside County DPSS	Blythe Post Acute	Palo Verde Hospital
Casa Encinas	EZ-Mart West	Blythe Post Office
Dollar Tree	Villa Monterey	Union Bank
Blythe City Hall	Roy Wilson Community Center	

2.7 Recent Service Changes

No service changes were made during the last planning period. The Agency continues to run the route and schedule with no changes in frequency or routing.

CHAPTER 3

3.1 Planned Service Changes FY 26-28

Blue Route 1 – continue to run the existing route and maintain a mid-day schedule on 30-minute headways between 9 am and 3 pm daily.

Gold Route 2 – continue to run the existing route and schedule with no changes.

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

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

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

RidePV Express – maintain service three days a week to the Coachella Valley and continue to explore the expansion to five days a week.

RidePV Micro – continue to operate XTend-A-Ride service which is a demand responsive micro transit service that addresses special areas in time where community require general public transit service that may not be available on the fixed route system.

In addition, RidePV will continue to offer the **Desert RoadTRIP Program**.

3.2 Marketing Plans, Studies, and Promotion

The following community engagement activities and marketing efforts will be utilized to promote ridership growth in FY 2025/26.

1. Continuation of the marketing program, which includes brochures, flyers, advertisements in local newspapers, community transit fairs, participation in community events and promotional materials – bringing renewed enthusiasm to the Agency's efforts with the rebranded name and logo.

2. Continuation of public outreach program, which includes meetings with schools, employers, senior service programs, persons with disabilities programs, social service agencies, the general public, city departments, and other organizations that benefit from public transportation in the Palo Verde Valley.

3. Continue the mobility training program to teach the public about mass transit, including those with disabilities.

4. Continue to offer information on rideshare programs available to residents and visitors of the Palo Verde Valley.

5. Continue to foster new partnerships with the Palo Verde College Association of Student Governments and new businesses coming to the city through the Shop, Save, and Get Home Free Program.

6. Continue to work with marketing consultants to improve the RidePV Express and the Agency website pvvta.com.

7. Continue to co-sponsor and stay involved in community events such as Run for the Wall, Summer Safety Event, Cleanup Day and local Chamber of Commerce events.

3.3 Projected Ridership Growth

In addition to the items noted in 2.5, the Agency is analyzing several areas for potential ridership growth. RidePV aims to enhance local services by strategically increasing the frequency of schedules on the main Blue Route 1. Response to local demand - riders have continuously requested increased service to Ripley on Green Route 4. Leveraging Xtend-A-Ride, we facilitate greater transit accessibility for Ripley's expanding community. The ridership on the Silver Route 5 fluctuates across months, primarily influenced by climate and shopping patterns. Our staff remains attentive to these distinct operational characteristics when strategizing service enhancements.

3.4 Proposed Fare Structure

There are no proposed fare rate increases until the fare policy is studied in FY 2026. RidePV's free fares for passengers will continue through FY 2026.

3.5 Capital Improvement Plan

The RidePV Capital Improvement Plan (CIP) is a strategic framework designed to enhance operational efficiency and achieve long-term goals by investing in infrastructure, facilities, and equipment. It provides a structured multi-year roadmap for prioritizing projects based on their urgency, impact, and alignment with strategic objectives. The CIP involves evaluating existing assets, identifying necessary upgrades or replacements, and assessing the return on investment for each project. The following is a summary:

Legend		FY 25/26 Summary
1	Revenue Vehicle Purchase	480,000
2	Non-Revenue Vehicle Purchase	60,000
3	Building, Land, and Facilities	126,250
4	Communication and Information Technology Systems	60,000
5	Transit Shelters and Amenities	10,000
6	Maintenance	90,000

3.6 Long Term Plans

RidePV is in need of a modern and all-encompassing maintenance facility which includes infrastructure for electric and alternative fueled vehicles. Management started this project in late 2024 alongside RCTC's Capital Projects division.

Starting in 2026, RidePV will begin transitioning to electric-powered revenue vehicles. The plan is to start with a demo model then once a clear path emerges ramp up procurements to bring more EV buses into service. Currently, RidePV has applied for the VW Mitigation funds and has requested a E450 converted electric unit. Agency staff believes that factory supported equipment and standardized chassis is the best way to enter this technology. Also, RidePV has applied for a ZEB bus with 5311 Capital funds.

CHAPTER 4

4.1 Operating and Capital Budget FY 25/26, Table 4, 4A and 4B

Presented in the accompanying pages is the operating and capital budget based on the best estimates provided by RCTC, Caltrans and the FTA. RidePV utilizes Transit Development Act funding in both the Local Transportation Fund (LTF) and State Transit Assistance (STA). Other State funding includes Low Carbon Transit Operations Program (LCTOP) funds and Caltrans State of Good Repair (SGR) funds. Rounding out the funds is FTA 5311 rural funds administered by Caltrans. The funding requests and planning are typical and normal as observed in previous fiscal years.

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

Palo Verde Valley Transit Agency

Original

Operating

Project	Total Amount of Funds	5311	FARE	LCTOP OB	LCTOP PUC99313	LCTOP PUC99314	LTF	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314					
1 - OPERATING ASSISTANCE	$1,369,203		$115,900				$1,253,303									
2 - OPERATING ASSISTANCE (BWE)	$189,697						$189,697									
3 - LCTOP EXPANSION BUS OPERATIONS COST YEAR 1	$125,000				$91,379		$33,621									
3 - LCTOP FREE RIDES PROGRAM	$130,774			$130,774												
5 - OPERATING ASSISTANCE (5311 FUNDS)	$292,668	$292,668														
Sub-total Operating	$2,107,342	$292,668	$115,900	$130,774	$91,379	$0	$1,476,621	$0	$0	$0	$0					

Capital

Project	Total Amount of Funds	5311	FARE	LCTOP OB	LCTOP PUC99313	LCTOP PUC99314	LTF	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314					
Bulk Tires, Filters, etc - 26-1	$25,000									$12,728	$12,272					
Bus Stop Amenities - 26-2	$10,000									$10,000						
CNG Expansion Bus - 26-7	$480,000				$476,879	$3,121										
Farebox System Analysis and upgrades - 26-4	$50,000									$50,000						
IT and Communication Upgrade - 26-8	$60,000									$60,000						
SGR Equipment and Facility Upgrades - 26-9	$76,250							$74,032	$2,218							
Support Vehicle - 26-5	$60,000									$60,000						
Vehicle Rehabilitation - 26-6	$15,000									$15,000						
ZE & Maintenance Facility - 26-3	$50,000									$50,000						
Sub-total Capital	$826,250	$0	$0	$0	$476,879	$3,121	$0	$74,032	$2,218	$257,728	$12,272					
Total Operating & Capital	$2,933,592	$292,668	$115,900	$130,774	$568,258	$3,121	$1,476,621	$74,032	$2,218	$257,728	$12,272					

FY 2025/26 Projected Funding Details

5311	$292,668
FARE	$115,900
LCTOP OB	$130,774
LCTOP PUC99313	$91,379
LTF	$1,476,621
Total Estimated Operating Funding Request	$2,107,342
LCTOP PUC99313	$476,879
LCTOP PUC99314	$3,121
SGR PUC99313	$74,032
SGR PUC99314	$2,218
STA PUC99313	$257,728
STA PUC99314	$12,272
Total Estimated Capital Funding Request	$826,250
Total Funding Request	**$2,933,592**

FY 2025/26 SRTP

Palo Verde Valley Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: 26-1

FTIP No: Not Assigned - New Project

Project Name: Bulk Tires, Filters, etc

Category: Maintenance

Sub-Category: Parts

Fuel Type: N/A

Project Description: Purchase in bulk tires, filters, coolants, etc.

Project Justification: Bus tires, filters, oil, coolants, etc. will be purchased in bulk for the year. This will allow quicker repair of the buses with the supplies ready on hand. In addition, it will allow the buses to be put back in service much quicker.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2025/26	$12,728
STA PUC99314	FY 2025/26	$12,272
Total		$25,000

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 2025/26 SRTP

Palo Verde Valley Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: 26-2

FTIP No: Not Assigned - New Project

Project Name: Bus Stop Amenities

Category: Bus Stop and Amenities

Sub-Category: Replacement

Fuel Type: N/A

Project Description: Purchase Bus Stop Amenities

Project Justification: Purchase and replace bus stop amenities that are damaged or worn out and in need of replacement.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2025/26	$10,000
Total		$10,000

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

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

FY 2025/26 SRTP

Palo Verde Valley Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: 26-3

FTIP No: Not Assigned - New Project

Project Name: ZE & Maintenance Facility

Category: Buildings and Facilities

Sub-Category: Expansion

Fuel Type: N/A

Project Description: This project includes the upgrades to PVVTA's Maintenance Facility as well as restructuring PVVTA's facilities to accommodate zero-emission technology. This project includes the following components. 1) PA&ED and PS&E for both facilities; 2) Land Acquisition; and 3) Construction and installation of zero-emission technology and maintenance facility

Project Justification: Per the adopted and approved ICT bus rollout plan, PVVTA will need to upgrade from the current CNG to zero-emission technology. The board selected hydrogen as the new fuel source and upgrades to the current facilities will be needed.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2025/26	$50,000
Total		$50,000

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

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

FY 2025/26 SRTP

Palo Verde Valley Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: 26-4

FTIP No: Not Assigned - New Project

Project Name: Farebox System Analysis and upgrades

Category: Planning/Feasibility

Sub-Category: Study

Fuel Type: N/A

Project Description: Analyze the current fare collection system, examine the technology utilized, and develop comprehensive specifications and policies to enhance its efficiency and effectiveness .

Project Justification: An analysis is necessary before any changes can be implemented.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2025/26	$50,000
Total		$50,000

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

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

FY 2025/26 SRTP

Palo Verde Valley Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: 26-5

FTIP No: Not Assigned - New Project

Project Name: Support Vehicle

Category: Support Vehicles

Sub-Category: Replacement

Fuel Type: Other

Project Description: PVVTA management needs a replacement of a supervisory support vehicle for field operations throughout the transit system.

Project Justification: Current equipment is past useful life and PVVTA must have support equipment able and ready to assist with safety and operational concerns within the transit system.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2025/26	$60,000
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

FY 2025/26 SRTP

Palo Verde Valley Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: 26-6

FTIP No: Not Assigned - New Project

Project Name: Vehicle Rehabilitation

Category: Vehicle Systems and Equipment

Sub-Category: Rehabilitation/Improvement

Fuel Type: CNG

Project Description: Purchase equipment needed to rehabilitate a vehicle to extend useful life

Project Justification: Extending vehicle life has greater benefits than purchasing new buses at this time

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2025/26	$15,000
Total		$15,000

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 2025/26 SRTP

Palo Verde Valley Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: 26-7

FTIP No: Not Assigned - New Project

Project Name: CNG Expansion Bus

Category: Bus

Sub-Category: Expansion

Fuel Type: CNG

Project Description: Expansion CNG Bus for expansion of service.

Project Justification: Meet unmet service needs.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
LCTOP PUC99313	FY 2025/26	$476,879
LCTOP PUC99314	FY 2025/26	$3,121
Total		$480,000

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 2025/26 SRTP

Palo Verde Valley Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: 26-8

FTIP No: Not Assigned - New Project

Project Name: IT and Communication Upgrade

Category: Communication and ITS

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: Upgrade Software and Equipment.

Project Justification: PVVTA needs to upgrade equipment and software. Prior equipment is reaching the end of its useful life and causes delays in project execution.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2025/26	$60,000
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

FY 2025/26 SRTP

Palo Verde Valley Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: 26-9

FTIP No: Not Assigned - New Project

Project Name: SGR Equipment and Facility Upgrades

Category: Maintenance

Sub-Category: Parts

Fuel Type: N/A

Project Description: Upgrade/update maintenance equipment

Project Justification: The maintenance equipment is old and needs to be upgraded/updated. With more efficient maintenance equipment the buses will be serviced much faster.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2025/26	$74,032
SGR PUC99314	FY 2025/26	$2,218
Total		$76,250

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

PVVTA
SHORT RANGE TRANSIT PLAN
FY2025/2026 - FY2029/2030

Table 4B Fare Revenue Calculation

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

#	Revenue Sources included in Farebox Calculation	Actuals from FY2023/24 Audit	FY2024/25 Estimated	FY2025/26 Plan
1	Passenger fares	109,785	1,825	
2	Charges for Special Services	1,145	6,600	3,560
3	Interest	58	50	65
4	MDAQMD	20,000	20,000	20,000
5	CNG Fuel Sales	41,679	92,200	95,000
6	LCTOP free tickets reimbursement		100,000	100,000
7				
8				
9				
10				
11				
12				
13				
14				
15				
	Total Revenue (1-15)	**$172,667**	**$220,675**	**$218,625**
	Total Operating Expense	**$1,597,221**	**$1,716,844**	**$2,107,342**
	Farebox Recovery Ratio	**10.81%**	**12.85%**	**10.37%**

4.2 Funding Plan, Table 4.1 & 4.2

The FY 2026/27 operating and capital budget is presented below. A modest increase of five percent is reflected in the operating budget for this fiscal year. RidePV will look to purchase a ZEB fixed route bus to start the transition to electrification.

Table 4.1 Summary of Funding Requests – FY 2026/27

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 4.0 - Summary of Funding Requests - FY 2026/27

Palo Verde Valley Transit Agency

Original

Operating

Project	Total Amount of Funds	FARE	LCTOP PUC99313	LTF	OTHR LCL	STA PUC99313	STA PUC99314
1 - OPERATING ASSISTANCE	$1,999,445	$222,988		$1,726,457	$50,000		
2 - OPERATING ASSISTANCE (BWE)	$192,191			$192,191			
Sub-total Operating	$2,191,636	$222,988	$0	$1,918,648	$50,000	$0	$0

Capital

Project	Total Amount of Funds	FARE	LCTOP PUC99313	LTF	OTHR LCL	STA PUC99313	STA PUC99314
Bulk Tires, Filters, etc - 27-3	$25,000					$15,293	$9,707
Bus Stop Amenities - 27-5	$10,000					$10,000	
New Facility Project - 27-6	$50,000					$50,000	
Replacement CNG Bus - 27-4	$250,000		$250,000				
Replacement ZE support vehicle - 27-2	$70,000					$70,000	
Sub-total Capital	$405,000	$0	$250,000	$0	$0	$145,293	$9,707
Total Operating & Capital	$2,596,636	$222,988	$250,000	$1,918,648	$50,000	$145,293	$9,707

FY 2026/27 Projected Funding Details

FARE	$222,988
LTF	$1,918,648
OTHR LCL	$50,000
Total Estimated Operating Funding Request	$2,191,636
LCTOP PUC99313	$250,000
STA PUC99313	$145,293
STA PUC99314	$9,707
Total Estimated Capital Funding Request	$405,000
Total Funding Request	**$2,596,636**

The FY 2027/28 operating and capital budget is presented below. A modest increase of five percent is reflected in the operating budget for this fiscal year. RidePV will look to purchase a fixed route bus and a support vehicle to replace those which have met their useful life.

Table 4.2 Summary of Funding Requests – FY 2027/28

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

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

Palo Verde Valley Transit Agency

Original

Operating

Project	Total Amount of Funds	FARE	LCTOP PUC99313	LTF	OTHR FED	OTHR LCL	STA PUC99313	STA PUC99314								
1 - OPERATING ASSISTANCE	$2,081,344	$184,288		$1,847,056		$50,000										
2 - OPERATING ASSISTANCE (BWE)	$197,957			$197,957												
Sub-total Operating	$2,279,301	$184,288	$0	$2,045,013	$0	$50,000	$0	$0								

Capital

Project	Total Amount of Funds	FARE	LCTOP PUC99313	LTF	OTHR FED	OTHR LCL	STA PUC99313	STA PUC99314								
Bulk Tires, Filters, etc - 28-1	$25,000						$15,293	$9,707								
Bus Stop Amenities - 28-2	$10,000						$10,000									
CNG Replacement Bus - 28-4	$250,000		$250,000													
New Facility Project - 28-3	$50,000						$50,000									
Procurement consultant for Operations contract - 27-1	$30,000						$30,000									
Sub-total Capital	$365,000	$0	$250,000	$0	$0	$0	$105,293	$9,707								
Total Operating & Capital	$2,644,301	$184,288	$250,000	$2,045,013	$0	$50,000	$105,293	$9,707								

FY 2027/28 Projected Funding Details

FARE	$184,288
LTF	$2,045,013
OTHR FED	$0
OTHR LCL	$50,000
Total Estimated Operating Funding Request	$2,279,301
LCTOP PUC99313	$250,000
STA PUC99313	$105,293
STA PUC99314	$9,707
Total Estimated Capital Funding Request	$365,000
Total Funding Request	**$2,644,301**

4.3 Regulatory and Compliance Requirements, Table 4.3

Table 4.3 TDA Triennial

Audit Recommendation (Covering FY2018/2019 – FY2020/2021)	Action(s) Taken And Results
Consult and collaborate with peer transit agencies regarding the implementation of zero emission vehicle technologies.	PVVTA is currently working with peer agencies such as MBTA, VVTA and Sunline to help guide Electrification efforts. Also, PVVTA is working with CalACT, HVIP and VW Mitigation trust efforts to also gain resources for EV technology. Finally, PVVTA is conducting a study through RCTC who hired CTE for an EV Infrastructure assessment. Results: On-going effort. Funds have been programmed for planning and implementation.
Pursue targeted marketing efforts and rebranding of the service.	PVVTA, now known as RidePV, completed a full rebranding campaign last fiscal year, reflected in the contents of this document. Results: The task is complete, and the new brand is in effect.
Revisit fare structure in light of low farebox recovery from passenger revenue.	After conducting the Comprehensive Operational Analysis, RidePV plans to revisit and facilitate public engagement to address the fare schedule and methods to rebuild ridership in light of the recovery concern. Results: FY 2023 RidePV Recovered from the COVID-19 pandemic by a 10.9%% gain compared to FY2020

TDA Audit for the years ended June 30, 2024 and 2023 - Recommendations	Action(s) Taken
Material Weakness: A deficiency, or a combination of deficiencies, in internal control that creates a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, detected, and corrected on a timely basis.	To address these deficiencies, the following corrective actions will be implemented: 1. Fill Vacant Finance Manager Position: Hire a permanent Finance Manager and provide training to new staff to ensure they are well-equipped to handle their responsibilities. 2. Retain Temporary Staff: Retain temporary staff to fill the Finance Manager position until a permanent hire is made and trained. 3. Strengthen Internal Controls: Implement more robust internal controls to ensure that misstatements are prevented, detected, and corrected promptly. 4. Regular Monitoring and Review: Establish a routine process for monitoring and reviewing internal controls to identify and address any weaknesses or deficiencies. 5. Training and Awareness: Provide training to management and employees on the importance of internal controls and how to effectively implement and follow them. 6. Enhanced Documentation: Ensure that all processes and controls are well-documented to provide a clear framework for employees to follow and for auditors to review.

NOTES

RidePV ADA Link

RidePV Title VI Link

Alternative Fueled Vehicles Utilization
RidePV follows RCTC's policy in utilizing alternative fueled vehicles. The makeup of the fleet is at a 65% compliant gasoline utilization and a 35% Compressed Natural Gas (CNG) utilization. Such utilization is also compliant with the Mojave Desert Air Quality Management District (MDAQMD) alternative fuel policy.

4.4 Open Projects Listing

RidePV
SHORT RANGE TRANSIT PLAN
FY2025/2026 - FY2029/2030

Table 4.4/4.6 Open Projects Prior to FY2025/2026

Project Name	SRTP Capital Project No's	Project Element	Funding Category	Beg to End - Project Timeline	Total Project Cost	Programmed Funds (not including current FY)	FY25 Programmed Funds	Unfunded Balance as of current FY
Technology Upgrade/Improvements	22-1, 24-2	5	1	open - end of 2026	32,320	32,320	0	0
Facility Improvements - SGR	22-4, 23-3	4	1	open - end of 2026	88,808	88,808		0
Replacement of Fixed Route Bus (CNG)	23-1	1	1	open - end of June 2025	400,297	400,297		0
Branding Project	24-3, 25-4	11	1	Open Dec 2025	90,000	40,000	50,000	0
Electric Forklift Project	24-4	2	1	Completed	20,000	20,000		0
Maintenance Climatization - SGR	24-5, 25-1	4	1	Open end of 2026	90,000	60,000	30,000	0
Bus Stop Amenities	24-6, 25-2	6	1	Ongoing	30,000	20,000	10,000	0
Bus Rehabilitation	24-8	9		Open June 2025	18,828	18,828		0
Integration of PSEC Radio	24-9	5		Ongoing	5,000	5,000		0
Zero-Emmission & Maintenance Facilities	24-10, 25-3	4	1	Open end of FY2028	16,419,000	16,239,000	180,000	0
Bus Demonstration Project	24-11	1	1	Open June 2025, balance $12K, check with Marg	52,000	52,000		0
Bulk Transit Bus Tires, Filters, Etc	25-5	9	1	Open end of June 2025	37,004	0	37,004	0
CNG Station Technology Upgrade - SGR	25-6	9	1	Completed. Project closeout June 2026	30,000	0	30,000	0
								0
								0
								0
								0
								0
								0
								0
								0
								0
								0
								0
								0
13					**$ 17,313,257**	**$ 16,976,253**	**$ 337,004**	**$ -**

Legend	
1	Revenue Vehicle Purchse
2	Non-Revenue Vehicle Purchase
3	Vehicle Systems and Equipment
4	Building, Land and Facilities
5	Communication and Information Technology Systems
6	Transit Shelters and Amenities
7	Fixed Guideways and Tracks
8	Debt Service
9	Maintenance
10	Security
11	Planning/Feasability
Funding Category:	
1	Fully Funded
2	Partially Funded



RIDEPV

ridepv.org

760-922-1140

@pvvtablythe

415 North Main Street, Blythe, California

Riverside Transit Agency

FY26–28



SHORT RANGE TRANSIT PLAN

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Glossary of Acronyms

5304	Discretionary grants for statewide and non-metropolitan transportation planning
5307	Formula grants for urbanized areas
5310	Discretionary grants for enhanced mobility of seniors and individuals with disabilities
5311	Formula grants for rural areas
5339	Formula grants for bus and bus facilities
ADA	Americans with Disabilities Act
A&E	Architectural and Engineering
AHSC	Affordable Housing and Sustainable Communities
ARCHES	Alliance for Renewable Clean Hydrogen Energy Systems
ASL	American Sign Language
ATU	Amalgamated Transit Union
BRT	Bus Rapid Transit
CARB	California Air Resources Board
CBU	California Baptist University
CIC	Customer Information Center
COFR	Contract Operated Fixed Route
CNG	Compressed Natural Gas
COA	Comprehensive Operational Analysis
CSTAC	Citizens and Specialized Transit Advisory Committee
CTSA	Consolidated Transportation Services Agency
CTW	California Transit Works
DAR	Dial-A-Ride paratransit services
DBE	Disadvantaged Business Enterprise
EEO	Equal Employment Opportunity
EV	Electric Vehicle
FCEB	Fuel Cell Electric Bus
FRR	Farebox Recovery Ratio
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
FY19	Fiscal Year 2019
FY21	Fiscal Year 2021
FY22	Fiscal Year 2022
FY23	Fiscal Year 2023
FY24	Fiscal Year 2024
FY25	Fiscal Year 2025
FY26	Fiscal Year 2026
FY27	Fiscal Year 2027
FY28	Fiscal Year 2028
GHG	Greenhouse Gas
Go-Pass	Community College Pass
HRTP	High Road Training Partnerships
ICT	Innovative Clean Transit

LA28	Los Angeles 2028 Olympics and Paralympics
LCFS	Low-Carbon Fuel Standard
LCTOP	Low Carbon Transit Operations Program
LEP	Limited English Proficiency
LTF	Local Transportation Fund
MOU	Memorandum of Understanding
MSJC	Mount San Jacinto College
NTD	National Transit Database
OCTA	Orange County Transportation Authority
OPEB	Other Post-Employment Benefits
PPP	Public-Private Partnership
PTASP	Public Transportation Agency Safety Plan
PV	Photovoltaic
RAMP 22	RTA & ATU Mentorship Program
RCTC	Riverside County Transportation Commission
RFP	Request for Proposals
RFQ	Request for Qualifications
RINs	Renewable Identification Numbers
RTA	Riverside Transit Agency
§	Section
SANDAG	San Diego Association of Governments
SCAG	Southern California Association of Governments
SCAQMD	Southern California Air Quality Management District
SGR	State of Good Repair
SMS	Safety Management Systems
SRTP	Short Range Transit Plan
SSP	Sustainable Service Plan
STA	State Transit Assistance
TAM	Transit Asset Management
TDA	Transportation Development Act
TIRCP	Transit and Intercity Rail Capital Program (TIRCP)
TOD	Transportation Oriented Development
TMD	Transportation Management & Design Inc.
TNC	Transportation Network Company
T-NOW	Transportation NOW
TTCA	Temecula Towne Center Associates
TTS	Timed Transfer System
TUMF	Transportation Uniform Mitigation Fee
UCR	University of California, Riverside
U-Pass	University Pass
U.S.C.	United States Code
USDOL	United States Department of Labor
UZA	Urbanized Area as defined by the U.S. Census Bureau
WRCOG	Western Riverside Council of Governments

ZEB	Zero-Emission Bus
ZEB Plan	ZEB Rollout and Implementation Plan
ZETCP	Zero-Emission Transit Capital Program

EXECUTIVE SUMMARY

This Short-Range Transit Plan (SRTP), updated annually, covers Fiscal Year 2026 (FY26) through Fiscal Year 2028 (FY28). The plan provides a description of the Riverside Transit Agency's (RTA) services, regional transit needs and a look ahead at RTA's proposed service plans and capital projects.

The past year was pivotal as RTA worked on implementing cutting-edge new service, enhanced frequencies on multiple routes and implemented numerous fare promotions, including Free Fares for Youth, all year long. All these improvements resulted in higher-than-projected ridership increases. As of March 2025, ridership has increased by over nine percent when compared to Fiscal Year 2024 (FY24). GoMicro, RTA's on-demand service that offers shared rides in the Hemet-San Jacinto microtransit zone, has been in service for over two years now. In Fiscal Year 2025 (FY25), RTA saw record high ridership and passengers per vehicle hour on GoMicro. Post-pandemic, RTA continues to make year-over-year gains in ridership as can be seen in the chart below.

CALENDAR YEAR (CY) TO CALENDAR YEAR (CY) FIXED ROUTE UNLINKED PASSENGER TRIPS				
Agency	**2021**	**2022**	**2023**	**2024**
RTA	3,138,652	4,630,550	5,317,662	5,684,877
NCTD	3,374,758	4,293,271	4,700,870	5,251,207
Omnitrans	4,408,002	5,511,573	6,280,450	7,100,874
SunLine	2,008,944	2,389,946	2,563,479	2,683,253
Foothill	6,226,106	7,389,595	8,452,534	9,743,746
National Total	**2,370,892,328**	**2,871,291,694**	**3,331,398,171**	**3,651,696,697**

PERCENT CHANGE IN FIXED ROUTE RIDERSHIP YEAR-OVER-YEAR				
Agency	**2021**	**2022**	**2023**	**2024**
RTA	0.00%	47.53%	14.84%	6.91%
NCTD	0.00%	27.22%	9.49%	11.71%
Omnitrans	0.00%	25.04%	13.95%	13.06%
SunLine	0.00%	18.97%	7.26%	4.67%
Foothill	0.00%	18.69%	14.38%	15.28%
National Total	**0.00%**	**21.11%**	**16.02%**	**9.61%**

Source: FTA National Transit Database (Unlinked Motor Bus & Commuter Bus Passenger Trips)



RTA and RCTC joint trip to Washington D.C.

In September 2024, RTA partnered with the Riverside County Transportation Commission (RCTC) on a joint trip to Washington D.C. The two agencies came together to advocate for regional projects and needed policy updates. The agencies emphasized the need for continued investment in public transportation for traffic relief, flexibility in transit funding usage and increased financial support and federal penalties to help improve driver and rider safety.

On March 15, 2025, RTA had the honor of hosting the 2025 Southern California Regional Bus Roadeo. The Roadeo was held at RTA's Hemet facility and brought together 16 Southern California transit agencies to showcase their top drivers and maintenance teams. Winners from this highly competitive event advanced to the International Bus Roadeo in Austin, Texas, which was held on April 4-8, 2025.

RTA continues to be at the forefront of innovation and technology. For over a year, RTA has been collaborating with the City of Riverside, Amalgamated Transit Union (ATU) Local 1277 and Ohmio, an autonomous vehicle manufacturer, to launch a two-year autonomous vehicle pilot project. The Ohmio Pilot Project explores how autonomous vehicles can enhance mobility, improve transportation efficiency and complement existing bus service. The Ohmio vehicle is completely autonomous but will always have a safety operator on board. RTA coach operators fill the role of safety operators when the shuttles are in service. The safety operator has the ability to take control of the vehicle if necessary and is available to help with passenger issues. The Ohmio Pilot Project operates within a designated area following predefined routes. All rides on the Ohmio Pilot Project are free. The findings from this pilot will help



Ohmio Pilot Project Autonomous Vehicle

determine the feasibility of expanding autonomous vehicle services in the future. The vehicles seat up to eight passengers, including a space for one wheelchair. As part of this project, RTA coach operators and mechanics will be trained in this new technology. They will learn how to operate and maintain the electric, autonomous vehicles. In May of 2025, the Ohmio Pilot Project launched at the Riverside Municipal Airport. Future deployment locations can be found in section 3.1 Planned Service Changes.

For nearly two years, RTA has been working on an Organizational Culture and Leadership Project. This ambitious effort works to improve leadership at all levels of the Agency while also redefining RTA's mission statement and core values to be more in line with the current vision of the Agency. Surveys and focus groups were completed with RTA staff from all departments including operations and maintenance. To show our commitment to achieving the new vision, mission and values, a commitment wall was unveiled at both the Riverside and Hemet facilities for employees to sign. These are the principles and values that guide every RTA employee.



RTA is making investments in several key services and projects and will continue to focus on long-term improvements during FY26. The following is a summary of the most significant projects over the next year:

Comprehensive Operational Analysis (COA): In 2022, to chart a path forward after the pandemic, RTA completed the Sustainable Service Plan (SSP), which evaluated our service area and identified where service should be reinstated/improved to efficiently and effectively grow ridership and meet the needs of the region across the next three years. The SSP was meant to guide the Agency's short-term service planning decisions during the uncertain, post-pandemic environment. Since obtaining Board approval of the SSP in 2023, RTA has deployed a majority of the recommendations. RTA is now ready to embark on a longer-term study. The COA, which kicked off at the end of FY25, is a 10-year strategic plan that proposes short-term and long-term goals to strengthen the regional network, consolidate and streamline routes to offer faster and more frequent service, meet growing demand and ultimately aim to increase ridership while serving the public more efficiently.

It will include a fare study and look at innovative transit solutions, including microtransit and Bus Rapid Transit (BRT). The COA will continue into FY26 and will include extensive community outreach and stakeholder input and will lay the groundwork for the next 10 years of service improvements and growth for the region.

Contract Operated Fixed-Route (COFR) Service: For over 25 years, RTA has outsourced portions of its fixed-route service. RTA's agreement with ATU Local 1277 dictates that only an ATU member can operate a 40-foot bus on behalf of RTA. Further, having an ATU member operate a smaller bus would require negotiations. Therefore, routes with lower ridership were targeted for outsourcing since they could be operated with a smaller bus. It was simply not cost-effective to pay full ATU wages and benefits for the operation of a smaller bus. Then, in 2024, RTA and ATU reached an agreement on an appropriate wage structure for small bus operators. With this agreement in place, and after careful consideration, RTA is moving forward with bringing COFR services in-house, starting with Fiscal Year 2027 (FY27).

Fare Promotions: RTA plans to offer even more fare promotions in FY26. These promotions have proven to boost ridership in the past few years. The promotions will include the continuation of the Free Fares for Youth ages 18 and under, 25-cent rides during the months of July and August 2025 and other free ride days throughout the year.

Purchase of New Compressed Natural Gas (CNG) Buses: RTA will be procuring a fleet of brand-new 40-foot directly operated CNG buses as part of an effort to swap out our oldest, highest-mileage vehicles and replace them with newer models. In all, RTA plans to roll out 15 new buses to replace 40-foot buses that are nearing the end of their useful service life of 12 years or 500,000 miles per Federal Transit Administration (FTA) guidelines.



Dial-A-Ride (DAR) Enhancements: In FY26, RTA will begin procuring 41 new DAR buses and vans. The DAR vans seat up to 8 passengers and are equipped with two wheelchair positions. These lighter-duty vehicles have a useful service life of four years or 100,000 miles. The addition of transit vans to the DAR fleet will help reduce operating costs, increase efficiency and combat driver shortages. In FY26, RTA will be implementing new paratransit scheduling software. Since 2003, RTA has used Trapeze PASS software for reservations, scheduling, operations and reporting of all DAR trips. Over the past two decades, software solution providers have made significant strides in supporting transit agencies by offering advanced digital tools that modernize their systems and operations while enhancing customer experience. This new software will optimize scheduling,

resulting in cost savings. With the new software, DAR riders will be able to use a mobile app to book, track and manage their rides in addition to calling in. In FY26, RTA will also be enhancing all DAR buses and vans with Wi-Fi, allowing riders to use the internet while riding with RTA.

Improving Connectivity to Public Transportation: Americans with Disabilities Act (ADA) Bus Stop Enhancement Plan: RTA was awarded the Caltrans Sustainable Transportation Planning Grant to complete an ADA Bus Stop Enhancement Plan. The plan will identify bus stop improvements that need to be made, including ADA-compliant curbs, gutters, sidewalks, and/or ADA ramps. The plan will include community outreach and engagement activities to gain community feedback on existing transportation barriers and to help identify which improvements need to be prioritized to maximize benefits to the community. With limited budgets each year, the plan will develop a cost-effective, phased approach to improving non-ADA-compliant bus stops in partnership with local jurisdictions.

Installation of Solar Panels: Thanks to a $1.6 million federal grant, RTA is purchasing and installing solar panels at our Riverside and Hemet facilities during FY26. The installation of solar panels will significantly decrease costs and Greenhouse Gas (GHG) emissions and allow the Agency to produce clean, sustainable and renewable energy.

Zero-Emission Buses (ZEB): RTA continues to work towards the California Air Resources Board's (CARB) Innovative Clean Transit (ICT) regulation, which requires all California transit agencies to gradually transition to a 100 percent ZEB fleet with the goal of a full transition by the year 2040. Per RTA's ZEB Rollout and Implementation Plan (ZEB Plan), it is estimated to cost RTA an additional $127 million dollars in operating and capital expenses over the next 20 years to transition the fleet to ZEBs. Furthermore, costs have increased by at least 44 percent since the plan was completed back in 2020. On February 27, 2025, the RTA Board of Directors awarded a contract to New Flyer to manufacture the Agency's first five hydrogen Fuel Cell Electric Buses (FCEB) as required by the ICT regulation. These buses are estimated to arrive in 2026. With only one FCEB manufacturer currently in the market, the prices were significantly higher than originally projected. RTA has successfully acquired competitive funding to use towards the transition to ZEBs. However, much of that funding is potentially in jeopardy due to changing priorities at the federal level. RTA continues to look for alternate sources of financing and advocates at the local, state and federal level for additional financial support.

Hydrogen Fueling Stations: In preparation for the arrival of the first five FCEBs in 2026, the RTA Board of Directors awarded a contract to Clean Energy on August 22, 2024, to design the Hemet hydrogen fueling station and design-build the Riverside hydrogen

fueling station. The design and construction of the Riverside hydrogen fueling station are estimated to be completed in FY26. Workforce development training for mechanics will be completed as part of this contract. The maintenance department will be trained on system safety, performance monitoring, properly operating and maintaining the hydrogen fueling station, and refueling buses. Additionally, coach operators will be trained to operate the new vehicles and their various safety features.

RAMP 22: In March 2022, the RTA & ATU Mentorship Program (RAMP 22) was formed. RAMP 22 is a partnership that aims to support and grow RTA's coach operators and maintenance employees in a safe environment. Since then, RAMP 22 has helped reduce labor shortages and increased employee retention. The program has expanded from six mentors to 17 mentors who support 55 mentees and counting. The program is so successful that voluntary attrition is down 50 percent year-over-year. In July 2025, RTA will host the California Transit Works (CTW) Southern California Regional Conference. This event will bring together Southern California High Road Training Partnerships (HRTP) comprised of transit agencies and ATU locals. HRTPs will network and share the successes and challenges of their programs. RAMP 22 is the first HRTP established in Southern California and is proud to host the first-ever Southern California Regional Conference.

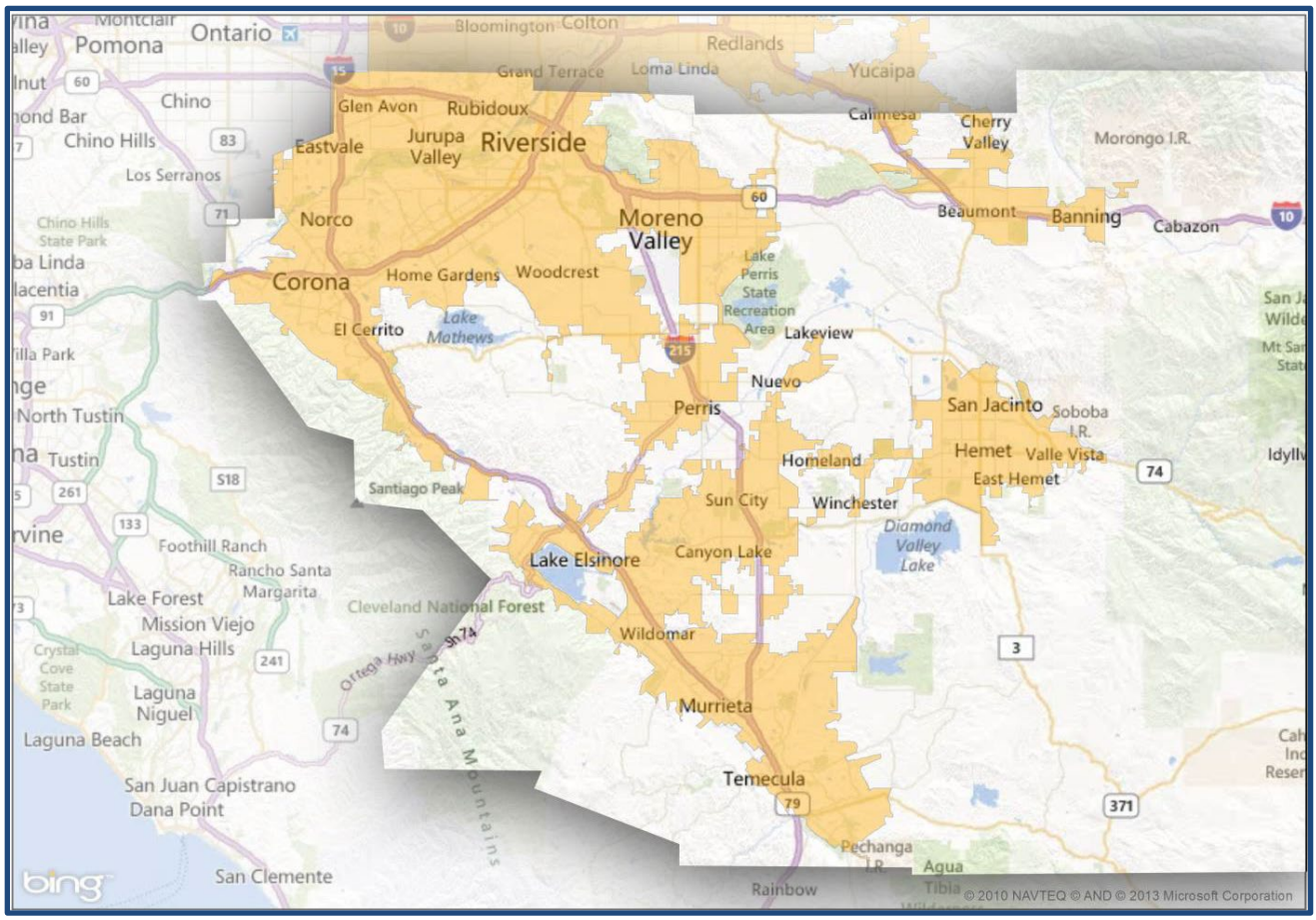
FIFA World Cup 2026 and Los Angeles 2028 Olympics and Paralympics (LA28): RTA has been working with LA Metro and other partners on the FIFA World Cup in 2026 and the LA28 events. These are some of the largest events ever held in Los Angeles. Moreover, the LA28 events aim to be transit-first with little to no spectator parking. To reach this ambitious goal, transit agencies across the region are working together to develop a plan and pool limited resources. RTA is exploring providing buses and operators to help support the FIFA World Cup in FY26. RTA will continue collaborating with LA Metro and other transit partners on the LA28 planning.

The SRTP is organized as follows: Chapter 1 provides an overview of the system. Chapter 2 describes route performance and existing service. Chapter 3 details planned service changes during FY26. Chapter 4 covers the financial and capital plans.

CHAPTER 1: SYSTEM OVERVIEW

1.1 JURISDICTION

RTA's jurisdiction is among the largest in the nation for a transit system, encompassing approximately 2,500 square miles of western Riverside County. Included in RTA's service area are the 18 cities of Banning, Beaumont, Calimesa, Canyon Lake, Corona, Eastvale, Hemet, Jurupa Valley, Lake Elsinore, Menifee, Moreno Valley, Murrieta, Norco, Perris, Riverside, San Jacinto, Temecula and Wildomar, as well as the unincorporated areas of Riverside County supervisorial districts 1, 2, 3 and 5. RTA provides service in both urban and rural areas. Urbanized and rural areas are defined by the U.S. Census Bureau based on population size and revised every 10 years with each new census. The urbanized areas (UZA) in the jurisdiction are Riverside-San Bernardino, Hemet and Murrieta-Temecula-Menifee. Portions of RTA routes also connect to Los Angeles-Long Beach-Anaheim, providing interregional mobility options for RTA customers. The map below illustrates RTA's jurisdictional boundaries and highlights the portions of the region considered urbanized.

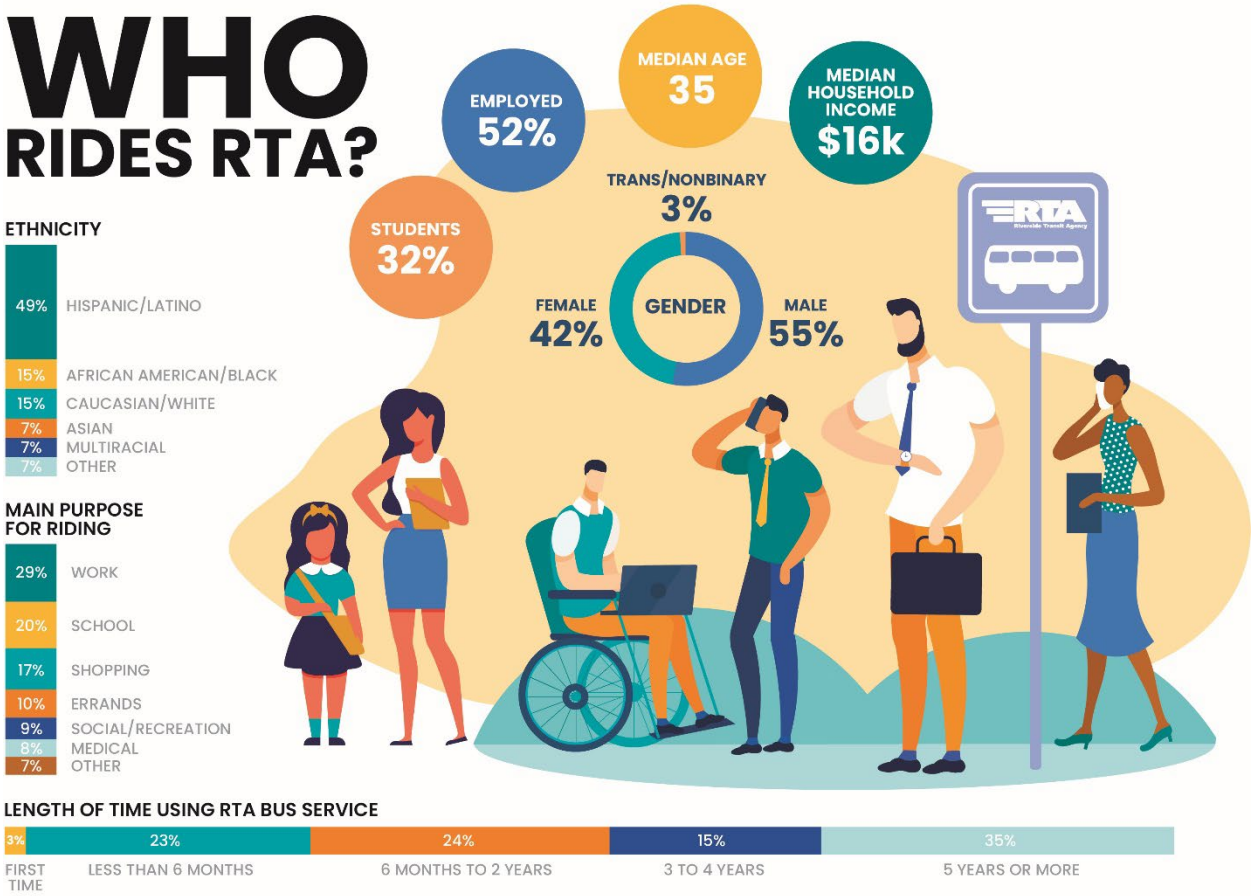


1.2 POPULATION PROFILE AND DEMOGRAPHIC PROJECTIONS

Because our customers' travel needs evolve over time, RTA continually plans and designs routes that are customer-oriented and financially sustainable. By studying the characteristics of our riders, a better understanding is gained to more appropriately plan for and meet the needs of the transit market. Moreover, it is key to determining the shifts or changes in ridership behavior following the COVID-19 pandemic. Rider characteristics, along with demographic and population changes, are used to shape and strategize how resources will be allocated in future years.

Population Profile – Rider Characteristics

RTA passenger characteristics were collected from onboard surveys in November and December 2021 as part of the RTA 2021 Onboard Rider Survey. A demographic summary of RTA riders offered the following characteristics:



Source: RTA Fall 2021 Onboard Rider Survey.

Population Profile

Deployment of future transit service will directly correspond to demographic and land use changes within the RTA service area, driven by population growth and buffered by the aforementioned ICT impacts.

The table below shows population changes between 2020 and 2024 based on California Department of Finance data as of May 2024. Between 2020 and 2024, the service area's population grew by one percent, with growth as high as eight percent in some areas and decreases as high as six percent in other areas across this period.

WESTERN RIVERSIDE COUNTY Historical Populations, with 2020 Census Counts							
City	2020	2021	2022	2023	2024	Change 2020 - 2024	% Change
Banning	30,621	30,592	30,856	31,250	31,213	592	1.9%
Beaumont	53,318	53,945	54,349	56,590	57,416	4,098	7.7%
Calimesa	10,028	10,588	10,950	10,962	10,867	839	8.4%
Canyon Lake	11,069	11,082	11,003	10,949	10,832	-237	-2.1%
Corona	156,637	157,182	157,139	157,005	156,615	-22	0.0%
Eastvale	69,742	70,457	69,978	69,514	68,884	-858	-1.2%
Hemet	89,325	89,302	89,170	89,918	89,663	338	0.4%
Jurupa Valley	104,828	105,131	105,154	104,983	104,721	-107	-0.1%
Lake Elsinore	70,572	71,225	71,989	71,973	71,452	880	1.2%
Menifee	102,466	104,323	107,411	110,034	111,560	9,094	8.9%
Moreno Valley	208,237	208,387	208,302	208,289	207,146	-1,091	-0.5%
Murrieta	110,702	111,024	110,592	109,998	109,177	-1,525	-1.4%
Norco	26,659	24,680	25,035	25,037	25,068	-1,591	-6.0%
Perris	78,614	78,867	78,474	78,948	79,311	697	0.9%
Riverside	316,307	309,598	314,818	313,676	316,690	383	0.1%
San Jacinto	53,835	54,186	54,303	54,103	53,538	-297	-0.6%
Temecula	109,820	109,881	109,468	108,899	108,700	-1,120	-1.0%
Wildomar	36,720	36,713	36,438	36,336	36,327	-393	-1.1%
Unincorporated*	293,910	296,010	298,803	301,270	302,672	8,762	3.0%
Incorporated (City totals)	1,639,500	1,637,163	1,645,429	1,648,464	1,649,180	9,680	0.6%
Grand Total	1,933,410	1,933,173	1,944,232	1,949,734	1,951,852	18,442	1.0%

**Unincorporated estimate is based on 75% of all the County unincorporated, not just western Riverside County (as per WRCOG guidance).*

Source: California Department of Finance, May 2024

Riverside County Total Population Projections					
2020	2025	2030	2035	2040	2045
2,423,288	2,452,358	2,516,026	2,598,559	2,680,111	2,752,928
% Change	1.20%	2.60%	3.28%	3.14%	2.72%

Source: California Department of Finance, September 2024

Across the RTA service area, the highest population and employment densities continue to be found in the corridor linking Corona, Riverside and Moreno Valley. This area encompasses more

than one-third of the estimated 1.9 million residents in western Riverside County[1]. The highest concentration of jobs is in, around and between the cities of Riverside and Corona and in the Murrieta/Temecula area at the southern portion of the County.[2] The population and employment densities of these cities make public transit a more viable option for travel.

1.3 FIXED-ROUTE AND PARATRANSIT SERVICES

Since FY24, RTA has been increasing service per the SSP. As of July 1, 2025, RTA will operate 32 local fixed routes, three CommuterLink express routes, GoMicro microtransit service in Hemet-San Jacinto and complementary demand response paratransit services throughout the service area. In May of 2025, in partnership with the City of Riverside, Ohmio and ATU, RTA launched the Ohmio Pilot Project, a two-year autonomous vehicle project that will operate at different locations throughout the City of Riverside. Routes in higher-density urban areas with greater peak ridership are usually operated with larger vehicles, while routes in suburban and rural areas with lower ridership are usually operated with smaller- to medium-sized vehicles. Table 1 contains a complete listing of both directly operated and contract operated routes.

Fixed-Route Services

RTA fixed-route services fall within three categories:

- Thirty-two local routes
- Three CommuterLink express routes
- One Ohmio Pilot Project

See Table 1 for a complete listing of routes and the areas they serve.

On-Demand Microtransit Services

In the Hemet-San Jacinto area, RTA launched GoMicro, an on-demand microtransit program that offers shared rides within the zone. Riders can request a ride when they need it and get picked up within 60 minutes of their request. They can travel from bus stop to bus stop and connect to fixed route service within the zone.

[1] *California Department of Finance, Demographic Research Unit (May 2019).*
[2] *RCTC Long Range Transportation Study (December 2019).*

Paratransit Services

RTA offers complementary demand-response paratransit DAR service to persons with disabilities and seniors (age 65 and older). DAR is an advanced reservation service:

- DAR trips must begin/end within 0.75 miles of an active RTA fixed route (excluding express buses).
- DAR service operates at times equivalent to the local fixed-route bus services.
- Despite fixed route service decreasing due to the COVID-19 pandemic, DAR service availability remains intact to ensure essential trips are available to vulnerable, transit-dependent passengers who utilize these services.

RTA has Three Types of DAR Services:

- ADA Priority DAR Service: Based on the above criteria, RTA gives priority service to individuals certified under ADA law for trips throughout the RTA service area.
- Senior and Disabled DAR Service: Seniors ages 65 and older and persons with disabilities are eligible for local DAR service for trips that begin/end within a single city based on the above criteria.
- DAR Plus Service: To provide service to those who live in rural areas that do not have access to public transportation, RTA began the DAR Plus Lifeline Service program in July 2015. This program extends the DAR service boundary around local fixed routes by an additional two miles (2.75-mile radius) to qualified applicants needing life-sustaining services. The program provides wheelchair-accessible service to seniors aged 65 and older and to persons with disabilities for lifeline services such as doctor's appointments, medical treatments, and trips to the pharmacy, grocery store, and the senior center to access hot meal services.

1.4 EXISTING FIXED-ROUTE AND DIAL-A-RIDE SERVICE

In FY25, RTA budgeted 674,653 revenue hours for the operation of 9,938,474 revenue miles system-wide:

- 507,991 revenue hours and 7,039,860 revenue miles budgeted for the operation of 35 fixed routes
- 151,926 revenue hours and 2,736,297 revenue miles budgeted for the operation of complementary DAR service
- 14,736 revenue hours and 162,317 revenue miles budgeted for the operation of microtransit services in Hemet and San Jacinto

RTA continues to see year-over-year increases in ridership due to numerous service improvements and fare promotions, including Free Fares for Youth. FY25 saw improvements in service per the Board approved SSP. This included the addition of earlier morning service to connect to Metrolink trains, enhanced frequencies and route improvements to increase access to major destinations. In September 2024, after hosting multiple hiring events throughout the service area, RTA reinstated the weekend service that was removed in FY24 due to operator shortages. In May of 2025, RTA launched the Ohmio Pilot Project at the Riverside Municipal Airport.

1.5 CURRENT FARE STRUCTURE

On April 25, 2019, the Board approved a fare increase that was implemented in July 2019. Prior to this increase, RTA had not increased fares for 10 years. In addition, the Board authorized a subsequent increase in fares effective July 2021. On February 25, 2021, the Board unanimously approved delaying the July 2021 fare increase for one year until July 2022 due to the financial impacts of the COVID-19 pandemic. On April 28, 2022, the Board approved canceling the second fare increase that was scheduled to begin on July 1, 2022, as conditions have dramatically changed since the last fare study was completed in 2019. Furthermore, to fully understand post-pandemic ridership trends and demands, the Board approved staff to tentatively complete a new fare policy study as early as FY24. The Agency will be completing a fare study as part of the COA, which kicked off in FY25. The current fare structure is as follows:

FIXED-ROUTE/GOMICRO FARES				
Fare Categories	**Base Fares**	**Day Pass***	**7-Day Pass***	**30-Day Pass***
General	$1.75	$5	$20	$60
Youth (age 18 and younger)**	Free***	$5	$20	$45
Senior/Disabled**	$0.75	$2.50	$20	$30
Medicare Card Holder**	$0.75	$2.50	$20	$30
Veteran**	$0.75	$2.50	$20	$30
Child (46" tall or under)	Free***	N/A	N/A	N/A

COMMUTERLINK FARES		COMMUTERLINK + LOCAL	
Fare Categories	**Base Fares**	**Day Pass***	**30-Day Pass***
General	$3.50	$10	$95
Youth (age 18 and younger)**	Free***	$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)	Free***	N/A	N/A

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)	$0.75	N/A

**Accepted as base fare. CommuterLink trips require an additional $2.00 (Senior, Disabled, Medicare and Veteran) or $1.75 (General) per trip.*
***Proper identification is required at time of boarding.*
**** Youth ride free through December 31, 2026.*

In addition to these fare categories, participating colleges fund the U-Pass and Go-Pass programs. Eligible students get unlimited rides on any RTA fixed route, including CommuterLink and GoMicro service in the RTA network by downloading a pass on GoMobile, RTA's mobile ticketing application. Staff intends to extend all agreements with colleges and universities for FY26. Active jurors, active-duty military, police and fire personnel in uniform with valid identification are also eligible for complimentary rides on RTA fixed-routes and GoMicro service.

Cooperative Fare and Subsidy Programs

RTA makes every effort to create partnerships that will improve service for customers by developing fare programs that promote the use of public transit. In FY26, RTA will continue the cooperative fare and subsidy program with the University of California, Riverside (UCR) for Route 51 Crest Cruiser and Route 56 Hunter Park/UCR Loop.

Thanks to the popular Go-Pass and U-Pass programs, students at California Baptist University (CBU), La Sierra University, Moreno Valley College, Mount San Jacinto College (MSJC), Norco College, Riverside City College and UCR get endless rides anywhere RTA buses go, anytime they operate. College students who attend participating colleges can ride by downloading the GoMobile app on their mobile devices. To improve the experience for UCR students and remove an unintended barrier, RTA began accepting college ID cards for UCR students. This was mostly due to the process by which UCR registers students for their passes, which is not an issue for most colleges in our service area. This pilot, which began in February 2024, makes it easier for students to ride because they no longer need to register with the Transportation and Parking Services and wait for their GoMobile pass. This has resulted in significantly higher UCR ridership year over year.

1.6 REVENUE FLEET

As of March 31, 2025, RTA has a total active fleet of 271 buses:

- One hundred and twenty 40-foot buses, which run on CNG, provide fixed-route services directly operated by RTA drivers. They are eligible for replacement when they have reached their useful life of 12 years or 500,000 miles.
- Fifty-nine 32-foot buses, which run on CNG, provide fixed-route services operated by contracted drivers. They are eligible for replacement when they have reached their useful life of seven years or 200,000 miles.
- Eighty-four DAR buses, which run on gasoline, provide paratransit services operated by contracted drivers. They are eligible for replacement when they reach their useful life of five years or 150,000 miles.
- Eight GoMicro buses, which are converted DAR buses, run on gasoline and provide on-demand services operated by contracted drivers. They are eligible for replacement when they reach their useful life of five years or 150,000 miles.

See Table 1.1 for a complete inventory of the RTA fleet.

1.7 EXISTING FACILITIES

Existing Facilities

RTA's primary facility is Division I in the City of Riverside. RTA's secondary facility is Division II in the City of Hemet. RTA's Riverside facility is utilized primarily for directly operated routes in the northern portion of the system's network while RTA's Hemet facility is utilized for directly operated routes in the southern portion of the system's network. Currently, the Riverside facility has 387 active employees and the Hemet facility has 65 active employees.

RTA's COFR service is provided by Pro Park LLC, operating from a facility they lease in the City of Perris. DAR service, including DAR Plus, is provided by Transdev and operates from a facility they lease in the City of Perris. The DAR facility in Perris also houses the DAR reservation call center. After going through a formal competitive bid process, the Board approved a contract award to Transdev in September 2022 to provide microtransit software and transportation services for GoMicro, the microtransit program in Hemet-San Jacinto. Contractors are responsible for housing, operating and maintaining RTA-owned vehicles.

Existing Passenger Transit Facilities

In addition to improving service frequency and expanding service, RTA has been focused on creating a Timed Transfer System (TTS) and enhancing support infrastructure, such as transit hubs, to improve efficiency and customer experience. It is neither feasible nor cost-effective to run direct service from every trip origin to destination. Strategically placed transit hubs are essential to making a TTS work at its optimum.

Furthermore, transit hubs are more than just a place to make bus connections. They can be community-centered, multi-modal facilities where bus and rail customers share a selection of mobility choices. These modes of travel can include single-occupancy vehicles, carpools, vanpools, bicycles, pedestrian walkways, local and commuter express buses, light rail and regional rail networks. Transit hubs are generally owned by various public agencies and are well-situated for the advancement of public-private investment partnerships leading to transit-oriented commercial and residential development.

The following is a summary of the existing transit facilities in the RTA service area:



Perris Station Transit Center: This transit center in the City of Perris at C Street and 4th Street (SR-74) has eight bus bays served by seven RTA routes. The facility handles multi-modal transfers between Metrolink; RTA local and regional routes; RTA's DAR; and park-and-ride patrons in the southwest region. It is owned, operated and maintained by RCTC.



Corona Transit Center: This transit center is in the City of Corona off Grand Boulevard and North Main Street and includes eight bus bays served by three RTA bus routes, two Corona Cruiser routes and a pedestrian bridge to connect to trains at the North Main Corona Metrolink Station. This facility is owned, operated and maintained by RTA.



Galleria at Tyler: The demand for enhanced connections and improved bus stop amenities prompted RTA to improve the stops at the Galleria at Tyler Mall, which is served by six routes. The upgrade was completed in October 2014 and nearly doubled the size of the facility, which now includes six bus bays with new passenger shelters equipped with solar lighting. The facility, which is located on mall property and maintained by RTA, includes customer amenities that comply with ADA design standards. Reinforced concrete bus pads were installed to protect the roadway and increase the useful life of this facility. Further improvements were made in 2017 to add two additional stops on Magnolia Avenue to accommodate additional buses. In March of 2020, RTA completed construction of a new turnout for the westbound routes on Magnolia Avenue to avoid blocking the travel lanes. In 2023, the amenities were refurbished, which included a deep cleaning, repairing any damages and repainting all items to keep them in mint condition.



Moreno Valley Mall: Similar to the Galleria at Tyler, the transit facility at Moreno Valley Mall is an integral part of establishing transfers within RTA's network. Completed in March 2015, the upgraded facility, which is utilized by five RTA bus routes, has tripled in size to include six upgraded bus bays with pedestrian amenities that comply with ADA design standards. New bus shelters with solar lighting, information kiosks, benches and trash receptacles were installed. Concrete bus pads were also installed to preserve the roadway and increase the useful life of the stop. In January 2020, space for two bus bays were added to help ease bus congestion that resulted from RTA's frequency improvements on routes 16 and 19. The facility is located on mall property and is maintained by RTA. In 2023, the amenities were refurbished to keep them in mint condition.



Promenade Mall Mobility Hub: RTA and the City of Temecula worked together to identify a project site located at Promenade Mall in Temecula, which is owned and operated by Temecula Towne Center Associates (TTCA). Promenade Mall had a single bus stop served by six RTA bus routes. RTA had outgrown this facility and passengers were often left in the elements waiting for their bus due to the lack of an adequate shade structure and waiting area.

RTA worked with TTCA on delivering this project as a Public-Private Partnership (PPP), with RTA providing construction funds and TTCA agreeing to own and maintain the hub. The project was completed on January 13, 2019, and placed into service. The new hub features five shelter areas/shade structures, nine benches, improved lighting, sidewalk upgrades, real-time passenger information and expanded room for up to five full-sized buses.



La Sierra Metrolink Station: An expansion project at the La Sierra Metrolink Station was completed in January 2019 and was delivered through a public-public partnership with RCTC. The La Sierra Metrolink Station is emerging as a major intermodal mobility hub that brings together rail, two RTA routes, plus first-mile-last-mile solutions, including bikeways, pedestrian walkways, and market-rate housing. The facility is owned, operated and maintained by RCTC. This station expansion project supports RTA's goal of implementing timed transfer connections and intermodal connectivity between rail and bus. It includes six bus bays with passenger amenities, as well as a coach operator restroom facility.



Canyon Crest Bus Stops: UCR is one of the busiest transit destinations in RTA's transit network. The Canyon Crest Bus Stop Improvements were completed in partnership with the City of Riverside in December 2021. The on-street bus stops were expanded and improved to include six bus bays with shelters, benches, trash receptacles and bus pads and are served by four RTA routes. The expanded stops have improved connectivity, enhanced safety, reduced congestion and will effectively accommodate current and future service levels. Across the street from the bus stops is a modernized two-way bike lane built by the City of Riverside. The protected bike lanes improve safety and provide first-mile-last-mile connections.



Vine Street Mobility Hub: Located across the street from the Riverside Downtown Metrolink Station, the Vine Street Mobility Hub provides vital connections between bus, train and active transportation. Construction was completed in December 2023 and the hub features 16 bus bays to accommodate current and future RTA bus service, and associated facilities, including a coach operator's lounge, security office,

storage area, restrooms, staff parking, a community plaza, shade structures and greenspace. The hub also includes charging infrastructure for RTA's electric staff vehicles. The site is split into two central bus islands, each with custom overhead shelters and other rider amenities, including seating areas, trash receptacles, an information kiosk, real-time messaging signs, directional signs, lighting, closed-circuit television cameras and bike storage. The overhead canopies include solar panels and lighting to minimize energy demand.



Other Transit Enhancements: For FY25, ten stops will be enhanced by adding or replacing shelters, benches and trash receptacles and improving the accessibility of the stops. These enhancements are made in accordance with the Board-adopted Bus Stop Strategic Policy and deployed based on ridership and geographic equity.

1.8 EXISTING COORDINATION BETWEEN TRANSIT AGENCIES

RTA is one of two designated Consolidated Transportation Services Agencies (CTSA) in Riverside County, the other being SunLine Transit Agency in the Coachella Valley. RTA's role as a CTSA is to assist RCTC in coordinating public transit throughout RTA's approximately 2,500-square-mile jurisdiction, support driver training and technical workshops and assist with preparing grant applications. RTA also certifies all eligible ADA passengers for western Riverside County. Passengers for Beaumont Transit, Banning Connect, City of Riverside and City of Corona are certified through RTA and qualify for ADA services and reduced fares on all systems.

Regional Coordination

RTA coordinates regional services with the cities of Corona, Beaumont and Banning. In the City of Riverside, RTA coordinates with Riverside Connect, which provides complementary ADA-compliant service to RTA's fixed-routes. Additionally, RTA periodically meets with social service providers, including Blindness Support Services, bus riders and other advocates through forums such as RCTC's Citizens and Specialized Transit Advisory Committee (CSTAC), RTA's ADA meetings, Transportation NOW (T-NOW) chapters and surrounding regional transit operators.

As a CTSA, RTA continues to assist other agencies throughout western Riverside County by helping them apply for federal and state funds such as the FTA § 5310 program. The projects funded through the 5310 program improves mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding available transportation options. RTA also assisted the City of Corona with its FTA Triennial Review and the procurement of contracted services.

Interregional Coordination and Transfer Agreements

While most trips are completed within RTA's jurisdiction, there is a demand to provide connectivity to other regions outside of this area. As such, RTA has collaborated with other transit agencies on agreements for funding splits and/or jurisdictional overlap to further interregional connectivity via public transportation.

As a result of these collaborations, RTA has transfer agreements with the following agencies: Metrolink, Omnitrans, Orange County Transportation Authority (OCTA), Corona Cruiser, Banning Connect, Beaumont Transit and SunLine. Metrolink tickets and passes are accepted on RTA fixed routes that serve Metrolink stations from one hour before to one hour after Metrolink service hours and are valid on the day of travel. Fare media from Omnitrans, SunLine and Beaumont Transit are accepted at transfer locations at the equivalent base fare rate, excluding CommuterLink service, on the day of travel. Corona Cruiser fare media is accepted at transfer locations and adjacent stops. OCTA fare media is accepted for base fare on CommuterLink Route 200 at transfer locations in Orange County. Current and retired employees, as well as dependents of Omnitrans and OCTA are eligible to ride at no cost on any local fixed-route, CommuterLink or GoMicro in the RTA service area. These transfer agreements will continue in FY26.

In Fiscal Year 2018, as part of introducing the new CommuterLink Route 200, RTA and Omnitrans agreed to allow Route 200 to include a stop at the Downtown San Bernardino Transit Center. RTA also agreed with OCTA and the City of Anaheim to allow Route 200 to serve stops in Anaheim, including Harbor Boulevard at Disneyland. Omnitrans and RTA also coordinated on developing a new transfer point in South Fontana for RTA Route 49 and Omnitrans Route 82, as well as identified space for Omnitrans service at the Amazon Eastvale transit hub. With the opening of the Vine Street Mobility Hub in January 2024, RTA and Omnitrans signed an agreement to allow Omnitrans' Route 215 to stop at the Vine Street Mobility Hub. Omnitrans drivers also have access to the driver facilities on site. In FY26, RTA will continue collaborating with these agencies to provide options for enhanced interregional connectivity via transfer and funding agreements and jurisdictional overlap.

RTA is also working with the San Diego Association of Governments (SANDAG) and other partners on the planning and design of the Next Gen Rapid Route 483, which may travel from Temecula to

Escondido and San Marcos with stops at popular destinations such as California State University San Marcos and Palomar College. RTA's CommuterLink routes 202 and 217 previously provided service into Oceanside and Escondido but were discontinued due to low ridership even before the pandemic. Outreach and surveys for Rapid Route 483 are currently being collected to determine the best path of travel. It has not yet been determined who will operate the route in the future. Pending funding availability and the completion of the planning, design and construction phases, SANDAG estimates that the route may be operational in the year 2029.

1.9 RECENT STUDIES AND PLANS

RTA regularly conducts various studies to provide efficient, reliable, safe and accessible transportation that meets the needs of the community. These studies also outline plans for RTA's future service, replacement and maintenance of capital equipment, financial projections and transition to ZEBs. Studies and plans are also completed to meet federal and local requirements to apply for grant funding. Listed below are the recent studies that have been completed and/or updated.

Title	Summary	Calendar Year of Completion/ Update	Location
Public Transportation Agency Safety Plan (PTASP)	The PTASP is reviewed annually and summarizes RTA's safety plans and includes the process and procedures to implement Safety Management Systems (SMS). This ensures RTA is performing the necessary risk management activities, monitoring the results and making the necessary adjustments to maintain a safe system. The document is managed by the Safety Committee, which is comprised of an equal number of representatives for both labor and management.	2024	RTA Board of Directors Meeting Agenda May 2024

Title	Summary	Calendar Year of Completion/ Update	Location
Title VI Analysis	As a recipient of federal funding, RTA is required to conduct a Title VI analysis for all major service and fare changes to identify, mitigate and/or justify any disparate impacts on minority populations or disproportionate burdens on low-income populations. RTA performs this analysis yearly during the budget process as well as any other time it's necessary.	Ongoing	Appendix B
Sustainable Service Plan (SSP)	The SSP was commissioned to realign RTA's service delivery with the mobility needs of the region following the pandemic. The SSP examined current routes, unmet travel needs, emerging travel patterns and evolving demands for service. The SSP also evaluated RTA's Service Standards and Warrants and developed a vehicle plan to lower the spare ratio.	2023	RTA Board of Directors Meeting Agenda March 2023
Service Standards and Warrants	As part of the SSP, the Service Standards and Warrants were reviewed and re-drafted to reflect current service levels and travel patterns.	2024	RTA Board of Directors Meeting Agenda February 2024
Bus Stop Strategic Policy Update	This policy update determines which bus stops across the Agency's diverse service area should receive new amenities. Per the updated policy, bus stop amenities are allocated to both high passenger activity stops and stops across all service area jurisdictions in a consistent and equitable manner.	2024	RTA Board of Directors Meeting Agenda February 2024

CHAPTER 2: ROUTE PERFORMANCE AND EXISTING SERVICE

2.1 KEY PERFORMANCE INDICATORS

RTA evaluates and plans for its services using the RTA Board-adopted Service Standards and Warrants metrics, which are updated as needed. The Agency's original Service Standards and Warrants were adopted with the COA in 2007 and updated in 2012. Since then, many changes have taken place, including the COVID-19 pandemic, which affected service and ridership, and the launch of GoMicro, the microtransit pilot program in Hemet-San Jacinto. As part of the SSP, the Service Standards and Warrants were reviewed and redrafted to reflect current service levels and travel patterns. The Board approved the document on February 22, 2024.

Service Standards and Warrants

The Service Standards and Warrants guidelines are design standards that set the requirements for a minimum level of service that respects service quality characteristics such as route structure, service area coverage, operating hours and on-time performance. Several factors 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	
Service Accessibility	**Urban Areas:** 70 percent of the population and jobs are within 0.5 miles of any RTA route. **Non-Urban Areas:** 20 percent of the population and jobs are within 0.5 miles of any RTA route.
Service Classifications	RTA service can be classified into five categories – Frequent, Regional, Local, Express and Microtransit. Complementary to the fixed-route service is DAR. See Table 1 for the route classification of each route.
Span of Service	The span of service or the hours of operation refers to the start and end time of a route. The span of service will vary based on service classifications and current service levels.
Bus Stop Spacing	Depending on the service classification, the new bus stop spacing standards allows spacing of 0.25 to 0.5 miles to support frequent, local, regional and microtransit routes. For regional routes in more suburban and rural areas, bus stop spacing may be limited to locations with accessible curbs, gutters and sidewalks suitable for ADA compliance. For express routes that travel longer distances, the number of bus stops will be limited and are located in cities and communities that will attract the most significant number of commuters traveling in the same direction.

On-Time Performance	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.
Headways (Frequency)	Headways are the timed intervals between each scheduled trip within a fixed-route bus (e.g., the bus runs every 30 minutes). Headways can range anywhere from every 10 minutes to every 120 minutes depending on the service classification. Frequent service is aimed at operating in 10-minute increments. Express routes may vary depending on demand. Microtransit service aims for a 60-minute response time.
Service Efficiency	Service efficiency is measured by reviewing Farebox Recovery Ratio (FRR), Passengers per Revenue Hour and GHG Reduction quantities.
Load Factor (Maximum Vehicle Loads)	Depending on the bus, the maximum number of passengers should not exceed 150 percent of the seating capacity or the legal weight limit of the bus. DAR vehicles should not exceed 100 percent of the seated capacity.

Source: RTA's Service Standards and Warrants (2024)

Productivity vs. Coverage Target

The Transportation Development Act (TDA) of 1971 established fiscal performance requirements of 20 percent farebox recovery in urbanized areas and 10 percent in rural areas. To help remain in compliance with this state mandate and to improve effectiveness and efficiency, RTA has adopted the following policy for service deployment:

- Sixty percent of fixed-route service should be deployed in areas with higher population and employment densities where transit can meet productivity standards and
- Forty percent of fixed-route service should be to maintain coverage in areas where lower population and employment densities limit transit service productivity.

The 60/40 split establishes a benchmark for RTA to meet mandatory farebox recovery. By state mandate, new or significantly modified service is exempt from meeting the required criteria for up to two years plus the year of commencement. The objective is to give these routes time to perform up to standards. Other key metrics monitored are operating cost per revenue hour, passenger per revenue hour and mile and other key subsidy measurements. These key metrics are noted by route in Table 2.3.

2.2 SRTP PERFORMANCE REPORT

In FY24 and FY25, RTA implemented the first two years of recommendations from the SSP, a blueprint for transit enhancements over the next three years. In FY26, RTA will implement the last of the SSP recommendations. In all, more than a dozen routes will have been adjusted and improved with more service to popular destinations, increased frequencies and improved

connections between bus routes and Metrolink trains. Detailed information on the planned service improvements can be found in Chapter 3. DAR service availability will remain consistent with pre-pandemic levels as the Agency strives to serve the most vulnerable population. For FY26, RTA projects 733,323 revenue hours for the operation of 10,334,973 revenue miles systemwide. Ridership is projected to be 6,589,930 an increase from FY25 in response to SSP year three service improvements. Table 2.3 shows detailed information on the FY25 Performance Report.

2.3 SRTP SERVICE SUMMARY

For FY26, the projected systemwide revenue miles and hours are distributed as follows:

- 404,842 revenue hours and 5,296,422 revenue miles budgeted for directly operated routes.
- 142,836 revenue hours and 2,075,651 revenue miles budgeted for contract operated routes.
- 159,449 revenue hours and 2,688,463 revenue miles budgeted for the operation of DAR and DAR Plus service.
- 15,456 revenue hours and 206,882 revenue miles budgeted for the operation of GoMicro microtransit service.
- 10,740 revenue hours and 67,555 revenue miles budgeted for the operation of the Ohmio Pilot Project, the autonomous vehicle project serving the City of Riverside.

For FY26, of the miles and hours budgeted, 375,913 revenue hours and 4,627,536 revenue miles are delivered by routes that qualify for an exclusion from the farebox recovery ratio calculation. Table 2.3 provides detailed information on RTA's FY26 projected service and Table 2.2A lists the excluded routes and dates on which they will expire.

2.4 SERVICE PERFORMANCE

During the past year, RTA had strong ridership gains with the implementation of year 2 improvements from the SSP and the reinstatement of the weekend service cuts that were made in FY24 due to operator shortages. Ridership numbers are still short of what they were pre-pandemic, but the gap continues to close. Looking ahead to FY26, RTA plans to make several changes to existing routes to boost service to Metrolink stations, improve frequencies, enhance on-time performance and increase span of service. In addition, RTA will continue the two-year Ohmio Pilot Project at various locations in the City of Riverside. The total projected revenue miles and hours are provided in route-level detail in Table 2.3. Estimated number of passengers, passenger miles, revenue hours and miles, operating costs and passenger revenue information are provided for each route, including DAR, which is summarized by UZA. The FY26 projections

are based on the SSP, which considers the effects of the COVID-19 pandemic on travel patterns, ridership, service levels, operational capacity and revenue.

2.5 PRODUCTIVITY IMPROVEMENT EFFORTS

RTA continually monitors key service performance metrics such as farebox recovery and passengers per hour or trip. These metrics are key factors in evaluating the performance of individual routes and trips. In September 2022, Transportation Management and Design, Inc. (TMD) was contracted to complete the SSP. The SSP included a complete analysis of the Agency's service area, a performance review of all fixed route trips and significant community outreach. The SSP was approved by the Board in March 2023 and calls for a variety of transit enhancements over the next three years, beginning in FY24. The FY26 service improvements are based on year three of the SSP service improvements. Route performance will be monitored in the coming months to ensure that the services being offered are as efficient as possible and continue to meet the needs of the communities.

2.6 MAJOR TRIP GENERATORS

Work-related, education-related, retail and recreational trips are RTA's largest trip purposes. Customer surveys conducted in 2021 for the Rider Survey indicated that:

- Thirty-five percent of trips were for retail, errands or recreational purposes
- Twenty-nine percent of trips were for work purposes
- Twenty percent of all trips were to/from college or school

These market segments will remain critical to ridership expansion.

RTA's student pass programs with local colleges and universities have been a great source of ridership over the last decade and continue to be marketed heavily to the college population. RTA also continues to make every effort to coordinate transit service with K-12 school bell schedules and boundaries.

GoMicro microtransit service began operating in the Hemet and San Jacinto area in December 2022. GoMicro replaced the underperforming fixed-route transit service, aiming to continue to provide meaningful mobility to Hemet and San Jacinto residents while reducing RTA's operating costs to ensure financial sustainability.

The SSP, which included extensive community outreach and rider and non-rider surveys, points to the ongoing need for service improvements concentrated on six core themes:

1. Service Frequency: Key improvement required for RTA services to attract new and more frequent ridership.
2. Span of Service: Add early morning service for major employment centers and to connect with Metrolink trains.
3. Lower Cost: Defer fare increases and continue to offer promotional fares.
4. Expand Routes and Locations Served: Provide service to destinations not currently served.
5. Connectivity: Better coordination between RTA services at key connection points.
6. Streamlining: Focus routes on major streets/corridors, reduce circuitous and overlapping routing of service, improve travel times, on-time performance, safety and ease of understanding of the service network.

RTA will continue to explore service changes that address these key service attributes to retain existing customers and attract new ones.

2.7 RECENT SERVICE CHANGES

Key service changes implemented in FY25 are listed below:

- Schedules were adjusted to improve on-time performance, overall efficiency and connections with other routes, trains and school bell times: 1, 3, 8, 9, 10, 12, 13, 14, 15, 16, 19, 20, 21, 22, 23, 24, 27, 28, 29, 30, 31, 41, 49, 55, 56, 61, 74, 79, 200, 204 and 206.
- Reinstated weekend service previously discontinued in September 2023 due to operator shortages: 1, 11, 13, 14, 16, 19, 22, 27 and 28.
- Route 1: Realigned the eastbound direction to travel along Lemon Street. The route no longer serves bus stop 1001 on University Avenue and Lemon Street and instead serves bus stop 3489 on Lemon Street and University Avenue.
- Route 8: Adjusted the route to start and end service at bus stop 2453 on Highway 74 and Cambern Avenue in Lake Elsinore. Improved weekday and weekend service frequencies to approximately every 60 minutes.
- Route 9: Discontinued service to the Lake Elsinore Outlet Mall. Route was realigned to start and end service at bus stop 2453 on Highway 74 and Cambern Avenue. Improved weekday and weekend frequencies from every 70 minutes to every 60 minutes.
- Route 14: The eastbound direction no longer serves bus stop 1001 on University Avenue and Lemon Street.
- Route 15: The eastbound direction no longer serves bus stop 1001 on University Avenue and Lemon Street and the westbound direction no longer serves bus stop 3501 on University Avenue and Lemon Street.
- Route 16: Increased weekday frequency to every 15 minutes from 6 a.m. to 6 p.m. Moved the route from Bay C to Bay E at UCR at Bannockburn.
- Route 19: Increased weekday frequency to every 15 minutes from 6 a.m. to 6 p.m.

- Route 28: Increased weekday frequency to every 30 minutes from 6 a.m. to 6 p.m. Added a new weekday eastbound trip departing the Perris Station Transit Center at 10:55 p.m. and a new weekend westbound trip departing Florida Avenue and New Chicago Avenue at 5:48 a.m. to improve service and meet Metrolink trains.
- Route 29: The eastbound direction no longer serves bus stop 1001 on University Avenue and Lemon Street. The westbound direction no longer serves bus stop 1002 on University Avenue and Lemon Street and bus stop 3491 on University Avenue and Market Street and instead serves bus stop 3575 on Market Street and University Avenue.
- Route 44: Realigned the counterclockwise direction to travel from Hemet Valley Mall to Mt. San Jacinto College via San Jacinto Avenue and then to the Hemet Valley Mall via State Street. Improved weekday frequency from every 60-70 minutes to every 45-50 minutes. Improved weekend frequency from every 65 minutes to every 60 minutes.
- Route 49: The eastbound trips no longer serve bus stop 1001 on University Avenue and Lemon Street and the westbound trips no longer serve bus stop 1002 on University Avenue and Lemon Street.
- Route 200: A new weekday westbound trip departing the San Bernardino Downtown Transit Center at 7:20 a.m. and a new eastbound trip departing Disneyland at 9:45 a.m. were added. Eastbound trips no longer serve bus stop 4789 on Magnolia Avenue near Tyler Street and instead serve bus stop 3513 on Magnolia Avenue. Westbound trips no longer serve bus stop 1063 at the Galleria at Tyler Mall or bus stop 4652 on Harbor Boulevard opposite Disneyland and instead serve bus stop 3514 on Magnolia Avenue and bus stop 3488 on Harbor Boulevard at Disneyland, respectively.
- Route 204: Realigned the route to travel along Lemon Street. The southbound direction no longer serves bus stop 1001 on University Avenue and Lemon Street and instead serves bus stop 3489 on Lemon Street and University Avenue. The northbound direction no longer serves bus stop 1002 on University Avenue and Lemon Street and instead serves bus stop 3501 on University Avenue and Lemon Street. Moved the route from Bay E to Bay C at UCR at Bannockburn.
- Route 206: The weekday northbound trip departing the Lake Elsinore Outlet Center Park-and-Ride at 5:25 a.m. was discontinued. A new weekday northbound trip departing the Lake Elsinore Outlet Center Park-and-Ride at 7:00 a.m. was added.
- Implemented the Ohmio Pilot Project at the Riverside Municipal Airport.
- Consolidated GoMicro bus stops to improve efficiency.

FY25 also marked the completion of the second year of GoMicro service in Hemet and San Jacinto. Performance on GoMicro has exceeded expectations with record high ridership numbers and passengers per vehicle hour, a measurement of efficiency. RTA will continue to monitor GoMicro and examine ways to improve efficiencies and meet growing demand.

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

3.1 PLANNED SERVICE CHANGES

Preparation of the FY26 service plan began with the SSP, which included a performance review of all fixed-route bus services. The study considered the pandemic's effect on travel demand and charts the path forward for the next few years. As approved by the Board, year three service improvements from the SSP will be implemented in FY26. Service changes include increased span of service on multiple routes, improved frequencies and adjustments to multiple routes to improve service reliability and efficiency while increasing ridership and access to major destinations. RTA will also continue the Ohmio Pilot Project, which is being done in partnership with the City of Riverside, ATU and Ohmio, the autonomous vehicle manufacturer. The pilot project will move throughout Riverside with each service change.

The following service changes are planned for FY26. Implementation is contingent on ridership demand, funding and operator availability.

- September 2025 service changes:
  - Route 1: Increased service to the Vine Street Mobility Hub to connect to Metrolink trains. Add additional weekday and weekend trips in both directions to increase span of service.
  - Route 8: On the weekdays, add one morning counterclockwise trip to increase span of service.
  - Route 15: Improve weekday frequency from every 40 minutes to every 30 minutes. Add one evening westbound trip to increase span of service on the weekdays.
  - Route 23: Realign the route to serve the Kaiser Permanente Wildomar Trail Medical Offices.
  - Route 27: Realign the route to service the Ben Clark Training Center.
  - Route 28: Add weekday service during peak times in the GoMicro Zone.
  - Route 41: On the weekdays, add one eastbound trip in the morning due to high demand.
  - Route 61: Discontinue service to the Quail Valley Fire Station.
  - Implement the Ohmio Pilot Project around UCR.

- January 2026 service changes:
  - Route 10: Realign the route to service the Vine Street Mobility Hub. Improve weekday & weekend frequency from every 80 minutes to every 60 minutes. On weekdays, add a morning trip in each direction to increase span of service.

- Route 13: On weekdays, add a morning trip in each direction to increase span of service.
- Route 19: On weekdays, add a morning northbound trip to increase span of service.
- Implement the Ohmio Pilot Project in downtown Riverside.

- May 2026 service changes:
  - Relocate the Ohmio Pilot Project to another location in the City of Riverside as approved by the RTA Board of Directors.

In partnership with Metrolink rail service, RTA previously operated the Route 54 shuttle service for Riverside's Mission Inn Festival of Lights on four Friday and Saturday evenings in November and December. This shuttle is well utilized and helps reduce traffic congestion at this popular event. If the shuttle is needed this winter, RTA will work with Metrolink on an agreement to fund it.

UCR funds routes 51 and 56. Both routes are currently operating and are included in the FY26 budget. New funding agreements are currently being finalized for FY26. On August 22, 2024, the Board authorized RTA to enter into an agreement with the City of Riverside to operate the two-year Ohmio Pilot Project. The operations of the all-electric, autonomous vehicles for the pilot project is partially funded by the City of Riverside.

3.2 MODIFICATIONS TO PARATRANSIT SERVICE

RTA will continue its mobility management assistance for seniors, disabled persons and veterans using the Customer Information Center (CIC) located at Division II in Hemet. Passengers will be given step-by-step training on how to travel using RTA's fixed route system and will benefit from receiving instructions through phone calls and emails. As appropriate, RTA will continue to encourage the transition from DAR to fixed-route through classroom presentations, train-the-trainer programs and trip planning through the CIC. Expenses related to phone assistance and mobility training are reimbursed through a 5310 Grant. Through the Low Carbon Transit Operations Program (LCTOP), transit passes are provided to teachers/aides who assist and train disabled students on how to ride fixed routes. RTA Planning and Marketing staff are also available for select presentations. Since 2024, RTA staff have been and will continue to train affordable housing residents on how to use public transportation thanks to the Affordable Housing and Sustainable Communities (AHSC) grant that RTA, Wakeland Housing and Development Corp and the City of Riverside partnered on.

3.3 FUTURE MARKETING PLANS, STUDIES AND PROMOTION

The Marketing Department executes marketing and communication campaigns targeted at existing and potential riders, commuters, students, elected officials, members of the business community, the media and non-profit groups. With the Agency's vision, mission and core values in mind, the department's FY26 efforts will address customer service; support community and government relations; allocate resources to increase the awareness of RTA's services; promote the increased use of public transit; as well as develop a positive relationship between the Agency and the people we serve. More specifically, the Marketing Department seeks to address the following areas:

- Increasing fixed-route ridership and awareness of RTA services
- Encouraging trial and repeat use among residents who currently do not ride the bus
- Enhancing a positive image among riders, potential riders, community leaders and elected officials
- Ensuring public awareness and education for new and expanded bus service
- Educating the public on the benefits of public transportation
- Coordinating timely updates to RTA's website: RiversideTransit.com
- Promoting our services and community events on social media
- Representing the Agency at various community events
- Providing excellent customer service
- Enhancing government relations
- Assisting with employee communication

With a focus on revitalizing service, the Marketing Department continues to explore opportunities to increase ridership and promote travel by bus while developing creative strategies to communicate and interact with customers. The department has identified objectives, target markets and strategies that can have maximum impact now and for years. The coming year provides various opportunities for the department, including raising awareness of grant-funded reduced fare and free ride days, along with continued outreach efforts to the next generation about the Agency's free- or reduced-fare ride programs for area college students and youth aged 18 or younger.

Service Adjustments: Marketing promotes information regarding service adjustments through a variety of advertising methods to reach customers, including email rider alerts, website information, brochures, advertisements, on-bus information, newsletters and social media.

Customer Information Materials: RTA aims to make the transit system easier to understand and use through enhanced passenger information and signage. Materials are developed for both novice riders and experienced users to read and understand. Informational documents are readily

available and designed to attractively promote RTA services to new users while maintaining interest and engagement from existing riders.

Agency Speakers Bureau Program: Presentations are customized for a variety of market segments. Outreach to business and community leaders is used to educate these groups about the economic benefits that transit provides to the community, while presentations for social service agencies or other gatekeeper organizations are tailored to educate these groups on how transit can enhance personal mobility and how they can help to promote its usage. Presentations also occur at senior centers, colleges and school orientation programs that focus on how those populations can use the bus to accomplish their various tasks.

Community Relations: Many of RTA's strategies rely on working through local organizations and businesses to direct specific promotional messages to constituencies with realistic potential for using RTA's transit services. Community-based marketing and partnerships with local businesses and public agencies are cost-effective. RTA builds upon these relationships by participating in community events such as expos and parades, which provide the opportunity to attract potential new users and promote RTA as an active community partner.

Website and Social Media: RTA's website publishes up-to-date information about Agency services, policies and publications. RTA also utilizes social media, including Facebook, X, TikTok, YouTube, Instagram, LinkedIn and iAlerts. Social media allows RTA to provide information quickly and easily to users while raising RTA's brand and stakeholder engagement.

Customer Information Center: The CIC provides phone information to customers seven days a week. As call volumes fluctuate, RTA maintains staffing levels to adequately meet its customers' needs. Various resources such as Google Transit trip planner, GoMobile app and BusWatch real-time bus tracking allow customer service representatives to answer customer inquiries quickly and accurately. English- and Spanish-speaking clerks are available to assist callers. For other language requirements, both written and verbal, RTA uses LanguageLine Solutions, which provides interpretation and translation in more than 200 languages.

In FY26, to further ensure equitable access for all, the Agency is looking into piloting services to assist deaf and hard-of-hearing customers. The Agency already has access to American Sign Language (ASL) interpretation services, but with this pilot, deaf and hard-of-hearing customers will be able to easily access ASL translation services by simply scanning a QR code. They will immediately be connected to an ASL translator, allowing them to communicate with our CIC, receptionists and drivers.

Transportation NOW: T-NOW was formed in 1992 as a grassroots advocacy group comprised of public transit advocates. Members of T-NOW range from elected officials and community activists

to everyday transit users who are committed not only to addressing regional transportation issues but meeting the needs of individual communities. There are six T-NOW chapters throughout the service area, including Greater Riverside, Hemet/San Jacinto Area, Northwest, Moreno Valley/Perris, San Gorgonio Pass Area and Southwest. Each chapter meets monthly.

U-Pass and Go-Pass Programs: The Agency partners with local colleges and universities to provide students with unlimited free or reduced-fare rides on all RTA local fixed route, CommuterLink and GoMicro buses. The Go-Pass program will be financed by student fees during the fall, spring and summer terms and include students at the Riverside Community College District, which includes Moreno Valley College, Norco College and Riverside City College, and students at MSJC. The U-Pass program, which includes CBU, La Sierra University and UCR, will be financed by the universities that pay on a discounted per-boarding basis. At UCR, the program also includes faculty and staff.

Implementation of Fare Promotions Program: Pending Board approval of the FY26 SRTP, RTA will run a 25-cent fare promo for all riders on all fixed route and GoMicro services from July 1 to August 31, 2025. Youth ages 18 and under will continue to have free fares until December 31, 2026. Free fare transit passes will be provided for teachers/aides who assist and train disabled students on how to ride fixed route services. In addition, the Agency will run free promo days on the following days:

- Car Free Day – September 22, 2025
- California Clean Air Day – October 1, 2025
- Election Day – November 4, 2025
- Free Rides for Veterans on Veterans Day – November 11, 2025
- New Year's Eve after 2:30 p.m. – December 31, 2025
- Transit Equity Day – February 4, 2026
- Earth Day – April 22, 2026
- Statewide Primary Election – June 2, 2026
- Dump the Pump Day – June 18, 2026

Providing access to affordable transportation can increase access to education, jobs and essential destinations and lead to an improved quality of life. RTA may implement other fare promotions throughout the year that will require marketing efforts. These programs will also increase awareness of RTA routes while shaping new travel habits for new and existing riders. Historically, promotional fares have played a vital role in encouraging ridership growth. The Implementation of Fare Promotions Program is funded through LCTOP and Local Transportation Funds (LTF).

3.4 PROJECTED RIDERSHIP GROWTH (FY26-28)

With improved service and multiple fare promotions throughout the year, more people are getting back on board the bus in Riverside County. During FY25 through March, RTA buses carried more than 4.6 million passengers, compared to 4.2 million during the same time last year, an increase of nine percent thanks to a flurry of special promotions that allowed youth to ride for free and customers to ride for 25-cents in the summer. RTA continues to see year-over-year ridership growth. The projected ridership for FY26 shows a six percent increase over the actual FY25 ridership. RTA is taking a conservative approach and projecting modest gains in ridership from FY25.

3.5 PROPOSED FARE STRUCTURE CHANGES

There are no fare changes proposed for FY26. A fare study will be completed as part of the COA which kicked off at the end of FY25.

3.6 CAPITAL IMPROVEMENT PLANNING

Capital improvements to the transit system are necessary to maintain vehicles, facilities and equipment in a state of good repair, reduce costly repairs and ensure the safety and security of the public. Moreover, capital projects, such as improvements to stops and installation of passenger amenities, can lead to an increase in ridership. Listed below are RTA's upcoming projects that are expected to begin within the next few fiscal years.

Revenue Vehicles

RTA purchases revenue vehicles to replace older vehicles that have reached their minimum useful life in years or mileage as defined by the FTA. Projections on when vehicles will need to be replaced are based on service levels and are outlined in RTA's Transit Asset Management (TAM) Plan. Future purchases of replacement revenue vehicles will meet CARB's ICT mandate. Revenue FCEB, CNG and DAR vehicles projected to be purchased in FY26 are fully funded within this SRTP. Per the Agency's Board approved Rollout Plan, the first FCEBs are estimated to be delivered in 2026 with the next deliveries estimated to occur in 2029 and 2032. These dates may change depending on ridership growth and demand. The Agency was awarded Fiscal Year 2022 (FY22) 5339(c) Low or No Emission competitive grant funds to purchase the first five FCEBs and complete workforce development training. RTA is also a partner of the Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES), a PPP created to facilitate California's transition to clean, renewable, zero-emission hydrogen energy. ARCHES was awarded federal funding from the H2Hubs competitive grant opportunity. As a partner, RTA will receive funding to help facilitate the transition to FCEBs. Thanks to Senate Bill 125, additional funding from the Transit and Intercity

Rail Capital Program (TIRCP) and Zero Emission Transit Capital Program (ZETCP) will allow the Agency to purchase additional FCEBs. However, as of April 2025, all federal funding related to FCEBs is in jeopardy due to priority changes with the new Administration. It is unknown whether the federal funding secured for FCEBs will move forward. The Agency will continue to pursue other grant funding opportunities to help purchase future FCEBs.

Facilities and Equipment

To maintain RTA's facilities in a state of good repair, RTA will complete regular maintenance improvements, replacements, upgrades and/or renovations to facilities and equipment. Facility maintenance and improvements include activities/items such as furniture, flooring, paint, plumbing, electrical, lighting, HVAC, roof, parking lot and concrete, asphalt, bus wash and CNG compressors. Support equipment maintenance, replacement and improvement includes items such as office equipment, shop air compressors, scissors lift, portable lifts, hand jacks, drill press, pressure washers and other shop tools.

Equipment and Passenger Amenities

Moreno Valley Mall Bus Stop Improvements: In January 2020, two additional bus stops were added at the Moreno Valley Mall Transit Center to ease bus congestion. RTA staff plans to add passenger amenities and bus pads to protect the roadway. This project is currently unfunded. RTA has continued discussions with mall ownership and city staff on possibly partnering on future improvements.

Associated Transit Improvements: RTA aims to make annual enhancements to bus stops throughout RTA's service area to help improve safety and make it more comfortable for riders while they wait for the bus. Improvements may include the purchase and installation of bus shelters, benches, trashcans, kiosks, signage, lighting, significant refurbishment and other ancillary features. The number of improvements completed each year will vary depending on funding availability. Any improvements made will follow RTA's Bus Stop Strategic Policy and Bus Stop Design Guidelines.

Planning and Feasibility Studies

RTA was awarded the Caltrans Sustainable Transportation Planning Grant to complete an ADA Bus Stop Enhancement Plan. The plan will identify bus stop improvements that need to be made, including ADA-compliant curbs, gutters, sidewalks and/or ADA ramps. The plan will include community outreach and engagement activities to gain community feedback on existing transportation barriers and to help identify which improvements need to be prioritized to maximize

benefits to the community. With limited budgets each year, the plan will develop a cost-effective, phased approach to improving non-ADA-compliant bus stops.

CHAPTER 4: FINANCIAL PLANNING

The proposed budgets are developed to support overall Agency goals of providing safe and reliable public bus transportation in western Riverside County, providing excellent customer service and growing ridership – all within estimated fiscal constraints. Staff remains fully committed to exploring all service and financial alternatives necessary to meet the public transit needs of the citizens of western Riverside County. Public transportation is considered essential, alleviates congestion, ensures mobility, promotes more livable communities and assists with meeting additional ADA needs.

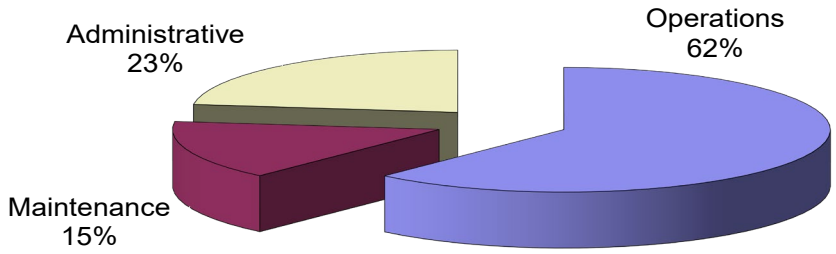
4.1 OPERATING AND CAPITAL BUDGET FOR FY26

Service modifications for FY26 include frequency improvements, additional trips and expansion of the Ohmio Pilot Project. Additionally, growth for demand-based transportation services is expected. Revenue service for DAR, DAR Plus and microtransit are expected to climb about five percent from the prior year. All told, revenue service from all modes is expected to jump nine percent from FY25.

To support the proposed service plan, the total proposed FY26 Budget for the Agency is $160,814,126. This includes $115,520,780 for operating expenses and $45,293,346 for capital projects. The FY26 Operating Budget reflects an increase of $8,932,380, or eight percent, from the FY25 budget. The increase is largely driven by the growth in bus service, which will result in 32 additional coach operators and increased purchased transportation expenses. Principal work on the COA will commence in FY26. Transit agencies typically undergo a COA every 10 years to take a comprehensive look at various factors that affect their current and future service delivery plans. The Agency last completed a COA in 2015. In addition to examining the Agency's service factors, the COA will also review the Agency's fare structure and bus stop layout.

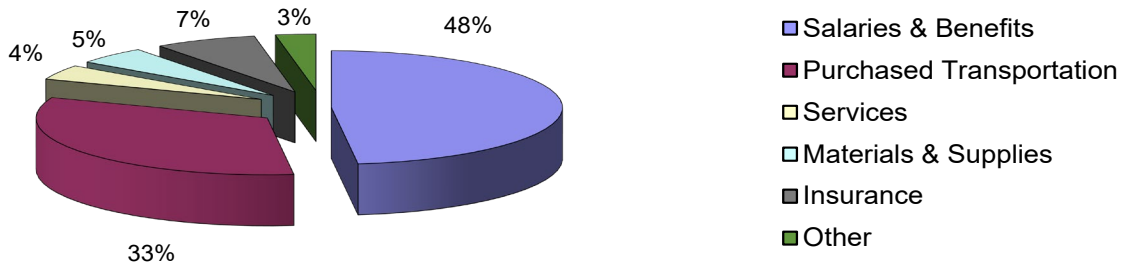
The FY26 proposed Capital Budget includes funding for various critical projects. These projects include various facilities and equipment improvements, revenue vehicle replacements and general maintenance programs. Capital projects are critical to ensuring the Agency has the necessary vehicles, infrastructure and equipment to provide transportation services to the surrounding communities.

Operating Expense Budget: Functional Profile:



The proposed Operating Budget totals $115,520,780. 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's Operating Budget. Administrative functions combine for the remaining 23 percent of the Operating Budget. Administrative functions include all other support areas.

Operating Expense Budget: Cost Element Profile:

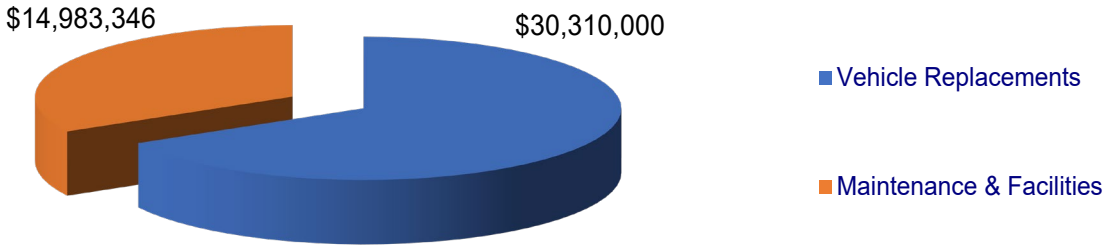


The Operating Budget contains six major cost elements. The elements are:

- Salaries and Benefits (48 percent) are comprised of employee wages/salaries and fringe benefits including, but not limited to, medical, pension, workers' compensation and other post-employment benefits (OPEB).
- Purchased Transportation (33 percent) represents the resources required for contracted transportation services for certain fixed routes, DAR and GoMicro.
- Services (4 percent) include the COA, external auditing, legal counsel, legislative support, marketing, outside maintenance, custodial, armored transport, actuarial services, insurance brokerage and towing.
- Materials & Supplies (5 percent) consist primarily of fuel, parts and lubricants for the operation, repair and maintenance of Agency vehicles.
- Insurance (7 percent) includes the premiums and resources required to insure the Agency against general liability claims, property and equipment damage, crime, employment practice, pollution and more.

- Other (3 percent) consists of utilities, printing and publications, advertising and promotion, dues and subscriptions and other miscellaneous expenses.

Capital Budget Profile:

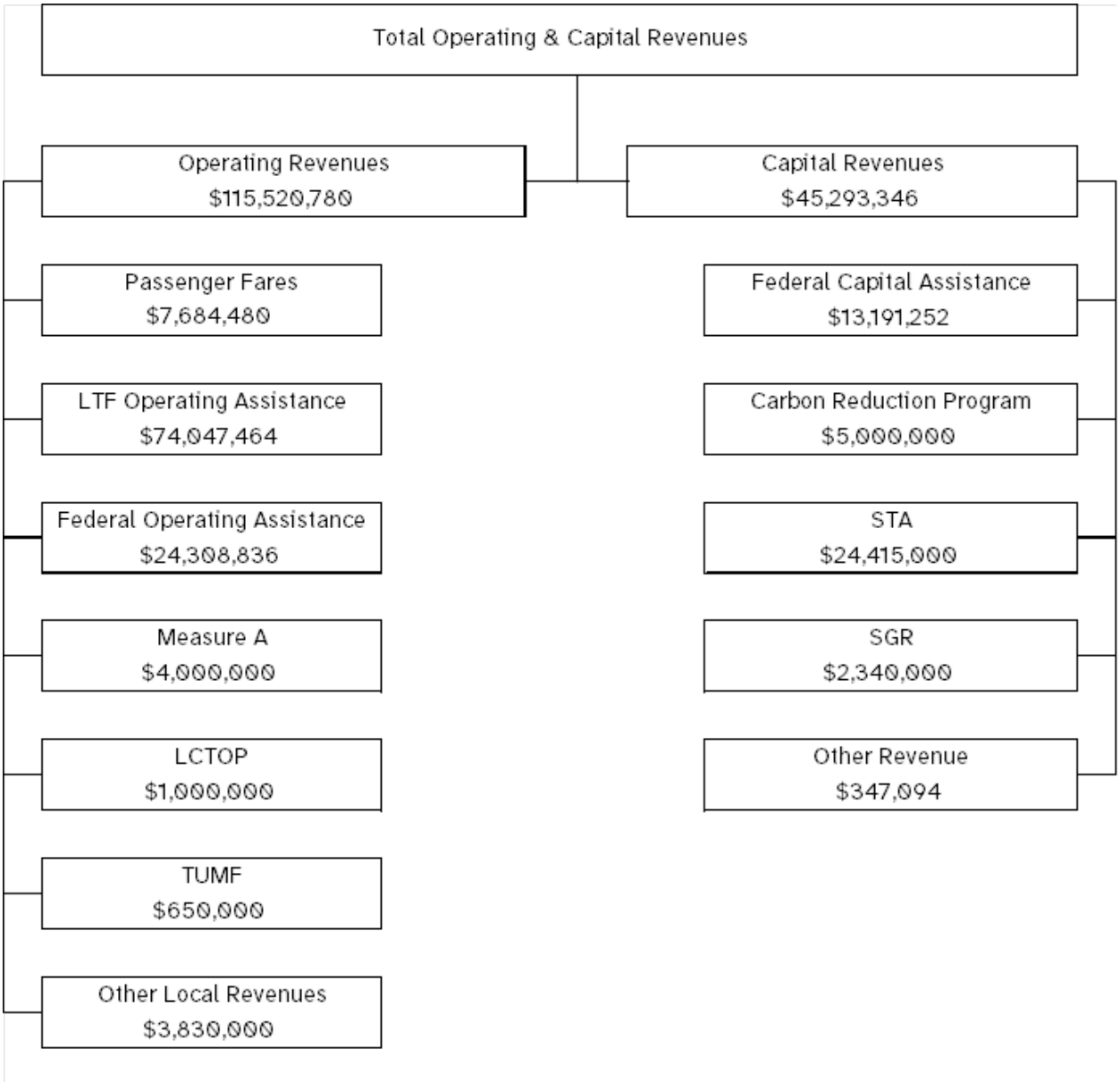


The proposed FY26 Capital Budget totals $45,293,346. Capital funding will be used for the purchase of critical items to maintain existing operations, infrastructure and service levels. The FY26 Capital Budget includes the following projects:

- Vehicle Replacements will fund the replacement of heavy-duty 40' buses, contract fixed-route buses and DAR vehicles. These vehicle replacements include funding for hydrogen buses, which will allow the Agency to comply with air quality mandates. Vehicle replacements are critical to safety, image and customer experience.
- Maintenance & Facilities includes funding to maintain and improve Agency equipment and facilities, including bus stop improvements. Keeping equipment and facilities in optimal condition is vital to maintaining the critical infrastructure necessary to deliver world-class transportation services.

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 FY26.



Funding for FY27 and FY28 Operating and Capital Budgets is also expected to be from federal, state and local revenue sources. Tables 4.1 and 4.2 are based on a few simple assumptions.

With respect to the Operating Budget, these amounts are based on delivering the same approximate level of service with the same approximate level of staffing. For planning, a year-

over-year inflation factor was used starting with FY26. Once the estimated budget was established under these assumptions, funding sources were reviewed for viability and expectation. As necessary, revenue sources were adjusted.

With respect to the Capital Budget, these amounts are based on estimated needs over a longer time horizon based on today's expectation of the future. When the succeeding fiscal year's budgets are prepared, the capital needs and plans will be re-addressed for current and expected circumstances.

4.3 TUMF PROGRAM

The Western Riverside Council of Governments (WRCOG) Transportation Uniform Mitigation Fee (TUMF) Program ensures that a new development pays its fair share for the increased traffic that it creates. As identified in the WRCOG TUMF Administrative Plan, RTA is currently allocated three percent of every TUMF dollar collected for use on projects of regional significance located in the TUMF network. Below is the comprehensive list of RTA's projects included in the 2024 TUMF Nexus Study.

AREA PLAN DIST	PROJECT NAME	LOCATION	UNITS	UNIT COST	TOTAL	MAXIMUM TUMF SHARE
Central	Menifee Mobility Hub	Menifee	1	$7,465,000	$7,465,000	$5,305,000
Northwest	Riverside Mobility Hub at Vine Street	Riverside	1	$11,195,000	$11,195,000	$7,956,000
Central	Moreno Valley Mobility Hub(s)	Moreno Valley	1	$11,195,000	$11,195,000	$7,956,000
Northwest	Jurupa Valley Mobility Hub(s)	Jurupa Valley	1	$11,195,000	$11,195,000	$7,956,000
Pass	Pass Area Mobility Hub(s)	Banning	1	$11,195,000	$11,195,000	$7,956,000
Southwest	Lake Elsinore / Canyon Lake Mobility Hub(s)	Lake Elsinore	1	$11,195,000	$11,195,000	$7,956,000
San Jacinto	Hemet Mobility Hub	Hemet	1	$11,195,000	$11,195,000	$7,956,000
San Jacinto	San Jacinto Mobility Hub	San Jacinto	1	$11,195,000	$11,195,000	$7,956,000
San Jacinto	MSJC Mobility Hub	San Jacinto	1	$1,245,000	$1,245,000	$885,000
Regional	ZEB Technology Enhancements	Various locations region wide	10	$100,000	$1,000,000	$711,000
Northwest	Regional Operations and Maintenance Facility	Riverside	1	$62,186,000	$62,186,000	$44,192,000
Regional	Annual Transit Enhancements Program	Various locations region wide	290	$50,000	$14,500,000	$10,304,000
Northwest	HQTC Improvements	UCR, Riverside to Perris	42	$75,000	$3,150,000	$2,239,000
Regional	Vehicle Fleet Small Buses/Vans	Various locations region wide	30	$160,000	$4,800,000	$3,411,000
Regional	Vehicle Fleet Medium Buses	Various locations region wide	20	$300,000	$6,000,000	$4,264,000
Regional	Vehicle Fleet Large Buses	Various locations region wide	29	$1,271,000	$36,859,000	$26,194,000
Regional	COA Study	Various locations region wide	2	$1,150,000	$2,300,000	$1,634,000
TOTAL					**$217,870,000**	**$154,831,000**

Source: TUMF Nexus Study – 2024 Program Update, Page 66.

The Nexus Study is a planning document, and programming of TUMF funds is subject to funding availability and is done through the TUMF Project Expenditure Plan. Table 5 contains RTA's FY26 – FY30 TUMF Expenditure Plan effective July 1, 2025.

4.4 REGULATORY AND COMPLIANCE REQUIREMENTS

As a recipient of state and federal funding, RTA must comply with regulatory policies and procedures that are reviewed and audited regularly.

SUMMARY OF REGULATORY AND COMPLIANCE REQUIREMENTS
TDA Triennial Audit: Under the State of California, TDA provides two major sources of funding for public transportation: LTF and State Transit Assistance (STA) funds. These funds are for the development and support of public transportation needs that exist in California and are allocated to areas of each county based on population, taxable sales and transit performance. *See Table 4.3 for a summary of the recommendations from RTA's FY19-21 TDA Audit. The audit was completed, and a final report was received in August 2022. There were no findings.*
FTA Triennial Review: The triennial review is a comprehensive review of compliance with FTA requirements that is conducted of § 5307 grantees at least every three years. Even though the review is conducted of § 5307 grantees, it addresses all FTA programs for which the grantee is the direct recipient of funds, including § 5304, 5307, 5310, 5311 and 5339. It addresses the grantee's implementation of Federal requirements in 23 areas and its oversight of sub-recipients, operations contractors or lessees funded by these programs. *The last FTA Triennial Review was completed for FFY19-22 in May 2023 with one deficiency found in the Disadvantaged Business Enterprise (DBE) area. On June 21, 2023, the Agency submitted a corrected FY22 Uniform Report, updated procurement procedures and a revised DBE Program to the FTA Office of Civil Rights ahead of the October 18, 2023 deadline. On March 13, 2024, RTA received a letter from the FTA confirming the closeout and completion of the FFY19-22 Triennial Review.*
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. *RTA remains fully compliant with all Federal ADA regulations and has had no ADA customers denied service on DAR.*

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. *In accordance with U.S. Department of Transportation regulations found at 49 C.F.R. § 26.45, a 3-year DBE goal was submitted for review to the FTA on July 31, 2024 (pending FTA concurrence letter) and became effective on October 1, 2024. RTA's DBE program will remain in effect through September 30, 2027.*
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 1, 2022.*
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 December 17, 2020.*
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 the Title VI Program to FTA every three years. The last report was submitted in September 2022. The FTA has concurred with comments. The 2022 Title VI Program will remain in effect through November 30, 2025.*

Limited English Proficiency (LEP): FTA issued regulations based on Executive Order 13166 to all transit operators to establish LEP policies and procedures that ensures that RTA publications are issued in English and any other languages used by a significant number of the general population in the service area as determined by periodic demographic assessments. *RTA's updated LEP policy and plan was submitted with the Title VI Program in September 2022.*
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 CARB 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 (SCAQMD) – Rule 1192: This rule requires public transit fleets of 15 or more revenue vehicles and operating in SCAQMD's jurisdiction to acquire alternative fuel heavy duty vehicles when procuring revenue vehicles. The rule applies whether revenue vehicles are operated by government agencies or by private entities under contract to government agencies that provide passenger transportation services including intra- and inter-city shuttle services.
National Transit Database (NTD): The NTD is the primary source for information and statistics on U.S. transit systems. Congress requires agencies to report NTD data on an annual basis if they receive or benefit from §5307 or §5311 formula grants. NTD also requires monthly operating and safety statistics reports from agencies that file as a "Full Reporter." FTA submits annual NTD reports that summarize transit service and safety data to Congress for review and use. *RTA submits weekly, monthly and annual NTD reports. The last annual safety report was submitted in February 2025 and the last annual operations report was submitted in October 2024.*

4.5 OPEN PROJECTS

Listed below are RTA's current projects. Capital projects help to increase the safety, efficiency and reliability of the transit system and can lead to a growth in ridership. RTA also works with public agencies and developers on land developments to incorporate and promote the use of public transportation. Detailed information on all open capital projects can be found in Table 4.4.

Passenger Transit Facilities

Hemet Mobility Hub: Today, about 180,000 people reside in Hemet and San Jacinto, a rapidly growing area in western Riverside County. The City of Hemet has a projected population of 124,000 in 2045, a 52 percent increase from 81,500 in 2016.[3] Population growth will result in increased demand for transit service in the area.

The City of Hemet developed a Downtown Specific Plan in April 2017. The city's Downtown Specific Plan has identified a need for an intermodal mobility hub to meet the projected demand for local and regional transit services such as bus, rail, car, bike sharing and Transportation Network Companies (TNCs) such as Uber and Lyft. The intermodal mobility hub will also serve as a park-and-ride facility and include solar power and Electric Vehicle (EV) charging stations to support emerging EV technologies. Furthermore, the potential extension of commuter rail service from the City of Perris to Hemet and San Jacinto could also benefit from the intermodal mobility hub. According to RCTC's Next Generation Rail Study, which was completed in 2019, the Perris to San Jacinto rail corridor is one of three corridors that are recommended to be included as potential future rail service in RCTC's Long Range Transportation Study.



Rendering of the Hemet Mobility Hub from the Conceptual Plan

The plan identifies a city-owned 14.5-acre site as the Transportation Oriented Development (TOD) and includes plans for a multi-modal mobility hub. The hub will be central to the Hemet Civic Center to the south, the County Administrative Center to the north and the Hemet Valley Hospital complex to the east. A substantial portion of this site will be available to transit supportive land

[3] SCAG 2020-2045 RTP/SCS, Demographics and Growth Forecast.

uses that could be developed through a PPP. The plan envisions a TOD that will include housing, retail, office, public spaces and entertainment venues that will include energy-efficient, sustainable design features to fully activate the mobility hub to be a thriving community activity center. The proposed Hemet Mobility Hub will address current and future mobility, sustainability and efficiency needs of the City of Hemet and RTA. It will have the capacity to anchor RTA routes 28, 31, 44, 74, 79 and GoMicro, all of which currently serve Hemet and San Jacinto. RTA plans to construct a mobility hub in partnership with the City of Hemet. On October 27, 2016, the RTA Board of Directors approved staff's recommendation to enter into a Memorandum of Understanding (MOU) with the City of Hemet to prepare a conceptual plan. A contract was awarded to PSOMAS for Architectural and Engineering (A&E) in April 2017. Site selection, conceptual planning and initial design were completed in April 2018. In Fiscal Year 2019 (FY19), RTA had the project modeled by the Southern California Association of Governments (SCAG) during the Federal Transportation Improvement Program (FTIP) update, programmed additional 5339 small urban funds for construction and submitted a grant for those funds. In January 2019, RTA received approval of the final conceptual report and direction to explore PPP options to deliver the project. In May 2019, the Hemet City Council approved moving forward with a Request for Proposal (RFP) to develop all 14.5 acres of city-owned property.

The City of Hemet received funding for an SB2 grant, including a Market Analysis and a Project Manager for the TOD portion. A Project Manager was hired in spring of 2020 and a MOU between RTA and the City of Hemet was being finalized. In FY22, the City of Hemet released an RFP to complete a Market Analysis study to identify the mixed land use/development potential for the land surrounding the Hub and completed an updated CEQA document for the project area. The Market Analysis did not include the Agency as a key stakeholder or partner. The City of Hemet completed the Market Analysis in April 2022. It is RTA's understanding that the analysis identified workforce housing and limited retail for this area, which is not what RTA had discussed with the City Council or community during the conceptual planning phase.



AHSC Community Meeting at the Hemet Public Library on 1/31/24.

In FY24, RTA was approached by the City of Hemet and Palm Communities to partner on an AHSC grant. Significant community outreach was completed as required by the grant. To meet the grant deadline, it was decided to construct the Hemet Mobility Hub on its own, without the surrounding parcels. The City of Hemet and RTA entered into an MOU for the AHSC grant and the application was submitted in March 2024. On August 22, 2024,

Palm Communities, the City of Hemet and RTA were awarded AHSC funds. This grant will help fund the construction of the Hemet Mobility Hub, provide three years of passes to residents of Palm Villas at State, the affordable housing development, and fund the purchase and installation of amenities at five bus stops in Hemet. The five bus stop amenities will be installed by the City of Hemet and owned and maintained by RTA as indicated by RTA's Board-approved Bus Stop Strategic Policy Update. Other projects include construction of the affordable housing development, a pedestrian and bicycle corridor and Class 4 bikeways. RTA and City staff are currently working on an MOU for project delivery. Once the MOU is finalized and approved by both the City of Hemet and the RTA Board of Directors, the Agency will move forward with the design and build of the Hemet Mobility Hub.

Equipment and Passenger Amenities

EV Charging Stations: RTA installed six electric chargers at Riverside Division I to charge electric support vehicles in Fiscal Year 2021 (FY21). Due to the COVID-19 pandemic and resulting safety measures and decreased service levels, support vehicles have not been used as much as anticipated. As a result, installation of the remaining eight electric chargers was postponed until usage of non-revenue vehicles increased. With service steadily increasing, RTA has begun A&E work for Phase II of this project. Construction of the remaining chargers is estimated to be completed by the end of FY26. This project is fully funded.

Hydrogen Fueling Stations – Riverside and Hemet Facilities: RTA cannot procure any FCEBs until the facilities are improved with equipment needed to operate and maintain FCEBs. Furthermore, this equipment cannot be utilized until staff is trained. Construction of a hydrogen fueling station at the facilities is the first step in implementing the ZEB Plan. In preparation for the arrival of the first FCEBs in 2026, the Agency released a Request for Qualifications (RFQ) in May 2023. The Design-Build RFP was released in July 2023. After further review, it was decided to complete the design for both facilities and construct the Riverside hydrogen fueling station first. The Hemet hydrogen fueling station will be built in the future when additional FCEBs are procured. The Design-Build RFP was rereleased in March 2024. On August 22, 2024, Clean Energy was awarded a contract to design both facilities and build the Riverside hydrogen fueling station. A&E began in FY25, and construction is estimated to begin in FY26. RTA was awarded $8.7 million in competitive 5339(b) Buses and Bus Facilities federal grant funding to construct hydrogen fueling stations at the Riverside and Hemet facilities. This is a huge win for RTA as it is estimated to cost an additional $76 million in capital funding to transition to FCEBs per the Agency's ZEB Plan. The grant also includes funding for workforce development to help properly train coach operators and mechanics on the new technology.

Installation of Solar Panels – Riverside and Hemet Facilities: RTA is already committed to providing safe, clean and sustainable public transportation and is on the path to gradually

transition to a 100 percent zero-emission FCEB fleet. To further reduce public transportation's carbon footprint, the Agency will work towards achieving greener, cleaner facilities by installing solar panels. Installation of solar panels will significantly decrease costs and GHG emissions and allow the Agency to utilize clean, sustainable, renewable energy sources. The solar panels will result in cost savings that can be used towards improving service, amenities and buses. In Fiscal Year 2023 (FY23), RTA was awarded nearly $1.6 million in federal 5339(b) Buses and Bus Facilities competitive grant funding to purchase and install solar panels at RTA's Riverside and Hemet Facilities and to complete workforce development to properly train staff on the new technology. The RFQ was issued in March of 2023 and the RFP to design and build RTA's solar photovoltaic (PV) system was released in May 2023. The proposals received did not meet Buy America requirements. For over a year and a half, RTA worked closely with the FTA on a Buy America Waiver request in order to move forward with the project. In December 2024, Motive Energy notified RTA staff that all of their proposed solar equipment would be domestically manufactured and available in late 2025. As a result, they would be able to certify compliance with the Buy America Act requirements for the entire project. Therefore, after 15 months, it was determined that a waiver was no longer required for the project and on February 27, 2025, a contract was awarded to Motive Energy Storage Systems LLC. Work is in progress on the design/build of the PV system. This project is fully funded.

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. On February 27, 2025, the Board approved a contract award to New Flyer of America, Inc., for the purchase of five low-floor, 40-foot hydrogen FCEBs. The FCEBs are slated to arrive sometime in 2026. The Agency is in the process of receiving 30 32-foot CNG buses to replace those that have exceeded their useful life per FTA requirements. These buses are currently being manufactured and are estimated to be completed by the end of September 2025. On April 24, 2025, the Board awarded a contract to purchase an additional 26 32-foot CNG buses to replace buses that will exceed their useful life by the time the new replacement buses arrive in May 2026. Future bus orders for the COFR may include some FCEBs once an Altoona-approved engine, required per federal guidelines, is made available. The Agency is also in the process of receiving 25 DAR vans, which seat up to 8 passengers and are equipped with two wheelchair positions. The addition of transit vans to the DAR fleet will help reduce operating costs, increase efficiency and combat driver shortages. The DAR vans are currently in production and should be completed by December 2025. This project is fully funded.

Non-Revenue Vehicles: Non-revenue vehicles are used for coach operator shift changes, operations supervisors and administrative staff. Trucks are used for the stops and zones crew that service all of RTA's bus stop amenities. RTA is purchasing electric support vehicles to minimize GHG emissions. In FY20-21, RTA purchased 12 electric support vehicles to replace older vehicles that had reached their minimum useful life in years or mileage as defined by the FTA. Due to the

pandemic, support vehicles were not used as much as anticipated, which delayed the replacement of those vehicles. Procurement of the remaining 27 EVs has been postponed until the additional EV charging station infrastructure is complete. RTA is replacing old maintenance trucks that have met their useful life per FTA requirements. This project is fully funded.

Additional open projects can be found in Table 4.4.

RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2024/2025 - FY2025/2026
SUMMARY

Comparative Statistics: FY2025 Budget vs. Proposed FY2026 SRTP

	Unlinked Passengers		Revenue Hours		Revenue Miles		Fare Revenue		Operating Expenses	
	FY2025	FY2026	FY2025	FY2026	FY2025	FY2026	FY2025	FY2026	FY2025	FY2026
Direct Operated Routes										
1	1,466,194	1,587,667	72,148	81,116	803,359	861,570	$ 1,330,978	$ 1,446,704	$ 12,815,781	$ 14,146,906
10	99,264	110,526	11,008	13,640	124,909	149,807	$ 93,346	$ 64,393	$ 1,955,398	$ 2,378,803
11	46,120	48,303	7,712	7,925	77,347	76,915	$ 36,882	$ 40,533	$ 1,369,916	$ 1,382,100
12	174,606	185,310	16,715	16,747	190,270	197,684	$ 162,942	$ 166,750	$ 2,969,157	$ 2,920,783
13	134,290	150,817	12,978	13,263	150,807	156,727	$ 135,334	$ 145,035	$ 2,305,338	$ 2,313,170
14	172,897	196,782	15,697	16,098	199,526	203,920	$ 163,403	$ 164,173	$ 2,788,325	$ 2,807,467
15	272,704	298,228	21,089	25,805	245,507	299,486	$ 270,633	$ 271,698	$ 3,746,129	$ 4,500,421
16	374,155	407,791	29,440	33,315	329,178	351,057	$ 343,418	$ 383,584	$ 5,229,553	$ 5,810,236
18	46,474	50,985	5,310	5,677	72,702	69,848	$ 49,325	$ 32,351	$ 943,238	$ 989,996
19	690,390	740,981	48,409	51,795	608,265	653,351	$ 660,098	$ 651,435	$ 8,599,098	$ 9,033,107
20	167,486	176,424	18,172	18,294	271,648	270,830	$ 169,212	$ 170,196	$ 3,227,970	$ 3,190,489
21	41,180	42,182	5,064	4,980	51,178	51,031	$ 33,436	$ 38,420	$ 899,540	$ 868,530
22	221,725	241,201	18,241	18,871	281,798	282,184	$ 228,360	$ 204,756	$ 3,240,227	$ 3,291,224
27	109,531	122,853	12,457	13,377	238,256	250,052	$ 108,835	$ 112,716	$ 2,212,790	$ 2,332,938
28	355,467	387,256	29,120	35,690	486,167	541,491	$ 325,911	$ 324,326	$ 5,172,710	$ 6,224,489
29	103,809	110,179	11,398	11,347	153,115	152,689	$ 102,534	$ 112,669	$ 2,024,675	$ 1,978,980
49	165,912	183,093	11,377	11,360	125,824	125,467	$ 150,561	$ 149,935	$ 2,020,945	$ 1,981,155
54F	8,144	8,144	455	455	2,275	2,275	$ -	$ -	$ 80,824	$ 79,353
200	162,656	167,870	18,601	19,461	466,499	467,294	$ 295,035	$ 330,815	$ 3,304,175	$ 3,394,082
204D	17,534	16,624	2,729	2,777	58,617	58,613	$ 23,158	$ 26,584	$ 484,764	$ 484,328
206D	11,223	8,781	2,937	2,849	74,424	74,132	$ 28,270	$ 23,760	$ 521,712	$ 496,878
Total Directly Operated Routes	**4,841,761**	**5,241,995**	**371,056**	**404,842**	**5,011,672**	**5,296,422**	**$ 4,711,670**	**$ 4,860,833**	**$ 65,912,265**	**$ 70,605,435**
% Change - FY25 vs. FY26		8.27%		9.11%		5.68%		3.17%		7.12%
Contracted Fixed Routes										
3	73,390	78,089	10,728	10,856	118,931	118,536	$ 83,779	$ 70,386	$ 1,338,032	$ 1,379,254
8	125,950	153,239	18,064	17,004	241,975	253,007	$ 110,227	$ 108,729	$ 2,253,096	$ 2,160,403
9	47,835	52,075	5,126	7,036	104,370	107,852	$ 49,278	$ 44,430	$ 639,346	$ 893,888
23	70,378	77,021	13,262	14,037	176,291	191,039	$ 74,926	$ 72,466	$ 1,654,132	$ 1,783,342
24	55,265	59,674	10,615	10,410	121,509	121,162	$ 50,924	$ 55,471	$ 1,323,933	$ 1,322,518
30	41,960	48,606	5,686	5,785	73,880	73,654	$ 33,897	$ 26,014	$ 709,238	$ 734,945
31	77,134	74,315	14,023	14,218	308,707	307,814	$ 86,083	$ 82,244	$ 1,749,101	$ 1,806,406
41C	37,862	48,507	4,055	4,379	64,075	67,366	$ 37,013	$ 24,314	$ 505,719	$ 556,306
44	119,636	117,060	13,565	14,782	141,706	165,681	$ 162,054	$ 155,724	$ 1,691,885	$ 1,878,019
51	15,059	15,997	1,770	1,730	18,656	18,212	$ 195,919	$ 189,671	$ 220,726	$ 219,820
55	4,502	5,643	1,031	1,005	8,796	8,748	$ 25,374	$ 82	$ 128,629	$ 127,627
56	25,039	37,658	3,315	3,289	29,441	29,325	$ 350,000	$ 399,935	$ 413,473	$ 417,903
61	80,807	86,114	15,430	16,956	257,654	252,116	$ 122,270	$ 132,943	$ 1,924,586	$ 2,154,258
74	47,534	40,072	9,441	9,811	164,840	164,369	$ 70,135	$ 88,594	$ 1,177,567	$ 1,246,505
79	63,033	66,967	10,825	11,539	197,356	196,769	$ 66,450	$ 69,527	$ 1,350,168	$ 1,466,050
Total Contracted Fixed Routes	**885,383**	**961,038**	**136,935**	**142,836**	**2,028,188**	**2,075,651**	**$ 1,518,330**	**$ 1,520,530**	**$ 17,079,631**	**$ 18,147,244**
% Change - FY25 vs. FY26		8.54%		4.31%		2.34%		0.14%		6.25%
Total Fixed Routes	**5,727,144**	**6,203,033**	**507,991**	**547,678**	**7,039,860**	**7,372,073**	**$ 6,230,000**	**$ 6,381,363**	**$ 82,991,896**	**$ 88,752,679**
% Change - FY25 vs. FY26		8.31%		7.81%		4.72%		2.43%		6.94%
Dial-A-Ride Routes										
Riv-San UZA	160,768	166,310	91,398	95,701	1,646,135	1,613,622	$ 750,000	$ 760,092	$ 12,870,925	$ 13,536,109
Murr-Tem-Men UZA	65,397	68,824	37,179	39,604	669,616	667,761	$ 250,000	$ 280,049	$ 5,282,860	$ 5,601,612
Hemet UZA	40,017	40,885	22,750	23,527	409,743	396,691	$ 200,000	$ 197,145	$ 3,177,470	$ 3,327,697
Non-UZA	1,055	1,071	600	616	10,804	10,389	$ 5,000	$ 3,024	$ 86,181	$ 87,151
Total Dial-A-Ride Routes	**267,238**	**277,090**	**151,926**	**159,449**	**2,736,297**	**2,688,463**	**$ 1,205,000**	**1,240,310**	**$ 21,417,436**	**22,552,569**
% Change - FY25 vs. FY26		3.69%		4.95%		-1.75%		2.93%		5.30%
Microtransit										
GoMicro	54,665	75,976	14,736	15,456	162,317	206,882	$ 65,000	$ 62,807	$ 2,179,068	$ 2,342,449
Total Microtransit	**54,665**	**75,976**	**14,736**	**15,456**	**162,317**	**206,882**	**$ 65,000**	**$ 62,807**	**$ 2,179,068**	**$ 2,342,449**
% Change - FY25 vs. FY26		38.98%		4.89%		27.46%		-3.37%		7.50%
Ohmio										
Ohmio	0	33,831	0	10,740	0	67,555	$ -	$ -	$ -	$ 1,873,083
Total Ohmio	**-**	**33,831**	**-**	**10,740**	**-**	**67,555**	**$ -**	**$ -**	**$ -**	**$ 1,873,083**
GRAND TOTAL	**6,049,047**	**6,589,930**	**674,653**	**733,323**	**9,938,474**	**10,334,972**	**$ 7,500,000**	**$ 7,684,480**	**$ 106,588,400**	**$ 115,520,780**
% Change - FY25 vs. FY26		8.94%		8.70%		3.99%		2.46%		8.38%

RIVERSIDE TRANSIT AGENCY

SHORT RANGE TRANSIT PLAN

FY2025/2026 - FY2027/2028

Table 1: FY2025/26 Individual Route Descriptions as of July 1, 2025

Route #	Route Class	Route Description	Cities/Communities Served	Connections
Directly Operated Fixed Routes				
1	Regional	From UCR and downtown Riverside to Galleria at Tyler and Corona primarily via University Ave. and Magnolia Ave.	Riverside, Home Gardens, Corona	Metrolink, Corona Cruiser, Omnitrans
10	Local	From Big Springs Rd. on Riverside's Northside to Galleria at Tyler primarily via Blaine St., Third St., Victoria Ave. and Lincoln Ave.	Riverside	Omnitrans
11	Local	Circulator between Moreno Valley Mall and March Air Reserve Base primarily via Frederick St., Ironwood Ave., Heacock St. and JFK Dr.	Moreno Valley, March Joint Powers Authority	
12	Local	From Stephens Ave. and Center St. on Riverside's Northside, through downtown, then to Corona Hills Plaza via Jurupa Ave., California Ave., Magnolia Ave. and Promenade Ave.	Riverside, Corona, Highgrove	Corona Cruiser
13	Local	From Hunter Park Metrolink Station to Galleria at Tyler in Riverside via Chicago Ave., MLK Blvd., Magnolia Ave., Central Ave., Arlington Ave., Van Buren Blvd. and Tyler St.	Riverside	Metrolink, Omnitrans
14	Regional	From Galleria at Tyler to downtown Riverside via Indiana Ave. and Brockton Ave., then University Ave. and Iowa Ave. and Center St then to Loma Linda VA Hospital via Mount Vernon Ave. and Barton Rd.	Riverside, Highgrove, Loma Linda	Omnitrans, Beaumont Transit
15	Local	From downtown Riverside to Galleria at Tyler via Magnolia Ave., Arlington Ave., La Sierra Ave., Indiana Ave. and Tyler St.	Riverside	Metrolink, Omnitrans
16	Local	From Moreno Valley Mall to UCR via Day St., Box Springs Rd., Central Ave., Canyon Crest Dr., Campus Dr., University Ave., Iowa Ave. and Linden St.	Moreno Valley, Riverside	
18	Local	From Moreno Valley Mall to Heacock and Manzanita via Pigeon Pass Rd., Sunnymead Ranch Pkwy. and Perris Blvd., to Corporate Centre Place via Town Circle, Campus Pkwy., Corporate Centre Place, Canyon Springs Pkwy., Day St. and Gateway Dr.	Moreno Valley	
19	Regional	From Moreno Valley Mall to Perris Station Transit Center via Sunnymead Blvd., Perris Blvd. and Moreno Valley College with service to distribution centers at Indian Ave. and Morgan St.	Moreno Valley, Perris	Metrolink
20	Regional	From Magnolia Ave. and Elizabeth St. in Riverside to Moreno Valley College via Central Ave., Alessandro Blvd., Moreno Beach Dr. and Iris Ave. with select trips serving Moreno Valley March Field Metrolink Station	Riverside, March Joint Powers Authority, Moreno Valley	Metrolink
21	Local	From Galleria at Tyler in Riverside to Pedley Metrolink Station via Magnolia Ave. and Van Buren Blvd.	Jurupa Valley, Pedley, Riverside	Metrolink
22	Regional	From Perris Station Transit Center to downtown Riverside via Old Elsinore Rd., Clark St., Wood Rd., Alessandro Blvd., Chicago Ave. and University Ave.	Riverside, Woodcrest, Mead Valley, Perris	Metrolink, Omnitrans
27	Regional	From Perris Station Transit Center to Galleria at Tyler in Riverside via I-215 Fwy and Van Buren Blvd.	Riverside, Woodcrest, Orangecrest, March Joint Powers Authority, Perris	Metrolink
28	Regional	From Florida Ave. and Lincoln Ave. in East Hemet to Perris Station Transit Center via Hwy. 74 and I-215.	Perris, Romoland, Homeland, Hemet, East Hemet, Valle Vista, Green Acres	Metrolink
29	Regional	From downtown Riverside to Amazon Eastvale via Market St., Rubidoux Blvd., Limonite Ave. and Hamner Ave.	Eastvale, Jurupa Valley, Pedley, Rubidoux, Mira Loma, Riverside	Metrolink, Omnitrans
49	Regional	From downtown Riverside to Country Village and Fontana via Mission Blvd.	Country Village, Glen Avon, Jurupa Valley, Rubidoux, Riverside, Fontana	Metrolink, Omnitrans
200	Express	From San Bernardino Transit Center to Anaheim via I-215, SR-91 and SR-55 Freeways with stops at downtown Riverside and La Sierra Metrolink Stations, Village at Orange and Anaheim Resort district	San Bernardino, Riverside, Orange, Anaheim	Omnitrans, Metrolink, OCTA, RidePV, Beaumont Transit, Mountain Transit, SunLine Transit, ATN, LA Metro
204	Express	From UCR to Montclair TransCenter via downtown Riverside, Country Village and Ontario Mills Mall	Country Village, Riverside, Jurupa Valley, Ontario, Montclair	Metrolink, Omnitrans, Foothill Transit
206	Express	From the Promenade Mall in Temecula to Corona via I-15 and SR-91 Fwys with stops in Murrieta, Lake Elsinore, Temescal Valley, Dos Lagos and Corona Transit Center	Temecula, Murrieta, Lake Elsinore, Temescal Valley, Corona	Metrolink, Corona Cruiser
Ohmio Pilot Project	Local	Two-year long pilot project that will to various locations throughout the City of Riverside including the Riverside Municipal Airport, UCR and downtwon Riverside.	Riverside	Metrolink, Omnitrans

RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2025/2026 - FY2027/2028

Table 1: FY2025/26 Individual Route Descriptions as of July 1, 2025

Route #	Route Class	Route Description	Cities/Communities Served	Connections
Contracted Fixed Routes				
3	Local	From the Corona Transit Center to Amazon Eastvale via Main St., Hamner Ave. and Limonite Ave.	Corona, Norco, Eastvale, Jurupa Valley	Metrolink, Corona Cruiser, Omnitrans
8	Local	Serving Lake Elsinore Outlet Center, Walmart at Central and Cambern and Lakeland Village via Lakeshore Dr., Mission Trail, Grand Ave. and Riverside Dr.	Lake Elsinore, Lakeland Village, Wildomar	
9	Local	From Lake Elsinore Outlet Center to Perris Station Transit Center via Hwy 74, Theda St. and Ellis Ave.	Perris, Good Hope, Meadowbrook, Lake Elsinore	Metrolink
23	Local	From Palomar & Wildomar through Murrieta to Promenade Mall in Temecula.	Wildomar, Murrieta, Temecula	
24	Local	Temecula service with stops at Promenade Mall, Old Town, Pechanga Resort and Temecula Valley Hospital	Temecula	
30	Local	Perris local circulator serving the Perris Transit Center, Walmart and May Ranch	Perris	Metrolink
31	Regional	Service from MSJC San Jacinto to Moreno Valley Mall via Banning and Beaumont with stops at Sun Lakes Village, Walmart on Moreno Beach Dr., Moreno Valley Senior Center and Riverside University Medical Center	Moreno Valley, Banning, Beaumont, San Jacinto	Beaumont Transit, Banning Connect, SunLine
41	Regional	From the Mead Valley Community Center to Moreno Valley with stops at Moreno Valley College and Riverside University Medical Center	Moreno Valley, Perris, Mead Valley	
44	Local	Circulator traveling between Hemet Valley Mall and Mt. San Jacinto College via State St., Oakland Ave., Lyon Ave. and San Jacinto Ave.	Hemet, San Jacinto	
51	Trolley	Circulator traveling between UCR and Canyon Crest Towne Center via Canyon Crest Dr., Central Ave., Chicago Ave., University Ave., Iowa Ave., Spruce St. and Watkins Dr.	Riverside	
55	Trolley	Temecula Trolley traveling between Promenade Mall and Harveston.	Temecula	
56	Local	Hunter Park/UCR Metrolink Station to UCR loop via Marlborough Ave., Iowa Ave., MLK Blvd., Campus Dr., Aberdeen Dr., Canyon Crest Dr., Watkins Dr. and Spruce St.	Riverside	Metrolink
61	Regional	From the Perris Station Transit Center to Cherry Hills Blvd. and Bradley Rd. in Menifee and Temecula with stops at MSJC Menifee campus, Loma Linda University Medical Center - Murrieta and Promenade Mall.	Perris, Menifee, Murrieta, Temecula	Metrolink
74	Regional	From Hemet to Sun City, serving Hemet Valley Mall, Winchester, MSJC Menifee campus and Sun City.	Hemet, Winchester, Menifee, Sun City	
79	Regional	From the Hemet Valley Mall to Old Town Temecula via Winchester Rd. (State Hwy 79). Also serves Promenade Mall, Temecula City Hall and Southwest Justice Center	Hemet, Winchester, French Valley, Temecula	
GoMicro	Local	On-demand microtransit service in Hemet and San Jacinto. Riders can travel from bus stop to bus stop within the microtransit zone.	Hemet, San Jacinto	
Contracted Paratransit Routes				
Riverside-San Bernardino UZA		Origin-to-Destination	Banning, Beaumont, Corona, Eastvale, Good Hope, Highgrove, Jurupa Valley, Loma Linda, Mead Valley, Meadowbrook, Moreno Valley, Norco, Perris, Quail Valley, Riverside, Woodcrest	
Hemet UZA		Origin-to-Destination	East Hemet, Gillman Springs, Green Acres, Hemet, Homeland, San Jacinto, Valle Vista, Winchester	
Murrieta-Temecula-Menifee UZA		Origin-to-Destination	Canyon Lake, French Valley, Lake Elsinore, Lakeland Village, Menifee, Murrieta, Temecula, Wildomar, Romoland	
Non-UZA		Origin-to-Destination	March Joint Powers Authority	

Bus (Motorbus) / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2024/25	# of Contingency Vehicles FY 2024/25	Life to Date Vehicle Miles Prior Year End FY 2023/24	Life to Date Vehicle Miles through March FY 2024/25	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2024/25
2013	GIL	G27D102N4	38	7	42	CN	7		31,886,673	6,778,901	968,414
2014	GIL	G27D102N4	38	3	42	CN	3		10,417,293	5,228,841	1,742,947
2016	GIL	G27D102N4	38	28	42	CN	28		9,269,059	9,754,876	348,388
2023	GIL	G31D102H4	38	51	42	CN	51		823,304	2,524,517	49,500
2024	GIL	G31D102H4	38	19	42	CN	19		123,703	783,125	41,217
		Totals:	190	108			108		52,520,032	25,070,260	232,132

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 2024/25	# of Contingency Vehicles FY 2024/25	Life to Date Vehicle Miles Prior Year End FY 2023/24	Life to Date Vehicle Miles through March FY 2024/25	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2024/25
2018	GLV	Entourage	28	19	33	CN	19		4,398,529	5,145,684	270,825
2019	GLV	Entourage	28	3	33	CN	3		555,215	672,166	224,055
2020	GLV	Entourage	28	30	33	CN	30		5,738,903	6,948,166	231,605
2018	SPC	Senator II	12	2	32	CN	2		761,205	793,980	396,990
2017	ZZZ	Villager	28	3	32	CN	3		239,360	256,100	85,366
2018	ZZZ	Villager	28	2	32	CN	2		137,495	147,552	73,776
		Totals:	152	59			59		11,830,707	13,963,648	236,672

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 2024/25	# of Contingency Vehicles FY 2024/25	Life to Date Vehicle Miles Prior Year End FY 2023/24	Life to Date Vehicle Miles through March FY 2024/25	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2024/25
2013	GIL	G27D102N4	38	1	42	CN	1		2,959,899	1,493,442	1,493,442
2014	GIL	G27D102N4	38	2	42	CN	2		624,820	667,006	333,503
2016	GIL	G27D102N4	38	9	42	CN	9		2,506,516	3,404,791	378,310
		Totals:	114	12			12		6,091,235	5,565,239	463,770

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 2024/25	# of Contingency Vehicles FY 2024/25	Life to Date Vehicle Miles Prior Year End FY 2023/24	Life to Date Vehicle Miles through March FY 2024/25	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2024/25
2017	GLV	Universal	12	1	24	GA	1		3,071,173	3,370,456	3,370,456
2018	SPC	Senator II	12	34	22	GA	34		6,000,063	7,105,357	208,981
2020	SPC	Senator II	12	29	23	GA	29		3,113,431	4,239,736	146,197
2024	SPC	Senator II	12	20	23	GA	20			80,942	4,047
		Totals:	48	84			84		12,184,667	14,796,491	176,149

Table 2.2A Excluded Routes

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

Route #	Mode (FR/MT/DAR/ AV)	Service Type (DO/CO)	Route Description	Date of Implementation	Exemption End Date
1	FR	DO	UCR to downtown Riverside and Corona	9/8/2024	6/30/2027
4 [1]	FR	CO	New route from Amazon Eastvale to Corona Transit Center via Archibald Ave. and River Rd. through Eastvale, Norco and Corona	---	---
8	FR	CO	Lake Elsinore to Wildomar Loop	9/8/2024	6/30/2027
9	FR	CO	Perris Station Transit Center to Hwy 74 and Cambern	9/8/2024	6/30/2027
10	FR	DO	Big Springs and Watkins to Downtown Riverside and Galleria at Tyler	1/11/2026	6/30/2028
11	FR	DO	Moreno Valley Mall to March Air Reserve Base Loop	9/8/2024	6/30/2027
13	FR	DO	Hunter Park/UCR Metrolink Station to Downtown Riverside and Galleria at Tyler	9/8/2024	6/30/2027
14	FR	DO	Galleria at Tyler Mall to downtown Riverside and Loma Linda VA Hospital	9/8/2024	6/30/2027
15	FR	DO	Downtown Riverside to Merced and Magnolia	9/14/2025	6/30/2028
16	FR	DO	Moreno Valley Mall to UCR	9/8/2024	6/30/2027
19	FR	DO	Moreno Valley Mall to Perris Station Transit Center	9/8/2024	6/30/2027
22	FR	DO	Downtown Riverside to Perris Station Transit Center	9/8/2024	6/30/2027
27	FR	DO	Galleria at Tyler Mall to Perris Station Transit Center	9/8/2024	6/30/2027
28	FR	DO	From Florida Ave. and Lincoln Ave. in east Hemet to Perris Station Transit Center	5/11/2025	6/30/2027
44	FR	CO	Circulator that connects Hemet Valley Mall with Mount San Jacinto College	1/12/2025	6/30/2027
Ohmio	AV	DO	New autounomous vehicle pilot project serving various locations throughout the City of Riverside including the Riverside Municipal Airport, UCR and downtown Riverside	5/11/2025	6/30/2027

[1] Route 4 implementation has been postponed due to the COVID-19 pandemic.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics

Riverside Transit Agency -- 7

FY 2025/26

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-1	All Days	19	1,587,666	10,801,853	81,116	88,261	861,569	1,031,605	$14,146,906	$1,446,704	$0	$0
RTA-10	All Days	5	110,525	750,842	13,640	14,608	149,807	171,295	$2,378,803	$64,393	$0	$0
RTA-11	All Days	2	48,303	327,623	7,925	8,207	76,915	85,345	$1,382,100	$40,533	$0	$0
RTA-12	All Days	3	185,310	1,261,955	16,747	17,545	197,684	218,620	$2,920,783	$166,750	$0	$0
RTA-13	All Days	2	150,817	1,024,943	13,263	13,675	156,727	165,945	$2,313,170	$145,035	$0	$0
RTA-14	All Days	5	196,782	1,334,524	16,098	16,961	203,920	228,724	$2,807,467	$164,173	$0	$0
RTA-15	All Days	6	298,228	2,028,302	25,805	27,477	299,486	338,662	$4,500,421	$271,698	$0	$0
RTA-16/16E	All Days	12	407,791	2,767,658	33,315	36,204	351,057	427,457	$5,810,236	$383,584	$0	$0
RTA-18	All Days	2	50,985	345,879	5,677	5,914	69,848	76,798	$989,996	$32,351	$0	$0
RTA-19	All Days	8	740,981	5,043,434	51,795	57,085	653,351	786,956	$9,033,107	$651,435	$0	$0
RTA-20	All Days	3	176,424	1,198,922	18,294	19,034	270,830	293,112	$3,190,489	$170,196	$0	$0
RTA-200	All Days	4	167,870	5,781,482	19,461	20,740	467,294	497,073	$3,394,082	$330,815	$0	$0
RTA-204D	All Days	2	16,624	571,690	2,777	3,040	58,613	60,861	$484,328	$26,584	$0	$0
RTA-206D	All Days	1	8,781	301,988	2,849	5,474	74,132	164,304	$496,878	$23,760	$0	$0
RTA-21	All Days	2	42,182	287,440	4,980	5,290	51,031	60,143	$868,530	$38,420	$0	$0
RTA-22	All Days	6	241,201	1,638,864	18,871	20,624	282,184	328,161	$3,291,224	$204,756	$0	$0
RTA-23	All Days	7	77,021	824,931	14,037	17,510	191,039	301,872	$1,783,342	$72,466	$0	$0
RTA-24	All Days	2	59,674	640,398	10,410	12,031	121,162	174,224	$1,322,518	$55,471	$0	$0
RTA-27	All Days	1	122,853	838,021	13,377	14,446	250,052	285,622	$2,332,938	$112,716	$0	$0
RTA-28	All Days	9	387,256	2,636,052	35,690	37,967	541,491	587,880	$6,224,489	$324,326	$0	$0
RTA-29	All Days	3	110,179	750,455	11,347	12,081	152,689	172,930	$1,978,980	$112,669	$0	$0
RTA-3	All Days	5	78,089	824,693	10,856	14,606	118,536	232,912	$1,379,254	$70,386	$0	$0
RTA-30	All Days	1	48,606	516,601	5,785	6,665	73,654	85,296	$734,945	$26,014	$0	$0
RTA-31	All Days	6	74,315	791,685	14,218	17,740	307,814	392,654	$1,806,406	$82,244	$0	$0
RTA-41C	All Days	4	48,507	506,681	4,379	5,877	67,366	100,809	$556,306	$24,314	$0	$0
RTA-44	All Days	8	117,060	1,252,951	14,782	18,747	165,681	253,596	$1,878,019	$155,724	$0	$0
RTA-49	All Days	2	183,093	1,247,077	11,360	11,945	125,467	145,887	$1,981,155	$149,935	$0	$0
RTA-51	All Days	1	15,997	166,689	1,730	1,973	18,212	23,217	$219,820	$189,671	$0	$0
RTA-54	All Days	1	8,144	70,788	455	605	2,275	2,470	$79,353	$0	$0	$0
RTA-55	All Days	2	5,643	58,795	1,005	1,759	8,748	32,192	$127,627	$82	$0	$0
RTA-56	All Days	2	37,658	392,400	3,289	4,111	29,325	49,804	$417,903	$399,935	$0	$0
RTA-61	All Days	2	86,114	919,336	16,956	20,249	252,116	340,043	$2,154,258	$132,943	$0	$0
RTA-74	All Days	3	40,072	429,143	9,811	12,696	164,369	232,636	$1,246,505	$88,594	$0	$0
RTA-79	All Days	2	66,967	716,430	11,539	14,809	196,769	286,543	$1,466,050	$69,527	$0	$0
RTA-8	All Days	4	153,240	1,638,248	17,004	19,849	253,007	324,583	$2,160,403	$108,729	$0	$0
RTA-9	All Days	4	52,075	558,760	7,036	8,604	107,852	137,633	$893,888	$44,430	$0	$0

Table 2.3 - SRTP Route Statistics

Riverside Transit Agency -- 7

FY 2025/26

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-DR+HEM	All Days	0	0	0	0	0	0	0	$0	$0	$0	$0
RTA-DR+MTM	All Days	0	0	0	0	0	0	0	$0	$0	$0	$0
RTA-DR+NON	All Days	0	0	0	0	0	0	0	$0	$0	$0	$0
RTA-DR+RSB	All Days	0	0	0	0	0	0	0	$0	$0	$0	$0
RTA-HEMDAR	All Days	0	40,885	503,300	23,527	28,971	396,691	493,308	$3,327,697	$197,145	$0	$0
RTA-MICRO	All Days	8	75,976	808,381	15,456	19,611	206,882	306,140	$2,342,449	$62,807	$0	$0
RTA-MTMDAR	All Days	0	68,824	847,219	39,604	48,760	667,761	837,370	$5,601,612	$280,049	$0	$0
RTA-NonDAR	All Days	0	1,071	13,181	616	784	10,389	13,615	$87,151	$3,024	$0	$0
RTA-Ohmio	All Days	3	33,831	352,519	10,740	10,919	67,555	81,302	$1,873,083	$0	$0	$0
RTA-RSBDAR	All Days	0	166,310	2,047,278	95,701	121,830	1,613,622	2,057,374	$13,536,109	$760,092	$0	$0
		162	6,589,930	55,819,411	733,323	845,284	10,334,972	12,886,973	$115,520,780	$7,684,480	$0	$0

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics

Riverside Transit Agency -- 7

FY 2025/26

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-1	All Days	$12,700,202	$174.40	$16.42	$8.91	10.22%	$8.00	$1.18	$156.57	$14.74	19.57	1.84
RTA-10	All Days	$2,314,410	$174.40	$15.88	$21.52	2.70%	$20.94	$3.08	$169.68	$15.45	8.10	0.74
RTA-11	All Days	$1,341,567	$174.40	$17.97	$28.61	2.93%	$27.77	$4.09	$169.28	$17.44	6.10	0.63
RTA-12	All Days	$2,754,033	$174.41	$14.78	$15.76	5.70%	$14.86	$2.18	$164.45	$13.93	11.07	0.94
RTA-13	All Days	$2,168,135	$174.41	$14.76	$15.34	6.26%	$14.38	$2.12	$163.47	$13.83	11.37	0.96
RTA-14	All Days	$2,643,294	$174.40	$13.77	$14.27	5.84%	$13.43	$1.98	$164.20	$12.96	12.22	0.96
RTA-15	All Days	$4,228,723	$174.40	$15.03	$15.09	6.03%	$14.18	$2.08	$163.87	$14.12	11.56	1.00
RTA-16/16E	All Days	$5,426,652	$174.40	$16.55	$14.25	6.60%	$13.31	$1.96	$162.89	$15.46	12.24	1.16
RTA-18	All Days	$957,645	$174.39	$14.17	$19.42	3.26%	$18.78	$2.77	$168.69	$13.71	8.98	0.73
RTA-19	All Days	$8,381,672	$174.40	$13.83	$12.19	7.21%	$11.31	$1.66	$161.82	$12.83	14.31	1.13
RTA-20	All Days	$3,020,293	$174.40	$11.78	$18.08	5.33%	$17.12	$2.52	$165.10	$11.15	9.64	0.65
RTA-200	All Days	$3,063,267	$174.40	$7.26	$20.22	9.74%	$18.25	$0.53	$157.41	$6.56	8.63	0.36
RTA-204D	All Days	$457,744	$174.41	$8.26	$29.13	5.48%	$27.54	$0.80	$164.83	$7.81	5.99	0.28
RTA-206D	All Days	$473,118	$174.40	$6.70	$56.59	4.78%	$53.88	$1.57	$166.06	$6.38	3.08	0.12
RTA-21	All Days	$830,110	$174.40	$17.02	$20.59	4.42%	$19.68	$2.89	$166.69	$16.27	8.47	0.83
RTA-22	All Days	$3,086,468	$174.41	$11.66	$13.65	6.22%	$12.80	$1.88	$163.56	$10.94	12.78	0.85
RTA-23	All Days	$1,710,876	$127.05	$9.33	$23.15	4.06%	$22.21	$2.07	$121.88	$8.96	5.49	0.40
RTA-24	All Days	$1,267,047	$127.04	$10.92	$22.16	4.19%	$21.23	$1.98	$121.71	$10.46	5.73	0.49
RTA-27	All Days	$2,220,222	$174.40	$9.33	$18.99	4.83%	$18.07	$2.65	$165.97	$8.88	9.18	0.49
RTA-28	All Days	$5,900,163	$174.40	$11.50	$16.07	5.21%	$15.24	$2.24	$165.32	$10.90	10.85	0.72
RTA-29	All Days	$1,866,311	$174.41	$12.96	$17.96	5.69%	$16.94	$2.49	$164.48	$12.22	9.71	0.72
RTA-3	All Days	$1,308,868	$127.05	$11.64	$17.66	5.10%	$16.76	$1.59	$120.57	$11.04	7.19	0.66
RTA-30	All Days	$708,931	$127.04	$9.98	$15.12	3.53%	$14.59	$1.37	$122.55	$9.63	8.40	0.66
RTA-31	All Days	$1,724,162	$127.05	$5.87	$24.31	4.55%	$23.20	$2.18	$121.27	$5.60	5.23	0.24
RTA-41C	All Days	$531,992	$127.04	$8.26	$11.47	4.37%	$10.97	$1.05	$121.49	$7.90	11.08	0.72
RTA-44	All Days	$1,722,295	$127.05	$11.34	$16.04	8.29%	$14.71	$1.37	$116.51	$10.40	7.92	0.71
RTA-49	All Days	$1,831,220	$174.40	$15.79	$10.82	7.56%	$10.00	$1.47	$161.20	$14.60	16.12	1.46
RTA-51	All Days	$30,149	$127.06	$12.07	$13.74	86.28%	$1.88	$0.18	$17.43	$1.66	9.25	0.88
RTA-54	All Days	$79,353	$174.40	$34.88	$9.74	0.00%	$9.74	$1.12	$174.40	$34.88	17.90	3.58
RTA-55	All Days	$127,545	$126.99	$14.59	$22.62	0.06%	$22.60	$2.17	$126.91	$14.58	5.61	0.65
RTA-56	All Days	$17,968	$127.06	$14.25	$11.10	95.70%	$0.48	$0.05	$5.46	$0.61	11.45	1.28
RTA-61	All Days	$2,021,315	$127.05	$8.54	$25.02	6.17%	$23.47	$2.20	$119.21	$8.02	5.08	0.34
RTA-74	All Days	$1,157,911	$127.05	$7.58	$31.11	7.10%	$28.90	$2.70	$118.02	$7.04	4.08	0.24
RTA-79	All Days	$1,396,523	$127.05	$7.45	$21.89	4.74%	$20.85	$1.95	$121.03	$7.10	5.80	0.34
RTA-8	All Days	$2,051,674	$127.05	$8.54	$14.10	5.03%	$13.39	$1.25	$120.66	$8.11	9.01	0.61
RTA-9	All Days	$849,458	$127.04	$8.29	$17.17	4.97%	$16.31	$1.52	$120.73	$7.88	7.40	0.48

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics

Riverside Transit Agency -- 7

FY 2025/26

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-DR+HEM	All Days	$0										
RTA-DR+MTM	All Days	$0										
RTA-DR+NON	All Days	$0										
RTA-DR+RSB	All Days	$0										
RTA-HEMDAR	All Days	$3,130,552	$141.44	$8.39	$81.39	5.92%	$76.57	$6.22	$133.06	$7.89	1.74	0.10
RTA-MICRO	All Days	$2,279,642	$151.56	$11.32	$30.83	2.68%	$30.00	$2.82	$147.49	$11.02	4.92	0.37
RTA-MTMDAR	All Days	$5,321,563	$141.44	$8.39	$81.39	4.99%	$77.32	$6.28	$134.37	$7.97	1.74	0.10
RTA-NonDAR	All Days	$84,127	$141.48	$8.39	$81.37	3.46%	$78.55	$6.38	$136.57	$8.10	1.74	0.10
RTA-Ohmio	All Days	$1,873,083	$174.40	$27.73	$55.37	0.00%	$55.37	$5.31	$174.40	$27.73	3.15	0.50
RTA-RSBDAR	All Days	$12,776,017	$141.44	$8.39	$81.39	5.61%	$76.82	$6.24	$133.50	$7.92	1.74	0.10
		$107,836,300	$157.53	$11.18	$17.53	6.65%	$16.36	$1.93	$147.05	$10.43	8.99	0.64

RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2025/2026 - FY2027/2028

Table 3 Highlights

Type	FY2021/2022 Audited	FY2022/2023 Audited	FY2023/2024 Audited	FY2024/2025 Estimated (Based on 3rd Qtr actuals and annualized)	FY2025/2026 Planned
System-Wide Ridership	4,110,465	5,246,708	5,755,005	5,968,261	6,589,930
Operating cost per revenue hours	$134.32	$149.19	$158.84	$157.45	$158.22

Recent Trends:

The Agency continues to see year over year increases in ridership due to numerous service improvements and fare promotions. FY25 saw improvements in service per the Board approved SSP. This included improved frequencies on multiple routes, reinstatement of weekend service that was previosuly discontinued and additional trips due to high demand.

FY25 saw the following service changes:

- Schedules were adjusted to improve on-time performance, overall efficiency and connections with other routes, trains and school bell times: 1, 3, 8, 9, 10, 12, 13, 14, 15, 16, 19, 20, 21, 22, 23, 24, 27, 28, 29, 30, 31, 41, 49, 55, 56, 61, 74, 79, 200, 204 and 206.
- Reinstated weekend service that was previously discontinued in September 2023 due to operator shortages: 1, 11, 13, 14, 16, 19, 22, 27 and 28.
- Route 1: Realigned the eastbound direction to travel along Lemon Street. The route no longer serves bus stop 1001 on University Avenue and Lemon Street and instead serves bus stop 3489 on Lemon Street and University Avenue.
- Route 8: Adjusted the route to start and end service at bus stop 2453 on Highway 74 and Cambern Avenue in Lake Elsinore. Improved weekday and weekend service frequencies to approximately every 60 minutes.
- Route 9: Discontinued service to the Lake Elsinore Outlet Mall. Route was realigned to start and end service at bus stop 2453 on Highway 74 and Cambern Avenue. Improved weekday and weekend frequencies from every 70 minutes to every 60 minutes.
- Route 14: The eastbound direction no longer serves bus stop 1001 on University Avenue and Lemon Street.
- Route 15: The eastbound direction no longer serves bus stop 1001 on University Avenue and Lemon Street and the westbound direction no longer serves bus stop 3501 on University Avenue and Lemon Street.
- Route 16: Increased weekday frequency to every 15 minutes from 6 a.m. to 6 p.m. Moved the route from Bay C to Bay E at UCR at Bannockburn.
- Route 19: Increased weekday frequency to every 15 minutes from 6 a.m. to 6 p.m.
- Route 28: Increased weekday frequency to every 30 minutes from 6 a.m. to 6 p.m. Added a new weekday eastbound trip departing the Perris Station Transit Center at 10:55 p.m. and a new weekend westbound trip departing Florida Avenue and New Chicago Avenue at 5:48 a.m. to improve service and meet Metrolink trains.
- Route 29: The eastbound direction no longer serves bus stop 1001 on University Avenue and Lemon Street. The westbound direction no longer serves bus stop 1002 on University Avenue and Lemon Street and bus stop 3491 on University Avenue and Market Street and instead serves bus stop 3575 on Market Street and University Avenue.
- Route 44: Realigned the counterclockwise direction to travel from Hemet Valley Mall to Mt. San Jacinto College via San Jacinto Avenue, and then to the Hemet Valley Mall via State Street. Improved weekday frequency from every 60-70 minutes to every 45-50 minutes. Improved weekend frequency from every 65 minutes to every 60 minutes.
- Route 49: The eastbound trips no longer serve bus stop 1001 on University Avenue and Lemon Street and the westbound trips no longer serve bus stop 1002 on University Avenue and Lemon Street.
- Route 200: A new weekday westbound trip departing the San Bernardino Downtown Transit Center at 7:20 a.m. and a new eastbound trip departing Disneyland at 9:45 a.m. were added. Eastbound trips no longer serve bus stop 4789 on Magnolia Avenue near Tyler Street and instead serve bus stop 3513 on Magnolia Avenue. Westbound trips no longer serve bus stop 1063 at the Galleria at Tyler Mall or bus stop 4652 on Harbor Boulevard opposite Disneyland and instead serve bus stop 3514 on Magnolia Avenue and bus stop 3488 on Harbor Boulevard at Disneyland, respectively.
- Route 204: Realigned the route to travel along Lemon Street. The southbound direction no longer serves bus stop 1001 on University Avenue and Lemon Street and instead serves bus stop 3489 on Lemon Street and University Avenue. The northbound direction no longer serves bus stop 1002 on University Avenue and Lemon Street and instead serves bus stop 3501 on University Avenue and Lemon Street. Moved the route from Bay E to Bay C at UCR at Bannockburn.
- Route 206: The weekday northbound trip departing the Lake Elsinore Outlet Center Park-and-Ride at 5:25 a.m. was discontinued. A new weekday northbound trip departing the Lake Elsinore Outlet Center Park-and-Ride at 7:00 a.m. was added.
- Implemented the Ohmio Pilot Project at the Riverside Municipal Airport.
- Consolidated GoMicro bus stops to improve efficiency.

RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2025/2026 - FY2027/2028

Table 3 Highlights

Proposed Service Changes for FY25:
As approved by the Board, year three service improvements from the SSP will be implemented in FY26. Service changes include adjustments to multiple routes to improve service reliability and efficiency while increasing ridership and access to major destinations. The Agency will also continue the Ohmio Pilot Project, a two-year autonomous vehicle pilot that operates with a safety driver on board throughout various locations in the City of Riverside.

The following service changes are planned for FY26. Implementation is contingent on ridership demand, funding and operator availability.

- September 2025 service changes:
  - o Route 1: Increased service to the Vine Street Mobility Hub to connect to Metrolink trains. Add additional weekday and weekend trips in both directions to increase span of service.
  - o Route 8: On the weekdays, add one morning counterclockwise trip to increase span of service.
  - o Route 15: Improve weekday frequency from every 40 minutes to every 30 minutes. Add one evening westbound trip to increase span of service on the weekdays.
  - o Route 23: Realign the route to serve the Kaiser Permanente Wildomar Trail Medical Offices.
  - o Route 27: Realign the route to service the Ben Clark Training Center.
  - o Route 28: Add weekday service during peak times in the GoMicro Zone.
  - o Route 41: On the weekdays, add one eastbound trip in the morning due to high demand.
  - o Route 61: Discontinue service to the Quail Valley Fire Station.
  - o Implement the Ohmio Pilot Project around the University of California, Riverside.

- January 2026 service changes:
  - o Route 10: Realign the route to service the Vine Street Mobility Hub. Improve weekday & weekend frequency from every 80 minutes to every 60 minutes. On weekdays, add a morning trip in each direction to increase span of service.
  - o Route 13: On weekdays, add a morning trip in each direction to increase span of service.
  - o Route 19: On weekdays, add a morning northbound trip to increase span of service.
  - o Implement the Ohmio Pilot Project in downtown Riverside.

- May 2026 service changes:
  - o Relocate the Ohmio Pilot Project to another location in the City of Riverside as approved by the RTA Board of Directors.

Operating Budget ($115,520,780):
- Increase of 8% over FY25 budget. Variance analysis by major cost element is provided below:
  - ○ Salaries and Benefits - 13% increase due to new operators for additional service
  - ○ Purchased Transportation - 7% increase due to growth in contractor rates and demand
  - ○ Insurance - 6% increase due to market factors
  - ○ Materials & Supplies - 6% decrease due to improved natural gas market

Capital Budget ($45,293,346):
  - ○ Funding for new vehicles - $30.3 million
  - ○ Facilities and Equipment Improvements - $12.1 million
  - ○ Capital Maintenance Programs - $2.6 million
  - ○ Bus Stop Plan and Improvements $0.3 million

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

Riverside Transit Agency

Original

Operating

Project	Total Amount of Funds	5307 HS	5307 LALB	5307 MTM	5307 RS	5310 OB	5311	5339 HS	5339 LALB	5339 MTM	5339 RS	AHSC	CRP	FARE	INT	LCTOP PUC99313
ADA Complementary Paratransit Service	$2,000,000				$2,000,000											
AHSC Fare/Training	$104,480											$20,000		$84,480		
Autonomous Shuttle Pilot Program	$275,000															
Call Center	$325,000					$325,000										
Capital Cost of Contracting	$5,659,369				$5,659,369											
Capitalized Preventive Maintenance	$7,592,797	$117,194	$475,603		$7,000,000											
CNG Sales	$85,000															
General Farebox Revenue	$7,600,000													$7,600,000		
Investment Income	$1,750,000														$1,750,000	
LCFS Credits	$850,000															
LCTOP Project	$3,036,000															$648,886
Operating Assistance	$85,393,134	$8,000,000					$731,670									
RINs Credits	$850,000															
Sub-total Operating	$115,520,780	$8,117,194	$475,603	$0	$14,659,369	$325,000	$731,670	$0	$0	$0	$0	$20,000	$0	$7,684,480	$1,750,000	$648,886

Capital

Project	Total Amount of Funds	5307 HS	5307 LALB	5307 MTM	5307 RS	5310 OB	5311	5339 HS	5339 LALB	5339 MTM	5339 RS	AHSC	CRP	FARE	INT	LCTOP PUC99313
FY20-01 DOFR CNG Bus Purchase - FY20-01	$-15,882,302															
FY26-1 Facilities and Equipment - FY26-1	$12,043,346							$839,692	$36,754	$1,206,034	$2,868,772					
FY26-2 ADA Bus Stop Plan and Improvements - FY 26-2	$300,000															
FY26-3 CNG 40' Buses (Qty 15) - FY26-3	$13,000,000			$8,000,000												
FY26-4 Dial-A-Ride Vehicles - FY26-4	$5,000,000															
FY26-5 Small Buses: 30'-39' - FY26-5	$5,000,000															
FY26-6 Hydrogen 40' Buses (Qty 5) - FY26-6	$7,310,000												$5,000,000			
FY26-7 Tires - FY26-7	$300,000				$240,000											
FY26-8 State of Good Repair - FY26-8	$2,340,000															
FY26-9 40' Buses - FY26-9	$15,882,302															
Sub-total Capital	$45,293,346	$0	$0	$8,000,000	$240,000	$0	$0	$839,692	$36,754	$1,206,034	$2,868,772	$0	$5,000,000	$0	$0	$0
Total Operating & Capital	$160,814,126	$8,117,194	$475,603	$8,000,000	$14,899,369	$325,000	$731,670	$839,692	$36,754	$1,206,034	$2,868,772	$20,000	$5,000,000	$7,684,480	$1,750,000	$648,886

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

Riverside Transit Agency

Original

Operating

Project	Total Amount of Funds	LCTOP PUC99314	LTF	MA CTSA	MA IB	OTHR LCL	OTHR ST	SB 125 ZETCP GGRF	SGR PUC99313	SGR PUC99314	SGR-OB PUC99313	STA - OB	STA PUC99313	STA PUC99314		
ADA Complementary Paratransit Service	$2,000,000															
AHSC Fare/Training	$104,480															
Autonomous Shuttle Pilot Program	$275,000					$275,000										
Call Center	$325,000															
Capital Cost of Contracting	$5,659,369															
Capitalized Preventive Maintenance	$7,592,797															
CNG Sales	$85,000					$85,000										
General Farebox Revenue	$7,600,000															
Investment Income	$1,750,000															
LCFS Credits	$850,000					$850,000										
LCTOP Project	$3,036,000	$351,114	$2,036,000													
Operating Assistance	$85,393,134		$72,011,464	$1,250,000	$2,750,000	$650,000										
RINs Credits	$850,000					$850,000										
Sub-total Operating	$115,520,780	$351,114	$74,047,464	$1,250,000	$2,750,000	$2,710,000	$0	$0	$0	$0	$0	$0	$0	$0		

Capital

Project	Total Amount of Funds	LCTOP PUC99314	LTF	MA CTSA	MA IB	OTHR LCL	OTHR ST	SB 125 ZETCP GGRF	SGR PUC99313	SGR PUC99314	SGR-OB PUC99313	STA - OB	STA PUC99313	STA PUC99314		
FY20-01 DOFR CNG Bus Purchase - FY20-01	$-15,882,302											$-15,882,302				
FY26-1 Facilities and Equipment - FY26-1	$12,043,346		$92,094										$5,720,256	$1,279,744		
FY26-2 ADA Bus Stop Plan and Improvements - FY 26-2	$300,000						$255,000				$0		$45,000			
FY26-3 CNG 40' Buses (Qty 15) - FY26-3	$13,000,000		$0										$5,000,000			
FY26-4 Dial-A-Ride Vehicles - FY26-4	$5,000,000												$5,000,000			
FY26-5 Small Buses: 30'-39' - FY26-5	$5,000,000												$5,000,000			
FY26-6 Hydrogen 40' Buses (Qty 5) - FY26-6	$7,310,000												$2,310,000			
FY26-7 Tires - FY26-7	$300,000												$60,000			
FY26-8 State of Good Repair - FY26-8	$2,340,000								$2,118,055	$221,945						
FY26-9 40' Buses - FY26-9	$15,882,302											$15,882,302				
Sub-total Capital	$45,293,346	$0	$92,094	$0	$0	$0	$255,000	$0	$2,118,055	$221,945	$0	$0	$23,135,256	$1,279,744		
Total Operating & Capital	$160,814,126	$351,114	$74,139,558	$1,250,000	$2,750,000	$2,710,000	$255,000	$0	$2,118,055	$221,945	$0	$0	$23,135,256	$1,279,744		

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

Riverside Transit Agency

Original

FY 2025/26 Projected Funding Details	
5307 HS	$8,117,194
5307 LALB	$475,603
5307 RS	$14,659,369
5310 OB	$325,000
5311	$731,670
AHSC	$20,000
FARE	$7,684,480
INT	$1,750,000
LCTOP PUC99313	$648,886
LCTOP PUC99314	$351,114
LTF	$74,047,464
MA CTSA	$1,250,000
MA IB	$2,750,000
OTHR LCL	$2,710,000
Total Estimated Operating Funding Request	$115,520,780
5307 MTM	$8,000,000
5307 RS	$240,000
5339 HS	$839,692
5339 LALB	$36,754
5339 MTM	$1,206,034
5339 RS	$2,868,772
CRP	$5,000,000
LTF	$92,094
OTHR ST	$255,000
SB 125 ZETCP GGRF	$0
SGR PUC99313	$2,118,055
SGR PUC99314	$221,945
SGR-OB PUC99313	$0
STA - OB	$0
STA PUC99313	$23,135,256
STA PUC99314	$1,279,744
Total Estimated Capital Funding Request	$45,293,346
Total Funding Request	**$160,814,126**

FY 2025/26 SRTP

Riverside Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: FY20-01

FTIP No: Not Assigned - New Project

Project Name: FY20-01 DOFR CNG Bus Purchase

Category: Bus

Sub-Category: Replacement

Fuel Type: CNG

Project Description: Project was to purchase CNG 40' buses.

Project Justification: Project was to purchase CNG 40' buses.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA - OB	FY 2025/26	-$15,882,302
Total		-$15,882,302

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 2025/26 SRTP

Riverside Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: FY26-1

FTIP No: Not Assigned - New Project

Project Name: FY26-1 Facilities and Equipment

Category: Buildings and Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: Various facilities and equipment are in need of replacement, upgrade, or renovation. This includes paint, construction, remodeling, equipment, etc.

Project Justification: Funding is necessary to ensure facilities and equipment are kept in a state of good repair.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
5339 HS	FY 2025/26	$839,692
5339 LALB	FY 2025/26	$36,754
5339 MTM	FY 2025/26	$1,206,034
5339 RS	FY 2025/26	$2,868,772
LTF	FY 2025/26	$92,094
STA PUC99313	FY 2025/26	$5,720,256
STA PUC99314	FY 2025/26	$1,279,744
Total		$12,043,346

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 2025/26 SRTP

Riverside Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: FY26-2

FTIP No: Not Assigned - New Project

Project Name: FY26-2 ADA Bus Stop Plan and Improvements

Category: Bus Stop and Amenities

Sub-Category: Modification

Fuel Type: N/A

Project Description: Plan to address improvements at bus stops based on limited resources.

Project Justification: RTA has one of the largest service areas in the nation with many bus stops , some of which are due for improvements to better align with ADA requirements . Study and improvements will help address these issues.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
OTHR ST	FY 2025/26	$255,000
STA PUC99313	FY 2025/26	$45,000
Total		$300,000

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

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

FY 2025/26 SRTP

Riverside Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: FY26-3

FTIP No: Not Assigned - New Project

Project Name: FY26-3 CNG 40' Buses (Qty 15)

Category: Bus

Sub-Category: Replacement

Fuel Type: CNG

Project Description: Replace 15 buses that have aged and have exceeded their useful life.

Project Justification: This funding is necessary as the 40' fleet is aging. New buses are more efficient, less costly in terms of repair, safer, and improve the Agency's image.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
5307 MTM	FY 2025/26	$8,000,000
STA PUC99313	FY 2025/26	$5,000,000
Total		$13,000,000

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

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

FY 2025/26 SRTP

Riverside Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: FY26-4

FTIP No: Not Assigned - New Project

Project Name: FY26-4 Dial-A-Ride Vehicles

Category: Paratransit

Sub-Category: Replacement

Fuel Type: N/A

Project Description: Paratransit fleet is beginning to age, replacement of vehicles is necessary to ensure safe and reliable vehicles for our customers.

Project Justification: Without funding, vehicles will continue to age and jeopardize our ability to serve our most vulnerable customers.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2025/26	$5,000,000
Total		$5,000,000

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

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

FY 2025/26 SRTP

Riverside Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: FY26-5

FTIP No: Not Assigned - New Project

Project Name: FY26-5 Small Buses: 30'-39'

Category: Bus

Sub-Category: Replacement

Fuel Type: N/A

Project Description: Replacement of small bus fleet buses (30-39'). Depending on availability, buses will be either CNG or ZEB. Depending on cost, quantity range will be from 3-12 buses.

Project Justification: Without funding, buses will not be able to be replaced in a timely manner. This would create safety concerns as well as rising costs for maintenance.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2025/26	$5,000,000
Total		$5,000,000

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

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

FY 2025/26 SRTP

Riverside Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: FY26-6

FTIP No: Not Assigned - New Project

Project Name: FY26-6 Hydrogen 40' Buses (Qty 5)

Category: Bus

Sub-Category: Replacement

Fuel Type: Hydrogen

Project Description: A purchase of 5 hydrogen 40' buses to help replace the current fleet of CNG.

Project Justification: Funding will not only help ensure that new buses can replace older, less efficient ones, but this will also assist the Agency in its compliance efforts with CARBs ICT mandate.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
CRP	FY 2025/26	$5,000,000
STA PUC99313	FY 2025/26	$2,310,000
Total		$7,310,000

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 2025/26 SRTP

Riverside Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: FY26-7

FTIP No: Not Assigned - New Project

Project Name: FY26-7 Tires

Category: Bus

Sub-Category: Replacement

Fuel Type: N/A

Project Description: Funding for bus tires.

Project Justification: Funding for the replacement of tires is necessary to ensure the Agency can replace bus tires when needed. Proper tire and tread is critical to the safety of our customers.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
5307 RS	FY 2025/26	$240,000
STA PUC99313	FY 2025/26	$60,000
Total		$300,000

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

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

FY 2025/26 SRTP

Riverside Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: FY26-8

FTIP No: Not Assigned - New Project

Project Name: FY26-8 State of Good Repair

Category: Maintenance

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: State of Good Repair projects.

Project Justification: Funding helps maintain Agency operations though capital improvements , which ensure assets remain in a state of good repair.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2025/26	$2,118,055
SGR PUC99314	FY 2025/26	$221,945
Total		$2,340,000

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 2025/26 SRTP

Riverside Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: FY26-9

FTIP No: Not Assigned - New Project

Project Name: FY26-9 40' Buses

Category: Bus

Sub-Category: Replacement

Fuel Type: N/A

Project Description: Reclassifying 20-01, which was purely for the purchase of CNG buses. This project will allow for either hydrogen or CNG buses to be purchased with funding.

Project Justification: We are now in the midst of our ICT mandate and are subject to a mixed requirement of CNG and ZEB. Having funding available for either will ensure flexibility through these next few years, in particular as it relates to uncertainty with the current administration as well as the new tariff environment.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA - OB	FY 2025/26	$15,882,302
Total		$15,882,302

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

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

RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2025/2026 - FY2027/2028

Table 4B Fare Revenue Calculation

#	Revenue Sources included in Farebox Calculation	Actuals from FY2023/24 Audit	FY2024/25 Estimated	FY2025/26 Plan
1	Passenger Fares	7,558,508	7,500,000	7,684,480
2	Measure A	2,000,000	2,000,000	4,000,000
3	Discounted Fares Value	1,500,000	800,000	1,000,000
4	Other Revenue	6,368,341	5,000,000	4,480,000
5	Exempt Routes	(2,534,811)	(5,000,000)	(6,512,228)
	Total Revenue (1-11)	**$14,892,038**	**$10,300,000**	**$10,652,252**
	Net Operating Expense	**$59,622,399**	**$42,000,000**	**$43,746,414**
	Farebox Recovery Ratio	**24.98%**	**24.52%**	**24.35%**

Table 4.1 - Summary of Funding Requests - FY 2026/27

Riverside Transit Agency

Original

Operating

Project	Total Amount of Funds	5307 HS	5307 MTM	5307 RS	5310 OB	5311	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	MA CTSA	OTHR LCL	SB 125 ZETCP GGRF	STA PUC99313		
ADA Complementary Paratransit Service	$2,300,000			$2,300,000												
AHSC Fare/Training	$160,000						$160,000									
Autonomous Shuttle Pilot Program	$225,000											$225,000				
Call Center	$325,000				$325,000											
Capital Cost of Contracting	$9,000,000		$9,000,000													
Capitalized Preventive Maintenance	$9,500,000			$9,500,000												
CNG Sales	$250,000											$250,000				
General Farebox Revenue	$8,000,000						$8,000,000									
Investment Income	$1,500,000											$1,500,000				
LCFS Credits	$750,000											$750,000				
LCTOP Project	$3,300,000							$3,000,000	$300,000							
Operating Assistance	$83,200,000	$5,000,000				$700,000				$75,000,000	$2,500,000					
RINs Credits	$750,000											$750,000				
Sub-total Operating	$119,260,000	$5,000,000	$9,000,000	$11,800,000	$325,000	$700,000	$8,160,000	$3,000,000	$300,000	$75,000,000	$2,500,000	$3,475,000	$0	$0		

Capital

Project	Total Amount of Funds	5307 HS	5307 MTM	5307 RS	5310 OB	5311	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	MA CTSA	OTHR LCL	SB 125 ZETCP GGRF	STA PUC99313		
FY27-1 Vehicles - FY27-1	$28,318,309			$5,000,000						$10,000,000			$8,318,309	$5,000,000		
FY27-2 Facilities and Maintenance - FY27-2	$10,000,000			$3,000,000						$2,000,000				$5,000,000		
Sub-total Capital	$38,318,309	$0	$0	$8,000,000	$0	$0	$0	$0	$0	$12,000,000	$0	$0	$8,318,309	$10,000,000		
Total Operating & Capital	$157,578,309	$5,000,000	$9,000,000	$19,800,000	$325,000	$700,000	$8,160,000	$3,000,000	$300,000	$87,000,000	$2,500,000	$3,475,000	$8,318,309	$10,000,000		

FY 2026/27 Projected Funding Details

5307 HS	$5,000,000
5307 MTM	$9,000,000
5307 RS	$11,800,000
5310 OB	$325,000
5311	$700,000
FARE	$8,160,000
LCTOP PUC99313	$3,000,000
LCTOP PUC99314	$300,000
LTF	$75,000,000
MA CTSA	$2,500,000
OTHR LCL	$3,475,000
Total Estimated Operating Funding Request	$119,260,000
5307 RS	$8,000,000
LTF	$12,000,000
SB 125 ZETCP GGRF	$8,318,309
STA PUC99313	$10,000,000
Total Estimated Capital Funding Request	$38,318,309
Total Funding Request	**$157,578,309**

Table 4.2 - Summary of Funding Requests - FY 2027/28

Riverside Transit Agency

Original

Operating

Project	Total Amount of Funds	5307 HS	5307 RS	5310 OB	5311	FARE	INT	LCTOP PUC99313	LTF	MA CTSA	MA IB	OTHR LCL	SB 125 TIRCP GGRF	STA PUC99313		
Call Center	$375,000			$375,000												
Capital Cost of Contracting	$6,000,000		$6,000,000													
Capitalized Preventive Maintenance	$12,000,000		$12,000,000													
CNG Sales	$85,000											$85,000				
General Farebox Revenue	$8,000,000					$8,000,000										
Investment Income	$1,500,000						$1,500,000									
LCFS Credits	$800,000											$800,000				
LCTOP Project	$3,000,000							$3,000,000								
Operating Assistance	$97,750,000	$9,000,000			$750,000				$85,000,000	$1,000,000	$2,000,000					
RINs Credits	$800,000											$800,000				
Sub-total Operating	$130,310,000	$9,000,000	$18,000,000	$375,000	$750,000	$8,000,000	$1,500,000	$3,000,000	$85,000,000	$1,000,000	$2,000,000	$1,685,000	$0	$0		

Capital

Project	Total Amount of Funds	5307 HS	5307 RS	5310 OB	5311	FARE	INT	LCTOP PUC99313	LTF	MA CTSA	MA IB	OTHR LCL	SB 125 TIRCP GGRF	STA PUC99313		
FY28-1 Vehicles - FY28-1	$68,318,309								$50,000,000				$8,318,309	$10,000,000		
FY28-2 Facilities and Maintenance - FY28-2	$15,000,000								$10,000,000					$5,000,000		
Sub-total Capital	$83,318,309	$0	$0	$0	$0	$0	$0	$0	$60,000,000	$0	$0	$0	$8,318,309	$15,000,000		
Total Operating & Capital	$213,628,309	$9,000,000	$18,000,000	$375,000	$750,000	$8,000,000	$1,500,000	$3,000,000	$145,000,000	$1,000,000	$2,000,000	$1,685,000	$8,318,309	$15,000,000		

FY 2027/28 Projected Funding Details

5307 HS	$9,000,000
5307 RS	$18,000,000
5310 OB	$375,000
5311	$750,000
FARE	$8,000,000
INT	$1,500,000
LCTOP PUC99313	$3,000,000
LTF	$85,000,000
MA CTSA	$1,000,000
MA IB	$2,000,000
OTHR LCL	$1,685,000
Total Estimated Operating Funding Request	$130,310,000
LTF	$60,000,000
SB 125 TIRCP GGRF	$8,318,309
STA PUC99313	$15,000,000
Total Estimated Capital Funding Request	$83,318,309
Total Funding Request	**$213,628,309**

Table 4.3 FY19-22 FTA Quadrennial Review and FY19-21 TDA Triennial Audit

Agency	Audit Recommendations	Action Taken and Results
FTA	The last FTA Triennial Review was completed for FFY19-22 in May 2023. The Triennial Review focused on RTA's compliance in 23 areas. No deficiencies were found with FTA requirements in 22 of these areas. One deficiency was found in Section 10 DBE5-1: DBE uniform reports contain inaccuracies. The finding was due to a discrepancy between the total procurement amounts that were awarded in Fiscal Year 2022 (FY22) and the total amounts reported in the FY22 semi-annual Uniform Report of DBE Awards. The reporting discrepancy was due to a missing category code in the filter of the software program that is used to run the Uniform Report. RTA had no repeat deficiencies from the FY 2019 Triennial Review.	On June 21, 2023, the Agency submitted a corrected FY22 Uniform Report, updated procurement procedures and a revised DBE Program to the FTA Office of Civil Rights ahead of the October 18, 2023 deadline. On March 13, 2024, RTA received a letter from the FTA confirming the closeout and completion of the FFY19-22 Triennial Review.
TDA	RTA was found compliant across all nine applicable operator compliance requirements. The one recommendation that was made, which was not based on any deficiencies, was to conduct a cost benefit evaluation for the use of electronic procurement (e-procurement) software.	Staff performed a cost benefit analysis of e-procurement platforms during the development of the FY23 budget. It was determined that a moderately priced e-procurement platform could yield the type of benefits needed to enhance Agency operations. The Agency began using Planet Bids, an e-procurement platform, in December 2022.

RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2025/2026 - FY2027/2028

Table 4.4 Open Projects Prior to FY2025/2026

Project Name	SRTP Capital Project No's	Project Element	Funding Category	Beg to End - Project Timeline	Total Project Cost	Programmed Funds	FY26 Programmed Funds	Unfunded Balance
Hemet Mobility Hub	17-9, 18-9, 19-8	4	1	01/2017- 12/2027	7,774,611	7,774,611	0	0
Hydrogen Fueling Stations	23-2, 23-8, 24-10, 25-09	4	1	07/2022-06/2030	17,219,234	17,219,234	0	0
Maint Spare Components	24-2	9	1	07/2023- 06/2025	625,000	625,000	0	0
Associated Transit Improvements	16-11, 23-1, 24-3, 25-4, 26-11	6	1	09/2016 - 12/2026	2,855,981	2,555,981	300,000	0
Fareboxes	22-08	3	1	07/2022 - 06/2026	3,000,000	3,000,000	0	0
Facility Improvements	18-7, 19-6, 25-1, 26-1	4	1	04/2019 - 6/2027	21,021,031	8,977,685	12,043,346	0
Solar Panels	24-7	4	1	07/2023-06/2027	2,074,789	2,074,789	0	0
Information System	18-8, 19-7, 24-1, 25-2	5	1	02/2019 - 12/2026	6,464,832	6,464,832	0	0
Tire Lease	23-5, 25-3, 26-7	9	1	07/2019 - 06/2026	858,805	558,805	300,000	0
DAR Vehicles	17-2, 18-2, 20-3, 24-4, 25-6, 26-4	1	1	08/2019 - 12/2027	20,392,344	15,392,344	5,000,000	0
30'-35' CNG Buses	19-1, 20-2, 25-5, 26-5	1	1	08/2019 - 12/2026	35,396,708	30,396,708	5,000,000	0
40' Buses	19-11, 20-1, 26-3, 26-6, 26-9	1	1	10/2019 - 12/2027	67,118,915	46,808,915	20,310,000	0
Support Vehicles	20-4, 21-1,21-2,21-3, 24-6, 25-7	2	1	01/2020 - 8/2026	4,201,513	4,201,513	0	0
SB125 ZETCP	25-9	1	1	07/2024-12/2030	14,828,290	14,828,290	0	0
SGR	20-1, 21-8,22-3, 23-7, 24-8, 25-8, 26-10	4	1	Various	13,988,391	11,648,391	2,340,000	0
					217,820,444	**172,527,098**	**45,293,346**	**0**

Legend

Project Elements:
1 Revenue Vehicle Purchases
2 Non-Revenue Vehicle Purchases
3 Vehicle Systems and Equipment
4 Building, Land and Facilities
5 Communication and Information Technology Systems
6 Transit Shelters and Amenities
7 Fixed Guideways and Tracks
8 Debt Service
9 Maintenance
10 Security
11 Planning/Feasibility

Funding Category:
1 Fully Funded
2 Partially Funded

RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2025/2026 - FY2027/2028

Table 5 Riverside Transit Agency FY2026 - 2030 TUMF Expenditure Plan

Fiscal Year				Prior Years Expenditures	FY 24-25 Expenditures through 6/30 (estimate)	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Current Programmed Phase Balance	Total Programmed Payments/Exp	Original Programmed Phase Cost
Forecast Revenues[1]					$ 2,349,555	$ 1,500,000	$ 1,500,000	$ 1,500,000	$ 1,500,000	$ 1,500,000	$ 34,832,910	$ 5,702,443	$ 94,920,000
Estimated Carryover (as of 6/30)					$ 25,327,897	$ 27,332,909	$ 26,376,559	$ 16,626,559	$ 7,226,559	$ 5,876,559	*5-Year Avail Forecast/Cash*	*5-Year Programmed*	*5-Year Delta*
Available Revenues					$ 27,677,452	$ 28,832,909	$ 27,876,559	$ 18,126,559	$ 8,726,559	$ 7,376,559	$ 34,832,909	$ 34,832,910	$ (0)
Funded Expenditures		Phase	Project Amount[2]										
RTA-0001	Hemet Mobility Hub	ALL	$7,956,000	$185,295	$ 60	$ 300,000	$ 2,000,000	$ -		$ -	$ 2,300,000	$ (185,355)	$ 2,485,355
RTA-0004	Annual Transit Enhancements Program	ENH	$10,304,000	$172,654	$ -	$ 200,000	$ 300,000	$ 350,000	$ 350,000	$ 467,783	$ 1,667,783	$ (172,654)	$ 1,840,437
RTA-0007	Vine Street Mobility Hub	ALL	$7,956,000	$4,999,951	$ 46,369	$ -	$ -	$ -	$ -	$ -	$ -	$ (5,046,320)	$ 5,046,320
RTA-0009	HQTC Improvements	ENH	$2,239,000	$ -	$ -	$ -	$ 200,000	$ 200,000	$ 200,000	$ 500,000	$ 1,100,000	$ -	$ 1,100,000
RTA-0010	Regional Operations & Maintenance Facility	ALL	$30,251,000	$ -	$ 298,113	$ 1,206,351	$ 2,000,000	$ 4,000,000	$ 1,000,000	$ -	$ 8,206,351	$ (298,113)	$ 8,504,464
RTA-0012	Vehicle Fleet Small Buses/Vans	ALL	$3,411,000	$ -	$ -	$ -	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 800,000	$ -	$ 800,000
RTA-0013	Vehicle Fleet Medium Buses	ALL	$4,264,000	$ -	$ -	$ -	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 4,000,000	$ -	$ 4,000,000
RTA-0014	Vehicle Fleet Large Buses	ALL	$26,194,000	$ -	$ -	$ -	$ 5,000,000	$ 5,000,000	$ -	$ 5,208,776	$ 15,208,776	$ -	$ 15,208,776
RTA-0015	ZEB Technology Enhancements	ALL	$711,000	$ -	$ -	$ 100,000	$ 100,000	$ 100,000	$ 100,000		$ 400,000	$ -	$ 400,000
RTA-0016	COA Study	ENH	$1,634,000	$ -	$ -	$ 650,000	$ 450,000	$ 50,000	$ -	$ -	$ 1,150,000	$ -	$ 1,150,000
Total Programmed Capital Improvements											$ 33,682,910	$ (5,702,443)	$ 39,385,352
Annual Capital Funded Expenditure			$94,920,000	$5,357,900	$ 344,543	$ 2,456,351	$ 11,250,000	$ 10,900,000	$ 2,850,000	$ 7,376,559			
Projected Funded Balance carryover					$ 27,332,909	$ 26,376,559	$ 16,626,559	$ 7,226,559	$ 5,876,559	$ (0)			

Summary Table

Fiscal Year	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	*5-Year Avail Forecast/Cash*	*5-Year Programmed*	*5-Year Balance*
Available Revenue	$ 28,832,909	$ 27,876,559	$ 18,126,559	$ 8,726,559	$ 7,376,559	**$34,832,909**	**$34,832,910**	**$0**
Programmed Phases	$ 2,456,351	$ 11,250,000	$ 10,900,000	$ 2,850,000	$ 7,376,559			
Carryover Balance	$ 26,376,559	$ 16,626,559	$ 7,226,559	$ 5,876,559	$ (0)			

Notes:

1) Revenue increase to 3% for RTA due to Nexus Study, flat revenues for FY26 through FY30.

2) Projects and Project Amounts were updated per WRCOG's 2024 Nexus Study which was approved on 9/9/24. A list of full RTA-TUMF projects can be found on page 41 of the FY26 SRTP.

Appendix A:

RTA SYSTEM MAP AND FIXED-ROUTE MAPS

SYSTEM MAP

MAP NOT TO SCALE

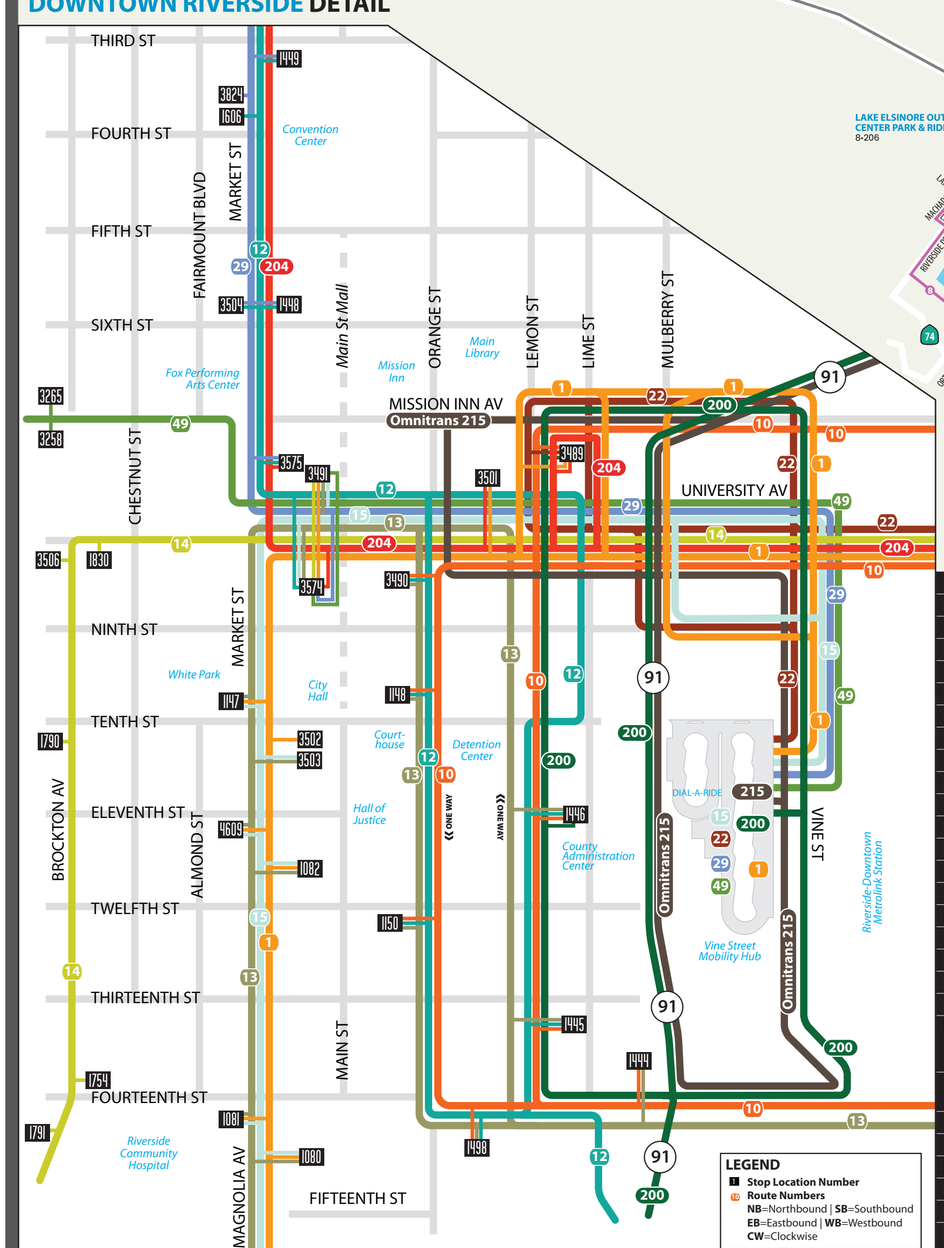
Welcome aboard the Riverside Transit Agency (RTA), your community transportation provider. The RTA operates 47 bus routes to provide you with safe, cost-effective and reliable service in western Riverside County. We hope that this System Map is useful to you in planning your trip. Should you need additional 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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DOWNTOWN RIVERSIDE DETAIL

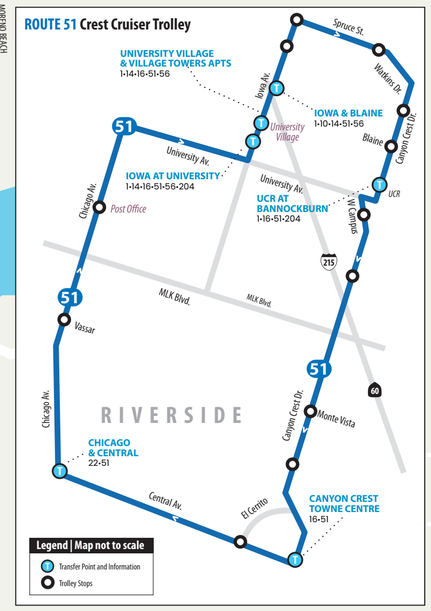


BUS STOP NUMBER	ROUTES & DIRECTION
1754	Brockton & 14th	14EB
1791	Brockton & 14th	14WB
1790	Brockton & 10th	14WB
3506	Brockton & University	14WB
1830	University & Brockton	14EB
3258	Mission Inn & Brockton	49EB
3265	Mission Inn & Brockton	49WB
1081	Magnolia & 14th	1WB, 13WB, 15WB
1080	Magnolia & 15th	1EB, 13EB, 15EB
1149	Market & 12th	1WB, 13WB, 15WB
1082	Market & 12th	1EB, 13EB, 15EB
4609	Market & 11th	1WB, 13WB, 15WB
1147	Market & 10th	1WB, 13WB, 15WB
3503	Market & 10th	13EB, 15EB
3575	Market & University	12EB, 29WB, 204NB
3504	Market & 6th	12WB, 29EB
1148	Market & 6th	12EB, 29WB
1606	Market & 6th	12WB
1449	Market & 3rd	2EB, 29WB
3574	University & Market	1EB, 12WB, 13EB, 14EB, 15EB, 29EB, 49EB, 204SB
3491	University & Market	1WB, 13WB, 14WB, 15WB, 49WB
1150	Orange & 12th	10WB, 12WB, 13EB
1148	Orange & 10th	10WB, 12WB, 13EB
3490	Orange & University	10WB, 12WB, 13EB
1498	14th & Orange Grove	10WB, 12WB, 13EB
1445	Lemon & 14th	10EB, 12EB, 13WB
1446	Lemon & 12th	10EB, 12EB, 13WB, 200EB/WB

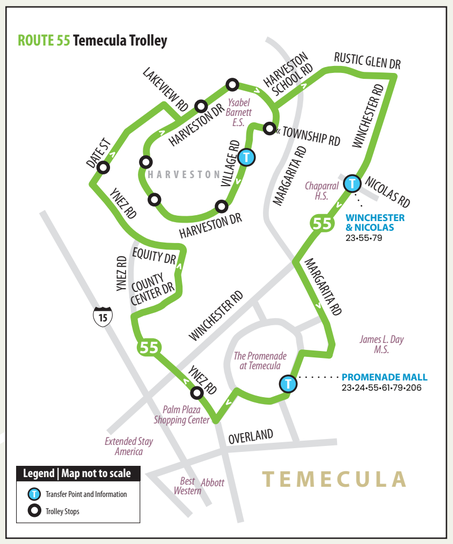
BUS STOP NUMBER	ROUTES & DIRECTION
3489	Lemon & University	1EB, 10EB, 22NB/SB, 200EB/WB, 204SB, OmniTrans 215
3501	University & Lemon	1WB, 204NB
4786	Vine St Mobility Hub Boarding at **Bay B**	OmniTrans 215
4786	Vine St Mobility Hub Boarding at **Bay C**	200EB
4786	Vine St Mobility Hub Boarding at **Bay D**	200WB
4786	Vine St Mobility Hub Boarding at **Bay E**	1EB
4786	Vine St Mobility Hub Boarding at **Bay F**	1WB
4786	Vine St Mobility Hub Boarding at **Bay G**	49EB/WB
4786	Vine St Mobility Hub Boarding at **Bay H**	29EB/WB
4786	Vine St Mobility Hub Boarding at **Bay I**	22NB/SB
4786	Vine St Mobility Hub Boarding at **Bay J**	15EB/WB
4786	Vine St Mobility Hub Boarding at **Bay N**	DIAL-A-RIDE

BUS STOP NUMBER		ROUTES & DIRECTION
3824	Market & 4th	29EB
3502	Market & 10th	1EB
1444	14th & Lime	10EB, 13WB

ROUTE 51 Crest Cruiser Trolley



ROUTE 55 Temecula Trolley



GoMicro



RTA's on-demand service

GoMicro offers shared rides in the Hemet-San Jacinto microtransit zone (within the dotted line). GoMicro provides an easy way to schedule and track trips in real-time. Book your trips in the app for an easy way to get around without having to transfer if you're traveling within the zone.

Details at RiversideTransit.com/GoMicro

Download on the App Store | GET IT ON Google Play

RIDE GUIDE

EFFECTIVE MAY 11 - SEPTEMBER 13, 2025 | EN EFECTO EL 11 DE MAYO AL 13 DE SEPTIEMBRE DEL 2025

SUMMER

ADVENTURE IS JUST A RIDE AWAY



go 951.565.5002 | RiversideTransit.com

F1-25-0511a

goMOBILE RIVERSIDE TRANSIT AGENCY

All buses are accessible to persons with disabilities.
Todos los autobuses son accesibles a las personas incapacitadas.

FREE WiFi

POWERED BY CLEAN NATURAL GAS

RTA
Riverside Transit Agency

- Rewarding work
- Excellent benefits
- Competitive salary

JOIN OUR TEAM

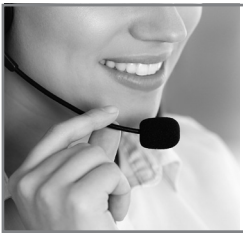
Be a part of an amazing team that keeps western Riverside County moving.

For job opportunities, visit
RiversideTransit.com/jobs



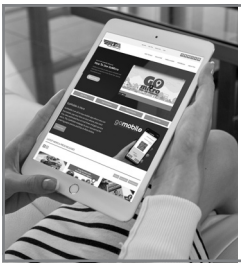
WELCOME ABOARD!
BIENVENIDOS ABORDO!

WHAT'S NEW THIS SERVICE CHANGE — PAGE 162



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.

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.



RiversideTransit.com - We recommend checking our website for service updates as your travel plans could be affected by temporary route and trip suspensions.

RiversideTransit.com - Recomendamos que visite nuestro sitio web para obtener actualizaciones del servicio, ya que sus planes de viaje podrían verse afectados por la suspensión temporal de rutas y viajes.



iAlerts - Get email rider alerts and news delivered directly to your mobile device or computer. Sign up free under the Newsroom section on our website.

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.



GoMobile, BusWatch, Transit App - Track your bus and get real-time bus information by downloading these apps.

Aplicación GoMobile, BusWatch, Transit App - Rastree su autobús y obtenga información del autobús en tiempo real descargando estas aplicaciones.

Facebook, X, LinkedIn, Instagram, YouTube, TikTok - Join us. | Únete a nosotros.

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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 8 a.m. - 10 p.m.
Deaf and Hard of Hearing TTY Bus Information 1.800.800.7825
California Relay 1.800.735.2929

LOST AND FOUND: RTA Lost and Found/Business Office, 1825 Third St., Riverside 92507 ..... 951.565.5000

GOMICRO 951.633.2629
Monday through Friday, 5:30 a.m. - 7:30 p.m. and Saturday and Sunday, 6 a.m. - 8 p.m.

RTA DIAL-A-RIDE SERVICES 1.800.795.7887
Type of Dial-A-Ride service varies by city. Please call or visit our website at RiversideTransit.com for availability of service in your city.
Hours: weekdays 7 a.m. - 6 p.m., weekends 8 a.m. - 5 p.m.
Deaf and Hard of Hearing TTY Dial-A-Ride 1.800.369.3610
California Relay 1.800.735.2929
Trip Cancellations 866.543.4782
After Hours ETA Hotline (Toll free) 866.543.4782

OTHER DIAL-A-RIDE SERVICES
Banning Connect Dial-A-Ride 951.922.3252
Beaumont Transit Dial-A-Ride 951.769.8532
Care-A-Van (Hemet, San Jacinto) 951.791.3572
Corona Dial-A-Ride 951.734.7220
MoVan 800.351.6571
Norco Senior Bus 951.270.5647
Riverside Connect 951.687.8080

OTHER FIXED-ROUTE SERVICES
Amtrak (Nationwide Rail Passenger Service) 1.800.872.7245
Coaster (Rail service in San Diego County) 1.800.COASTER
Corona Cruiser (City of Corona bus service) 951.734.9418
Foothill Transit (San Gabriel Valley) 1.800.743.3463
Greyhound (Nationwide service) 1.800.231.2222
Metrolink (Rail Passenger Service) 1.800.371.5465
Los Angeles Metro (Red Line, Blue Line, MTA, etc.) ..... 323 GO METRO
MTS (San Diego County bus service) 619.557.4555
North County Transit District (North San Diego County) 760.966.6500
OCTA (Orange County) 1.800.636.7433
Omnitrans (Western San Bernardino County) 1.800.966.6428
Palo Verde Valley Transit (City of Blythe) 760.922.1140
Beaumont Transit (Beaumont, Cherry Valley, Calimesa, Banning) 951.769.8530
Banning Connect Transit (Banning, Cabazon, Beaumont) 951.922.3243
SunLine Transit Agency (Palm Springs and Coachella Valley) 1.800.347.8628

NOTE: RTA operators can only provide RTA information. Please call the appropriate services with questions regarding other transportation services. RTA cannot be responsible for changed phone numbers.

RTA INFORMATION

CUSTOMER INFORMATION CENTER

RTA's Customer Information Center is staffed with friendly clerks ready to assist you with information about bus schedules, routes, fares and pass outlet locations. The center also takes reports of bus stops that need cleaning or repairs and they document customer complaints and commendations. Please note that some complaints may need to be submitted in writing by postal mail, e-mail or via RTA's website, RiversideTransit.com. The center is open 6 a.m. to 10 p.m. weekdays and 8 a.m. to 10 p.m. weekends. Call the Customer Information Center at 951.565.5002.

If you need help planning a trip, please be prepared to provide the following information to the customer information clerk:

1. The nearest street and main cross street of your starting point and destination, or address, not business name.

2. The time of day (a.m. or p.m.) you need to arrive.

3. Specify weekday or weekend schedule.

The RTA Customer Information Center can only assist you with RTA information. For information on other transportation services, please refer to the phone number index on Page 4.

RTA BUSINESS OFFICE

RTA's business office is located at 1825 Third Street in Riverside and is accessible by using routes 10 and 13. Office hours are 8 a.m. to 5 p.m. Monday through Friday, and closed Saturdays, Sundays and holidays. Hours are subject to change so call 951.565.5000 to confirm.

Passes may be obtained from our Riverside office during business hours. You may pay using cash, check, MasterCard, Visa, Discover, or ATM card with a Visa or MasterCard logo. There is a $25 fee charged for all returned checks. You can also order passes securely at RiversideTransit.com or through the GoMobile app.

LOST AND FOUND

RTA's Lost and Found is located at the RTA business office at 1825 Third Street, Riverside, or call 951.565.5000 Monday to Friday between 8 a.m. to 5 p.m. Lost and Found items will be held for five business days.

HOW TO USE YOUR RIDE GUIDE

The RTA Ride Guide contains route maps and timetables for all its fixed routes. Understanding how to use the route maps and timetables will allow you to use the Ride Guide to plan your trip.

GETTING STARTED

The first steps in planning your trip is to decide the starting point, where you want to go, and what day and time you want to travel. The RTA system map will help you determine which route or routes you will take.

Once you have determined the route(s) you need, follow these simple steps to plan your trip using the Ride Guide:

1. On the route map, locate the beginning and ending point of your bus trip.
2. Locate the time point closest to your beginning and ending bus trip location. Time points are indicated on the route maps by a number inside a circle.

NOTE: Each time point on the route map has a corresponding column on the timetable. Not all bus stops are indicated on the map and there are many bus stops between each time point.

3. Find the column on the correct timetable that corresponds with your selected time point. Be sure you are using the timetable for the correct day of the week and direction of travel. Read down the column below the time point to find the time closest to your desired departure. Time for stops between time points can be estimated by adding the amount of time it will take the bus to get from the previous time point to your stop.

SERVICE ANIMALS AND PETS

Service Animals

The ADA defines a service animal as any guide dog, signal dog, or other animal individually trained to provide assistance to an individual with a disability. Service animals perform some of the functions and tasks that the individual with a disability cannot perform for themselves. Some examples include:

- Service animals can be guide dogs for the blind or visually impaired, signal dogs for the hearing impaired, or other types of animals that can be individually trained to work or perform tasks for an individual with a disability.
- Service animals perform some of the functions and tasks that the individual with a disability cannot perform in their day-to-day activities.
- A service animal must always be under the control of the owner or handler.
- Service animals require no special tag, identification, certification, papers, harness, vest, cape or pass.

What is not a service animal?

- Pets are not service animals.
- Emotional support, therapy, comfort, and companion animals are not service animals, as they have not been trained to perform a specific job or task. These animals would not be afforded access rights under the ADA.

Pets

Small pets and non-service or guide animals are allowed only if owners comply with the following rules:

- Small animals such as birds and cats must be secured in a commercially made pet carrier or cage that can be safely placed on the passenger's lap and does not require a separate seat.
- Glass, breakable or homemade carriers are not permitted.
- The animal must be completely enclosed within the pet carrier or cage at all times.
- The pet carrier or cage must completely prevent the animal from escaping or physically contacting another passenger.
- The pet carrier or cage must be constructed so that no bedding material or pet waste can exit.
- The animal must not interfere with, disrupt or disturb any service or guide animals in the vehicle.

SAFETY TIPS

- For safety reasons, RTA buses cannot stop at locations under construction or non-designated bus stops.
- When exiting the bus, use sidewalks and crosswalks whenever possible. Never cross the street directly in front of the bus.

TRAVEL TIPS

- Arrive to your bus stop at least 10 minutes early.
- No eating, drinking, smoking (including e-cigarettes), loud music or changing of clothes or diapers.
- Carry-on bags limited to three, must fit in lap and not in aisle.
- Please refrain from shouting, using profanity, offensive language or talking to the operator while the bus is in motion.
- No graffiti, alcohol, drugs or weapons of any kind permitted on the bus.
- All customers should remain seated until the bus comes to a complete stop.
- Please exit through the rear doors, if possible, to speed boarding of customers.
- Fold-up seats and seats directly behind the operator are intended for seniors and customers with disabilities.
- Keep your buses and bus stops clean by using trash receptacles.
- Please keep your feet off the seats.
- Shopping carts and strollers should be folded prior to boarding the bus. Walkers should be folded prior to taking your seat. Customers seated in the front of the bus who are unable to collapse their foldable shopping carts may be asked to move to another area of the bus to keep aisles, doors and steps clear to facilitate safe boardings and wheelchair tie-downs.
- RTA customers are required to wear appropriate clothing (shirt, pants, shorts, dresses, and shoes) while riding. Customers wearing clothing with offensive or obscene images or messages will be asked to cover up or they will not be permitted to ride the bus.

WHEELCHAIRS

To ensure proper fastening of the chair during travel, please limit the number of carry-on bags stowed in the back of the chair. To avoid injury to yourself and other customers, please remove any protruding objects such as flag poles and reflectors with sharp points. Be aware that RTA buses deploy a wheelchair ramp/lift for easy boarding and alighting. When the ramp/lift is deployed, the bus will emit a beeping sound. When exiting the rear doors, listen for the beeping sound and be observant of the ramp to avoid

injuries. Wheelchairs and electric mobility scooters are allowed on the bus as long as they do not exceed 30 inches wide and 51 inches long and the combined weight does not exceed 800 pounds. For your safety, please turn off the power to your mobility device while the driver fastens the safety harness and during the entire trip. Refrain from removing wheelchair or scooter securement until you reach your destination and the bus comes to a complete stop. Please use the bus seats whenever possible.

TRANSPORTATION NOW

Since its inception in 1992, Transportation NOW has been a proud advocate and enthusiastic ally of public transportation in Riverside County. Members of the public are invited to attend any of the group's six chapters: Greater Riverside, Hemet/ San Jacinto Area, Moreno Valley/ Perris, Northwest, San Gorgonio Pass and Southwest. For more information or to join a chapter, email RTA at comments@riversidetransit.com.

BIKE AND RIDE

Every RTA fixed-route and GoMicro bus has a bicycle rack capable of handling at least two bikes with standard bike tires. Bikes are accepted on a first-come, first-served basis. Passengers wishing to transport bikes should first notify the coach operator that they are loading or unloading a bike before approaching the bike rack.

NOTE: For your safety, loading and unloading of bicycles should be done from the curbside of the bus.

When loading your bicycle in the bike rack:

- Wait for the bus to come to a complete stop before loading your bicycle.
- Bicycles must not exceed 55lbs.
- Loose articles must be removed from bicycle before being placed on the bike rack.
- Bicycle handlebars or baskets must not obstruct driver's view.
- Foldable bicycles (non-motorized) no larger than 28" X 20" X 11" are allowed on board (under the seat).
- The coach operator has the discretion to deny foldable bicycles and items which cannot be reasonably and safely stored under the seat or safely on the exterior bike rack.
- Tandem and tri-cycle bikes are not allowed.
- Please remember, you are responsible for the loading and unloading of your bicycle.
- When departing the bus, exit through the front door, and let the coach operator know you're removing your bicycle from the rack.
- RTA is not responsible for loss or damage to bicycles.

Battery-powered bicycles and scooters are allowed on RTA buses:

- Customers are allowed to place electric bicycles with sealed gel, lithium Ion or NiCad batteries in the bike rack as long as they fit safely in the bike rack and have standard tires. Must also meet the bicycle requirements listed above.
- Customers are allowed to carry on the bus electric scooters with sealed gel, lithium Ion or NiCad batteries as long as they can be folded and fit under your seat or on your lap.

The following items are not allowed on RTA buses:

- Customers are not allowed to bring on board the bus items such as used gasoline cans, car batteries, hover boards, gas-powered vehicles, or objects too large to fit under passenger seats.

- Electric bikes with liquid lead acid batteries are not permitted in the bike rack nor are gas-powered bikes.

SURFBOARDS/BOOGIE BOARDS

Surfboards and boogie boards no longer than six feet and with a maximum 4" skeg are permitted on buses, provided they are enclosed in a bag, can be positioned in front of the customer while the bus is in motion and do not take up an additional seat.

JURY/GRAND JURORS DUTY

All jurors summoned to serve in Riverside County courthouses are able to ride for free on all RTA buses while on active jury duty by showing their current and valid juror summons badge to the coach operator.

METROLINK PASSES

RTA will accept valid Metrolink passes or tickets for the full fare on routes that serve Metrolink stations during the period from one hour before to one hour after Metrolink's service hours. The Metrolink pass or tickets must be valid on the day of travel and pass-holders must disembark at a Metrolink station.

WI-FI SERVICE

Free wireless Internet access (Wi-Fi) is available to RTA customers on all fixed-route and GoMicro buses. The availability, reliability, uptime and speed of the services are not guaranteed by RTA.

NO SMOKING OF ANY KIND ABOARD RTA BUSES

All Riverside Transit Agency buses and stations are entirely non-smoking. This includes cigarettes, cigars and electronic smoking devices such as electronic cigarettes. The smoking of marijuana or ingestion of cannabis products for any purpose is also prohibited, and sealed containers are required for the transportation of any cannabis-related product.

REASONABLE MODIFICATION POLICY

The Riverside Transit Agency is committed to providing safe, reliable, courteous, accessible and user-friendly services to its customers. To ensure equality and fairness, RTA is committed to making reasonable modifications to its policies, practices and procedures to avoid discrimination and ensure programs and services are accessible to individuals with disabilities. Requests for modifications can be made by contacting RTA at 951.565.5002 or comments@riversidetransit.com.

NOTIFICATION OF PUBLIC RIGHTS UNDER TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

The Riverside Transit Agency operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act of 1964. Any person who believes they have been aggrieved by any unlawful discriminatory practice under the Title VI may file a complaint. For more information on the Riverside Transit Agency's civil rights program and the procedures to file a complaint, contact 951.565.5002, 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, PASSES, TICKETS and IDS

DEFINITIONS OF FARE CATEGORIES AND IDENTIFICATION

General
All customers except those who meet the qualifications for youth, senior, disabled, veteran or child fare categories. No identification is required for General fares.

Youth
Appropriate ID must be shown each time you board a bus to receive the Youth fare. School-issued picture ID cards are appropriate identification. RTA also offers Youth identification cards. A Youth ID card costs $2. Call 951.565.5002 for more information on how to obtain one.

Senior / Disabled / Medicare
Any person who meets RTA disability requirements, presents a valid Medicare card, Veteran ID or seniors age 60 or above are eligible for a discounted fare on all RTA fixed-route services. Medi-Cal cards will not be accepted. Customers must show appropriate ID each time they board a bus to receive the discounted fare. RTA-issued photo ID cards are available for senior and disabled customers.

To receive a Disabled ID card, individuals must present a disabled application form completed by a doctor or licensed health care professional or one of the following as proof of disability: Medicare Identification Card, Department of Motor Vehicles Disabled Person Placard Identification Card receipt, Braille Institute Identification Card, Disabled Veteran Service-Connected Identification Card, or a Social Security Disability Income Award Letter with proof of disability. There will be a cost of $2 for the card. Applications are available at the RTA business office, on our website at RiversideTransit.com or by calling our Customer Information Center at 951.565.5002.

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.

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 Connect and Beaumont Dial-A-Ride. If your ADA card indicates that you require assistance and may travel with a personal care attendant (PCA), your PCA may accompany you at no charge along with a fare-paying companion. Additional companions may travel with you if space is available. All companions must pay the full fare. To become ADA certified, you are required to complete an application and provide a Healthcare Professional Verification form. This ID must be renewed every four years. For more information, call 951.565.5002.

Commuter Routes
Routes 200, 204 and 206 are commuter routes with fares of $3.50 for general and $2.75 for senior/disabled or Veteran. Persons may also buy a Local+CommuterLink pass which may be used on both local fixed routes and CommuterLink express routes.

TYPES OF PASSES

RTA uses electronic fareboxes in all buses and standard fareboxes in Dial-A-Ride buses. The electronic fareboxes accept coins, cash and paper tickets and passes, as well as mobile tickets and passes. Passes are the size of a credit card, printed on sturdy paper with a magnetic stripe on the back. Rather than showing your pass to the driver, you will dip your pass in the farebox similar to using an ATM card. For cash fares, please use exact fare only. No change will be issued from either the fareboxes or the drivers. To avoid delays, use quarters instead of smaller coins. 1-Day, 7-Day and 30-Day passes are available through the mail, at RTA headquarters, on the GoMobile app, at some pass outlets or at RiversideTransit.com. 1-Day passes may also be purchased on the bus.

1-Day Pass
1-Day passes are designed for the occasional rider who needs to transfer often. Customers may purchase a Local 1-Day Pass, valid on local fixed routes only, or a Local+CommuterLink 1-Day Pass valid on all local and commuter routes. The 1-Day Pass is good for unlimited travel on the day the pass is first used. Your 1-Day Pass will be validated by the farebox and the effective date will be printed on the back of the pass. Please verify that the correct date has been printed. 1-Day passes are not transferable to another day and there are no refunds or exchanges for lost or stolen passes. Use of a Senior/Disabled/Medicare or Veteran 1-Day Pass requires proper identification each time you board a bus. 1-Day Passes are not accepted on Dial-A-Ride.

7-Day Pass
The 7-Day Pass is designed to provide an affordable alternative to RTA's monthly pass. Customers may purchase a Local 7-Day Pass, valid on local fixed routes only. The 7-Day Pass must be used over a consecutive seven-day period beginning after first use. The 7-Day Pass is not sold on the bus and is only available by presale. 7-Day passes are not valid on Dial-A-Ride or CommuterLink services.

30-Day Pass
30-Day passes are ideal for customers who travel often on the RTA bus system. Customers may purchase a Local 30-Day Pass, valid on local fixed routes, or a Local+CommuterLink 30-Day Pass valid on all local and commuter routes. The 30-Day Pass

must be used over a consecutive 30-day period beginning after first use. The 30-Day Pass is not sold on the bus and is only available by presale.

Dial-A-Ride Tickets

Dial-A-Ride tickets are sold in books of ten. You will be required to present a ticket each time you board a Dial-A-Ride bus. Some trips may require more than one ticket. Dial-A-Ride tickets are only valid on RTA Dial-A-Ride buses and not valid on local fixed route, CommuterLink or other transit agency buses.

BUYING AND ACTIVATING YOUR PASS

7-Day and 30-Day passes are not sold on the bus. They may be purchased at a number of outlets throughout the county, through the mail, securely at RiversideTransit.com and on the GoMobile app. For the location of a pass sales outlet near you call 951.565.5002 or visit RiversideTransit.com. Remember, passes are not refundable and are not accepted on Dial-A-Ride. When you purchase your 1-Day, 7-Day or 30-Day Pass, it will not be activated. You must activate the pass on the bus the first time you use it. To activate, insert the pass (printed side facing you with the arrow pointing down) in the activation slot on the top left side of the farebox. The farebox will print the effective dates on the back of the pass. Then, all you have to do is use your pass on all other buses you board and ride.

GOMOBILE

GoMobile is the Riverside Transit Agency official transit app and your partner for riding the bus. GoMobile is an all-in-one mobile app where you can buy passes, pay your fare on your phone, plan your trip, view estimated bus arrival times and get service alerts. If your school is a U-Pass or Go-Pass partner, you will find your mobile pass on the app.

LOCAL FIXED-ROUTE/GoMicro FARES				
Fare Categories	**Base Fares**	**Day Pass***	**7-Day Pass***	**30-Day Pass***
General	$1.75	$5	$20	$60
Youth (age 18 and younger)**	Free†	$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)	Free†	N/A	N/A	N/A

COMMUTERLINK FARES		LOCAL+COMMUTERLINK	
Fare Categories	**Base Fares**	**Day Passes**	**30-Day Pass**
General	$3.50	$10	$95
Youth (age 18 and younger)**	Free†	$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)	Free†	N/A	N/A

U-Pass, Go-Pass, Active Jurors, Active Duty Military, Police, Fire Personnel | RIDE FREE
U-Pass: UC Riverside, Cal Baptist University, La Sierra University
Go-Pass: Moreno Valley College, Mt. San Jacinto College, Norco College, Riverside City College using GoMobile app.

DIAL-A-RIDE FARES | Not accepted on fixed-route buses		
Fare Categories	**Base Fares**	**10-Ticket Books**
Senior/Disabled	$3.50 - $10.50	$35
Medicare Card Holder	$3.50 - $10.50	$35
Child (46" tall or under)	75¢	N/A

* Accepted as base fare. CommuterLink trips require an additional $2 (senior/disabled) or $1.75 (general) per trip.
** If you plan to use a senior, disabled, Medicare, veteran or youth discounted fare, you must show proper ID each time you board the bus. You must also show proper ID to purchase discounted passes at retail outlets. For a list of accepted forms of identification, see Page 24.

† Youth Ride Free promotion ends December 31, 2026.

INFORMACIÓN SOBRE RTA

CENTRO DE INFORMACIÓN AL CLIENTE

El Centro de Información al Cliente de RTA cuenta con personal amable que están listos para ayudarle con información sobre los horarios de autobús, rutas, tarifas y ubicaciones de centros de venta de pases. El centro también recibe reportes sobre las paradas de autobús que necesitan limpieza o reparaciones y documentan las quejas y elogios de los pasajeros. Tenga en cuenta que algunas quejas tienen que ser sometidas por escrito y mandadas por correo postal, correo electrónico o por el sitio web de RTA, RiversideTransit.com. El centro está abierto de 6 a.m. a 10 p.m. entre semana y de 8 a.m. a 10 p.m. los fines de semana. Llame al Centro de Información al Cliente al 951.565.5002.

Si necesita asistencia para planear su viaje, por favor esté listo para proveer la siguiente información al personal del Centro de Información al Cliente:

1. La calle más cercana e intersección principal de su punto de partida y destino o su domicilio. No necesitamos el nombre del negocio.

2. La hora del día (a.m. o p.m.) que debe llegar a su destino.

3. Especifique el horario de entre semana o fin de semana.

El Centro de Información al Cliente de RTA le puede ayudar únicamente con información relacionada con RTA. Para obtener información sobre otros servicios de transportación, por favor mire la lista telefónica que empieza en la página 4.

OFICINA ADMINISTRATIVA DE RTA

La oficina administrativa de RTA está ubicada en 1825 Third Street en Riverside y es accesible usando las rutas 10 y 13. Las horas de oficina son de 8 a.m. a 5 p.m., de lunes a viernes y está cerrada los sábados, domingos y los días festivos. Los horarios están sujetos a cambios, así que llame para confirmar al 951.565.5000.

Los pases se pueden obtener en nuestra oficina en Riverside durante las horas laborales. Usted puede pagar con dinero en efectivo, cheques, tarjetas de crédito MasterCard, Visa, Discover o tarjeta de débito con el logo de Visa o MasterCard. Habrá un cargo de $25 por todos los cheques devueltos por el banco. Los pases también se pueden ordenar de forma segura en RiversideTransit.com o a través de la aplicación GoMobile.

OBJETOS PERDIDOS/ ENCONTRADOS

El Departamento de Objetos Perdidos/ Encontrados está ubicado en la oficina administrativa de RTA en 1825 Third Street, en Riverside, o llame al 951.565.5000 de lunes a viernes de 8 a.m. a 5 p.m. Los objetos perdidos/ encontrados se guardarán por cinco días laborales

CÓMO USAR SU GUÍA DE VIAJES

La Guía de Viajes de RTA contiene mapas y horarios de todas las rutas fijas. Entender cómo usar los mapas de las rutas y los horarios le permitirá usar la Guía de Viajes para planear su viaje.

CÓMO COMENZAR

El primer paso en planear su viaje es decidir el punto de partida, adónde quiere ir, y qué día y hora desea viajar. El mapa del sistema de RTA le ayudará a determinar qué ruta o rutas necesitará tomar.

Una vez que haya determinado la(s) ruta(s) que necesita, siga estos simples pasos para planear su viaje usando la Guía de Viajes:

1. En el mapa de rutas, localice el punto de partida y de llegada de su viaje en autobús.

2. Localice el punto de tiempo con horario más cercano a su ubicación de partida y llegada de su viaje en autobús. Los puntos de tiempo se indican en los mapas de rutas con un número dentro de un círculo.

NOTA: Cada punto de horario en el mapa de ruta tiene una columna correspondiente en la tabla de horarios. No todas las paradas de autobús están indicadas en el mapa y hay varias paradas entre cada punto de tiempo.

3. En la tabla de horarios, encuentre la columna que corresponda con su punto de tiempo seleccionado. Asegúrese de usar la tabla de horarios que corresponda al día de la semana correcta y la dirección de su viaje. Lea la columna debajo del punto de tiempo para encontrar la hora más cercana que usted desea partir. Las horas de las paradas entre los puntos de tiempo se pueden calcular sumando el tiempo que tardará el autobús en llegar desde el punto de tiempo anterior hasta su parada.

ANIMALES DE SERVICIO Y MASCOTAS

Animales de servicio

ADA define un animal de servicio como cualquier perro guía, perro de señal u otro animal entrenado individualmente para dar asistencia a una persona con discapacidad. Los animales de servicio realizan algunas de las funciones y tareas que el individuo con discapacidad no puede realizar por sí mismo. Algunos ejemplos incluyen:

- Los animales de servicio pueden ser perros guía para personas ciegas o con discapacidad visual, perros de señalización para personas con discapacidad auditiva o otros tipos de animales que pueden ser entrenados individualmente para trabajar o realizar tareas para una persona con discapacidad.
- Los animales de servicio realizan algunas de las funciones y tareas que la persona con discapacidad no puede realizar en sus actividades diarias.
- Un animal de servicio siempre debe estar bajo el control del dueño o del manejador.
- Los animales de servicio no requieren una etiqueta especial, identificación, certificación, papeles, arnés, chaleco, capa o pase.

¿Qué no es un animal de servicio?

- Las mascotas no son animales de servicio.
- Apoyo emocional, terapia,

comodidad y los animales de compañía no son animales de servicio, ya que no han sido entrenados para realizar un trabajo o tarea específica. Estos animales no tendrían derechos de acceso bajo la ADA.

Mascotas

Se admiten mascotas pequeñas y animales que no sean de servicio o guía solo si los dueños cumplen con las siguientes reglas:

- Los animales pequeños, como pájaros y gatos deben estar asegurados en una jaula de mascotas fabricada comercialmente o una jaula que pueda colocarse de manera segura en las piernas del pasajero y que no requiera un asiento separado.
- No se permiten portadores de vidrio, frágiles o caseros.
- El animal debe estar completamente encerrado dentro del transportador de mascotas o la jaula en todo momento.
- El portador o la jaula de la mascota debe evitar por completo que el animal se escape o que tenga contacto físico con los pasajeros.
- El portador de mascotas o la jaula deben estar construidos de manera que no se pueda salir el material de cama o desechos de mascotas.
- El animal no debe interferir, interrumpir o perturbar ningún animal de servicio o guía en el vehículo.

CONSEJOS DE SEGURIDAD

- Por razones de seguridad, los autobuses de RTA no pueden parar en paradas bajo construcción o paradas de autobús que no estén designadas.
- Al salir del autobús, utilice la banqueta y el paso de peatones siempre que sea posible. Nunca cruce la calle directamente enfrente del autobús.

DATOS PARA SU VIAJE

- Llegue a su parada de autobús al menos 10 minutos antes.
- No se permite comer, beber, fumar (incluyendo e-cigarrillos), escuchar música con volumen alto o cambiarse de ropa o pañales.
- Límite el número de bolsas a tres y deben de caber en sus piernas y no en el pasillo.
- Por favor absténgase de gritar, usar lenguaje ofensivo o hablar con el Operador mientras el autobús este en movimiento.
- No se permite grafiti, alcohol, drogas o armas de cualquier tipo en el autobús.
- Todos los pasajeros deben permanecer sentados hasta que el autobús pare completamente.
- Si es posible, por favor salga por la puerta de atrás para acelerar el abordaje de los pasajeros.
- Los asientos plegables y los asientos directamente detrás del Operador están destinados para personas de tercera edad y los pasajeros con discapacidades.
- Mantenga sus autobuses y paradas de autobús limpios usando el recipiente de basura.
- Por favor no suba los pies en los asientos.
- Los carritos de compras y las carriolas deben doblarse antes de subir al autobús. Los andadores se deben doblar antes de tomar su asiento. Los pasajeros sentados en la parte de enfrente del autobús que no pueden doblar sus carritos plegables de compras se les puede pedir que se muevan a otra área del autobús para mantener los pasillos, puertas y los escalones despejados para facilitar los abordajes y los amarres de sillas de ruedas.
- Los clientes de RTA deben usar ropa adecuada (camisa, pantalones, pantalones cortos, vestidos

y zapatos) mientras viajan. A los clientes que usen ropa con imágenes o mensajes ofensivos u obscenos se les pedirá que se cubran o no se les permitirá viajar en el autobús.

SILLAS DE RUEDAS

Para garantizar la correcta fijación de la silla de ruedas durante el viaje, por favor limite el número de bolsas detrás de la silla. Para evitar lesiones a usted y a otros pasajeros, por favor quite cualquier objeto que sobresalga, tal como postes de banderas y reflectores con puntas afiladas. Tenga en cuenta que los autobuses de RTA despliegan una rampa/elevador de silla de ruedas para facilitar que suba o baje del autobús. Cuando se despliega la rampa/elevador de silla de ruedas, el autobús emitirá un sonido. Al salir por la puerta de atrás, escuche el sonido y observe la rampa/elevador de silla de ruedas para evitar lesiones. Las sillas de ruedas y scooters eléctricas de movilidad se permiten en el autobús siempre y cuando no excedan 30 pulgadas de ancho y 51 pulgadas de largo y el peso combinado no exceda 800 libras. Para su seguridad, apague el dispositivo movible mientras el Operador abrocha el enganche de seguridad y durante todo el viaje. No quite la seguridad de la silla de ruedas o scooter hasta que llegue a su destino y el autobús pare completamente. Por favor use los asientos del autobús siempre que sea posible.

TRANSPORTE NOW

Desde su creación en 1992, Transporte NOW ha sido un representante orgulloso y entusiasta aliado del transporte público en el Condado de Riverside. Los miembros del público están invitados a asistir a cualquiera de los grupos de los seis capítulos: Gran Riverside, Hemet/San Jacinto Area, Moreno Valley/Perris, Noroeste, San Gorgonio Pass y Suroeste. Para más información o para unirse a un capítulo, envíe un correo electrónico a RTA a comments@riversidetransit.com.

BICICLETA Y PASEO

Cada autobús de RTA tiene un estante de bicicletas con la capacidad de transportar al menos dos bicicletas con llantas de bicicleta estándar. Las bicicletas son aceptadas en orden de llegada. Los pasajeros que deseen transportar bicicletas deben notificar primero al Operador del autobús que van a cargar o descargar la bicicleta antes de acercarse al estante de bicicleta.

NOTA: Para su seguridad, cuando cargue y descargue bicicletas debe realizarse desde la acera del autobús.

Cuando suba su bicicleta en el estante de bicicletas:

- Espere a que el autobús pare completamente antes de cargar su bicicleta.
- Las bicicletas no deben exceder 55lbs.
- Debe de quitar los artículos flojos de la bicicleta antes de colocarla en el estante de bicicleta.
- Los manillares o las canastas de bicicleta no deben obstruir la vista del conductor.
- Se permiten abordo las bicicletas plegables (no motorizadas) que no pasen de 28 “x 20” x 11“ debajo del asiento.
- El Operador tiene la discreción de negar bicicletas plegables y artículos que no se puedan guardar bajo del asiento o asegurarse en el estante de bicicletas exterior.
- No se permiten triciclos y bicicletas tándem.
- Por favor recuerde que usted es

responsable de cargar y descargar su bicicleta.
- Cuando salga del autobús, salga por la puerta de enfrente y avísele al Operador del autobús que quitara la bicicleta del estante.
- RTA no se hace responsable por la pérdida o daño de las bicicletas

Se permiten bicicletas y scooters con pilas en los autobuses de RTA:

- Se permite que los pasajeros coloquen bicicletas eléctricas con gel sellado, baterías de iones de litio o NiCad en el estante de bicicletas, siempre y cuando quepan con seguridad en el estante de bicicletas y tengan llantas estándar. También debe cumplir con los requisitos de bicicletas en la lista de arriba.
- Se permite que los pasajeros suban al autobús las scooters eléctricas con el gel sellado, baterías de iones de litio o NiCad mientras que pueden ser dobladas y que quepan debajo de su asiento o en sus piernas.

Los siguientes elementos no están permitidos en los autobuses de RTA:

- No se permite a los pasajeros subir a bordo del autobús artículos como latas de gasolina usadas, baterías de automóvil, tablas flotantes, vehículos de gasolina o objetos demasiado grandes para caber debajo de los asientos de los pasajeros.
- No se permiten bicicletas eléctricas con baterías de plomo-ácido líquido en el estante de bicicletas ni bicicletas de gasolina.

TABLAS DE "SURF"/"BOOGIE"

Tablas de surf y de boogie que no sean más largas de seis pies y con un máximo de cuatro pulgadas son permitidas en los autobuses siempre y cuando se transporten adentro de una bolsa y que se pueda colocar en frente del pasajero mientras el autobús este en movimiento y no deben ocupar un asiento adicional.

SERVICIO DE JURADO

Todos los miembros del jurado convocados para servir en los tribunales del Condado de Riverside pueden viajar gratis en todos los autobuses de RTA mientras estén en servicio del jurado activo mostrando su identificación actual y válida del jurado al Operador del autobús.

PASES DE METROLINK

RTA acepta pases o boletos validos de Metrolink como pago de tarifa completa en las rutas que sirven las estaciones de Metrolink durante el 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 gratis a Internet Inalámbrico (Wi-Fi) está disponible para los pasajeros de RTA en los autobuses. La disponibilidad, confiabilidad, tiempo de funcionamiento y velocidad de los servicios no están garantizados por RTA.

NO SE FUMA DE NINGÚN TIPO A BORDO DE AUTOBUSES DE RTA

Todos los autobuses y estaciones de RTA son totalmente libres de humo. Esto incluye cigarrillos, cigarros y dispositivos electrónicos para fumar. Fumar marihuana o la ingestión de productos de cannabis para cualquier propósito también está prohibido, y se requieren contenedores sellados

para transportar cualquier producto relacionado con el cannabis.

PÓLIZA DE MODIFICACIÓN RAZONABLE

Riverside Transit Agency se compromete a proporcionar servicios seguros, confiables, amables, accesibles y fácil de usar para sus pasajeros. Para garantizar la igualdad y la equidad, RTA se compromete a hacer modificaciones razonables a sus pólizas, prácticas y procedimientos para evitar la discriminación y asegurar que los programas y servicios sean accesibles para las personas con discapacidades. Las solicitudes para modificaciones se pueden hacer llamando a RTA al 951.565.5002 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 Titulo 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 Titulo 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@riversidetransit.com o visite nuestra oficina administrativa en 1825 Third Street, Riverside, CA 92507. Si necesita la información en otro idioma, llame al 951.565.5002.

TARIFAS, PASES, BOLETOS Y TARJETAS DE IDENTIFICACIÓN

DEFINICIÓN DE CATEGORÍAS DE TARIFAS E IDENTIFICACIÓN

General
Todos los pasajeros excepto aquellos que califican para las tarifas de jóvenes, personas de tercera edad, discapacitados o niños. No se necesita identificación para las tarifas generales.

Jóvenes
Se requiere identificación apropiada al abordar el autobús para recibir la tarifa con descuento. Identificaciones escolares con fotografía se consideran apropiadas. El costo de la identificación es de $2. Llame al 951.565.5002 para más información de cómo obtener una identificación.

Personas de Tercera Edad/ Discapacitadas/Medicare
Personas que cumplan con los requisitos de discapacidad de RTA, personas que presenten una tarjeta valida de Medicare, identificación de Veteranos o personas de 60 años o mayores, son elegibles para una tarifa con descuento en todos los servicios de rutas fijas de RTA. No se aceptan tarjetas de Medi-Cal para recibir la tarifa con descuentos. Los pasajeros deben mostrar identificación apropiada cada vez que suban al autobús. RTA ofrece identificaciones con fotografía a personas de tercera edad y discapacitadas. Para recibir una identificación de discapacidad, los pasajeros deben presentar una aplicación completada por su médico o profesional de salud

autorizado o una de las siguientes pruebas de discapacidad: Tarjeta de Identificación de Medicare, recibo del Departamento de Motores Vehículos comprobando la compra del cartel de discapacidad, tarjeta de identificación del Instituto Braille, identificación de discapacidad de Veterano del ejército o carta de otorgación de beneficios de la Oficina del Seguro Social. Habrá un costo de $2 por cada tarjeta. Si tiene alguna pregunta, por favor llame al 951.565.5002. Las aplicaciones están disponibles en la oficina administrativa de RTA, en nuestro sitio web en RiversideTransit.com o llamando al Centro de Información al Cliente al 951.565.5002.

Veterano
Cualquier persona que cumpla con los requisitos de RTA referente a los Veteranos Militares, presente una tarjeta de identificación válida del Departamento de Asuntos de Veteranos de EE.UU. o una tarjeta de identificación de Servicios Uniformados de EE.UU. que indique el estado retirado. Los pasajeros deben mostrar la identificación apropiada cada vez que suban a un autobús para recibir la tarifa con descuento. Las tarjetas de identificación con fotografía de RTA están disponibles para los pasajeros veteranos. Por favor llame al 951.565.5002 para la ubicación y el tiempo que pueda obtener su tarjeta de identificación. Hay un costo de $2 para la tarjeta de identificación. Para recibir una tarjeta de identificación de veterano, las personas deben presentar un Formulario 214 del Departamento de Defensa y una identificación con fotografía. RTA también reconoce la identificación de Veterano Militar de Omnitrans (emitido por el Departamento de Asuntos de Veteranos del Condado de San Bernardino).

Personal en Servicio Militar Activo, Policía y Bomberos
Cualquier persona en servicio militar activo, policial o bomberos que cumpla con los requisitos de RTA viaja gratis en los autobuses de ruta fija de RTA. El personal militar en servicio activo debe llevar puesto el uniforme adecuado en el momento de subir al autobús o presentar al Operador una tarjeta de identificación válida de Servicios Uniformados de EE.UU. que indique servicio activo o una tarjeta de Acceso Común que indique servicios uniformados o servicio activo. El personal de policía y bomberos deben estar en uniforme completo en el momento de subir al autobús.

Niños
Basada en estatura: 46 pulgadas o menos. Deben de ser acompañados por un adulto que pague la tarifa completa.

ADA
ADA La tarjeta de identificación de la Ley de Estadounidenses con Discapacidades (ADA) de la RTA es para personas que han sido certificadas especialmente a través del proceso de Certificación ADA de la RTA. Esta identificación puede calificarlo para el servicio prioritario en cualquier RTA Dial-A-Ride, Corona Dial-A-Ride, Riverside Connect y Beaumont Dial-A-Ride. Si su tarjeta ADA indica que necesita asistencia y puede viajar con un asistente de atención personal (PCA), su PCA puede acompañarlo sin cargo junto con un acompañante que paga la tarifa. Los acompañantes adicionales pueden viajar con usted si hay espacio disponible. Todos los acompañantes deben pagar la tarifa completa. Para obtener la certificación ADA, debe completar una solicitud y proporcionar un formulario de verificación de profesional de la salud. Esta

identificación debe ser renovada cada cuatro años. Para más información llame al 951.565.5002.

COMMUTERS "RUTAS EXPRÉS"

Las rutas 200, 204, y 206 son rutas exprés con tarifas de $3.50 para general y $2.75 para personas de tercera edad/discapacitados. Las personas también pueden comprar un pase Local+CommuterLink que puede usarse tanto en rutas fijas como en las rutas CommuterLink exprés.

TIPOS DE PASES

RTA utiliza cajas de tarifas electrónicas en todos los autobuses y cajas de tarifas estándar en los autobuses Dial-A-Ride. Las cajas de tarifas aceptan monedas, dinero efectivo y boletos y pases de papel, así como boletos y pases móviles. Los pases son del tamaño de una tarjeta de crédito, impresos en papel firme con una banda magnética en la parte de atras. En lugar de enseñar su pase al Operador, pasará el pase en la caja de igual manera como lo hace con su tarjeta de ATM. Por favor use cambio exacto cuando pague en efectivo. El Operador o la caja de tarifas no tienen la capacidad de darle cambio. Para evitar demoras, use monedas de 25 centavos en lugar de monedas de menos denominación. Pases de 1-día, 7-días y 30-días están disponibles por correo, en la oficina administrativa de RTA, en GoMobile app, en nuestro sitio web en RiversideTransit.com o en algunos centros de venta de pases. Pases de 1-día también se pueden comprar en el autobús.

Pases de 1-Día

Los pases de 1-Día están diseñados para el cliente ocasional que necesita hacer varias conexiones en un día. Los pasajeros pueden comprar el pase Local de 1-Día, válido únicamente en las rutas fijas locales o el pase Local+CommuterLink de 1-Día válido en todas las rutas locales y rutas Exprés. El pase de 1-Día es válido para viajes ilimitado el día que el pase se use por primera vez. Su pase de 1-Día será validado por la caja de tarifas con la fecha actual impresa al reverso. Por favor verifique que la fecha esté correcta. Los pases de 1-Día no son transferibles a otro día y no hay devoluciones o cambios por pases extraviados o robados. El uso del pase de 1-Día para personas de tercera edad/discapacitados/Veteranos requiere identificación apropiada cada vez que suba al autobús. Los pases de 1-Día no se aceptan en Dial-A-Ride.

Pases de 7-Días

El pase de 7-Días está diseñado para proveer una alternativa económica al pase mensual de RTA. Los clientes pueden comprar un pase Local de 7-Días, válido en rutas fijas locales solamente. El pase de 7-Días se debe usar durante un periodo consecutivo de siete días comenzando con el primer día de uso. El pase de 7-Días no se vende en el autobús y solo está disponible por adelantado. Los pases de 7-Días no son válidos en Dial-A-Ride.

Pase de 30-Días

Los pases de 30-Días son ideales para clientes que usan el sistema de autobús de RTA con frecuencia. Los clientes pueden comprar un pase Local de 30-Días, válido en rutas fijas locales o un pase Local+CommuterLink de 30-Días válido en todas las rutas locales y rutas exprés. El pase de 30-Días debe usarse durante un periodo consecutivo de 30-días comenzando con el primer día de uso. El pase de 30-Días no se vende en el autobús y solo está disponible por adelantado.

Boletos de Dial-A-Ride
Los boletos de Dial-A-Ride solo se venden en libros de diez boletos. Es necesario presentar un boleto cada vez que aborde un autobús de Dial-A-Ride. Algunos viajes pueden requerir más de un boleto. Los boletos de Dial-A-Ride solo son válidos en autobuses de Dial-A-Ride de RTA y no son válidos en rutas fijas locales, CommuterLink o otros autobuses de agencia de tránsito.

COMPRA Y ACTIVACIÓN DE SU PASE

Los pases de 7-Días y 30-Días no se venden en el autobús. Se pueden comprar en varios centros de distribución de pases a través del condado, por correo o de forma seguro en nuestro sitio Web en RiversideTransit.com. Para la ubicación del centro de distribución de pases más cercano a usted llame al 951.565.5002. Recuerde, los pases no son reembolsables y no se aceptan en Dial-A-Ride. Cuando compre su pase de 1-Día, 7-Días o 30-Días, no estarán activados. El pase se debe de activar a bordo del autobús cuando se use por primera vez. Para activar, meta el pase (el lado impreso mirando hacia usted con la flecha apuntando hacia abajo) en la ranura de activación en el lado izquierdo de la caja de tarifas. La caja de tarifas imprimirá las fechas de vigencias al reveso del pase. Después, todo lo que tiene que hacer es deslizar el pase abordo de todos los autobuses en que viaje.

GOMOBILE

GoMobile es la aplicación oficial de transporte público de Riverside Transit Agency (RTA) y su compañero para viajar en autobús. GoMobile es una aplicación móvil todo en uno en la que puede comprar pases, pagar su tarifa en su teléfono, planificar su viaje, ver las horas estimadas de llegada de los autobuses y recibir alertas de servicio. Si su escuela es parte de U-Pass o Go-Pass, encontrará su pase móvil en la aplicación.

TARIFAS DE RUTA FIJA/GoMicro				
Categorias de Tarifas	**Tarifa Básica**	**Pase Diario***	**Pase de 7-días***	**Pase de 30-Días***
General	$1.75	$5	$20	$60
Jóvenes (18 años o menos)**	Gratis†	$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)	Gratis†	N/A	N/A	N/A

TARIFAS DE COMMUTERLINK		TARIFAS DE LOCAL+COMMUTERLINK	
Categorias de Tarifas	**Tarifa Básica**	**Pase Diario**	**Pase de 30-Días**
General	$3.50	$10	$95
Jóvenes (18 años o menos)**	Gratis†	$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)	Gratis†	N/A	N/A

Jurados activos, servicio militar activo, policía, bomberos | VIAJEN GRATIS
U-Pass: UC Riverside, Cal Baptist University, La Sierra University
Go-Pass: Moreno Valley College, Mt. San Jacinto College, Norco College, Riverside City College con GoMobile app.

TARIFAS DIAL-A-RIDE (DAR) | No se aceptan en los autobuses de ruta fija.		
Categorias de Tarifas	**Tarifa Básica**	**Talonarios 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 requeriré $2 adicional (Personas de Tercera Edad/Discapacitadas) o $1.75 (general) por viaje.

** Si planea usar las tarifas de descuento para personas de la tercera edad, discapacitadas, persona con tarjeta de Medicare, Veteranos o jóvenes, debe mostrar identificación adecuada cada vez que aborde el autobús. También debe mostrar una identificación adecuada para comprar pases de descuentos en los centros de distribución de pases. Para obtener una lista de las clases de identificación aceptables, vea la Página 24.

† La promoción gratuita para jóvenes expira el 31 de diciembre de 2026.

Reduced Fare Identification

Identificación para Tarifas Reducidas

To qualify for a reduced fare, customers must show proper ID each time they board the bus and when they purchase discounted passes. Below are the accepted forms of ID:

Senior: RTA issued Senior ID card, CA Driver License or ID card or Medicare card.

Youth: RTA issued Youth ID card or school issued (age 18 and younger) picture ID with current school year validation.

Disabled: RTA issued disabled ID card, RTA ADA card, Medicare card, Veteran's Service connected ID card or Braille Institute ID card.

Veteran: RTA-issued Veteran ID cards, U.S. Department of Veterans Affairs issued ID card or a U.S. Uniformed Services ID card indicating retired status.

Medicare Card: Medicare Card is eligible for a reduced fare on all RTA fixed-route and GoMicro services.

Para calificar para una tarifa reducida, los clientes deben mostrar una identificación adecuada cada vez que abordan el autobús y cuando compran pases con descuento. A continuación se muestran las formas de identificación aceptadas:

Personas de la Tercera Edad: Tarjeta de identificación para personas de la tercera edad expedida por RTA, licencia de conducir o identificación de California o la tarjeta Medicare.

Jóvenes: Tarjeta de identificación de Jóvenes con fotografía expedida por RTA o por las escuelas (18 años o menos) con validación actual del año escolar.

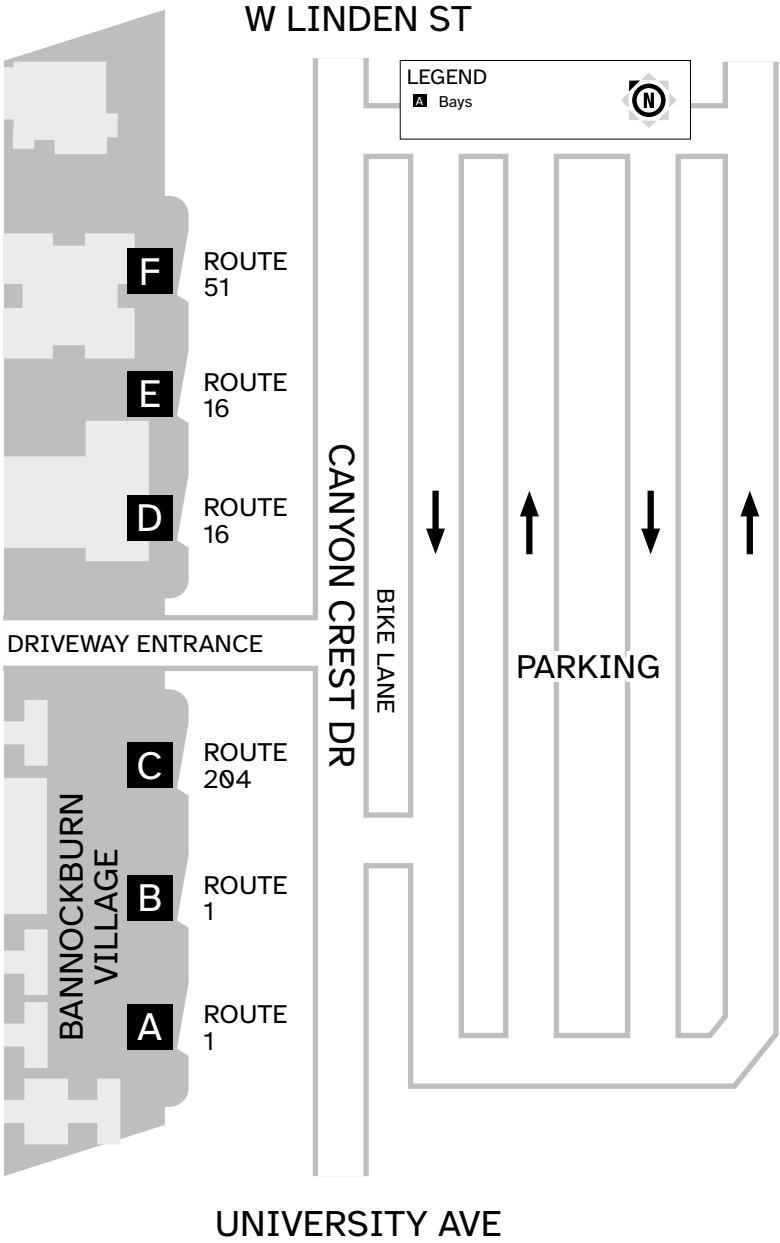
Personas Discapacitadas: Tarjeta de identificación para personas discapacitadas expedida por RTA, tarjeta ADA de RTA, tarjeta Medicare, tarjeta de identificación del Servicio de Veteranos o tarjeta de identificación del instituto Braille.

Veterano: Las tarjetas de identificación Veterano emitida por RTA, Departamento de Asuntos de Veteranos de EE.UU. o una tarjeta de identificación de Servicios Uniformados de EE.UU. que indica el estado retirado.

Personas con Tarjeta de Medicare: Cualquier persona que muestre tarjeta valida de Medicare es elegible para las tarifas de descuento en todas las rutas fijas de RTA.

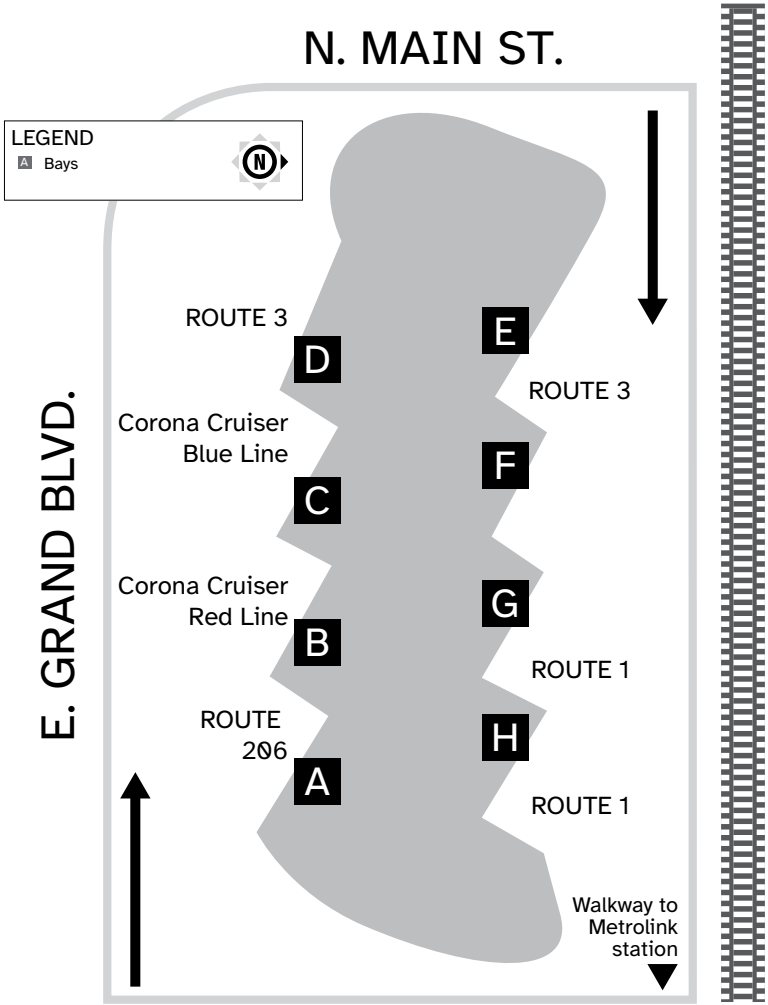
UCR at Bannockburn

BOARDING DIAGRAM



Corona Transit Center

BOARDING DIAGRAM



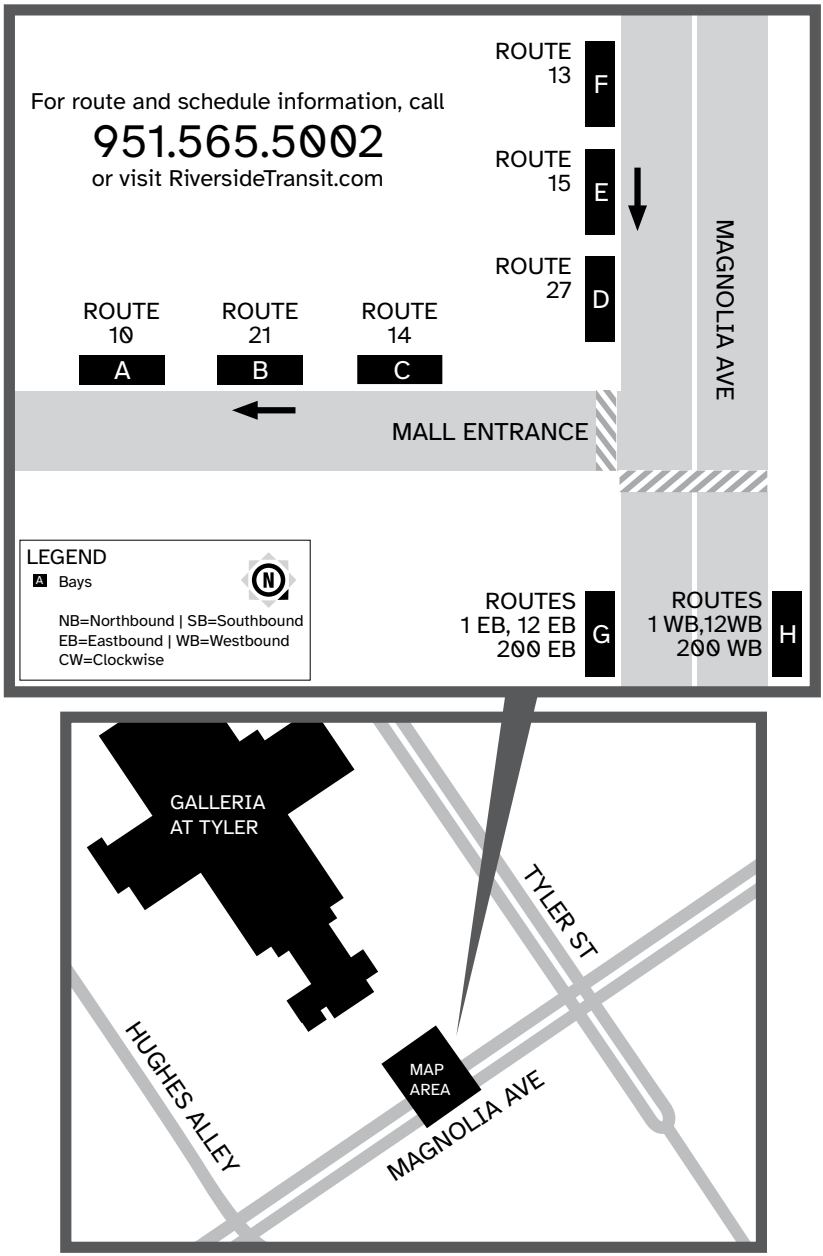
For route and schedule information call

951.565.5002

or visit RiversideTransit.com

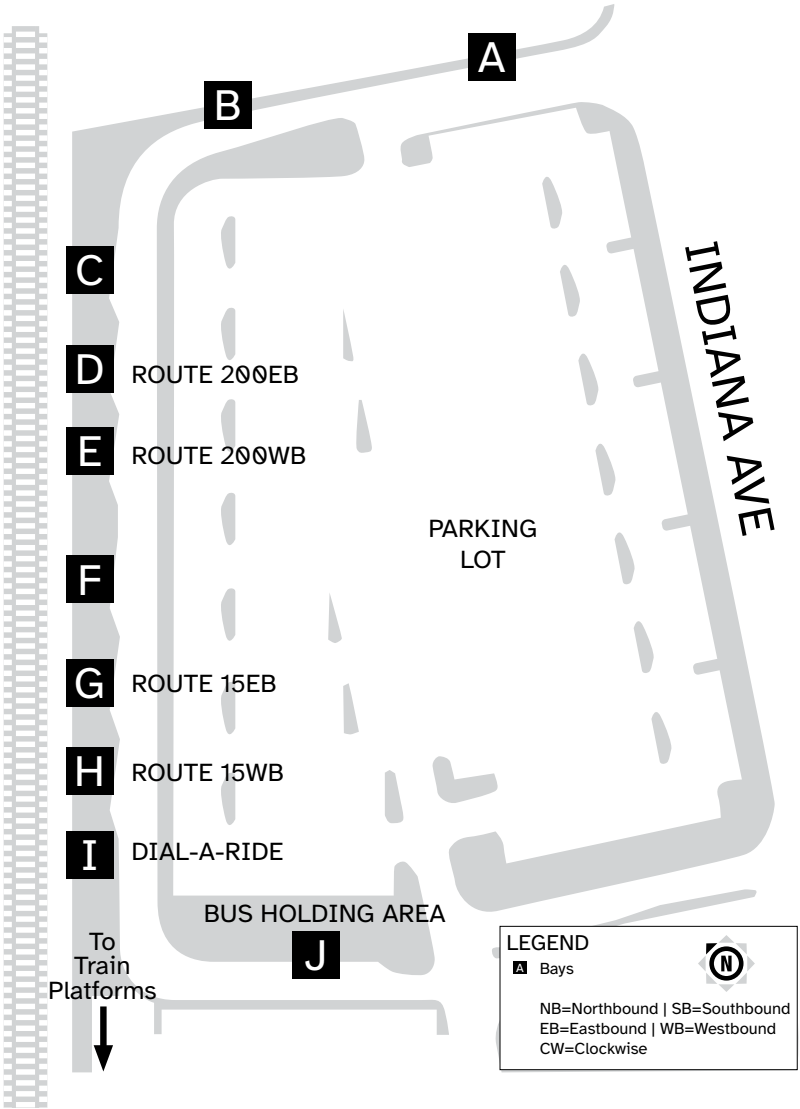
Galleria at Tyler Mall

BOARDING DIAGRAM



La Sierra Metrolink Station

BOARDING DIAGRAM



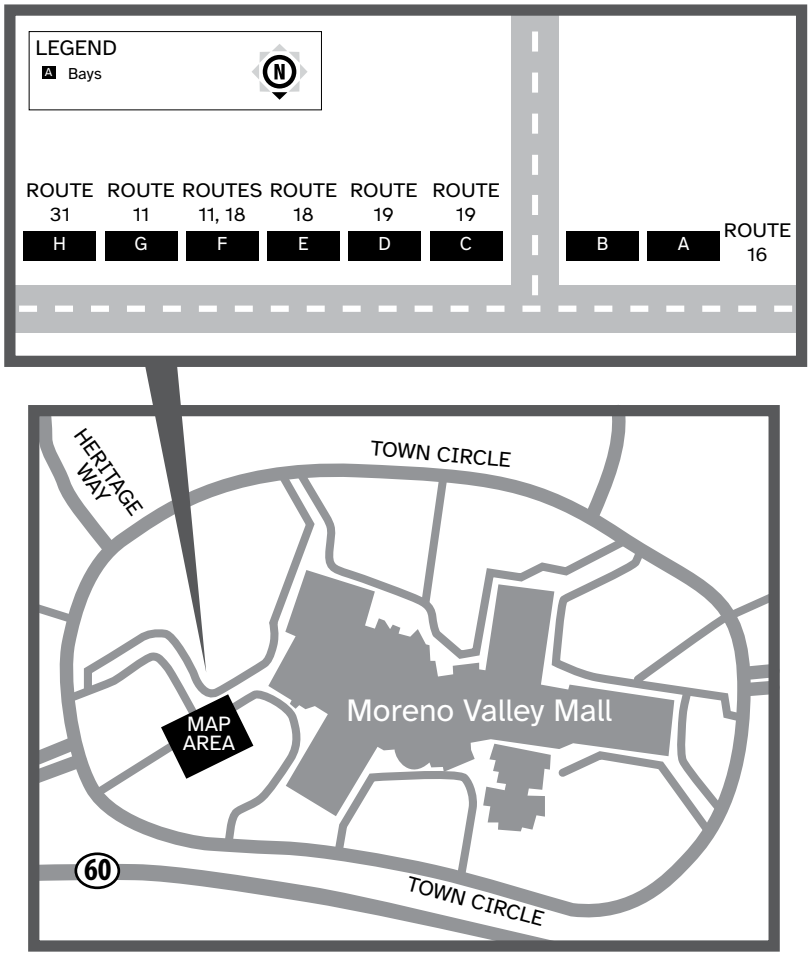
For route and schedule information call

951.565.5002

or visit RiversideTransit.com

Moreno Valley Mall Transit Center

BOARDING DIAGRAM



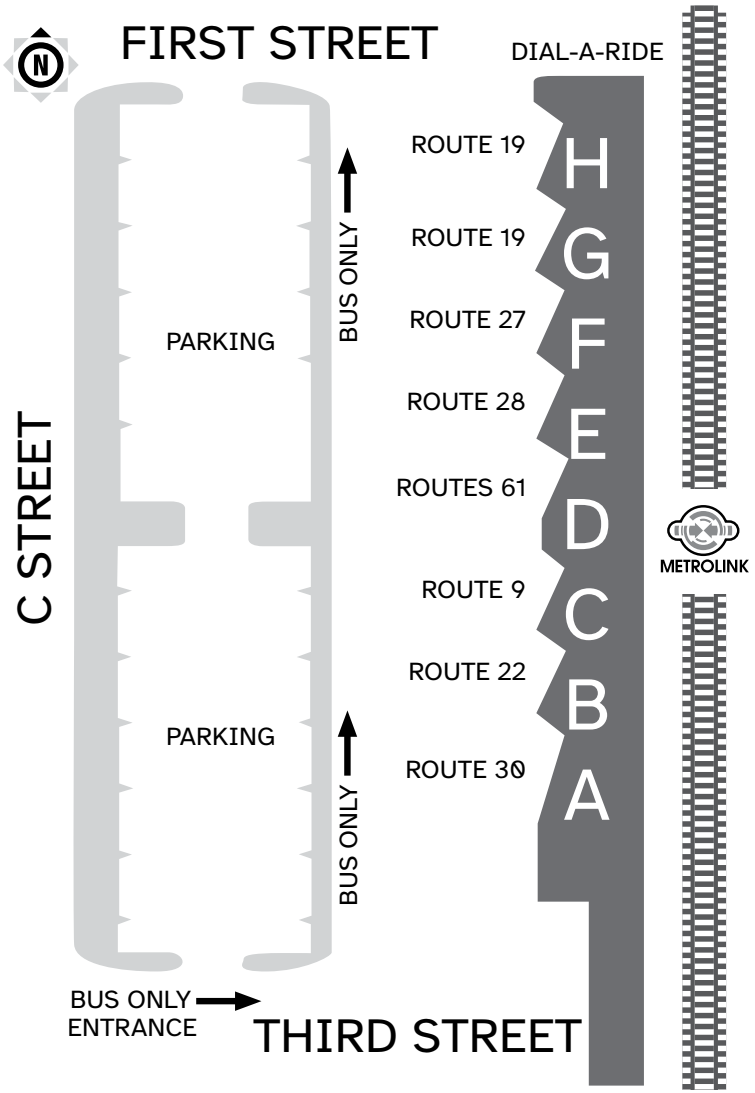
For route and schedule information call

951.565.5002

or visit RiversideTransit.com

Perris Station Transit Center

BOARDING DIAGRAM



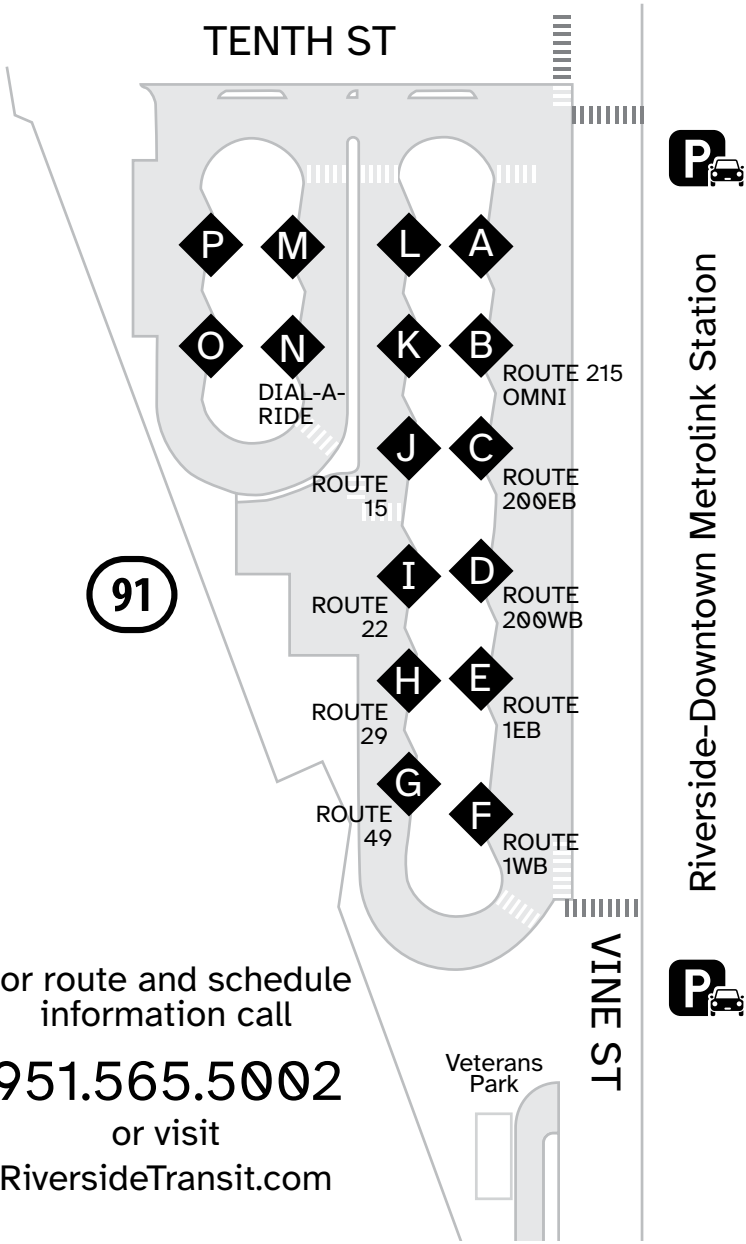
For route and schedule information call

951.565.5002

or visit RiversideTransit.com

Vine Street Mobility Hub

BOARDING DIAGRAM



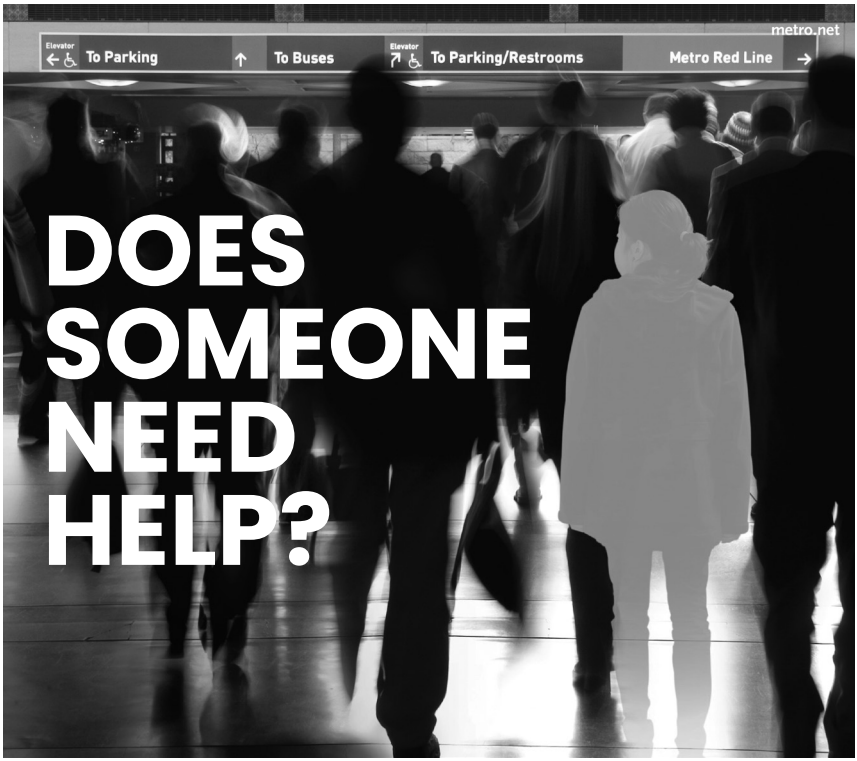
For route and schedule information call

951.565.5002

or visit

RiversideTransit.com

SERVICE GUIDE	
CITY/COMMUNITY	RTA SERVICE & OTHER CONNECTING SERVICES
Anaheim	RTA 200, OCTA, ART, LA Metro
Banning	RTA 31, Beaumont Transit, Banning Connect, Greyhound
Beaumont	RTA 31, Beaumont Transit, Banning Connect, Amtrak Thruway, SunLine Transit Agency
Corona	RTA 1, 3, 12, 206, Corona Cruiser, Metrolink
Country Village	RTA 49, 204, Omnitrans
Eastvale	RTA 3, 29, Omnitrans
French Valley	RTA 79
Fontana/Glen Avon	RTA 49
Hemet	RTA GoMicro, 28, 44, 74, 79, Amtrak Thruway
Highgrove	RTA 12, 14, Omnitrans
Homeland/Romoland/ Valle Vista/Green Acres	RTA 28
Home Gardens	RTA 1, Corona Cruiser
Jurupa Valley	RTA 3, 21, 29, 49, 204
Lake Elsinore	RTA 8, 9, 206
Loma Linda	RTA 14, Omnitrans
Mead Valley	RTA 22, 41
Menifee/Sun City	RTA 28, 61, 74, Amtrak Thruway
Mira Loma	RTA 29
Moreno Valley	RTA 11, 16, 18, 19, 20, 31, 41, Amtrak Thruway
Montclair	RTA 204, Metrolink, Omnitrans, Foothill Transit
Murrieta	RTA 23, 61, 206
Norco	RTA 3
Ontario	RTA 204, Omnitrans, Metrolink
Orange	RTA 200, OCTA
Orange Crest	RTA 22, 27
Pedley	RTA 21, 29, Metrolink
Perris	RTA 9, 19, 22, 27, 28, 30, 41, 61, Amtrak Thruway, Greyhound
Quail Valley	RTA 61
Riverside	RTA 1, 10, 12, 13, 14, 15, 16, 18, 20, 21, 22, 27, 29, 49, 51, 56, 200, 204, Riverside Special Transportation, Amtrak Thruway, Metrolink, Omnitrans, Amtrak
Rubidoux	RTA 29, 49
San Bernardino	RTA 200, Omnitrans, SunLine Transit Agency, VVTA, Mountain Transit, Beaumont Transit, Metrolink
San Jacinto	RTA GoMicro, 31, 44
Temecula	RTA 23, 24, 55, 61, 79, 206, Greyhound
Temescal Valley	RTA 206
Wildomar	RTA 8, 23
Winchester	RTA 74, 79
Woodcrest	RTA 22, 27



If you suspect or see a potential human trafficking situation or are a trafficking victim contact

GET HELP

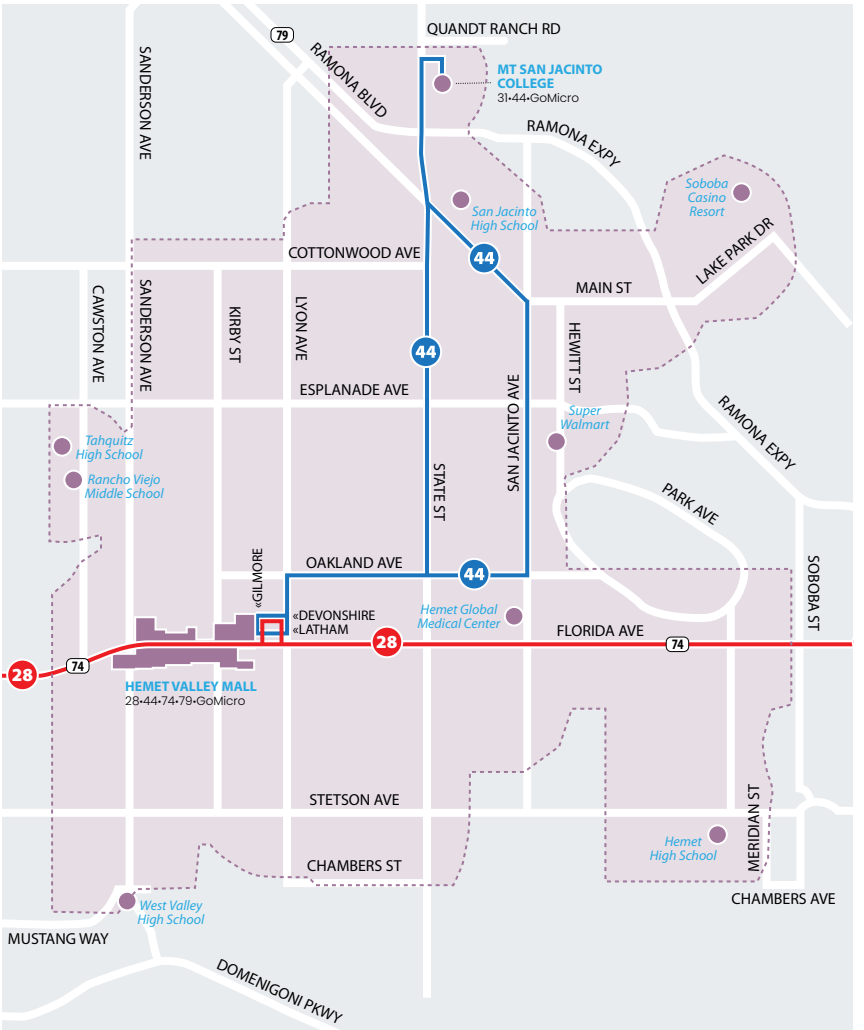
National Human Trafficking Hotline
888.373.7888

Text “Help” to 233733

If you or someone you know is in immediate danger, please call 9-1-1

GO micro RTA ON DEMAND

ZONE MAP
HEMET-SAN JACINTO



GoMicro is RTA's on-demand service that offers shared rides in the Hemet-San Jacinto microtransit zone. The service operates Monday through Friday, 6:30 a.m. - 6:30 p.m. and Saturday and Sunday, 7 a.m. - 7 p.m. GoMicro rides can be booked by downloading the GoMicro app available in the Apple App Store and Google Play Store. Trips can also be booked by calling 951.633.2629 or by visiting book.gomicro.rideco.com. Visit RiversideTransit.com/GoMicro for more details. **Note:** Trips beginning and ending at Route 28 or Route 44 stops must use those routes and cannot be booked on GoMicro.



GoMicro offers shared rides in the Hemet-San Jacinto microtransit zone. GoMicro provides an easy way to schedule and track trips in real-time. Book your trips in the app for an easy way to get around if you're traveling within the zone. Trips will be booked on-demand in real-time so you can get to your destination quicker.

Details at RiversideTransit.com/GoMicro

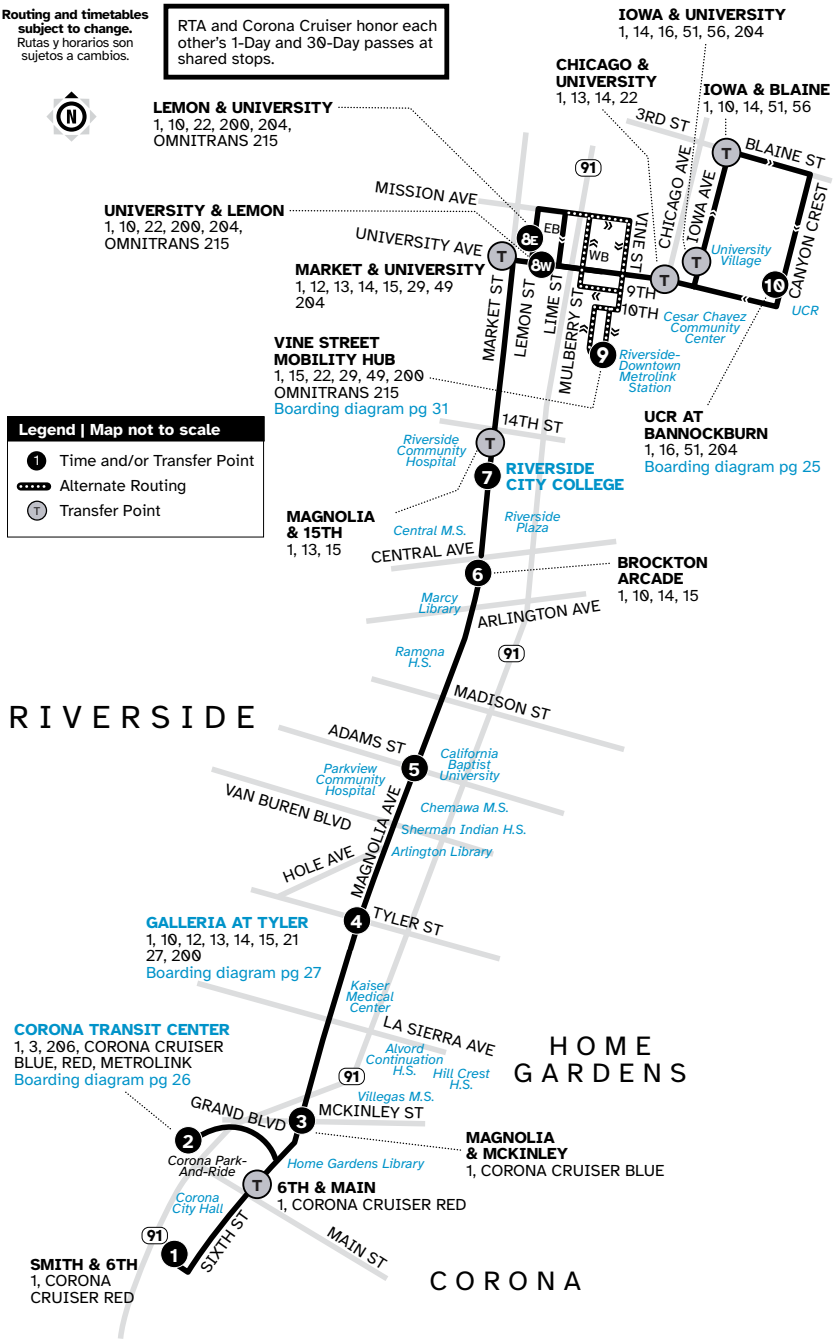
Download on the App Store

GET IT ON Google Play

1 UCR - DOWNTOWN RIVERSIDE - CORONA

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.

RTA and Corona Cruiser honor each other's 1-Day and 30-Day passes at shared stops.



1 EASTBOUND TO DOWNTOWN RIVERSIDE/UCR | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

SMITH & 6TH	CORONA TRANSIT CENTER	MAGNOLIA & MCKINLEY	GALLERIA AT TYLER	MAGNOLIA & ADAMS	BROCKTON ARCADE	RIVERSIDE CITY COLLEGE	LEMON & UNIVERSITY	VINE STREET MOBILITY HUB	UCR AT BANNOCKBURN
1	2	3	4	5	6	7	8E	9	10
3:19	3:29	3:40	3:51	4:00	4:06	4:11	4:16	4:22	4:36
4:05	4:17	4:28	4:39	4:48	4:54	4:59	5:04	5:12	5:26
4:34	4:45	4:56	5:07	5:16	5:22	5:27	5:32	5:38	5:52
4:49	5:00	5:11	5:22	5:31	5:37	5:42	5:47	5:53	6:07
5:05	5:15	5:26	5:37	5:46	5:52	5:57	6:02	6:08	6:22
5:25	5:37	5:48	5:59	6:08	6:14	6:20	6:25	6:31	6:45
6:00	6:12	6:23	6:34	6:43	6:49	6:55	7:00	7:06	7:22
6:15	6:27	6:38	6:49	6:58	7:04	7:10	7:15	7:21	7:38
6:30	6:42	6:52	7:05	7:15	7:21	7:28	7:34	7:40	7:58
6:45	6:57	7:09	7:23	7:36	7:44	7:51	7:56	8:02	8:17
7:00	7:14	7:26	7:40	7:53	8:00	8:07	8:13	—	8:33
7:15	7:29	7:42	7:57	8:08	8:14	8:21	8:27	—	8:48
7:30	7:44	7:57	8:11	8:22	8:31	8:38	8:46	—	9:08
7:45	7:59	8:12	8:26	8:37	8:43	8:50	8:56	—	9:17
8:00	8:14	8:26	8:40	8:49	8:55	9:02	9:08	—	9:30
8:15	8:29	8:41	8:55	9:05	9:11	9:18	9:24	—	9:48
8:30	8:44	8:56	9:10	9:20	9:27	9:33	9:39	—	10:03
8:45	8:59	9:11	9:25	9:36	9:43	9:50	9:57	—	10:20
9:00	9:14	9:26	9:40	9:51	9:58	10:05	10:12	—	10:35
9:15	9:29	9:41	9:56	10:08	10:15	10:23	10:30	—	10:53
9:30	9:44	9:56	10:11	10:23	10:30	10:38	10:45	—	11:08
9:45	9:59	10:11	10:27	10:38	10:45	10:53	11:00	—	11:23
10:00	10:14	10:26	10:42	10:53	11:00	11:08	11:15	—	11:37
10:15	10:29	10:41	10:57	11:09	11:16	11:24	11:32	—	11:53
10:30	10:44	10:56	11:12	11:24	11:31	11:39	11:47	**—**	**12:09**
10:45	11:01	11:13	11:29	11:41	11:48	11:56	**12:04**	**—**	**12:26**
11:00	11:14	11:26	11:42	11:53	**12:00**	**12:09**	**12:17**	**—**	**12:39**
11:15	11:29	11:41	11:57	**12:10**	**12:17**	**12:26**	**12:34**	**—**	**12:56**
11:30	11:45	11:57	**12:14**	**12:27**	**12:34**	**12:43**	**12:51**	**—**	**1:13**
11:45	**12:00**	**12:12**	**12:29**	**12:43**	**12:50**	**12:58**	**1:06**	**—**	**1:28**
12:00	**12:15**	**12:28**	**12:45**	**12:58**	**1:05**	**1:13**	**1:21**	**—**	**1:43**
12:15	**12:29**	**12:42**	**12:59**	**1:11**	**1:18**	**1:26**	**1:34**	**—**	**1:56**
12:30	**12:44**	**12:57**	**1:14**	**1:26**	**1:33**	**1:41**	**1:49**	**—**	**2:11**
12:45	**12:59**	**1:12**	**1:29**	**1:42**	**1:49**	**1:57**	**2:05**	**—**	**2:27**
1:00	**1:14**	**1:27**	**1:44**	**1:57**	**2:04**	**2:12**	**2:20**	**—**	**2:42**
1:15	**1:28**	**1:41**	**1:58**	**2:11**	**2:18**	**2:27**	**2:35**	**—**	**2:59**
1:30	**1:44**	**1:57**	**2:14**	**2:29**	**2:38**	**2:46**	**2:54**	**—**	**3:18**
1:45	**2:03**	**2:16**	**2:32**	**2:46**	**2:55**	**3:03**	**3:11**	**—**	**3:35**
2:00	**2:18**	**2:34**	**2:54**	**3:08**	**3:17**	**3:25**	**3:33**	**3:40**	**4:01**
2:15	**2:33**	**2:54**	**3:14**	**3:28**	**3:39**	**3:48**	**3:56**	**—**	**4:20**
2:30	**2:48**	**3:09**	**3:29**	**3:43**	**3:51**	**3:59**	**4:07**	**4:14**	**4:35**
2:45	**3:03**	**3:24**	**3:44**	**3:57**	**4:04**	**4:12**	**4:20**	**—**	**4:44**
3:00	**3:18**	**3:39**	**3:59**	**4:12**	**4:20**	**4:28**	**4:38**	**—**	**5:02**
3:15	**3:33**	**3:54**	**4:14**	**4:27**	**4:35**	**4:43**	**4:51**	**4:57**	**5:19**
3:30	**3:48**	**4:09**	**4:28**	**4:41**	**4:49**	**4:58**	**5:06**	**5:12**	**5:35**
3:45	**4:03**	**4:24**	**4:43**	**4:56**	**5:04**	**5:13**	**5:21**	**5:27**	**5:48**
4:00	**4:19**	**4:40**	**4:59**	**5:12**	**5:20**	**5:29**	**5:37**	**5:43**	**6:04**
4:15	**4:34**	**4:55**	**5:14**	**5:27**	**5:35**	**5:44**	**5:52**	**5:58**	**6:19**
4:30	**4:49**	**5:10**	**5:28**	**5:41**	**5:49**	**5:57**	**6:05**	**6:11**	**6:31**
4:45	**5:04**	**5:25**	**5:42**	**5:54**	**6:01**	**6:08**	**6:16**	**6:23**	**6:44**
5:00	**5:19**	**5:40**	**5:57**	**6:09**	**6:16**	**6:23**	**6:31**	**6:38**	**6:59**
5:15	**5:30**	**5:45**	**6:02**	**6:14**	**6:21**	**6:28**	**6:35**	**6:42**	**7:03**
5:30	**5:45**	**6:00**	**6:17**	**6:29**	**6:36**	**6:43**	**6:50**	**6:57**	**7:18**
5:45	**6:02**	**6:15**	**6:32**	**6:44**	**6:51**	**6:58**	**7:05**	**7:12**	**7:30**
6:00	**6:14**	**6:27**	**6:43**	**6:54**	**7:01**	**7:08**	**7:14**	**7:21**	**7:39**
6:20	**6:34**	**6:47**	**7:03**	**7:15**	**7:22**	**7:29**	**7:35**	**7:42**	**8:00**
6:40	**6:55**	**7:07**	**7:22**	**7:33**	**7:39**	**7:46**	**7:52**	**7:59**	**8:17**
7:25	**7:42**	**7:55**	**8:12**	**8:23**	**8:30**	**8:37**	**8:44**	**8:51**	**9:10**
7:58	**8:12**	**8:24**	**8:38**	**8:48**	**8:54**	**9:01**	**9:07**	**9:14**	**9:30**
8:30	**8:43**	**8:55**	**9:09**	**9:19**	**9:25**	**9:32**	**9:38**	**9:45**	**10:03**
9:10	**9:22**	**9:34**	**9:48**	**9:58**	**10:04**	**10:10**	**10:16**	**10:23**	**10:40**
10:06	**10:16**	**10:28**	**10:42**	**10:51**	**10:57**	**11:03**	**11:09**	**11:16**	**11:30**

1 WESTBOUND TO CORONA | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

UCR AT BANNOCKBURN	VINE STREET MOBILITY HUB	UNIVERSITY & LEMON	RIVERSIDE CITY COLLEGE	BROCKTON ARCADE	MAGNOLIA & ADAMS	GALLERIA AT TYLER	MAGNOLIA & MCKINLEY	CORONA TRANSIT CENTER	SMITH & 6TH
10	9	8W	7	6	5	4	3	2	1
4:25	4:37	4:41	4:46	4:52	4:58	5:06	5:19	5:33	5:45
5:00	5:12	5:16	5:21	5:27	5:34	5:43	5:56	6:10	6:22
5:34	5:46	5:50	5:55	6:01	6:07	6:15	6:28	6:42	6:55
6:00	6:13	6:17	6:23	6:29	6:35	6:44	6:57	7:14	7:27
6:15	6:27	6:31	6:37	6:43	6:49	6:58	7:11	7:26	7:39
6:30	6:42	6:46	6:53	6:59	7:07	7:17	7:34	7:49	8:03
6:45	—	6:56	7:03	7:09	7:20	7:30	7:46	8:00	8:14
7:00	—	7:11	7:18	7:25	7:36	7:48	8:03	8:17	8:31
7:15	—	7:27	7:34	7:41	7:50	8:02	8:17	8:31	8:45
7:30	—	7:42	7:49	7:56	8:09	8:19	8:34	8:48	9:02
7:45	—	7:57	8:04	8:11	8:19	8:29	8:44	8:59	9:13
8:00	—	8:12	8:19	8:26	8:33	8:43	8:58	9:13	9:27
8:15	—	8:27	8:33	8:40	8:47	8:58	9:13	9:28	9:42
8:30	—	8:42	8:49	8:56	9:04	9:16	9:31	9:46	10:08
8:45	—	8:57	9:05	9:12	9:20	9:32	9:47	10:02	10:22
9:00	—	9:12	9:19	9:26	9:34	9:46	10:01	10:16	10:34
9:15	—	9:26	9:33	9:40	9:48	10:00	10:15	10:30	10:48
9:30	—	9:42	9:49	9:56	10:04	10:16	10:31	10:47	11:15
9:45	—	9:57	10:04	10:11	10:19	10:31	10:46	11:03	11:19
10:00	—	10:17	10:25	10:32	10:40	10:52	11:07	11:22	11:41
10:15	—	10:29	10:37	10:44	10:52	11:04	11:20	11:36	**12:02**
10:30	—	10:42	10:49	10:56	11:04	11:16	11:31	11:46	**12:12**
10:45	—	10:58	11:06	11:14	11:22	11:34	11:51	**12:09**	**12:26**
11:00	—	11:13	11:21	11:29	11:37	11:50	**12:07**	**12:22**	**12:45**
11:15	—	11:28	11:36	11:44	11:52	**12:05**	**12:22**	**12:37**	**1:01**
11:30	—	11:45	11:53	**12:01**	**12:09**	**12:22**	**12:39**	**12:54**	**1:12**
11:45	—	11:58	**12:06**	**12:14**	**12:22**	**12:35**	**12:52**	**1:07**	**1:24**
12:00	**—**	**12:17**	**12:26**	**12:34**	**12:42**	**12:56**	**1:13**	**1:28**	**1:46**
12:15	**—**	**12:31**	**12:39**	**12:47**	**12:55**	**1:09**	**1:26**	**1:42**	**2:00**
12:30	**—**	**12:46**	**12:54**	**1:02**	**1:10**	**1:24**	**1:41**	**1:56**	**2:13**
12:45	**—**	**1:01**	**1:09**	**1:17**	**1:25**	**1:39**	**1:56**	**2:11**	**2:28**
1:00	**—**	**1:18**	**1:26**	**1:34**	**1:42**	**1:54**	**2:11**	**2:29**	**2:46**
1:15	**—**	**1:33**	**1:42**	**1:50**	**1:58**	**2:10**	**2:27**	**2:43**	**3:00**
1:30	**—**	**1:45**	**1:53**	**2:01**	**2:09**	**2:23**	**2:40**	**2:56**	**3:13**
1:45	**—**	**1:59**	**2:07**	**2:15**	**2:24**	**2:39**	**2:56**	**3:12**	**3:28**
2:00	**—**	**2:19**	**2:27**	**2:35**	**2:45**	**2:59**	**3:16**	**3:32**	**3:48**
2:15	**—**	**2:32**	**2:40**	**2:48**	**2:58**	**3:14**	**3:32**	**3:48**	**4:05**
2:30	**—**	**2:47**	**2:55**	**3:03**	**3:13**	**3:29**	**3:47**	**4:03**	**4:18**
2:45	**—**	**3:02**	**3:11**	**3:19**	**3:30**	**3:46**	**4:04**	**4:19**	**4:34**
3:00	**3:17**	**3:22**	**3:30**	**3:38**	**3:47**	**4:01**	**4:18**	**4:33**	**4:52**
3:15	**3:32**	**3:37**	**3:45**	**3:53**	**4:02**	**4:14**	**4:31**	**4:46**	**5:05**
3:30	**3:46**	**3:51**	**3:59**	**4:07**	**4:16**	**4:30**	**4:47**	**5:02**	**5:21**
3:45	**4:03**	**4:08**	**4:16**	**4:24**	**4:33**	**4:46**	**5:03**	**5:18**	**5:42**
4:00	**4:16**	**4:21**	**4:30**	**4:38**	**4:46**	**4:59**	**5:16**	**5:31**	**5:47**
4:15	**4:31**	**4:36**	**4:44**	**4:52**	**5:01**	**5:14**	**5:31**	**5:46**	**6:04**
4:30	**4:46**	**4:51**	**4:59**	**5:07**	**5:16**	**5:29**	**5:46**	**6:01**	**6:24**
4:45	**5:01**	**5:06**	**5:14**	**5:22**	**5:30**	**5:42**	**5:59**	**6:14**	**6:36**
5:00	**5:17**	**5:22**	**5:30**	**5:37**	**5:45**	**5:57**	**6:14**	**6:29**	**6:51**
5:15	**5:31**	**5:35**	**5:43**	**5:50**	**5:58**	**6:10**	**6:27**	**6:41**	**6:55**
5:30	**5:46**	**5:50**	**5:58**	**6:05**	**6:13**	**6:25**	**6:42**	**6:56**	**7:10**
5:45	**6:01**	**6:05**	**6:13**	**6:20**	**6:28**	**6:40**	**6:54**	**7:08**	**7:22**
6:00	**6:16**	**6:20**	**6:28**	**6:35**	**6:43**	**6:55**	**7:09**	**7:23**	**7:37**
6:23	**6:38**	**6:42**	**6:49**	**6:56**	**7:04**	**7:15**	**7:30**	**7:42**	**7:56**
6:37	**6:53**	**6:57**	**7:04**	**7:11**	**7:19**	**7:30**	**7:45**	**7:58**	**8:12**
7:01	**7:16**	**7:20**	**7:27**	**7:34**	**7:41**	**7:52**	**8:07**	**8:19**	**8:33**
7:16	**7:31**	**7:35**	**7:42**	**7:48**	**7:55**	**8:06**	**8:21**	**8:34**	**8:48**
7:35	**7:52**	**7:56**	**8:03**	**8:10**	**8:17**	**8:28**	**8:43**	**8:56**	**9:14**
8:10	**8:26**	**8:30**	**8:37**	**8:44**	**8:51**	**9:02**	**9:17**	**9:30**	**9:45**
8:50	**9:05**	**9:09**	**9:16**	**9:23**	**9:30**	**9:41**	**9:56**	**10:08**	**10:23**
9:40	**9:57**	**10:01**	**10:08**	**10:15**	**10:22**	**10:33**	**10:48**	**11:00**	**11:17**
10:50	**11:06**	**11:10**	**11:17**	**11:24**	**11:31**	**11:42**	**11:57**	12:09	12:26

1 EASTBOUND TO DOWNTOWN RIVERSIDE/UCR | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

SMITH & 6TH	CORONA TRANSIT CENTER	MAGNOLIA & MCKINLEY	GALLERIA AT TYLER	MAGNOLIA & ADAMS	BROCKTON ARCADE	RIVERSIDE CITY COLLEGE	LEMON & UNIVERSITY	VINE STREET MOBILITY HUB	UCR AT BANNOCKBURN
1	2	3	4	5	6	7	8E	9	10
5:44	5:56	6:06	6:16	6:24	6:30	6:35	6:41	—	6:57
6:08	6:20	6:30	6:40	6:49	6:55	7:00	7:06	7:12	7:25
6:45	7:00	7:11	7:22	7:31	7:37	7:42	7:48	—	8:04
7:25	7:40	7:51	8:02	8:11	8:17	8:23	8:29	8:35	8:49
7:55	8:10	8:21	8:32	8:41	8:47	8:53	8:59	9:05	9:19
8:25	8:40	8:51	9:02	9:11	9:17	9:24	9:31	—	9:50
8:48	9:06	9:19	9:31	9:43	9:49	9:56	10:03	—	10:22
9:10	9:28	9:41	9:53	10:05	10:12	10:19	10:27	—	10:48
9:35	9:53	10:06	10:18	10:30	10:37	10:44	10:52	—	11:13
9:59	10:17	10:30	10:42	10:54	11:01	11:08	11:16	—	11:37
10:13	10:31	10:44	10:56	11:08	11:15	11:22	11:30	—	11:51
10:26	10:44	10:57	11:12	11:24	11:31	11:38	11:46	—	**12:07**
10:41	10:59	11:12	11:27	11:39	11:46	11:53	**12:01**	—	**12:22**
10:56	11:14	11:27	11:42	11:54	**12:01**	**12:08**	**12:16**	—	**12:37**
11:11	11:29	11:42	11:57	**12:09**	**12:16**	**12:23**	**12:31**	—	**12:52**
11:26	11:44	11:57	**12:12**	**12:24**	**12:31**	**12:38**	**12:46**	—	**1:07**
11:41	11:59	**12:12**	**12:27**	**12:39**	**12:46**	**12:53**	**1:01**	—	**1:22**
11:56	**12:14**	**12:27**	**12:42**	**12:54**	**1:01**	**1:08**	**1:16**	—	**1:37**
12:11	**12:29**	**12:42**	**12:57**	**1:09**	**1:16**	**1:23**	**1:31**	—	**1:52**
12:27	**12:45**	**12:58**	**1:13**	**1:25**	**1:32**	**1:39**	**1:47**	—	**2:08**
12:42	**1:00**	**1:13**	**1:28**	**1:40**	**1:47**	**1:54**	**2:02**	—	**2:23**
12:57	**1:15**	**1:28**	**1:43**	**1:55**	**2:02**	**2:09**	**2:17**	—	**2:40**
1:12	**1:30**	**1:43**	**1:58**	**2:10**	**2:17**	**2:24**	**2:32**	—	**2:55**
1:29	**1:47**	**2:00**	**2:15**	**2:27**	**2:34**	**2:41**	**2:49**	—	**3:12**
1:44	**2:02**	**2:15**	**2:30**	**2:42**	**2:49**	**2:56**	**3:04**	—	**3:27**
2:01	**2:19**	**2:32**	**2:47**	**2:59**	**3:06**	**3:13**	**3:21**	—	**3:44**
2:13	**2:31**	**2:44**	**2:59**	**3:11**	**3:18**	**3:25**	**3:33**	—	**3:56**
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**	—	**4:31**
3:03	**3:21**	**3:34**	**3:49**	**4:01**	**4:08**	**4:15**	**4:23**	—	**4:46**
3:17	**3:35**	**3:48**	**4:02**	**4:14**	**4:21**	**4:28**	**4:36**	—	**4:59**
3:32	**3:50**	**4:03**	**4:17**	**4:29**	**4:36**	**4:43**	**4:51**	**4:58**	**5:16**
3:47	**4:05**	**4:18**	**4:32**	**4:44**	**4:51**	**4:58**	**5:06**	**5:13**	**5:31**
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**	—	**5:59**
4:39	**4:57**	**5:09**	**5:22**	**5:33**	**5:39**	**5:46**	**5:54**	—	**6:15**
4:55	**5:13**	**5:25**	**5:38**	**5:49**	**5:55**	**6:02**	**6:10**	—	**6:31**
5:33	**5:51**	**6:03**	**6:16**	**6:27**	**6:33**	**6:40**	**6:48**	**6:55**	**7:13**
5:57	**6:15**	**6:27**	**6:40**	**6:51**	**6:57**	**7:04**	**7:12**	—	**7:33**
6:30	**6:46**	**6:58**	**7:10**	**7:21**	**7:27**	**7:34**	**7:41**	—	**8:02**
6:52	**7:08**	**7:20**	**7:32**	**7:43**	**7:49**	**7:56**	**8:03**	—	**8:24**
7:22	**7:38**	**7:50**	**8:02**	**8:13**	**8:19**	**8:26**	**8:33**	—	**8:54**
7:46	**8:02**	**8:14**	**8:26**	**8:37**	**8:43**	**8:49**	**8:55**	**9:02**	**9:17**
8:46	**9:01**	**9:13**	**9:25**	**9:36**	**9:42**	**9:48**	**9:54**	—	**10:10**

1 WESTBOUND TO CORONA | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
* Trip begins 3 minutes earlier at Blaine & Iowa.

UCR AT BANNOCK-BURN	VINE STREET MOBILITY HUB	UNIVERSITY & LEMON	RIVERSIDE CITY COLLEGE	BROCKTON ARCADE	MAGNOLIA & ADAMS	GALLERIA AT TYLER	MAGNOLIA & MCKINLEY	CORONA TRANSIT CENTER	SMITH & 6TH
10	9	8W	7	6	5	4	3	2	1
5:48*	—	5:56	6:02	6:08	6:14	6:23	6:35	6:45	6:56
6:18*	—	6:26	6:33	6:39	6:45	6:54	7:06	7:16	7:27
6:43	6:55	6:59	7:06	7:12	7:18	7:27	7:39	7:50	8:01
7:20	7:34	7:38	7:45	7:51	7:58	8:10	8:25	8:36	8:47
7:48	—	8:01	8:08	8:14	8:21	8:33	8:48	9:00	9:11
8:22	8:36	8:40	8:47	8:54	9:02	9:14	9:29	9:41	9:52
8:49	9:03	9:07	9:14	9:21	9:29	9:41	9:56	10:08	10:21
9:07	—	9:20	9:28	9:35	9:43	9:55	10:10	10:22	10:35
9:40	—	9:53	10:01	10:08	10:16	10:30	10:45	10:57	11:10
10:02	—	10:15	10:23	10:30	10:39	10:53	11:09	11:23	11:36
10:17	—	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**	**1:00**	**1:16**	**1:30**	**1:43**
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**
3:05	**—**	**3:20**	**3:29**	**3:37**	**3:46**	**4:01**	**4:19**	**4:33**	**4:43**
3:22	**—**	**3:37**	**3:46**	**3:54**	**4:03**	**4:18**	**4:36**	**4:50**	**5:03**
3:37	**—**	**3:52**	**4:01**	**4:09**	**4:18**	**4:33**	**4:51**	**5:05**	**5:18**
3:54	**—**	**4:09**	**4:18**	**4:26**	**4:35**	**4:50**	**5:08**	**5:22**	**5:35**
4:25	**—**	**4:40**	**4:49**	**4:57**	**5:06**	**5:21**	**5:39**	**5:53**	**6:06**
4:43	**4:59**	**5:03**	**5:12**	**5:20**	**5:29**	**5:44**	**6:02**	**6:16**	**6:29**
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**
6:12	**—**	**6:25**	**6:33**	**6:40**	**6:47**	**7:00**	**7:15**	**7:26**	**7:38**
6:51	**7:05**	**7:09**	**7:17**	**7:24**	**7:31**	**7:44**	**7:59**	**8:10**	**8:22**
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**



NEVER WALK IN FRONT OF A BUS TO CROSS THE STREET

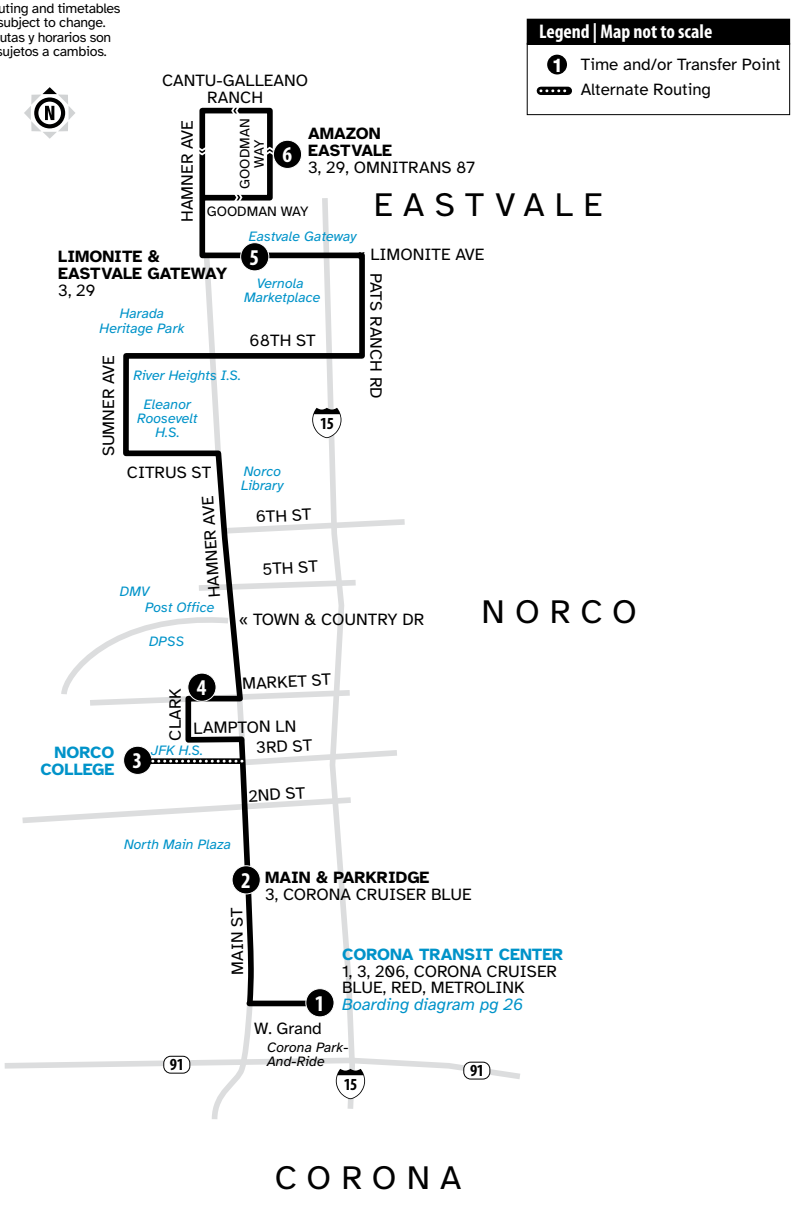
Stay safe by using a crosswalk whenever possible and waiting until you can clearly see traffic.

NUNCA CAMINE EN FRENTE DE UN AUTOBÚS PARA CRUZAR LA CALLE

Manténgase seguro utilizando el paso de peatones siempre que sea posible y esperando hasta que pueda ver claramente el tráfico.

3 EASTVALE - NORCO - CORONA

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



RTA and Corona Cruiser honor each other's 1-Day and 30-Day passes at shared stops.

3 NORTHBOUND TO EASTVALE | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

CORONA TRANSIT CENTER	MAIN & PARKRIDGE	NORCO COLLEGE	MARKET & CLARK	LIMONITE & EASTVALE GATEWAY	AMAZON EASTVALE
1	2	3	4	5	6
6:30	6:34	6:46	6:52	7:21	7:34
7:40	7:44	7:57	8:03	8:28	8:41
9:02	9:06	9:19	9:26	9:49	10:02
10:15	10:19	10:32	10:39	11:04	11:17
11:31	11:35	11:48	11:55	**12:22**	**12:35**
12:40	**12:44**	**12:59**	**1:06**	**1:33**	**1:48**
2:08	**2:12**	**2:28**	**2:35**	**3:02**	**3:17**
3:14	**3:18**	**3:34**	**3:42**	**4:15**	**4:30**
4:59	**5:03**	**5:18**	**5:25**	**5:53**	**6:08**
5:56	**6:00**	**6:15**	**6:22**	**6:52**	**7:07**
7:40	**7:44**	**7:56**	**8:03**	**8:33**	**8:48**
8:42	**8:46**	**8:57**	**9:03**	**9:26**	**9:41**
10:04	**10:08**	**10:19**	**10:25**	**10:48**	**11:03**

3 SOUTHBOUND TO CORONA | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

AMAZON EASTVALE	LIMONITE & EASTVALE GATEWAY	MARKET & CLARK	NORCO COLLEGE	MAIN & PARKRIDGE	CORONA TRANSIT CENTER
6	5	4	3	2	1
6:20	6:28	6:50	6:57	7:05	7:11
7:44	7:54	8:23	8:31	8:41	8:54
9:00	9:10	9:36	9:44	9:54	10:07
10:10	10:20	10:42	10:50	11:00	11:13
11:25	11:35	**12:00**	**12:08**	**12:18**	**12:31**
12:46	**12:56**	**1:22**	**1:29**	**1:41**	**1:54**
2:17	**2:27**	**2:57**	**3:05**	**3:15**	**3:29**
3:28	**3:40**	**4:10**	**4:18**	**4:28**	**4:42**
4:40	**4:50**	**5:16**	**5:24**	**5:34**	**5:48**
6:17	**6:27**	**6:50**	**6:56**	**7:05**	**7:21**
7:16	**7:26**	**7:49**	**7:55**	**8:04**	**8:20**
8:56	**9:06**	**9:29**	**9:34**	**9:42**	**9:54**
10:00	**10:10**	**10:33**	**10:38**	**10:46**	**10:58**

3 NORTHBOUND TO EASTVALE | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

CORONA TRANSIT CENTER	MAIN & PARKRIDGE	MARKET & CLARK	LIMONITE & EASTVALE GATEWAY	AMAZON EASTVALE
1	2	4	5	6
7:08	7:12	7:20	7:44	7:52
9:03	9:08	9:17	9:40	9:48
11:01	11:06	11:15	11:42	11:50
1:09	**1:13**	**1:22**	**1:49**	**1:57**
3:07	**3:11**	**3:20**	**3:47**	**3:55**
5:15	**5:19**	**5:27**	**5:54**	**6:02**
7:15	**7:19**	**7:27**	**7:51**	**7:59**

3 SOUTHBOUND TO CORONA | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

AMAZON EASTVALE	LIMONITE & EASTVALE GATEWAY	MARKET & CLARK	MAIN & PARKRIDGE	CORONA TRANSIT CENTER
6	5	4	2	1
6:15	6:24	6:46	6:52	7:00
8:00	8:10	8:35	8:43	8:51
10:00	10:10	10:35	10:43	10:51
12:00	**12:10**	**12:36**	**12:44**	**12:52**
2:07	**2:17**	**2:43**	**2:51**	**2:59**
4:05	**4:15**	**4:37**	**4:45**	**4:53**
6:15	**6:24**	**6:44**	**6:52**	**7:00**



FOR YOUR SAFETY
PARA SU SEGURIDAD

Your safety is our number-one priority. Thank you for following these simple tips for a safe travel.

- **When exiting the bus, use sidewalks and crosswalks whenever possible. Never cross the street directly in front of the bus.**
- **Thank you for keeping the aisle clear. Shopping carts and strollers should be folded prior to boarding the bus, and walkers should be folded prior to taking your seat.**
- **For safety reasons, RTA buses cannot stop at stops under construction or non-designated bus stops.**

Su seguridad es nuestra prioridad número uno. Gracias por seguir estos simples consejos para un viaje seguro.

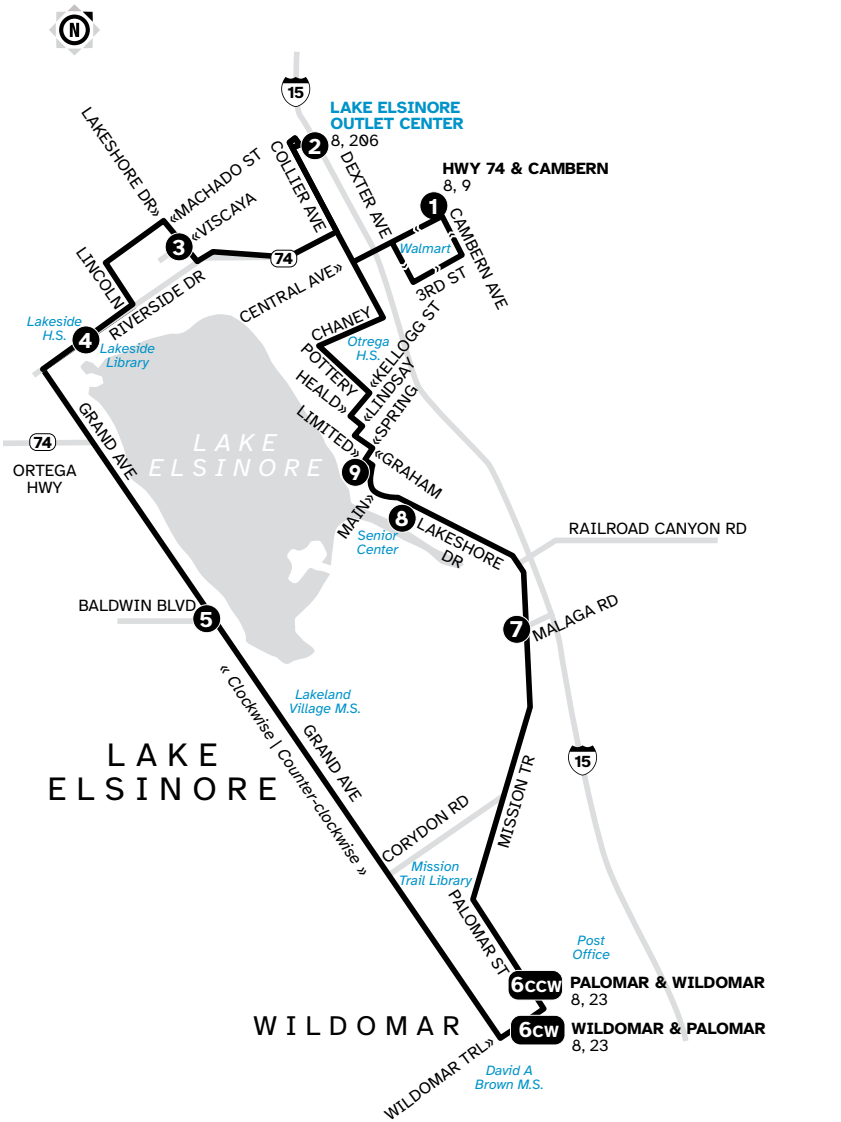
- Al salir del autobús, utilice la banqueta y el paso de peatones cuando es posible. Nunca cruce la calle justo enfrente del autobús.
- Gracias por mantener el pasillo despejado. Los carritos de compras y las carriolas deben plegarse antes de subir al autobús, y los andadores deben doblarse antes de tomar asiento.
- Por razones de seguridad, los autobuses de RTA no pueden detenerse en paradas bajo construcción o paradas de autobús que no están designadas.

8 LAKE ELSINORE - WILDOMAR LOOP

Routing and timetables subject to change.
Rutas designadas y horarios son sujetos a cambios.

Legend | Map not to scale

1 Time and/or Transfer Point



8 COUNTERCLOCKWISE LOOP VIA GRAND AVE | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
** Inside Senior Center

HWY 74 & CAMBERN	LAKE ELSINORE OUTLET CENTER	LAKESHORE & VISCAYA	LAKESIDE HIGH SCHOOL	GRAND & BALDWIN	PALOMAR & WILDOMAR	MISSION TRAIL & MALAGA	**LAKEPOINT PARK	GRAHAM & LANGSTAFF	HWY 74 & CAMBERN
1	2	3	4	5	6CCW	7	8	9	1
6:20	6:25	6:33	6:41	6:49	7:06	7:17	7:24	7:30	7:46
7:15	7:20	7:28	7:36	7:44	8:01	8:12	8:19	8:25	8:41
8:25	8:30	8:38	8:46	8:54	9:11	9:22	9:29	9:35	9:51
9:25	9:30	9:38	9:48	9:57	10:14	10:25	10:32	10:38	10:54
10:25	10:30	10:39	10:49	10:58	11:15	11:26	11:34	11:40	11:58
11:25	11:31	11:40	11:50	11:59	**12:16**	**12:27**	**12:35**	**12:41**	**12:59**
12:30	**12:36**	**12:45**	**12:55**	**1:04**	**1:21**	**1:32**	**1:40**	**1:46**	**2:04**
1:30	**1:37**	**1:46**	**1:56**	**2:05**	**2:22**	**2:33**	**2:40**	**2:46**	**3:04**
2:30	**2:37**	**2:46**	**2:57**	**3:06**	**3:23**	**3:34**	**3:41**	**3:47**	**4:05**
3:30	**3:37**	**3:46**	**3:55**	**4:04**	**4:21**	**4:32**	**4:39**	**4:45**	**5:03**
4:35	**4:42**	**4:51**	**5:00**	**5:09**	**5:26**	**5:37**	**5:44**	**5:50**	**6:08**
5:35	**5:41**	**5:50**	**5:59**	**6:08**	**6:26**	**6:37**	**6:44**	**6:50**	**7:08**
6:35	**6:42**	**6:51**	**7:00**	**7:09**	**7:25**	—	—	—	—
7:35	**7:42**	**7:51**	**8:00**	**8:09**	**8:25**	—	—	—	—

8 CLOCKWISE LOOP VIA MISSION TRAIL | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
* Trip begins at the Lake Elsinore Outlet Center at 5:27 a.m.

HWY 74 & CAMBERN	GRAHAM & LANGSTAFF	MISSION TRAIL & MALAGA	WILDOMAR & PALOMAR	GRAND & BALDWIN	LAKESIDE HIGH SCHOOL	LAKESHORE & VISCAYA	LAKE ELSINORE OUTLET CENTER	HWY 74 & CAMBERN
1	9	7	6CW	5	4	3	2	1
5:40*	5:49	5:57	6:11	6:23	6:30	6:40	6:46	7:02
6:40	6:50	6:59	7:13	7:26	7:33	7:43	7:49	8:05
7:40	7:51	8:00	8:14	8:26	8:33	8:43	8:50	9:06
8:40	8:51	9:00	9:14	9:26	9:33	9:43	9:49	10:05
9:40	9:51	10:02	10:16	10:28	10:35	10:45	10:51	11:09
10:40	10:52	11:03	11:17	11:29	11:36	11:46	11:52	**12:10**
11:40	11:53	**12:04**	**12:18**	**12:30**	**12:38**	**12:48**	**12:54**	**1:12**
12:40	**12:53**	**1:04**	**1:18**	**1:30**	**1:38**	**1:48**	**1:54**	**2:14**
1:40	**1:53**	**2:03**	**2:17**	**2:29**	**2:37**	**2:47**	**2:54**	**3:14**
2:50	**3:03**	**3:13**	**3:27**	**3:39**	**3:47**	**3:57**	**4:03**	**4:23**
3:45	**3:58**	**4:08**	**4:22**	**4:34**	**4:42**	**4:52**	**4:58**	**5:18**
4:45	**4:58**	**5:08**	**5:22**	**5:34**	**5:42**	**5:52**	**5:58**	**6:18**
5:55	**6:07**	**6:19**	**6:33**	**6:45**	**6:53**	**7:03**	**7:09**	**7:24**
6:55	**7:07**	**7:17**	**7:31**	**7:43**	**7:51**	**8:01**	**8:07**	**8:27**

8 COUNTERCLOCKWISE LOOP VIA GRAND AVE | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

HWY 74 & CAMBERN	LAKE ELSINORE OUTLET CENTER	LAKESHORE & VISCAYA	LAKESIDE HIGH SCHOOL	GRAND & BALDWIN	PALOMAR & WILDOMAR	MISSION TRAIL & MALAGA	GRAHAM & LANGSTAFF	HWY 74 & CAMBERN
1	2	3	4	5	6CCW	7	9	1
6:20	6:24	6:32	6:39	6:46	7:02	7:12	7:20	7:34
7:20	7:24	7:32	7:39	7:47	8:03	8:13	8:21	8:34
8:20	8:25	8:33	8:41	8:49	9:05	9:15	9:23	9:36
9:20	9:27	9:35	9:43	9:50	10:06	10:16	10:24	10:39
10:20	10:27	10:35	10:45	10:53	11:09	11:19	11:27	11:44
11:15	11:21	11:31	11:41	11:49	**12:05**	**12:15**	**12:23**	**12:40**
12:15	**12:22**	**12:32**	**12:41**	**12:49**	**1:05**	**1:15**	**1:23**	**1:40**
1:15	**1:22**	**1:32**	**1:41**	**1:49**	**2:05**	**2:15**	**2:23**	**2:40**
2:20	**2:27**	**2:37**	**2:46**	**2:54**	**3:11**	**3:21**	**3:29**	**3:46**
3:20	**3:31**	**3:40**	**3:49**	**3:57**	**4:14**	**4:24**	**4:32**	**4:47**
4:20	**4:27**	**4:37**	**4:45**	**4:53**	**5:10**	**5:20**	**5:28**	**5:45**
5:15	**5:23**	**5:32**	**5:40**	**5:48**	**6:05**	**6:15**	**6:23**	**6:40**
6:20	**6:26**	**6:35**	**6:43**	**6:51**	**7:04**	—	—	—

8 CLOCKWISE LOOP VIA MISSION TRAIL | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

* Trip begins at the Lake Elsinore Outlet Center at 5:48 a.m.

HWY 74 & CAMBERN	GRAHAM & LANGSTAFF	MISSION TRAIL & MALAGA	WILDOMAR & PALOMAR	GRAND & BALDWIN	LAKESIDE HIGH SCHOOL	LAKESHORE & VISCAYA	LAKE ELSINORE OUTLET CENTER	HWY 74 & CAMBERN
1	9	7	6CW	5	4	3	2	1
6:00*	6:08	6:16	6:31	6:42	6:49	6:59	7:09	7:19
7:00	7:08	7:16	7:31	7:42	7:49	7:59	8:07	8:21
7:55	8:05	8:13	8:28	8:39	8:46	8:56	9:04	9:18
9:00	9:10	9:19	9:34	9:45	9:53	10:03	10:13	10:25
10:00	10:10	10:19	10:34	10:45	10:53	11:04	11:14	11:30
11:00	11:11	11:20	11:35	11:46	11:54	**12:05**	**12:13**	**12:30**
12:00	**12:12**	**12:20**	**12:36**	**12:47**	**12:55**	**1:06**	**1:18**	**1:33**
1:00	**1:12**	**1:21**	**1:36**	**1:47**	**1:55**	**2:06**	**2:12**	**2:29**
2:00	**2:12**	**2:22**	**2:37**	**2:48**	**2:56**	**3:07**	**3:13**	**3:30**
3:00	**3:12**	**3:22**	**3:37**	**3:48**	**3:56**	**4:07**	**4:13**	**4:30**
4:00	**4:12**	**4:22**	**4:36**	**4:47**	**4:55**	**5:05**	**5:11**	**5:28**
5:00	**5:12**	**5:22**	**5:36**	**5:47**	**5:55**	**6:05**	**6:11**	**6:28**
6:00	**6:12**	**6:20**	**6:36**	**6:47**	**6:55**	**7:05**	**7:15**	**7:30**

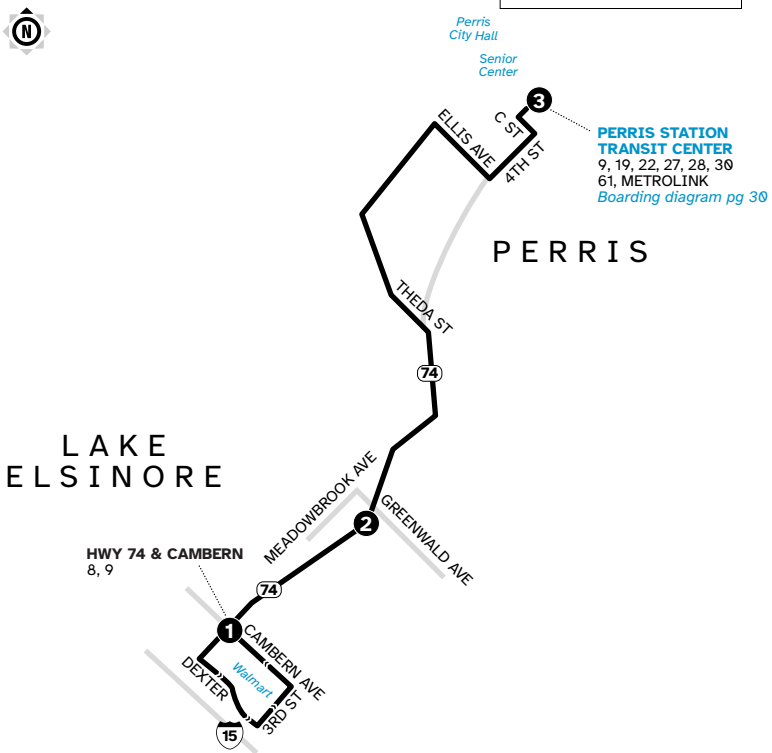
Now you can receive rider alerts, RTA news, meeting and special events information instantly via email.



Sign up at RiversideTransit.com

9 PERRIS STATION TRANSIT CENTER - HWY 74 & CAMBERN

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



9 WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

NORTHBOUND TO PERRIS STATION TRANSIT CENTER		
HWY 74 & CAMBERN	HWY 74 & MEADOWBROOK	PERRIS STATION TRANSIT CENTER
1	2	3
5:50	5:59	6:19
6:15	6:24	6:44
7:20	7:29	7:49
8:20	8:29	8:49
9:20	9:29	9:49
10:20	10:29	10:49
11:20	11:29	11:49
12:20	**12:30**	**12:50**
1:20	**1:30**	**1:50**
2:20	**2:30**	**2:50**
3:20	**3:31**	**3:51**
4:20	**4:31**	**4:51**
5:20	**5:31**	**5:51**
6:20	**6:31**	**6:51**
7:27	**7:38**	**7:56**

SOUTHBOUND TO HWY 74 & CAMBERN		
PERRIS STATION TRANSIT CENTER	HWY 74 & MEADOWBROOK	HWY 74 & CAMBERN
3	2	1
6:35	6:48	6:57
6:55	7:08	7:17
8:00	8:13	8:22
9:00	9:13	9:22
10:00	10:13	10:22
11:00	11:18	11:27
12:00	**12:13**	**12:22**
1:00	**1:14**	**1:25**
2:00	**2:14**	**2:25**
3:00	**3:14**	**3:25**
4:00	**4:14**	**4:27**
5:00	**5:17**	**5:29**
6:00	**6:15**	**6:26**
7:05	**7:20**	**7:31**

9 WEEKENDS

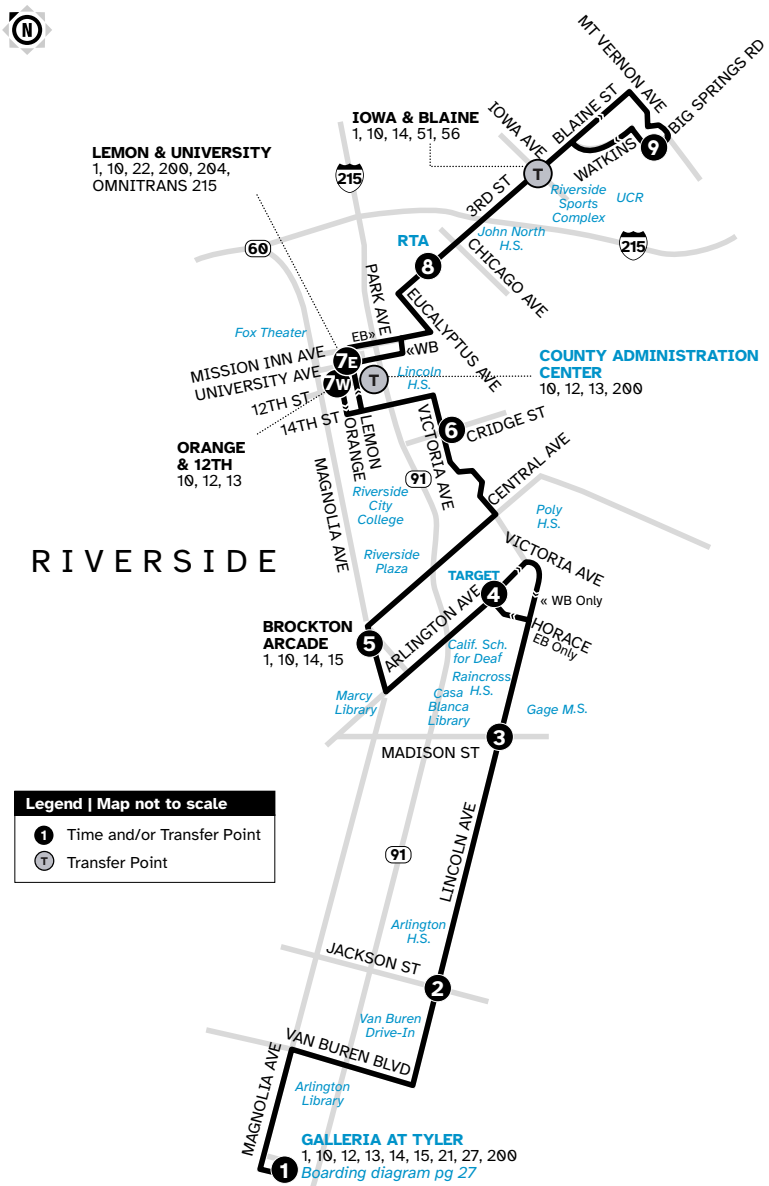
A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

NORTHBOUND TO PERRIS STATION TRANSIT CENTER		
HWY 74 & CAMBERN	HWY 74 & MEADOWBROOK	PERRIS STATION TRANSIT CENTER
1	2	3
5:50	5:59	6:14
6:50	6:59	7:14
7:50	7:59	8:14
8:50	8:59	9:14
9:50	9:59	10:14
10:50	10:59	11:14
11:50	11:59	**12:16**
12:50	**1:00**	**1:17**
1:50	**2:00**	**2:17**
2:50	**3:00**	**3:17**
3:50	**4:00**	**4:17**
4:50	**5:00**	**5:17**
5:50	**6:00**	**6:17**
6:50	**7:00**	**7:15**

SOUTHBOUND TO HWY 74 & CAMBERN		
PERRIS STATION TRANSIT CENTER	HWY 74 & MEADOWBROOK	HWY 74 & CAMBERN
3	2	1
6:35	6:47	6:57
7:35	7:47	7:57
8:35	8:47	8:57
9:35	9:47	9:57
10:30	10:43	10:55
11:30	11:43	11:55
12:32	**12:45**	**12:57**
1:30	**1:43**	**1:55**
2:30	**2:43**	**2:55**
3:30	**3:43**	**3:55**
4:30	**4:43**	**4:55**
5:30	**5:43**	**5:55**
6:27	**6:40**	**6:52**

10 BIG SPRINGS & WATKINS - DOWNTOWN RIVERSIDE - GALLERIA AT TYLER

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



10 EASTBOUND TO BIG SPRINGS & WATKINS | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
S = Operates when school is in session only.

	GALLERIA AT TYLER	LINCOLN & JACKSON	LINCOLN & MADISON	ARLINGTON AT TARGET	BROCKTON ARCADE	VICTORIA & CRIDGE	LEMON & UNIVERSITY	RTA OFFICES	BIG SPRINGS & WATKINS
	1	2	3	4	5	6	7E	8	9
	7:03	7:13	7:20	7:28	7:34	7:45	7:53	8:02	8:17
S	7:30	7:41	7:48	7:56	8:02	8:15	8:23	8:32	8:47
	8:29	8:39	8:46	8:54	9:00	9:10	9:18	9:30	9:45
	10:01	10:11	10:18	10:26	10:32	10:44	10:52	11:05	11:20
	11:35	11:48	11:55	**12:03**	**12:09**	**12:21**	**12:29**	**12:42**	**12:57**
	1:05	**1:18**	**1:25**	**1:33**	**1:39**	**1:52**	**2:00**	**2:10**	**2:25**
	2:45	**3:00**	**3:08**	**3:17**	**3:23**	**3:42**	**3:52**	**4:01**	**4:17**
S	**3:25**	**3:40**	**3:49**	**3:57**	**4:03**	**4:17**	**4:26**	**4:35**	**4:50**
	4:20	**4:33**	**4:40**	**4:47**	**4:53**	**5:06**	**5:15**	**5:25**	**5:40**
	6:05	**6:18**	**6:25**	**6:32**	**6:38**	**6:51**	**6:59**	**7:08**	**7:23**
	7:16	**7:26**	**7:33**	**7:40**	**7:46**	**7:59**	**8:07**	**8:16**	**8:33**

10 WESTBOUND TO GALLERIA AT TYLER | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
S = Operates when school is in session only.

	BIG SPRINGS & WATKINS	RTA OFFICES	ORANGE & 12TH	VICTORIA & CRIDGE	BROCKTON ARCADE	ARLINGTON AT TARGET	LINCOLN & MADISON	LINCOLN & JACKSON	GALLERIA AT TYLER
	9	8	7W	6	5	4	3	2	1
	6:49	6:58	7:08	7:16	7:28	7:36	7:52	8:03	8:19
S	7:35	7:47	7:59	8:07	8:20	8:28	8:37	8:45	9:01
	8:28	8:37	8:46	8:54	9:05	9:12	9:20	9:28	9:44
	9:57	10:06	10:17	10:25	10:37	10:44	10:54	11:02	11:18
	11:30	11:42	11:54	**12:02**	**12:14**	**12:21**	**12:31**	**12:39**	**12:55**
	1:13	**1:23**	**1:32**	**1:41**	**1:53**	**2:00**	**2:10**	**2:18**	**2:34**
	2:36	**2:47**	**2:58**	**3:07**	**3:20**	**3:30**	**3:42**	**3:51**	**4:07**
S	**3:30**	**3:41**	**3:52**	**4:01**	**4:14**	**4:23**	**4:34**	**4:42**	**4:56**
	4:28	**4:38**	**4:48**	**4:57**	**5:10**	**5:19**	**5:30**	**5:38**	**5:52**
	5:53	**6:02**	**6:11**	**6:20**	**6:31**	**6:37**	**6:45**	**6:52**	**7:04**
	7:33	**7:42**	**7:51**	**8:00**	**8:10**	**8:16**	**8:24**	**8:30**	**8:42**

10 EASTBOUND TO BIG SPRINGS & WATKINS | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

GALLERIA AT TYLER	LINCOLN & JACKSON	LINCOLN & MADISON	ARLINGTON AT TARGET	BROCKTON ARCADE	VICTORIA & CRIDGE	LEMON & UNIVERSITY	RTA OFFICES	BIG SPRINGS & WATKINS
1	2	3	4	5	6	7E	8	9
8:03	8:14	8:21	8:28	8:34	8:44	8:52	9:01	9:14
9:32	9:45	9:52	10:00	10:06	10:18	10:26	10:36	10:49
10:55	11:10	11:17	11:25	11:31	11:43	11:51	**12:01**	**12:14**
12:32	**12:47**	**12:54**	**1:02**	**1:08**	**1:20**	**1:28**	**1:38**	**1:51**
1:58	**2:13**	**2:20**	**2:27**	**2:33**	**2:45**	**2:53**	**3:03**	**3:16**
3:29	**3:44**	**3:51**	**3:58**	**4:04**	**4:16**	**4:24**	**4:34**	**4:47**
4:57	**5:12**	**5:19**	**5:26**	**5:32**	**5:44**	**5:52**	**6:02**	**6:15**
6:27	**6:40**	**6:47**	**6:54**	**7:00**	**7:12**	**7:20**	**7:29**	**7:42**

10 WESTBOUND TO GALLERIA AT TYLER | WEEKENDS

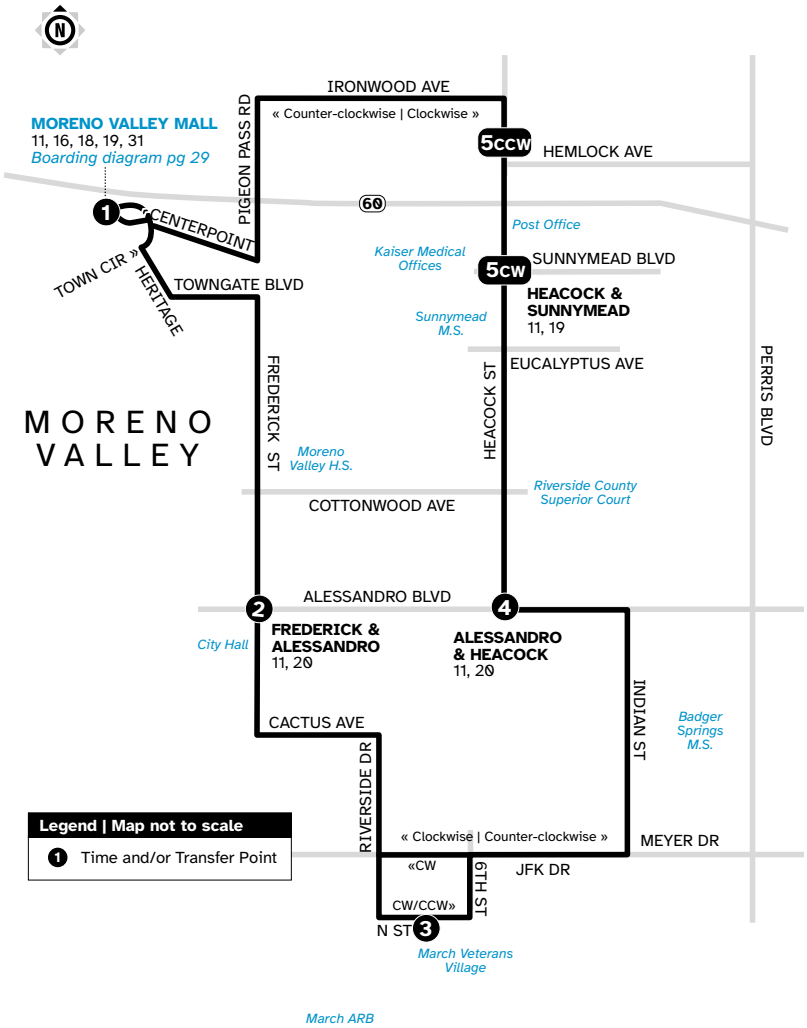
A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

BIG SPRINGS & WATKINS	RTA OFFICES	ORANGE & 12TH	VICTORIA & CRIDGE	BROCKTON ARCADE	ARLINGTON AT TARGET	LINCOLN & MADISON	LINCOLN & JACKSON	GALLERIA AT TYLER
9	8	7W	6	5	4	3	2	1
8:07	8:16	8:25	8:35	8:46	8:53	9:02	9:08	9:22
9:25	9:34	9:43	9:53	10:05	10:12	10:21	10:28	10:43
10:59	11:11	11:20	11:30	11:42	11:49	11:58	**12:05**	**12:20**
12:28	**12:37**	**12:46**	**12:56**	**1:08**	**1:15**	**1:24**	**1:31**	**1:46**
2:01	**2:10**	**2:19**	**2:29**	**2:41**	**2:48**	**2:57**	**3:04**	**3:19**
3:26	**3:38**	**3:47**	**3:57**	**4:09**	**4:16**	**4:25**	**4:32**	**4:47**
4:57	**5:06**	**5:15**	**5:25**	**5:37**	**5:44**	**5:53**	**5:59**	**6:14**
6:25	**6:34**	**6:43**	**6:53**	**7:03**	**7:09**	**7:17**	**7:23**	**7:37**


gomobile
RIVERSIDE TRANSIT AGENCY
10:41
gomobile
30 Day Veteran Local
Barcode Expires 05/12/25
10:51 AM
Total Fare: $30.00
30 Day Veteran Local
Period Pass
ID Card
Ticket Inform...
Double-tap for help
• buy passes
• pay your fare
• plan your trip
• get arrival times
• get service alerts
all on your phone!
Details at RiversideTransit.com/GoMobile

11 MORENO VALLEY MALL - MARCH ARB LOOP ROUTE

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



11 CLOCKWISE LOOP TO MARCH ARB VIA IRONWOOD | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	HEACOCK & SUNNYMEAD	ALESSANDRO & HEACOCK	N ST & 6TH	FREDERICK & ALESSANDRO	MORENO VALLEY MALL
1	5CW	4	3	2	1
7:20	7:34	7:42	7:54	8:01	8:16
8:30	8:46	8:55	9:08	9:15	9:30
9:40	9:56	10:05	10:18	10:25	10:40
10:50	11:06	11:15	11:28	11:35	11:50
12:00	**12:16**	**12:25**	**12:38**	**12:45**	**1:00**
1:10	**1:26**	**1:35**	**1:48**	**1:55**	**2:10**
2:20	**2:36**	**2:45**	**2:58**	**3:05**	**3:20**
3:30	**3:46**	**3:55**	**4:08**	**4:15**	**4:30**
4:40	**4:55**	**5:04**	**5:17**	**5:24**	**5:37**
6:15	**6:30**	**6:39**	**6:52**	**6:59**	**7:12**

11 COUNTERCLOCKWISE LOOP TO MARCH ARB VIA FREDERICK | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	FREDERICK & ALESSANDRO	N ST & 6TH	ALESSANDRO & HEACOCK	HEACOCK & HEMLOCK	MORENO VALLEY MALL
1	2	3	4	5CCW	1
8:50	8:59	9:05	9:20	9:31	9:46
10:00	10:09	10:15	10:30	10:41	10:56
11:10	11:19	11:25	11:40	11:51	**12:06**
12:20	**12:29**	**12:35**	**12:50**	**1:01**	**1:16**
1:30	**1:39**	**1:45**	**2:00**	**2:11**	**2:26**
2:40	**2:49**	**2:55**	**3:10**	**3:21**	**3:36**
3:50	**3:59**	**4:05**	**4:20**	**4:31**	**4:46**
5:00	**5:09**	**5:15**	**5:30**	**5:41**	**5:56**
6:10	**6:19**	**6:25**	**6:40**	**6:51**	**7:06**
7:20	**7:29**	**7:35**	**7:50**	**8:01**	**8:13**

11 CLOCKWISE LOOP TO MARCH ARB VIA IRONWOOD | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	HEACOCK & SUNNYMEAD	ALESSANDRO & HEACOCK	N ST & 6TH	FREDERICK & ALESSANDRO	MORENO VALLEY MALL
1	5CW	4	3	2	1
9:29	9:42	9:50	10:01	10:07	10:19
10:31	10:44	10:52	11:03	11:09	11:21
11:34	11:47	11:55	**12:06**	**12:12**	**12:24**
12:37	**12:50**	**12:58**	**1:09**	**1:15**	**1:27**
1:40	**1:53**	**2:01**	**2:12**	**2:18**	**2:30**
2:43	**2:56**	**3:04**	**3:15**	**3:21**	**3:33**
3:46	**3:59**	**4:07**	**4:18**	**4:24**	**4:36**
4:49	**5:02**	**5:10**	**5:21**	**5:27**	**5:39**
5:52	**6:05**	**6:13**	**6:24**	**6:32**	**6:40**

11 COUNTERCLOCKWISE LOOP TO MARCH ARB VIA FREDERICK | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	FREDERICK & ALESSANDRO	N ST & 6TH	ALESSANDRO & HEACOCK	HEACOCK & HEMLOCK	MORENO VALLEY MALL
1	2	3	4	5CCW	1
10:00	10:09	10:15	10:28	10:37	10:50
11:05	11:14	11:20	11:33	11:42	11:55
12:10	**12:19**	**12:25**	**12:38**	**12:47**	**1:00**
1:15	**1:24**	**1:30**	**1:43**	**1:52**	**2:05**
2:20	**2:29**	**2:35**	**2:48**	**2:57**	**3:10**
3:25	**3:34**	**3:40**	**3:53**	**4:02**	**4:15**
4:30	**4:39**	**4:45**	**4:58**	**5:07**	**5:20**
5:35	**5:44**	**5:50**	**6:03**	**6:12**	**6:25**
6:40	**6:49**	**6:55**	**7:08**	**7:17**	**7:30**

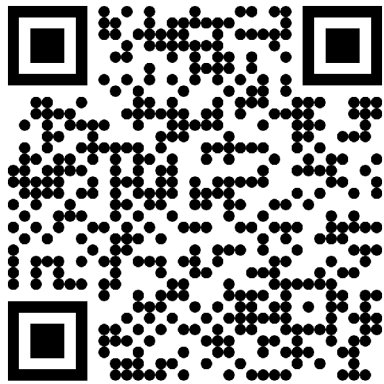
SPEAK UP!

SEE | SAY

SOMETHING | SOMETHING

FOR AN EMERGENCY, CALL 9-1-1.

Use this QR Code to report any non-emergency suspicious activity or behavioral concerns on any RTA bus.



HABLAR ALTO

VER | DECIR

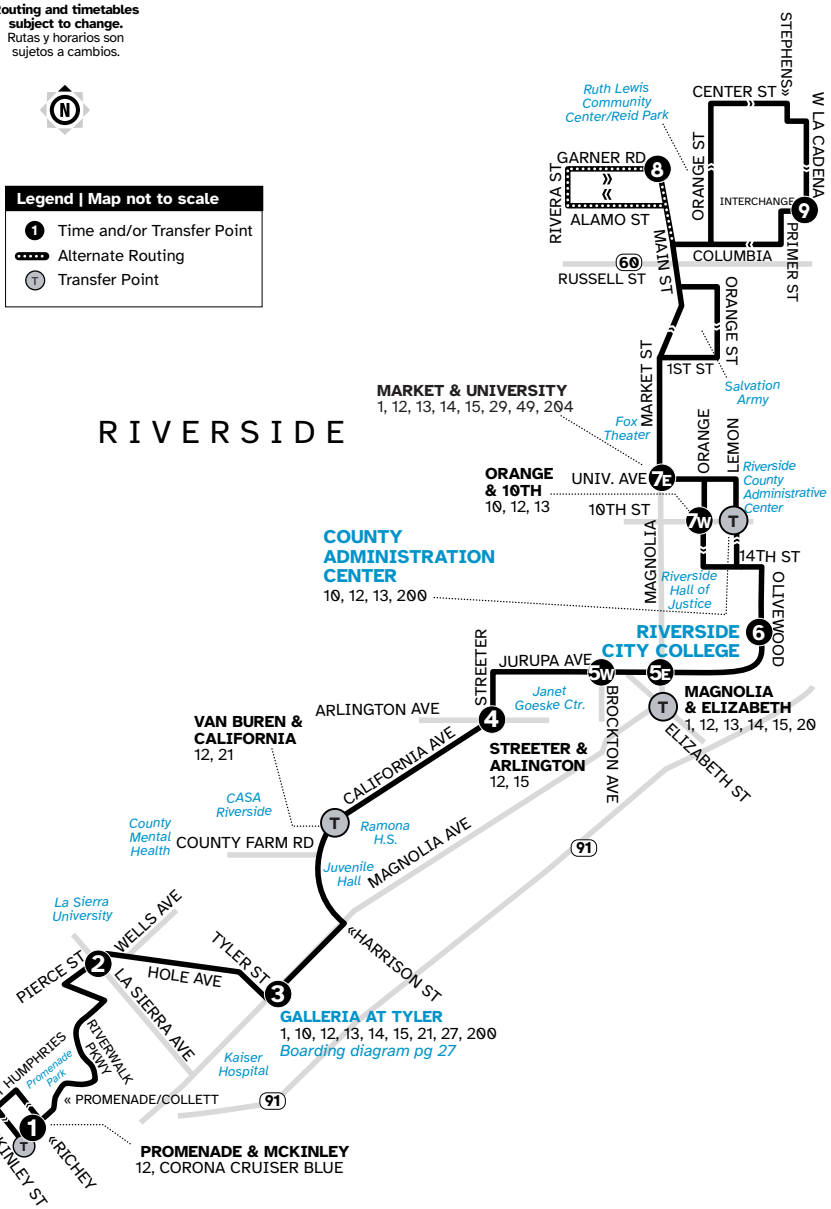
ALGO | ALGO

EN CASO DE EMERGENCIA, LLAME AL 9-1-1.

Utilice este código QR para informar cualquier inquietud que no sea de emergencia en cualquier autobús de RTA.

12 LA CADENA & INTERCHANGE - DOWNTOWN RIVERSIDE - CORONA HILLS PLAZA

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



12 EASTBOUND TO LA CADENA & INTERCHANGE | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
* Trip will end service at Primer and Columbia bus stop.

PROMENADE & MCKINLEY	PIERCE & LA SIERRA	GALLERIA AT TYLER	ARLINGTON & STREETER	JURUPA & MAGNOLIA	OLIVEWOOD & RCC	MARKET & UNIVERSITY	MAIN & GARNER	LA CADENA & INTERCHANGE
1	2	3	4	5E	6	7E	8	9
4:55	5:06	5:13	5:26	5:34	5:39	5:49	—	6:07
5:52	6:03	6:10	6:23	6:31	6:36	6:46	6:59	7:10
7:00	7:11	7:20	7:34	7:44	7:49	7:59	—	8:23
8:01	8:13	8:21	8:35	8:43	8:48	8:58	—	9:21
9:01	9:13	9:21	9:35	9:43	9:48	9:58	—	10:22
10:01	10:13	10:21	10:36	10:46	10:51	11:01	—	11:26
11:01	11:13	11:22	11:37	11:47	11:52	**12:02**	**—**	**12:28**
12:04	**12:16**	**12:25**	**12:41**	**12:54**	**12:59**	**1:09**	**—**	**1:37**
1:09	**1:21**	**1:30**	**1:46**	**1:59**	**2:04**	**2:14**	**—**	**2:39**
2:14	**2:26**	**2:35**	**2:52**	**3:06**	**3:11**	**3:21**	**3:34**	**3:45**
3:18	**3:30**	**3:39**	**3:56**	**4:09**	**4:14**	**4:24**	**—**	**4:55**
4:28	**4:40**	**4:49**	**5:06**	**5:16**	**5:21**	**5:31**	**—**	**5:59**
5:32	**5:44**	**5:53**	**6:09**	**6:19**	**6:24**	**6:34**	**—**	**7:02**
6:39	**6:51**	**7:00**	**7:16**	**7:25**	**7:29**	**7:39**	**—**	**8:02**
7:42	**7:54**	**8:03**	**8:19**	**8:28**	**8:32**	**8:42**	**—**	**9:01**
8:41	**8:53**	**9:02**	**9:18**	**9:27**	**9:31**	**9:41**	**—**	**10:00**
9:42	**9:54**	**10:03**	**10:19**	**10:28**	**10:32**	**10:42**	**—**	**11:01***

12 WESTBOUND TO CORONA HILLS PLAZA | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

LA CADENA & INTERCHANGE	ORANGE & 10TH	OLIVEWOOD & RCC	JURUPA & BROCKTON	ARLINGTON & STREETER	GALLERIA AT TYLER	PIERCE & LA SIERRA	PROMENADE & MCKINLEY
9	7W	6	5W	4	3	2	1
5:35	5:51	5:55	6:00	6:07	6:20	6:27	6:47
The 5:35 a.m. trip will start service at the first stop on Orange St. north of Columbia Ave. at approximately 5:30 a.m.							
6:33	6:49	6:53	6:56	7:05	7:18	7:25	7:45
7:20	7:39	7:44	7:48	7:58	8:12	8:19	8:39
8:33	8:51	8:56	9:00	9:10	9:24	9:31	9:51
9:31	9:49	9:54	9:58	10:08	10:23	10:31	10:51
10:32	10:50	10:55	10:59	11:09	11:25	11:34	11:54
11:36	11:54	11:59	**12:03**	**12:13**	**12:30**	**12:39**	**12:59**
12:41	**1:02**	**1:07**	**1:11**	**1:21**	**1:38**	**1:47**	**2:04**
1:47	**2:05**	**2:10**	**2:14**	**2:24**	**2:42**	**2:51**	**3:08**
2:50	**3:12**	**3:17**	**3:21**	**3:31**	**3:49**	**3:58**	**4:18**
3:55	**4:15**	**4:21**	**4:25**	**4:35**	**4:51**	**4:59**	**5:19**
5:05	**5:25**	**5:31**	**5:35**	**5:45**	**6:01**	**6:09**	**6:29**
6:09	**6:27**	**6:32**	**6:36**	**6:46**	**7:02**	**7:10**	**7:30**
7:12	**7:29**	**7:34**	**7:37**	**7:47**	**8:02**	**8:10**	**8:30**
8:12	**8:28**	**8:33**	**8:36**	**8:46**	**9:01**	**9:09**	**9:29**

12 EASTBOUND TO LA CADENA & INTERCHANGE | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
* Trip will end service at Primer & Columbia bus stop.

PROMENADE & MCKINLEY	PIERCE & LA SIERRA	GALLERIA AT TYLER	ARLINGTON & STREETER	JURUPA & MAGNOLIA	OLIVEWOOD & RCC	MARKET & UNIVERSITY	LA CADENA & INTERCHANGE
1	2	3	4	5E	6	7E	9
6:27	6:41	6:48	7:01	7:10	7:14	7:24	7:43
7:24	7:38	7:45	7:58	8:07	8:11	8:21	8:40
8:17	8:31	8:38	8:52	9:02	9:06	9:16	9:35
9:18	9:32	9:39	9:53	10:03	10:07	10:17	10:36
10:20	10:35	10:43	10:57	11:07	11:11	11:21	11:42
11:20	11:35	11:43	11:57	**12:07**	**12:11**	**12:21**	**12:42**
12:22	**12:37**	**12:46**	**1:02**	**1:13**	**1:17**	**1:27**	**1:48**
1:25	**1:40**	**1:49**	**2:05**	**2:19**	**2:23**	**2:33**	**2:54**
2:28	**2:43**	**2:52**	**3:08**	**3:19**	**3:23**	**3:33**	**3:54**
3:32	**3:47**	**3:56**	**4:12**	**4:23**	**4:27**	**4:37**	**4:58**
4:35	**4:50**	**4:59**	**5:15**	**5:26**	**5:30**	**5:40**	**6:01**
5:36	**5:51**	**5:59**	**6:15**	**6:26**	**6:30**	**6:40**	**7:01**
6:40	**6:55**	**7:03**	**7:19**	**7:28**	**7:32**	**7:42**	**8:03***

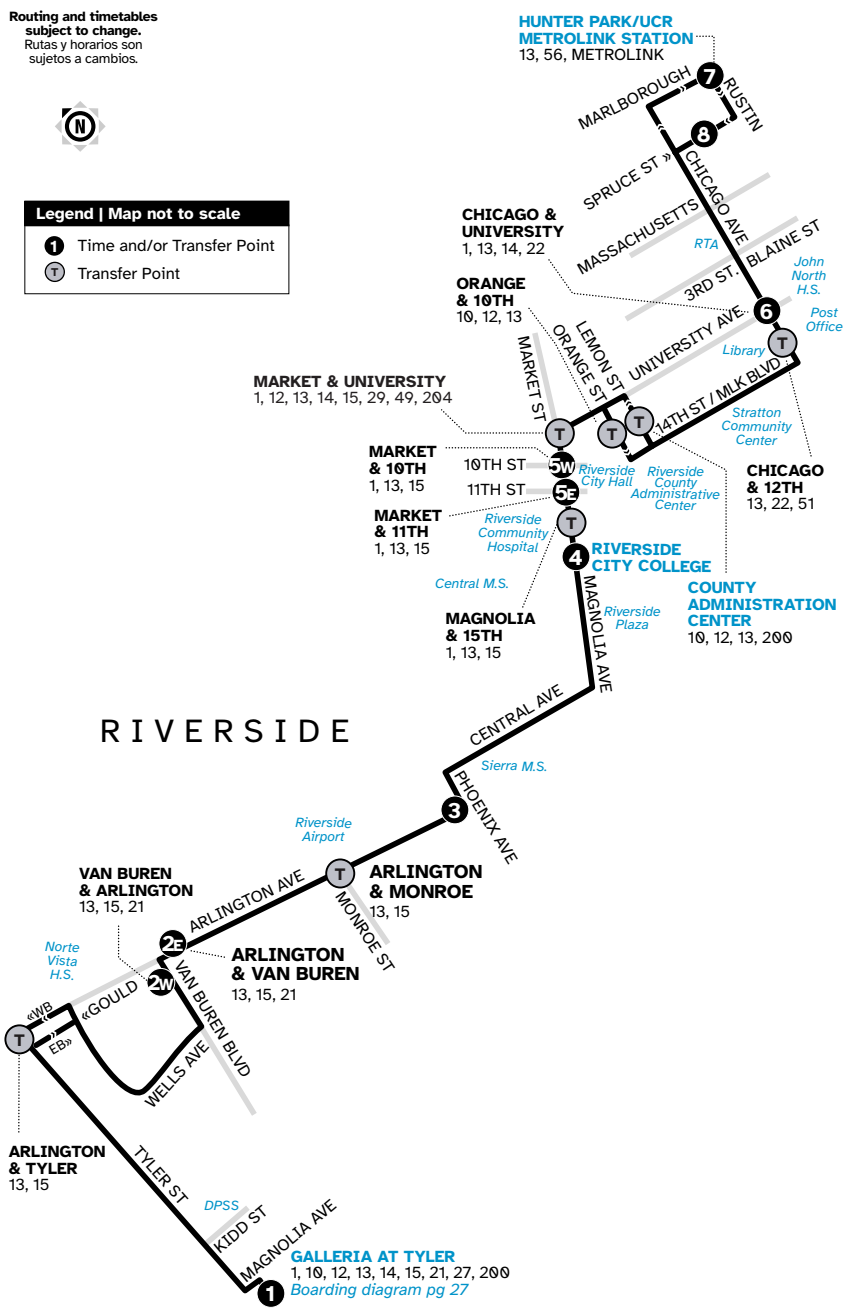
12 WESTBOUND TO CORONA HILLS PLAZA | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

LA CADENA & INTERCHANGE	ORANGE & 10TH	OLIVEWOOD & RCC	JURUPA & BROCKTON	ARLINGTON & STREETER	GALLERIA AT TYLER	PIERCE & LA SIERRA	PROMENADE & MCKINLEY
9	7W	6	5W	4	3	2	1
6:49	7:02	7:07	7:14	7:19	7:34	7:40	7:57
The 6:49 a.m. trip will start service at the first stop on Orange St. north of Columbia Ave. at approximately 6:44 a.m.							
7:53	8:08	8:13	8:17	8:27	8:42	8:49	9:06
8:50	9:10	9:15	9:19	9:29	9:46	9:53	10:10
9:50	10:10	10:15	10:19	10:29	10:46	10:53	11:10
10:49	11:08	11:13	11:17	11:29	11:47	11:54	**12:12**
11:52	**12:11**	**12:16**	**12:20**	**12:32**	**12:50**	**12:57**	**1:15**
12:55	**1:14**	**1:19**	**1:23**	**1:35**	**1:53**	**2:00**	**2:18**
2:01	**2:18**	**2:23**	**2:27**	**2:39**	**2:57**	**3:04**	**3:22**
3:04	**3:21**	**3:26**	**3:30**	**3:42**	**4:00**	**4:07**	**4:25**
4:04	**4:21**	**4:26**	**4:30**	**4:42**	**5:00**	**5:08**	**5:26**
5:08	**5:25**	**5:30**	**5:34**	**5:46**	**6:04**	**6:12**	**6:30**
6:11	**6:28**	**6:33**	**6:37**	**6:49**	**7:07**	**7:15**	**7:31**
7:11	**7:26**	**7:31**	**7:35**	**7:47**	**8:02**	**8:10**	**8:28**

13 HUNTER PARK/UCR METROLINK STATION - DOWNTOWN RIVERSIDE - GALLERIA AT TYLER

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



Legend | Map not to scale

- 1 Time and/or Transfer Point
- T Transfer Point

13 EASTBOUND TO HUNTER PARK/UCR METROLINK STATION | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
* If required, bus will take passengers to the bus stop on Market St. far side University Ave.

GALLERIA AT TYLER	ARLINGTON & VAN BUREN	PHOENIX & ARLINGTON	RIVERSIDE CITY COLLEGE	MARKET & 11TH	CHICAGO & UNIVERSITY	HUNTER PARK/ UCR METROLINK STATION
1	2E	3	4	5E	6	7
6:30	6:49	6:56	7:09	7:12	7:25	7:38
7:25	7:48	7:56	8:10	8:13	8:28	8:40
8:44	9:04	9:12	9:27	9:30	9:45	9:57
9:25	9:45	9:53	10:06	10:10	10:25	10:37
10:35	10:55	11:03	11:17	11:21	11:37	11:49
11:30	11:50	11:58	**12:12**	**12:16**	**12:32**	**12:45**
12:29	**12:53**	**1:01**	**1:15**	**1:19**	**1:35**	**1:48**
1:30	**1:50**	**1:58**	**2:13**	**2:17**	**2:35**	**2:48**
2:27	**2:49**	**2:58**	**3:13**	**3:17**	**3:35**	**3:48**
3:44	**4:06**	**4:15**	**4:30**	**4:34**	**4:53**	**5:06**
5:00	**5:22**	**5:30**	**5:44**	**5:48**	**6:06**	**6:19**
5:45	**6:06**	**6:13**	**6:26**	**6:30**	**6:45**	**6:57**
6:35	**6:56**	**7:03**	**7:14**	**7:16***	—	—

13 WESTBOUND TO GALLERIA AT TYLER | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

HUNTER PARK/ UCR METROLINK STATION	SPRUCE & ATLANTA	CHICAGO & UNIVERSITY	MARKET & 10TH	RIVERSIDE CITY COLLEGE	PHOENIX & ARLINGTON	VAN BUREN & ARLINGTON	GALLERIA AT TYLER
7	8	6	5W	4	3	2W	1
7:10	7:15	7:21	7:34	7:38	7:53	7:59	8:26
7:55	8:00	8:07	8:20	8:24	8:35	8:42	9:06
8:58	9:03	9:10	9:24	9:28	9:42	9:49	10:13
10:08	10:13	10:20	10:35	10:39	10:53	11:00	11:24
11:00	11:07	11:14	11:29	11:33	11:47	11:54	**12:18**
12:04	**12:09**	**12:16**	**12:31**	**12:35**	**12:49**	**12:56**	**1:23**
12:56	**1:03**	**1:10**	**1:25**	**1:29**	**1:43**	**1:50**	**2:17**
2:15	**2:20**	**2:27**	**2:42**	**2:46**	**3:01**	**3:08**	**3:35**
3:00	**3:05**	**3:13**	**3:28**	**3:32**	**3:47**	**3:55**	**4:22**
4:05	**4:10**	**4:18**	**4:33**	**4:37**	**4:51**	**4:59**	**5:26**
5:20	**5:25**	**5:33**	**5:47**	**5:51**	**6:04**	**6:11**	**6:38**
6:30	**6:35**	**6:42**	**6:56**	**6:59**	**7:12**	**7:19**	**7:46**

13 EASTBOUND TO HUNTER PARK/UCR METROLINK STATION | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
* If required, bus will take passengers to the bus stop on Market St. far side University Ave.

GALLERIA AT TYLER	ARLINGTON & VAN BUREN	PHOENIX & ARLINGTON	RIVERSIDE CITY COLLEGE	MARKET & 11TH	CHICAGO & UNIVERSITY	HUNTER PARK/ UCR METROLINK STATION
1	2E	3	4	5E	6	7
6:28	6:49	6:55	7:06	7:08	7:21	7:31
7:35	7:57	8:04	8:15	8:17	8:30	8:40
8:40	9:02	9:09	9:20	9:22	9:35	9:45
9:35	9:58	10:06	10:19	10:23	10:39	10:49
10:40	11:03	11:11	11:24	11:28	11:44	11:54
11:41	**12:05**	**12:13**	**12:27**	**12:31**	**12:47**	**12:57**
12:50	**1:14**	**1:22**	**1:36**	**1:40**	**1:56**	**2:06**
1:50	**2:14**	**2:22**	**2:36**	**2:40**	**2:56**	**3:06**
3:02	**3:26**	**3:34**	**3:48**	**3:52**	**4:08**	**4:18**
3:53	**4:17**	**4:25**	**4:39**	**4:43**	**4:59**	**5:09**
5:08	**5:34**	**5:42**	**5:54**	**5:58**	**6:13**	**6:23**
6:30	**6:53**	**6:59**	**7:10**	**7:12***	—	—

13 WESTBOUND TO GALLERIA AT TYLER | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

HUNTER PARK/ UCR METROLINK STATION	SPRUCE & ATLANTA	CHICAGO & UNIVERSITY	MARKET & 10TH	RIVERSIDE CITY COLLEGE	PHOENIX & ARLINGTON	VAN BUREN & ARLINGTON	GALLERIA AT TYLER
7	8	6	5W	4	3	2W	1
7:05	7:09	7:15	7:26	7:29	7:39	7:45	8:07
7:58	8:04	8:11	8:23	8:26	8:36	8:42	9:05
8:55	9:01	9:08	9:21	9:25	9:39	9:46	10:12
10:00	10:06	10:13	10:28	10:32	10:46	10:53	11:19
11:03	11:09	11:16	11:31	11:35	11:49	11:56	**12:22**
12:06	**12:12**	**12:19**	**12:34**	**12:38**	**12:52**	**12:59**	**1:25**
1:07	**1:13**	**1:20**	**1:35**	**1:38**	**1:52**	**1:59**	**2:25**
2:16	**2:22**	**2:29**	**2:44**	**2:47**	**3:01**	**3:08**	**3:34**
3:20	**3:25**	**3:32**	**3:47**	**3:50**	**4:03**	**4:10**	**4:36**
4:32	**4:37**	**4:44**	**4:59**	**5:02**	**5:15**	**5:22**	**5:47**
5:22	**5:27**	**5:34**	**5:48**	**5:51**	**6:04**	**6:11**	**6:36**



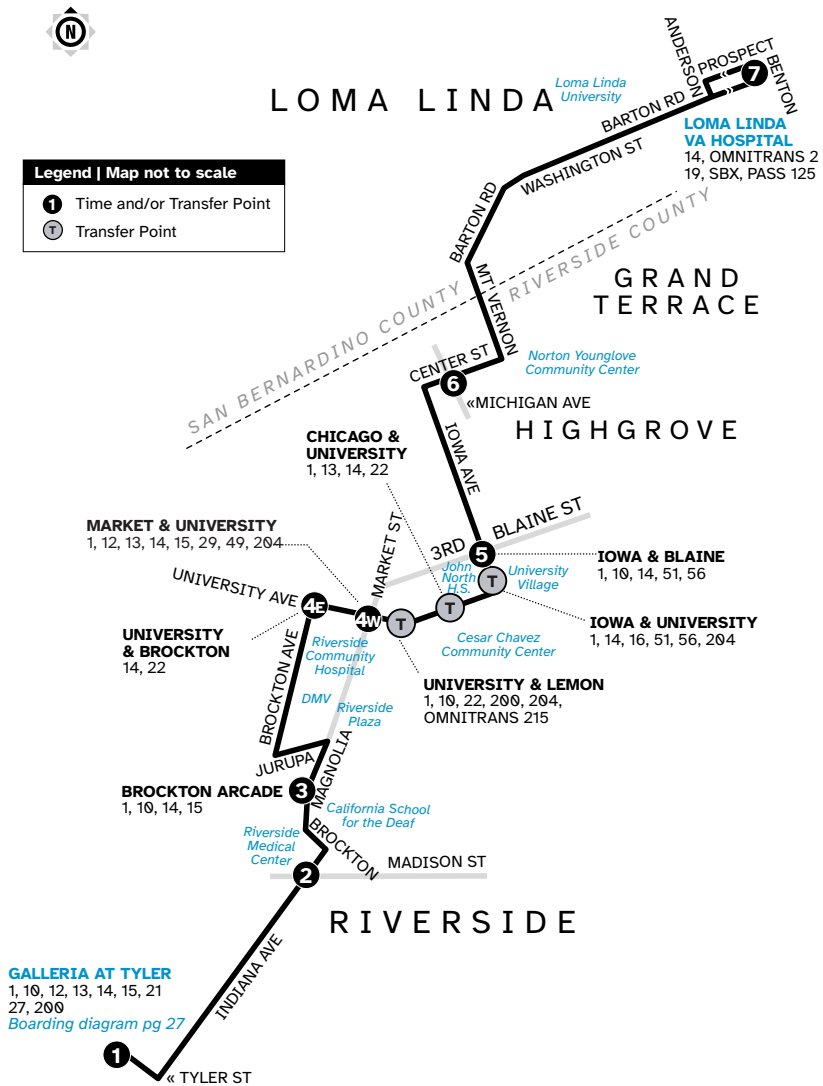
YOU'LL LIKE IT!

Join the Riverside Transit Agency on social media.

14 GALLERIA AT TYLER - DOWNTOWN RIVERSIDE - LOMA LINDA VA HOSPITAL

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.

RTA does not serve Mt. Vernon Ave. or Barton Rd. except at Loma Linda hospitals.



14 EASTBOUND TO VA HOSPITAL | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

GALLERIA AT TYLER	INDIANA & MADISON	BROCKTON ARCADE	UNIVERSITY & BROCKTON	IOWA & BLAINE	CENTER & MICHIGAN	LOMA LINDA VA HOSPITAL
1	2	3	4E	5	6	7
4:55	5:07	5:11	5:20	5:35	5:46	6:06
5:50	6:04	6:09	6:19	6:34	6:45	7:05
6:55	7:10	7:15	7:26	7:42	7:54	8:13
7:55	8:09	8:14	8:26	8:41	8:53	9:11
8:42	8:56	9:01	9:12	9:26	9:38	9:58
9:50	10:04	10:11	10:22	10:38	10:50	11:10
10:50	11:04	11:11	11:23	11:42	11:53	**12:14**
11:50	**12:04**	**12:11**	**12:23**	**12:40**	**12:53**	**1:16**
12:50	**1:04**	**1:11**	**1:23**	**1:44**	**1:57**	**2:19**
1:45	**2:02**	**2:09**	**2:23**	**2:44**	**2:59**	**3:20**
2:42	**2:59**	**3:05**	**3:19**	**3:43**	**3:58**	**4:20**
3:45	**4:02**	**4:08**	**4:22**	**4:43**	**4:56**	**5:18**
4:45	**5:02**	**5:08**	**5:22**	**5:44**	**5:57**	**6:19**
5:50	**6:06**	**6:11**	**6:23**	**6:40**	**6:51**	**7:13**
6:50	**7:04**	**7:09**	**7:20**	**7:37**	**7:48**	**8:10**

14 WESTBOUND TO GALLERIA AT TYLER | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

LOMA LINDA VA HOSPITAL	CENTER & MICHIGAN	IOWA & BLAINE	UNIVERSITY & MARKET	BROCKTON ARCADE	INDIANA & MADISON	GALLERIA AT TYLER
7	6	5	4W	3	2	1
5:35	5:50	6:04	6:16	6:29	6:36	6:52
6:45	7:03	7:17	7:29	7:42	7:49	8:05
7:30	7:52	8:08	8:20	8:33	8:40	8:56
8:35	8:53	9:07	9:19	9:32	9:39	9:55
9:30	9:46	10:00	10:13	10:27	10:34	10:50
10:30	10:46	11:04	11:19	11:33	11:40	11:56
11:30	11:46	**12:04**	**12:20**	**12:34**	**12:41**	**12:57**
12:30	**12:47**	**1:08**	**1:24**	**1:38**	**1:46**	**2:02**
1:30	**1:47**	**2:03**	**2:19**	**2:33**	**2:40**	**2:56**
2:30	**2:50**	**3:08**	**3:22**	**3:36**	**3:44**	**4:00**
3:30	**3:53**	**4:11**	**4:25**	**4:40**	**4:48**	**5:04**
4:30	**4:53**	**5:10**	**5:24**	**5:37**	**5:44**	**6:00**
5:30	**5:57**	**6:11**	**6:25**	**6:38**	**6:45**	**7:00**
6:30	**6:51**	**7:05**	**7:19**	**7:32**	**7:39**	**7:54**
7:30	**7:51**	**8:05**	**8:19**	**8:32**	**8:39**	**8:54**

14 EASTBOUND TO VA HOSPITAL | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
* If required, bus will take passengers to the bus stop on Market St. far side University Ave.

GALLERIA AT TYLER	INDIANA & MADISON	BROCKTON ARCADE	UNIVERSITY & BROCKTON	IOWA & BLAINE	CENTER & MICHIGAN	LOMA LINDA VA HOSPITAL
1	2	3	4E	5	6	7
—	—	—	7:58	8:11	8:21	8:39
—	—	—	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	11:17	11:27	11:45
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**
3:43	**4:00**	**4:05**	**4:16**	**4:36**	**4:46**	**5:04**
4:56	**5:11**	**5:16**	**5:27**	**5:44**	**5:54**	**6:12**
6:43	**6:58**	**7:03**	**7:14***	—	—	—

14 WESTBOUND TO GALLERIA AT TYLER | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

LOMA LINDA VA HOSPITAL	CENTER & MICHIGAN	IOWA & BLAINE	UNIVERSITY & MARKET	BROCKTON ARCADE	INDIANA & MADISON	GALLERIA AT TYLER
7	6	5	4W	3	2	1
7:55	8:13	8:26	8:37	8:49	8:55	9:10
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**
5:14	**5:32**	**5:45**	**5:58**	**6:11**	**6:17**	**6:33**
6:22	**6:40**	**6:53**	**7:06**	**7:19**	**7:25**	**7:41**



NEVER WALK IN FRONT OF A BUS TO CROSS THE STREET

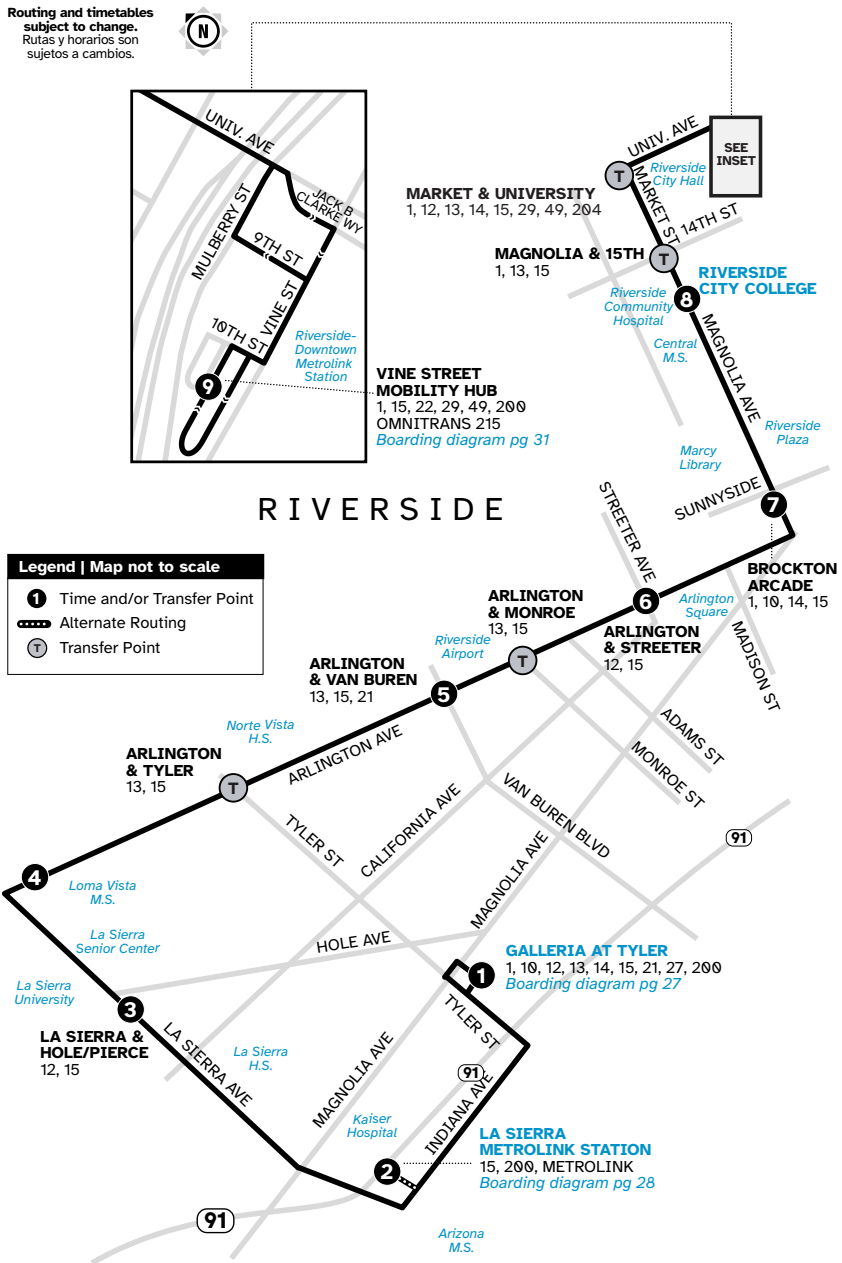
Stay safe by using a crosswalk whenever possible and waiting until you can clearly see traffic.

NUNCA CAMINE EN FRENTE DE UN AUTOBÚS PARA CRUZAR LA CALLE

Manténgase seguro utilizando el paso de peatones siempre que sea posible y esperando hasta que pueda ver claramente el tráfico.

15 DOWNTOWN RIVERSIDE - MERCED & MAGNOLIA

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



15 EASTBOUND TO DOWNTOWN RIVERSIDE | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

GALLERIA AT TYLER	LA SIERRA METROLINK STATION	LA SIERRA & HOLE/PIERCE	ARLINGTON & LA SIERRA	ARLINGTON & VAN BUREN	ARLINGTON & STREETER	BROCKTON ARCADE	RIVERSIDE CITY COLLEGE	VINE STREET MOBILITY HUB
1	2	3	4	5	6	7	8	9
4:44	4:49	4:56	5:01	5:09	5:15	5:20	5:25	5:44
5:25	5:30	5:37	5:42	5:50	5:56	6:01	6:06	6:19
5:55	6:00	6:07	6:12	6:22	6:28	6:33	6:39	6:50
6:45	6:50	6:59	7:06	7:18	7:26	7:32	7:40	7:51
7:30	7:36	7:46	7:55	8:07	8:15	8:20	8:27	8:38
8:00	—	8:15	8:21	8:31	8:38	8:43	8:50	9:01
8:50	—	9:01	9:07	9:17	9:24	9:29	9:36	9:47
9:33	—	9:45	9:51	10:01	10:08	10:13	10:20	10:31
10:00	—	10:12	10:18	10:28	10:35	10:40	10:47	10:58
10:43	—	10:55	11:01	11:11	11:18	11:23	11:30	11:41
11:20	—	11:32	11:38	11:49	11:56	**12:02**	**12:09**	**12:21**
12:00	**—**	**12:12**	**12:18**	**12:29**	**12:37**	**12:43**	**12:50**	**1:02**
12:40	**—**	**12:53**	**12:59**	**1:10**	**1:18**	**1:24**	**1:31**	**1:43**
1:15	**—**	**1:32**	**1:38**	**1:49**	**1:57**	**2:03**	**2:10**	**2:22**
2:00	**—**	**2:17**	**2:23**	**2:35**	**2:45**	**2:51**	**2:59**	**3:11**
2:40	**—**	**2:57**	**3:04**	**3:19**	**3:28**	**3:35**	**3:43**	**3:55**
3:28	**—**	**3:47**	**3:54**	**4:07**	**4:15**	**4:21**	**4:29**	**4:42**
4:10	**—**	**4:29**	**4:35**	**4:47**	**4:55**	**5:01**	**5:09**	**5:21**
4:50	**4:57**	**5:08**	**5:14**	**5:26**	**5:34**	**5:40**	**5:48**	**6:00**
5:52	**5:59**	**6:10**	**6:16**	**6:27**	**6:33**	**6:37**	**6:43**	**6:55**
6:25	**6:32**	**6:42**	**6:47**	**6:57**	**7:04**	**7:09**	**7:15**	**7:27**
7:00	**7:06**	**7:16**	**7:21**	**7:31**	**7:37**	**7:42**	**7:48**	**8:00**
7:35	**—**	**7:47**	**7:52**	**8:01**	**8:07**	**8:12**	**8:18**	**8:30**
8:40	**8:46**	**8:54**	**8:59**	**9:08**	**9:14**	**9:19**	**9:25**	**9:37**
9:05	**—**	**9:15**	**9:20**	**9:29**	**9:35**	**9:40**	**9:46**	**9:58**

15 WESTBOUND TO GALLERIA AT TYLER | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

VINE STREET MOBILITY HUB	RIVERSIDE CITY COLLEGE	BROCKTON ARCADE	ARLINGTON & STREETER	ARLINGTON & VAN BUREN	ARLINGTON & LA SIERRA	LA SIERRA & HOLE/PIERCE	LA SIERRA METROLINK STATION	GALLERIA AT TYLER
9	8	7	6	5	4	3	2	1
4:00	4:08	4:13	4:17	4:22	4:31	4:37	4:56	5:09
4:29	4:37	4:42	4:46	4:51	5:00	5:06	5:25	5:38
5:25	5:33	5:38	5:42	5:47	5:56	6:02	6:21	6:34
6:00	6:08	6:14	6:18	6:23	6:32	6:38	6:57	7:10
6:29	6:37	6:43	6:47	6:52	7:01	7:08	7:25	7:38
7:15	7:24	7:30	7:35	7:42	7:56	8:04	—	8:22
8:20	8:29	8:35	8:40	8:46	8:57	9:04	—	9:20
8:50	8:59	9:05	9:10	9:16	9:25	9:32	—	9:48
9:24	9:33	9:39	9:44	9:50	9:59	10:06	—	10:22
10:05	10:15	10:22	10:27	10:33	10:42	10:49	—	11:05
10:44	10:54	11:01	11:07	11:13	11:22	11:29	—	11:45
11:21	11:31	11:38	11:44	11:50	11:59	**12:06**	—	**12:22**
11:56	**12:08**	**12:15**	**12:21**	**12:27**	**12:36**	**12:43**	—	**12:59**
12:39	**12:51**	**12:58**	**1:05**	**1:13**	**1:24**	**1:31**	—	**1:49**
1:16	**1:28**	**1:36**	**1:43**	**1:51**	**2:02**	**2:09**	—	**2:27**
2:06	**2:18**	**2:26**	**2:33**	**2:41**	**2:52**	**2:59**	—	**3:17**
2:46	**2:57**	**3:05**	**3:12**	**3:20**	**3:32**	**3:39**	—	**3:57**
3:27	**3:38**	**3:46**	**3:53**	**4:01**	**4:13**	**4:21**	—	**4:39**
4:05	**4:16**	**4:24**	**4:31**	**4:39**	**4:51**	**4:59**	**5:11**	**5:24**
4:52	**5:03**	**5:11**	**5:18**	**5:25**	**5:35**	**5:43**	**5:55**	**6:08**
5:32	**5:43**	**5:51**	**5:58**	**6:05**	**6:15**	**6:22**	**6:34**	**6:47**
6:16	**6:25**	**6:32**	**6:38**	**6:45**	**6:55**	**7:02**	**7:12**	**7:25**
7:07	**7:16**	**7:23**	**7:30**	**7:36**	**7:46**	**7:53**	**8:03**	**8:16**
7:51	**7:59**	**8:06**	**8:11**	**8:17**	**8:26**	**8:32**	**8:41**	**8:54**
8:20	**8:28**	**8:35**	**8:40**	**8:46**	**8:55**	**9:01**	—	**9:13**

15 EASTBOUND TO DOWNTOWN RIVERSIDE | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

GALLERIA AT TYLER	LA SIERRA METROLINK STATION	LA SIERRA & HOLE/PIERCE	ARLINGTON & LA SIERRA	ARLINGTON & VAN BUREN	ARLINGTON & STREETER	BROCKTON ARCADE	RIVERSIDE CITY COLLEGE	VINE STREET MOBILITY HUB
1	2	3	4	5	6	7	8	9
6:40	6:47	6:57	7:02	7:11	7:18	7:22	7:27	7:36
7:25	7:34	7:44	7:49	7:58	8:05	8:10	8:16	8:26
8:08	—	8:24	8:29	8:38	8:45	8:50	8:56	9:06
9:00	—	9:16	9:21	9:31	9:38	9:43	9:49	9:59
9:48	—	10:04	10:09	10:19	10:26	10:31	10:37	10:47
10:30	—	10:46	10:51	11:01	11:08	11:13	11:19	11:29
11:24	—	11:40	11:45	11:55	**12:02**	**12:07**	**12:13**	**12:23**
12:12	**—**	**12:28**	**12:34**	**12:44**	**12:51**	**12:56**	**1:02**	**1:12**
12:55	**—**	**1:11**	**1:17**	**1:28**	**1:35**	**1:40**	**1:46**	**1:56**
1:49	**—**	**2:05**	**2:11**	**2:22**	**2:29**	**2:34**	**2:40**	**2:50**
2:38	**—**	**2:54**	**3:00**	**3:11**	**3:18**	**3:23**	**3:29**	**3:39**
3:22	**—**	**3:38**	**3:44**	**3:54**	**4:01**	**4:06**	**4:12**	**4:22**
4:17	**—**	**4:33**	**4:39**	**4:49**	**4:56**	**5:01**	**5:07**	**5:17**
5:10	**5:19**	**5:29**	**5:35**	**5:45**	**5:52**	**5:57**	**6:03**	**6:13**
5:52	**—**	**6:08**	**6:14**	**6:23**	**6:30**	**6:35**	**6:41**	**6:51**
6:52	**7:01**	**7:11**	**7:17**	**7:26**	**7:33**	**7:38**	**7:44**	**7:54**
7:40	**—**	**7:56**	**8:02**	**8:11**	**8:18**	**8:23**	**8:29**	**8:39**

15 WESTBOUND TO GALLERIA AT TYLER | WEEKENDS

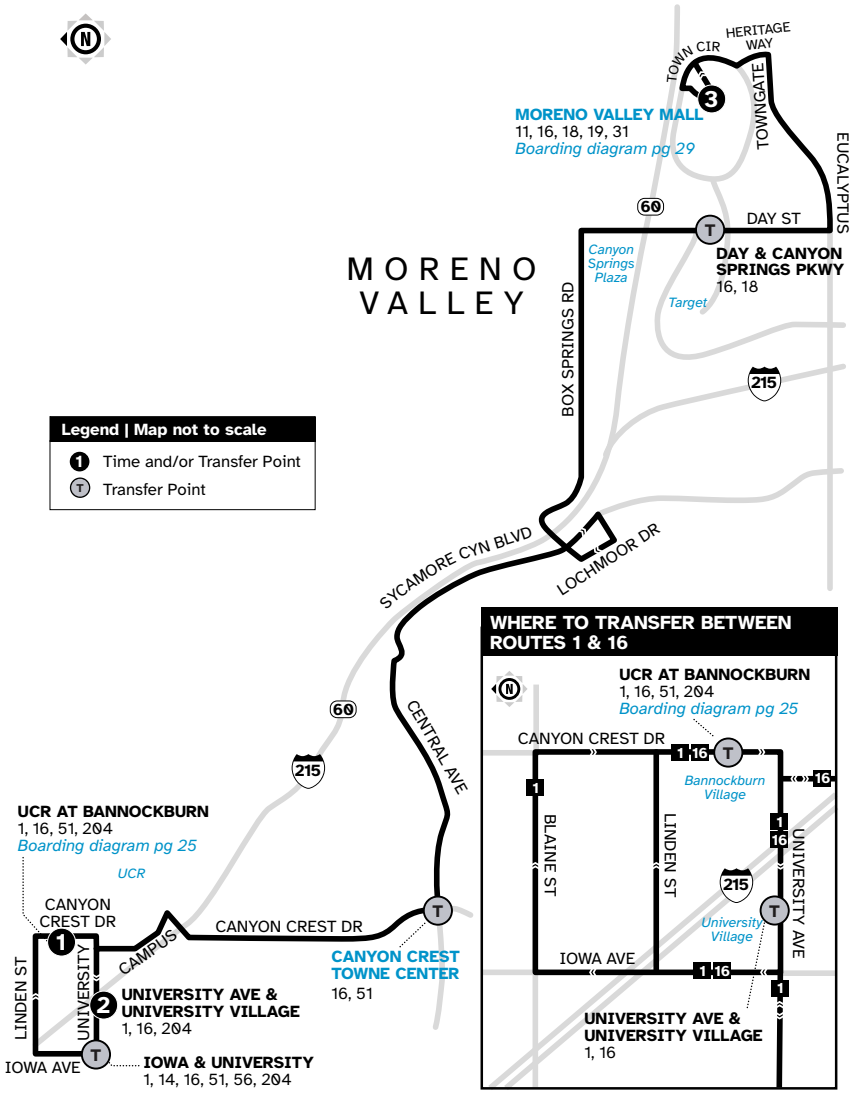
A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

VINE STREET MOBILITY HUB	RIVERSIDE CITY COLLEGE	BROCKTON ARCADE	ARLINGTON & STREETER	ARLINGTON & VAN BUREN	ARLINGTON & LA SIERRA	LA SIERRA & HOLE/PIERCE	LA SIERRA METROLINK STATION	GALLERIA AT TYLER
9	8	7	6	5	4	3	2	1
6:14	6:24	6:30	6:34	6:42	6:49	6:55	7:05	7:15
6:55	7:05	7:11	7:15	7:24	7:31	7:38	7:48	7:58
7:46	7:56	8:02	8:06	8:15	8:23	8:30	8:40	8:50
8:36	8:46	8:52	8:56	9:05	9:13	9:20	—	9:38
9:16	9:27	9:33	9:37	9:46	9:54	10:02	—	10:20
10:10	10:21	10:27	10:31	10:40	10:48	10:56	—	11:14
10:57	11:08	11:14	11:19	11:28	11:36	11:44	—	**12:02**
11:39	11:50	11:57	**12:02**	**12:11**	**12:19**	**12:27**	—	**12:45**
12:33	**12:44**	**12:51**	**12:56**	**1:05**	**1:13**	**1:21**	—	**1:39**
1:22	**1:33**	**1:40**	**1:45**	**1:54**	**2:02**	**2:10**	—	**2:28**
2:06	**2:17**	**2:24**	**2:29**	**2:38**	**2:46**	**2:54**	—	**3:12**
3:00	**3:12**	**3:19**	**3:24**	**3:33**	**3:41**	**3:49**	—	**4:07**
3:51	**4:03**	**4:10**	**4:15**	**4:24**	**4:32**	**4:40**	**4:50**	**5:00**
4:32	**4:44**	**4:51**	**4:56**	**5:05**	**5:14**	**5:22**	**5:32**	**5:42**
5:33	**5:45**	**5:52**	**5:57**	**6:05**	**6:14**	**6:22**	**6:32**	**6:42**
6:23	**6:35**	**6:42**	**6:47**	**6:55**	**7:03**	**7:10**	**7:20**	**7:30**
7:03	**7:14**	**7:20**	**7:24**	**7:32**	**7:40**	**7:47**	—	**8:05**


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Join the Riverside Transit Agency on social media.

16 MORENO VALLEY MALL TO UCR

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



RIVERSIDE

16 EASTBOUND TO MORENO VALLEY MALL | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

UCR AT BANNOCKBURN	MORENO VALLEY MALL
1	3
5:40	6:13
6:00	6:27
6:15	6:42
6:30	7:00
6:45	7:15
7:00	7:30
7:15	7:48
7:30	8:03
7:45	8:18
8:00	8:33
8:15	8:48
8:30	9:00
8:45	9:15
9:00	9:30
9:15	9:45
9:30	10:00
9:45	10:17
10:00	10:32
10:15	10:47
10:30	11:02
10:45	11:17
11:00	11:32
11:15	11:48
11:30	**12:03**
11:45	**12:18**
12:00	**12:33**
12:15	**12:50**
12:30	**1:05**
12:45	**1:20**
1:00	**1:35**
1:15	**1:50**
1:30	**2:05**
1:45	**2:20**
2:00	**2:35**
2:15	**2:51**
2:30	**3:06**
2:45	**3:21**
3:00	**3:36**
3:15	**3:51**
3:30	**4:05**
3:45	**4:20**
4:00	**4:35**
4:15	**4:52**
4:30	**5:07**
4:45	**5:22**

UCR AT BANNOCKBURN	MORENO VALLEY MALL
1	3
5:00	**5:40**
5:15	**5:55**
5:30	**6:05**
5:45	**6:20**
6:00	**6:35**
6:15	**6:50**
6:30	**7:04**
6:45	**7:19**
7:00	**7:32**
7:15	**7:47**
7:30	**8:02**
7:45	**8:17**
8:20	**8:52**
8:55	**9:24**
9:35	**10:04**
10:15	**10:44**

16 WESTBOUND TO UCR | WEEKDAYS

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
4:55	5:16	5:24
5:27	5:54	6:04
6:00	6:27	6:35
6:15	6:42	6:50
6:30	6:57	7:05
6:45	7:12	7:20
7:00	7:35	7:44
7:15	7:50	7:59
7:30	8:10	8:19
7:45	8:20	8:29
8:00	8:33	8:42
8:15	8:48	8:57
8:30	9:03	9:12
8:45	9:18	9:27
9:00	9:34	9:44
9:15	9:45	9:55
9:30	10:00	10:10
9:45	10:15	10:25
10:00	10:30	10:40
10:15	10:45	10:55
10:30	11:00	11:10
10:45	11:15	11:25
11:00	11:30	11:40
11:15	11:45	11:55
11:30	**12:00**	**12:10**
11:45	**12:15**	**12:25**
12:00	**12:31**	**12:41**
12:15	**12:46**	**12:56**
12:30	**1:01**	**1:11**
12:45	**1:16**	**1:26**
1:00	**1:31**	**1:41**
1:15	**1:46**	**1:56**
1:33	**2:04**	**2:14**
1:48	**2:19**	**2:29**
2:00	**2:31**	**2:41**
2:15	**2:46**	**2:56**
2:30	**3:01**	**3:11**
2:45	**3:16**	**3:26**
3:00	**3:31**	**3:41**
3:15	**3:46**	**3:56**
3:30	**4:02**	**4:12**
3:45	**4:17**	**4:27**
4:00	**4:32**	**4:42**

MORENO VALLEY MALL	UNIVERSITY AVE & UNIVERSITY VILLAGE	UCR AT BANNOCKBURN
3	2	1
4:15	**4:47**	**4:57**
4:30	**5:02**	**5:12**
4:45	**5:17**	**5:27**
5:02	**5:34**	**5:44**
5:15	**5:47**	**5:57**
5:30	**6:02**	**6:12**
5:45	**6:17**	**6:27**
6:00	**6:30**	**6:40**
6:15	**6:45**	**6:55**
6:30	**7:00**	**7:10**
6:45	**7:15**	**7:25**
7:00	**7:30**	**7:40**
7:15	**7:45**	**7:53**
7:30	**8:00**	**8:08**
7:45	**8:12**	**8:20**
8:10	**8:37**	**8:45**
8:45	**9:12**	**9:20**
9:30	**9:56**	**10:04**
10:15	**10:39**	**10:47**

16 WEEKENDS

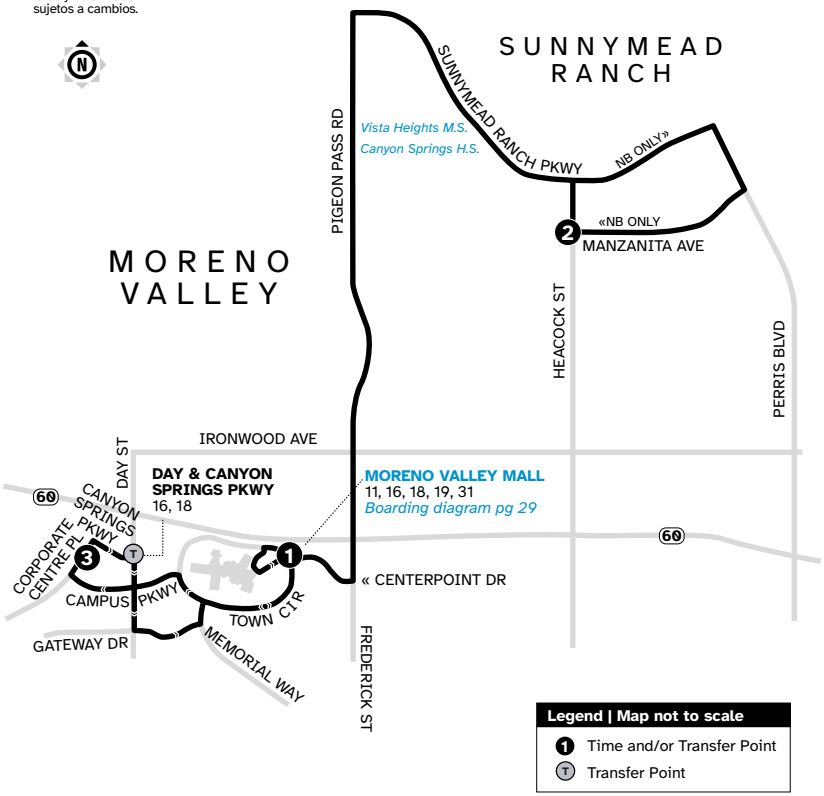
A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

EASTBOUND TO MORENO VALLEY MALL	
UCR AT BANNOCKBURN	MORENO VALLEY MALL
1	3
7:30	7:59
8:15	8:42
8:53	9:22
9:26	9:57
9:56	10:27
10:11	10:42
10:28	10:59
10:40	11:11
10:55	11:26
11:09	11:40
11:25	11:56
11:41	**12:13**
11:56	**12:28**
12:09	**12:41**
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**
5:31	**6:03**
6:03	**6:35**
6:25	**6:57**
7:34	**8:06**
8:37	**9:07**
10:13	**10:39**

WESTBOUND TO UCR		
MORENO VALLEY MALL	UNIVERSITY AVE & UNIVERSITY VILLAGE	UCR AT BANNOCKBURN
3	2	1
7:11	7:36	7:44
8:00	8:25	8:33
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**
12:50	**1:20**	**1:28**
1:02	**1:32**	**1:40**
1:17	**1:47**	**1:55**
1:34	**2:04**	**2:12**
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**
3:08	**3:38**	**3:46**
3:20	**3:50**	**3:58**
3:38	**4:08**	**4:16**
3:52	**4:22**	**4:30**
4:07	**4:37**	**4:45**
4:22	**4:52**	**5:00**
4:47	**5:17**	**5:25**
5:07	**5:37**	**5:45**
5:22	**5:52**	**6:00**
5:37	**6:07**	**6:15**
5:51	**6:20**	**6:25**
6:09	**6:37**	**6:45**
6:45	**7:13**	**7:21**
7:07	**7:35**	**7:43**
7:39	**8:07**	**8:15**
8:25	**8:53**	**9:01**
9:19	**9:47**	**9:55**

18 SUNNYMEAD RANCH - MORENO VALLEY MALL - CORPORATE CENTRE PLACE

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



18 WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
S = Operates when school is in session only.

	NORTHBOUND MORENO VALLEY MALL TO HEACOCK & MANZANITA		
	MORENO VALLEY MALL	HEACOCK & MANZANITA	MORENO VALLEY MALL
	1	2	1
	6:19	6:43	6:59
	7:30	7:56	8:15
	8:45	9:09	9:26
	10:00	10:24	10:41
	11:15	11:39	11:56
	12:30	**12:54**	**1:11**
	1:45	**2:09**	**2:26**
	3:00	**3:24**	**3:41**
S	**3:35**	**4:01**	**4:20**
	4:15	**4:39**	**4:55**
	5:30	**5:54**	**6:10**
	6:40	**7:02**	**7:18**
	7:50	**8:12**	**8:28**
	9:00	**9:22**	**9:38**

SOUTHBOUND MORENO VALLEY MALL TO CORPORATE CENTRE PLACE		
MORENO VALLEY MALL	CORPORATE CENTRE PLACE	MORENO VALLEY MALL
1	3	1
6:59	7:07	7:19
8:15	8:23	8:35
9:26	9:34	9:46
10:41	10:49	11:01
11:56	**12:04**	**12:16**
1:11	**1:19**	**1:31**
2:26	**2:34**	**2:46**
3:41	**3:49**	**4:01**
4:55	**5:03**	**5:15**
6:10	**6:18**	**6:30**
7:18	**7:26**	**7:38**
8:28	**8:36**	**8:48**

18 WEEKENDS

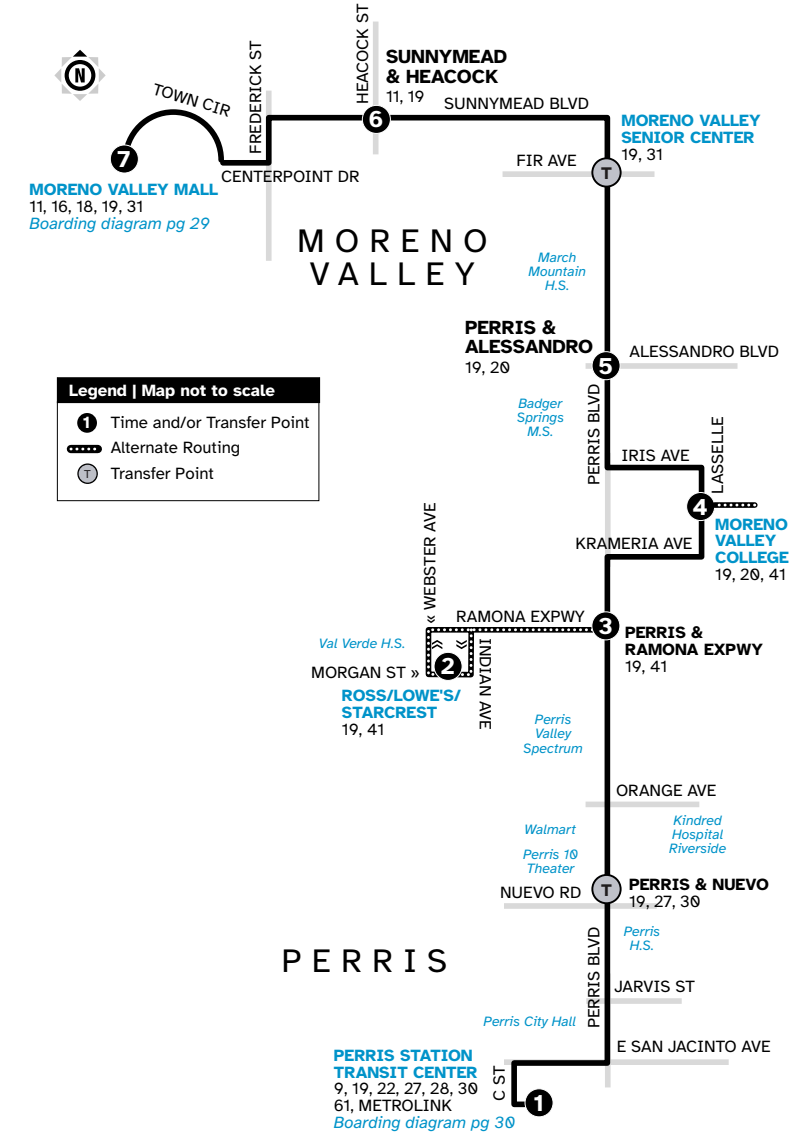
A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

NORTHBOUND MORENO VALLEY MALL TO HEACOCK & MANZANITA		
MORENO VALLEY MALL	HEACOCK & MANZANITA	MORENO VALLEY MALL
1	2	1
6:32	6:54	7:08
7:45	8:07	8:21
8:55	9:17	9:30
10:05	10:27	10:41
11:15	11:37	11:51
12:25	**12:47**	**1:03**
1:35	**1:57**	**2:13**
2:45	**3:07**	**3:23**
3:55	**4:17**	**4:33**
5:05	**5:27**	**5:43**
6:15	**6:37**	**6:53**
7:25	**7:47**	**8:01**
8:35	**8:57**	**9:11**

SOUTHBOUND MORENO VALLEY MALL TO CORPORATE CENTRE PLACE		
MORENO VALLEY MALL	CORPORATE CENTRE PLACE	MORENO VALLEY MALL
1	3	1
7:08	7:16	7:28
8:21	8:29	8:41
9:30	9:38	9:50
10:41	10:49	11:01
11:51	11:59	**12:11**
1:03	**1:11**	**1:23**
2:13	**2:21**	**2:33**
3:23	**3:31**	**3:43**
4:33	**4:41**	**4:53**
5:43	**5:51**	**6:03**
6:53	**7:01**	**7:13**
8:01	**8:09**	**8:21**

19 MORENO VALLEY MALL TO PERRIS STATION TRANSIT CENTER

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



19 NORTHBOUND TO MORENO VALLEY MALL | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	ROSS/ LOWE'S/ STARCREST	PERRIS & RAMONA EXPWY	MORENO VALLEY COLLEGE	PERRIS & ALESSANDRO	SUNNYMEAD & HEACOCK	MORENO VALLEY MALL
1	2	3	4	5	6	7
5:06	5:26	5:32	5:46	5:58	6:09	6:18
5:38	5:56	6:02	6:14	6:27	6:38	6:47
6:10	6:28	6:34	6:46	6:59	7:10	7:19
6:25	6:43	6:49	7:01	7:14	7:25	7:34
6:40	7:00	7:06	7:19	7:36	7:53	8:02
6:55	7:14	7:20	7:33	7:49	8:06	8:15
7:10	7:29	7:35	7:51	8:07	8:24	8:33
7:25	7:48	7:54	8:09	8:23	8:37	8:46
7:40	8:03	8:08	8:23	8:37	8:51	9:00
7:55	8:18	8:23	8:38	8:52	9:06	9:15
8:10	—	8:30	8:43	8:57	9:10	9:19
8:25	—	8:42	8:54	9:08	9:21	9:30
8:40	—	8:55	9:07	9:21	9:34	9:43
8:55	—	9:11	9:23	9:37	9:50	9:59
9:10	—	9:26	9:38	9:52	10:07	10:18
9:25	—	9:42	9:54	10:08	10:23	10:34
9:40	—	9:57	10:10	10:24	10:39	10:50
9:55	—	10:11	10:24	10:38	10:53	11:04
10:10	—	10:26	10:39	10:53	11:08	11:19
10:25	—	10:41	10:54	11:08	11:23	11:34
10:40	—	10:56	11:09	11:23	11:38	11:49
10:55	—	11:11	11:24	11:38	11:53	**12:04**
11:10	—	11:26	11:39	11:53	**12:08**	**12:19**
11:25	—	11:41	11:54	**12:08**	**12:23**	**12:34**
11:40	—	11:56	**12:09**	**12:24**	**12:39**	**12:50**
11:52	—	**12:11**	**12:24**	**12:39**	**12:54**	**1:05**
12:10	**—**	**12:29**	**12:42**	**12:57**	**1:12**	**1:23**
12:25	**—**	**12:41**	**12:54**	**1:09**	**1:24**	**1:35**
12:40	**—**	**12:56**	**1:09**	**1:24**	**1:39**	**1:50**
12:55	**—**	**1:11**	**1:24**	**1:39**	**1:54**	**2:05**
1:10	**—**	**1:26**	**1:39**	**1:54**	**2:09**	**2:20**
1:25	**—**	**1:46**	**2:02**	**2:18**	**2:36**	**2:47**
1:40	**—**	**1:57**	**2:10**	**2:25**	**2:40**	**2:50**
1:55	**—**	**2:12**	**2:25**	**2:41**	**2:56**	**3:07**
2:10	**2:31**	**2:38**	**2:54**	**3:10**	**3:24**	**3:35**
2:25	**2:48**	**2:55**	**3:08**	**3:24**	**3:37**	**3:48**
2:40	**3:03**	**3:10**	**3:23**	**3:39**	**3:52**	**4:03**
2:55	**3:17**	**3:24**	**3:38**	**3:55**	**4:08**	**4:19**
3:10	**3:32**	**3:39**	**3:53**	**4:10**	**4:23**	**4:34**
3:25	**3:47**	**3:54**	**4:08**	**4:25**	**4:38**	**4:49**
3:40	**4:05**	**4:11**	**4:26**	**4:41**	**4:53**	**5:04**
3:55	**4:17**	**4:23**	**4:36**	**4:53**	**5:05**	**5:16**
4:10	**4:32**	**4:38**	**4:51**	**5:06**	**5:18**	**5:29**
4:25	**4:47**	**4:53**	**5:05**	**5:20**	**5:32**	**5:43**
4:40	**5:01**	**5:07**	**5:19**	**5:34**	**5:46**	**5:57**
4:55	**5:16**	**5:22**	**5:34**	**5:49**	**6:01**	**6:12**
5:10	**5:31**	**5:37**	**5:49**	**6:04**	**6:16**	**6:27**
5:25	**5:47**	**5:53**	**6:05**	**6:20**	**6:32**	**6:43**
5:40	**6:02**	**6:08**	**6:20**	**6:35**	**6:47**	**6:58**
5:55	**6:17**	**6:23**	**6:35**	**6:49**	**7:01**	**7:12**
6:10	**6:32**	**6:38**	**6:50**	**7:04**	**7:16**	**7:26**
7:10	**—**	**7:29**	**7:42**	**7:56**	**8:08**	**8:16**
8:08	**—**	**8:25**	**8:38**	**8:52**	**9:04**	**9:12**
8:55	**—**	**9:10**	**9:23**	**9:35**	**9:45**	**9:53**
9:42	**—**	**9:57**	**10:09**	**10:21**	**10:30**	**10:38**

19 SOUTHBOUND TO PERRIS STATION TRANSIT CENTER | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	SUNNYMEAD & HEACOCK	PERRIS & ALESSANDRO	MORENO VALLEY COLLEGE	ROSS/ LOWE'S/ STARCREST	PERRIS & RAMONA EXPWY	PERRIS STATION TRANSIT CENTER
7	6	5	4	2	3	1
4:08	4:14	4:23	4:34	4:52	4:56	5:12
5:15	5:21	5:30	5:41	5:56	6:00	6:18
5:45	5:55	6:05	6:19	6:36	6:40	6:56
6:00	6:10	6:20	6:34	6:51	6:55	7:11
6:15	6:25	6:35	6:49	7:06	7:10	7:26
6:30	6:37	6:47	7:01	7:18	7:22	7:38
6:45	6:52	7:04	7:20	7:39	7:43	7:59
7:00	7:07	7:19	7:35	7:54	7:58	8:14
7:15	7:22	7:34	7:52	8:09	8:13	8:29
7:30	7:37	7:49	8:05	8:22	8:26	8:42
7:45	7:53	8:04	8:17	—	8:28	8:44
8:00	8:08	8:19	8:32	—	8:43	8:59
8:15	8:23	8:34	8:47	—	8:58	9:14
8:30	8:38	8:49	9:02	—	9:14	9:30
8:45	8:53	9:04	9:17	—	9:29	9:45
9:00	9:08	9:19	9:32	—	9:44	10:00
9:15	9:23	9:34	9:47	—	9:59	10:15
9:30	9:38	9:49	10:02	—	10:14	10:30
9:45	9:53	10:04	10:17	—	10:29	10:45
10:00	10:08	10:19	10:34	—	10:47	11:03
10:15	10:23	10:34	10:47	—	10:59	11:15
10:30	10:38	10:49	11:02	—	11:14	11:30
10:45	10:54	11:05	11:21	—	11:34	11:50
11:00	11:09	11:21	11:37	—	11:50	**12:06**
11:15	11:24	11:36	11:52	—	**12:05**	**12:21**
11:30	11:41	11:53	**12:09**	—	**12:22**	**12:38**
11:45	11:56	**12:08**	**12:24**	—	**12:38**	**12:54**
12:00	**12:11**	**12:23**	**12:39**	—	**12:53**	**1:09**
12:15	**12:24**	**12:36**	**12:52**	—	**1:05**	**1:21**
12:30	**12:39**	**12:51**	**1:10**	—	**1:26**	**1:44**
12:45	**12:57**	**1:09**	**1:25**	—	**1:41**	**1:59**
1:00	**1:09**	**1:21**	**1:35**	—	**1:51**	**2:09**
1:15	**1:27**	**1:39**	**1:55**	—	**2:09**	**2:27**
1:30	**1:39**	**1:51**	**2:07**	—	**2:22**	**2:40**
1:45	**1:54**	**2:06**	**2:22**	—	**2:37**	**2:55**
2:00	**2:09**	**2:21**	**2:37**	**2:52**	**2:57**	**3:15**
2:15	**2:26**	**2:39**	**2:56**	**3:14**	**3:19**	**3:37**
2:30	**2:39**	**2:51**	**3:08**	**3:26**	**3:31**	**3:49**
2:45	**2:56**	**3:08**	**3:27**	**3:47**	**3:52**	**4:15**
3:00	**3:11**	**3:23**	**3:40**	**3:58**	**4:03**	**4:21**
3:16	**3:25**	**3:38**	**3:55**	**4:13**	**4:18**	**4:36**
3:31	**3:40**	**3:53**	**4:10**	**4:28**	**4:33**	**4:51**
3:46	**3:55**	**4:08**	**4:24**	**4:42**	**4:47**	**5:05**
4:01	**4:11**	**4:24**	**4:40**	**4:58**	**5:03**	**5:21**
4:15	**4:25**	**4:38**	**4:54**	**5:11**	**5:16**	**5:34**
4:30	**4:40**	**4:53**	**5:09**	**5:26**	**5:31**	**5:49**
4:45	**4:55**	**5:08**	**5:24**	**5:41**	**5:46**	**6:06**
5:00	**5:10**	**5:23**	**5:39**	**5:56**	**6:01**	**6:21**
5:15	**5:25**	**5:38**	**5:54**	**6:11**	**6:16**	**6:36**
5:30	**5:40**	**5:52**	**6:08**	**6:24**	**6:29**	**6:45**
5:45	**5:55**	**6:07**	**6:23**	**6:39**	**6:44**	**7:00**
6:00	**6:09**	**6:21**	**6:37**	—	**6:49**	**7:04**
6:44	**6:53**	**7:07**	**7:23**	—	**7:35**	**7:50**
7:40	**7:49**	**8:01**	**8:15**	—	**8:26**	**8:40**
8:31	**8:39**	**8:51**	**9:05**	—	**9:16**	**9:30**
9:37	**9:45**	**9:54**	**10:05**	—	**10:16**	**10:28**
10:52	**10:59**	**11:08**	**11:19**	—	**11:29**	**11:41**

19 NORTHBOUND TO MORENO VALLEY MALL | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	PERRIS & RAMONA EXPWY	MORENO VALLEY COLLEGE	PERRIS & ALESSANDRO	SUNNYMEAD & HEACOCK	MORENO VALLEY MALL
1	3	4	5	6	7
5:05	5:23	5:33	5:45	5:54	6:03
6:00	6:18	6:28	6:40	6:49	6:59
6:45	7:03	7:13	7:25	7:36	7:46
7:25	7:43	7:53	8:05	8:16	8:26
7:55	8:13	8:23	8:36	8:47	8:57
8:25	8:43	8:53	9:07	9:19	9:29
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**
12:17	**12:35**	**12:45**	**1:00**	**1:13**	**1:24**
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**
2:23	**2:41**	**2:51**	**3:05**	**3:17**	**3:28**
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**
3:38	**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**
4:37	**4:55**	**5:05**	**5:19**	**5:31**	**5:41**
4:54	**5:12**	**5:22**	**5:36**	**5:48**	**5:58**
5:30	**5:47**	**5:57**	**6:11**	**6:22**	**6:32**
6:09	**6:26**	**6:36**	**6:50**	**7:01**	**7:11**
6:27	**6:44**	**6:54**	**7:08**	**7:19**	**7:29**
7:13	**7:30**	**7:40**	**7:54**	**8:05**	**8:15**
8:10	**8:27**	**8:37**	**8:50**	**9:00**	**9:09**
9:23	**9:43**	**9:53**	**10:06**	**10:15**	**10:24**

19 SOUTHBOUND TO PERRIS STATION TRANSIT CENTER | WEEKENDS

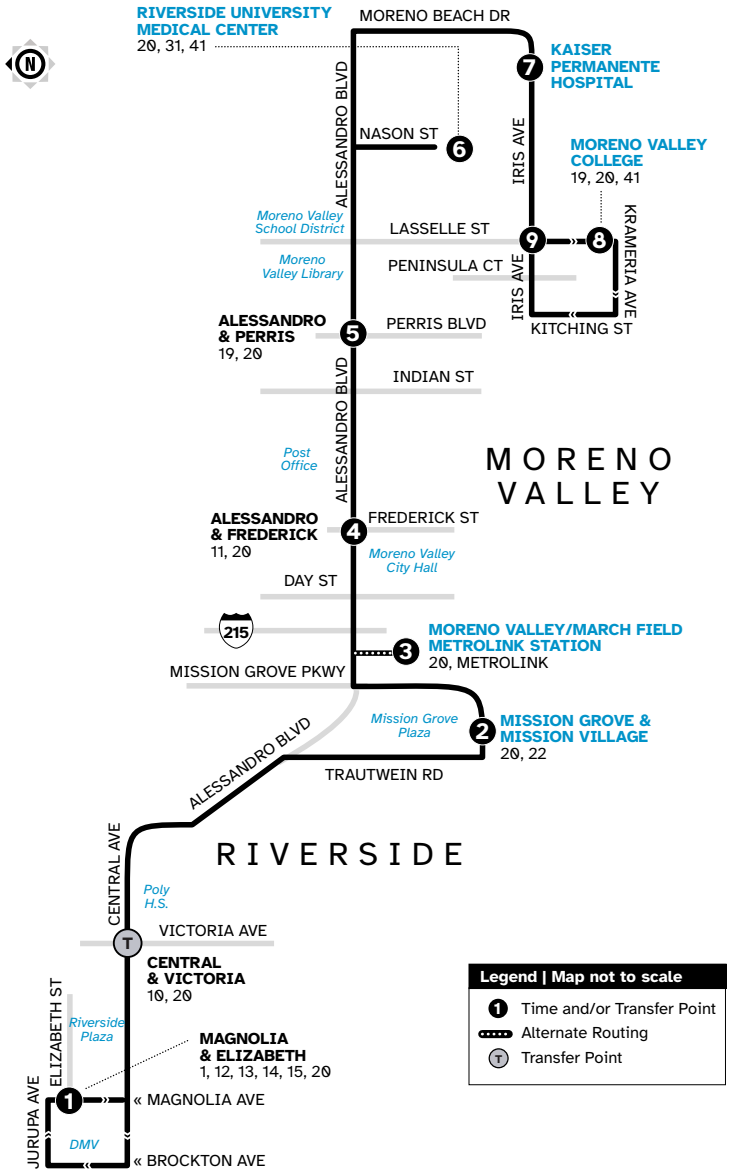
A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	SUNNYMEAD & HEACOCK	PERRIS & ALESSANDRO	MORENO VALLEY COLLEGE	PERRIS & RAMONA EXPWY	PERRIS STATION TRANSIT CENTER
7	6	5	4	3	1
6:15	6:21	6:29	6:38	6:48	7:04
6:45	6:51	7:01	7:11	7:21	7:38
7:15	7:22	7:32	7:42	7:52	8:09
8:10	8:17	8:27	8:37	8:47	9:04
8:55	9:02	9:13	9:24	9:34	9:51
9:35	9:42	9:53	10:04	10:14	10:32
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
11:09	11:17	11:28	11:39	11:49	**12:07**
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**	**2:45**	**2:56**	**3:14**
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**
6:13	**6:22**	**6:34**	**6:46**	**6:58**	**7:10**
6:45	**6:54**	**7:06**	**7:17**	**7:28**	**7:44**
7:26	**7:34**	**7:45**	**7:56**	**8:07**	**8:23**
8:16	**8:24**	**8:35**	**8:46**	**8:57**	**9:13**
9:19	**9:25**	**9:33**	**9:42**	**9:52**	**10:07**
10:41	**10:47**	**10:55**	**11:04**	**11:14**	**11:27**


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20 MAGNOLIA & ELIZABETH - METROLINK - RUMC - KAISER PERMANENTE - MOVAL COLLEGE

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



20 EASTBOUND TO MORENO VALLEY COLLEGE | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MAGNOLIA & ELIZABETH	MISSION GROVE & MISSION VILLAGE	MORENO VALLEY MARCH FIELD METROLINK STATION	ALESSANDRO & FREDERICK	ALESSANDRO & PERRIS	RIVERSIDE UNIVERSITY MEDICAL CENTER	IRIS AT KAISER PERMANENTE HOSPITAL	MORENO VALLEY COLLEGE	IRIS & LASSELLE
1	2	3	4	5	6	7	8	9
4:04	4:20	4:32	4:39	4:47	4:55	5:05	5:11	5:22
5:05	5:21	5:33	5:40	5:48	6:00	6:10	6:15	6:26
6:36	6:53	7:04	7:13	7:21	7:30	7:41	7:48	7:59
7:33	7:54	8:04	8:13	8:21	8:30	8:40	8:46	8:57
8:38	8:56	9:06	9:14	9:22	9:31	9:41	9:47	9:58
9:43	10:01	10:11	10:19	10:27	10:36	10:46	10:52	11:03
10:42	11:01	11:11	11:19	11:27	11:36	11:46	11:52	**12:03**
11:36	11:59	**12:11**	**12:20**	**12:29**	**12:38**	**12:48**	**12:54**	**1:05**
12:44	**1:05**	**1:14**	**1:23**	**1:32**	**1:41**	**1:51**	**1:57**	**2:08**
1:45	**2:07**	**2:16**	**2:26**	**2:36**	**2:46**	**2:56**	**3:02**	**3:13**
2:48	**3:13**	**3:22**	**3:32**	**3:42**	**3:52**	**4:02**	**4:08**	**4:18**
3:49	**4:16**	**4:28**	**4:38**	**4:48**	**4:58**	**5:08**	**5:14**	**5:25**
5:00	**5:26**	**5:36**	**5:45**	**5:54**	**6:04**	**6:13**	**6:19**	**6:29**
6:01	**6:25**	**6:35**	**6:43**	**6:52**	**7:01**	**7:11**	**7:16**	**7:27**
7:18	**7:37**	**7:46**	**7:54**	**8:02**	**8:11**	**8:20**	**8:25**	**8:36**
8:17	**8:34**	**8:46**	**8:54**	**9:02**	**9:11**	**9:20**	**9:25**	**9:36**
9:15	**9:32**	**9:41**	**9:49**	**9:57**	**10:06**	**10:15**	**10:20**	**10:31**
10:09	**10:25**	**10:34**	**10:42**	**10:50**	**10:59**	**11:08**	**11:13**	**11:24**

20 WESTBOUND TO MAGNOLIA & ELIZABETH | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

IRIS & LASSELLE	IRIS AT KAISER PERMANENTE HOSPITAL	RIVERSIDE UNIVERSITY MEDICAL CENTER	ALESSANDRO & PERRIS	ALESSANDRO & FREDERICK	MORENO VALLEY MARCH FIELD METROLINK STATION	MISSION GROVE & MISSION VILLAGE	MAGNOLIA & ELIZABETH
9	7	6	5	4	3	2	1
3:43	3:46	3:56	4:07	4:14	4:22	4:32	4:55
5:10	5:13	5:23	5:34	5:41	5:53	6:03	6:26
5:48	5:51	6:04	6:15	6:22	6:34	6:44	7:13
6:43	6:46	6:59	7:12	7:21	7:32	7:42	8:11
8:09	8:12	8:24	8:35	8:44	8:55	9:04	9:33
9:09	9:12	9:24	9:35	9:43	9:54	10:03	10:32
10:08	10:11	10:23	10:34	10:42	10:52	11:01	11:26
11:13	11:16	11:28	11:39	11:47	**12:00**	**12:09**	**12:34**
12:16	**12:19**	**12:31**	**12:43**	**12:51**	**1:01**	**1:10**	**1:35**
1:15	**1:18**	**1:30**	**1:42**	**1:50**	**2:00**	**2:09**	**2:38**
2:18	**2:21**	**2:33**	**2:45**	**2:53**	**3:03**	**3:14**	**3:39**
3:23	**3:26**	**3:39**	**3:51**	**3:59**	**4:09**	**4:20**	**4:46**
4:28	**4:31**	**4:44**	**4:55**	**5:03**	**5:13**	**5:22**	**5:51**
5:47	**5:50**	**6:03**	**6:14**	**6:22**	**6:32**	**6:42**	**7:08**
6:50	**6:53**	**7:04**	**7:14**	**7:22**	**7:32**	**7:41**	**8:07**
7:52	**7:55**	**8:05**	**8:15**	**8:23**	**8:32**	**8:42**	**9:05**
8:46	**8:49**	**8:59**	**9:09**	**9:17**	**9:26**	**9:36**	**9:59**
9:46	**9:49**	**9:59**	**10:09**	**10:17**	**10:26**	**10:36**	**10:59**

20 EASTBOUND TO MORENO VALLEY COLLEGE | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MAGNOLIA & ELIZABETH	MISSION GROVE & MISSION VILLAGE	MORENO VALLEY MARCH FIELD METROLINK STATION	ALESSANDRO & FREDERICK	ALESSANDRO & PERRIS	RIVERSIDE UNIVERSITY MEDICAL CENTER	IRIS AT KAISER PERMANENTE HOSPITAL	MORENO VALLEY COLLEGE	IRIS & LASSELLE
1	2	3	4	5	6	7	8	9
6:49	7:06	7:16	7:24	7:32	7:39	7:49	7:54	8:03
7:40	7:57	8:07	8:15	8:23	8:31	8:41	8:46	8:55
8:28	8:45	—	8:57	9:07	9:15	9:25	9:30	9:39
9:31	9:48	—	10:01	10:11	10:19	10:29	10:34	10:43
10:31	10:50	—	11:03	11:13	11:21	11:31	11:36	11:45
11:31	11:50	—	**12:03**	**12:13**	**12:21**	**12:31**	**12:36**	**12:45**
12:31	**12:50**	**—**	**1:03**	**1:13**	**1:21**	**1:31**	**1:36**	**1:45**
1:34	**1:53**	**—**	**2:06**	**2:16**	**2:24**	**2:34**	**2:39**	**2:48**
2:36	**2:55**	**—**	**3:08**	**3:18**	**3:26**	**3:36**	**3:41**	**3:50**
3:36	**3:55**	**—**	**4:08**	**4:18**	**4:26**	**4:36**	**4:41**	**4:50**
4:31	**4:50**	**—**	**5:03**	**5:13**	**5:21**	**5:31**	**5:36**	**5:45**
5:22	**5:41**	**5:51**	**5:59**	**6:09**	**6:17**	**6:27**	**6:32**	**6:41**
6:28	**6:47**	**—**	**6:59**	**7:07**	**7:15**	**7:25**	**7:30**	**7:39**
7:26	**7:44**	**—**	**7:56**	**8:04**	**8:11**	**8:21**	**8:26**	**8:35**

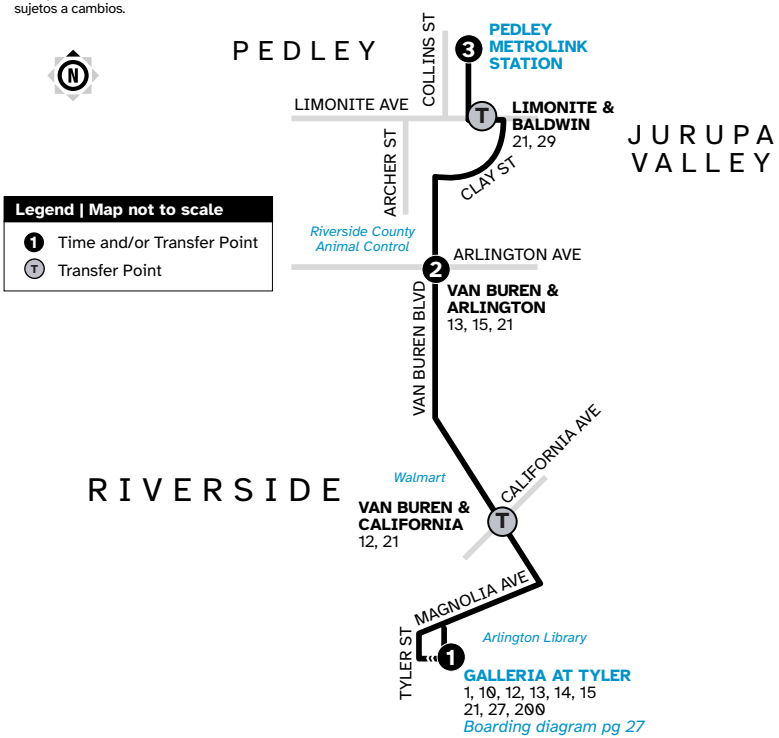
20 WESTBOUND TO MAGNOLIA & ELIZABETH | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

IRIS & LASSELLE	IRIS AT KAISER PERMANENTE HOSPITAL	RIVERSIDE UNIVERSITY MEDICAL CENTER	ALESSANDRO & PERRIS	ALESSANDRO & FREDERICK	MORENO VALLEY MARCH FIELD METROLINK STATION	MISSION GROVE & MISSION VILLAGE	MAGNOLIA & ELIZABETH
9	7	6	5	4	3	2	1
7:05	7:09	7:19	7:30	7:37	7:47	7:57	8:18
8:16	8:20	8:30	8:41	8:48	—	9:00	9:21
9:05	9:09	9:20	9:32	9:40	—	9:54	10:17
9:49	9:53	10:04	10:16	10:24	—	10:38	11:01
10:53	10:57	11:08	11:20	11:28	—	11:42	**12:05**
11:55	11:59	**12:10**	**12:22**	**12:30**	**—**	**12:44**	**1:07**
12:55	**12:59**	**1:10**	**1:22**	**1:30**	**—**	**1:44**	**2:07**
1:55	**1:59**	**2:10**	**2:22**	**2:30**	**—**	**2:44**	**3:07**
2:58	**3:02**	**3:13**	**3:25**	**3:33**	**—**	**3:47**	**4:10**
4:00	**4:04**	**4:15**	**4:27**	**4:35**	**—**	**4:49**	**5:12**
5:00	**5:04**	**5:15**	**5:27**	**5:35**	**5:45**	**5:55**	**6:18**
6:05	**6:09**	**6:20**	**6:32**	**6:39**	**—**	**6:53**	**7:16**
7:00	**7:04**	**7:15**	**7:27**	**7:34**	**—**	**7:45**	**8:06**

21 GALLERIA AT TYLER TO PEDLEY METROLINK STATION

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



Boarding diagram pg 27

21 WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

NORTHBOUND TO PEDLEY METROLINK STATION		
GALLERIA AT TYLER	VAN BUREN & ARLINGTON	JURUPA VALLEY/ PEDLEY METROLINK STATION
1	2	3
6:24	6:36	6:50
7:40	7:52	8:06
9:04	9:16	9:30
10:19	10:31	10:45
11:32	11:47	**12:01**
12:54	**1:13**	**1:27**
2:17	**2:35**	**2:49**
3:42	**4:00**	**4:14**
5:11	**5:29**	**5:43**
6:48	**7:01**	**7:15**
8:05	**8:18**	**8:32**

SOUTHBOUND TO GALLERIA AT TYLER		
JURUPA VALLEY/ PEDLEY METROLINK STATION	VAN BUREN & ARLINGTON	GALLERIA AT TYLER
3	2	1
7:00	7:11	7:27
8:25	8:36	8:52
9:40	9:51	10:07
10:55	11:06	11:22
12:15	**12:26**	**12:44**
1:38	**1:49**	**2:07**
3:00	**3:14**	**3:32**
4:25	**4:43**	**5:01**
6:03	**6:19**	**6:37**
7:26	**7:37**	**7:55**
8:46	**8:57**	**9:15**

21 WEEKENDS

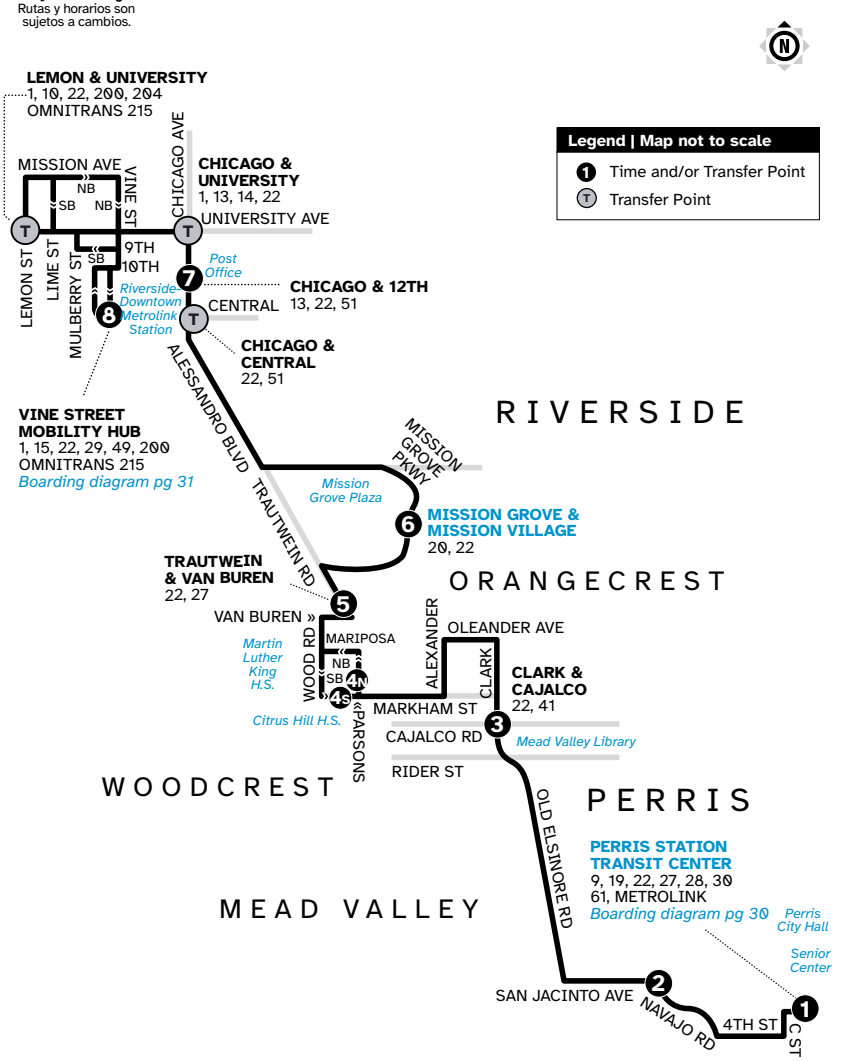
A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

NORTHBOUND TO PEDLEY METROLINK STATION		
GALLERIA AT TYLER	VAN BUREN & ARLINGTON	JURUPA VALLEY/ PEDLEY METROLINK STATION
1	2	3
7:41	7:54	8:03
8:43	8:57	9:07
9:49	10:04	10:14
10:56	11:14	11:24
12:08	**12:27**	**12:38**
1:22	**1:41**	**1:52**
2:37	**2:56**	**3:07**
3:52	**4:11**	**4:22**
5:07	**5:25**	**5:36**
6:19	**6:35**	**6:45**

SOUTHBOUND TO GALLERIA AT TYLER		
JURUPA VALLEY/ PEDLEY METROLINK STATION	VAN BUREN & ARLINGTON	GALLERIA AT TYLER
3	2	1
8:13	8:23	8:38
9:17	9:27	9:44
10:24	10:34	10:51
11:34	11:45	**12:03**
12:48	**12:59**	**1:17**
2:02	**2:14**	**2:32**
3:17	**3:29**	**3:47**
4:32	**4:44**	**5:02**
5:46	**5:57**	**6:14**
6:55	**7:06**	**7:23**

22 DOWNTOWN RIVERSIDE - PERRIS STATION TRANSIT CENTER

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



22 NORTHBOUND TO DOWNTOWN RIVERSIDE | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	SAN JACINTO & NAVAJO	CLARK & CAJALCO	PARSONS & MARKHAM	TRAUTWEIN & VAN BUREN	MISSION GROVE & MISSION VILLAGE	CHICAGO & 12TH	VINE STREET MOBILITY HUB
1	2	3	4N	5	6	7	8
5:20	5:29	5:41	5:54	6:03	6:11	6:27	6:37
6:25	6:34	6:47	7:00	7:09	7:17	7:38	7:52
7:10	7:16	7:30	7:48	8:01	8:11	8:28	8:42
8:10	8:16	8:28	8:40	8:49	8:55	9:09	9:23
9:00	9:06	9:18	9:30	9:39	9:45	9:59	10:13
9:40	9:46	9:58	10:10	10:19	10:25	10:39	10:54
10:25	10:31	10:43	10:55	11:04	11:10	11:24	11:39
11:05	11:11	11:23	11:35	11:44	11:50	**12:04**	**12:19**
12:01	**12:07**	**12:19**	**12:31**	**12:40**	**12:46**	**1:00**	**1:15**
12:50	**12:56**	**1:08**	**1:20**	**1:29**	**1:35**	**1:50**	**2:05**
1:30	**1:36**	**1:48**	**2:00**	**2:09**	**2:16**	**2:31**	**2:46**
2:15	**2:22**	**2:34**	**2:46**	**2:58**	**3:05**	**3:20**	**3:35**
3:15	**3:24**	**3:37**	**3:53**	**4:05**	**4:12**	**4:27**	**4:42**
4:10	**4:21**	**4:34**	**4:47**	**4:57**	**5:03**	**5:17**	**5:32**
5:00	**5:08**	**5:23**	**5:36**	**5:46**	**5:52**	**6:06**	**6:19**
5:50	**5:58**	**6:13**	**6:25**	**6:35**	**6:40**	**6:53**	**7:08**
6:45	**6:53**	**7:08**	**7:20**	**7:30**	**7:35**	**7:48**	**8:03**
7:30	**7:36**	**7:48**	**7:59**	**8:07**	**8:11**	**8:22**	**8:35**

22 SOUTHBOUND TO PERRIS STATION TRANSIT CENTER | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
S = Operates when school is in session only.

	VINE STREET MOBILITY HUB	CHICAGO & 12TH	MISSION GROVE & MISSION VILLAGE	TRAUTWEIN & VAN BUREN	MARKHAM & PARSONS	CLARK & CAJALCO	SAN JACINTO & NAVAJO	PERRIS STATION TRANSIT CENTER
	8	7	6	5	4S	3	2	1
	5:40	5:52	6:04	6:13	6:25	6:38	6:49	6:57
	6:25	6:36	6:49	6:55	7:06	7:21	7:34	7:42
	7:05	7:20	7:37	7:46	7:58	8:10	8:22	8:30
	8:10	8:25	8:40	8:47	8:56	9:08	9:20	9:28
	8:55	9:10	9:24	9:31	9:39	9:51	10:03	10:11
	9:35	9:50	10:04	10:11	10:19	10:32	10:44	10:52
	10:35	10:50	11:04	11:11	11:19	11:32	11:43	11:51
	11:20	11:35	11:49	11:56	**12:04**	**12:17**	**12:28**	**12:36**
	12:00	**12:16**	**12:30**	**12:37**	**12:45**	**12:58**	**1:09**	**1:17**
	12:40	**12:56**	**1:12**	**1:19**	**1:27**	**1:41**	**1:52**	**2:01**
	1:35	**1:51**	**2:07**	**2:14**	**2:24**	**2:38**	**2:50**	**2:59**
	2:25	**2:40**	**2:56**	**3:04**	**3:14**	**3:28**	**3:40**	**3:49**
S	—	—	—	—	**3:45**	**4:05**	**4:18**	**4:27**
	3:10	**3:28**	**3:45**	**3:53**	**4:05**	**4:22**	**4:34**	**4:43**
	4:00	**4:18**	**4:38**	**4:46**	**4:57**	**5:11**	**5:23**	**5:32**
	4:55	**5:13**	**5:35**	**5:43**	**5:54**	**6:08**	**6:22**	**6:30**
	5:55	**6:10**	**6:30**	**6:38**	**6:47**	**7:01**	**7:12**	**7:20**
	6:50	**7:05**	**7:20**	**7:26**	**7:35**	**7:48**	**7:59**	**8:07**
	7:30	**7:43**	**7:56**	**8:02**	**8:10**	**8:22**	**8:32**	**8:39**

22 NORTHBOUND TO DOWNTOWN RIVERSIDE | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	SAN JACINTO & NAVAJO	CLARK & CAJALCO	PARSONS & MARKHAM	TRAUTWEIN & VAN BUREN	MISSION GROVE & MISSION VILLAGE	CHICAGO & 12TH	VINE STREET MOBILITY HUB
1	2	3	4N	5	6	7	8
5:25	5:31	5:43	5:55	6:03	6:07	6:18	6:31
6:25	6:31	6:43	6:55	7:03	7:07	7:18	7:31
7:35	7:41	7:53	8:05	8:13	8:17	8:28	8:41
8:25	8:31	8:43	8:55	9:03	9:07	9:18	9:31
9:10	9:16	9:28	9:40	9:48	9:53	10:04	10:17
10:25	10:31	10:43	10:55	11:04	11:09	11:21	11:35
11:30	11:36	11:48	**12:00**	**12:09**	**12:14**	**12:26**	**12:40**
12:25	**12:31**	**12:43**	**12:55**	**1:04**	**1:09**	**1:21**	**1:35**
1:25	**1:32**	**1:44**	**1:56**	**2:05**	**2:10**	**2:22**	**2:36**
2:25	**2:32**	**2:45**	**2:57**	**3:06**	**3:11**	**3:23**	**3:37**
3:25	**3:32**	**3:45**	**3:57**	**4:06**	**4:11**	**4:23**	**4:37**
4:25	**4:32**	**4:45**	**4:57**	**5:06**	**5:10**	**5:22**	**5:36**
5:30	**5:37**	**5:50**	**6:02**	**6:11**	**6:15**	**6:27**	**6:40**
6:25	**6:32**	**6:45**	**6:57**	**7:06**	**7:10**	**7:22**	**7:35**
7:16	**7:23**	**7:36**	**7:47**	**7:55**	**7:59**	**8:09**	**8:22**

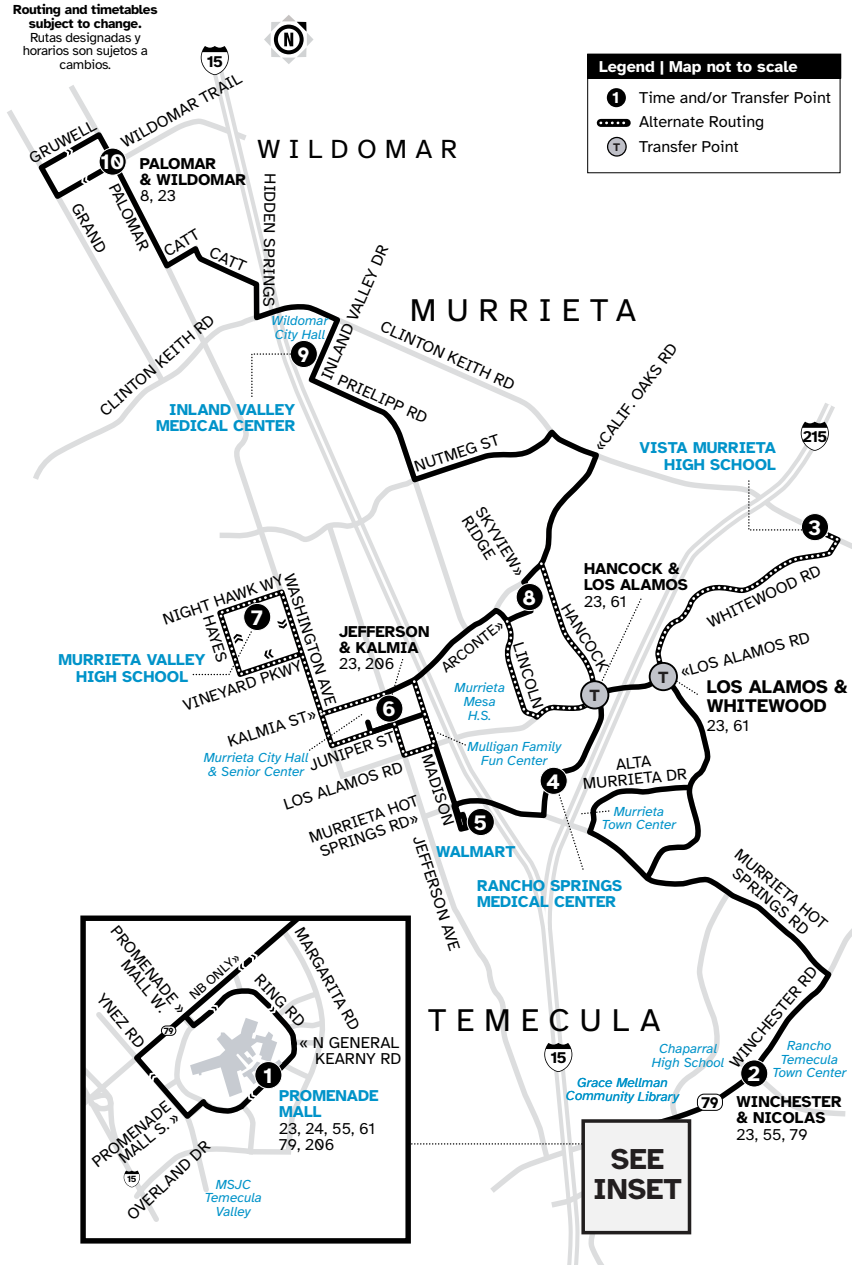
22 SOUTHBOUND TO PERRIS STATION TRANSIT CENTER | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

VINE STREET MOBILITY HUB	CHICAGO & 12TH	MISSION GROVE & MISSION VILLAGE	TRAUTWEIN & VAN BUREN	MARKHAM & PARSONS	CLARK & CAJALCO	SAN JACINTO & NAVAJO	PERRIS STATION TRANSIT CENTER
8	7	6	5	4S	3	2	1
7:00	7:13	7:26	7:32	7:39	7:51	8:03	8:11
7:45	7:58	8:11	8:17	8:24	8:36	8:48	8:56
8:55	9:08	9:21	9:27	9:34	9:47	9:59	10:07
9:50	10:04	10:19	10:26	10:34	10:47	10:58	11:06
10:55	11:10	11:25	11:32	11:40	11:53	**12:04**	**12:12**
11:55	**12:10**	**12:25**	**12:32**	**12:40**	**12:53**	**1:04**	**1:12**
12:50	**1:05**	**1:19**	**1:26**	**1:34**	**1:47**	**1:58**	**2:06**
1:55	**2:10**	**2:24**	**2:31**	**2:39**	**2:52**	**3:03**	**3:11**
2:55	**3:10**	**3:24**	**3:31**	**3:39**	**3:52**	**4:03**	**4:11**
3:50	**4:05**	**4:19**	**4:26**	**4:34**	**4:47**	**4:58**	**5:06**
4:50	**5:05**	**5:19**	**5:26**	**5:34**	**5:47**	**5:58**	**6:06**
5:50	**6:05**	**6:19**	**6:26**	**6:34**	**6:47**	**6:58**	**7:06**
7:06	**7:21**	**7:34**	**7:41**	**7:48**	**8:00**	**8:10**	**8:18**

23 TEMECULA - MURRIETA - WILDOMAR

Routing and timetables subject to change.
Rutas designadas y horarios son sujetos a cambios.



23 NORTHBOUND TO WILDOMAR | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
A = Alternate routing from Murrieta Valley High School, operates when school is in session.

	PROMENADE MALL	WINCHESTER & NICOLAS	RANCHO SPRINGS MEDICAL CENTER	MURRIETA WALMART	JEFFERSON & KALMIA	MURRIETA VALLEY HIGH SCHOOL	SKYVIEW RIDGE AMANDA APTS	INLAND VALLEY MEDICAL CENTER	PALOMAR & WILDOMAR
	1	2	4	5	6	7	8	9	10
	7:05	7:14	7:39	7:45	7:54	—	8:02	8:13	8:35
	8:20	8:29	8:59	9:05	9:14	—	9:21	9:31	9:47
	9:26	9:35	10:02	10:08	10:17	—	10:24	10:34	10:52
	10:30	10:39	11:06	11:12	11:22	—	11:29	11:39	11:57
	11:50	**12:02**	**12:34**	**12:40**	**12:50**	**—**	**12:57**	**1:07**	**1:28**
	1:00	**1:11**	**1:43**	**1:49**	**1:59**	**—**	**2:07**	**2:18**	**2:39**
	2:00	**2:11**	**2:43**	**2:49**	**2:59**	**—**	**3:07**	**3:18**	**3:36**
A	**—**	**—**	**—**	**—**	**—**	**3:42**	**—**	**4:24**	**—**
	3:35	**3:49**	**4:26**	**4:32**	**4:42**	**—**	**4:50**	**5:01**	**5:19**
	4:53	**5:04**	**5:41**	**5:47**	**5:57**	**—**	**6:03**	**6:13**	**6:30**
	5:50	**6:01**	**6:34**	**6:40**	**6:50**	**—**	**6:56**	**7:06**	**7:23**
	7:03	**7:14**	**7:43**	**7:49**	**7:59**	**—**	**8:05**	**8:14**	**—**

23 SOUTHBOUND TO TEMECULA (PROMENADE MALL) | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
B = Alternate routing to Murrieta Valley High School, operates when school is in session.
C = Alternate routing from Vista Murrieta High School, operates when school is in session.

	PALOMAR & WILDOMAR	INLAND VALLEY MEDICAL CENTER	SKYVIEW RIDGE AMANDA APTS	MURRIETA VALLEY HIGH SCHOOL	JEFFERSON & KALMIA	MURRIETA WALMART	RANCHO SPRINGS MEDICAL CENTER	VISTA MURRIETA HIGH SCHOOL	WINCHESTER & NICOLAS	PROMENADE MALL
	10	9	8	7	6	5	4	3	2	1
	6:00	6:13	6:24	—	6:32	6:41	6:46	—	7:08	7:16
	7:00	7:13	7:24	—	7:33	7:42	7:47	—	8:12	8:20
B	—	7:43	7:55	8:09	—	—	—	—	—	—
	8:45	8:58	9:10	—	9:19	9:30	9:35	—	9:59	10:08
	9:57	10:11	10:23	**—**	10:32	10:44	10:49	—	11:13	11:22
	11:02	11:16	11:28	—	11:37	11:48	11:53	**—**	**12:17**	**12:26**
	12:14	**12:28**	**12:40**	**—**	**12:49**	**1:01**	**1:06**	**—**	**1:30**	**1:39**
	1:12	**1:26**	**1:38**	**—**	**1:50**	**2:02**	**2:07**	**—**	**2:31**	**2:41**
	2:30	**2:43**	**2:55**	**—**	**3:05**	**3:17**	**3:22**	**—**	**3:46**	**3:56**
C	**—**	**—**	**—**	**—**	**—**	**—**	**—**	**3:43**	**4:08**	**4:17**
	3:46	**3:59**	**4:10**	**—**	**4:20**	**4:31**	**4:36**	**—**	**5:00**	**5:09**
	5:29	**5:41**	**5:52**	**—**	**6:00**	**6:11**	**6:16**	**—**	**6:37**	**6:46**
	6:42	**6:54**	**7:05**	**—**	**7:13**	**7:23**	**7:28**	**—**	**7:49**	**7:58**

23 NORTHBOUND TO WILDOMAR | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PROMENADE MALL	WINCHESTER & NICOLAS	RANCHO SPRINGS MEDICAL CENTER	MURRIETA WALMART	JEFFERSON & KALMIA	SKYVIEW RIDGE AMANDA APTS	INLAND VALLEY MEDICAL CENTER	PALOMAR & WILDOMAR
1	2	4	5	6	8	9	10
7:56	8:05	8:27	8:33	8:41	8:48	8:57	9:12
8:56	9:05	9:27	9:33	9:43	9:50	10:00	10:15
10:06	10:17	10:39	10:45	10:55	11:02	11:12	11:27
11:11	11:23	11:49	11:55	**12:05**	**12:12**	**12:22**	**12:37**
12:25	**12:37**	**1:05**	**1:11**	**1:21**	**1:28**	**1:38**	**1:55**
1:39	**1:51**	**2:19**	**2:25**	**2:35**	**2:42**	**2:51**	**3:08**
2:44	**2:56**	**3:24**	**3:30**	**3:40**	**3:47**	**3:56**	**4:13**
3:56	**4:08**	**4:36**	**4:42**	**4:52**	**4:59**	**5:09**	**5:26**
5:06	**5:18**	**5:46**	**5:52**	**6:02**	**6:09**	**6:19**	**6:34**
6:10	**6:22**	**6:50**	**6:56**	**7:04**	**7:11**	**7:26**	—

23 SOUTHBOUND TO TEMECULA (PROMENADE MALL) | WEEKENDS

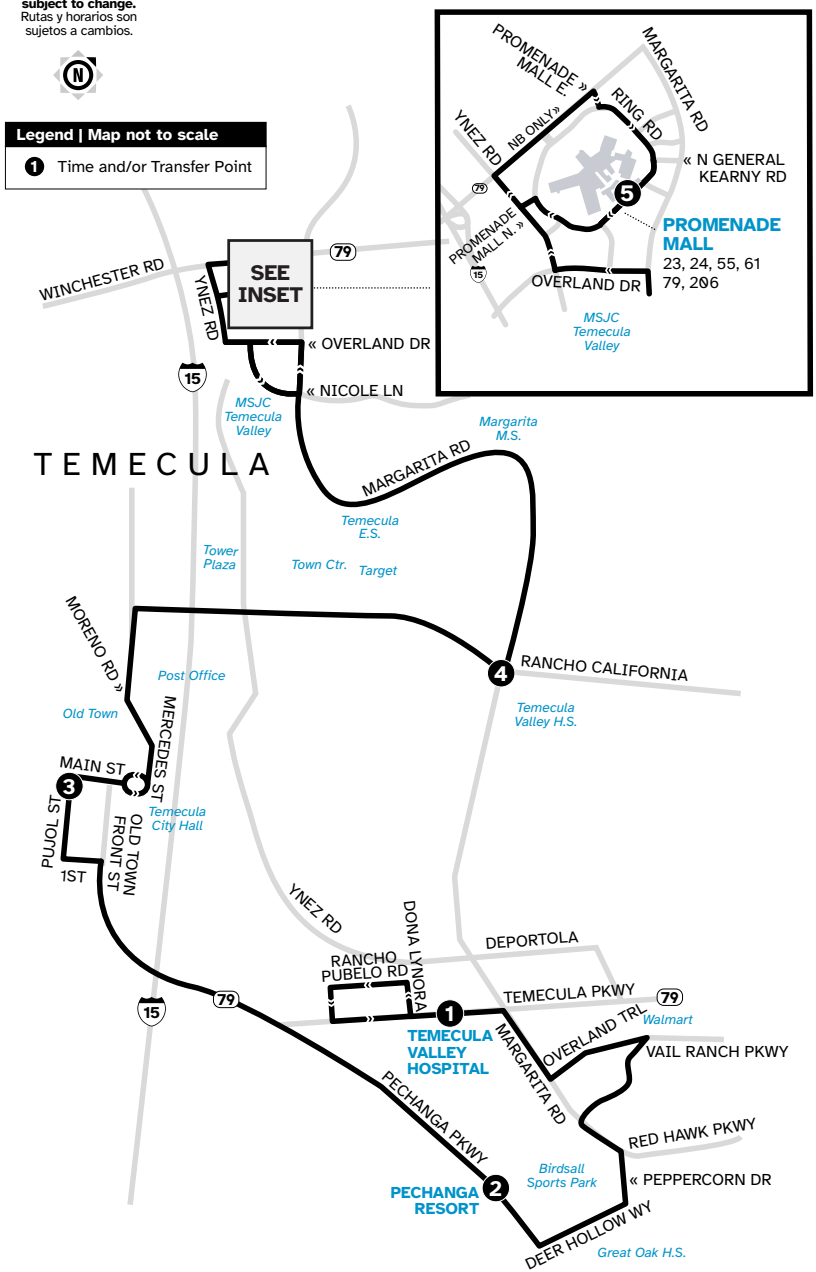
A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PALOMAR & WILDOMAR	INLAND VALLEY MEDICAL CENTER	SKYVIEW RIDGE AMANDA APTS	JEFFERSON & KALMIA	MURRIETA WALMART	RANCHO SPRINGS MEDICAL CENTER	WINCHESTER & NICOLAS	PROMENADE MALL
10	9	8	6	5	4	2	1
7:19	7:31	7:41	7:49	7:57	8:02	8:22	8:31
8:33	8:45	8:55	9:04	9:12	9:17	9:37	9:46
9:42	9:54	10:04	10:13	10:23	10:28	10:48	10:57
10:48	11:00	11:10	11:19	11:29	11:35	11:55	**12:04**
11:52	**12:05**	**12:15**	**12:24**	**12:34**	**12:40**	**1:00**	**1:09**
1:05	**1:18**	**1:28**	**1:37**	**1:47**	**1:53**	**2:13**	**2:22**
2:17	**2:29**	**2:39**	**2:48**	**2:58**	**3:04**	**3:24**	**3:33**
3:32	**3:44**	**3:54**	**4:03**	**4:13**	**4:19**	**4:39**	**4:48**
4:46	**4:58**	**5:08**	**5:17**	**5:27**	**5:33**	**5:53**	**6:02**
5:46	**5:58**	**6:08**	**6:16**	**6:26**	**6:32**	**6:52**	**7:01**


gomobile
RIVERSIDE TRANSIT AGENCY
10:41
gomobile
30 Day Veteran Local
Barcode Expires 05/12/25
10:51 AM
09:49
Total Fare: $30.00
30 Day Veteran Local
Period Pass
ID Card
Ticket Inform...
GENFARE
• buy passes
• pay your fare
• plan your trip
• get arrival times
• get service alerts
all on your phone!
Details at RiversideTransit.com/GoMobile

24 PROMENADE MALL - PECHANGA RESORT - TEMECULA VALLEY HOSPITAL

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



24 NORTHBOUND TO PROMENADE MALL | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

TEMECULA VALLEY HOSPITAL	PECHANGA RESORT	PUJOL & MAIN	MARGARITA & RANCHO CALIFORNIA	PROMENADE MALL
1	2	3	4	5
6:50	7:16	7:29	7:44	8:02
8:00	8:26	8:43	8:58	9:16
9:00	9:26	9:43	9:58	10:16
10:20	10:46	11:01	11:16	11:34
11:30	11:59	**12:14**	**12:29**	**12:49**
12:30	**12:59**	**1:14**	**1:29**	**1:49**
1:50	**2:19**	**2:33**	**2:48**	**3:08**
3:20	**3:49**	**4:07**	**4:23**	**4:43**
4:15	**4:44**	**4:59**	**5:15**	**5:35**
5:25	**5:54**	**6:08**	**6:20**	**6:38**
6:40	**7:09**	**7:23**	**7:35**	**7:53**

24 SOUTHBOUND TO TEMECULA VALLEY HOSPITAL | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PROMENADE MALL	MARGARITA & RANCHO CALIFORNIA	PUJOL & MAIN	PECHANGA RESORT	TEMECULA VALLEY HOSPITAL
5	4	3	2	1
6:40	6:51	7:02	7:12	7:34
7:30	7:45	7:56	8:06	8:28
9:00	9:15	9:30	9:43	10:03
10:16	10:31	10:48	11:01	11:21
11:30	11:46	**12:05**	**12:18**	**12:38**
12:30	**12:46**	**1:02**	**1:15**	**1:35**
1:55	**2:12**	**2:28**	**2:41**	**3:04**
2:50	**3:07**	**3:22**	**3:35**	**3:58**
4:05	**4:22**	**4:37**	**4:50**	**5:09**
5:20	**5:37**	**5:52**	**6:05**	**6:24**
6:50	**7:07**	**7:22**	**7:35**	**7:57**

24 NORTHBOUND TO PROMENADE MALL | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

TEMECULA VALLEY HOSPITAL	PECHANGA RESORT	PUJOL & MAIN	MARGARITA & RANCHO CALIFORNIA	PROMENADE MALL
1	2	3	4	5
7:40	8:06	8:18	8:33	8:46
8:48	9:14	9:28	9:43	9:56
9:52	10:18	10:31	10:46	11:01
11:05	11:34	11:47	**12:02**	**12:17**
12:19	**12:48**	**1:01**	**1:16**	**1:31**
1:23	**1:52**	**2:05**	**2:21**	**2:36**
2:33	**3:02**	**3:15**	**3:31**	**3:46**
3:45	**4:14**	**4:27**	**4:43**	**4:56**
4:55	**5:24**	**5:37**	**5:49**	**6:00**
6:10	**6:39**	**6:52**	**7:04**	**7:13**

24 SOUTHBOUND TO TEMECULA VALLEY HOSPITAL | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PROMENADE MALL	MARGARITA & RANCHO CALIFORNIA	PUJOL & MAIN	PECHANGA RESORT	TEMECULA VALLEY HOSPITAL
5	4	3	2	1
7:49	8:00	8:11	8:21	8:38
8:41	8:56	9:11	9:24	9:42
9:54	10:09	10:26	10:39	10:57
11:05	11:21	11:40	11:53	**12:11**
12:12	**12:28**	**12:44**	**12:57**	**1:15**
1:19	**1:36**	**1:52**	**2:05**	**2:23**
2:32	**2:49**	**3:04**	**3:17**	**3:35**
3:43	**4:00**	**4:15**	**4:28**	**4:45**
4:58	**5:15**	**5:30**	**5:43**	**6:00**
6:12	**6:29**	**6:44**	**6:57**	**7:14**

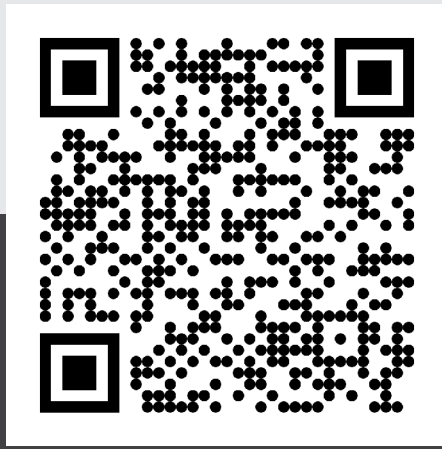
SPEAK UP!

SEE | SAY

SOMETHING | SOMETHING

FOR AN EMERGENCY, CALL 9-1-1.

Use this QR Code to report any non-emergency suspicious activity or behavioral concerns on any RTA bus.



HABLAR ALTO

VER | DECIR

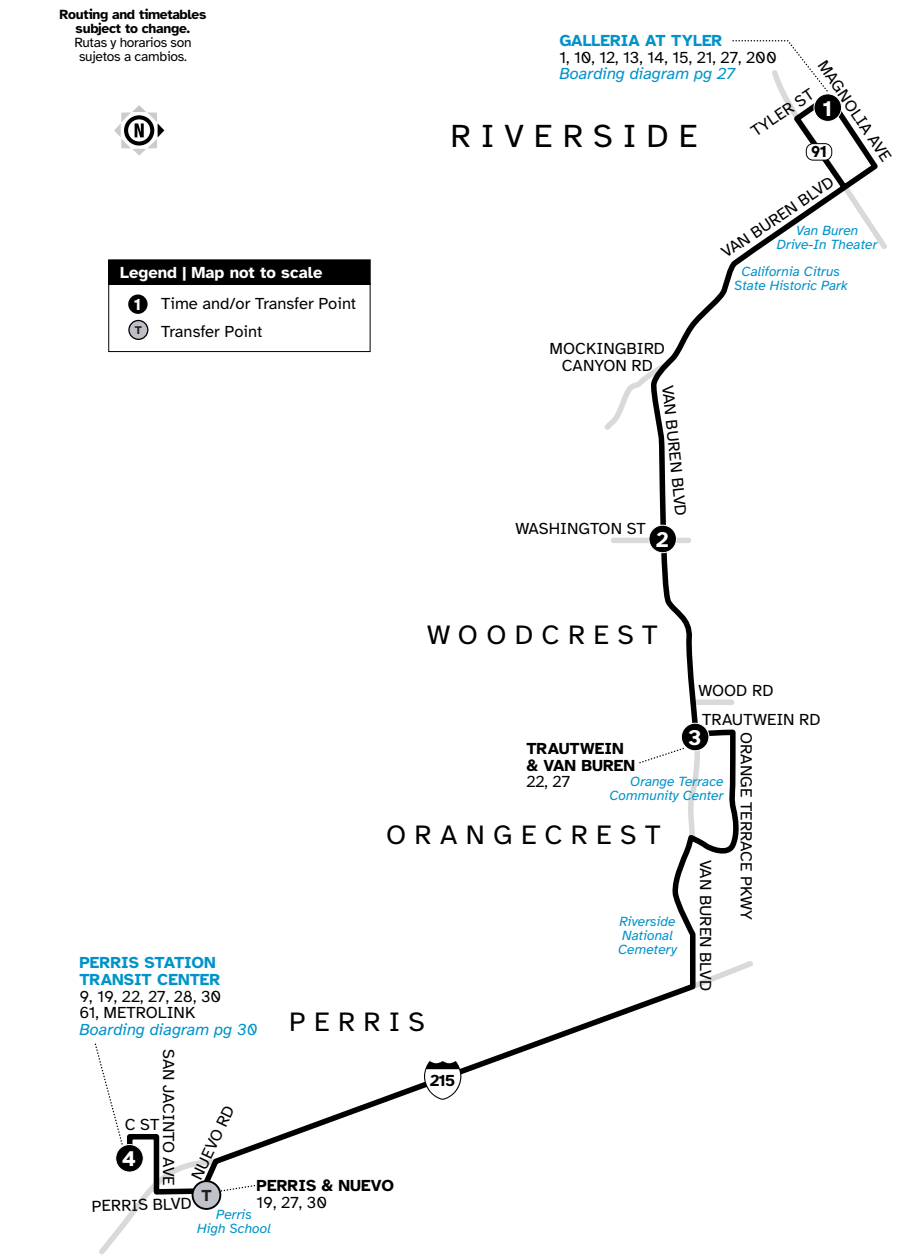
ALGO | ALGO

EN CASO DE EMERGENCIA, LLAME AL 9-1-1.

Utilice este código QR para informar cualquier inquietud que no sea de emergencia en cualquier autobús de RTA.

27 GALLERIA AT TYLER - PERRIS STATION TRANSIT CENTER

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



27 NORTHBOUND TO GALLERIA AT TYLER | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	TRAUTWEIN & VAN BUREN	VAN BUREN & WASHINGTON	GALLERIA AT TYLER
4	3	2	1
5:23	5:49	5:55	6:15
6:27	7:00	7:08	7:27
7:27	8:00	8:12	8:33
8:30	8:58	9:06	9:26
9:28	9:56	10:04	10:24
10:20	10:50	10:58	11:18
11:20	11:51	11:59	**12:19**
12:20	**12:52**	**1:00**	**1:20**
1:20	**1:52**	**2:00**	**2:21**
2:23	**2:55**	**3:07**	**3:28**
3:43	**4:17**	**4:29**	**4:50**
4:33	**5:05**	**5:14**	**5:33**
5:27	**5:57**	**6:06**	**6:25**
6:45	**7:14**	**7:22**	**7:40**
7:43	**8:10**	**8:15**	**8:32**
8:43	**9:10**	**9:16**	**9:33**

27 SOUTHBOUND TO PERRIS STATION TRANSIT CENTER | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

GALLERIA AT TYLER	VAN BUREN & WASHINGTON	TRAUTWEIN & VAN BUREN	PERRIS STATION TRANSIT CENTER
1	2	3	4
6:25	6:41	6:48	7:17
7:15	7:33	7:43	8:09
8:15	8:36	8:49	9:18
9:15	9:33	9:40	10:09
10:05	10:26	10:34	11:03
11:10	11:31	11:39	**12:08**
12:06	**12:27**	**12:36**	**1:05**
1:10	**1:31**	**1:41**	**2:11**
2:25	**2:48**	**3:01**	**3:31**
3:15	**3:38**	**3:51**	**4:21**
4:10	**4:33**	**4:46**	**5:16**
5:15	**5:38**	**5:51**	**6:21**
6:10	**6:31**	**6:42**	**7:12**
7:10	**7:30**	**7:39**	**8:07**
8:10	**8:28**	**8:36**	**9:03**

27 NORTHBOUND TO GALLERIA AT TYLER | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	TRAUTWEIN & VAN BUREN	VAN BUREN & WASHINGTON	GALLERIA AT TYLER
4	3	2	1
5:30	5:56	6:00	6:15
6:35	7:01	7:05	7:20
7:40	8:06	8:12	8:29
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**
4:00	**4:30**	**4:36**	**4:57**
5:10	**5:40**	**5:46**	**6:04**
6:10	**6:40**	**6:45**	**6:59**
7:12	**7:38**	**7:43**	**8:00**
8:22	**8:48**	**8:53**	**9:10**

27 SOUTHBOUND TO PERRIS STATION TRANSIT CENTER | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

GALLERIA AT TYLER	VAN BUREN & WASHINGTON	TRAUTWEIN & VAN BUREN	PERRIS STATION TRANSIT CENTER
1	2	3	4
6:40	6:55	7:00	7:28
7:30	7:46	7:51	8:21
8:25	8:43	8:48	9:18
9:20	9:41	9:47	10:19
10:25	10:47	10:53	11:25
11:30	11:52	11:58	**12:30**
12:35	**12:57**	**1:03**	**1:35**
1:35	**1:57**	**2:03**	**2:35**
2:35	**2:57**	**3:03**	**3:35**
3:45	**4:07**	**4:14**	**4:46**
4:55	**5:17**	**5:24**	**5:56**
6:05	**6:25**	**6:30**	**7:02**
7:10	**7:30**	**7:35**	**8:05**
8:20	**8:38**	**8:43**	**9:11**



GoMicro offers shared rides in the Hemet-San Jacinto microtransit zone. GoMicro provides an easy way to schedule and track trips in real-time. Book your trips in the app for an easy way to get around if you're traveling within the zone. Trips will be booked on-demand in real-time so you can get to your destination quicker.

Details at RiverideTransit.com/GoMicro

Download on the App Store

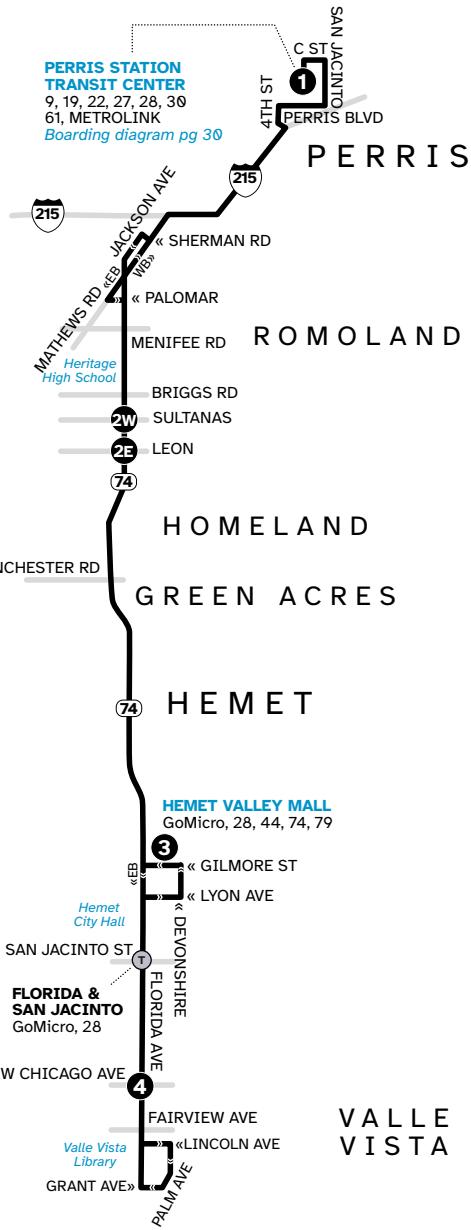
GET IT ON Google Play

28 PERRIS STATION - HEMET - FLORIDA & NEW CHICAGO

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



Legend | Map not to scale
- 1 Time and/or Transfer Point
- T Transfer Point



28 EASTBOUND TO HEMET - FLORIDA & NEW CHICAGO | WEEKDAYS

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 12:26 a.m.

PERRIS STATION TRANSIT CENTER	HWY 74 & LEON	HEMET VALLEY MALL	FLORIDA & NEW CHICAGO
1	2E	3	4
4:25	4:45	5:04	5:34
4:58	5:18	5:37	6:07
5:50	6:10	6:31	7:00
6:30	6:51	7:12	7:44
7:00	7:21	7:42	8:14
7:35	8:03	8:26	9:00
7:55	8:23	8:46	9:20
8:35	8:58	9:22	9:59
9:05	9:28	9:52	10:29
9:35	9:58	10:22	10:59
10:05	10:28	10:55	11:32
10:36	10:59	11:23	**12:00**
11:06	11:29	11:55	**12:35**
11:35	11:58	**12:27**	**1:07**
12:10	**12:33**	**1:02**	**1:42**
12:30	**12:53**	**1:19**	**1:59**
12:57	**1:20**	**1:46**	**2:26**
1:36	**1:59**	**2:25**	**3:05**
2:05	**2:28**	**2:54**	**3:34**
2:35	**3:01**	**3:27**	**4:07**
3:05	**3:31**	**3:57**	**4:37**
3:35	**4:06**	**4:37**	**5:17**
4:05	**4:30**	**5:01**	**5:41**
4:27	**4:52**	**5:17**	**5:53**
5:10	**5:35**	**6:00**	**6:36**
5:36	**6:01**	**6:26**	**7:02**
5:56	**6:21**	**6:46**	**7:22**
6:33	**6:58**	**7:23**	**7:59**
6:55	**7:20**	**7:45**	**8:21**
7:25	**7:48**	**8:12**	**8:46**
8:10	**8:30**	**8:54**	**9:31**
9:12	**9:32**	**9:59**	**10:33**
10:10	**10:29**	**10:51**	**11:25**
10:55	**11:14**	**11:36**	**12:10**
11:45	12:03	12:20*	—

28 WESTBOUND TO PERRIS STATION TRANSIT CENTER | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
* Trip begins 8 minutes earlier at Lincoln & Palm.

FLORIDA & NEW CHICAGO	HEMET VALLEY MALL	HWY 74 & SULTANAS	PERRIS STATION TRANSIT CENTER
4	3	2W	1
—	3:40	3:56	4:15
—	4:10	4:27	4:47
4:16*	4:41	4:58	5:18
5:10*	5:35	5:52	6:14
5:45	6:06	6:27	6:49
6:25	6:47	7:08	7:30
6:45	7:07	7:28	7:50
7:10	7:37	7:58	8:20
7:55	8:22	8:42	9:04
8:25	8:52	9:12	9:34
8:55	9:22	9:42	10:04
9:25	9:55	10:15	10:37
9:50	10:17	10:37	10:59
10:20	10:50	11:10	11:32
10:56	11:26	11:48	**12:10**
11:20	11:50	**12:12**	**12:37**
11:50	**12:17**	**12:39**	**1:04**
12:20	**12:50**	**1:12**	**1:37**
12:50	**1:20**	**1:42**	**2:07**
1:20	**1:47**	**2:09**	**2:34**
1:55	**2:22**	**2:44**	**3:09**
2:25	**2:56**	**3:18**	**3:43**
2:50	**3:18**	**3:42**	**4:12**
3:20	**3:50**	**4:12**	**4:37**
3:50	**4:17**	**4:39**	**5:04**
4:20	**4:47**	**5:09**	**5:34**
4:50	**5:15**	**5:37**	**6:02**
5:30	**5:55**	**6:17**	**6:42**
5:55	**6:20**	**6:41**	**7:03**
6:19	**6:44**	**7:05**	**7:27**
6:55	**7:17**	**7:37**	**7:59**
7:17	**7:39**	**7:59**	**8:19**
8:00	**8:22**	**8:42**	**9:02**
8:56	**9:18**	**9:38**	**9:58**
9:44	**10:04**	**10:21**	**10:41**
10:44	**11:03**	**11:19**	**11:35**

28 EASTBOUND TO HEMET - FLORIDA & NEW CHICAGO | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
* Trip will end at Florida Ave. & State St. bus stop at 12:13 a.m.

PERRIS STATION TRANSIT CENTER	HWY 74 & LEON	HEMET VALLEY MALL	FLORIDA & NEW CHICAGO
1	2E	3	4
6:20	6:38	6:57	7:25
7:08	7:27	7:47	8:15
7:35	7:54	8:14	8:42
8:15	8:34	8:55	9:28
8:55	9:14	9:37	10:14
9:40	10:00	10:23	11:00
10:25	10:46	11:09	11:46
11:12	11:35	11:58	**12:35**
11:45	**12:06**	**12:31**	**1:08**
12:40	**1:01**	**1:26**	**2:03**
1:25	**1:46**	**2:14**	**2:51**
2:10	**2:31**	**2:56**	**3:33**
2:54	**3:15**	**3:40**	**4:17**
3:45	**4:06**	**4:31**	**5:08**
4:25	**4:46**	**5:11**	**5:48**
5:10	**5:31**	**5:56**	**6:33**
5:55	**6:16**	**6:39**	**7:16**
6:35	**6:56**	**7:19**	**7:54**
7:15	**7:34**	**7:57**	**8:32**
8:00	**8:19**	**8:42**	**9:17**
9:38	**9:57**	**10:18**	**10:53**
10:25	**10:43**	**11:00**	**11:27**
11:37	**11:53**	12:10*	—

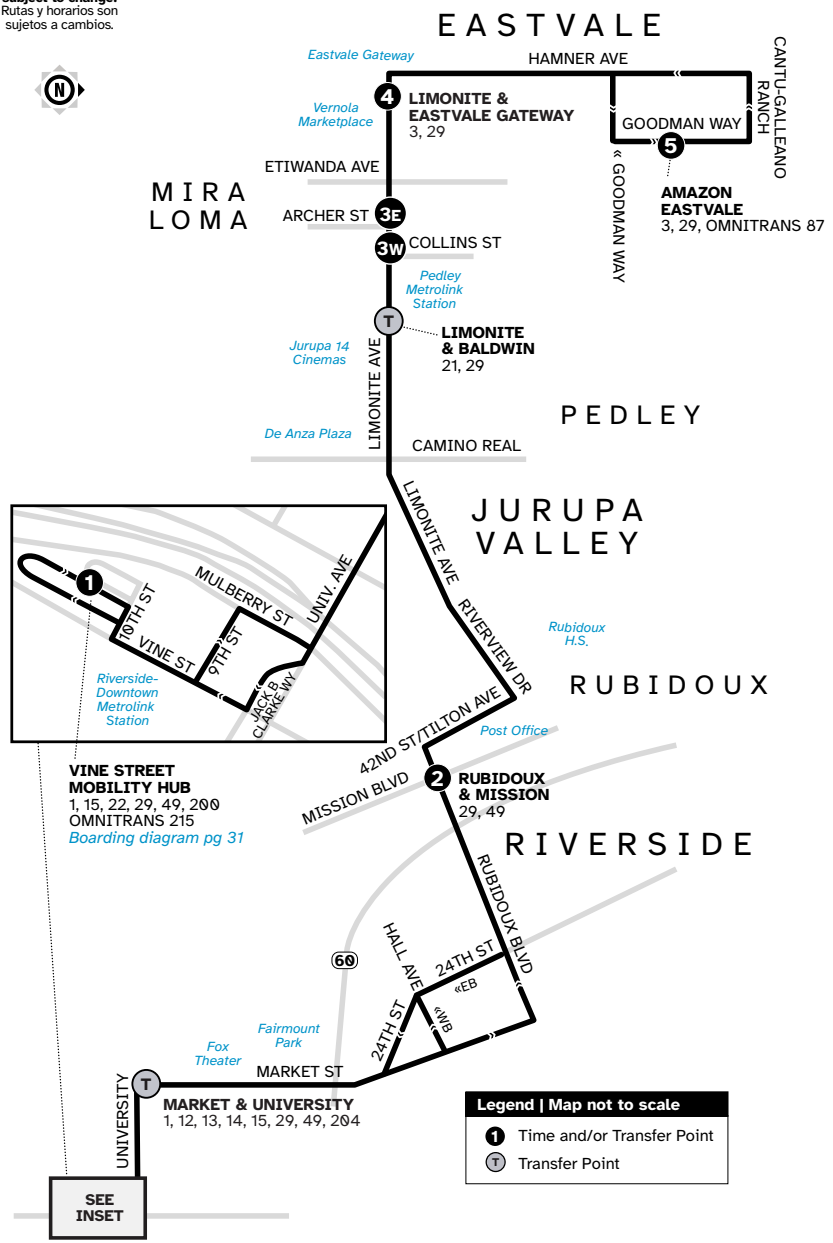
28 WESTBOUND TO PERRIS STATION TRANSIT CENTER | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
* Trip begins 8 minutes earlier at Lincoln & Palm.

FLORIDA & NEW CHICAGO	HEMET VALLEY MALL	HWY 74 & SULTANAS	PERRIS STATION TRANSIT CENTER
4	3	2W	1
—	4:25	4:42	5:00
4:53*	5:21	5:38	5:56
5:48*	6:16	6:35	6:53
6:25*	6:53	7:12	7:30
7:35	7:59	8:18	8:37
8:25	8:49	9:08	9:27
9:00	9:24	9:44	10:03
9:45	10:09	10:32	10:54
10:25	10:49	11:10	11:32
11:13	11:40	**12:01**	**12:23**
12:00	**12:27**	**12:48**	**1:10**
12:45	**1:12**	**1:37**	**1:59**
1:25	**1:55**	**2:20**	**2:42**
2:13	**2:43**	**3:05**	**3:25**
3:01	**3:28**	**3:49**	**4:09**
3:50	**4:14**	**4:35**	**4:55**
4:35	**4:59**	**5:19**	**5:39**
5:18	**5:42**	**6:02**	**6:22**
6:00	**6:24**	**6:44**	**7:02**
6:45	**7:06**	**7:25**	**7:42**
8:10	**8:34**	**8:53**	**9:10**
8:53	**9:14**	**9:31**	**9:48**

29 DOWNTOWN RIVERSIDE - JURUPA VALLEY - EASTVALE

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



29 EASTBOUND TO DOWNTOWN RIVERSIDE | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

AMAZON EASTVALE	LIMONITE & EASTVALE GATEWAY	LIMONITE & ARCHER	RUBIDOUX & MISSION	VINE STREET MOBILITY HUB
5	4	3E	2	1
4:48	4:57	5:07	5:21	5:44
5:48	5:57	6:07	6:21	6:44
7:28	7:40	7:51	8:08	8:30
8:43	8:55	9:06	9:22	9:47
9:56	10:08	10:19	10:35	11:00
11:18	11:30	11:41	11:57	**12:20**
12:46	**12:58**	**1:12**	**1:28**	**1:53**
1:52	**2:04**	**2:18**	**2:36**	**3:00**
3:25	**3:38**	**3:54**	**4:12**	**4:37**
4:55	**5:08**	**5:24**	**5:42**	**6:07**
6:35	**6:48**	**7:02**	**7:17**	**7:40**
7:42	**7:53**	**8:07**	**8:22**	**8:45**

29 WESTBOUND TO EASTVALE | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

VINE STREET MOBILITY HUB	RUBIDOUX & MISSION	LIMONITE & COLLINS	LIMONITE & EASTVALE GATEWAY	AMAZON EASTVALE
1	2	3W	4	5
4:43	5:04	5:17	5:27	5:37
6:20	6:42	6:56	7:07	7:17
7:30	7:55	8:11	8:22	8:32
8:43	9:08	9:24	9:35	9:45
9:57	10:22	10:38	10:50	11:00
11:25	11:50	**12:06**	**12:18**	**12:28**
12:31	**12:58**	**1:16**	**1:28**	**1:38**
2:03	**2:32**	**2:51**	**3:05**	**3:15**
3:32	**4:01**	**4:20**	**4:34**	**4:44**
5:16	**5:44**	**6:02**	**6:15**	**6:25**
6:28	**6:53**	**7:09**	**7:22**	**7:32**
8:00	**8:25**	**8:39**	**8:52**	**9:02**
9:17	**9:42**	**9:56**	**10:08**	**10:18**

29 EASTBOUND TO DOWNTOWN RIVERSIDE | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

AMAZON EASTVALE	LIMONITE & EASTVALE GATEWAY	LIMONITE & ARCHER	RUBIDOUX & MISSION	VINE STREET MOBILITY HUB
5	4	3E	2	1
5:57	6:06	6:17	6:31	6:50
6:56	7:05	7:16	7:30	7:49
8:04	8:13	8:25	8:39	9:00
9:09	9:19	9:31	9:47	10:10
10:21	10:31	10:43	10:59	11:22
11:33	11:43	11:55	**12:11**	**12:34**
12:46	**12:56**	**1:10**	**1:26**	**1:49**
2:04	**2:14**	**2:30**	**2:46**	**3:09**
3:13	**3:23**	**3:39**	**3:55**	**4:18**
4:33	**4:43**	**4:59**	**5:15**	**5:38**
5:41	**5:51**	**6:05**	**6:21**	**6:42**
7:00	**7:10**	**7:24**	**7:40**	**8:01**

29 WESTBOUND TO EASTVALE | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

VINE STREET MOBILITY HUB	RUBIDOUX & MISSION	LIMONITE & COLLINS	LIMONITE & EASTVALE GATEWAY	AMAZON EASTVALE
1	2	3W	4	5
5:55	6:16	6:28	6:38	6:46
7:00	7:21	7:35	7:46	7:54
7:59	8:24	8:40	8:51	8:59
9:10	9:35	9:51	10:03	10:11
10:20	10:45	11:01	11:15	11:23
11:32	11:58	**12:14**	**12:28**	**12:36**
12:44	**1:10**	**1:26**	**1:40**	**1:48**
1:59	**2:25**	**2:41**	**2:55**	**3:03**
3:19	**3:45**	**4:01**	**4:15**	**4:23**
4:28	**4:54**	**5:10**	**5:23**	**5:31**
5:48	**6:13**	**6:29**	**6:42**	**6:50**
6:52	**7:17**	**7:30**	**7:43**	**7:51**
8:11	**8:36**	**8:49**	**9:01**	**9:09**

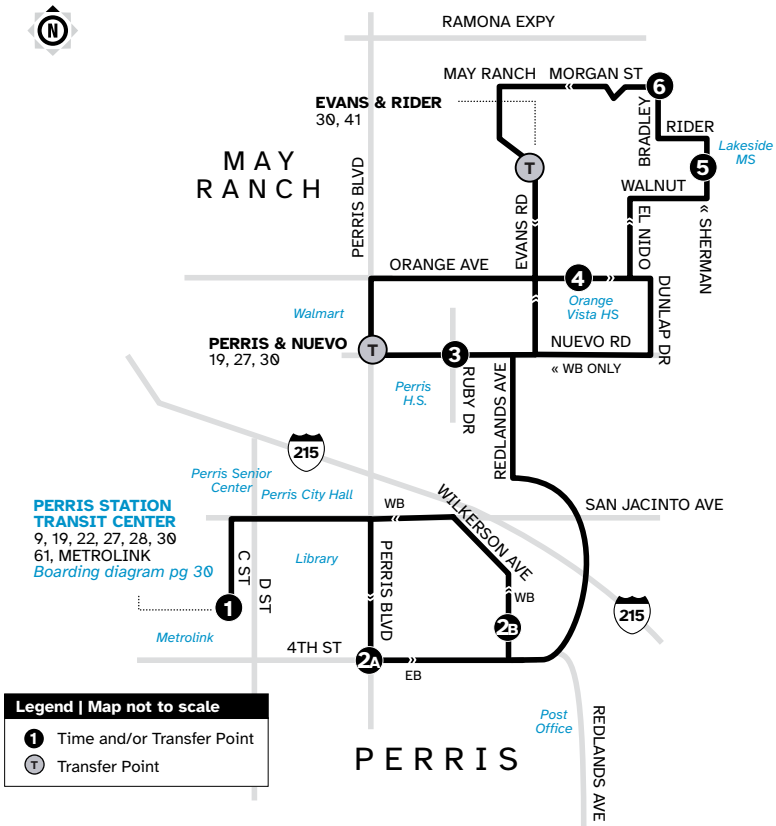
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30 PERRIS STATION TRANSIT CENTER - MAY RANCH

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



30 LOOP | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
S = Operates when school is in session only.

	PERRIS STATION TRANSIT CENTER	4TH & PERRIS	NUEVO & RUBY	ORANGE VISTA HIGH SCHOOL	SHERMAN & WALNUT	MORGAN & BRADLEY	ORANGE VISTA HIGH SCHOOL	NUEVO & RUBY	WILKERSON & 4TH	PERRIS STATION TRANSIT CENTER
	1	2A	3	4	5	6	4	3	2B	1
	5:05	5:09	5:14	5:27	5:34	5:38	5:46	6:06	6:14	6:20
	6:53	6:57	7:05	7:16	7:21	7:27	7:38	8:00	8:07	8:15
	8:25	8:29	8:37	8:48	8:53	8:59	9:08	9:29	9:37	9:45
	9:55	10:04	10:12	10:23	10:28	10:32	10:40	11:01	11:09	11:17
	11:28	11:37	11:47	11:58	**12:03**	**12:07**	**12:15**	**12:36**	**12:44**	**12:52**
	1:00	**1:09**	**1:19**	**1:31**	**1:36**	**1:40**	**1:48**	**2:06**	**2:13**	**2:21**
	2:30	**2:39**	**2:49**	**3:01**	**3:07**	**3:11**	**3:20**	**3:42**	**3:49**	**3:57**
S	—	—	—	**3:45**	**3:52**	**3:57**	**4:06**	**4:25**	—	—
	3:45	**3:54**	**4:04**	**4:16**	**4:20**	**4:25**	**4:34**	**4:53**	**5:00**	**5:08**
	5:17	**5:26**	**5:36**	**5:49**	**5:53**	**5:57**	**6:06**	**6:25**	**6:32**	**6:42**
	6:55	**7:04**	**7:13**	**7:26**	**7:30**	**7:34**	**7:43**	**8:02**	**8:09**	**8:19**
	8:29	**8:38**	**8:45**	**8:55**	**8:59**	**9:03**	**9:12**	**9:32**	**9:39**	**9:47**

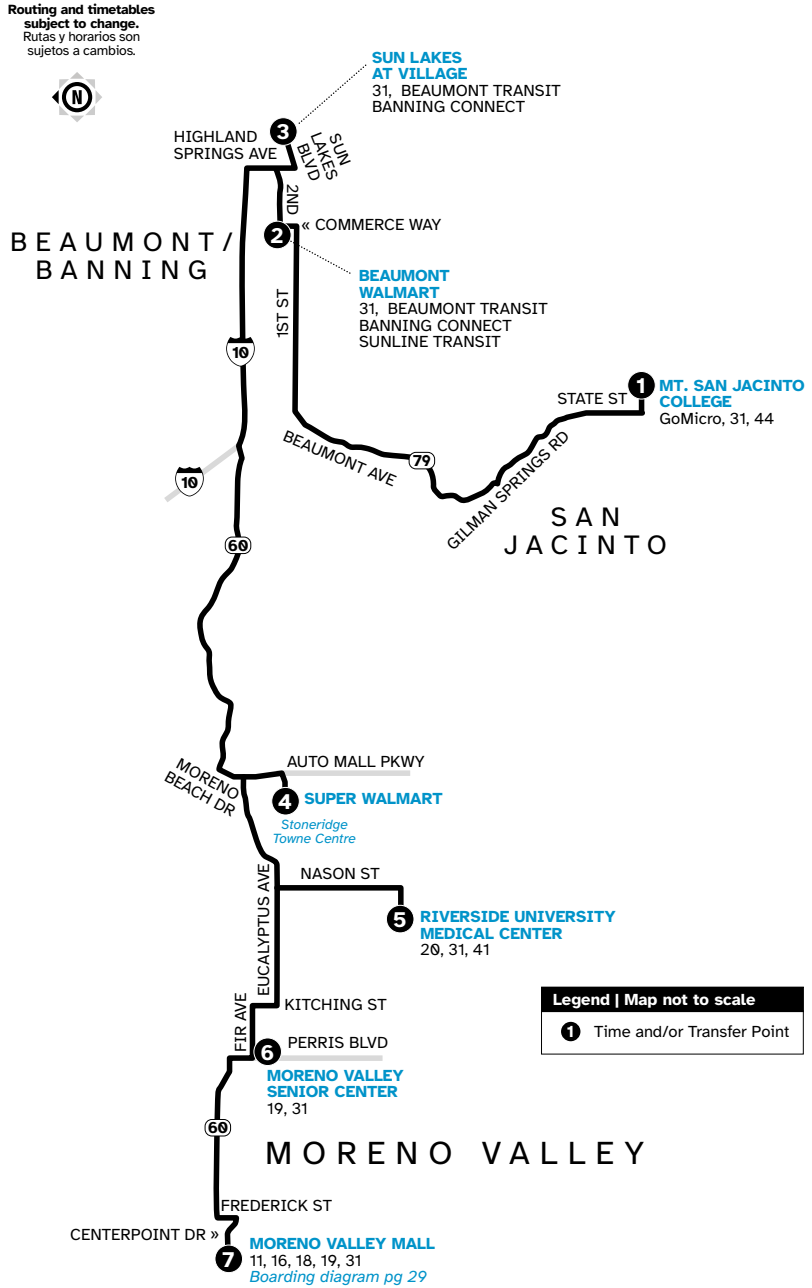
30 LOOP | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	4TH & PERRIS	NUEVO & RUBY	ORANGE VISTA HIGH SCHOOL	SHERMAN & WALNUT	MORGAN & BRADLEY	ORANGE VISTA HIGH SCHOOL	NUEVO & RUBY	WILKERSON & 4TH	PERRIS STATION TRANSIT CENTER
1	2A	3	4	5	6	4	3	2B	1
7:45	7:49	7:56	8:05	8:10	8:14	8:23	8:44	8:52	8:59
9:10	9:14	9:22	9:32	9:37	9:41	9:50	10:12	10:20	10:27
10:37	10:41	10:49	10:59	11:04	11:08	11:17	11:39	11:47	11:54
12:13	**12:17**	**12:25**	**12:35**	**12:40**	**12:44**	**12:53**	**1:15**	**1:23**	**1:30**
1:40	**1:44**	**1:52**	**2:02**	**2:07**	**2:11**	**2:20**	**2:42**	**2:50**	**2:57**
3:05	**3:09**	**3:17**	**3:27**	**3:32**	**3:36**	**3:45**	**4:07**	**4:15**	**4:22**
4:30	**4:34**	**4:42**	**4:52**	**4:57**	**5:01**	**5:10**	**5:31**	**5:39**	**5:46**
5:54	**5:58**	**6:06**	**6:16**	**6:21**	**6:25**	**6:34**	**6:55**	**7:03**	**7:10**

31 SAN JACINTO - BEAUMONT - BANNING - MORENO VALLEY

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



31 NORTHBOUND TO MORENO VALLEY MALL | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MT. SAN JACINTO COLLEGE SAN JACINTO	BEAUMONT WALMART	SUN LAKES AT VILLAGE	SUPER WALMART AT MORENO BEACH DR	RIVERSIDE UNIVERSITY MEDICAL CENTER	MORENO VALLEY SENIOR CENTER	MORENO VALLEY MALL
1	2	3	4	5	6	7
5:33	5:52	5:57	6:19	6:32	6:45	6:59
6:50	7:09	7:14	7:36	7:49	8:02	8:16
7:48	8:07	8:12	8:34	8:47	9:00	9:14
9:03	9:23	9:28	9:50	10:03	10:16	10:32
10:10	10:30	10:35	10:58	11:11	11:24	11:40
11:20	11:41	11:46	**12:09**	**12:22**	**12:35**	**12:51**
12:25	**12:46**	**12:52**	**1:15**	**1:28**	**1:41**	**1:57**
2:05	**2:25**	**2:31**	**2:54**	**3:07**	**3:20**	**3:36**
2:50	**3:11**	**3:16**	**3:41**	**3:54**	**4:07**	**4:23**
4:10	**4:30**	**4:36**	**5:01**	**5:14**	**5:27**	**5:43**
5:39	**5:59**	**6:04**	**6:29**	**6:42**	**6:55**	**7:09**
6:28	**6:47**	**6:51**	**7:16**	**7:29**	**7:42**	**7:55**

31 SOUTHBOUND TO MSJC SAN JACINTO | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	MORENO VALLEY SENIOR CENTER	RIVERSIDE UNIVERSITY MEDICAL CENTER	SUPER WALMART AT MORENO BEACH DR	SUN LAKES AT VILLAGE	BEAUMONT WALMART	MT. SAN JACINTO COLLEGE SAN JACINTO
7	6	5	4	3	2	1
6:00	6:10	6:24	6:33	7:02	7:07	7:31
7:20	7:30	7:45	7:54	8:21	8:27	8:53
8:25	8:37	8:50	8:59	9:26	9:31	9:55
9:35	9:45	9:59	10:08	10:37	10:42	11:06
10:45	10:55	11:10	11:19	11:48	11:53	**12:19**
12:00	**12:11**	**12:24**	**12:33**	**1:01**	**1:07**	**1:33**
1:00	**1:11**	**1:25**	**1:34**	**2:02**	**2:07**	**2:33**
2:15	**2:26**	**2:40**	**2:49**	**3:17**	**3:23**	**3:51**
3:50	**4:01**	**4:15**	**4:24**	**4:52**	**4:58**	**5:26**
4:31	**4:42**	**4:55**	**5:04**	**5:32**	**5:37**	**6:07**
6:00	**6:11**	**6:23**	**6:32**	**7:00**	**7:05**	**7:28**
7:20	**7:31**	**7:45**	**7:54**	**8:22**	**8:27**	**8:50**

31 NORTHBOUND TO MORENO VALLEY MALL | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MT. SAN JACINTO COLLEGE SAN JACINTO	BEAUMONT WALMART	SUN LAKES AT VILLAGE	SUPER WALMART AT MORENO BEACH DR	RIVERSIDE UNIVERSITY MEDICAL CENTER	MORENO VALLEY SENIOR CENTER	MORENO VALLEY MALL
1	2	3	4	5	6	7
7:33	7:51	7:54	8:22	8:34	8:46	9:06
8:44	9:02	9:05	9:35	9:47	9:59	10:19
10:00	10:18	10:21	10:51	11:03	11:15	11:35
11:04	11:22	11:25	11:55	**12:07**	**12:19**	**12:39**
12:15	**12:33**	**12:36**	**1:06**	**1:18**	**1:30**	**1:50**
1:19	**1:37**	**1:40**	**2:10**	**2:22**	**2:34**	**2:54**
2:32	**2:50**	**2:53**	**3:23**	**3:35**	**3:47**	**4:07**
3:42	**4:00**	**4:03**	**4:33**	**4:45**	**4:57**	**5:17**
4:53	**5:11**	**5:14**	**5:44**	**5:56**	**6:08**	**6:28**
5:59	**6:16**	**6:19**	**6:49**	**7:01**	**7:13**	**7:33**

31 SOUTHBOUND TO MSJC SAN JACINTO | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	MORENO VALLEY SENIOR CENTER	RIVERSIDE UNIVERSITY MEDICAL CENTER	SUPER WALMART AT MORENO BEACH DR	SUN LAKES AT VILLAGE	BEAUMONT WALMART	MT. SAN JACINTO COLLEGE SAN JACINTO
7	6	5	4	3	2	1
7:10	7:22	7:34	7:43	8:11	8:16	8:36
8:24	8:36	8:48	8:57	9:25	9:30	9:50
9:25	9:37	9:49	9:58	10:27	10:32	10:52
10:33	10:45	10:57	11:06	11:35	11:40	**12:00**
11:45	11:57	**12:09**	**12:18**	**12:47**	**12:52**	**1:12**
12:56	**1:08**	**1:20**	**1:29**	**1:58**	**2:03**	**2:23**
2:07	**2:19**	**2:31**	**2:40**	**3:09**	**3:14**	**3:34**
3:08	**3:20**	**3:32**	**3:41**	**4:10**	**4:15**	**4:35**
4:22	**4:34**	**4:46**	**4:55**	**5:24**	**5:29**	**5:49**
5:34	**5:46**	**5:58**	**6:07**	**6:35**	**6:39**	**6:58**
6:52	**7:04**	**7:16**	**7:25**	**7:53**	**7:57**	**8:16**



GoMicro offers shared rides in the Hemet-San Jacinto microtransit zone. GoMicro provides an easy way to schedule and track trips in real-time. Book your trips in the app for an easy way to get around if you're traveling within the zone. Trips will be booked on-demand in real-time so you can get to your destination quicker.

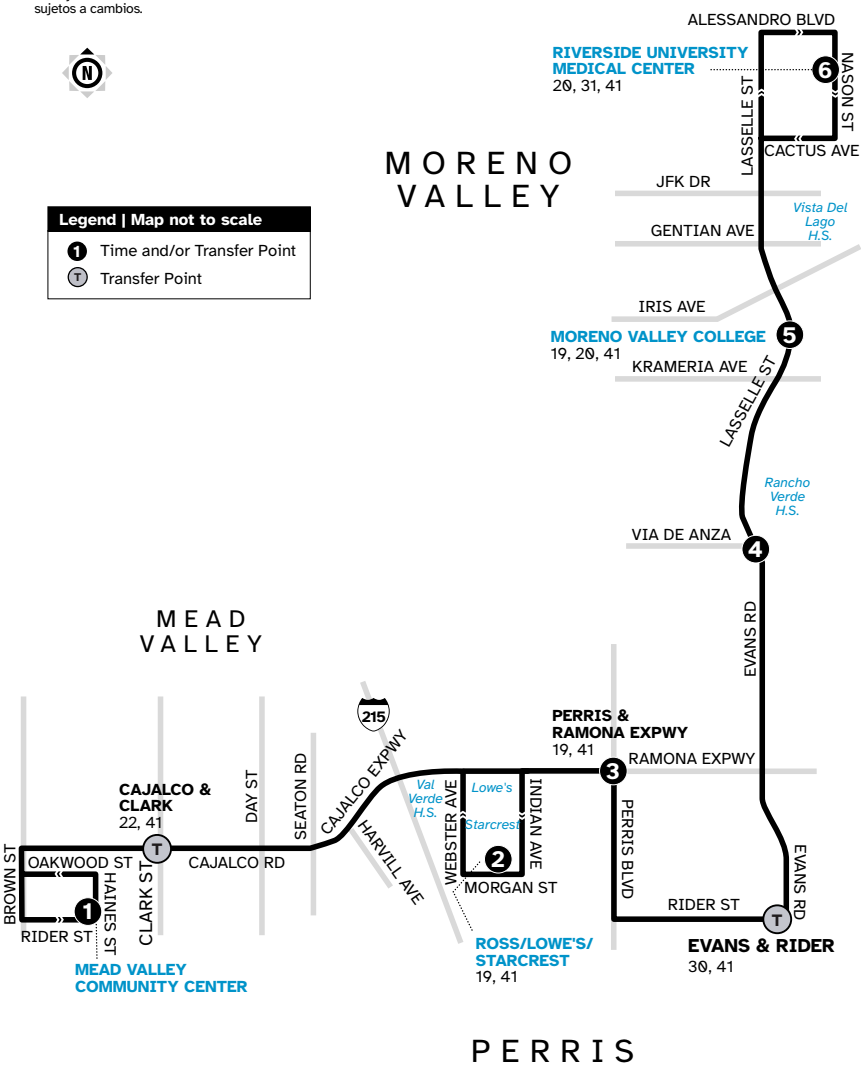
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41 MEAD VALLEY COMMUNITY CENTER- MORENO VALLEY COLLEGE - RUMC

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



41 EASTBOUND TO RIVERSIDE UNIVERSITY MEDICAL CENTER | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
S = Operates when school is in session only.

	MEAD VALLEY COMMUNITY CENTER	ROSS/ LOWE'S/ STARCREST	PERRIS & RAMONA EXPWY	LASSELLE & VIA DE ANZA	MORENO VALLEY COLLEGE	RIVERSIDE UNIVERSITY MEDICAL CENTER
	1	2	3	4	5	6
	6:20	6:33	6:37	6:49	6:54	7:04
S	7:30	7:46	7:50	8:06	8:13	8:27
	8:15	8:31	8:35	8:47	8:52	9:08
	10:13	10:29	10:34	10:46	10:51	11:06
	12:11	**12:27**	**12:32**	**12:44**	**12:49**	**1:04**
	2:20	**2:37**	**2:42**	**2:55**	**3:00**	**3:15**
S	—	—	—	**3:50**	**3:55**	**4:12**
	3:30	**3:49**	**3:54**	**4:09**	**4:16**	**4:31**
	5:31	**5:48**	**5:53**	**6:06**	**6:11**	**6:26**

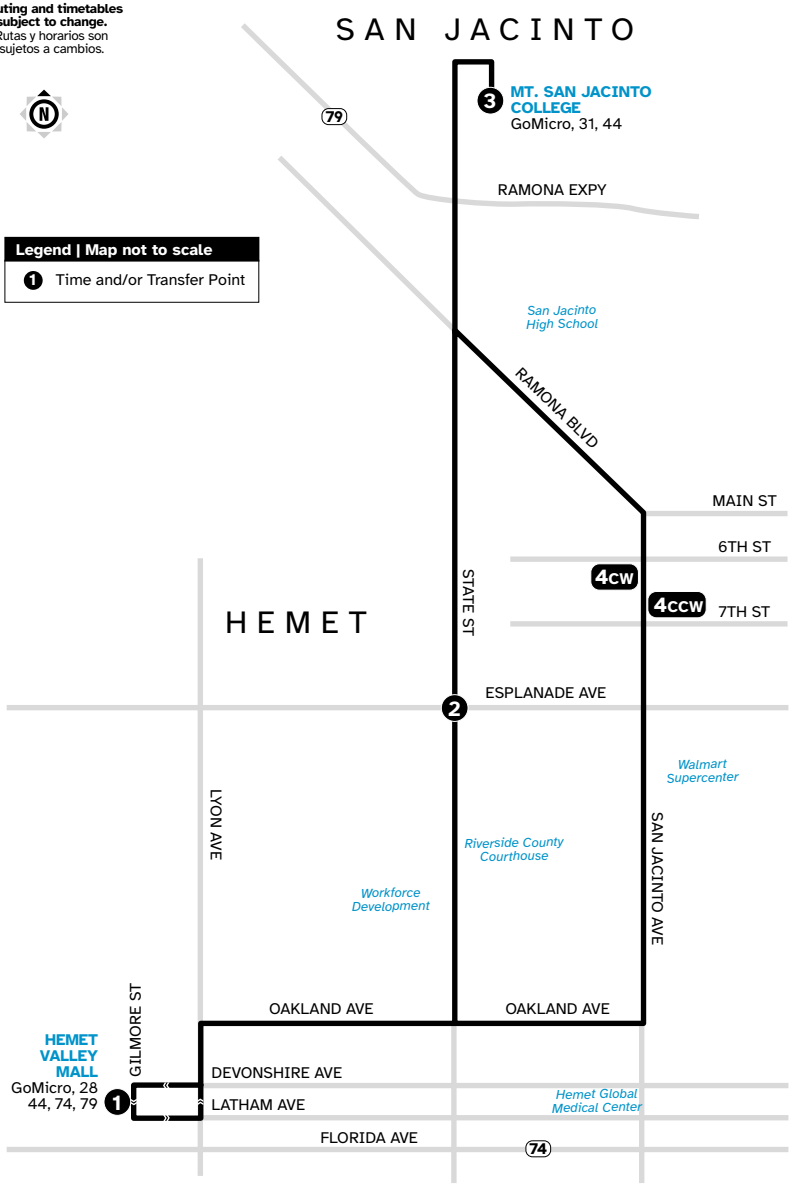
41 WESTBOUND TO MEAD VALLEY COMMUNITY CENTER | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

RIVERSIDE UNIVERSITY MEDICAL CENTER	MORENO VALLEY COLLEGE	LASSELLE & VIA DE ANZA	PERRIS & RAMONA EXPWY	ROSS/ LOWE'S/ STARCREST	MEAD VALLEY COMMUNITY CENTER
6	5	4	3	2	1
7:14	7:27	7:33	7:46	7:50	8:07
9:17	9:26	9:31	9:44	9:49	10:03
11:16	11:25	11:30	11:44	11:48	**12:01**
1:14	**1:24**	**1:29**	**1:43**	**1:47**	**2:02**
3:26	**3:36**	**3:41**	**3:55**	**4:00**	**4:17**
4:22	**4:32**	**4:37**	**4:50**	**4:54**	**5:09**
6:36	**6:45**	**6:50**	**7:03**	**7:07**	**7:20**

44 HEMET VALLEY MALL - MT. SAN JACINTO COLLEGE CIRCULATOR

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



Trips beginning and ending on Route 44 stops must use Route 44 and cannot be booked on GoMicro.

44 CLOCKWISE | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

HEMET VALLEY MALL	STATE & ESPLANADE	MT. SAN JACINTO COLLEGE SAN JACINTO	SAN JACINTO & SIXTH	HEMET VALLEY MALL
1	2	3	4CW	1
4:30	4:43	4:56	5:09	5:30
5:40	5:53	6:06	6:19	6:40
6:50	7:03	7:16	7:29	7:50
8:00	8:13	8:26	8:39	9:00
8:45	8:58	9:11	9:24	9:45
9:30	9:43	9:56	10:09	10:30
10:20	10:33	10:46	10:59	11:20
11:05	11:18	11:31	11:44	**12:05**
11:50	**12:03**	**12:16**	**12:29**	**12:50**
12:40	**12:53**	**1:06**	**1:19**	**1:40**
1:25	**1:38**	**1:51**	**2:04**	**2:25**
2:08	**2:21**	**2:34**	**2:47**	**3:08**
3:00	**3:13**	**3:26**	**3:39**	**4:00**
3:45	**3:58**	**4:11**	**4:24**	**4:45**
4:30	**4:43**	**4:56**	**5:09**	**5:30**
5:20	**5:33**	**5:46**	**5:59**	**6:20**
6:50	**7:03**	**7:16**	**7:29**	**7:50**
7:42	**7:55**	**8:08**	**8:21**	**8:42**
8:50	**9:03**	**9:16**	**9:29**	**9:50**
10:00	**10:13**	**10:26**	**10:39**	**11:00**

44 COUNTERCLOCKWISE | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

HEMET VALLEY MALL	SAN JACINTO & SEVENTH	MT. SAN JACINTO COLLEGE SAN JACINTO	STATE & ESPLANADE	HEMET VALLEY MALL
1	4CCW	3	2	1
—	—	4:58	5:13	5:29
5:40	6:00	6:08	6:23	6:39
6:50	7:10	7:18	7:33	7:49
8:00	8:20	8:28	8:43	8:59
9:10	9:30	9:38	9:53	10:09
9:55	10:15	10:23	10:38	10:54
10:40	11:00	11:08	11:23	11:39
11:30	11:50	11:58	**12:13**	**12:29**
12:15	**12:35**	**12:43**	**12:58**	**1:14**
1:00	**1:20**	**1:28**	**1:43**	**1:59**
1:50	**2:10**	**2:18**	**2:33**	**2:49**
2:35	**2:55**	**3:03**	**3:18**	**3:34**
3:22	**3:42**	**3:50**	**4:05**	**4:21**
4:10	**4:30**	**4:38**	**4:53**	**5:09**
4:55	**5:15**	**5:23**	**5:38**	**5:54**
5:42	**6:02**	**6:10**	**6:25**	**6:41**
6:29	**6:49**	**6:57**	**7:12**	**7:28**
8:00	**8:20**	**8:28**	**8:43**	**8:59**
9:09	**9:29**	**9:37**	**9:52**	**10:08**
10:32	**10:52**	**11:00**	**11:15**	**11:31**

44 CLOCKWISE | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

HEMET VALLEY MALL	STATE & ESPLANADE	MT. SAN JACINTO COLLEGE SAN JACINTO	SAN JACINTO & SIXTH	HEMET VALLEY MALL
1	2	3	4CW	1
5:35	5:46	5:57	6:08	6:24
6:35	6:46	6:57	7:08	7:24
7:35	7:46	7:57	8:08	8:24
8:34	8:45	8:56	9:07	9:23
9:35	9:46	9:57	10:08	10:24
10:35	10:46	10:57	11:08	11:24
11:35	11:46	11:57	**12:08**	**12:25**
12:35	**12:46**	**12:57**	**1:08**	**1:25**
1:35	**1:46**	**1:57**	**2:08**	**2:25**
2:35	**2:46**	**2:57**	**3:08**	**3:25**
3:36	**3:46**	**3:57**	**4:08**	**4:25**
4:35	**4:46**	**4:57**	**5:08**	**5:25**
5:34	**5:45**	**5:56**	**6:07**	**6:24**
6:40	**6:51**	**7:02**	**7:13**	**7:30**
7:35	**7:46**	**7:57**	**8:08**	**8:25**
8:45	**8:56**	**9:07**	**9:18**	**9:35**

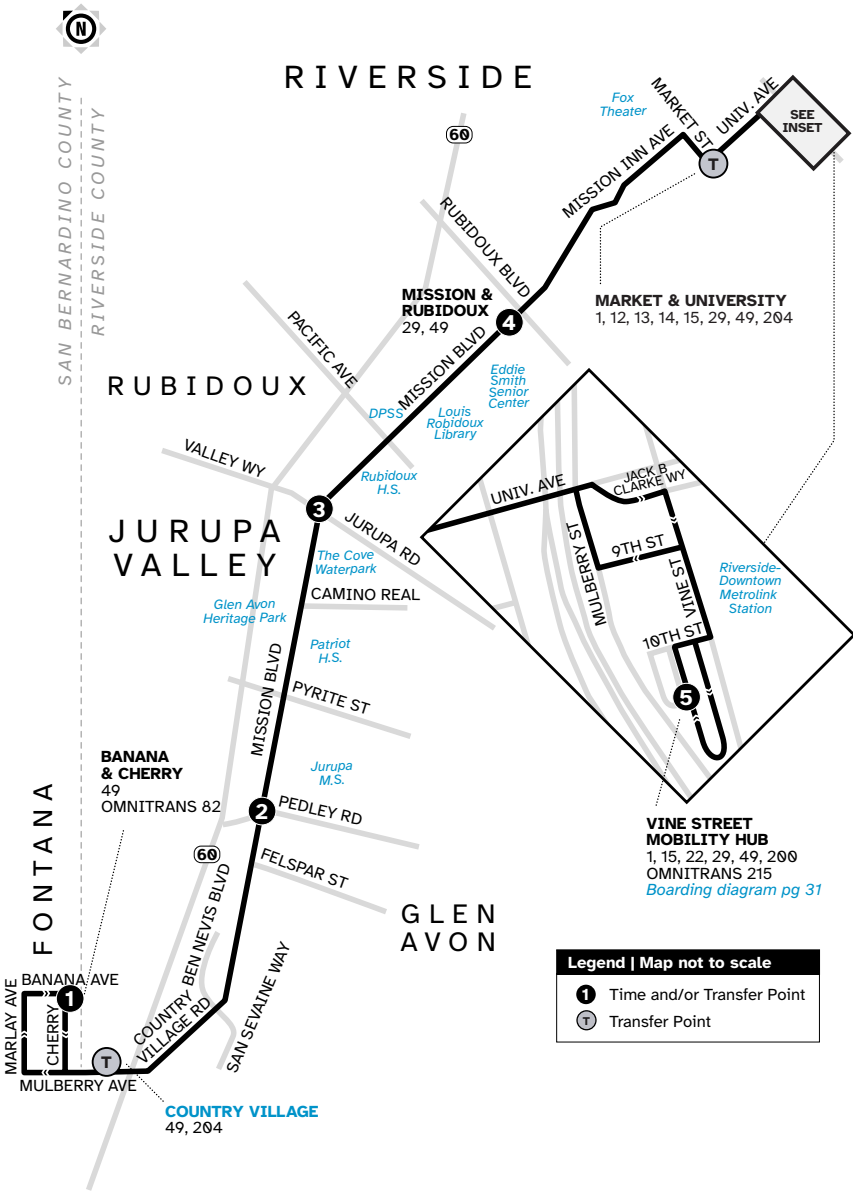
44 COUNTERCLOCKWISE | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

HEMET VALLEY MALL	SAN JACINTO & SEVENTH	MT. SAN JACINTO COLLEGE SAN JACINTO	STATE & ESPLANADE	HEMET VALLEY MALL
1	4CCW	3	2	1
—	—	4:50	5:03	5:16
6:35	6:53	7:00	7:13	7:26
7:35	7:53	8:00	8:13	8:26
8:35	8:53	9:00	9:13	9:26
9:34	9:52	9:59	10:12	10:25
10:35	10:53	11:00	11:13	11:26
11:36	11:54	**12:01**	**12:14**	**12:27**
12:35	**12:53**	**1:00**	**1:13**	**1:26**
1:35	**1:53**	**2:00**	**2:13**	**2:26**
2:35	**2:53**	**3:00**	**3:13**	**3:26**
3:36	**3:52**	**3:59**	**4:14**	**4:27**
4:35	**4:53**	**5:00**	**5:13**	**5:26**
5:35	**5:53**	**6:00**	**6:13**	**6:26**
6:35	**6:53**	**7:00**	**7:13**	**7:26**
7:38	**7:56**	**8:03**	**8:16**	**8:29**
8:35	**8:53**	**9:00**	**9:13**	**9:26**
9:36	**9:54**	**10:01**	—	—

49 DOWNTOWN RIVERSIDE - COUNTRY VILLAGE - FONTANA

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



49 EASTBOUND TO DOWNTOWN RIVERSIDE | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

BANANA & CHERRY	MISSION & PEDLEY	MISSION & VALLEY	MISSION & RUBIDOUX	VINE STREET MOBILITY HUB
1	2	3	4	5
4:12	4:23	4:30	4:38	4:51
5:11	5:22	5:29	5:37	5:51
6:08	6:20	6:27	6:35	6:51
7:35	7:51	8:02	8:12	8:28
8:57	9:11	9:19	9:29	9:45
9:57	10:10	10:18	10:28	10:44
10:57	11:10	11:18	11:29	11:47
11:54	**12:07**	**12:15**	**12:26**	**12:44**
1:00	**1:14**	**1:22**	**1:33**	**1:51**
2:08	**2:22**	**2:32**	**2:43**	**3:01**
3:37	**3:53**	**4:08**	**4:21**	**4:39**
4:37	**4:51**	**5:01**	**5:12**	**5:30**
5:54	**6:08**	**6:17**	**6:28**	**6:46**
7:03	**7:15**	**7:23**	**7:31**	**7:49**
8:00	**8:12**	**8:20**	**8:27**	**8:43**
8:56	**9:07**	**9:15**	**9:22**	**9:38**

49 WESTBOUND TO COUNTRY VILLAGE/FONTANA | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

VINE STREET MOBILITY HUB	MISSION & RUBIDOUX	MISSION & VALLEY	MISSION & PEDLEY	BANANA & CHERRY
5	4	3	2	1
5:12	5:23	5:31	5:37	5:54
6:08	6:19	6:27	6:33	6:50
7:45	8:03	8:14	8:23	8:40
8:55	9:10	9:19	9:25	9:42
10:00	10:15	10:24	10:30	10:47
10:55	11:10	11:20	11:26	11:43
12:00	**12:18**	**12:28**	**12:35**	**12:50**
12:57	**1:19**	**1:29**	**1:36**	**1:53**
2:13	**2:33**	**2:44**	**2:51**	**3:11**
3:25	**3:45**	**3:56**	**4:05**	**4:25**
4:49	**5:06**	**5:17**	**5:24**	**5:44**
6:00	**6:18**	**6:28**	**6:35**	**6:52**
7:00	**7:18**	**7:26**	**7:33**	**7:50**
7:59	**8:14**	**8:22**	**8:29**	**8:46**
8:53	**9:08**	**9:15**	**9:21**	**9:38**
9:48	**10:03**	**10:10**	**10:16**	**10:33**

49 EASTBOUND TO DOWNTOWN RIVERSIDE | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

BANANA & CHERRY	MISSION & PEDLEY	MISSION & VALLEY	MISSION & RUBIDOUX	VINE STREET MOBILITY HUB
1	2	3	4	5
6:22	6:33	6:40	6:48	7:00
7:09	7:21	7:28	7:36	7:48
7:57	8:09	8:17	8:27	8:40
8:47	8:59	9:07	9:17	9:30
9:41	9:53	10:01	10:11	10:24
10:32	10:45	10:53	11:04	11:19
11:27	11:40	11:48	11:59	**12:14**
12:22	**12:35**	**12:43**	**12:54**	**1:09**
1:17	**1:30**	**1:38**	**1:49**	**2:04**
2:13	**2:26**	**2:34**	**2:45**	**3:00**
3:09	**3:22**	**3:30**	**3:41**	**3:56**
4:05	**4:18**	**4:26**	**4:36**	**4:51**
5:01	**5:14**	**5:22**	**5:32**	**5:47**
6:03	**6:16**	**6:24**	**6:32**	**6:47**
6:53	**7:06**	**7:14**	**7:21**	**7:34**

49 WESTBOUND TO COUNTRY VILLAGE/FONTANA | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

VINE STREET MOBILITY HUB	MISSION & RUBIDOUX	MISSION & VALLEY	MISSION & PEDLEY	BANANA & CHERRY
5	4	3	2	1
7:10	7:23	7:30	7:35	7:47
7:58	8:13	8:20	8:25	8:37
8:50	9:05	9:13	9:18	9:31
9:40	9:55	10:03	10:09	10:22
10:34	10:50	10:58	11:04	11:17
11:29	11:45	11:54	11:59	**12:12**
12:24	**12:40**	**12:49**	**12:54**	**1:07**
1:19	**1:35**	**1:44**	**1:49**	**2:03**
2:14	**2:32**	**2:40**	**2:45**	**2:59**
3:10	**3:28**	**3:36**	**3:41**	**3:55**
4:06	**4:24**	**4:32**	**4:37**	**4:51**
5:08	**5:26**	**5:34**	**5:39**	**5:53**
5:57	**6:15**	**6:23**	**6:29**	**6:42**
6:57	**7:14**	**7:22**	**7:28**	**7:41**
7:44	**8:00**	**8:07**	**8:13**	**8:26**



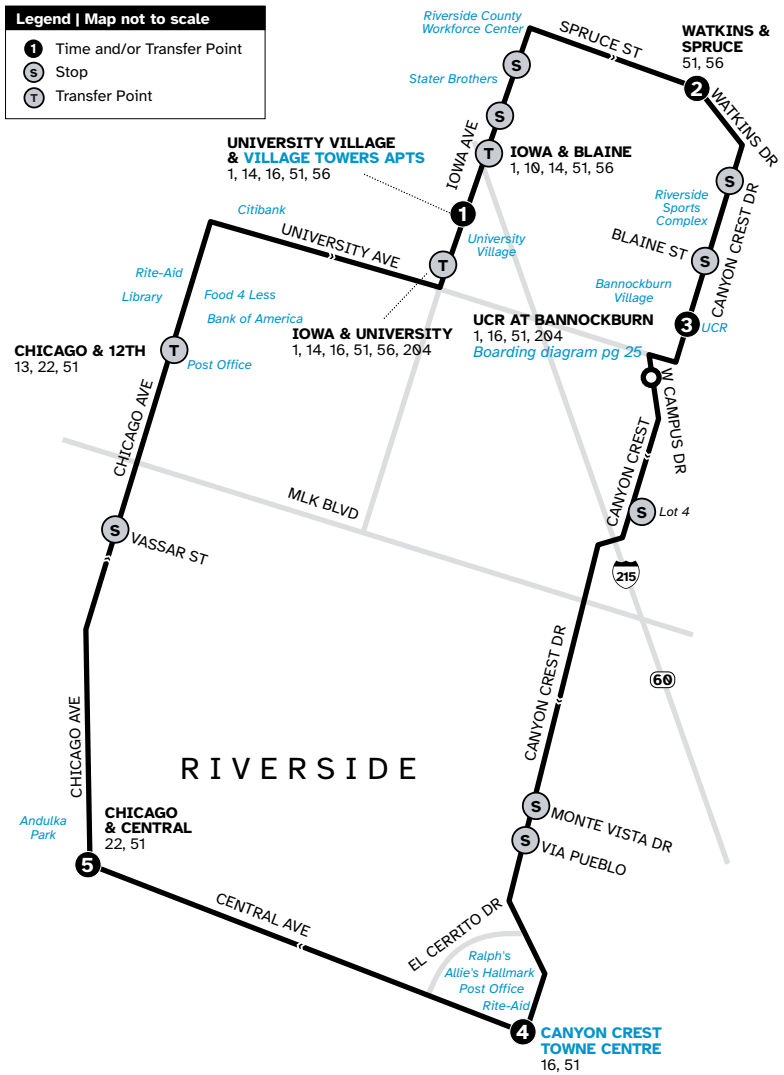
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51 CREST CRUISER
UCR - CANYON CREST TOWNE CENTRE

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.

No service on weekends or: Memorial Day, Juneteenth, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day or days when UCR is not in session.



51 CLOCKWISE UCR TO CANYON CREST | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

UNIVERSITY VILLAGE & VILLAGE TOWER APARTMENTS	WATKINS & SPRUCE	UCR AT BANNOCKBURN	CANYON CREST TOWNE CENTRE	CHICAGO & CENTRAL	UNIVERSITY VILLAGE & VILLAGE TOWER APARTMENTS
1	2	3	4	5	1
7:29	7:35	7:39	7:49	7:52	8:01
8:09	8:15	8:19	8:29	8:32	8:41
8:49	8:55	8:59	9:10	9:13	9:22
9:29	9:35	9:39	9:50	9:53	10:02
10:09	10:15	10:19	10:30	10:33	10:42
10:49	10:55	10:59	11:10	11:13	11:22
11:29	11:35	11:39	11:50	11:53	**12:02**
12:09	**12:15**	**12:19**	**12:30**	**12:33**	**12:42**
12:49	**12:55**	**12:59**	**1:10**	**1:13**	**1:22**
1:29	**1:35**	**1:39**	**1:50**	**1:53**	**2:02**
2:09	**2:15**	**2:19**	**2:30**	**2:33**	**2:42**
2:49	**2:55**	**2:59**	**3:10**	**3:13**	**3:22**
3:29	**3:35**	**3:39**	**3:50**	**3:53**	**4:02**
4:09	**4:15**	**4:19**	**4:30**	**4:33**	**4:42**
4:49	**4:55**	**4:59**	**5:12**	**5:15**	**5:24**
5:29	**5:35**	**5:39**	**5:50**	**5:53**	**6:02**

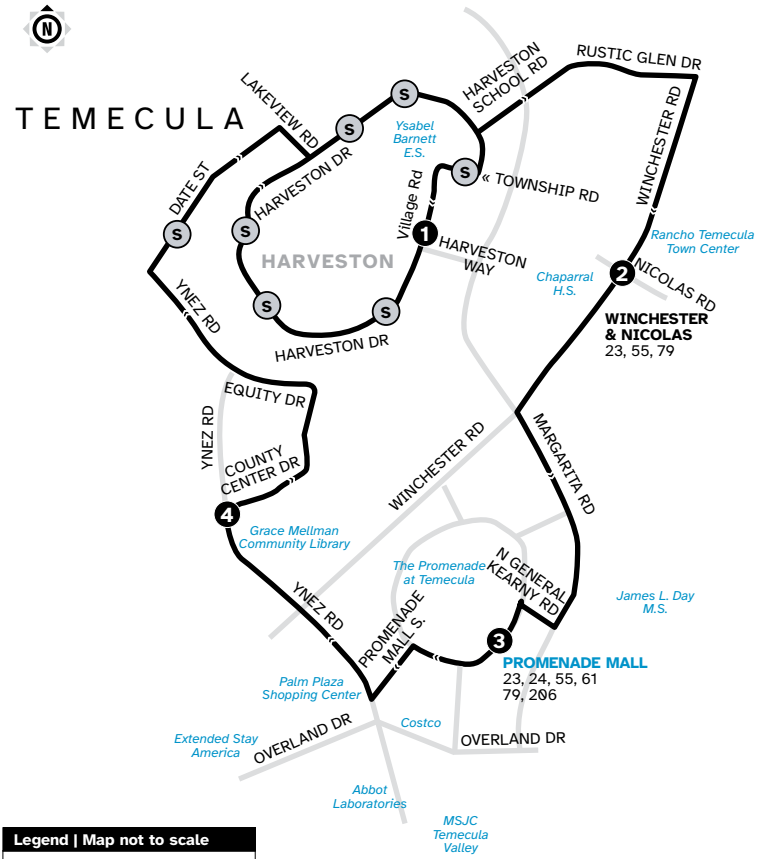
OUT OF SERVICE DATES	
Route will not operate on weekends or the following weekdays:	
2025	
May 26	Memorial Day
June 16 through September 19	Summer Break

55 TEMECULA TROLLEY PROMENADE MALL - HARVESTON

EVERYONE RIDES **FREE**

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.

No service on weekends or: Memorial Day, Juneteenth, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day or days when school is not in session.



Legend | Map not to scale

- 1 Time and/or Transfer Point
- T Transfer Point

55 CLOCKWISE TEMECULA TROLLEY | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
* If required by passengers, bus may continue after Village & Harveston timepoint to end trip at Lakeview Rd.

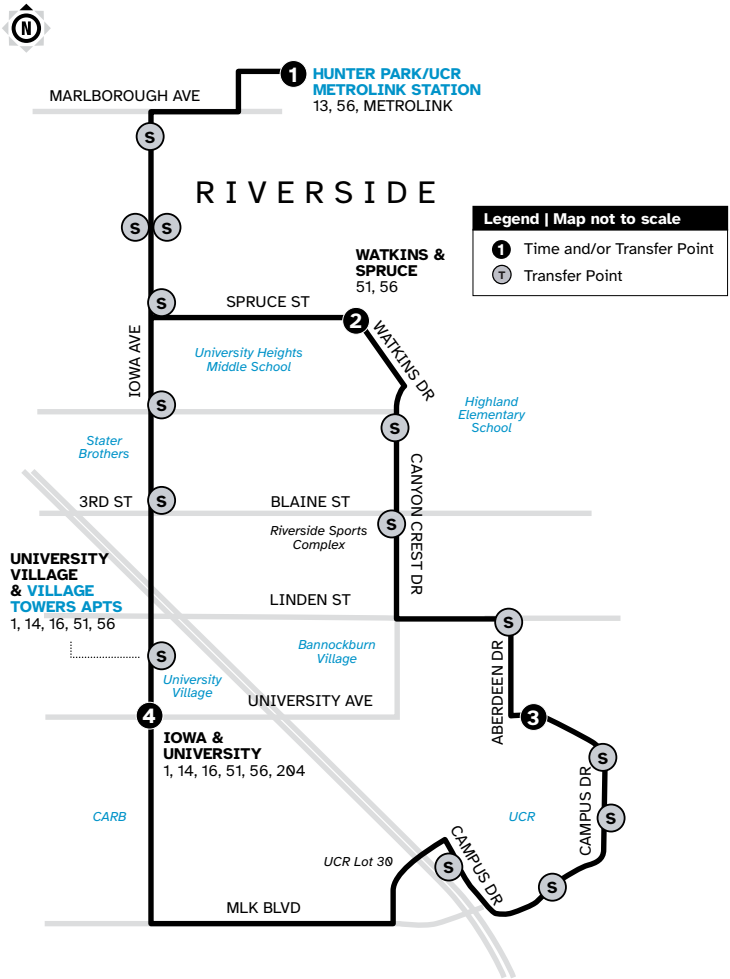
HARVESTON VILLAGE CENTER	WINCHESTER & NICOLAS	PROMENADE MALL	COUNTY CENTER	HARVESTON VILLAGE CENTER
1	2	3	4	1
6:55	7:05	7:15	7:21	7:32
7:40	7:50	7:59	8:04	8:15
2:30	**2:39**	**2:49**	**2:55**	**3:06**
2:45	**2:54**	**3:06**	**3:12**	**3:26**
3:35	**3:44**	**3:52**	**3:58**	**4:09**
4:00	**4:09**	**4:17**	**4:23**	**4:34***
4:20	**4:29**	**4:37**	**4:43**	**4:54***

OUT OF SERVICE DATES	
Route will not operate on weekends or the following weekdays:	
2025	
May 26	Memorial Day
June 9 through August 12	Summer Break
September 1	Labor Day

56 HUNTER PARK/UCR METROLINK STATION TO UCR

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.

No service on weekends or: Memorial Day, Juneteenth, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.

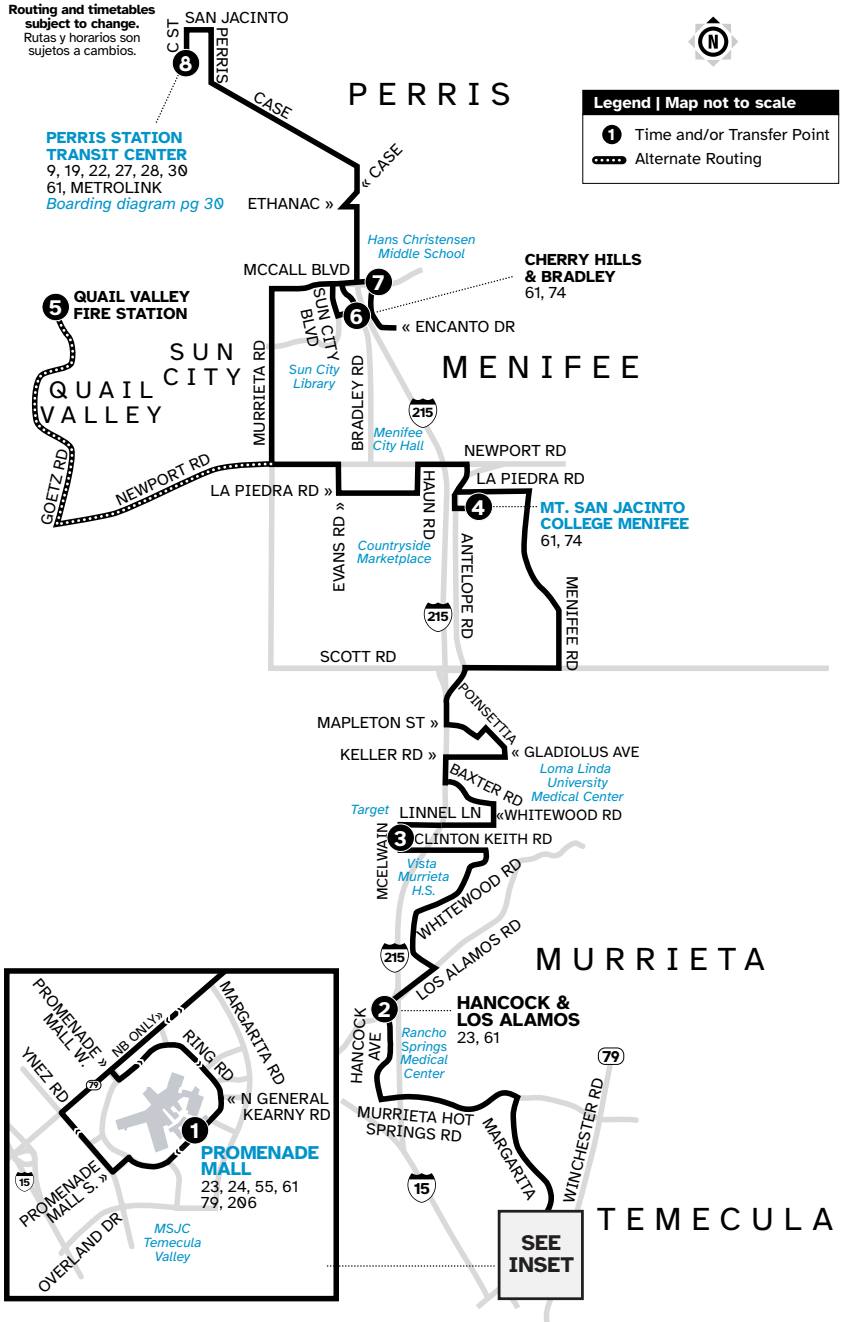


56 HUNTER PARK/UCR LOOP | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate.

HUNTER PARK/UCR METROLINK STATION	WATKINS & SPRUCE	N. CAMPUS & ABERDEEN	IOWA & UNIVERSITY	HUNTER PARK/UCR METROLINK STATION
1	2	3	4	1
6:00	6:06	6:16	6:26	6:35
7:00	7:06	7:16	7:26	7:35
8:00	8:06	8:16	8:26	8:35
8:45	8:51	9:01	9:11	9:20
9:30	9:36	9:46	9:56	10:05
10:15	10:21	10:31	10:41	10:50
11:00	11:06	11:16	11:26	11:35
11:43	11:49	11:59	**12:09**	**12:18**
12:26	**12:32**	**12:41**	**12:53**	**1:03**
1:11	**1:17**	**1:26**	**1:38**	**1:48**
2:00	**2:06**	**2:15**	**2:27**	**2:37**
2:45	**2:51**	**3:00**	**3:12**	**3:22**
3:30	**3:36**	**3:45**	**3:57**	**4:07**
4:15	**4:21**	**4:30**	**4:42**	**4:52**
5:00	**5:06**	**5:15**	**5:27**	**5:37**
5:45	**5:51**	**6:00**	**6:12**	**6:22**
6:30	**6:36**	**6:45**	**6:57**	**7:07**

61 PERRIS STATION TRANSIT CENTER - SUN CITY - QUAIL VALLEY - MENIFEE - MURRIETA - TEMECULA



61 NORTHBOUND TO PERRIS STATION TRANSIT CENTER | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
S = Operates when school is in session only

	PROMENADE MALL	HANCOCK & LOS ALAMOS	MCELWAIN AT SUPER TARGET	MT. SAN JACINTO COLLEGE MENIFEE	QUAIL VALLEY FIRE STATION	CHERRY HILLS & BRADLEY	ENCANTO & MCCALL	PERRIS STATION TRANSIT CENTER
	1	2	3	4	5	6	7	8
	4:30	4:46	4:57	5:20	—	5:48	5:55	6:20
	5:28	5:44	5:54	6:20	—	6:48	6:55	7:20
S	—	—	—	—	7:25	7:56	8:02	—
	7:03	7:23	7:37	8:03	—	8:34	8:40	9:05
	8:53	9:13	9:27	9:53	—	10:24	10:31	10:56
	9:40	10:02	10:16	10:42	—	11:15	11:22	11:49
	11:35	11:57	**12:11**	**12:37**	**—**	**1:08**	**1:15**	**1:40**
	12:40	**1:02**	**1:16**	**1:42**	**—**	**2:13**	**2:20**	**2:45**
	2:15	**2:37**	**2:52**	**3:18**	**—**	**3:51**	**3:58**	**4:23**
	2:58	**3:28**	**3:52**	**4:18**	**—**	**4:51**	**4:58**	**5:23**
	4:28	**4:57**	**5:15**	**5:41**	**—**	**6:14**	**6:19**	**6:44**
	6:46	**7:09**	**7:23**	**7:46**	**—**	**8:16**	**8:20**	**8:43**

61 SOUTHBOUND TO TEMECULA (PROMENADE MALL) | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
S = Operates when school is in session only

	PERRIS STATION TRANSIT CENTER	ENCANTO & MCCALL	CHERRY HILLS & BRADLEY	QUAIL VALLEY FIRE STATION	MT. SAN JACINTO COLLEGE MENIFEE	MCELWAIN AT SUPER TARGET	HANCOCK & LOS ALAMOS	PROMENADE MALL
	8	7	6	5	4	3	2	1
	6:30	6:53	7:00	—	7:32	7:59	8:21	8:43
	7:54	8:14	8:24	—	8:56	9:19	9:33	9:55
	9:15	9:35	9:45	—	10:17	10:43	10:57	11:19
	11:07	11:27	11:36	—	**12:10**	**12:36**	**12:50**	**1:12**
	11:59	**12:21**	**12:30**	**—**	**1:04**	**1:30**	**1:44**	**2:05**
	1:52	**2:13**	**2:22**	**—**	**2:56**	**3:22**	**3:39**	**4:00**
	2:56	**3:17**	**3:28**	**—**	**4:04**	**4:30**	**4:47**	**5:08**
S	**—**	**3:28**	**3:40**	**4:01**	**—**	**—**	**—**	**—**
	4:33	**4:54**	**5:03**	**—**	**5:38**	**6:03**	**6:17**	**6:38**
	5:45	**6:06**	**6:15**	**—**	**6:45**	**7:10**	**7:23**	**7:44**
	7:07	**7:28**	**7:37**	**—**	**8:07**	**8:30**	**8:42**	**8:58**

61 NORTHBOUND TO PERRIS STATION TRANSIT CENTER | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PROMENADE MALL	HANCOCK & LOS ALAMOS	MCELWAIN AT SUPER TARGET	MT. SAN JACINTO COLLEGE MENIFEE	CHERRY HILLS & BRADLEY	ENCANTO & MCCALL	PERRIS STATION TRANSIT CENTER
1	2	3	4	6	7	8
6:20	6:37	6:46	7:08	7:36	7:43	8:06
8:06	8:23	8:36	8:58	9:26	9:33	9:56
9:21	9:38	9:51	10:13	10:42	10:48	11:12
10:40	11:00	11:15	11:37	**12:06**	**12:12**	**12:36**
12:10	**12:33**	**12:48**	**1:08**	**1:37**	**1:43**	**2:07**
1:31	**1:55**	**2:10**	**2:35**	**3:01**	**3:07**	**3:31**
2:54	**3:17**	**3:30**	**3:53**	**4:27**	**4:33**	**4:57**
4:25	**4:48**	**5:01**	**5:23**	**5:53**	**5:59**	**6:23**
5:50	**6:13**	**6:26**	**6:47**	**7:17**	**7:22**	**7:44**

61 SOUTHBOUND TO TEMECULA (PROMENADE MALL) | WEEKENDS

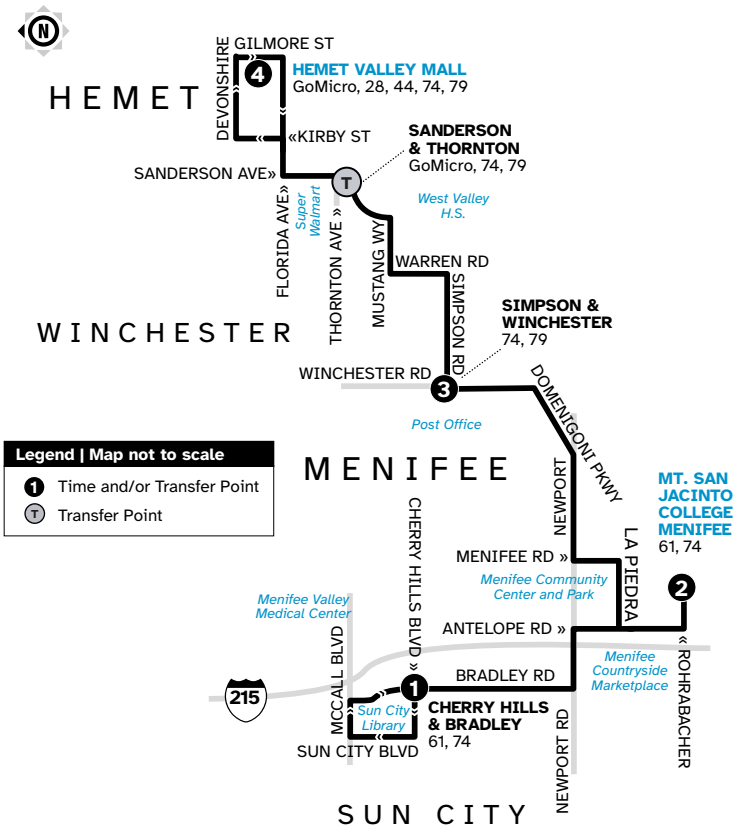
A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	ENCANTO & MCCALL	CHERRY HILLS & BRADLEY	MT. SAN JACINTO COLLEGE MENIFEE	MCELWAIN AT SUPER TARGET	HANCOCK & LOS ALAMOS	PROMENADE MALL
8	7	6	4	3	2	1
7:22	7:40	7:48	8:19	8:42	8:53	9:11
8:26	8:53	9:01	9:32	9:55	10:09	10:30
10:05	10:26	10:34	11:05	11:26	11:40	**12:01**
11:22	11:43	11:51	**12:25**	**12:45**	**1:01**	**1:22**
12:45	**1:08**	**1:16**	**1:44**	**2:09**	**2:22**	**2:43**
2:16	**2:39**	**2:47**	**3:19**	**3:41**	**3:54**	**4:15**
3:41	**4:00**	**4:08**	**4:45**	**5:06**	**5:19**	**5:40**
5:32	**5:51**	**5:59**	**6:28**	**6:50**	**7:01**	**7:22**


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09:49
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• get service alerts
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74 HEMET - WINCHESTER - MENIFEE - SUN CITY

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



74 EASTBOUND TO HEMET VALLEY MALL | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

CHERRY HILLS & BRADLEY	MT. SAN JACINTO COLLEGE MENIFEE	SIMPSON & WINCHESTER	HEMET VALLEY MALL
1	2	3	4
5:51	6:06	6:22	6:45
7:20	7:39	7:57	8:20
8:30	8:49	9:06	9:29
9:36	9:55	10:12	10:35
10:50	11:12	11:29	11:54
11:53	**12:15**	**12:32**	**12:55**
1:15	**1:37**	**1:56**	**2:22**
2:14	**2:36**	**2:55**	**3:21**
3:43	**4:05**	**4:23**	**4:49**
4:43	**5:09**	**5:27**	**5:53**
6:08	**6:31**	**6:49**	**7:13**

74 WESTBOUND TO CHERRY HILLS & BRADLEY | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

HEMET VALLEY MALL	SIMPSON & WINCHESTER	MT. SAN JACINTO COLLEGE MENIFEE	CHERRY HILLS & BRADLEY
4	3	2	1
5:00	5:19	5:36	5:51
6:15	6:35	6:52	7:07
7:24	7:48	8:05	8:20
8:30	8:54	9:11	9:26
9:40	10:04	10:22	10:40
10:45	11:09	11:27	11:45
12:04	**12:29**	**12:47**	**1:05**
1:05	**1:32**	**1:48**	**2:06**
2:34	**3:00**	**3:17**	**3:35**
3:30	**3:58**	**4:15**	**4:33**
4:59	**5:26**	**5:42**	**6:00**
6:01	**6:28**	**6:44**	**7:02**
7:21	**7:44**	**8:00**	**8:15**

74 EASTBOUND TO HEMET VALLEY MALL | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

CHERRY HILLS & BRADLEY	MT. SAN JACINTO COLLEGE MENIFEE	SIMPSON & WINCHESTER	HEMET VALLEY MALL
1	2	3	4
7:09	7:24	7:38	8:00
8:26	8:41	8:55	9:17
9:36	9:51	10:07	10:29
10:46	11:03	11:19	11:43
12:05	**12:22**	**12:38**	**1:02**
1:20	**1:37**	**1:53**	**2:18**
2:30	**2:47**	**3:03**	**3:26**
3:35	**3:52**	**4:08**	**4:31**
4:45	**5:02**	**5:17**	**5:40**
5:55	**6:12**	**6:27**	**6:50**

74 WESTBOUND TO CHERRY HILLS & BRADLEY | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

HEMET VALLEY MALL	SIMPSON & WINCHESTER	MT. SAN JACINTO COLLEGE MENIFEE	CHERRY HILLS & BRADLEY
4	3	2	1
6:15	6:34	6:47	7:01
7:30	7:49	8:02	8:16
8:30	8:49	9:02	9:18
9:30	9:50	10:05	10:27
10:46	11:09	11:23	11:38
12:06	**12:29**	**12:43**	**12:58**
1:16	**1:39**	**1:53**	**2:09**
2:32	**2:55**	**3:09**	**3:25**
3:42	**4:05**	**4:19**	**4:35**
4:41	**5:04**	**5:18**	**5:34**
5:51	**6:14**	**6:28**	**6:44**
7:01	**7:24**	**7:38**	**7:54**



NEVER WALK IN FRONT OF A BUS TO CROSS THE STREET

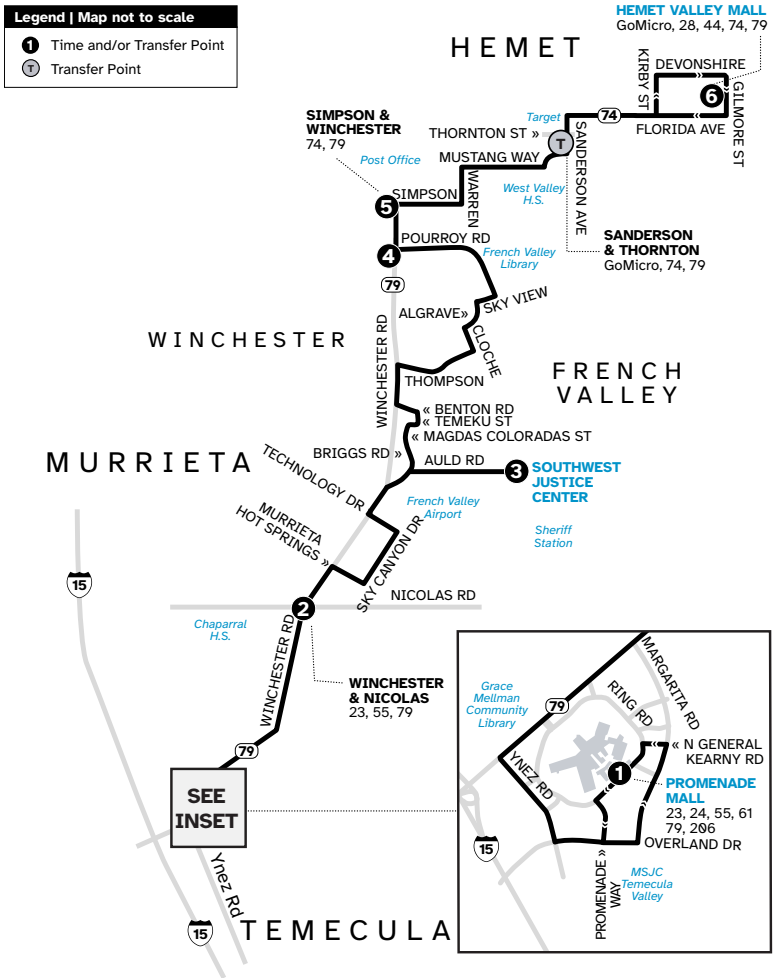
Stay safe by using a crosswalk whenever possible and waiting until you can clearly see traffic.

NUNCA CAMINE EN FRENTE DE UN AUTOBÚS PARA CRUZAR LA CALLE

Manténgase seguro utilizando el paso de peatones siempre que sea posible y esperando hasta que pueda ver claramente el tráfico.

79 HEMET - WINCHESTER - TEMECULA

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



79 NORTHBOUND TO HEMET VALLEY MALL | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PROMENADE MALL	WINCHESTER & NICOLAS	SOUTHWEST JUSTICE CENTER	WINCHESTER & POURROY	SIMPSON & WINCHESTER	HEMET VALLEY MALL
1	2	3	4	5	6
5:56	6:02	6:12	6:24	6:34	6:53
7:17	7:26	7:38	7:51	8:01	8:26
8:45	8:54	9:06	9:19	9:29	9:54
10:05	10:16	10:30	10:43	10:53	11:18
11:40	11:52	**12:06**	**12:19**	**12:29**	**12:54**
1:02	**1:13**	**1:27**	**1:40**	**1:50**	**2:14**
2:48	**3:02**	**3:17**	**3:35**	**3:46**	**4:15**
4:14	**4:28**	**4:43**	**5:01**	**5:12**	**5:37**
5:54	**6:08**	**6:21**	**6:35**	**6:46**	**7:11**
7:15	**7:26**	**7:39**	**7:53**	**8:04**	**8:29**
8:32	**8:41**	**8:53**	**9:07**	**9:18**	**9:40**

79 SOUTHBOUND TO TEMECULA | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
S = Operates when school is in session only.

	HEMET VALLEY MALL	SIMPSON & WINCHESTER	WINCHESTER & POURROY	SOUTHWEST JUSTICE CENTER	WINCHESTER & NICOLAS	PROMENADE MALL
	6	5	4	3	2	1
	4:35	4:54	5:05	5:20	5:36	5:48
	5:55	6:14	6:25	6:40	6:54	7:06
	7:05	7:27	7:38	7:53	8:14	8:29
S	7:58	8:23	8:34	8:52	9:07	9:22
	8:35	8:59	9:10	9:25	9:40	9:55
	10:04	10:28	10:39	10:54	11:09	11:24
	11:30	11:54	**12:05**	**12:21**	**12:36**	**12:51**
	1:08	**1:35**	**1:46**	**2:02**	**2:17**	**2:32**
	2:35	**3:02**	**3:13**	**3:29**	**3:43**	**4:06**
	4:25	**4:52**	**5:03**	**5:19**	**5:33**	**5:48**
	5:45	**6:12**	**6:23**	**6:38**	**6:51**	**7:05**
	7:25	**7:49**	**8:00**	**8:15**	**8:28**	**8:42**

79 NORTHBOUND TO HEMET VALLEY MALL | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PROMENADE MALL	WINCHESTER & NICOLAS	SOUTHWEST JUSTICE CENTER	WINCHESTER & POURROY	SIMPSON & WINCHESTER	HEMET VALLEY MALL
1	2	3	4	5	6
7:20	7:27	7:38	7:48	7:58	8:20
8:35	8:42	8:53	9:05	9:15	9:37
10:10	10:20	10:31	10:43	10:53	11:16
11:30	11:40	11:51	**12:04**	**12:14**	**12:41**
1:00	**1:10**	**1:22**	**1:35**	**1:45**	**2:09**
2:25	**2:35**	**2:47**	**3:00**	**3:10**	**3:34**
3:48	**3:58**	**4:10**	**4:23**	**4:33**	**4:57**
5:15	**5:25**	**5:37**	**5:50**	**6:00**	**6:25**
6:40	**6:50**	**7:02**	**7:15**	**7:25**	**7:50**

79 SOUTHBOUND TO TEMECULA | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

HEMET VALLEY MALL	SIMPSON & WINCHESTER	WINCHESTER & POURROY	SOUTHWEST JUSTICE CENTER	WINCHESTER & NICOLAS	PROMENADE MALL
6	5	4	3	2	1
6:49	7:09	7:19	7:31	7:44	7:57
8:30	8:50	9:00	9:14	9:27	9:40
9:47	10:09	10:19	10:33	10:46	11:02
11:25	11:51	**12:01**	**12:15**	**12:29**	**12:45**
12:50	**1:13**	**1:23**	**1:37**	**1:51**	**2:07**
2:20	**2:43**	**2:53**	**3:07**	**3:21**	**3:34**
3:46	**4:09**	**4:19**	**4:33**	**4:47**	**5:03**
5:15	**5:38**	**5:49**	**6:03**	**6:17**	**6:31**
6:35	**6:58**	**7:09**	**7:23**	**7:37**	**7:51**

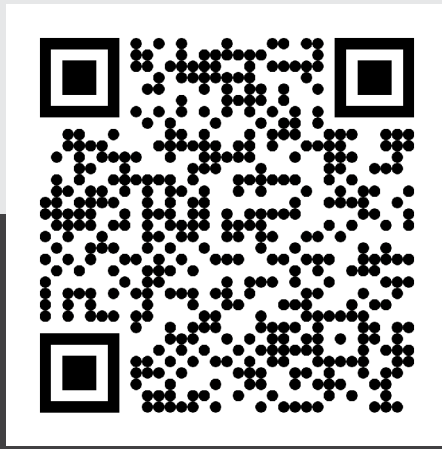
SPEAK UP!

SEE | SAY

SOMETHING | SOMETHING

FOR AN EMERGENCY, CALL 9-1-1.

Use this QR Code to report any non-emergency suspicious activity or behavioral concerns on any RTA bus.



HABLAR ALTO

VER | DECIR

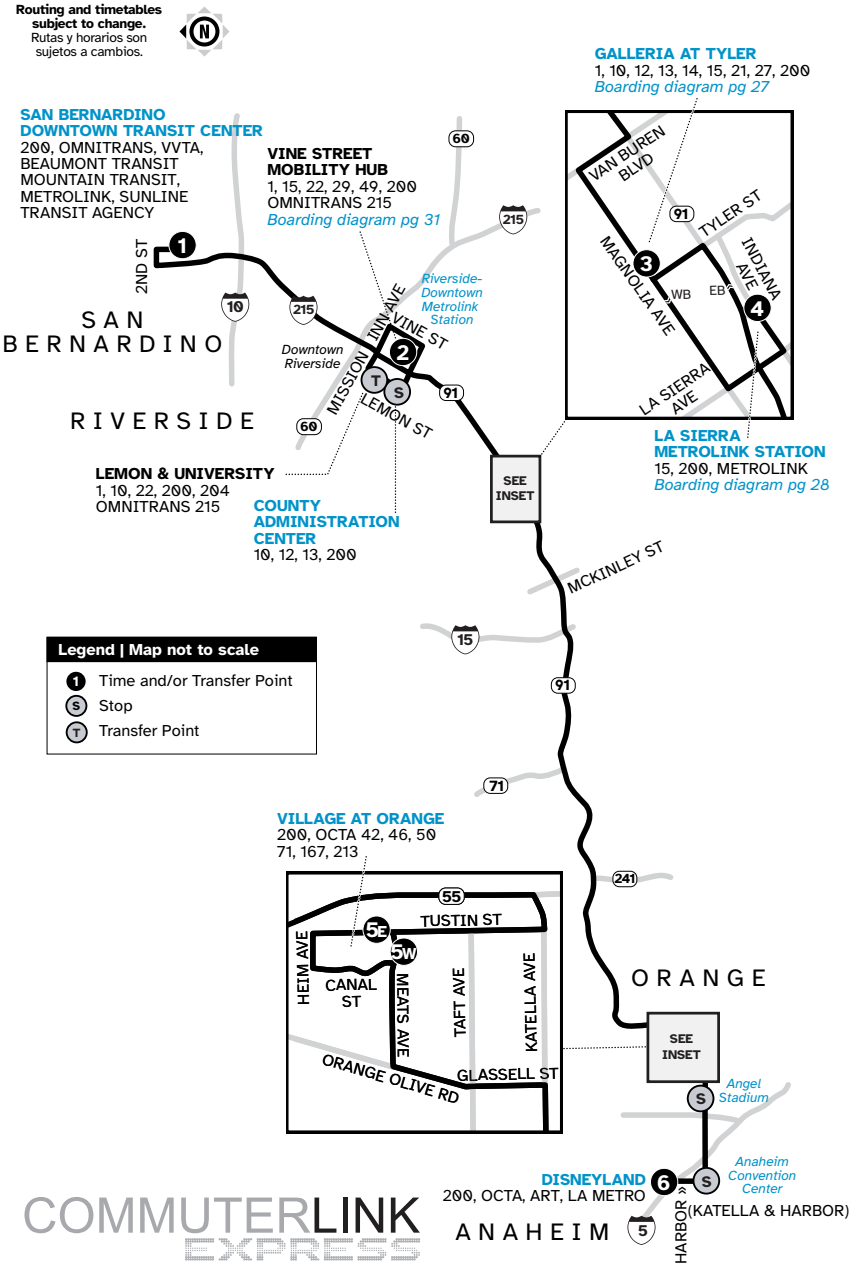
ALGO | ALGO

EN CASO DE EMERGENCIA, LLAME AL 9-1-1.

Utilice este código QR para informar cualquier inquietud que no sea de emergencia en cualquier autobús de RTA.

200 SAN BERNARDINO - RIVERSIDE - ANAHEIM

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



200 WESTBOUND TO ANAHEIM | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate.

SAN BERNARDINO DOWNTOWN TRANSIT CENTER	VINE STREET MOBILITY HUB	GALLERIA AT TYLER	LA SIERRA METROLINK STATION	MEATS & TUSTIN	DISNEYLAND
1	2	3	4	5W	6
4:00	4:26	4:39	4:48	5:21	5:43
5:10	5:36	5:49	5:58	6:52	7:17
6:20	6:50	7:03	7:14	8:08	8:33
7:20	7:50	8:06	8:15	8:51	9:16
8:20	8:50	9:06	9:15	9:51	10:16
9:45	10:18	10:34	10:43	11:19	11:44
11:12	11:45	**12:03**	**12:12**	**12:48**	**1:13**
12:45	**1:21**	**1:39**	**1:48**	**2:24**	**2:49**
2:18	**2:54**	**3:13**	**3:23**	**3:59**	**4:26**
4:20	**4:59**	**5:18**	**5:28**	**6:04**	**6:31**
6:10	**6:39**	**6:56**	**7:06**	**7:39**	**8:06**
7:20	**7:47**	**8:02**	**8:12**	**8:43**	**9:08**
8:10	**8:37**	**8:52**	**9:00**	**9:31**	**9:56**

200 EASTBOUND TO SAN BERNARDINO | WEEKDAYS

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	VINE STREET MOBILITY HUB	SAN BERNARDINO DOWNTOWN TRANSIT CENTER
6	5E	4	3	2	1
6:05	6:33	7:12	7:20	7:47	8:06
7:35	8:05	8:42	8:50	9:14	9:31
8:55	9:25	10:02	10:10	10:39	10:56
9:45	10:15	10:52	11:00	11:26	11:43
10:34	11:04	11:41	11:49	**12:18**	**12:35**
12:02	**12:32**	**1:09**	**1:17**	**1:48**	**2:05**
1:45	**2:15**	**3:02**	**3:12**	**3:43**	**4:07**
3:10	**3:43**	**4:51**	**5:01**	**5:32**	**5:56**
4:45	**5:22**	**6:17**	**6:26**	**6:51**	**7:08**
6:47	**7:17**	**7:59**	**8:08**	**8:31**	**8:48**
8:25	**8:51**	**9:27**	**9:36**	**9:59**	**10:16**
9:35	**10:01**	**10:37**	**10:44**	**11:07**	**11:24**
10:28	**10:54**	**11:27**	**11:34**	**11:54**	12:11

200 WESTBOUND TO ANAHEIM | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate.

SAN BERNARDINO DOWNTOWN TRANSIT CENTER	VINE STREET MOBILITY HUB	GALLERIA AT TYLER	LA SIERRA METROLINK STATION	MEATS & TUSTIN	DISNEYLAND
1	2	3	4	5W	6
6:00	6:25	6:45	6:53	7:25	7:47
7:36	8:01	8:21	8:29	9:04	9:26
9:11	9:36	9:56	10:04	10:39	11:01
10:45	11:11	11:31	11:39	**12:17**	**12:41**
12:20	**12:49**	**1:09**	**1:17**	**1:55**	**2:19**
2:15	**2:44**	**3:04**	**3:12**	**3:50**	**4:14**
3:30	**3:55**	**4:15**	**4:23**	**4:59**	**5:23**
5:30	**5:55**	**6:15**	**6:23**	**6:57**	**7:21**
7:30	**7:55**	**8:13**	**8:21**	**8:53**	**9:15**

200 EASTBOUND TO SAN BERNARDINO | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate.

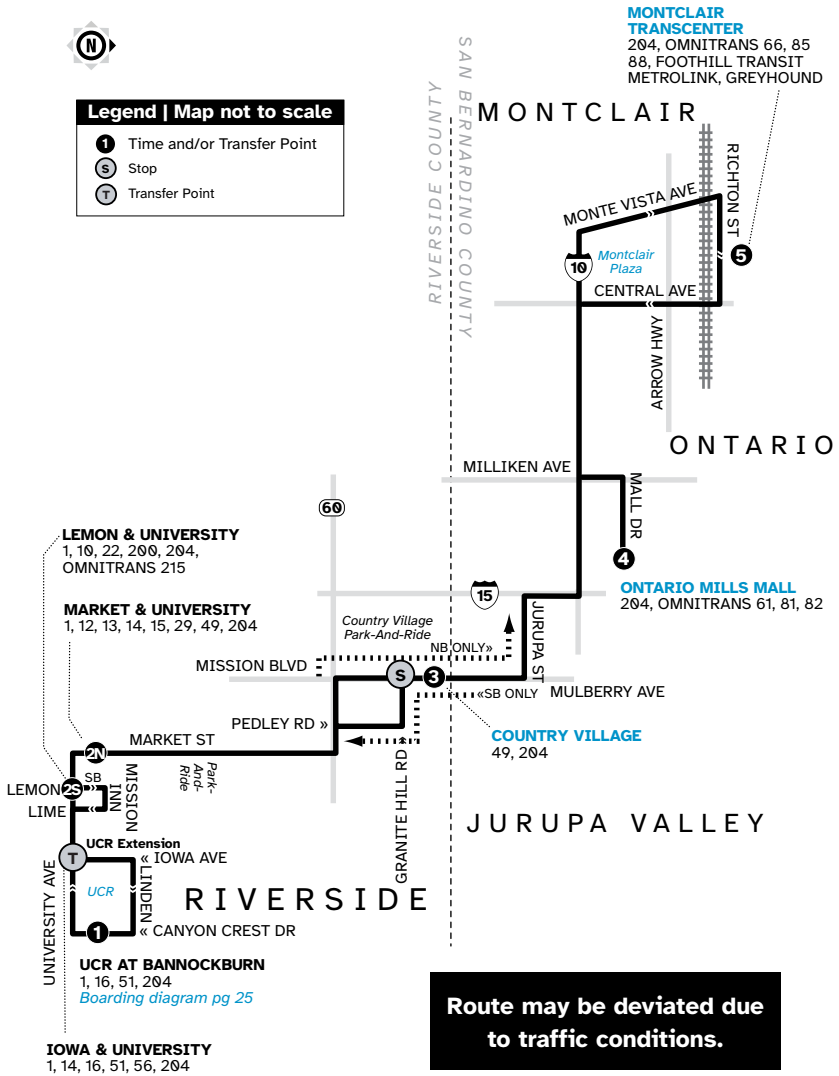
DISNEYLAND	VILLAGE AT ORANGE	LA SIERRA METROLINK STATION	GALLERIA AT TYLER	VINE STREET MOBILITY HUB	SAN BERNARDINO DOWNTOWN TRANSIT CENTER
6	5E	4	3	2	1
8:28	8:56	9:32	9:39	10:02	10:20
10:07	10:35	11:11	11:19	11:42	**12:00**
11:42	**12:10**	**12:46**	**12:55**	**1:18**	**1:36**
1:12	**1:40**	**2:18**	**2:27**	**2:53**	**3:11**
2:53	**3:21**	**3:59**	**4:08**	**4:31**	**4:49**
4:48	**5:16**	**5:54**	**6:02**	**6:25**	**6:43**
6:04	**6:29**	**7:07**	**7:15**	**7:38**	**7:56**
8:15	**8:40**	**9:14**	**9:21**	**9:44**	**10:02**
10:15	**10:40**	**11:13**	**11:19**	**11:38**	**11:56**


gomobile
RIVERSIDE TRANSIT AGENCY
10:41
gomobile
30 Day Veteran Local
Barcode Expires 05/12/25
10:51 AM
Total Fare: $30.00
30 Day Veteran Local
Period Pass
ID Card
Ticket Inform...
GENFARE
• buy passes
• pay your fare
• plan your trip
• get arrival times
• get service alerts
all on your phone!
Details at RiversideTransit.com/GoMobile

204 UCR - DOWNTOWN RIVERSIDE - ONTARIO MILLS MALL - MONTCLAIR TRANSCENTER

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.

No service on weekends or: Memorial Day, Juneteenth, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.



COMMUTERLINK EXPRESS

204 NORTHBOUND TO ONTARIO MILLS MALL & MONTCLAIR TRANSCENTER | WEEKDAYS ONLY

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

UCR AT BANNOCKBURN	MARKET & UNIVERSITY	COUNTRY VILLAGE	ONTARIO MILLS MALL	MONTCLAIR TRANSCENTER
1	2N	3	4	5
—	5:13	5:27	5:43	6:04
The 5:13 a.m. trip will start service at the stop on West University and Lemon at approximately 5:12 a.m.				
6:17	6:27	6:41	6:58	7:21
2:29	**2:43**	**2:59**	**3:20**	**3:43**
5:50	**6:04**	**6:20**	**6:38**	**7:00**

204 SOUTHBOUND TO DOWNTOWN RIVERSIDE & UCR | WEEKDAYS ONLY

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

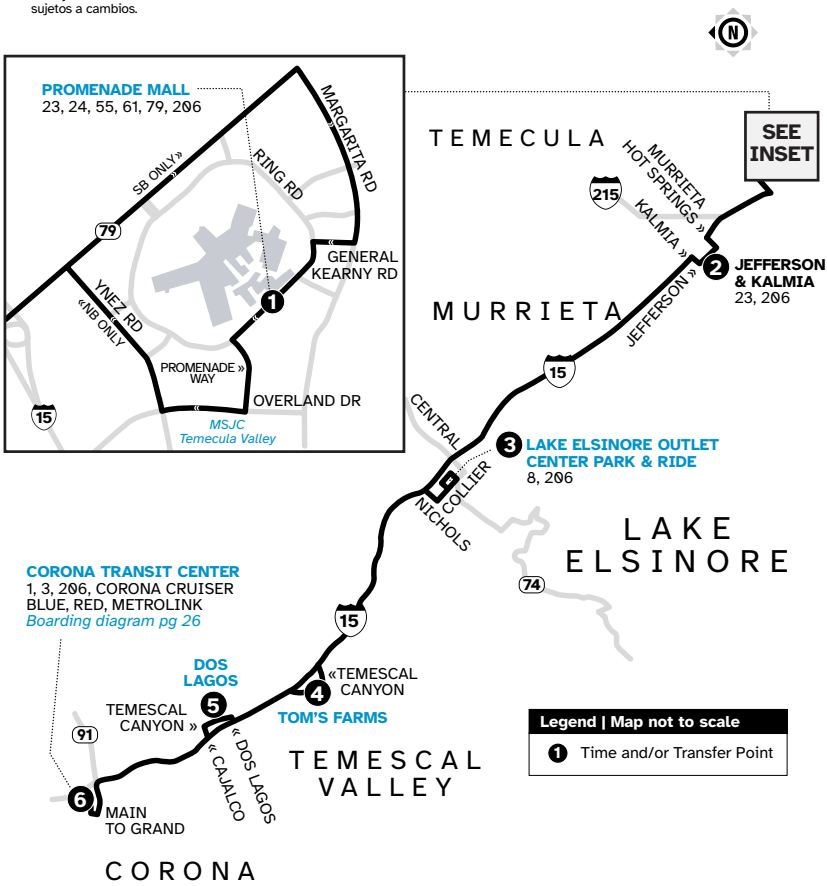
MONTCLAIR TRANSCENTER	ONTARIO MILLS MALL	COUNTRY VILLAGE	LEMON & UNIVERSITY	UCR AT BANNOCKBURN
5	4	3	2S	1
6:23	6:42	7:01	7:20	7:35
7:31	7:54	8:16	8:39	8:54
3:53	**4:24**	**4:47**	**5:20**	**5:39**
7:10	**7:32**	**7:51**	**8:10**	**8:25**

For Metrolink information, go to metrolinktrains.com or call 800.371.5465.

206 TEMECULA - MURRIETA - LAKE ELSINORE - CORONA TRANSIT CENTER

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.

No service on weekends or: Memorial Day, Juneteenth, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.



COMMUTERLINK EXPRESS

206 NORTHBOUND TO CORONA TRANSIT CENTER | WEEKDAYS ONLY

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PROMENADE MALL	JEFFERSON & KALMIA	LAKE ELSINORE OUTLET CENTER PARK-AND-RIDE	TOM'S FARMS	DOS LAGOS	CORONA TRANSIT CENTER
1	2	3	4	5	6
3:56	4:07	4:27	4:41	—	5:01
4:50	5:01	5:21	5:37	5:49	6:16
—	—	6:05	6:21	6:36	7:06
—	—	7:00	7:16	7:31	8:01
3:45	**4:02**	**4:25**	**4:40**	**4:49**	**5:09**

206 SOUTHBOUND TO TEMECULA | WEEKDAYS ONLY

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

CORONA TRANSIT CENTER	DOS LAGOS	TOM'S FARMS	LAKE ELSINORE OUTLET CENTER PARK-AND-RIDE	JEFFERSON & KALMIA	PROMENADE MALL
6	5	4	3	2	1
4:50	**—**	**5:22**	**5:40**	**6:00**	**6:17**
The 4:50 p.m. trip will wait for the 4:21 p.m. and 4:41 p.m. trains, but no later than 5:00 p.m. before departing the Metrolink Station.					
5:50	**6:17**	**6:26**	**6:44**	**7:04**	**7:19**
The 5:50 p.m. trip will wait for the 5:30 p.m. and 5:41 p.m. trains, but no later than 6:00 p.m. before departing the Metrolink Station.					
6:50	**—**	**7:16**	**7:33**	**7:53**	**8:18**
The 6:50 p.m. trip will wait for the 6:30 p.m. and 6:41 p.m. trains, but no later than 7:00 p.m. before departing the Metrolink Station.					

WHAT'S NEW

On May 11, 2025, the Riverside Transit Agency (RTA) adjusted several routes and trips to increase bus service, improve connections and maintain efficiency. Questions or comments? Email us at comments@riversidetransit.com or call 951.565.5002.

ROUTE 1: The weekday eastbound trip departing Smith Avenue and Sixth Street at 7:58 p.m. was adjusted to maintain efficiency.

ROUTE 8: The weekday clockwise trip departing Highway 74 and Cambern Avenue at 5:50 p.m. was adjusted to improve connections with Route 23.

ROUTE 9: The weekday northbound trip departing Highway 74 and Cambern Avenue at 7:25 p.m. was adjusted to improve connections.

ROUTE 10: The weekday eastbound trips departing the Galleria at Tyler Mall at 10:01 a.m., 11:35 a.m. and 4:20 p.m. were adjusted to maintain efficiency. The weekday westbound trips departing Big Springs Road and Watkins Drive at 8:28 a.m., 9:57 a.m., 11:27 a.m., 2:36 p.m. and 4:28 p.m. were adjusted to maintain efficiency.

ROUTE 12: The weekday eastbound trips departing Promenade Avenue and McKinley Street at 11:01 a.m., 1:09 p.m. and 3:18 p.m. were adjusted to maintain efficiency.

ROUTE 14: The weekday eastbound trips departing the Galleria at Tyler Mall at 8:42 a.m., 11:50 a.m. and 2:45 p.m. were adjusted to maintain efficiency. The weekday westbound trip departing the Loma Linda VA Hospital at 12:30 p.m. was adjusted to maintain efficiency.

ROUTE 16: Route 16 was moved from Bay C to Bay E at UCR at Bannockburn.

ROUTE 19: Weekday schedules in both directions were adjusted to maintain efficiency.

ROUTE 20: The weekday eastbound schedule was adjusted to maintain efficiency. The weekday westbound trips departing Iris Avenue and Lasselle Street at 1:12 p.m. and 9:43 p.m. were adjusted to maintain efficiency.

ROUTE 22: The weekend northbound trip departing the Perris Station Transit Center at 9:25 a.m. and southbound trip departing the Vine Street Mobility Hub at 7:55 a.m. were adjusted to improve connections.

ROUTE 23: The weekday northbound trip departing the Promenade Mall at 4:55 p.m. was adjusted to improve connections with Route 8 at Palomar Street and Wildomar Trail.

ROUTE 28: Weekday schedules in both directions were adjusted to improve connections with trains and to improve frequency to every 30 minutes from 6 a.m. to 6 p.m. A new weekday eastbound trip will depart the Perris Station Transit Center at 10:55 p.m. The weekend westbound trips departing Florida Avenue and New Chicago Avenue at 6:31 a.m. and 7:40 a.m. and the eastbound trip departing the Perris Station Transit Center at 6:40 p.m. were adjusted to improve connections. A new weekend westbound trip will depart Florida Avenue and New Chicago Avenue at 5:48 a.m. to improve train connections.

ROUTE 56: The weekday trips departing the Hunter Park/UCR Metrolink Station at 11:45 a.m., 12:30 p.m. and 1:15 p.m. were adjusted to improve train connections.

ROUTE 200: The weekday eastbound trips departing Disneyland at 1:45 p.m. and 6:44 p.m. were adjusted to maintain efficiency. The weekday westbound trip departing the San Bernardino Downtown Transit Center at 4:20 p.m. was adjusted to maintain efficiency.

ROUTE 204: Route 204 was moved from Bay E to Bay C at UCR at Bannockburn.

ROUTE 206: The weekday northbound trip departing the Promenade Mall at 4:51 a.m. was adjusted to maintain efficiency and will also serve Stop 3427 at Dos Lagos. The weekday northbound trip departing the Lake Elsinore Outlet Center Park-and-Ride at 5:25 a.m. was discontinued. The weekday northbound trip departing the Lake Elsinore Outlet Center Park-and-Ride at 6:08 a.m. was adjusted to maintain efficiency. A new weekday northbound trip will depart the Lake Elsinore Outlet Center Park-and-Ride at 7:00 a.m.

NOTES

NOTES



If you suspect or see a potential human trafficking situation or are a trafficking victim contact

GET HELP

National Human Trafficking Hotline
888.373.7888

Text “Help” to 233733

If you or someone you know is in immediate danger, please call 9-1-1



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- pay your fare
- plan your trip
- get arrival times
- get service alerts

all on your phone!

Details at RiversideTransit.com/GoMobile

YOUTH RIDE FREE*

Anyone aged 18 and younger can ride for free on all RTA's fixed-route and GoMicro buses. No pass is needed—just show a valid school ID, RTA Youth ID or any state-issued ID verifying age.



* Offer ends December 31, 2026

Visit **RiversideTransit.com** or call us at **951.565.5002** to plan your trip.

RTA Riverside Transit Agency

Appendix B:

Title VI Analysis

Implementation of Fare Promotions Program

As part of the Fiscal Year 2026 (FY26) Budget and Short-Range Transit Plan (SRTP), RTA is proposing to use Local Transportation Funds (LTF) to fund Free Fares for Youth ages 18 and under from July 1, 2025 through December 31, 2025. In addition, in Fiscal Year 2025 (FY25), RTA applied to the Low Carbon Transit Operations Program (LCTOP) to fund the Implementation of Fare Promotions Program in calendar year 2026. If the FY26 SRTP is approved by the RTA Board of Directors and the LCTOP application is awarded, this will provide youth ages 18 and under with free rides from July 1, 2025, through December 31, 2026 on all fixed route and GoMicro buses. Of RTA's total service area population, 66.97% are minorities and 20.14% are low-income. In 2021, RTA conducted an Onboard Rider Survey which found that 85% of RTA riders identified as minorities and 81% as low-income. The survey also found that youth represent nearly 11 percent of RTA's ridership. Of the youth that ride, nearly 87 percent are minorities. Therefore, providing free fares for youth will greatly benefit minority and low-income populations in the service area. The Free Fares for Youth promo will not pose a disparate impact or disproportionate burden on minority or low-income populations but rather benefit the region by providing free public transportation.

Fiscal Year 2025 Service Changes

In order to comply with federal Title VI regulations, RTA must evaluate every service change to determine whether the changes are significant enough to warrant a Title VI review, and if so, whether the changes disproportionately affect low-income and minority communities. RTA defines a major service change as one that affects more than 25 percent of a route's revenue hours, revenue miles, or alignment.

In Fiscal Year 2025 (FY25), RTA made the following service changes:

- Reinstated weekend service that was previously discontinued in September 2023 due to operator shortages: 1, 11, 13, 14, 16, 19, 22, 27 and 28.
- Route 1: Realigned the eastbound direction to travel along Lemon Street. The route no longer serves bus stop 1001 on University Avenue and Lemon Street and instead serves bus stop 3489 on Lemon Street and University Avenue.
- Route 8: Adjusted the route to start and end service at bus stop 2453 on Highway 74 and Cambern Avenue in Lake Elsinore. Improved weekday and weekend service frequencies to approximately every 60 minutes.
- Route 9: Discontinued service to the Lake Elsinore Outlet Mall. Route was realigned to start and end service at bus stop 2453 on Highway 74 and Cambern Avenue. Improved weekday and weekend frequencies from every 70 minutes to every 60 minutes.
- Route 14: The eastbound direction no longer serves bus stop 1001 on University Avenue and Lemon Street.
- Route 15: The eastbound direction no longer serves bus stop 1001 on University Avenue and Lemon Street and the westbound direction no longer serves bus stop 3501 on University Avenue and Lemon Street.
- Route 16: Increased weekday frequency to every 15 minutes from 6 a.m. to 6 p.m. Moved the route from Bay C to Bay E at UCR at Bannockburn.
- Route 19: Increased weekday frequency to every 15 minutes from 6 a.m. to 6 p.m.
- Route 28: Increased weekday frequency to every 30 minutes from 6 a.m. to 6 p.m. Added a new weekday eastbound trip departing the Perris Station Transit Center at 10:55 p.m. and a new weekend westbound trip departing Florida Avenue and New Chicago Avenue at 5:48 a.m. to improve service and meet Metrolink trains.
- Route 29: The eastbound direction no longer serves bus stop 1001 on University Avenue and Lemon Street. The westbound direction no longer serves bus stop 1002 on University Avenue and Lemon Street and bus stop 3491 on University Avenue and Market Street and instead serves bus stop 3575 on Market Street and University Avenue.
- Route 44: Realigned the counterclockwise direction to travel from Hemet Valley Mall to Mt. San Jacinto College via San Jacinto Avenue, and then to the Hemet Valley Mall via State

Street. Improved weekday frequency from every 60-70 minutes to every 45-50 minutes. Improved weekend frequency from every 65 minutes to every 60 minutes.

- Route 49: The eastbound trips no longer serve bus stop 1001 on University Avenue and Lemon Street and the westbound trips no longer serve bus stop 1002 on University Avenue and Lemon Street.
- Route 200: A new weekday westbound trip departing the San Bernardino Downtown Transit Center at 7:20 a.m. and a new eastbound trip departing Disneyland at 9:45 a.m. were added. Eastbound trips no longer serve bus stop 4789 on Magnolia Avenue near Tyler Street and instead serve bus stop 3513 on Magnolia Avenue. Westbound trips no longer serve bus stop 1063 at the Galleria at Tyler Mall or bus stop 4652 on Harbor Boulevard opposite Disneyland and instead serve bus stop 3514 on Magnolia Avenue and bus stop 3488 on Harbor Boulevard at Disneyland, respectively.
- Route 204: Realigned the route to travel along Lemon Street. The southbound direction no longer serves bus stop 1001 on University Avenue and Lemon Street and instead serves bus stop 3489 on Lemon Street and University Avenue. The northbound direction no longer serves bus stop 1002 on University Avenue and Lemon Street and instead serves bus stop 3501 on University Avenue and Lemon Street. Moved the route from Bay E to Bay C at UCR at Bannockburn.
- Route 206: The weekday northbound trip departing the Lake Elsinore Outlet Center Park-and-Ride at 5:25 a.m. was discontinued. A new weekday northbound trip departing the Lake Elsinore Outlet Center Park-and-Ride at 7:00 a.m. was added.
- Implemented the Ohmio Pilot Project at the Riverside Municipal Airport.
- Consolidated GoMicro bus stops to improve efficiency.

In September 2024, several routes hit the threshold of a major service change. In the Agency's January 2024 and May 2024 Service Change, only two routes hit the threshold of a major service change. The tables below show the changes in revenue miles and hours for each service change by route. Routes 1, 9, 11, 13, 14, 16, 19, 22, 27, 28 and 44 have a greater than 25 percent change in revenue hours and/or revenue miles. Of those routes, routes 11 and 19 serve a disproportionately higher percentage of minority populations, and routes 9, 28 and 44 serve a disproportionately higher percentage of low-income populations. All of the route changes being made are increases in service which will benefit the region. RTA's Title VI Policies define a disproportionate burden or disparate impact as an "adverse effect". Increasing service on these routes will benefit minority and low-income populations. For the consolidation of GoMicro bus stops, there is no disproportionate burden or disparate impact as there is an alternate stop within less than 1/8 of a mile away. These improvements helped increase safety and improved travel times and scheduling.

Of RTA's total service area population, 66.97% are minorities and 20.14% are low-income. In 2021, RTA conducted an Onboard Rider Survey which found that 85% of RTA riders identified as minorities and 81% as low-income. Therefore, increasing service on these routes will greatly benefit minority and low-income populations in the service area. Improving service on the routes listed will not pose

a disparate impact or disproportionate burden on minority or low-income populations but rather benefit the region by providing increased service levels.

FY25 Service Changes - September 2024

Route Level Changes to Identify Major Service Changes*

Daily Numbers**

	Revenue Service Hours (RSH)									Revenue Service Miles (RSM)									Title VI Equity Analysis			
	JULY 1, 2024 - SEP 7, 2024			SEP 8, 2024 - JAN 11, 2025			Percent Change in RSH			JULY 1, 2024 - SEP 7, 2024			SEP 8, 2024 - JAN 11, 2025			Percent Change in RSM			Minority	Disparate	Low-income	Disproportionate
	Daily RSH Before Service Change			*Daily RSH After Service Change*						*Daily RSM Before Service Change*			*Daily RSM After Service Change*						%	Impact (Y/N)*	%	Burden (Y/N)*
Route #	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**				
D/O Routes																						
1	234.32	108.73	108.73	238.42	156.32	156.32	1.75%	43.76%	43.76%	2,525.89	1,264.88	1,264.88	2,536.49	1,777.38	1,777.38	0.42%	40.52%	40.52%	76.73%	No	28.38%	No
10	33.10	23.75	23.75	32.73	23.13	23.13	-1.11%	-2.60%	-2.60%	377.78	274.75	274.75	377.78	274.75	274.75	0.00%	0.00%	0.00%				
11	23.92	9.83	9.83	24.15	18.68	18.68	0.98%	90.00%	90.00%	221.27	110.64	110.64	221.27	199.15	199.15	0.00%	80.00%	80.00%	88.66%	Yes	29.94%	No
12	49.68	39.82	39.82	49.70	39.35	39.35	0.03%	-1.17%	-1.17%	584.99	472.08	472.08	584.99	472.08	472.08	0.00%	0.00%	0.00%				
13	38.07	26.53	26.53	37.92	32.48	32.48	-0.39%	22.42%	22.42%	436.21	294.80	294.80	436.21	400.85	400.85	0.00%	35.97%	35.97%	77.78%	No	27.73%	No
14	50.48	22.30	22.30	50.55	31.68	31.68	0.13%	42.08%	42.08%	626.71	313.43	313.43	626.71	430.14	430.14	0.00%	37.24%	37.24%	74.04%	No	28.08%	No
15	65.88	41.28	41.28	66.07	41.07	41.07	0.28%	-0.52%	-0.52%	753.93	512.08	512.08	753.93	512.08	512.08	0.00%	0.00%	0.00%				
16	89.38	40.33	40.33	90.52	64.37	64.37	1.27%	59.59%	59.59%	980.59	468.01	468.01	980.59	724.30	724.30	0.00%	54.76%	54.76%	76.19%	No	23.52%	No
18	16.25	14.65	14.65	16.23	14.65	14.65	-0.10%	0.00%	0.00%	198.37	187.14	187.14	198.37	187.14	187.14	0.00%	0.00%	0.00%				
19	138.38	70.08	70.08	137.88	108.78	108.78	-0.36%	55.22%	55.22%	1,755.37	934.09	934.09	1,755.37	1,417.16	1,417.16	0.00%	51.72%	51.72%	90.89%	Yes	25.73%	No
20	54.97	39.02	39.02	55.18	38.77	38.77	0.39%	-0.64%	-0.64%	818.67	604.69	604.69	818.67	604.69	604.69	0.00%	0.00%	0.00%				
21	14.85	12.20	12.20	14.85	11.62	11.62	0.00%	-4.78%	-4.78%	146.41	133.10	133.10	146.41	133.10	133.10	0.00%	0.00%	0.00%				
22	57.48	27.05	27.05	58.13	40.65	40.65	1.13%	50.28%	50.28%	845.23	440.35	440.35	845.23	648.99	648.99	0.00%	47.38%	47.38%	72.70%	No	24.17%	No
27	36.98	26.53	26.53	37.08	32.63	32.63	0.27%	22.99%	22.99%	679.73	460.47	460.47	679.73	635.88	635.88	0.00%	38.09%	38.09%	72.27%	No	20.84%	No
28	82.85	49.63	49.63	82.87	61.67	61.67	0.02%	24.24%	24.24%	1,368.81	829.50	829.50	1,368.81	1,046.62	1,046.62	0.00%	26.17%	26.17%	65.87%	No	35.43%	Yes
29	32.90	29.13	29.13	32.77	28.95	28.95	-0.41%	-0.63%	-0.63%	426.51	426.51	426.51	426.51	426.51	426.51	0.00%	0.00%	0.00%				
49	32.95	26.60	26.60	33.22	26.27	26.27	0.81%	-1.25%	-1.25%	356.95	334.64	334.64	356.95	334.64	334.64	0.00%	0.00%	0.00%				
200	52.60	41.47	41.47	57.32	41.47	41.47	8.97%	0.00%	0.00%	1,328.90	996.67	996.67	1,439.64	996.67	996.67	8.33%	0.00%	0.00%				
204D	10.72			10.93			2.02%			230.14			230.76			0.27%						
206D	11.43			11.30			-1.17%			291.86			291.86			0.00%						
C/O Routes																						
3	36.65	13.45	13.45	36.45	13.45	13.45	-0.55%	0.00%	0.00%	395.16	174.68	174.68	395.16	174.68	174.68	0.00%	0.00%	0.00%				
8	39.92	34.98	34.98	47.80	43.50	43.50	19.75%	24.34%	24.34%	597.10	548.86	548.86	706.81	655.36	655.36	18.37%	19.40%	19.40%				
9	16.45	14.28	14.28	19.78	18.60	18.60	20.26%	30.22%	30.22%	281.09	268.35	268.35	307.41	286.24	286.24	9.36%	6.67%	6.67%	83.37%	No	31.17%	Yes
23	37.12	31.57	31.57	38.05	31.60	31.60	2.51%	0.11%	0.11%	511.98	439.77	439.77	511.98	439.77	439.77	0.00%	0.00%	0.00%				
24	31.83	24.50	24.50	30.92	24.58	24.58	-2.88%	0.34%	0.34%	347.62	316.02	316.02	347.62	316.02	316.02	0.00%	0.00%	0.00%				
30	17.48	11.40	11.40	17.65	11.40	11.40	0.95%	0.00%	0.00%	225.97	156.33	156.33	225.97	156.33	156.33	0.00%	0.00%	0.00%				
31	41.05	35.67	35.67	41.32	35.18	35.18	0.65%	-1.36%	-1.36%	892.32	780.42	780.42	892.32	780.42	780.42	0.00%	0.00%	0.00%				
41	17.70			15.13			-14.50%			251.27			251.27			0.00%						
44 (Circulator)	34.72	31.23	31.23	34.68	31.58	31.58	-0.10%	1.12%	1.12%	372.33	372.33	372.33	372.33	372.33	372.33	0.00%	0.00%	0.00%				
51	10.53			10.55			0.16%			111.05			111.05			0.00%						
55	5.67			5.55			-2.06%			48.33			48.33			0.00%						
56	13.00			12.70			-2.31%			115.45			115.45			0.00%						
61	51.68	34.90	34.90	50.90	35.22	35.22	-1.52%	0.91%	0.91%	760.14	601.37	601.37	760.14	601.37	601.37	0.00%	0.00%	0.00%				
74	27.40	23.88	23.88	27.27	23.97	23.97	-0.49%	0.35%	0.35%	470.55	431.25	431.25	470.55	431.25	431.25	0.00%	0.00%	0.00%				
79	34.28	24.37	24.37	33.60	24.13	24.13	-1.99%	-0.96%	-0.96%	586.74	459.01	459.01	586.74	459.01	459.01	0.00%	0.00%	0.00%				

*RTA defines a major service change as one that affects more than 25 percent of a revenue hours, revenue miles or alignment.

**To have a disparate impact on minority populations and a disproportionate burden on low-income populations, a route's population must be 20% higher than the system average. For RTA, a route would have to serve an 87% minority population and 30% low-income population to have a Title VI impact (based on RTA's 2022 Title VI Update).

FY25 Service Changes - January 2025

Route Level Changes to Identify Major Service Changes*

Daily Numbers**

	Revenue Service Hours (RSH)									Revenue Service Miles (RSM)									Title VI Equity Analysis			
	SEP 8, 2024 - JAN 11, 2025			JAN 12, 2025 - MAY 10, 2025			Percent Change in RSH			SEP 8, 2024 - JAN 11, 2025			JAN 12, 2025 - MAY 10, 2025			Percent Change in RSM			Minority	Disparate	Low-income	Disproportionate
	Daily RSH After Service Change			*Daily RSH After Service Change*						*Daily RSM After Service Change*			*Daily RSM After Service Change*						%	Impact (Y/N)*	%	Burden (Y/N)*
Route #	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**				
D/O Routes																						
1	238.42	156.32	156.32	238.00	155.48	155.48	-0.17%	-0.53%	-0.53%	2,536.49	1,777.38	1,777.38	2,538.55	1,777.38	1,777.38	0.08%	0.00%	0.00%				
10	32.73	23.13	23.13	33.27	23.35	23.35	1.63%	0.94%	0.94%	377.78	274.75	274.75	377.78	274.75	274.75	0.00%	0.00%	0.00%				
11	24.15	18.68	18.68	23.55	18.68	18.68	-2.48%	0.00%	0.00%	221.27	199.15	199.15	221.27	199.15	199.15	0.00%	0.00%	0.00%				
12	49.70	39.35	39.35	49.85	39.28	39.28	0.30%	-0.17%	-0.17%	584.99	472.08	472.08	584.99	472.08	472.08	0.00%	0.00%	0.00%				
13	37.92	32.48	32.48	37.63	32.47	32.47	-0.75%	-0.05%	-0.05%	436.21	400.85	400.85	436.21	400.85	400.85	0.00%	0.00%	0.00%				
14	50.55	31.68	31.68	50.38	31.73	31.73	-0.33%	0.16%	0.16%	626.71	430.14	430.14	626.71	430.14	430.14	0.00%	0.00%	0.00%				
15	66.07	41.07	41.07	66.10	40.78	40.78	0.05%	-0.69%	-0.69%	753.93	512.08	512.08	753.93	512.08	512.08	0.00%	0.00%	0.00%				
16	90.52	64.37	64.37	104.65	64.75	64.75	15.61%	0.60%	0.60%	980.59	724.30	724.30	1,085.55	724.30	724.30	10.70%	0.00%	0.00%				
18	16.23	14.65	14.65	16.35	14.65	14.65	0.72%	0.00%	0.00%	198.37	187.14	187.14	198.37	187.14	187.14	0.00%	0.00%	0.00%				
19	137.88	108.78	108.78	159.50	106.90	106.90	15.68%	-1.73%	-1.73%	1,755.37	1,417.16	1,417.16	1,982.90	1,417.16	1,417.16	12.96%	0.00%	0.00%				
20	55.18	38.77	38.77	56.15	38.77	38.77	1.75%	0.00%	0.00%	818.67	604.69	604.69	818.67	604.69	604.69	0.00%	0.00%	0.00%				
21	14.85	11.62	11.62	14.85	11.62	11.62	0.00%	0.00%	0.00%	146.41	133.10	133.10	146.41	133.10	133.10	0.00%	0.00%	0.00%				
22	58.13	40.65	40.65	57.82	40.25	40.25	-0.54%	-0.98%	-0.98%	845.23	648.99	648.99	845.23	648.99	648.99	0.00%	0.00%	0.00%				
27	37.08	32.63	32.63	37.62	32.58	32.58	1.44%	-0.15%	-0.15%	679.73	635.88	635.88	679.73	635.88	635.88	0.00%	0.00%	0.00%				
28	82.87	61.67	61.67	83.88	62.82	62.82	1.23%	1.86%	1.86%	1,368.81	1,046.62	1,046.62	1,368.81	1,046.62	1,046.62	0.00%	0.00%	0.00%				
29	32.77	28.95	28.95	32.80	29.00	29.00	0.10%	0.17%	0.17%	426.51	426.51	426.51	426.51	426.51	426.51	0.00%	0.00%	0.00%				
49	33.22	26.27	26.27	33.90	26.43	26.43	2.06%	0.63%	0.63%	356.95	334.64	334.64	356.95	334.64	334.64	0.00%	0.00%	0.00%				
200	57.32	41.47	41.47	59.33	42.22	42.22	3.52%	1.81%	1.81%	1,439.64	996.67	996.67	1,433.42	992.37	992.37	-0.43%	-0.43%	-0.43%				
204D	10.93			10.93			0.00%			230.76			230.76			0.00%						
206D	11.30			11.22			-0.74%			291.86			291.86			0.00%						
C/O Routes																						
3	36.45	13.45	13.45	37.23	13.45	13.45	2.15%	0.00%	0.00%	395.16	174.68	174.68	395.16	174.68	174.68	0.00%	0.00%	0.00%				
8	47.80	43.50	43.50	47.85	43.50	43.50	0.10%	0.00%	0.00%	706.81	655.36	655.36	706.81	655.36	655.36	0.00%	0.00%	0.00%				
9	19.78	18.60	18.60	20.05	18.68	18.68	1.35%	0.45%	0.45%	307.41	286.24	286.24	307.41	286.24	286.24	0.00%	0.00%	0.00%				
23	38.05	31.60	31.60	37.48	31.68	31.68	-1.49%	0.26%	0.26%	511.98	439.77	439.77	511.98	439.77	439.77	0.00%	0.00%	0.00%				
24	30.92	24.58	24.58	30.92	24.58	24.58	0.00%	0.00%	0.00%	347.62	316.02	316.02	347.62	316.02	316.02	0.00%	0.00%	0.00%				
30	17.65	11.40	11.40	18.10	11.42	11.42	2.55%	0.15%	0.15%	225.97	156.33	156.33	225.97	156.33	156.33	0.00%	0.00%	0.00%				
31	41.32	35.18	35.18	41.52	35.32	35.32	0.48%	0.38%	0.38%	892.32	780.42	780.42	892.32	780.42	780.42	0.00%	0.00%	0.00%				
41	15.13			16.48			8.92%			251.27			251.27			0.00%						
44 (Circulator)***	34.68	31.58	31.58	45.22	31.70	31.70	30.37%	0.37%	0.37%	372.33	372.33	372.33	489.67	397.15	397.15	31.52%	6.67%	6.67%	67.84%	No	38.62%	Yes
51	10.55			10.55			0.00%			111.05			111.05			0.00%						
55	5.55			5.55			0.00%			48.33			48.33			0.00%						
56	12.70			12.95			1.97%			115.45			115.45			0.00%						
61	50.90	35.22	35.22	52.92	36.07	36.07	3.96%	2.41%	2.41%	760.14	601.37	601.37	760.14	601.37	601.37	0.00%	0.00%	0.00%				
74	27.27	23.97	23.97	28.80	24.00	24.00	5.62%	0.14%	0.14%	470.55	431.25	431.25	470.55	431.25	431.25	0.00%	0.00%	0.00%				
79	33.60	24.13	24.13	35.32	24.70	24.70	5.11%	2.35%	2.35%	586.74	459.01	459.01	586.74	459.01	459.01	0.00%	0.00%	0.00%				

*RTA defines a major service change as one that affects more than 25 percent of a revenue hours, revenue miles or alignment.

**To have a disparate impact on minority populations and a disproportionate burden on low-income populations, a route's population must be 20% higher than the system average. For RTA, a route would have to serve an 87% minority population and 30% low-income population to have a Title VI impact (based on RTA's 2022 Title VI Update).

***Used Route 32 data due to similar pathway.

FY25 Service Changes - May 2025

Route Level Changes to Identify Major Service Changes*

Daily Numbers**

	Revenue Service Hours (RSH)									Revenue Service Miles (RSM)									Title VI Equity Analysis			
	JAN 12, 2025 - MAY 10, 2025			MAY 11, 2025 - JUNE 30, 2025			Percent Change in RSH			JAN 12, 2025 - MAY 10, 2025			MAY 11, 2025 - JUNE 30, 2025			Percent Change in RSM			Minority	Disparate	Low-income	Disproportionate
	Daily RSH After Service Change			*Daily RSH After Service Change*						*Daily RSM After Service Change*			*Daily RSM After Service Change*						%	Impact (Y/N)*	%	Burden (Y/N)*
Route #	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**				
D/O Routes																						
1	238.00	155.48	155.48	238.18	155.48	155.48	0.08%	0.00%	0.00%	2,538.55	1,777.38	1,777.38	2,538.55	1,777.38	1,777.38	0.00%	0.00%	0.00%				
10	33.27	23.35	23.35	33.27	23.35	23.35	0.00%	0.00%	0.00%	377.78	274.75	274.75	377.78	274.75	274.75	0.00%	0.00%	0.00%				
11	23.55	18.68	18.68	23.93	18.68	18.68	1.63%	0.00%	0.00%	221.27	199.15	199.15	221.27	199.15	199.15	0.00%	0.00%	0.00%				
12	49.85	39.28	39.28	49.48	39.28	39.28	-0.74%	0.00%	0.00%	584.99	472.08	472.08	584.99	472.08	472.08	0.00%	0.00%	0.00%				
13	37.63	32.47	32.47	38.02	32.47	32.47	1.02%	0.00%	0.00%	436.21	400.85	400.85	436.21	400.85	400.85	0.00%	0.00%	0.00%				
14	50.38	31.73	31.73	50.40	31.73	31.73	0.03%	0.00%	0.00%	626.71	430.14	430.14	626.71	430.14	430.14	0.00%	0.00%	0.00%				
15	66.10	40.78	40.78	66.22	40.78	40.78	0.18%	0.00%	0.00%	753.93	512.08	512.08	753.93	512.08	512.08	0.00%	0.00%	0.00%				
16	104.65	64.75	64.75	105.17	64.75	64.75	0.49%	0.00%	0.00%	1,085.55	724.30	724.30	1,085.55	724.30	724.30	0.00%	0.00%	0.00%				
18	16.35	14.65	14.65	16.82	14.65	14.65	2.85%	0.00%	0.00%	198.37	187.14	187.14	198.37	187.14	187.14	0.00%	0.00%	0.00%				
19	159.50	106.90	106.90	159.83	106.90	106.90	0.21%	0.00%	0.00%	1,982.90	1,417.16	1,417.16	1,982.90	1,417.16	1,417.16	0.00%	0.00%	0.00%				
20	56.15	38.77	38.77	55.67	38.77	38.77	-0.86%	0.00%	0.00%	818.67	604.69	604.69	818.67	604.69	604.69	0.00%	0.00%	0.00%				
21	14.85	11.62	11.62	15.05	11.62	11.62	1.35%	0.00%	0.00%	146.41	133.10	133.10	146.41	133.10	133.10	0.00%	0.00%	0.00%				
22	57.82	40.25	40.25	57.00	40.25	40.25	-1.41%	0.00%	0.00%	845.23	648.99	648.99	845.23	648.99	648.99	0.00%	0.00%	0.00%				
27	37.62	32.58	32.58	37.82	32.58	32.58	0.53%	0.00%	0.00%	679.73	635.88	635.88	679.73	635.88	635.88	0.00%	0.00%	0.00%				
28	83.88	62.82	62.82	111.58	64.38	64.38	33.02%	2.49%	2.49%	1,368.81	1,046.62	1,046.62	1,679.12	1,070.58	1,070.58	22.67%	2.29%	2.29%	65.87%	No	35.43%	Yes
29	32.80	29.00	29.00	33.07	28.98	28.98	0.81%	-0.06%	-0.06%	426.51	426.51	426.51	426.51	426.51	426.51	0.00%	0.00%	0.00%				
49	33.90	26.43	26.43	33.90	26.43	26.43	0.00%	0.00%	0.00%	356.95	334.64	334.64	356.95	334.64	334.64	0.00%	0.00%	0.00%				
200	59.33	42.22	42.22	58.93	42.22	42.22	-0.67%	0.00%	0.00%	1,433.42	992.37	992.37	1,433.42	992.37	992.37	0.00%	0.00%	0.00%				
204D	10.93			10.93			0.00%			230.76			230.76			0.00%						
206D	11.22			12.00			6.98%			291.86			292.45			0.20%						
C/O Routes																						
3	37.23	13.45	13.45	37.40	13.45	13.45	0.45%	0.00%	0.00%	395.16	174.68	174.68	395.16	174.68	174.68	0.00%	0.00%	0.00%				
8	47.85	43.50	43.50	47.83	43.50	43.50	-0.03%	0.00%	0.00%	706.81	655.36	655.36	706.81	655.36	655.36	0.00%	0.00%	0.00%				
9	20.05	18.68	18.68	20.10	18.68	18.68	0.25%	0.00%	0.00%	307.41	286.24	286.24	307.41	286.24	286.24	0.00%	0.00%	0.00%				
23	37.48	31.68	31.68	38.00	31.68	31.68	1.38%	0.00%	0.00%	511.98	439.77	439.77	511.98	439.77	439.77	0.00%	0.00%	0.00%				
24	30.92	24.58	24.58	30.90	24.58	24.58	-0.05%	0.00%	0.00%	347.62	316.02	316.02	348.48	316.80	316.80	0.25%	0.25%	0.25%				
30	18.10	11.42	11.42	18.10	11.42	11.42	0.00%	0.00%	0.00%	225.97	156.33	156.33	225.97	156.33	156.33	0.00%	0.00%	0.00%				
31	41.52	35.32	35.32	41.52	35.32	35.32	0.00%	0.00%	0.00%	892.32	780.42	780.42	892.32	780.42	780.42	0.00%	0.00%	0.00%				
41	16.48			16.82			2.02%			251.27			251.27			0.00%						
44 (Circulator)	45.22	31.70	31.70	45.22	31.70	31.70	0.00%	0.00%	0.00%	489.67	397.15	397.15	489.67	397.15	397.15	0.00%	0.00%	0.00%				
51	10.55			10.55			0.00%			111.05			111.05			0.00%						
55	5.55			5.55			0.00%			48.33			48.33			0.00%						
56	12.95			12.98			0.26%			115.45			115.45			0.00%						
61	52.92	36.07	36.07	53.08	36.07	36.07	0.31%	0.00%	0.00%	760.14	601.37	601.37	760.14	601.37	601.37	0.00%	0.00%	0.00%				
74	28.80	24.00	24.00	28.80	24.00	24.00	0.00%	0.00%	0.00%	470.55	431.25	431.25	470.55	431.25	431.25	0.00%	0.00%	0.00%				
79	35.32	24.70	24.70	35.48	24.70	24.70	0.47%	0.00%	0.00%	586.74	459.01	459.01	586.74	459.01	459.01	0.00%	0.00%	0.00%				

*RTA defines a major service change as one that affects more than 25 percent of a revenue hours, revenue miles or alignment.

**To have a disparate impact on minority populations and a disproportionate burden on low-income populations, a route's population must be 20% higher than the system average. For RTA, a route would have to serve an 87% minority population and 30% low-income population to have a Title VI impact (based on RTA's 2022 Title VI Update).

Fiscal Year 2026 Planned Service Changes

In order to comply with federal Title VI regulations, RTA must evaluate every service change to determine whether the changes are significant enough to warrant a Title VI review, and if so, whether the changes disproportionately affect low-income and minority communities. RTA defines a major service change as one that affects more than 25 percent of a route's revenue hours, revenue miles or alignment.

As approved by the Board, year three service improvements from the SSP will be implemented in FY26. Service changes include increased span of service on multiple routes, improved frequencies and adjustments to multiple routes to improve service reliability and efficiency while increasing ridership and access to major destinations. RTA will also continue the Ohmio Pilot Project, which is being done in partnership with the City of Riverside, ATU and Ohmio, the autonomous vehicle manufacturer. The pilot project will move throughout Riverside with each service change.

The following service changes are planned for FY26. Implementation is contingent on ridership demand, funding and operator availability.

- September 2025 service changes:
  - Route 1: Increased service to the Vine Street Mobility Hub to connect to Metrolink trains. Add additional weekday and weekend trips in both directions to increase span of service.
  - Route 8: On the weekdays, add one morning counterclockwise trip to increase span of service.
  - Route 15: Improve weekday frequency from every 40 minutes to every 30 minutes. Add one evening westbound trip to increase span of service on the weekdays.
  - Route 23: Realign the route to serve the Kaiser Permanente Wildomar Trail Medical offices.
  - Route 27: Realign the route to service the Ben Clark Training Center.
  - Route 28: Add weekday service during peak times in the GoMicro Zone.
  - Route 41: On the weekdays, add one eastbound trip in the morning due to high demand.
  - Route 61: Discontinue service to the Quail Valley Fire Station.
  - Implement the Ohmio Pilot Project around UCR.

- January 2026 service changes:
  - Route 10: Realign the route to service the Vine Street Mobility Hub. Improve weekday & weekend frequency from every 80 minutes to every 60 minutes. On weekdays, add a morning trip in each direction to increase span of service.

  - Route 13: On weekdays, add a morning trip in each direction to increase span of service.
  - Route 19: On weekdays, add a morning northbound trip to increase span of service.
  - Implement the Ohmio Pilot Project in downtown Riverside.

- May 2026 service changes:
  - Relocate the Ohmio Pilot Project to another location in the City of Riverside as approved by the RTA Board of Directors.

The table below shows the changes in revenue miles and hours for each route before (May 2025) and after the service change. Routes 10 and 15 have a greater than 25 percent change in revenue hours and/or revenue miles. Changes for routes 10 and 15 are due to an increase in service which will benefit the region. RTA's Title VI Policies define a disproportionate burden or disparate impact as an "adverse effect". Neither routes 10 or 15 serve a disproportionately higher percentage of minority populations or low-income populations. Of RTA's total service area population, 66.97% are minorities and 20.14% are low-income. In 2021, RTA conducted an Onboard Rider Survey which found that 85% of RTA riders identified as minorities and 81% as low-income. Therefore, increasing service on these routes will greatly benefit minority and low-income populations in the service area. Improving service on the routes listed will not pose a disparate impact or disproportionate burden on minority or low-income populations but rather benefit the region by providing increased service levels.

RTA also completes public outreach as part of the approval process for RTA's SRTP. The SRTP contains detailed information on the upcoming year's planned service changes. Outreach was predominantly done online through the website, RTA Reader, Rider News, press releases and social media. Customers are invited to comment on the proposals by phone, email, traditional mail or by attending the May Board of Directors meeting.

FY26 Planned Service Changes

Route Level Changes to Identify Major Service Changes*

Daily Numbers**

	Revenue Service Hours (RSH)									Revenue Service Miles (RSM)									Title VI Equity Analysis			
	MAY 11, 2025 - JUNE 30, 2025			MAY 10, 2026 - JUNE 30, 2026			Percent Change in RSH			MAY 11, 2025 - JUNE 30, 2025			MAY 10, 2026 - JUNE 30, 2026			Percent Change in RSM			Minority %	Disparate Impact (Y/N)*	Low-income %	Disproportionate Burden (Y/N)*
	Daily RSH After Service Change			*Daily RSH After Service Change*						*Daily RSM After Service Change*			*Daily RSM After Service Change*									
Route #	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**				
D/O Routes																						
1	238.18	155.48	155.48	253.02	173.08	173.08	6.23%	11.32%	11.32%	2,538.55	1,777.38	1,777.38	2,642.83	1,908.30	1,908.30	4.11%	7.37%	7.37%				
10	33.27	23.35	23.35	51.22	35.75	35.75	53.96%	53.10%	53.10%	377.78	274.75	274.75	539.16	395.38	395.38	42.72%	43.91%	43.91%	73.76%	No	28.32%	No
11	23.93	18.68	18.68	23.55	18.68	18.68	-1.60%	0.00%	0.00%	221.27	199.15	199.15	221.27	199.15	199.15	0.00%	0.00%	0.00%				
12	49.48	39.28	39.28	49.85	39.28	39.28	0.74%	0.00%	0.00%	584.99	472.08	472.08	584.99	472.08	472.08	0.00%	0.00%	0.00%				
13	38.02	32.47	32.47	40.37	32.47	32.47	6.18%	0.00%	0.00%	436.21	400.85	400.85	471.56	400.85	400.85	8.10%	0.00%	0.00%				
14	50.40	31.73	31.73	50.38	31.73	31.73	-0.03%	0.00%	0.00%	626.71	430.14	430.14	626.71	430.14	430.14	0.00%	0.00%	0.00%				
15	66.22	40.78	40.78	89.73	40.78	40.78	35.51%	0.00%	0.00%	753.93	512.08	512.08	1,024.88	512.08	512.08	35.94%	0.00%	0.00%	74.92%	No	25.98%	No
16	105.17	64.75	64.75	104.65	64.75	64.75	-0.49%	0.00%	0.00%	1,085.55	724.30	724.30	1,085.55	724.30	724.30	0.00%	0.00%	0.00%				
18	16.82	14.65	14.65	16.35	14.65	14.65	-2.78%	0.00%	0.00%	198.37	187.14	187.14	198.37	187.14	187.14	0.00%	0.00%	0.00%				
19	159.83	106.90	106.90	160.87	106.90	106.90	0.65%	0.00%	0.00%	1,982.90	1,417.16	1,417.16	2,002.16	1,417.16	1,417.16	0.97%	0.00%	0.00%				
20	55.67	38.77	38.77	56.15	38.77	38.77	0.87%	0.00%	0.00%	818.67	604.69	604.69	818.67	604.69	604.69	0.00%	0.00%	0.00%				
21	15.05	11.62	11.62	14.85	11.62	11.62	-1.33%	0.00%	0.00%	146.41	133.10	133.10	146.41	133.10	133.10	0.00%	0.00%	0.00%				
22	57.00	40.25	40.25	57.82	40.25	40.25	1.43%	0.00%	0.00%	845.23	648.99	648.99	845.23	648.99	648.99	0.00%	0.00%	0.00%				
27	37.82	32.58	32.58	39.17	34.03	34.03	3.57%	4.45%	4.45%	679.73	635.88	635.88	720.03	673.58	673.58	5.93%	5.93%	5.93%				
28	111.58	64.38	64.38	114.95	63.68	63.68	3.02%	-1.09%	-1.09%	1,679.12	1,070.58	1,070.58	1,699.15	1,070.58	1,070.58	1.19%	0.00%	0.00%				
29	33.07	28.98	28.98	32.80	29.00	29.00	-0.81%	0.06%	0.06%	426.51	426.51	426.51	426.51	426.51	426.51	0.00%	0.00%	0.00%				
49	33.90	26.43	26.43	33.90	26.43	26.43	0.00%	0.00%	0.00%	356.95	334.64	334.64	356.95	334.64	334.64	0.00%	0.00%	0.00%				
200	58.93	42.22	42.22	59.33	42.22	42.22	0.68%	0.00%	0.00%	1,433.42	992.37	992.37	1,433.42	992.37	992.37	0.00%	0.00%	0.00%				
204D	10.93			10.93			0.00%			230.76			230.76			0.00%						
206D	12.00			11.22			-6.53%			292.45			291.86			-0.20%						
C/O Routes																						
3	37.40	13.45	13.45	37.23	13.45	13.45	-0.45%	0.00%	0.00%	395.16	174.68	174.68	395.16	174.68	174.68	0.00%	0.00%	0.00%				
8	47.83	43.50	43.50	49.47	43.50	43.50	3.41%	0.00%	0.00%	706.81	655.36	655.36	733.15	655.36	655.36	3.73%	0.00%	0.00%				
9	20.10	18.68	18.68	20.05	18.68	18.68	-0.25%	0.00%	0.00%	307.41	286.24	286.24	307.41	286.24	286.24	0.00%	0.00%	0.00%				
23	38.00	31.68	31.68	41.88	35.68	35.68	10.22%	12.62%	12.62%	511.98	439.77	439.77	566.98	489.77	489.77	10.74%	11.37%	11.37%				
24	30.90	24.58	24.58	30.92	24.58	24.58	0.05%	0.00%	0.00%	348.48	316.80	316.80	347.62	316.02	316.02	-0.25%	-0.25%	-0.25%				
30	18.10	11.42	11.42	18.10	11.42	11.42	0.00%	0.00%	0.00%	225.97	156.33	156.33	225.97	156.33	156.33	0.00%	0.00%	0.00%				
31	41.52	35.32	35.32	41.52	35.32	35.32	0.00%	0.00%	0.00%	892.32	780.42	780.42	892.32	780.42	780.42	0.00%	0.00%	0.00%				
41	16.82			17.43			3.67%			251.27			268.81			6.98%						
44 (Circulator)	45.22	31.70	31.70	45.22	31.70	31.70	0.00%	0.00%	0.00%	489.67	397.15	397.15	489.67	397.15	397.15	0.00%	0.00%	0.00%				
51	10.55			10.55			0.00%			111.05			111.05			0.00%						
55	5.55			5.55			0.00%			48.33			48.33			0.00%						
56	12.98			12.95			-0.26%			115.45			115.45			0.00%						
61	53.08	36.07	36.07	51.75	36.07	36.07	-2.51%	0.00%	0.00%	760.14	601.37	601.37	742.80	601.37	601.37	-2.28%	0.00%	0.00%				
74	28.80	24.00	24.00	28.80	24.00	24.00	0.00%	0.00%	0.00%	470.55	431.25	431.25	470.55	431.25	431.25	0.00%	0.00%	0.00%				
79	35.48	24.70	24.70	35.32	24.70	24.70	-0.47%	0.00%	0.00%	586.74	459.01	459.01	586.74	459.01	459.01	0.00%	0.00%	0.00%				

*RTA defines a major service change as one that affects more than 25 percent of a revenue hours, revenue miles or alignment.

**To have a disparate impact on minority populations and a disproportionate burden on low-income populations, a route's population must be 20% higher than the system average. For RTA, a route would have to serve an 87% minority population and 30% low-income population to have a Title VI impact (based on RTA's 2022 Title VI Update).



Riverside Transit Agency

FY26-28 SHORT-RANGE TRANSIT PLAN



SunLine TRANSIT AGENCY

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SunLine TRANSIT AGENCY

FY26-28 SHORT-RANGE TRANSIT PLAN

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BOARD OF DIRECTORS

SunLine Transit Agency (STA) was formed as a Joint Powers Authority (JPA) on July 1, 1977, through an agreement between Riverside County and the cities of Coachella, Desert Hot Springs, Indio, Palm Desert, and Palm Springs. The JPA was later expanded to include Cathedral City, Indian Wells, La Quinta, and Rancho Mirage. SunLine is governed by a Board of Directors, consisting of one elected official from each member city and one Riverside County supervisor. STA's Governing Board is responsible for overseeing the agency's policies, budget, and strategic direction.

CATHEDRAL CITY	Nancy Ross, Chair
COACHELLA	Denise Delgado
DESERT HOT SPRINGS	Daniel Pitts
INDIAN WELLS	Bruce Whitman
INDIO	Glenn Miller
LA QUINTA	John Peña
PALM DESERT	Jan Harnik
PALM SPRINGS	Grace Garner
RANCHO MIRAGE	Lynn Mallotto, Vice-Chair
RIVERSIDE COUNTY	V. Manuel Perez



Figure 1-1 Sunline Board of Directors

ORGANIZATIONAL STRUCTURE

SunLine's CEO/General Manager implements the Board of Directors' policy direction and provides strategic and operational leadership to the organization. The Executive Team supports the CEO/General Manager by supporting and developing STA staff, overseeing day-to-day business operations, and leading the implementation of Agency initiatives.

CHIEF EXECUTIVE OFFICER/GENERAL MANAGER	Mona Babauta
CHIEF FINANCIAL OFFICER	Luis Garcia
CHIEF SAFETY OFFICER	Bryan Valenzuela
CHIEF OF HUMAN RELATIONS	Tamara Miles
CHIEF TRANSPORTATION OFFICER	Isabel Vizcarra
CHIEF PLANNING OFFICER	Paul Mattern
CHIEF MAINTENANCE OFFICER	Mark Perry
CHIEF OF CAPITAL PROJECTS	Walter Watcher

Figure 1-2 Sunline Executive Team



CHAPTER 1

System Overview & Service Profile

SunLine TRANSIT AGENCY

FY26-28 SHORT-RANGE TRANSIT PLAN

1.1 Description of Service Area

SunLine Transit Agency serves the eastern portion of Riverside County known as the Coachella Valley, extending from the San Gorgonio Pass in the west to the Salton Sea in the southeast. The Coachella Valley is located 120 miles east of downtown Los Angeles and 60 miles east of Riverside and San Bernardino. SunLine Transit Agency services a mix of 9 cities and 7 unincorporated urban, suburban and rural communities. It covers an area of approximately 1650 square miles and includes several cities and unincorporated regions.

Geographic Size 1,120 square miles

Fixed Route Service Coverage 150 square miles

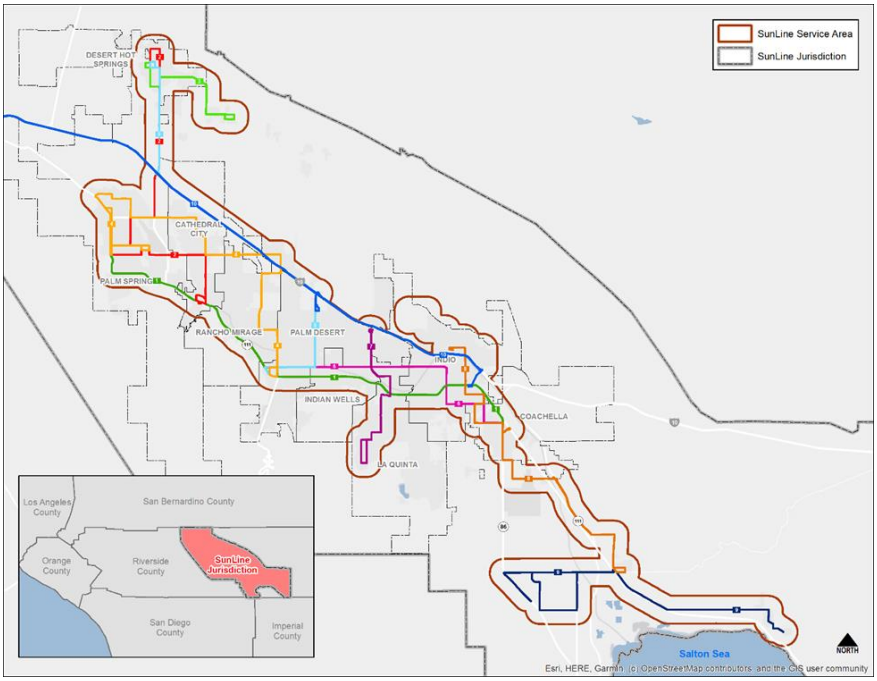
Paratransit Service Coverage 200 square miles[1]

9 JPA Member Cities SunLine provides service to Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs, and Rancho Mirage

Unincorporated Communities SunLine provides service to the unincorporated county areas of Bermuda Dunes, Desert Edge, Mecca, North Shore, Oasis, Thermal, and Thousand Palms

Commuter Service Commuter express service is provided outside of the service area connecting the Coachella Valley to San Bernardino

Figure 1-3 Sunline Service Area



[1] The Federal Transit Administration describes the service area as a measure of access to transit service in terms of population served and area covered. The service area is determined using the Americans with Disabilities Act of 1990 (ADA) to identify the corridor surrounding routes three-quarters of mile on either 2023.

1.2 Population Profile and Demographics

The Coachella Valley is home to a diverse population with a mix of urban, suburban, and rural communities. The population of the Coachella Valley is estimated to be around 411,000 residents, with significant seasonal fluctuations due to tourism and “snowbirds” visits. The area is known for its large retiree population, as well as a mix of working families, students, and service industry workers. Here's an overview of the population profile:

1.2.1 General Coachella Valley Population Overview

Total Population: Approximately 411,000 residents

Population Density: Approximately 646 people per square mile

Median Age: The median age in the Coachella Valley is 44.92 years

Main Economic Drivers: Tourism, agriculture, hospitality, and retail

Median Household Income: $76,666

Poverty Rate: Approximately 13% of the population lives below the poverty line

Primary Language: English; Spanish in Hispanic populations

1.2.2 Key demographics of the Coachella Valley population

- **Older Adults and Retirees:** Many retirees live in the Coachella Valley, particularly in cities like Palm Springs, which has a higher median age compared to other parts of California. This demographic relies heavily on accessible and convenient transit options.
- **Low-Income Families & Agricultural Workers:** The region is home to a significant number of low-income households and agricultural workers, particularly in areas like Mecca, Thermal, and Coachella, where transportation options are essential for access to employment, education, and healthcare.
- **Tourism & Visitors:** The area also serves tourists, with SunLine providing services to popular destinations, resorts, and entertainment venues, contributing to the region's tourism infrastructure.
- **Seasonal Residents:** The valley sees a large influx of tourists and seasonal residents, particularly in the winter months, drawn by the area's warm climate and leisure activities.

Figure 1-4 Sunline Service Area Socioeconomic Profile

Geography	Total Population	Median Age	Median Income	Households		Population with a Disability		Population Below Poverty Level		Zero Auto Households	
				# of Households	Average Household Size						
SunLine Jurisdiction	**410,846**	**44.92**	**76,666.35**	**162,005**	**2.51**	**53476**	**13%**	**52,234**	**13%**	**7,880**	**5%**
Bermuda Dunes CDP	8,047	39.4	93,819	3,075	2.62	722	8.9%	709	9.1	145	4.7%
Cathedral City	52,047	40.9	67,031	19,157	2.69	6,294	12.%	7,938	15.3	1,054	5.5%
Coachella City	42,594	33.4	67,558	12,352	3.45	3,708	8.7%	4,481	10.6	447	3.9%
Desert Edge CDP	3,642	63.7	40,089	1,970	1.85	683	18.1%	631	17.3	150	7.6%
Desert Hot Springs	32,786	34.4	50,349	11,432	2.85	4,214	12.9%	6,287	19.2	996	8.7%
Indian Wells	4,830	67.5	145,313	2,457	1.96	727	15.1%	189	3.9	65	2.6%
Indio	90,669	38.2	78,709	31,027	2.89	10,584	11.8%	10,417	11.6	1,033	3.3%
La Quinta	38,299	52.1	97,628	15,733	2.43	4,178	10.9%	3,462	9.1	556	3.5%
Mecca CDP	7,071	33.2	45,011	2,177	3.25	932	13.2%	1,351	19.3	274	12.6%
North Shore CDP	3,373	30.7	43,208	964	3.50	99	2.9%	120	3.6	0	0%
Oasis CDP	4,455	25.7	36,553	1,193	3.68	365	8.2%	1,669	37.5	16	1.3%
Palm Desert	51,551	56.7	79,508	24,145	2.11	8,461	16.6%	5,785	11.3	968	4.0%
Palm Springs	44,998	57.8	71,979	24,297	1.82	7,799	17.5%	6,093	13.7	1,670	6.9%
Rancho Mirage	17,375	65.0	109,943	8,686	1.97	3,142	18.3%	1,876	10.9	338	3.9%
Thermal CDP	1,420	37.0	-	640	2.20	305	21.5%	427	30.1	28	4.4%
Thousand Palms CDP	7,662	37.3	80,280	2,700	2.81	1,263	16.5%	779	10.4	110	4.1%

Source: 2023 American Community Survey 5-Year Estimates Data Profile

1.2.3 Key demographics of SunLine ridership

To delve deeper into the transportation needs of this specific population, SunLine conducted an Onboard Rider Survey in 2019. This survey provided valuable insights into its fixed-route ridership, helping to understand who was riding the bus, where they were going, and why. The findings showed that:

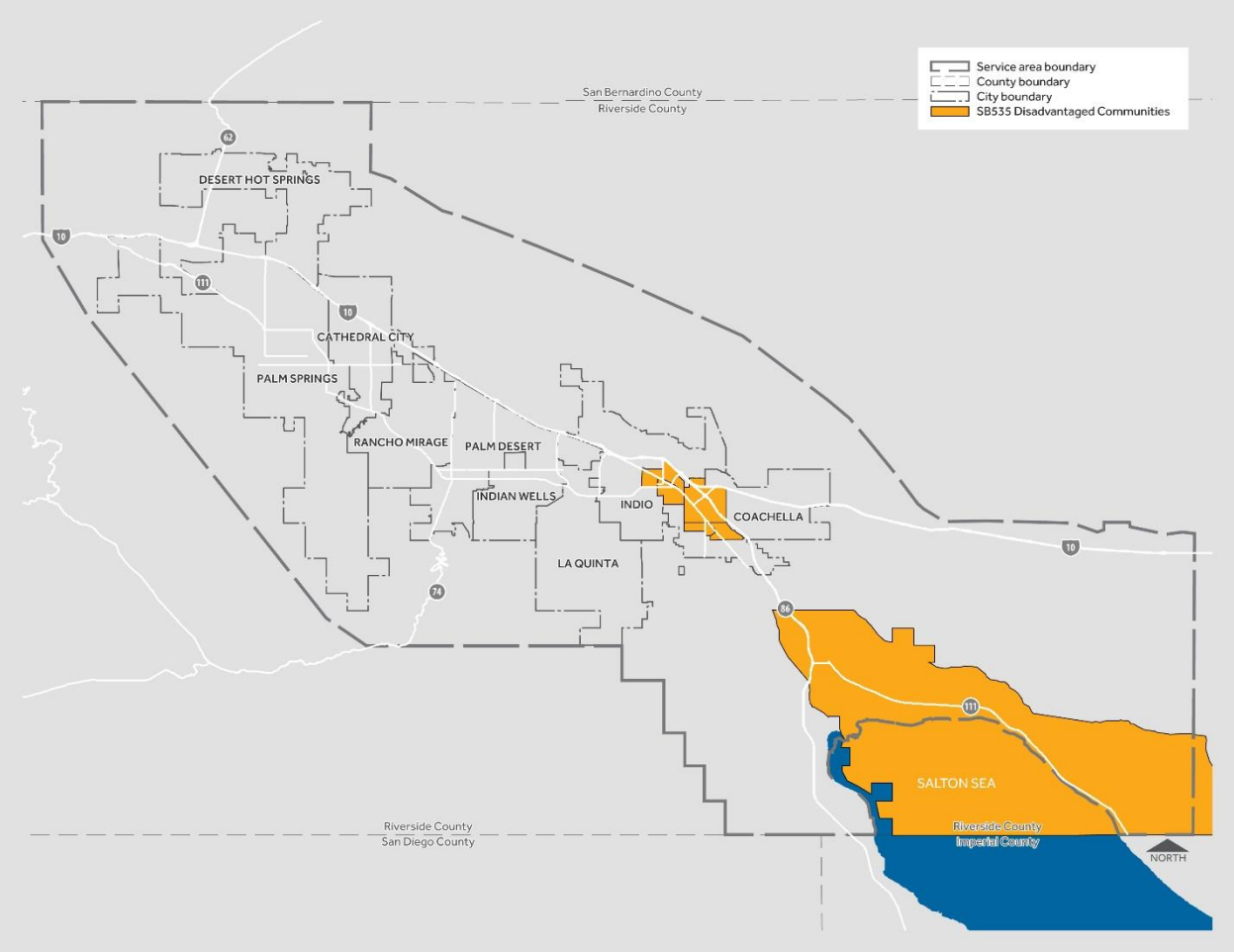
- **Transit Users**: Approximately 85% of riders are classified as frequent riders due to limited access to a vehicle, a valid driver's license, or the ability to drive.
- **Age**: Two-thirds (66%) of riders are under 45 years old, with one-third (33%) under 25.
- **Employment**: 51% of riders are employed, 24% of which are full-time and 27% are part-time.
- **Racial Identity**: Racial demographics include 48% Latino, 28% White, and 14% African American.
- **Languages**: While 56% of riders speak English at home, 44% speak another language, primarily Spanish. Other languages spoken include French, Tagalog, Portuguese, and Vietnamese. Of bilingual riders, 61% report speaking English "very well," and 24% "well."
- **Income and Household**: The mean household size is 3.2 persons. 90% of riders have an annual income of less than $50,000, with 60% earning less than $25,000.
- **Use Frequency**: 49% of riders have ridden SunLine for two years or less (primarily students). Riders over 60 are more likely to have used SunLine for five years or more.
- **Trip Purpose**: 85% of trips originate or end at a rider's residence. Common trip purposes include travel to work, school, and personal business. Recreation and shopping are the least frequent trip purposes.

1.2.4 Disadvantaged Communities

SunLine Transit Agency provides service to areas identified as SB 535 Disadvantage Communities and/or Areas of Persistent Poverty. Disadvantaged communities in California are specifically targeted for investment of proceeds from the state's cap-and-trade program. Senate Bill 535 mandates that 25 percent of the proceeds from the Greenhouse Gas Reduction Fund go to projects that benefit disadvantaged communities. These investments are primarily aimed at improving public health, quality of life, and economic opportunity in the state's most burdened communities while also reducing pollution.

Disadvantaged communities are defined as the top 25 percent-scoring census tracts from the California Environmental Health Screening Tool (CalEnviroScreen). The Senate Bill 535 disadvantaged communities within the SunLine service area are illustrated in Figure 1-5.

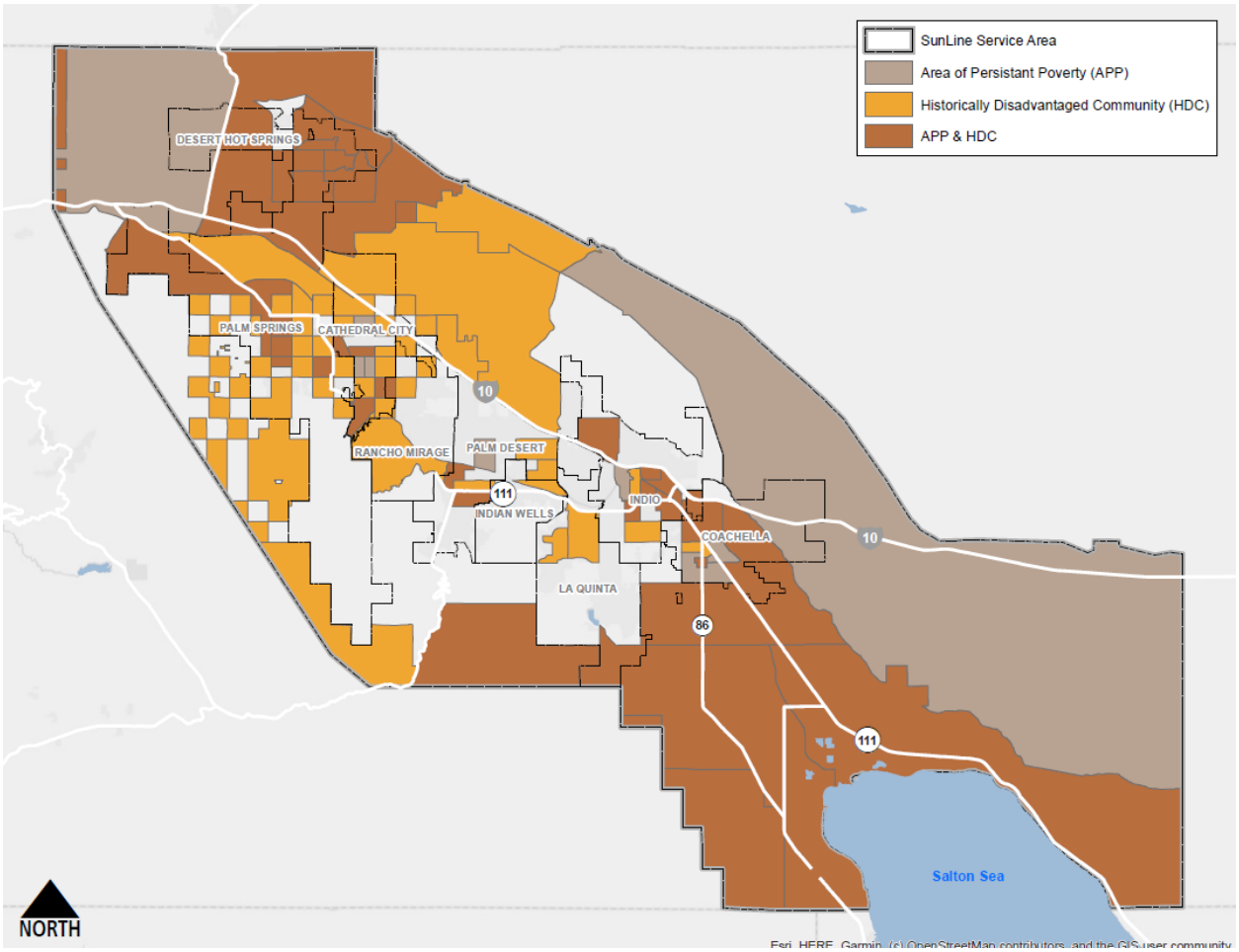
Figure 1-5 Senate Bill 535 Disadvantaged Communities



Source: California Environmental Protection Agency (CalEPA), 2022, https://experience.arcgis.com/experience/1c21c53da8de48f1b946f3402fbae55c/page/SB-535-Disadvantaged-Communities/

Several federal funding programs specifically target investment toward areas designated as Areas of Persistent Poverty or Historically Disadvantaged Communities. Areas of Persistent Poverty include census tracts with poverty rates of 20 percent or higher based on the 2014 to 2018 5-year American Community Survey, counties that have had poverty rates of 20 percent or higher in the 1900 and 2000 Decennial Censuses and the 2020 Small Area Income Poverty Estimates, and territories or possessions of the United States. Historically Disadvantaged Communities include census tracts identified based on eight factors of socioeconomic disadvantage, tribal lands, and territories or possessions of the United States. Areas with these designations within the SunLine service area are shown Figure 1-6.

Figure 1-6 Areas of Persistent Poverty and Historically Disadvantaged Communities



Source: U.S. Department of Transportation (US DOT), 2023

1.3 Description of Services

SunLine Transit Agency provides a range of public transportation services tailored to meet the needs of Coachella Valley ("Valley") residents and visitors. These services include the SunBus fixed-route system, the Route 10 Commuter Link, SunRide on-demand microtransit, and SunDial paratransit. Each service plays a crucial role in providing accessible and sustainable transportation options. Figure 1-7 provides an overview and brief description of these services.

Table 1 Description of Services by Mode/Route

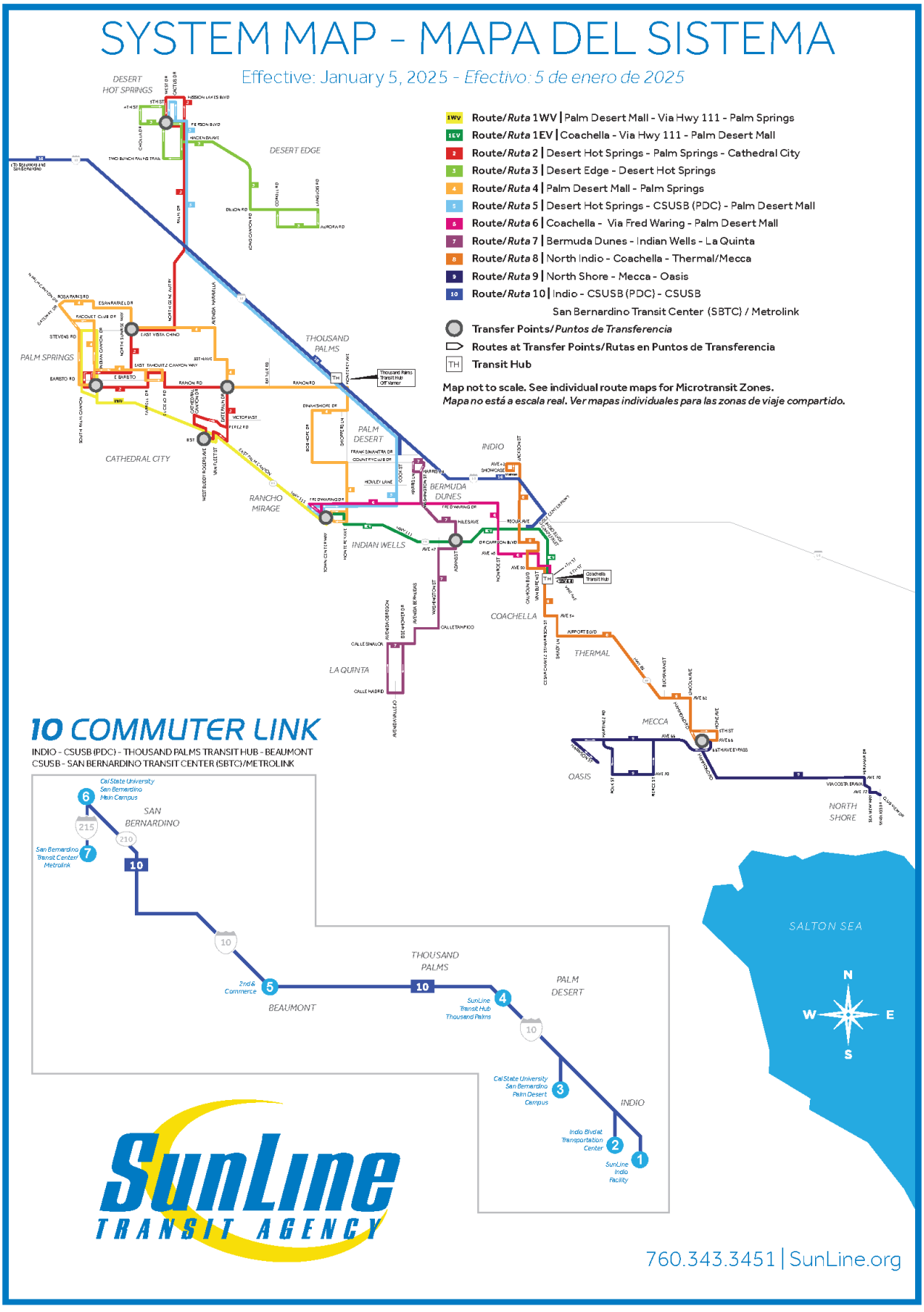
Routes	Route Classification	Major Destinations	Cities/Communities Served	Connections
1WV	Trunk	Hospital, Medical, Shopping, Center of Employment Training and Schools	Palm Springs, Cathedral City, Rancho Mirage and Palm Desert	2, 4, 5 and 6
1EV	Trunk	Hospital, Medical, Shopping, College, Center of Employment Training and Schools	Palm Desert, Indian Wells, La Quinta, Indio and Coachella	4, 5, 6, 7, 8 and 10 Commuter Link
2	Trunk	Shopping, Schools, Employment Center, Library, Senior Center, Medical, Social Security, Theaters, Airport, Court House and Social Services	Desert Hot Springs, Palm Springs and Cathedral City	1WV, 1EV, 3, 4 and 5
3	Feeder	Shopping Centers, Senior Center, Library, Community Center, City Hall, Medical and Schools	Desert Hot Springs and Desert Edge	2 and 5
4	Feeder	Shopping, Medical, Library, Social Services, Theaters, Schools, College, Medical and City Hall	Palm Springs, Cathedral City, Rancho Mirage, Palm Desert and Thousand Palms	1WV, 1EV, 2, 5 and 6
5	Feeder	Shopping, Senior Center, Library, Community Center, Schools, College, Medical, City Hall and University	Desert Hot Springs and Palm Desert	1WV, 1EV, 2, 3, 4, 6 and 10 Commuter
6	Feeder	Shopping, School, Tennis Gardens, Workforce Development, Social Services, Medical & College	Palm Desert, Indian Wells, La Quinta, Indio, Bermuda Dunes and Coachella	1WV, 1EV, 4, 5, 7 and 8
7	Feeder	Shopping, Schools, Theaters, Tennis Gardens and Medical	La Quinta, Palm Desert, Indian Wells, and Bermuda Dunes	1EV and 6
8	Feeder	Shopping, School, Senior Center, DMV, Community Center, College, City Hall,	Indio, Coachella, Thermal and Mecca	1EV, 6, and 9

		Center of Employment Training and Medical		
9	Feeder	Shopping, Community Center, Medical and Schools	Mecca, North Shore and Oasis	8
10	Feeder	Shopping, Business, Entertainment and University	Indio, Palm Desert, Beaumont, San Bernandino	1EV, 5, OmniTrans, RTA, Metrolink and Beaumont Transit
SunDial	Paratransit	Shopping Centers, Senior Center, Library, Community Center, City Hall, Medical and Social Services	All cities/communities within ¾ of a mile on either side of a SunBus fixed route.	All Routes
SunRide	Micro-transit	Shopping, Schools, Employment Center, Library, Senior Center, Medical, Social Security, Theaters, Airport, Court House and Social Services	Desert Hot Springs, Palm Springs, Cathedral City, Palm Desert, La Quinta, Indio, Coachella, Mecca/North Shore	1EV, 1WV, 2, 3, 4, 5, 6, 7, 8, 9, and 10

1.3.1 SunBus – Local Fixed Route Service

SunLine's **SunBus** network consists of nine local routes that are divided into trunk routes and connector/feeder routes to enhance coverage and efficiency. The trunk routes—Routes 1EV, 1WV, and 2—serve the busiest corridors along Highway 111 in the Valley, offering frequent service. These routes facilitate connections between major cities, commercial hubs, and employment centers. On the other hand, the connector/feeder routes, which include Routes 3 through 9, provide access to lower-density areas. They link passengers to the trunk lines, ensuring connectivity throughout SunLine's service area. The SunBus system map is shown in Figure 1-7.

Figure 1-7 SunBus System Map



SunLine's SunBus routes run every day of the week year-round, except on Thanksgiving and Christmas Day. They are serviced by a fleet of eighty-eight fixed route buses powered by clean fuel, including Compressed Natural Gas (CNG), Hydrogen Fuel Cell Electric Buses (FCEB), and Battery Electric Buses (BEB). All fixed-route buses are equipped with free Wi-Fi, USB charging ports, air conditioning, wheelchair accessibility with securement systems, approximately thirty-two seats with standing options, and external bike racks. SunBus currently accepts fares in cash, mobile tickets, and issued paper passes.

Figure 1-8 SunLine Division I Fueling Station and Bus Yard



SunBus fixed-route service offers external connections to transportation options located outside of the service area, including Morongo Basin Transit, RidePV (hospital shuttle), Amtrak, Greyhound, and FlixBus. Furthermore, SunBus provides internal transfers to its Regional Express Service, the Route 10 Commuter Link.

During fiscal year (FY) 2024, SunBus reported a total ridership of 2,585,789 passengers. Over 361 days of service, SunBus covered 2,476,499 revenue miles and operated for 176,188 revenue hours.

1.3.2 Route 10 Commuter Link – Regional Express Service

SunLine offers the **Route 10 Commuter Link**, a regional express service designed to seamlessly connect the Coachella Valley with the Inland Empire. Introduced in July 2021, this service provides a direct, efficient, and affordable transit option for commuters, students, and travelers needing access to destinations beyond SunLine's local routes.

The Route 10 Commuter Link offers limited-stop service between CSUSB's Palm Desert and San Bernardino campuses, making it a valuable transportation option for students. Additionally, SunLine provides direct access to the San Bernardino Transit Center (SBTC), allowing riders to connect with Metrolink commuter rail and multiple regional transit providers, including the Riverside Transit Agency, Omnitrans, Victor Valley Transit Authority, and Mountain Transit. These connections enhance accessibility to job centers, educational institutions, and essential services throughout Southern California.

Figure 1-9 10 Commuter Link Regional Connections Map



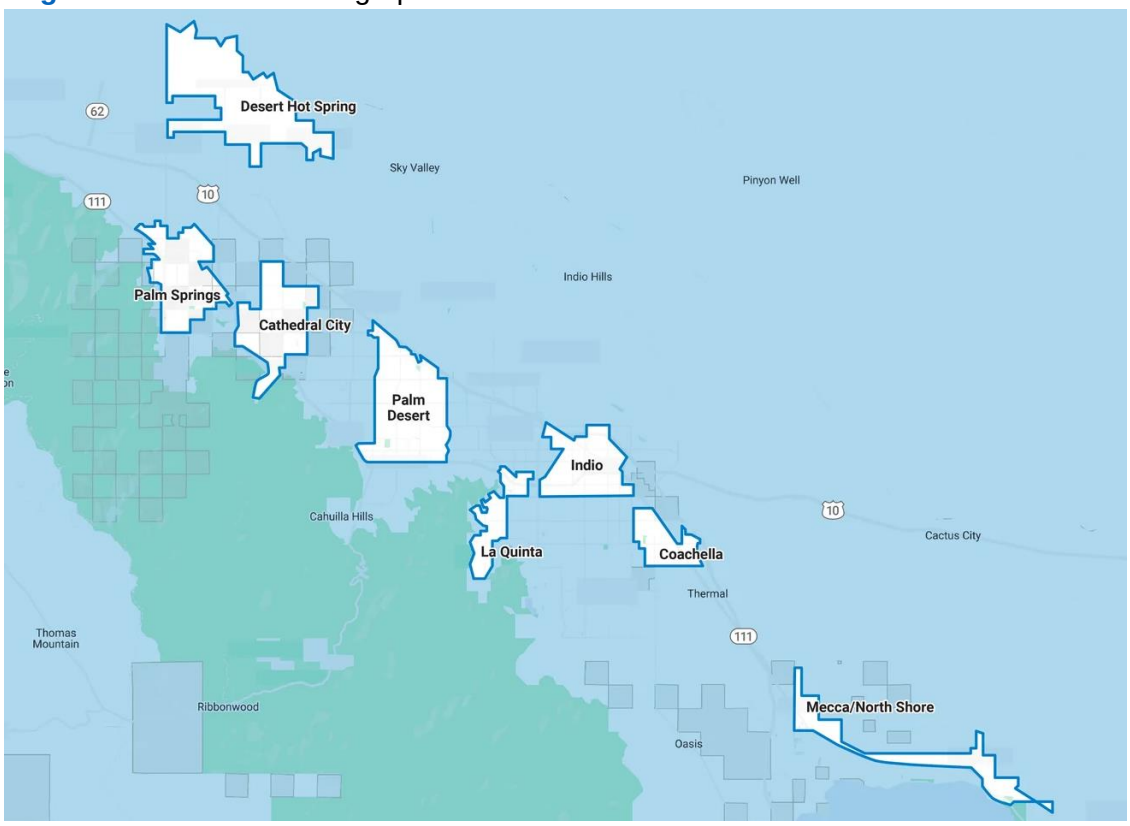
This route operates Monday through Friday and is serviced by CNG powered MCI coaches. These buses offer Wi-Fi, reclining seats, and USB charging ports. Route 10 Commuter Link accepts fares in cash, mobile pass and is free for California State University San Bernardino students and faculty with valid CSUSB ID card.

During FY 2024, the 10 Commuter Link reported a total ridership of 34,422 passengers. Over 251 days of service, the Commuter Link covered 185,319 revenue miles and operated for 5,589 revenue hours.

1.3.3 SunRide – On-Demand Microtransit

SunLine offers **SunRide**, an innovative on-demand rideshare service designed to provide flexible and dynamic transportation solutions. SunRide functions as a first-mile/last-mile connector, linking riders to the fixed-route network and other key destinations within the riders city. Similar to other rideshare services, users in designated areas or “zones” can specify the details of their trips on a mobile application and a vehicle is dispatched to deliver them to their destinations. SunRide’s shared-ride service operates within eight designated zones across the Coachella Valley. This service geo-fenced zones are located in Cathedral City, Coachella, Desert Hot Springs (including Desert Edge), Indio, La Quinta, Mecca-North Shore, Palm Desert, and Palm Springs. Figure 1-10 illustrates the eight geo zones and their service area.

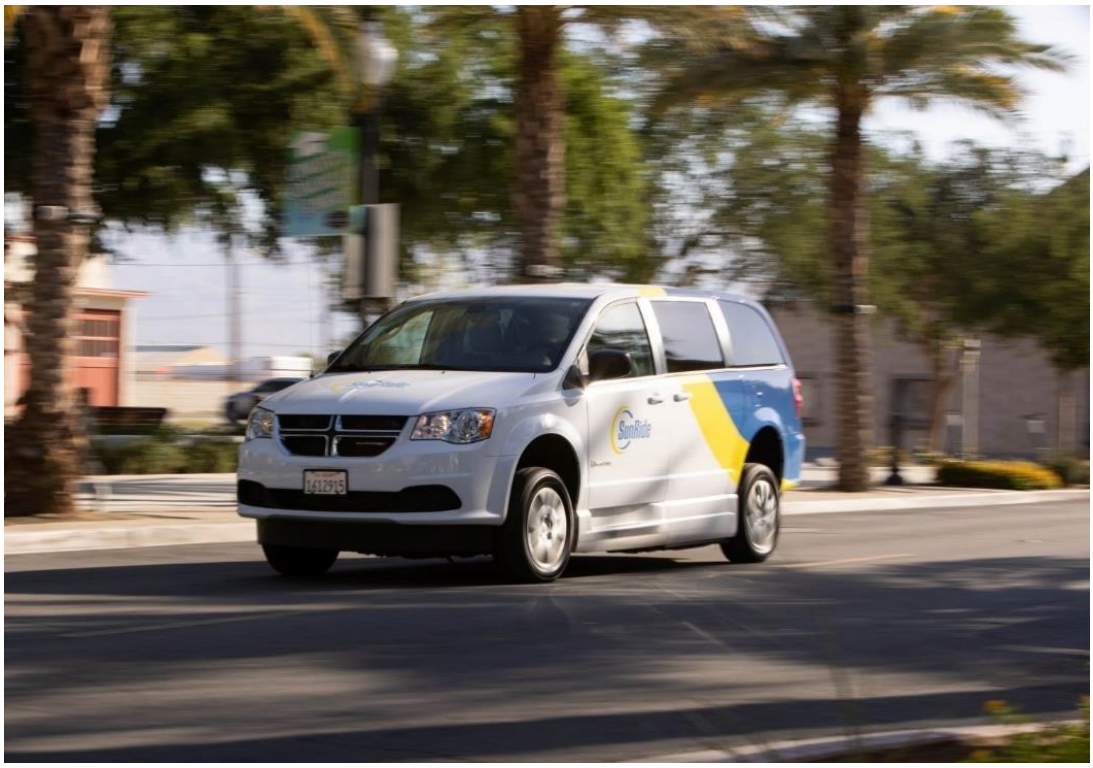
Figure 1-10 SunRide Geographic Zones



SunRide trips can be booked in real-time using the mobile application, which is also called SunRide, or by calling customer service to speak with a representative. After setting the trip parameters in the SunRide app, the rider is matched with a driver and vehicle, along with a pickup time and estimated wait time. Payment for SunRide can be made directly through the app using a credit or debit card, or riders can choose to pay with cash, which they can give to the driver upon entering the vehicle. SunRide operates within the same fixed-route service hours, Monday through Friday, based on SunLine's available resources, such as the number of vehicles deployed in each zone.

During FY 2024, SunRide reported a total ridership of 22,435 passengers. Over 251 days of service, SunRide vehicles covered 118,035 revenue miles and operated for 27,705 revenue hours.

Figure 1-11 SunRide Vehicle



1.3.4 SunDial – ADA Paratransit Service

SunLine also operates **SunDial**, a fully ADA-compliant paratransit service designed to provide accessible, shared-ride transportation for individuals who are functionally unable to use SunLine's fixed-route services, either permanently or under certain conditions. This origin-to-destination service ensures that passengers with disabilities or mobility challenges can travel safely and conveniently throughout the Coachella Valley. SunDial services are only available within ¾ of a mile from all SunBus fixed routes. Riders who would like to utilize this service must complete SunLine's eligibility process and receive a SunDial ADA Certification ID Card. Riders of SunDial can utilize this service for transportation needs, including medical appointments, shopping, and social activities.

Figure 1-12 SunDial Vehicle



SunDial services requires advance reservation for pick-up and can be scheduled up to seven day prior by calling SunLine's customer service. SunDial operates at the same times, days and frequency of local fixed routes service.

During FY 2024, SunDial reported a total ridership of 119,492 passengers. Over 361 days of service, SunDial vehicles covered 866,842 revenue miles and operated for 58,412 revenue hours.

1.3.5 SunLine Regulatory Administration & Taxi Services

SunLine Services Group (SSG) is a joint powers agency formed in 1993 between Riverside County and cities in the Coachella Valley. While sharing administrative resources with SunLine Transit Agency (STA), SSG is distinctly authorized to regulate the operation of taxicab services in the Coachella Valley. The SunLine Regulatory Administration (SRA) is the division of SSG responsible for enforcing and implementing the taxicab service ordinance, which covers licensing and legal compliance. SRA plays an important role in fostering innovation and accessibility within the taxi industry.

SRA permits and monitors four taxi businesses currently operating in the region.

Figure 1-13 Taxi Businesses in Coachella Valley

Taxi Businesses	Vehicles	Number of Drivers
City Cab	25	29
Coachella Valley Taxi	30	31

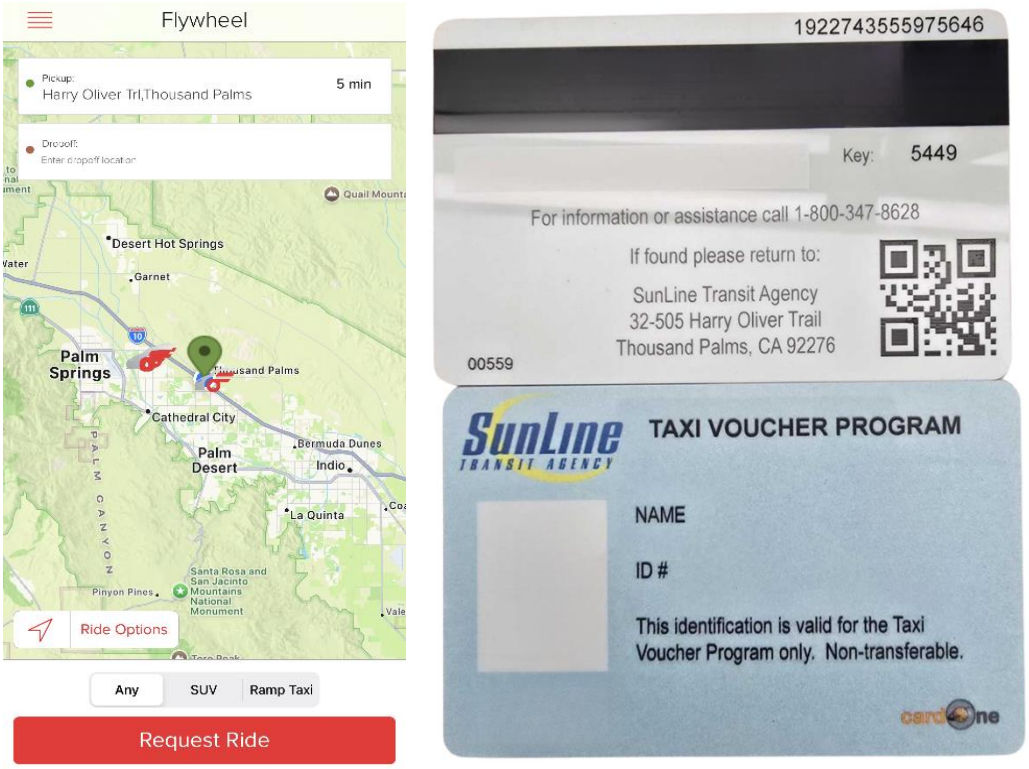
Taxi Businesses	Vehicles	Number of Drivers
Palm Springs Taxi Service	10	14
Yellow Cab of the Desert	25	43

As a result of a collaboration with taxi services, passengers can book e-hail trips using the Flywheel app, allowing them to request a cab, receive upfront pricing, and connect with the nearest available driver.

1.3.6 Taxi Voucher Program (TVP)

To further enhance mobility options for seniors and persons with disabilities, SunLine offers a Taxi Voucher Program (TVP) through a matching funds program that subsidizes taxi trips throughout the Coachella Valley. The program is available to seniors (60+) and persons with disabilities. It is administered via a taxi smart card that functions similarly to a prepaid debit card. SunLine's Taxi Voucher Program provides a dollar-for-dollar match of up to $75 per month, allowing for a maximum of $150 every 30 days. The remaining funds from previous months are carried over until utilized. A key benefit of this program is that through SunLine's matching contribution, the amount available for cardholders to use on taxi trips is doubled, allowing for more taxi trips.

Figure 1-14 Flywheel Mobile Application and TVP Card



This program is serviced by all four (4) taxi businesses permitted to operate in the Coachella Valley listed in Figure 1-14. Riders can book a cab and pay their fare directly with the smart card or through the Flywheel app where their TVP card can be loaded as a payment method.

1.4 Fare Structure and Programs

1.4.1 Current Fare Structure

SunLine's fare structure differentiates prices based on the types of transit customers and services. The main fare categories include Adult, Youth, and Senior (60+)/Disabled. SunLine also manages several fare payment programs and partnerships throughout the Coachella Valley, extending to nearby college campuses. Accepted fare media include cash, issued paper passes, and mobile tickets (when available). SunLine's fares comply with the FTA's Half Fare rule for Senior (65+) and disabled travelers.

The last change in base fare was approved by the governing Board in 2002, raising the base fare from 75 cents to $1. A recommendation to eliminate the 25-cent transfer fare and incrementally raise the base cash fare to $1.50 was presented in 2011, but no implementation occurred.

Figure 1-15 shows the existing SunLine fare structure.

Figure 1-15 SunLine Fare Structure



Source: SunLine Transit Agency, Rider's Guide (January 2025)

1.4.2 Cash Fares/ Single Ride Fare/ Transfers

SunLine offers riders the lowest fares in the region. An adult can board the SunBus for $1 for a single ride or take the Route 10 Commuter Link to San Bernardino for $6. Both the fixed route and Route 10 Commuter Link services provide the option for single trip riders to purchase a 25-cent transfer for unlimited rides on the fixed route within 2 hours of purchase. Transfers can only be purchased upon boarding and are valid only on the day they are issued.

The base cash fare for seniors, defined by SunLine as individuals 60 years of age or older, is 50 cents for all fixed-route services and $4 for the 10 Commuter Link. Individuals qualifying as ADA also pay a 50-cent cash fare on all fixed-route services. Medicare cards, Department of Motor

Vehicles driver's licenses or senior ID cards, ADA certification cards, and SunLine Half Fare ID cards are accepted as proof of age or disability.

A discounted youth fare of 85 cents is available for children between the ages of 5 and 17 on fixed routes. Children who are 4 years old and younger ride free with a paid adult cash fare (maximum of two children). All cash fares must be paid with exact change, as operators do not carry coins.

1.4.3 Fare Passes

SunLine's SunBus currently offers three types of fare passes: the Day Pass, 31-Day Pass, and 10-Ride Pass. Daily and 30-Day monthly passes are also available for the 10 Commuter Link service, but they are priced and sold separately from the general fixed-route passes. SunLine's ADA paratransit also provides a 10-Punch card for use with SunDial services. Day Passes can be purchased directly from bus operators, while all other passes must be obtained at designated SunLine pass outlets or through a mobile transit app (Token Transit and Transit App). Pass outlets are located throughout the service area for easy access by riders.

Day Pass

The SunLine Day Pass is available for $3 and allows unlimited rides on all fixed routes for the duration of one calendar day. In accordance with the FTA's Half Fare rule, the Day Pass for seniors and disabled riders costs $1.50. The Day Pass for youth riders is priced at $2. Sold separately, the Day Pass for the 10 Commuter Link is $14 for adults and $10 for seniors.

31-Day Pass/ 30-Day Pass

SunLine offers a pass that is valid for a rolling 31-day period from the date of first use for fixed routes. The 31-Day Pass costs $34 for general adult riders, $17 for seniors and disabled riders, and $24 for youth. The monthly pass for the 10 Commuter Link is a 30-day option available for $150 (the 10 Commuter Link operates only Monday through Friday).

Multiple Ride (10-Ride) / 10-Punch Card (SunDial)

A 10-Ride Pass costs $10 for general adult riders, $5 for seniors and disabled riders, and $8.50 for youths (ages 5 to 17). This pass is not discounted and is priced at ten times the base cash fare. The SunDial 10-Punch Card is available for travel within the same city for $15 and $20 for those traveling across multiple cities.

SunDial

SunDial service fares are determined by the origin city and final destination. If a rider books a ride within the same city of origin, the fare is $1.50 one-way per person. For travel between multiple cities, the fare is $2 one-way per person. Riders must meet SunDial eligibility criteria to use this service. All cash fares should be paid with the exact amount, as SunDial operators do not carry change.

SunRide

SunRide services have a standard fare of $3 for a one-way trip per person and include one transfer to SunBus. There is no discount from the base fare for this service. Riders can purchase single rides with exact fare upon boarding or pay the fare digitally using the SunRide app.

1.4.4 Fare Payment Programs

SunLine Transit Agency offers several fare payment programs designed to expand the agency's potential rider base and enhance the system's existing ridership. SunLine's fare payment programs include the Coachella Valley Employer Pass Program, Half-Fare Program, and Haul Pass Program.

Coachella Valley Employer Pass Program

The Coachella Valley Employer Pass incentive program allows businesses to sponsor 31-day fixed-route passes for their employees to travel to and from work. This program offers employees the opportunity to ride fixed-route services at no cost. Passes are purchased by each employer at a discounted price of $24 per pass and are valid for 31 consecutive days.

Half-Fare Program

Based on Federal Transit Administration (FTA) guidelines, SunLine offers riders who are 60 years of age or older, as well as individuals with disabilities, a half-fare on fixed route services. To qualify for this program, applicants must present a current, non-expired government–issued photo identification, Medicare card, or SunLine ADA certification card.

Haul Pass

In support of student riders in the community, SunLine established the Haul Paul (HP) program to reduce transportation barriers to educational opportunities. SunLine's Haul Pass Program offers free fares for local fixed-route services to students of Coachella Valley high schools and College of the Desert (COD), as well as free fares for Route 10 Commuter Link to California State University San Bernardino faculty and students. To participate in the program, students must be enrolled and complete an application. Haul Passes are provided as 31-day paper passes (high school), mobile passes via Token Transit (high school & COD), and if applicable, students can utilize their active student ID (only CSUSB) when boarding.

1.4.5 Fare Payment Technology

SunLine provides a variety of fare payment options to meet the needs and preferences of its riders, including both cash and cashless methods.

Farebox

For payments on SunBus routes, the system uses electronic fareboxes. These fareboxes accept cash, coins, and pre-purchased passes, and they issue paper one-day and transfer passes as well.

Token Transit and Transit App

SunLine partners with both Token Transit and Transit App to offer cashless fare payment options through mobile applications. These apps enable riders to purchase and store fare media digitally on their smartphones, requiring a linked debit or credit card. Both apps are compatible with SunBus, Commuter Link, and SunDial services. Token Transit primarily acts as a platform for purchasing tickets and serves as the exclusive provider for the Haul Pass program. In contrast, Transit App not only allows fare purchasing but also provides features such as trip planning and bus tracking, thereby enhancing navigational assistance for riders.

Token Transit and Transit App Logos

SunRide Application

The SunRide service provides a dedicated mobile application, also called SunRide, which integrates trip planning and fare payment. Riders can link a debit or credit card for digital payments before pick-up or opt to pay in cash when boarding, as noted in the app.

Flywheel

For taxi services in the Coachella Valley, payments can be made through the Flywheel app. This app enables riders to book and pay for rides electronically using a linked debit card, credit card, or Taxi Voucher Program (TVP) card. Alternatively, riders can call to request a taxi and pay the driver in cash upon arrival.

1.5 Revenue Fleet

In accordance with the Innovative Clean Transit (ICT) Regulation, SunLine is committed to transitioning to a fully zero-emission fleet by 2035, as outlined in its Zero Emission Bus Rollout Plan. SunLine's current fleet comprises 49 vehicles in its active fixed-route service and 39 (or 49) vehicles in its paratransit fleet. The fuel makeup and contingency allocations are elaborated on below.

1.5.1 Fixed Route

Figure 1-16 Fixed-Route Bus



SunLine's fixed-route services are supported by a fleet of forty-six 40-foot and three 45-foot buses in service, along with thirty-nine vehicles in the contingency fleet. This fixed-route fleet includes CNG, hydrogen fuel cell (FCEB), and battery electric buses (BEB).

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 1.1 - Fleet Inventory

FY 2024/25 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 2023/24	# of Contingency Vehicles FY 2023/24	Life to Date Vehicle Miles Prior Year End FY 2022/23	Life to Date Vehicle Miles through March FY 2023/24	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2023/24
2018	BYD	K9	35	4	40	EB	4		52,006	36,518	9,129
2012	EDN	AXCESS	37	1	40	HY	1		3,336	149	149
2014	EDN	AXCESS	39	1	40	HY	1		7,298	4,338	4,338
2014	EDN	AXCESS	37	1	40	HY	1		15,413	3,348	3,348
2014	EDN	AXCESS	37	1	40	HY	1		2,587	679	679
2015	EDN	AXCESS	37	0	40	HY	0		3,056	95,814	
2018	EDN	AXCESS	37	3	40	HY	3		65,633	29,657	9,885
2018	EDN	AXCESS	37	2	40	HY	2		50,979	5,099	2,549
2009	EDN	EZRider32'	29	2	32	CN	2		161,372	23,691	11,845
2020	MCI	D4500	40	2	40	CN	2		146,856	137,808	68,904
2021	MCI	D4500	57	1	45	DF	1		49,687	41,569	41,569
2022	MCI	D4500	57	1	45	CN	1		663	499	499
2007	NFA	C40LF	42	8	40	CN	8			118,986	14,873
2008	NFA	XCELSIOR C	39	9	40	CN	9		488,613	447,214	49,690
2008	NFA	XCELSIOR C	39	20	40	CN	20		1,114,532	778,042	38,902
2016	NFA	XCELSIOR C	39	6	40	CN	6		322,119	271,012	45,168
2020	NFA	XCELSIOR C	39	6	40	CN	6		361,537	258,353	43,058
2021	NFA	XCELSIOR C	39	4	40	CN	4		285,935	182,028	45,507
2018	NFA	XCELSIOR H	39	1	40	HY	1		3,056	1	1
2018	NFA	XCELSIOR H	39	5	40	HY	5		118,940	32,485	6,497
2021	NFA	XCELSIOR H	39	4	40	HY	4		104,977	58,012	14,503
2021	NFA	XCELSIOR H	39	6	40	HY	6		67,167	71,067	11,844
		Totals:	872	88			88		3,425,762	2,596,369	29,504

650

1.5.2 Paratransit

Figure 1-17 Paratransit Cutaway



SunLine's Paratransit service is supported by 39 CNG-powered vehicles.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 1.1 - Fleet Inventory

FY 2024/25 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 2023/24	# of Contingency Vehicles FY 2023/24	Life to Date Vehicle Miles Prior Year End FY 2022/23	Life to Date Vehicle Miles through March FY 2023/24	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2023/24
2020	ARB	Freedom	12	15	27	CN	15		52,524	396,184	26,412
2015	EDN	AEROTECH	12	1	22	CN	1		224,201	10,553	10,553
2016	EDN	AEROTECH	12	9	22	CN	9		237,032	161,824	17,980
2018	SPC	Senator	12	14	23	CN	14		149,946	303,721	21,694
		Totals:	48	39			39		663,703	872,282	22,366

SunLine TRANSIT AGENCY

1.6 Existing Transit Facilities and Bus Stop Amenities

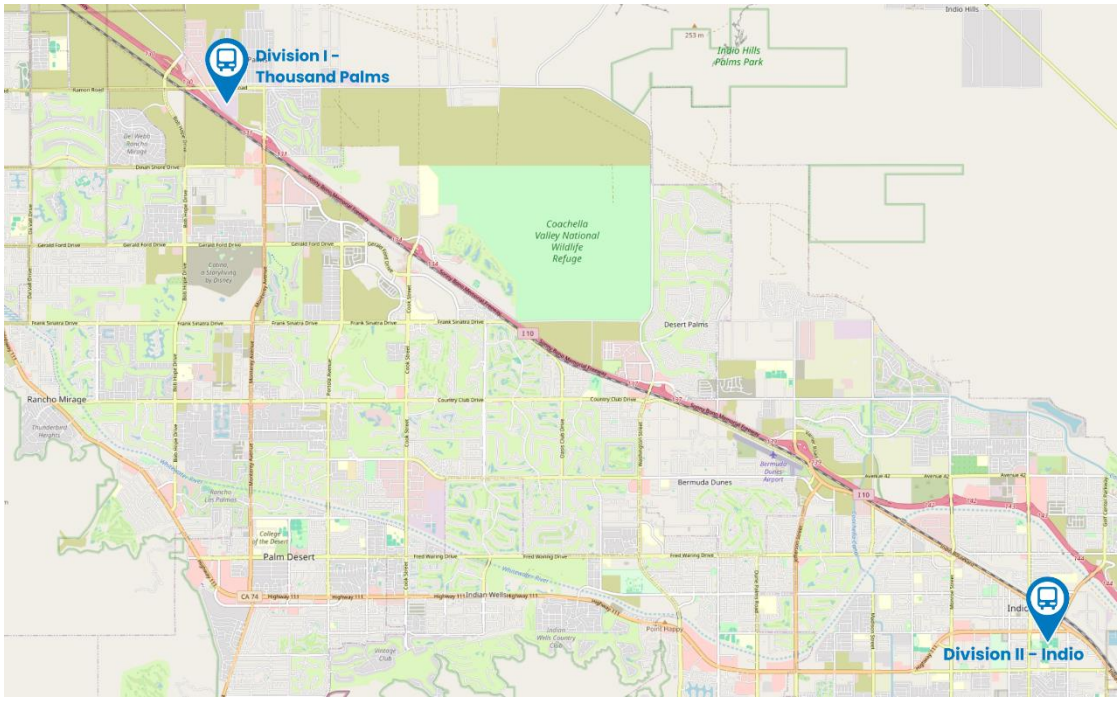
1.6.1 Facilities

SunLine Transit Agency operates out of two facilities situated at the northern and eastern ends of its Coachella Valley service area, as pictures in Figure

Division I – Thousand Palms

Division I, located at 32-505 Harry Oliver Trail in Thousand Palms, serves as the primary headquarters of SunLine Transit Agency for administrative, operations, maintenance, and facility management staff. Spanning 20.5 acres, Division I includes a maintenance, operations, and administrative building, housing most of the agency's assets, including both revenue and non-revenue vehicles. Daily operations such as pull out/in, vehicle maintenance, dispatching, customer service, and training primarily take place at this location. Additionally, Division I functions as the agency's main fueling center, equipped with hydrogen and CNG fueling dispensers and battery electric charging stations.

Figure 1-17 SunLine Facilities



Division II – Indio

Division II, located on a 2.31-acre site at 83-255 Highway 111 in Indio, operates as a satellite facility for vehicle maintenance and storage. This division supports several vehicle maintenance operations and houses equipment for the Stops and Zones department, which is responsible for maintaining bus shelters and amenities. Division II also includes a public CNG fueling station, serving as a secondary fueling source for the agency's CNG fleet.

1.6.2 Transit Hubs

SunLine Transit Agency maintains two transit hubs: one in Thousand Palms and the other in Coachella.

Figure 1-18 Thousand Palms Transit Hub Aerial



Thousand Palms Transit Hub

The Thousand Palms Transit Hub is conveniently located at 72420 Varner Road near Division I. The Thousand Palms Hub serves as both a transit boarding point and a park-and-ride for travelers along the CA I-10 Highway. This hub exclusively services SunLine's regional express Route 10 Commuter Link, connecting riders to destinations in the eastern valley and cities outside our jurisdiction. This 74,487 square-foot transit hub features 84 parking spaces: 79 standard spaces and 5 ADA-accessible ones, offering riders amenities such as shade structures, seating, and restrooms.

Coachella Transit Hub



Figure 1-19 Coachella Transit Hub

The Coachella Transit Hub, a project completed in 2024 in collaboration with the City of Coachella, is located at the corner of 4th Street and Cesar Chavez in Coachella. This hub was funded by the Affordable Housing and Sustainable Communities (AHSC) Grant to enhance transit accessibility to neighboring affordable housing and reduce greenhouse gas (GHG) emissions for the eastern valley communities. It serves Routes 1, 8, and 6 and acts as a connecting point for riders traveling to and from the far eastern side of the Coachella Valley (North Shore) to the rest of the valley and beyond. This newly constructed 540 sq. ft. hub features shade structures, benches, a bicycle rack, a water fountain, and a break room for bus operators.

1.6.3 Park-and-Rides

Park-and-ride facilities offer convenient access to public transportation by providing free parking for commuters. The California State University, San Bernardino – Palm Desert (CSUSB-PD) Campus acts as a park-and-ride for SunLine customers, primarily benefiting students and staff traveling between the Palm Desert and San Bernardino campuses. Both locations are served exclusively by the 10 Commuter Link, although SunLine does not maintain these facilities.

1.6.4 Bus Stop Amenities

SunLine's bus system features 571 bus stops within the Coachella Valley service area, plus three additional stops in the partnering cities of Beaumont and San Bernardino. SunLine's Bus Stop Amenity standard ensures that all stops are equipped with a bench and waste container, while stops with an average of at least 10 daily passenger boardings will have a shelter if conditions permit. All bus stops are installed according to ADA requirements. Figure 1-20 illustrates the number of stops and those with shelters by city or district.

Figure 1-20 Bus Stop by City/District

City/District	Total Stops	Total Shelters	
		Count	Percent
Cathedral City	61	52	85%
Coachella	34	31	91%
Desert Hot Springs	48	36	75%
Indian Wells	15	13	87%
Indio	87	59	68%
La Quinta	52	36	69%
Palm Desert	52	42	81%
Palm Springs	121	92	76%
Rancho Mirage	33	25	76%
Riverside County uninc.	68	28	41%
Thermal	*8*	*2*	*25%*
Oasis	*10*	*3*	*30%*
Mecca	*17*	*8*	*47%*
One Hundred Palms	*3*	*2*	*67%*
Thousand Palms	*9*	*9*	*100%*
North Shore	*11*	*1*	*9%*
Desert Edge	*7*	*0*	*0%*
Bermuda Dunes	*3*	*3*	*100%*
Total	**571**	**414**	**73%**
Outside Coachella Valley			
Beaumont	1	1	100%
San Bernardino	2	2	100%

Source: Trapeze

1.7 Existing Coordination Between Transit Agencies

Federal Agency Partners

SunLine collaborates with and reports to the U.S. Department of Transportation (USDOT), specifically the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). These agencies offer funding and technical assistance for various transportation projects.

State Agency Partners

SunLine collaborates with the California State Transportation Agency (CalSTA), which oversees transportation policies and programs across the state. Key departments within CalSTA include the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans). CTC and Caltrans manage vital programs such as the Active Transportation Program and the Low Carbon Transit Operations Program (LCTOP). The California Air Resources Board (CARB) and the California Energy Commission (CEC) are essential partners in SunLine's mission to reduce emissions and promote sustainable transportation. CARB sets air quality standards, while CEC advocates for the transition to 100% clean energy. These agencies run programs like the Clean Transportation Grant, which supports the adoption of zero-emission vehicles.

Regional Agency Partners

Regional agency partners include the Southern California Association of Governments (SCAG), which is the metropolitan planning organization for the region, and the Coachella Valley Association of Governments (CVAG), the regional planning agency for the Coachella Valley. CVAG oversees the development and implementation of regional transportation projects such as the CV Link and CV Sync programs, and it plays a crucial role in managing roadway infrastructure within the valley.

County-Level Partners

The Riverside County Transportation Commission (RCTC) is a vital partner for SunLine. RCTC distributes funds from Measure A, a voter-approved sales tax, with 15% designated for public transportation in the Coachella Valley. Additionally, RCTC manages various funding programs, including the State of Good Repair (SGR) Program and the Transit and Intercity Rail Capital Program (TIRCP), which support improvements to transportation infrastructure.

Subregional Agency Partners

Subregional partners in the Inland Empire include agencies such as the Riverside Transit Agency (RTA), Omnitrans, Metrolink, Mountain Transit Authority, Victor Valley Transit Authority, City of Banning Transit, City of Beaumont Transit, and City of Corona Transit. Although direct service connections between SunLine and these agencies may be limited, operating within the same region creates opportunities for collaboration and information sharing, fostering a more interconnected transportation network throughout the Inland Empire.

Local Agency Partners

SunLine collaborates with several nearby transit agencies to enhance mobility options for riders. These agencies include Morongo Basin Transit, Palo Verde Valley Transit, OmniTrans, FlixBus, and Amtrak, which provide connecting services at shared stops within SunLine's service area and accept selected fare media.

1.8 Reference List of Prior or Existing Studies and Plans

SunLine’s operations, performance, and service planning are guided by a series of studies aimed at better understanding its rider population, exploring the latest low-emission fuel technologies, improving facilities, and redesigning its network. These reports and studies have either been initiated by SunLine itself or mandated by federal and state agencies. In the past, these reports have also influenced the development of the Short Range Transit Plan (SRTP).

- *Bus Rider Survey Study* (February 2015)
- *SunLine Transit Feasibility Study Hydrogen Station Expansion* (January 2016)
- *SunLine Transit Facilities Master Plan* (November 2016)
- *SunLine Transit Agency Transit Asset Management* (September 2018)
- *Network Study Report SunLine Transit Redesign & Network Analysis* (February 2019)
- *Innovative Clean Transit (ICT) Plan*, presented to SunLine Board of Directors (May 2020)
- *Innovative Clean Transit (ICT) Plan* (Coming 2025)
- *Onboard Ridership Survey* (Coming 2025)
- *Comprehensive Operations Analysis* (Coming 2026)

SunLine Transit Agency recognizes the significance of strategic investment in research and analysis to enhance services, respond to population growth, and meet federal mandates for the benefit of our community.

CHAPTER 2

Existing Service & Route Performance

SunLine TRANSIT AGENCY

FY26-28 SHORT-RANGE TRANSIT PLAN

Chapter 2 Existing Service and Route Performance

SunLine is the sole provider of public transportation in the Coachella Valley, located in Southern California. In the last fiscal year (July 2023 to June 2024), SunLine proudly transported 2,753,390 passengers across its three transit modes, showcasing its commitment to effectively serving the community.



SunLine Transit Agency's initiatives are guided by its clear mission and vision, which offer strategic direction.

Mission: Connecting people and improving life by taking you from where you are to where you want to be.

This direction is further influenced by the oversight and funding provided by the Riverside County Transportation Commission (RCTC). The RCTC serves as the regional transportation planning agency for Riverside County and is responsible for developing the regulatory standards for the Short-Range Transit Plan (SRTP). Preparing the SRTP and its supporting data enables RCTC to advocate for local, state, and federal funding to support SunLine's capital projects and transit operations.

RCTC also tracks performance metrics that evaluate the effectiveness and efficiency of SunLine's services, which are reviewed in Sections 2.1 to 2.4.

In January 2023, the Board of Directors approved the revised SunLine Service Standards Policy to provide Agency staff with direction regarding the planning, operation, and management of transit service in the Coachella Valley. The Service Standards Policy and accompanying metrics are intended to:

- promote continuous improvement of transit service
- provide regular updates on service performance
- meet federal requirements for monitoring Title VI of the Civil Rights Act
- avoid uninformed decision-making regarding the provision of service

2.1 Description of Key Performance Indicators

2.1.1 Service Design Standards

SunLine Transit Agency developed a service standards policy to provide a framework for guidance of staff in the design, operation, and management of SunLine Transit Agency's transit services. The service standards policy objective is to promote the continuous improvement of transit service throughout the Coachella Valley and the maximization of mobility benefits to the community. Additionally, these service standards support the agency in meet Federal Title VI of the Civil Rights Act of 1964 requirements. SunLine Service Standards Policy was developed 7/13/2013 and revised on 12/7/2022.

Service frequency and span of service can be revised where sustainable (that is, where demand warrants increased frequency, where performance measures can still be met, and when funding can sustain the frequency and span of service).

New routes may be implemented based on a weekday-only service, typically between the hours of 6:00 A.M. and 7:00 P.M., usually when there is a peak demand. During the implementation of new service, a trial period is allocated from 12 to 18 months as an opportunity to provide for service adjustments before deciding to retain, expand, or eliminate the service. Figure 2-1 lists the minimum service frequencies and spans.

Figure 2-1 Service Frequency Standards

Frequency and Span by Service Type	Frequency of Service		Span of Service	
	Weekday	Weekend	Weekday	Weekend
Trunk bus routes	20 minutes peak 30 minutes off-peak	30 minutes	5:00 A.M. – 11:00 P.M.	5:00 A.M. – 11:00 P.M.
Local bus routes	30 minutes peak 60 minutes off-peak	60 minutes	5:00 A.M. – 7:00 P.M.	9:00 A.M. – 6:00 P.M.
Market-based services	Based on demand	Based on demand	Based on demand	Based on demand

Network Role

New services should be evaluated for their place in the overall transit network. Each new route in the network will have a unique role, whether it is facilitating transfers with existing services, introducing service coverage to a recent development, or providing connections between current routes and major destinations. While successful new routes connect with existing services, they should not duplicate existing service or compete for passengers.

Market Opportunities

There is a strong correlation between service performance, surrounding population, and employment densities. In other words, the more people with access to a route, the higher the route's potential ridership. Population-dense areas tend to coincide with mixed-use neighborhoods, walkable environments, and higher populations of transit-friendly constituencies such as students, seniors, zero-vehicle households, and low-income populations. The minimum population and employment density for the introduction of new all-day fixed route transit service is an average of 10 people/jobs per acre within a half mile of the proposed route.

A minimum threshold is considered supportive of fixed route service and should not be subjected to further analysis. Areas in this category that have unmet needs may be served by alternative options to fixed route service.

Unmet Mobility Needs

SunLine will strongly consider the mobility needs of transit-dependent populations when evaluating where to operate service. In assessing the area's demand for transit service, it is important to examine the presence of these demographic groups and identify any unmet needs.

Productivity vs. Coverage Target

The SunLine Board of Directors' goal is to capture choice riders and new riders and to expand transit market share. The Board is committed to investing in new operating plans that improve productivity and, when necessary, improve coverage. This is consistent with the Transportation Development Act of 1971 that established fiscal performance requirements of 20 percent of farebox recovery in urbanized areas and 10 percent in rural areas. To comply with this state mandate, and to improve effectiveness and efficiency, SunLine recommends the following policy for service deployment:

- Seventy percent of fixed-route service should be deployed in areas with higher population and employment densities where transit is able to meet productivity standards.
- Thirty percent of fixed-route service should be deployed to maintain coverage in areas where lower population and employment densities limit transit service productivity.

Key Destinations

Key destinations likely to generate higher demand for transit service include major area schools, colleges, universities, hospitals, retail/commercial/entertainment centers with more than 10 people/jobs per acre, open residential communities, and those with relatively lower income and vehicle ownership levels.

2.1.2 Service Productivity Standards

Passengers per revenue hour and passengers per revenue trip are KPIs that measure service effectiveness, or productivity, based on ridership (passenger boardings) generated for each hour of revenue service for local and trunk routes and boardings per trip for market-based services operated (see Figure 2-2).

Figure 2-2 Passengers Per Revenue Hour/Revenue Trip Standards

Refueled Routes 1/3/2021 to 6/30/2021		
Service Tiers	**Routes in Service Type**	**Passengers Per Revenue Hour Standard**
Trunk routes	Routes 1EV, 1WV, 2	20
Local routes	Routes 3, 4, 5, 6, 7, 8, 9	10
Market-based services	10 Commuter Link	10*

** Boardings per trip – is the productivity measure for market-based routes*

2.1.3 Service Quality Standards

Service quality standards contribute to the reliability and consistency of service delivery. Customers may first be attracted to transit service based on headway and span. Choice riders may continue to use services because they know they can get to their destinations on time—unreliable service usually results in decreased ridership. Service quality standards are proposed to be measured using the following operational and passenger experience metrics:

- service scheduled speed (service quality)
- on-time performance (service reliability)
- runtime variance (service reliability)
- percent service completed (service reliability)
- miles between service interruption (service reliability)
- load standards (service comfort)
- average fleet age (service comfort)
- bus deployment standards

Each suggested metric is discussed in more detail below.

Service Scheduled Speed: Measures the route's scheduled service speed. The measure is calculated by dividing revenue miles by revenue hours for each route. This KPI monitors services needed to maintain reasonable speed to retain and grow ridership.

The target performance scheduled speed is 12.5 miles per hour (mph) for SunLine's transit system, as shown in Figure 2-3.

Figure 2-3 Service Scheduled Speed Standard

Service Mode	Service Speed - Weekdays	Service Speed - Weekends
Fixed Route Bus	12.5 MPH	12.5 MPH

On-time Performance: This KPI measures service reliability as defined by adherence to the published service schedule. "On-time" is when a trip departs a time point within a range of 0 minutes early to 5 minutes late. For SunLine to achieve targeted on-time performance, service running times need to be calibrated regularly based on existing conditions. SunLine has a relatively uncongested operating environment, which helps support a high KPI for on-time

performance. Some challenges to on-time performance are related to construction, heavy traffic, and passenger problems.

On-time performance standards for fixed routes are at a target of 85 percent (Figure 2-4).

Figure 2-4 On-Time Performance Standard

Service Mode	On-Time Performance Standards
Fixed Route Bus	85% (Excepting Major Detours)

Runtime Variance: Runtime is the time allotted in a transit schedule for a route to travel from one time point to another time point, or from beginning to end. Calibrating the runtime for the day of the week and hour of the day (for example, peak vs. non-peak) helps routes and the overall system adhere to or surpass the adopted on-time performance. It is important to review runtime variance regularly because roadway traffic conditions are ever-changing.

Percent Service Completed: Percentage of service completed is a metric established as of September 2017. The initial intention was to report percentage of trips completed; however, because of limitations in the Avail ITS system, the percentage of revenue mileage completed is reported.

This KPI measures service reliability as defined by the percentage of miles completed daily. Three components are necessary to successfully complete scheduled service:

- daily availability of operators to meet service demands
- daily availability of fleet vehicles to meet service demands
- miles between service interruptions

The set standard for service completed is 99 percent by service mode, as seen in Figure 2-5. The percentage of service completed for FY 24 was 97 percent of the approved level of service, exceeding SunLine's minimum service standard.

Figure 2-5 Service Completed Standard

Percentage of Service Completed Service Mode	Service Completed Minimum Standard
Fixed route bus	99%

Miles between Service Interruptions: This KPI measures service reliability as defined by revenue miles between service interruptions, regardless of the cause. To meet this target, both avoidance of service interruptions through early identification (for example, planning for detours, proper fleet maintenance) and timely response to service interruptions that do occur are necessary. The set minimum target between service interruptions (road calls) is 5,000 miles, as seen in Figure 2-6.

Figure 2-6 Miles between Service Interruptions Standard

Miles between Service Interruptions Service Mode	Target Minimum Miles between Service Interruptions (Road Calls)
Fixed route bus	5,000

Load Standards: This service quality KPI establishes load standards for various vehicle types and is measured for each trip operated. While it may be acceptable for some riders to stand for short distances or time periods (for example, under 2 miles or 10 minutes) during peak periods, it is expected that seating should be available for all riders during normal off-peak conditions (Figure 2-7).

Figure 2-7 Load Standards

Load Standards Service Period	Maximum Consistent Load Factor
Peak	Average over 133% of seated load = 50 passengers
Off Peak	Average over 100% of seated load = 38 passengers

Average Fleet Age: The age of the vehicle fleet affects the performance and reliability of transit services and the attraction of customers. Adhering to the average fleet age requirement will ensure a consistently safe, reliable, and comfortable passenger experience (Figure 2-8).

Figure 2-8 Average Fleet Age Standard

Vehicle Average Age	Average Fleet Age
Standard Transit Bus	No greater than 10 years

Bus Deployment Policy: This policy specifies the kind of vehicle that should be used to operate individual routes. The type of vehicle deployed on a route depends primarily on ridership demand and trip loads (Figure 2-9). Using incorrectly sized vehicles on routes can unnecessarily add operating cost to a route or result in overcrowding.

Figure 2-9 Bus Deployment Standard

Bus Deployment	Vehicle Type
Trunk Bus Routes	40' Buses
Local Bus Routes	32' or 40' Buses - Based on ridership demand
Market-Based Services	MCI Coach

SunLine will review the Bus Deployment Policy every 2 years, beginning in 2018, and make necessary adjustments as the fleet is updated to ensure compliance with the Title VI requirements.

2.1.4 Service Warrants

The Warrants Standards provide guidelines for the introduction of new services. They are a tool for judging when new service or service extensions are appropriate. A new fixed route or route extension could be introduced when the ridership forecasts based on population, school enrollment, or job density are sufficient to achieve minimum passengers per revenue hour standards by service type. To ensure the agency's financial sustainability, SunLine will introduce only those new services that operate above the lower-performing route quartile or with productivity that is within 15 percent of the system average.

Planning new services around these guidelines will help ensure the successful performance of new routes. Providing a set of guidelines for which areas warrant all-day fixed route service will help SunLine respond to future community requests for new service.

Evaluating New Services

New routes should be monitored to determine whether they are reaching the desired performance standards. The route should first be evaluated after 6 months to determine whether it meets more than two-thirds of its performance standards. New services not meeting the minimum standards at the end of an 18- to 24-month trial period are subject to corrective action or discontinuation.

In some cases, trial periods for new services may vary based on the requirements of grant funding. For example, if a grant provided 3 years of funding for a route that did not meet standards, this route may still be operated for the full 3-year period.

2.1.5 Paratransit Service Standards (SunDial)

Eligibility

- Any person with a disability who is unable to board, ride, or disembark from an accessible vehicle without the assistance of another person is eligible.
- Any person with a disability who has a specific impairment-related condition that prevents the person from traveling to or from a boarding/disembarking location is eligible.
- Certification is based on individual's functional ability to ride the fixed route system.
- Visitors qualified elsewhere in the United States may use the SunDial ADA service for up to 21 days per year and must then qualify locally.
- A maximum 21-day response period for the application and an appeals process exists.
- There is no limit to the number of trips a person can make. Reservations can be made up to 7 days in advance.
- A no-show policy exists for passengers who do not appear for their rides, with possible exclusion from SunDial service for a period of time in extreme cases.

SunLine's Eligibility Department processed 100 percent of completed applications within the 21-day target.

Access

- The agency must serve any origin and destination requests that are both within 0.75 miles of a fixed route corridor (excluding Commuter bus service) at the times and days of service when the fixed route is operating. Next-day service by reservation during regular business hours must be provided.
- The reservations call center accepts client reservations 7 days per week between 8:00 A.M. and 5:00 P.M. for next-day service.

Travel Time

- Trip pick-up time must be scheduled within 1 hour before or after the requested pick-up time. Trip length should be comparable to the time it would take to make the same trip by the fixed route service.

On-time Performance

- Trip pick up should consistently occur within a 30-minute window from the scheduled pick-up time.
- On-time performance is in accordance with FTA Circular 4710.1 to perform equivalent to SunLine's fixed route service. Paratransit continues to meet and exceed this goal.

Capacity

- Subscription service is provided as a proportion of our total complementary paratransit service as long as it does not interfere with our capacity for demand trips.
- No more than 50 percent of the number of trips can be subscription. Going above this level could cause capacity constraints to serve our non-subscription riders.
- Staff ensures subscription trips are balanced with non-subscription trips to ensure adequate levels of service are provided on a daily basis.

Fares

- Fares charged may not exceed twice the non-discounted fare for the fixed-route network at the time of the trip.
- No fare is to be charged to personal care attendants where they are required.
- Companions pay the same ADA fare.
- SunDial fares are based on travel within one city or multiple cities. Within one city the fare is $1.50 per trip; travel within multiple cities is $2.00 per trip.

2.2 Description of SRTP Performance Report

Service Design

The transit routes and the cities or communities they serve are listed below in Figure 2-11. Figure 2-12 and *Service runs 6:30 AM – 11:30 AM and 2:10 PM – 7:30 PM.

Figure 2-12 communicate the current frequency and service spans, respectively, for each route.

Figure 2-10 Summary of Fixed Route Transit Services

Route	Cities/Communities Served
1WV	Palm Springs, Cathedral City, Rancho Mirage
1EV	Palm Desert, Indian Wells, La Quinta, Indio, and Coachella
2	Desert Hot Springs, Palm Springs, and Cathedral City
3	Desert Hot Springs and Desert Edge
4	Palm Springs, Cathedral City, Rancho Mirage, Thousand Palms, and Palm Desert
5	Desert Hot Springs and Palm Desert
6	Palm Desert, Indian Wells, La Quinta, Indio, and Coachella
7	La Quinta, Palm Desert, Indian Wells, and Bermuda Dunes
8	Indio, Coachella, Thermal, and Mecca
9	Mecca and North Shore
10	Indio, Palm Desert, Beaumont, and CSUSB

Figure 2-11 Service Frequencies, in Minutes

Route	Weekday Frequency	Weekend Frequency
	All Day	All Day
1WV	30	30
1EV	30	30
2	30	40
3	30	60
4	60	60
5	60*	NS
6	60*	NS
7	45	90
8	60	60
9	60	60
10	Select trips	NS

*Service runs 6:30 AM – 11:30 AM and 2:10 PM – 7:30 PM.

Figure 2-12 Service Spans

Route	Weekday Span		Weekend Span	
	Start	Finish	Start	Finish
1WV	5:00 A.M.	10:14 P.M.	5:00 A.M.	10:14 P.M.
1EV	5:00 A.M.	10:48 P.M.	5:00 A.M.	10:48 P.M.
2	5:00 A.M.	10:56 P.M.	5:00 A.M.	10:46 P.M.
3	6:45 A.M.	8:35 P.M.	6:45 A.M.	8:35 P.M.
4	6:10 A.M.	9:50 P.M.	6:10 A.M.	9:50 P.M.
5 (AM)	6:10 A.M.	9:00 A.M.	NS	NS
5 (PM)	3:00 P.M.	6:51 P.M.	NS	NS
6 (AM)	6:00 A.M.	11:46 A.M.	NS	NS
6 (PM)	2:00 PM	7:45 PM	NS	NS
7	5:10 A.M.	9:20 P.M.	5:10 A.M.	9:20 P.M.
8	5:30 A.M.	10:57 P.M.	5:35 A.M.	10:57 P.M.
9 (AM)	6:00 A.M.	9:45 AM	6:00 A.M.	9:45 P.M.
9 (PM)	2:00 P.M.	7:45 P.M.	2:00 P.M.	7:45 P.M.
10 (AM)	5:20 A.M.	2:00 P.M.	—	—
10 (PM)	12:50 P.M.	8:00 P.M.	—	—

Ridership

Ridership system-wide in FY 23-24 for SunBus, SunDial, SunRide and SolVan was a total of 2,753,390 boardings, an increase of 1.9 percent compared with FY 22-23:

- **SunBus** ridership totaled 2,585,789, an increase of 26,360 rides or 0.01%, in comparison to FY22-23.
- **SunDial** ridership totaled 119,492, an increase of 9,338 rides or 8.5%, in comparison to FY22-23.
- **SolVan** ridership totaled 23,738, an increase of 3,766 rides or 18.8%, in comparison to FY22-23.
- **SunRide** ridership totaled 22,435, an increase of 13,313 rides or 145.9%, in comparison to FY22-23.

Figure 2-13 5-Year Fixed Route Ridership Comparison

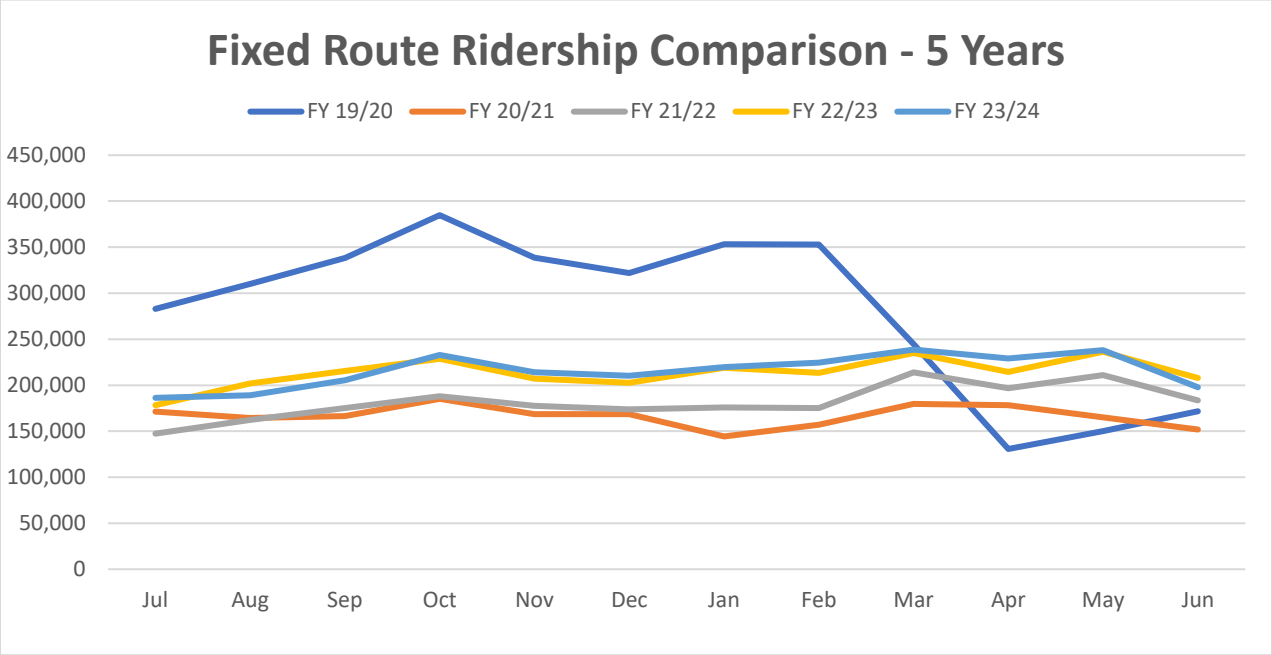
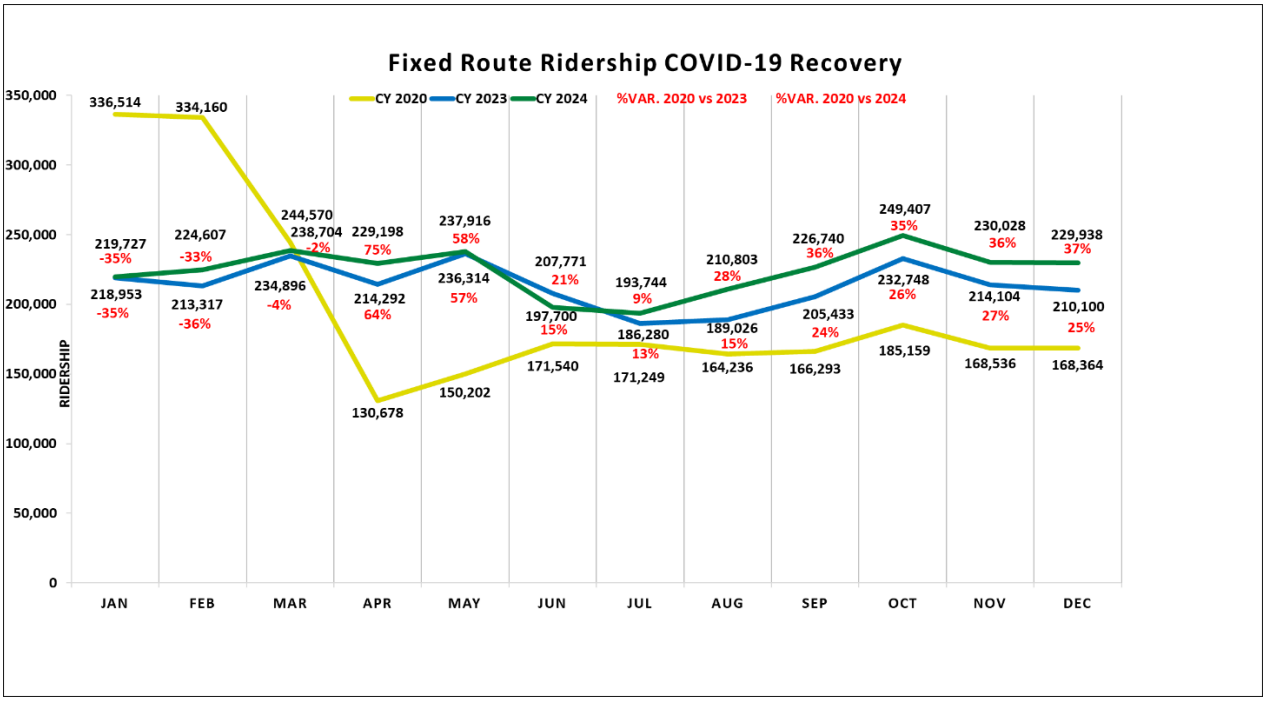


Figure 2-15 shows our COVID-19 recovery chart, showing detailed changes in ridership for calendar years 2020, 2023 and 2024.

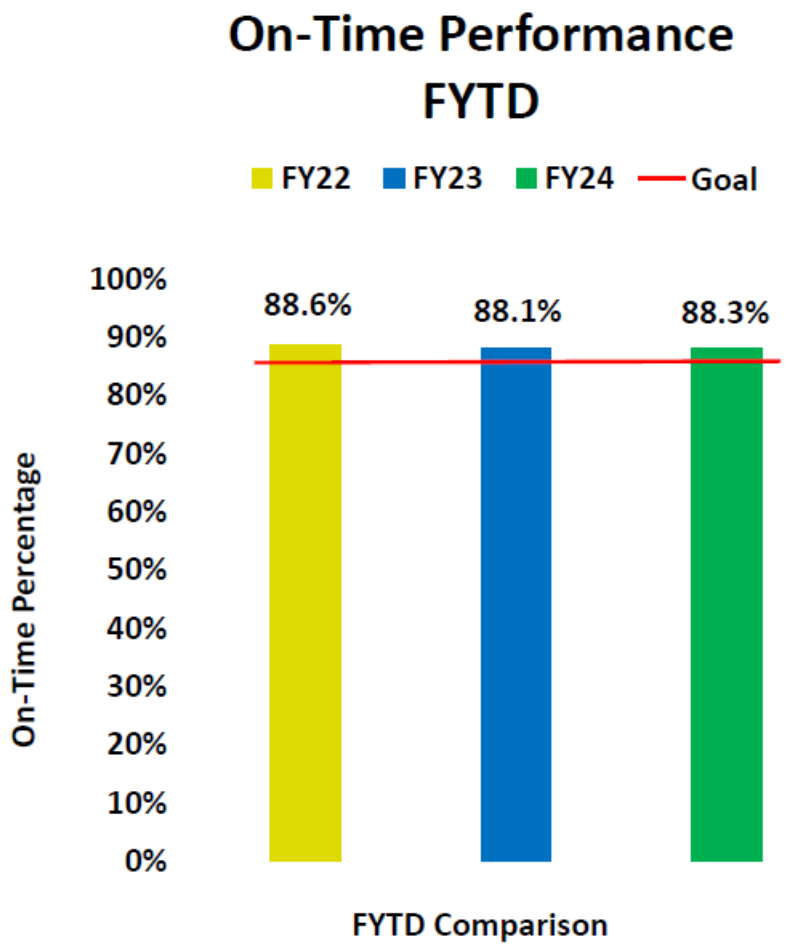
Figure 2-14 COVID-19 Impact on Fixed Route Ridership



Paratransit Performance

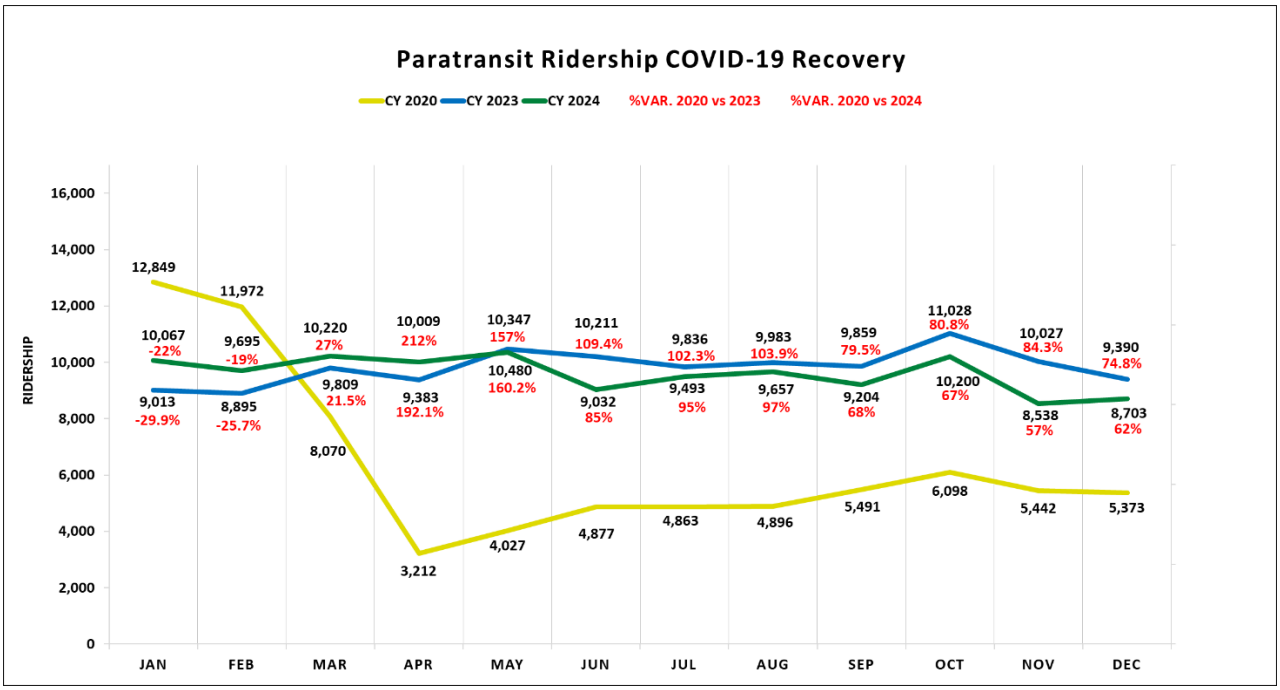
Figure 2-16 shows SunDial's on-time performance for FY 2022 to FY 2024.

Figure 2-15 SunDial On-Time Performance for FY 2022 to FY 2024.



Paratransit had a 8.48% increase in ridership when comparing FY22/23 to FY23/24. The chart below displays ridership over calendar years. May 2024, paratransit had its highest ridership of 10,480. (Figure 2-16).

Figure 2-16 Paratransit Ridership COVID-19 Impact for FY 22-23



2.2.8 Route-level Performance

Productivity

Figure 2-17 indicates that neither of the two trunk routes (Routes 1 and 2) met their performance standards in FY 24.

Figure 2-17 Trunk Routes Average

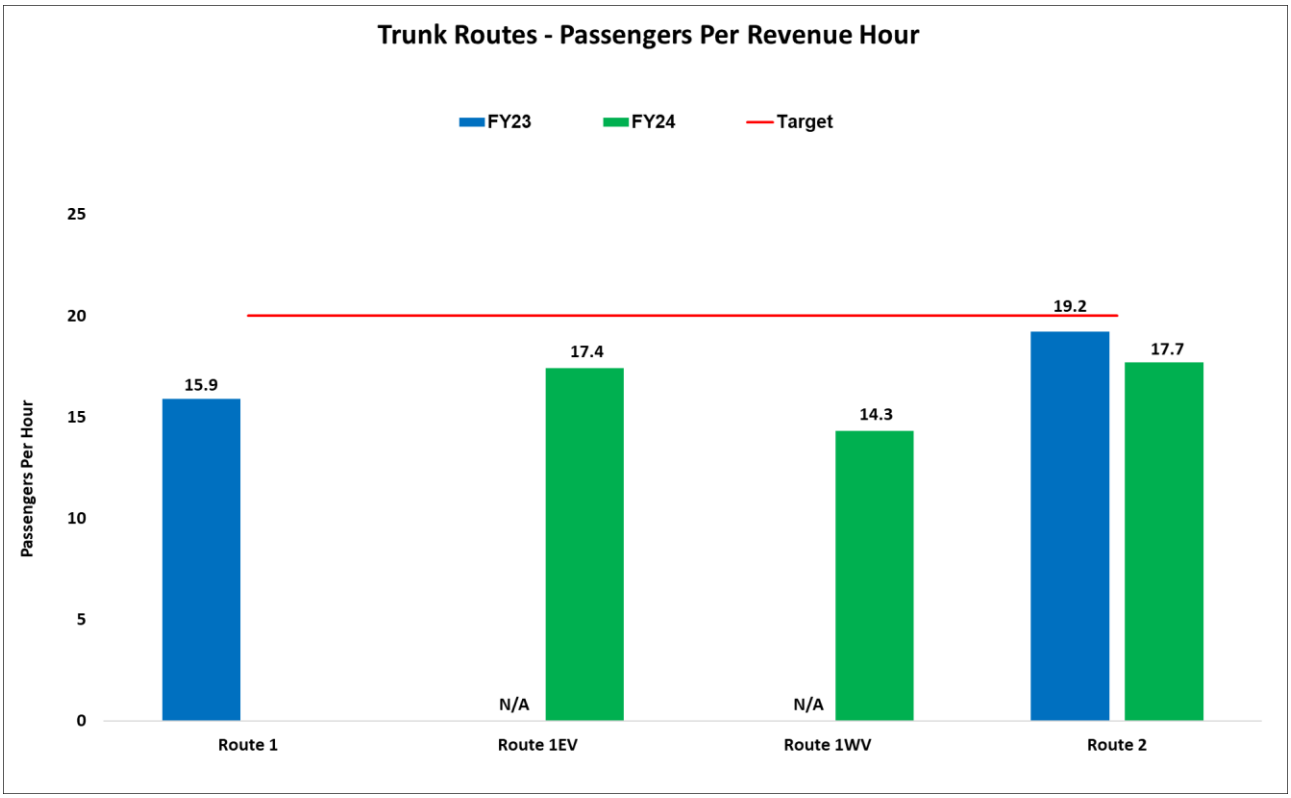
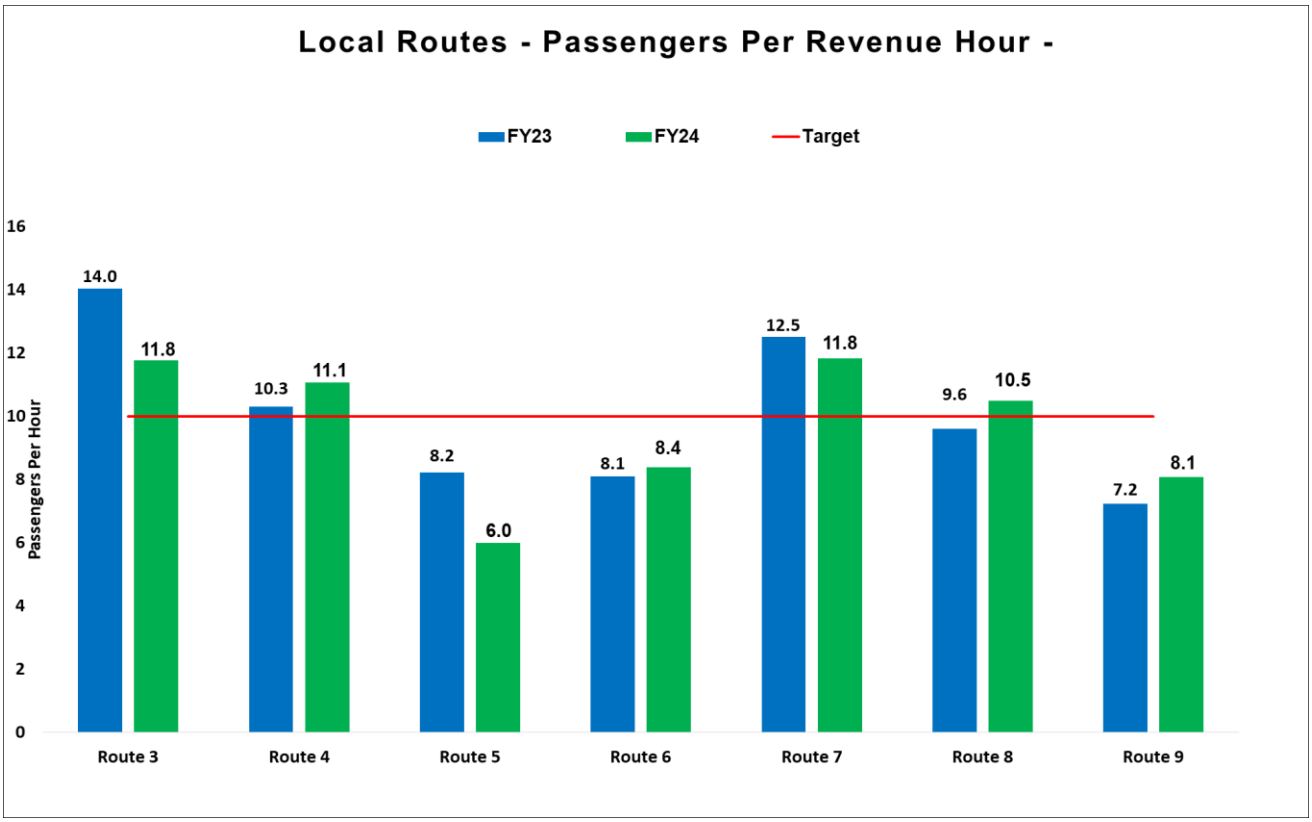


Figure 2-20 indicates that three out of the seven local routes met their performance standards goal:

- For FY22-23, Routes 3, 4, 7 and Route 8 met the target of 10 passengers per revenue hour.
- For FY22-23, Routes 5, 6, and 9 failed to meet the target of 10 PPRH.

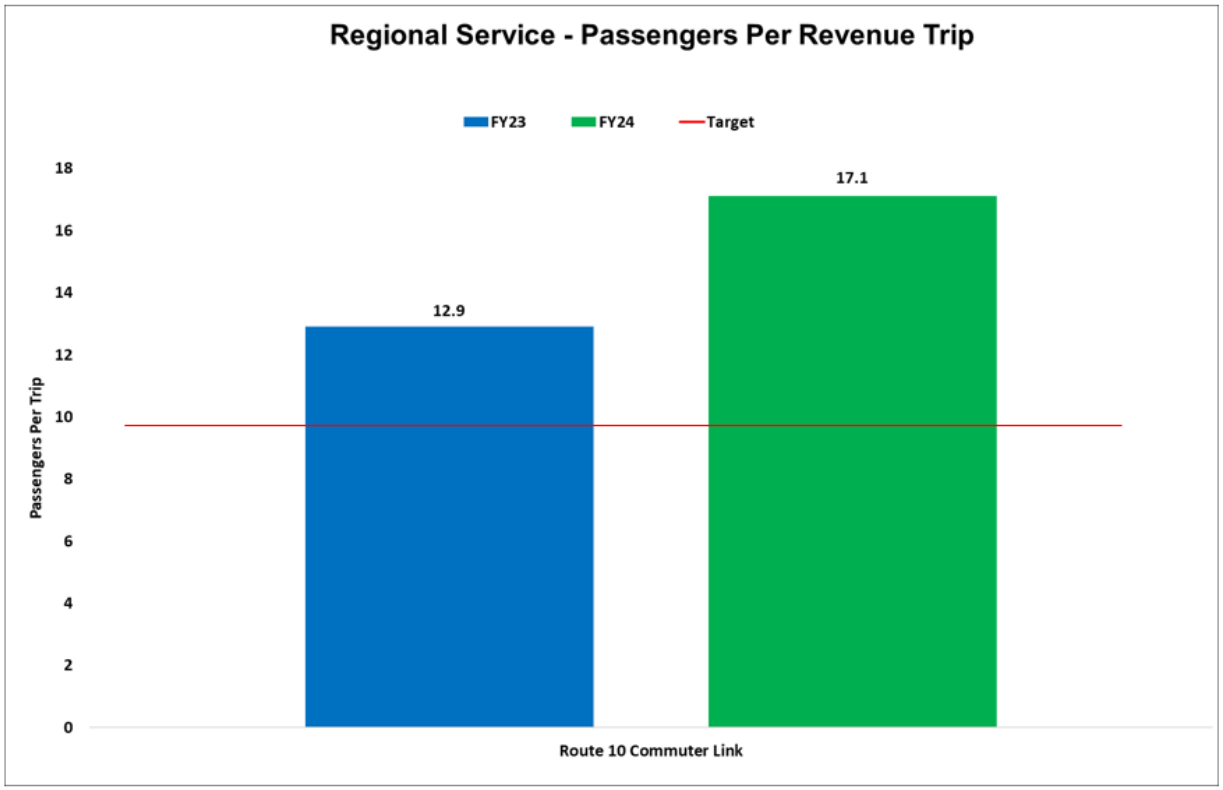
Figure 2-18 Local Routes Average



Route 10 Commuter Link service started revenue service in July 2022 and is currently meeting its goal of 10 passengers per revenue trip (

Figure 2-19).

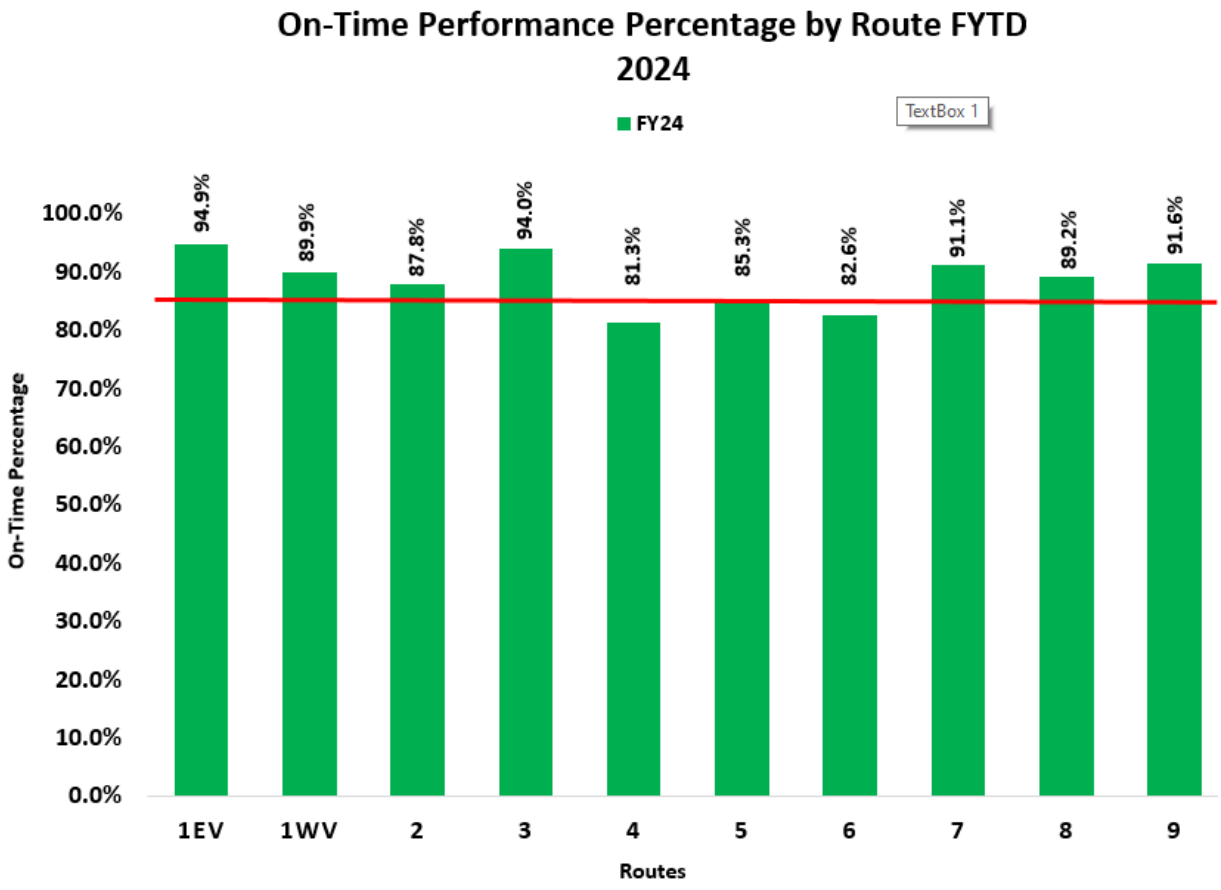
Figure 2-19 Market Based Service Average



Service Quality

On-time Performance: SunLine's system-wide on-time performance is at 84 percent for July 1, 2022, to June 30, 2023. The Agency did not meet its goal for FY 23/24 with an OTP of 89.2%. Routes 1EV, 1WV, 2, 3, 5, 7, 8, 9 met the minimum on-time performance standard as captured in Figure 2-20.

Figure 2-20 On-Time Performance, by Route



On-Time: When a trip departs a time point within range of zero (0) minutes early to five (5) minutes late.

Average Fleet Age: The fixed route fleet is made up of 49 buses and supported with a contingency fleet of 39 CNG/RNG buses. The contingency fleet is required to ensure service reliability as SunLine implements hydrogen fuel cell buses. New zero emission technologies present new challenges that require time and experience to understand. SunLine continues to replace buses in the fleet that have met their useful life.

Figure 2-21 Active Fixed Route Fleet

Bus Model Year	Number of Buses	Fuel Type	Bus Type
2014	3	Hydrogen	40' heavy-duty
2015	1	Hydrogen	40' heavy-duty
2017	1	Hydrogen	40' heavy-duty
2018	9	Hydrogen	40' heavy-duty
2018	4	Electric	40' heavy-duty
2020	2	CNG	45' over-the-road
2020	10	CNG	40' heavy-duty
2021	6	Hydrogen	40' heavy-duty
2022	4	Hydrogen	40' heavy-duty
2022	1	CNG	45' over-the-road
2024	8	Hydrogen	40' heavy-duty
Total	**49**		

Bus Deployment: SunLine is in full compliance with Title VI, which protects people from discrimination based on race, color, and national origin in programs and activities receiving federal financial assistance. SunLine ensures equitable distribution of its assets in delivery of transit services to the people of the Coachella Valley.

Buses are assigned according to successful completion of maintenance functions without regard to route assignment, or vehicle age, except in size considerations as outlined in the Bus Deployment Policy described previously. Additionally, fuel cell buses and battery electric buses are assigned to routes with shorter distances and/or durations that are within the acceptable range capacity of those vehicles.

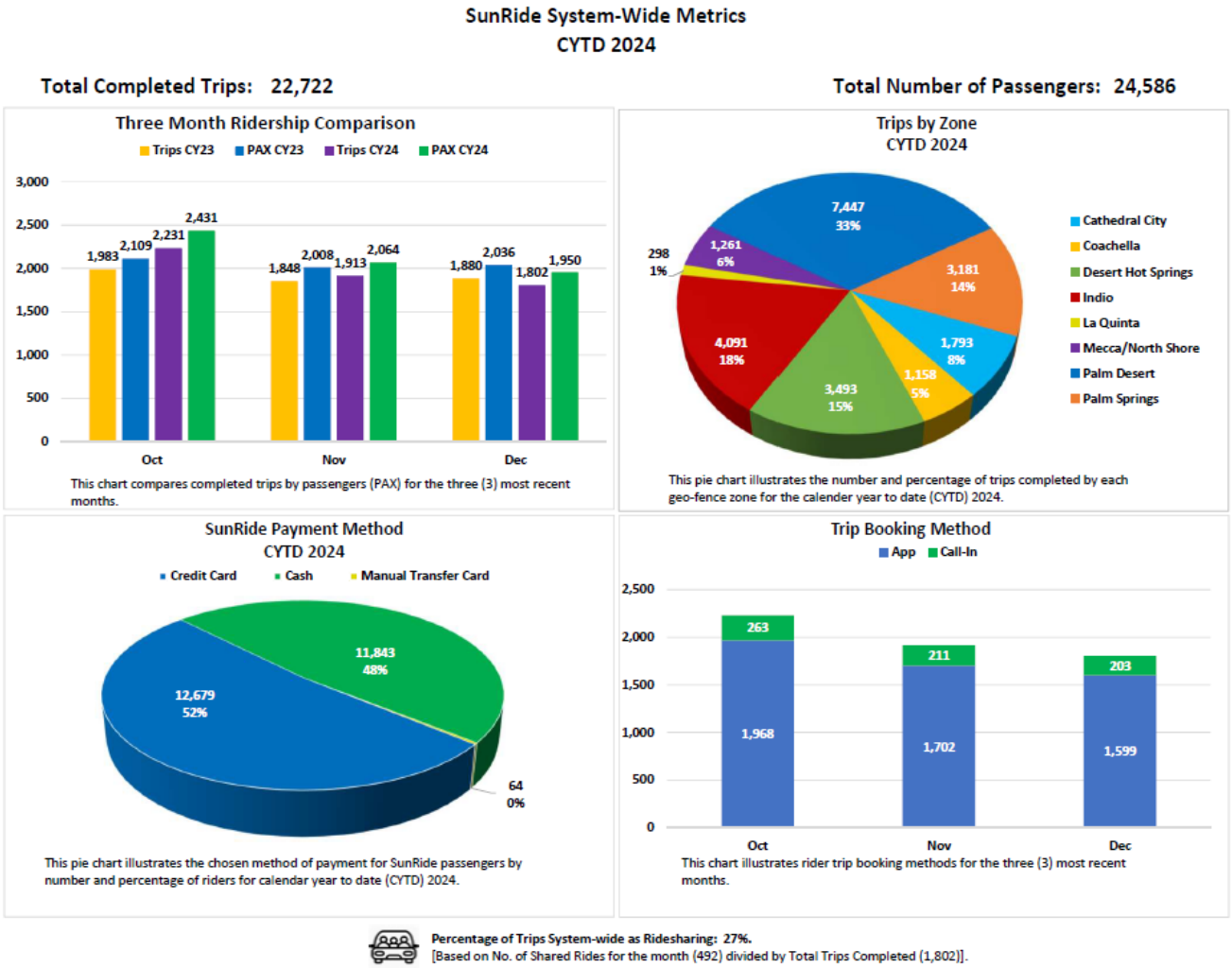
Adequate numbers of buses are assigned to routes with high demand to avoid instances of overcrowding or standing passengers. All SunLine buses are fully air-conditioned and are 100 percent accessible to persons with disabilities.

- Routes 1, 2, 3, and 4 should use 40-foot buses given the higher passenger volumes.
- Other routes should use either 40- or 32-foot buses based on ridership demand.

SunRide Service Performance

Figure 2-22 to **Error! Reference source not found.** show key performance metrics for SunRide during calendar year 2024.

Figure 2-22 SunRide System-wide Metrics



2.3 Productivity Improvement Efforts Underway

SunRide has grown as a microtransit program from connecting riders to fixed route service by bridging the first mile, last mile gap, to including virtual stops within each geo-fence. Virtual stops consist of medical facilities, pharmacies, banks, grocery stores, educational facilities, and community services, such as libraries and senior centers. SunRide has entered a new phase using VIA as a turnkey solution. VIA and SunLine will undergo a service evaluation to improve how the service performs.

SunLine has partnered with Transit App to bring a universal solution to riders. Transit App is a globally used trip planning and payment app that brings convenience to riding public transit. Transit app's multiagency trip planning solution allows riders to identify new transit solution out of the Coachella Valley and into the greater LA County region.

SunLine will be conducting a Comprehensive Operational Analysis (COA) in FY 26 to evaluate and improve the effectiveness of its transit network. This in-depth study will assess current rider needs and explore strategies to attract new riders. Key questions the COA will help answer include: Does my bus go where I need it to go? Does it operate when I need it? And does it come often enough to meet my needs? The results will guide future service planning to ensure SunLine's system is efficient, equitable, and responsive to the communities it serves.

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. SunLine's service design should focus on serving major trip generators and creating convenient, direct linkages between origins and destinations.

2.5 Recent Service Changes

SunLine typically implements service changes in January, May, and September in agreement with the MOU. These service changes are driven by experiences learned from previous adjustments, evolving passenger needs, assessments of service effectiveness, and other factors impacting service quality. The following changes occurred in FY24 and through the third quarter of FY25:

Figure 2-1 Recent Service Changes

Service Changes	
Date	**Description**
September 2023	• The last westbound trip on the 10 Commuter Link is now scheduled to begin at 3:50 PM instead of 2:50 PM to better accommodate CSUSB's bell schedule.
January 2024	• Routes 1WV, 1EV, and 2 operate every 30 minutes, seven days a week. • Route 3 operates every 30 minutes on weekdays and every 60 minutes on weekends. • Minor schedule adjustments to Routes 5 and 6, which continue to operate on weekdays only. • Route 7 operates every 45 minutes on weekdays and every 90 minutes on weekends.
September 2024	• Routes 1EV, 6, and 8 no longer stop at 5th and Vine in Coachella. The new stop is at the Coachella Transit Hub on 4th at Cesar Chavez. • Route 2 operates every 30 minutes, seven days a week. Northbound trips depart nine minutes earlier from B St. and Buddy Rogers. • Route 4 operates every 60 minutes, seven days a week. Eastbound trips depart 5 minutes later, starting from El Cielo and Kirk Douglas. • Route 5 has minor schedule adjustments and continues to operate on weekdays only. • Route 10 Commuter Link adds a new stop at the Thousand Palms Transit Hub on Varner at Harry Oliver Trail. Starting September 3 the westbound trips depart 10 minutes earlier. • 200 Tripper starts service 10 minutes earlier, departing West and Pierson in Desert Hot Springs at 7:30 AM.
January 2025	• Route 1WV has a new timepoint stop for eastbound trips at Palm Canyon and Baristo. The schedule was slightly adjusted to make it easier for passengers to transfer to Route 2. • Route 1EV has a few minor schedule changes to enhance service reliability and efficiency. • Route 2 schedule was slightly adjusted to facilitate passenger transfers to Route 1WV at Indian Canyon and Ramon on northbound trips. • Route 4 has a new timepoint stop at Ramon and Sierra del Sol at 3:52 pm (only at that time on weekdays) to allow students to arrive at the stop closest to Rancho Mirage High School. • Route 7 southbound trips now depart ten (10) minutes earlier, starting from Harris Lane at Washington Street. • Route 10 Commuter Link has a new stop added at the Indio Transportation Center on Indio Boulevard at the Transportation Center.

	• Route 200 Tripper now starts service one (1) minute earlier, departing from West and Pierson in Desert Hot Springs at 7:29 a.m.

2.6 Community and Stakeholder Engagement

SunLine Transit Agency organizes annual events and actively participates in various community gatherings and outreach programs. These efforts are essential for fostering relationships not only with riders and community members but also with other organizations. Below is a list of key events hosted by SunLine, as well as those we attended in collaboration with other organizations from January 2024 to January 2025:

- Internal SunLine Events for Employees:
  - We Love our Employees
  - National Transit Employee Appreciation Day
- Valley-Wide Mass Casualty Drill
- Salvation Army's Annual Veterans and Community Expo
- Professional Vehicle and Touch a Truck Days at Schools and the Cathedral City Hot Air Balloon Festival
- Community Outreaches: Migrant Resource Fair, Family Resource Fairs in Multiple Cities, Family Days, Día del Niño/Day of the Child Events, etc.
- SunLine's Youth Sustainability Committee Earth Day Event at the Palm Desert Farmer's Market
- California State University of San Bernardino Transit Expo
- Annual Valley Wide Employment Expo
- Healthy Desert, Healthy You Environmental Health Summit
- Parades: Palm Desert Golf Cart Parade, President's Day Parade, Mecca Desfile de Luces (Lights Parade)
- American Heart Association's Coachella Valley Heart & Stroke Walk
- External SunLine Events:
  - SunLine's Annual Pack the Bus
  - SunLine's Coachella Transit Hub Ribbon Cutting
  - SunLine's Liquid Hydrogen Station Ribbon Cutting
  - SunLine's Haunted Bus
  - SunLine's Annual Fill the Bus
  - SunLine's Student Art Contest

2.6.1 Access Advisory Committee

In June 1996, the Board of Directors established the Access Advisory Committee to assist staff in an advisory capacity on accessibility and senior mobility concerns. This input was especially valuable in the early years as SunLine Transit Agency (SunLine) structured its fixed route and paratransit services to comply with ADA requirements.

As determined by the Board of Directors, the Committee serves as a vital forum for advising SunLine on the planning and implementation of its fixed-route and paratransit services. The Committee reviews, comments on, and provides feedback to SunLine staff in order to make transportation more accessible for everyone. Membership is designed to include individuals with

diverse expertise and firsthand experience with SunLine's services, strengthening the Committee's ability to offer well-informed recommendations. The Committee complies with California's open meeting law, the Brown Act, and follows Robert's Rules of Order to ensure structured and effective discussions.

All members of the Committee serve at the pleasure of the SunLine Board of Directors and in a voluntary capacity. The Committee includes fifteen (15) seats. Any person living within SunLine's service area may be appointed to the Committee, and the Committee includes individuals who regularly utilize SunLine's transit services. Currently, five (5) of the fifteen (15) seats are filled.

CHAPTER 3

Future Service Plans, Fare Changes, Capital Planning & Marketing

SunLine Transit Agency

FY26-28 SHORT-RANGE TRANSIT PLAN

3.1 Planned Service Changes FY 2026 to FY 2028

SunLine is actively exploring ways to leverage its existing resources to increase service where needed which would notably reduce the headway during weekdays from 30 minutes to 20 minutes on select routes. SunLine has previously faced challenges in hiring a sufficient workforce and obtaining the necessary fleet to meet the demands to increase service levels. However, as resources become available, the intent is to follow through with deploying that level of service. There is the possibility of implementing a higher level of service incrementally to continue the goal of improving service without exhausting resources.

Figure 3-1 Fixed Route Service Levels

		Effective January 7, 2024		
		Weekday	Saturday	Sunday
1WV	Palm Desert Mall - Palm Springs	30	30	30
1EV	Coachella - Palm Desert Mall	30	30	30
2	Desert Hot Springs - Palm Springs - Cathedral City	30	30	30
3	Desert Edge - Desert Hot Springs	30	60	60
4	Palm Desert Mall - Palm Springs	60	60	60
5	Desert Hot Springs - CSUSB Palm Desert -Palm Desert Mall	60	NS	NS
6	Coachella - Via Fred Waring - Palm Desert Mall	60	NS	NS
7	Bermuda Dunes - Indian Wells - La Quinta	45	90	90
8	North Indio - Coachella - Thermal/Mecca	60	60	60
9	North Shore - Mecca - Oasis	60	60	60
10	Indio - CSUSB-PDC - CSUSB - San Bernardino Transit Center (SBTC)/Metrolink	4 round trips	NS	NS

NS: No Service

3.1.1 Fixed Route Future Service Changes

SunLine Transit Agency conducts a service change three times per year in accordance with the Collective Bargaining Agreement with the ATU Local 1277. These service changes go into effect on the first Sunday of January, May, and September.

Planning staff, using feedback and input from Operations staff and the community, use the Service Change activity to make adjustments to the fixed route system.

Comprehensive Operational Analysis

SunLine Transit Agency will undertake a Comprehensive Operational Analysis (COA) that will span Fiscal Years 2026 and 2027. The primary objective of the COA is to evaluate existing service and provide strategic recommendations for the future design of the transit network. The findings and recommendations from the COA will serve as a critical planning tool, guiding staff in implementing service improvements and system changes that align with the agency's long term goals and the evolving needs of the Coachella Valley community.

3.1.2 Fixed Route Service North of I-10

As development in the Coachella Valley continues to expand, the area north of I-10 has been identified as having a service gap. The proposal for a new fixed route, Route 17, aims to connect the existing terminal points of Routes 7 and 8 in Bermuda Dunes and Indio, respectively. Introducing Route 17 will create a new connection between Bermuda Dunes and Indio, reduce overall travel time for passengers, open up new destinations, and ultimately making the system more efficient and accessible. Implementing a new route is considered a Major Service Change and, therefore, requires a public engagement process and final approval from the Board of Directors.

3.1.3 Other Improvements

Looking ahead, SunLine is evaluating the possibility of splitting Route 4—which currently operates between Palm Desert and Palm Springs—into two shorter, more manageable routes. This change would reduce the total travel distance and is intended to improve service reliability.

Additionally, SunLine's updated ICT Plan or Fleet Replacement Plan will outline how the agency intends to transition to clean fuels, considering the current availability of zero-emission vehicle models.

The upcoming OnBoard Ridership Survey will provide valuable insights into who is riding the system and how they are using it. This data will support leadership in making informed decisions to enhance service and better meet rider needs.

3.1.4 SunRide Future Service Plans

SunLine and Via are conducting a comprehensive evaluation of the microtransit service to identify opportunities for improved efficiency, performance, and rider experience. The review process begins with collecting and analyzing service data, including ridership trends, wait times, trip fulfillment rates, and vehicle utilization. Feedback from riders, drivers, and staff will be gathered to inform a well-rounded assessment. The evaluation will also examine service coverage,

accessibility, and how well the microtransit system integrates with SunLine's fixed-route network. Key performance indicators such as cost per trip, shared ride percentage, and on-time performance will be analyzed against industry benchmarks. Based on the findings, SunLine and Via will develop targeted recommendations to enhance service delivery and ensure the system continues to meet the evolving needs of the Coachella Valley. An ongoing monitoring plan will follow to measure progress and guide future improvements.

3.1.5 SunDial Future Service Plans

The provision of ADA services remains a challenge because it is costly. Efforts to mitigate the increasing expenses in demand-responsive service include revisions to the paratransit eligibility/certification process and continuing to monitor late cancellations and no-shows, which improves the availability of appointment time slots and makes SunDial service more efficient for customers. SunDial staff periodically (monthly) measure the system wide average rate for that month to determine whether a particular customer has excessive late cancellations or no-shows. They then consider the customer's overall frequency of use and evaluate whether there is "a pattern of abuse" relative to how often that customer travels with SunDial.

3.2 Future Marketing Plans, Studies, Promotion, or programs to promote ridership

To support the initiatives outlined in the SRTP, the Marketing Department will focus on the following key areas:

1. Help regain and build ridership among current, recent, and lapsed riders through seasonal campaigns
2. Identify and drive ridership among new riders
3. Build trust among stakeholders and the community to drive advocacy
4. Communicate SunLine's efforts in maintaining and continuing to improve on-time performance
5. Communicate SunLine's efforts and role in supporting job creation in the private sector, as well as for local businesses by highlighting how public transit helps connect people to employment opportunities and essential destinations
6. Convey progress made in SunLine's clean fuels fleet initiatives
7. Collaborate across departments to help improve customer experience for passengers and elevate SunLine's brand
8. Explore new ways to engage with the community through various community outreach event opportunities and community partnerships

3.2.1 Target Audiences

For marketing efforts to resonate, analysis of target markets must be done, studying both who they are and what motivates them. Then, marketing materials must be customized to reach those target audiences. See Figure 3.2 for target audience analysis.

Figure 3-2 Target Audience Analysis

	Key Messages What motivates them?
Current riders	• On-time performance • Wait time between buses (headway time) • Cleanliness • Safety • Price For some: environment
Potential new riders	• Ability to multitask • Cleanliness • Safety • On-time performance • Wait time between buses (headway time) • Price • Technology friendly facilities (i.e.: Wifi, chargers on buses, various payment methods like tap payment, etc.) For some: environment
Community at large	• Economic prosperity • Reduced congestion • Reduced emissions • Transparency • Community relationships • Good environmental stewards
Employees	• Feeling valued and heard • Having the opportunity to contribute to the Agency's success • Compensation and benefits • Cleanliness in office/bus • Transparency

3.2.2 Marketing Strategies

There are several strategies for communicating with SunLine's diverse target audiences, and messaging will be customized to engage each group based on their motivations identified in the target audience analysis.

3.2.3 Social Media and Website

After developing a strong social media program in recent years, SunLine has enhanced direct communication with its target audiences (fans and followers of the Agency's social media platforms). The posts have been both entertaining and informative, emphasizing short-format videos and reels – two key components of keeping followers engaged.

Transit Tuesdays is a monthly live event on social media that discusses pre-selected topics and shares important updates with riders. Other social media posts tie in history, education, places to visit, comedy, safety, and recognition. This variety in messaging keeps the social platform accounts interesting and worth following.

,A newly redesigned website will be released before the end of the FY25 fiscal year. The re-design takes into account highlighting information that is necessary to have front and center, thus allowing website visitors to find that information instantly. The new website also follows new web trends and practices and provides an easier pass purchase experience.

3.2.4 Advertising

By strategically utilizing SunLine's budget, we will develop and implement an advertising plan that maximizes available funds and incorporates innovative strategies. This plan will use various platforms, including digital, print, radio, streaming, and TV media. Additionally, the goal is to promote all key messaging through agency-owned and maintained advertising mediums, such as bus shelters, interior bus displays, and announcements.

3.2.5 Rider/Community Input

A strong marketing program incorporates a strategy for listening to constituents. SunLine will create and facilitate surveys to gather input regarding major service changes and how they are being received in the community. This provides the opportunity to learn about any issues that may need to be addressed. Data gathered can be used with all appropriate departments to help improve the customer experience.

3.2.6 Public Relations

SunLine's public relations representatives will draft press releases to promote Agency initiatives. They will also pitch stories to the media to publicize key newsworthy items, coordinate media interviews, and follow up on media requests in a timely fashion.

3.2.7 Customer Service Center/Website

SunLine's Customer Service Center features LiveChat on the web for those who need immediate assistance or prefer a chat-based interface for convenience. The website also serves as a central resource for all communications and announcements from SunLine. Additionally, the Customer

Service Center provides phone support by customer service representatives Monday through Friday. Agents can utilize resources such as Google Transit Trip Planner and the Transit app to address customer inquiries quickly and accurately. Bilingual customer service agents are available to assist with questions in English and Spanish. Interpretation services for all other languages, including American Sign Language, are offered through our contract with LanguageLine. An interpreter can be accessed via phone, video, or through their app.

3.2.8 Video Production

The Agency will continue to focus more on creating videos as marketing tools, in response to shifts in social media audience preferences. By developing an expanded library of video assets, SunLine will be able to drive greater engagement with its target markets, and those individuals will better retain the information shared through unique videos. The Marketing Department will also explore opportunities to produce longer video features, such as those created to recap the Student Art Contest event and the Youth Sustainability Advisory Committee Earth Day videos, where possible.

3.2.9 Rider's Guide

The Rider's Guide has become an essential communication tool for SunLine. The Agency has maintained the layout of this revamped guide, which has proven to be a more user-friendly format. It features relevant information for riders that includes directions, maps, timepoint bus stop locations, schedules, fares, transfer instructions, and guidance on how to receive assistance with SunLine's programs and services. Transit system information, which aligns with the updated Rider's Guide, can also be found at transit hubs, on buses, at bus stops, and in community gathering locations. SunLine's system information is provided in both English and Spanish.

3.2.10 Clean Fuels Fleet Communications

The Agency's reputation as a pioneer in clear air and alternative fuel technology must continue to stay top-of-mind by promoting news about SunLine's advancements in its Zero-Emissions Bus Rollout Plan. SunLine's new liquid hydrogen station has delivered increased reliability in fueling the Agency's Hydrogen Fuel Cell technology fleet. The addition of SunLine's upcoming public hydrogen station further reinforces this message by providing community members and visitors the chance to fuel their zero-emission hydrogen vehicles at SunLine.

3.2.11 Internal Communications

Keeping employees informed about company initiatives and marketing efforts boosts morale and encourages their participation in the larger vision. To this end, SunLine will hold town hall meetings and has relaunched its internal newsletter, which features key stories and facts about the Agency's latest initiatives. In line with our strategic plan, a key component of the newsletter and town hall meetings is educating staff on how our Agency operates. Examples of topics include the different types of funding we receive, eligible uses for various funding sources, and how we gather data for planning our services. These efforts help enhance communication with the employee target audience segment, making SunLine Transit Agency an even better place to work.

3.2.12 Building an Effective Marketing Plan

All the tools mentioned above will be used to market SunLine as a leader in transportation, innovation, and alternative fuel technology. As stated, targeted messaging and the use of effective platforms and strategies will be crucial for increasing ridership, rebuilding trust, communicating progress, and engaging employees.

3.2.13 Community Outreach

SunLine works with local organizations, businesses, government agencies, and non-profit organizations to promote SunLine programs and services. Community outreach involves 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, school supply drives, fundraisers, parades, and special event activities.

3.2.14 Community/Local Partnerships

SunLine Transit Agency recognizes the importance of building strong partnerships with organizations that share our values and align with our mission of fostering a healthier community. Some organizations we currently collaborate with include the American Heart Association and the Ophelia Project at the John F. Kennedy Foundation. The American Heart Association focuses on heart health and community education to promote overall well-being—a mission that closely aligns with SunLine's commitment to enhancing public health through accessible transportation. Similarly, the Ophelia Project empowers young women, and SunLine supports this mission by providing essential public transit education, ensuring that they and other youth in our community gain valuable life skills for independence and mobility.

3.2.15 Public Presentations and Town Hall Meetings

Target audiences include seniors, students, social services, businesses, and community leaders. The main goal is public education regarding the economic and environmental benefits of using public transportation. During presentations, SunLine highlights the key role it plays 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 has made a positive impact on the environment on a global scale. Presentations emphasize the importance of this initiative and how it affects residents of the Coachella Valley. Town hall meetings focus on gathering feedback from riders and potential riders regarding areas in need of service. These presentations and town hall meetings typically occur at senior centers, colleges, government agencies (e.g., City Council meetings, SCAG, CVAG, etc.), and adult special needs schools and programs.

3.2.16 Travel Training

Transportation offers us a sense of independence and opportunities to engage with our community. SunLine's Travel Training Program provides riders with the chance to learn how to navigate a public transit system independently. To achieve this, SunLine offers group and one-on-one training virtually, in person, or aboard a fixed-route bus to build confidence and enable people to travel with ease. Travel training also includes onboard bus sessions for guide dogs assisting visually impaired individuals. In-person training sessions are held at senior centers, recreation centers, community centers, adult special needs schools, and aboard buses.

3.2.17 Transit Ambassador Program

The SunLine Transit Ambassador Program, known as TAP, empowers employees to expand SunLine's culture of customer service. TAP consists of a series of training sessions for SunLine employees that address crucial topics and everyday scenarios in public transportation service. A Transit Ambassador has completed this program and can assist passengers with their trip planning. Transit Ambassadors will assist the rider until they feel confident in navigating the SunLine system independently.

3.2.18 Youth Sustainability Advisory Committee

Established in 2022, the Youth Sustainability Advisory Committee is a student-led group that meets monthly and includes members aged 13 to 18 from each city in the Coachella Valley, mirroring the structure of the Board of Directors. Aligned with SunLine's long-term strategic plan and Board vision, the committee's mission is to support the implementation of sustainability initiatives through innovative, engaging, fun, and creative approaches.

3.2.19 Free Ride Policy

SunLine Transit Agency will provide free rides on our local fixed-route system on the dates listed below:

- Transit Equity Day
- Earth Day
- Dump the Pump Day
- Car Free Day
- California Clean Air Day
- Rideshare Week
- Election Day

SunLine Transit Agency's Marketing team is creating a set of guidelines to help staff determine whether additional days can be added or when requests for free rides can be accommodated.

3.3 Project Ridership Growth (FY26-28)

SunLine continues to recover fixed route ridership year over year. Based on current trends and projections, the expected ridership growth is as follows:

- **FY 2024 Actual**: 2,585,680 boardings
- **FY 2025 Projected**: 2,729,627 boardings (5.57% growth)
- **FY 2026 Projected**: 2,953,872 boardings (8.22% growth)
- **FY 2027 Projected**: 3,178,117 boardings (7.59% growth)
- **FY 2028 Projected**: 3,402,362 boardings (7.06% growth)

These projections suggest a consistent rise in ridership driven by service adjustments, enhanced reliability, and improved customer experience initiatives. Key initiatives contributing to this growth include:

- **Coachella Mobility Hub**: Expected to improve connectivity in the Eastern Coachella Valley.

- **Bus Stop and Amenity Upgrades:** This includes improved shelters and real-time passenger information systems.
- **CVAG Transit Signal Priority (TSP) Project**: SunLine is actively working with the Coachella Valley Association of Governments (CVAG) to implement TSP along major corridors like Highway 111. This initiative aims to reduce bus travel times by prioritizing buses at signalized intersections, improving reliability, and making transit a more competitive travel option.
- **Fleet Modernization**: Continued investment in zero-emission buses to support sustainability goals while improving operational efficiency.
- **Increase in Service North of I-10:** Due to increasing development and ridership demand, SunLine plans to expand service in the areas north of I-10, thereby improving transit access for residents and businesses in these growing communities.

As SunLine continues to monitor ridership trends, further adjustments may be made to optimize service levels, ensuring alignment with the evolving travel patterns in the Coachella Valley. Special attention will be given to high-growth areas, particularly those east of I-10, to provide sufficient transit coverage and accessibility.

3.4 Proposed Fare Structure Changes

SunLine conducted its last fare study in 2011 to analyze passenger fare usage for both fixed-route and on-demand paratransit services. This study aimed to explore potential adjustments to the fare structure and pricing in response to rising service costs and reduced state funding. Commissioned by the Board of Directors, the study recommended eliminating the $0.25 transfer fee and the two-hour unlimited transfer window while increasing the base fare to $1.25. Alternative scenarios considered raising it to $1.35 or $1.50. However, no changes were implemented following this study, and the fare has remained unchanged since 2002.

With SunLine's upcoming Comprehensive Operational Analysis (COA) update, a new fare study will evaluate the current fare structure in relation to projected conditions, transit demand in the Coachella Valley, and proposed service enhancements. The COA will examine the effects and feasibility of implementing a free fare, an increased fare, or maintaining the current fare.

Additionally, the implementation of a contactless fare payment system through the Open Loop Validators Project aims to enhance the ease of fare payment and collection for riders. Regardless of whether the cost of a bus ride changes, the contactless payment system will allow riders to tap their debit or credit cards to pay on the bus, where cash or paper passes were previously the only options. This new system will include built-in features such as fare capping, automatically ensuring that riders receive the best fare during their travel.

3.5 Capital Improvement Planning

SunLine Transit Agency's commitment to serving the Coachella Valley has been bolstered by successfully securing competitive grants. These grants are essential for the Agency to maintain its dedication to providing reliable transit services throughout the Coachella Valley. Additionally, these grants finance the capital projects that are crucial in supporting the Agency’s aspiring goal of transitioning its entire fleet to zero-emission vehicles by 2035.

In fiscal year 2025, the Capital Projects department demonstrated significant skills in managing and delivering complex infrastructure upgrades and fleet replacement projects, as detailed in Figure 2-2. Looking forward to fiscal year 2026, the department remains committed to deploying

innovative projects that will further enhance the Agency's day-to-day operations. These projects are outlined in Chapter 3.5.1.

During fiscal year 2025, the Capital Projects team successfully delivered a new Liquid Hydrogen Refueling Infrastructure at SunLine's Division 1 in Thousand Palms. This station, equipped with liquid and gaseous storage, compression equipment, and dispensing capabilities, enhances the Agency's existing fueling infrastructure and provides fuel at both 350 and 700 bar. The Agency also celebrated the completion of the Coachella Transit Hub, a project that will positively affect the residents. Working closely with the City, the project established a sustainable transportation infrastructure designed to improve rider amenities. This initiative was undertaken under an Affordable Housing Sustainability Community Grant awarded to SunLine in partnership with the City of Coachella. The Coachella Hub will expand connectivity for riders throughout the Coachella Valley.

The Agency has also completed the Radio & On Bus Technology Upgrade, transitioning from an outdated analog radio system to cellular services. This upgrade will improve day-to-day communication for the Transportation Department, offering enhanced clarity, wider coverage, and increased efficiency. Furthermore, SunLine has successfully purchased eight new Hydrogen Fuel Cell Buses and ten new Paratransit Vehicles. These acquisitions replaced older vehicles that had reached the end of their useful life, supporting the Agency's goal of achieving a fully zero-emission fleet by 2035 and ensuring continued reliable paratransit services in the Coachella Valley.

Several other projects are currently in the bidding phase. The D1 Backup Generator project will enhance the connection to the Maintenance building with an automatic transfer switch and connect the Operations building to the backup generator. The D1 Pavement Replacement project will enable the Agency to keep the asphalt and concrete at its Thousand Palms, Division 1, in good condition. Additionally, the A&E Workforce Training Center project, which will fund the preliminary design for a training and maintenance facility focused on zero-emission bus technology, is also out for bids. This facility will support workforce training and include a maintenance bay for these vehicles.

3.5.1 Capital Projects Planned in FY26

SunLine Transit Agency is planning several significant projects in FY26, focusing on improving technology, infrastructure, and fleet sustainability in the Coachella Valley.

Figure 3-2 Capital Projects

Project Name	Description	Status
Upgrade ITS (CAD/AVL System)	This project will replace the existing CAD/AVL system with a new and improved solution that will incorporate onboard hardware in the Agency's revenue and support vehicle fleet. The project will encompass the design, development, integration, and installation of the CAD/AVL system, including all necessary software and licensing requirements.	Implementation phase.

Workforce Training Center Construction	This project aims to construct a facility that will support a workforce training program focused on advancing and adopting zero-emission bus technology in public fleets. This facility will also feature a dedicated maintenance bay for these types of vehicles.	Planning phase.
Replacement Facility Building	This project will construct a prefabricated building for the Maintenance Facility department, offering storage, repair space, offices, a breakroom, and restrooms to support the Agency's daily upkeep of its facilities and bus shelters.	Project not started.
A&E Maintenance Facility Building	This project will fund the development of preliminary design documents, utilizing architectural and engineering services, to replace the current significantly aged Maintenance Facility in Thousand Palms.	Planning phase.
Planning Phase for Microgrid	This project supports the engineering and development of a solar microgrid infrastructure that will help lower fueling costs and is expected to improve the Agency's energy resilience for the daily deployment of its zero-emission transit fleet operations.	Planning phase.
D2 Liquid Hydrogen Refueling Infrastructure	This project will construct a hydrogen fueling station at SunLine's Division II in Indio, enabling hydrogen fleet operations in the East Valley, reducing costs, and increasing service sustainability. This project will support the Agency's goal of a 100% zero-emission bus fleet by 2035.	Utility Upgrade in Progress
Open Loop Validators	This project will fund the procurement and installation of contactless fare payment validator equipment on SunLine's fixed-route fleet, including service agreements for the maintenance of the payment devices/equipment and the operation of the fare processing services.	Planning phase.
Rolling Stock Procurement - Fuel Cell Buses	The procurement of these buses will replace CNG and older hydrogen fuel cell buses that have reached their useful life, furthering the Agency's efforts to achieve a fully zero-emission fleet by 2035.	Ongoing
Liquid Hydrogen Refueling Infrastructure	This project will construct a new liquid hydrogen station, which will include liquid storage, compression equipment, gaseous storage, and dispensing, providing both additional capacity and	Completed

	resiliency for the existing fueling infrastructure. The new station will be capable of dispensing fuel at 350 and 700 bar.	
Coachella Transit Hub	In collaboration with the City of Coachella, this project will establish sustainable transportation infrastructure, designed to enhance transportation-related amenities within the city. This initiative is being undertaken pursuant to an Affordable Housing Sustainability Community Grant awarded to SunLine, in partnership with the City of Coachella, enabling riders to connect with other fixed-route lines to travel across the Coachella Valley.	Completed
D1 Backup Generator	This project will upgrade the existing connection to the maintenance building by converting it to an automatic transfer switch, and it will also connect the operations building to the backup generator.	Out for bids
D1 Pavement Replacement	The project will allow the Agency to maintain the asphalt and concrete at its Thousand Palms division in a state of good repair.	Project is out for bids.
A&E Workforce Training Center	This project funds the preliminary design documents, including architectural and engineering services, for a training and maintenance facility. The facility will support a workforce training program for zero-emission bus technology in public fleets and include a maintenance bay for these type of vehicles.	Project is out for bids.
Radio & On Bus Technology Upgrade	This project will replace the outdated analog radio system with cellular services, resulting in improved day-to-day operational communications for SunLine's Transportation Department. This transition will offer benefits such as enhanced clarity and wider coverage, leading to increased efficiency and responsiveness.	Completed
Purchase of (8) Hydrogen Fuel Cell Buses	This project involves the purchase of fixed-route vehicles to replace buses that have exceeded their useful life of 12 years or 500,000 miles. This will support the Agency's goal of achieving a fully zero-emission fleet by 2035.	Completed
Purchase of (10) Paratransit Vehicles	This project will replace paratransit vehicles that have reached the end of their useful life. Replacing these vehicles is crucial for maintaining reliable and accessible transportation services in the Coachella Valley	Completed

The Upgrade ITS (CAD/AVL System) project is currently in the implementation phase. This initiative will replace the existing system with a new and improved solution that incorporates onboard hardware in the Agency's vehicles. This will enhance operational efficiency through better communication and data management.

Several projects are in the planning phase, indicating the Agency's commitment to future development. The Workforce Training Center Construction project will establish a facility focused on zero-emission bus technology, featuring a dedicated maintenance bay. The Planning Phase for the Microgrid project will investigate the development of a solar microgrid to lower fueling costs and enhance energy resilience for the Agency's zero-emission fleet. Similarly, the D2 Liquid Hydrogen Refueling Infrastructure project will prepare for the construction of a hydrogen fueling station in Indio, supporting the Agency's goal of achieving a 100% zero-emission fleet by 2035. The Open Loop Validators project will arrange for the procurement and installation of contactless fare payment equipment for the fixed-route fleet. Lastly, the A&E Maintenance Facility Building project will finance the preliminary design for replacing the significantly aged Maintenance Facility in Thousand Palms.

The Replacement Facility Building project will install a prefabricated structure for the Maintenance Facility department, offering essential storage, repair space, and office facilities. The Rolling Stock Procurement for Fuel Cell Buses and the Replacement of 15 Paratransit Vehicles projects will finance the acquisition of fuel cell buses and paratransit vehicles to replace aging CNG and hydrogen vehicles, advancing the Agency's zero-emission goals.

These projects reflect SunLine's commitment to modernizing its operations, investing in sustainable technologies, and enhancing services for the broader Coachella Valley community.

3.6 Long Term Vision (5 Years and Beyond)

SunLine Transit Agency established an aggressive agenda to elevate and solidify the skill and competencies of its workforce in support of the Agency-wide strategic goal established for FY25 noted below:

> **"GOAL 1: WORKFORCE INVESTMENT** – Facilitate a healthy workforce and ensure that they are adequately supported and equipped with the knowledge, expertise, and experience to meet the Agency's operational requirements as they evolve and grow over time.**"**

In pursuit of that goal, the Agency focused its initial efforts on the leadership and management teams. The Agency's executive team, consisting of department chiefs, participated in a six-session/64-hour leadership development program provided through the professional education program at the local community college. The focus was on developing essential leadership skills as the foundation for continuing to advance the Agency's agenda in pursuit of its strategic priorities.

The Agency's Deputy Chiefs, middle managers, and supervisors were provided online management training consisting of over 30 hours of supervisory theory and skill development. Monthly roundtable sessions supplemented the learning process to emphasize the application of skills, evaluate courses of action, and create viable responses and solutions to challenges faced.

These training opportunities, including participation in peer review activities and industry training workshops/conferences/seminars, have significantly helped supervisory staff see their value in the

organization, better define their roles, improve their thinking and management skills, grow their expertise, and work better as a strategically aligned team. The Agency's investment in leadership training is undoubtedly helping it move critical projects/programs forward quicker and more effectively. Also noteworthy is the fact that morale and communication have vastly improved as we have invested in the professional growth of our employees.

In addition to the extensive educational programs offered, SunLine has been working on an extensive cultural transformation program designed to establish strategic agency priorities and goals and align its business processes to ensure the achievement of those priorities. The program consists of nearly monthly strategic planning and working sessions, and the process is ongoing. Additional consultant support has been provided to the Chiefs related to the development of work plans, department goals, and action plans.

For FY 26 and beyond, the Agency established a revised strategic priority to strengthen its emphasis on staff and professional development:

> **People & Workforce**: Our commitment to people and workforce strategy emphasizes fostering a culture that aligns with our vision, growing and creating opportunities for staff to realize their fullest potential, and maintaining staffing levels to meet the needs of our organization and customers effectively.

In pursuit of that priority, the Agency has launched several initiatives to achieve its goals.

Apprenticeships and Mentoring

Staff is actively working with ATU Local 1277, California Transit Works (CTW), the local community college, and key stakeholders to establish maintenance and bus operator apprenticeship and mentor programs to support the recruitment and retention of frontline employees. The mentor program involves pairing a new hire with a seasoned employee to support on-the-job training and integration into the team, which would complement formal apprenticeship training done in coordination with the local community college. Similar mentor and apprenticeship programs in other transit agencies within the State of California have helped recruit and retain talent, as well as served to reduce absenteeism, disciplinary actions, and turnover.

Maintenance Training Program

Staff is actively working with a consultant to build a training program for its vehicle maintenance staff, primarily focused on the fleet of hydrogen fuel cell buses ("HFCB"), to ensure that its mechanics have the full range of skills and knowledge to perform not only preventative maintenance and repairs, but also to diagnose issues and implement a comprehensive plan of corrective action. For the Agency to successfully grow and maintain its HFCB fleet, it needs to establish and maintain a training program that is specifically focused on staff's immediate operational needs. Once implemented and proven successful, the Agency can offer to train others in the industry on FCEBs.

Career Ladders

SunLine Transit Agency is in the initial phases of formalizing, memorializing, and institutionalizing a comprehensive career ladder program outlining professional options within the Agency. Emphasizing that all employees should "stay curious" and pursue the many fascinating technical, operational, and administrative options available, career ladders illustrate the multitude of possibilities for

career growth and advancement using both linear and divergent career pathways. The intent of this program is to emphasize that an employee's original position on their initial date of hire may not necessarily be where they find their occupational home.

Continued Leadership Training

The Agency purchased licenses for online training to continue its supervisory training programs for current and new supervisory staff. Newly hired or appointed supervisors/managers are assigned the 30-hour online training curriculum introduced in FY 24. Current managerial staff will tackle advanced leadership concepts through instructor-led and online curricula designed to develop insight into their personal qualities as it contributes to their ability to successfully manage and motivate staff, develop critical thinking and problem analysis skills, and instill the philosophy of continuous learning and improvement.

Succession Planning

In conjunction with career ladders, SunLine is developing an aggressive succession planning program to ensure it has a ready pool of potential leaders to ensure the continuity of leadership capability across place and time. The program's objective is to provide both theoretical learning and experiential opportunities as well as practical application of skills learned to challenge the next generation of the Agency's leaders to stretch beyond their current capabilities and develop the necessary skills and knowledge to assume leadership roles.

CHAPTER 4

Financial Planning

SunLine TRANSIT AGENCY

FY26-28 SHORT-RANGE TRANSIT PLAN

Chapter 4. Financial Planning

The FY2026 financial planning process focused on prioritizing resources and alignment with the core strategic goal of regaining ridership and providing multimodal solutions. The team at SunLine brought their diverse insights to most effectively allocate resources to maintain essential services. The enclosed financial plan of the Agency is based on the best available financial projections and anticipated grants.

4.1 Operating and Capital Budget

In FY2026, SunLine will have an operating budget of $50,500,000 and a capital budget of $36,447,800 (Table 4 and 4A). The operating budget encompasses costs such as driver salaries, administrative salaries, fuel, insurance premiums, and other overhead costs required to run day to day operations. The available funding will be used effectively and efficiently in the accomplishment of organizational objectives. The operating budget will ensure that the Agency continues to offer safe and reliable transportation to Coachella Valley residents.

The capital budget incorporates key projects to help further advance the Agency's Capital Improvement Program. The Capital Improvement Program for FY2026 focuses on continuing SunLine's investment in replacing aging infrastructure and equipment. SunLine's Capital Program represents a unique opportunity to make long term investments in SunLine's operational capabilities, energy strategies, and regulatory compliance by conforming with the California Air Resources Board's Innovative Clean Transit mandate.

4.2 Funding Plans to Support Proposed Operating and Capital Program

For FY2026, funding plans for the proposed operating and capital programs are primarily funded as follows:

FTA Section 5307, FTA Section 5311, FTA Section 5311 (f) (Intercity), FTA Section 5339, Congestion Mitigation and Air Quality (CMAQ), California Air Resources Board (CARB), California Energy Commission (CEC), Air Quality Management District (AQMD), State Transit Assistance (STA), State of Good Repair (SGR), Low Carbon Operating Program (LCTOP), Local Transportation Funds (LTF), Local Measure A funding, Senate Bill 125 (Transit and Intercity Rail Capital Program) and farebox revenue.

The estimated FY2026 operating and capital budget of $86,947,800 outlined in Table 4, is funded by:

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

SunLine Transit Agency

Original

Operating

Project	Total Amount of Funds	5307 IC	5307 IC OB	5307 RS OB	5311	5311(f)	5339 COMP	5339 IC	5339 IC OB	5339 RS OB	CEC Funds	CMAQ	CRP	FARE	LCTOP PUC99313	LCTOP PUC99314
1. Operating Assistance	$47,574,465	$5,161,120			$439,003									$1,791,893		
2. SunRide Ride Share Program	$1,325,000													$25,000		
3. Commuter Link 10	$723,201					$300,000										
4. Haul Pass Program	$433,334														$433,334	
5. Workforce Training	$369,000										$369,000					
6. Taxi Voucher Program	$75,000															
Sub-total Operating	$50,500,000	$5,161,120	$0	$0	$439,003	$300,000	$0	$0	$0	$0	$369,000	$0	$0	$1,816,893	$433,334	$0

Capital

Project	Total Amount of Funds	5307 IC	5307 IC OB	5307 RS OB	5311	5311(f)	5339 COMP	5339 IC	5339 IC OB	5339 RS OB	CEC Funds	CMAQ	CRP	FARE	LCTOP PUC99313	LCTOP PUC99314
Buildings and Facilities - Div 1 Backup Generator - SL-26-05	$1,700,000		$121,277													
Buildings and Facilities - Indio Liquid Hydrogen Station - SL-26-03	$6,000,000										$2,649,750		$2,680,200			
Buildings and Facilities - Maintenance Upgrade & Equipment - SL-26-07	$400,000															
Buildings and Facilities - Office Furniture & Equipment - SL-26-08	$82,000															
Buildings and Facilities - Replacement Bus Wash - SL-26-06	$1,200,000															
Buildings and Facilities - Solar Covered Parking & EV charging - SL-26-02	$6,000,000											$5,100,000				
Buildings and Facilities - Solar Microgrid to Hydrogen - SL-26-01	$11,536,134														$1,795,720	$204,280
Buildings and Facilities - Workforce Training Center - SL-26-04	$3,716,667						$2,043,508									
Bus Charging Stations (3) - SL-24-04	$-1,679,854						$-1,343,883									
Bus Stop Improvements - SL-22-08	$-28,680		$-28,680													
Bus Stops and Amenities - SL-23-12 & SL24-14	$-560,000		$-560,000													
Communication and ITS - IT Projects - SL-26-09	$735,850		$588,680													
Expansion Fixed Route Bus 17-10 - SL-17-10	$-449,975		$-360,243													
Expansion Motor Coach Bus (1) - SL-22-01	$-45,857		$-36,686													
Expansion Paratransit Vans (up to 2) 17-02 - SL-17-02	$-5															
Facility Maintenance Upgrade & Equipment - SL-24-13	$-363,000															
Fixed Route Bus Hydrogen Electric Hybrid Fuel Cell Bus 17-09 - SL-17-09	$-382,147		$-300,000													
Hydrogen Electric Fuel Cell Bus (4) RIV220509 - SL-24-05	$-3,149,403								$-2,683,516							
Maintenance Equipment - Specialized Tools and Fueling Equipment - SL-26-10	$200,000															
Non-Revenue Vehicles - Replacement Support Vehicles - SL-26-11	$500,000	$400,000														
Operation Facility Replacement, Phase III 20-11 - SL-20-11	$-186,725															
Operator Training Ground - SL-24-07	$-998,107															
Project Management and Administration - SL-26-12	$200,000															
Purchase of Electric Bus (6) - SL-24-03	$-7,054,109						$-5,802,910									
Purchase of Hydrogen Electric Fuel Cell Buses (3) - SL-24-01	$-2,305,014						$-1,899,526									

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

SunLine Transit Agency

Original

Refurbished Hydrogen Fueling Station in Thousand Palms 16-03 - SL-16-03	$-152,161		$-121,277													
Replacement Bus - SL-21-02	$-449,250		$-359,400													
Replacement of Fixed Route Buses Six (6) 20-01 - SL-20-01	$-649,088		$-671,574													
Revenue Vehicles - Bus Rehabilitation - SL-26-15	$300,000															
Revenue Vehicles - Purchase of Hydrogen Fuel Cell Electric Buses - SL-26-13	$17,797,756		$1,627,902				$9,046,319		$2,683,516							
Revenue Vehicles - Purchase of Paratransit Vehicles - SL-26-14	$3,500,000	$1,305,644						$1,284,770		$209,586						
Safety and Security - Safety Enhancements - SL-26-16	$150,000															
Transit Shelters and Amenities - Bus Stop Improvement - SL-26-17	$200,000															
Vehicle Systems - Openloop Contactless Fare Payment System - SL-26-18	$642,768															
Vehicle Systems - Vehicle Equipment - SL-26-19	$50,000															
Sub-total Capital	$36,447,800	$1,705,644	$0	$0	$0	$0	$2,043,508	$1,284,770	$0	$209,586	$2,649,750	$5,100,000	$2,680,200	$0	$1,795,720	$204,280
Total Operating & Capital	$86,947,800	$6,866,764	$0	$0	$439,003	$300,000	$2,043,508	$1,284,770	$0	$209,586	$3,018,750	$5,100,000	$2,680,200	$1,816,893	$2,229,054	$204,280

For FY27 and FY28, figures presented in tables 4.2 and 4.3 to fund operating and capital expenditures are based on best available funding projections.

TABLE 4.1 Summary of Funding Requests FY 26/27

Table 4.1 - Summary of Funding Requests - FY 2026/27

SunLine Transit Agency

Original

Operating

Project	Total Amount of Funds	5307 IC	5311	5311(f)	5339 COMP	CARB	CEC Funds	CMAQ	FARE	LCTOP PUC99313	LTF	MA SPT	OTHR FED	OTHR LCL	SGR PUC99313	STA PUC99313
1. Operating Assistance	$49,231,447	$4,528,022	$436,844						$1,791,893		$32,434,025	$7,000,000		$3,040,663		
2. SunRide Ride Share Program	$1,325,000								$25,000		$1,300,000					
3. Commuter Link 10	$723,201			$300,000							$242,201			$181,000		
4. Haul Pass Program	$500,000									$500,000						
5. Workforce Training	$200,000					$100,000	$100,000									
6. Taxi Voucher Program	$75,000										$37,500			$37,500		
Sub-total Operating	$52,054,648	$4,528,022	$436,844	$300,000	$0	$100,000	$100,000	$0	$1,816,893	$500,000	$34,013,726	$7,000,000	$0	$3,259,163	$0	$0

Capital

Project	Total Amount of Funds	5307 IC	5311	5311(f)	5339 COMP	CARB	CEC Funds	CMAQ	FARE	LCTOP PUC99313	LTF	MA SPT	OTHR FED	OTHR LCL	SGR PUC99313	STA PUC99313
Buildings and Facilities - Maintenance Upgrade & Equipment - SL-27-02	$301,090															$301,090
Buildings and Facilities - Office Furniture & Equipment - SL-27-03	$100,000															$100,000
Buildings and Facilities - Solar Covered Parking & EV charging - SL-27-01	$6,000,000							$4,500,000							$1,500,000	
Communication and ITS - IT Projects - SL-27-04	$300,000															$300,000
Maintenance Equipment - Specialized Tools and Fueling Equipment - SL-27-05	$100,000															$100,000
Project Management and Administration - SL-27-06	$300,000															$300,000
Revenue Vehicles - Bus Rehabilitation - SL-27-10	$500,000															$500,000
Revenue Vehicles - Expansion CNG Paratransit Vehicles - SL-27-09	$550,000														$550,000	
Revenue Vehicles - Purchase of Hydrogen Fuel Cell Electric Buses - SL-27-07	$9,252,000				$2,950,692								$4,860,000			$1,441,308
Revenue Vehicles - Purchase of Paratransit Vehicles - SL-27-08	$4,950,000	$2,860,000						$1,223,750								$62,904
Safety and Security - Safety Enhancements - SL-27-11	$200,000															$200,000
Transit Shelters and Amenities - Bus Stop Improvement - SL-27-12	$300,000															$300,000
Vehicle Systems - Vehicle Equipment - SL-27-13	$100,000															$100,000
Sub-total Capital	$22,953,090	$2,860,000	$0	$0	$2,950,692	$0	$0	$5,723,750	$0	$0	$0	$0	$4,860,000	$0	$2,050,000	$3,705,302
Total Operating & Capital	$75,007,738	$7,388,022	$436,844	$300,000	$2,950,692	$100,000	$100,000	$5,723,750	$1,816,893	$500,000	$34,013,726	$7,000,000	$4,860,000	$3,259,163	$2,050,000	$3,705,302

FY 2026/27 Projected Funding Details	
Total Estimated Operating Funding Request	$52,054,648

Table 4.2 - Summary of Funding Requests - FY 2027/28

SunLine Transit Agency

Original

Operating

Project	Total Amount of Funds	5307 IC	5311	5311(f)	5339 COMP	CEC Funds	CMAQ	CRP	FARE	LCTOP OB	LTF	MA SPT	OTHR FED	OTHR LCL	SGR PUC99313	STA PUC99313
1. Operating Assistance	$50,818,915	$5,555,425	$436,844						$1,791,893		$32,994,090	$7,000,000		$3,040,663		
2. Sunride Rideshare Program	$1,325,000								$25,000		$1,300,000					
3. Commuter Link 10	$723,201			$300,000							$242,201			$181,000		
4. Haul Pass Program	$433,334									$433,334						
5. Workforce Training	$200,000					$100,000		$100,000								
6. Taxi Voucher Program	$75,000										$37,500			$37,500		
Sub-total Operating	$53,575,450	$5,555,425	$436,844	$300,000	$0	$100,000	$0	$100,000	$1,816,893	$433,334	$34,573,791	$7,000,000	$0	$3,259,163	$0	$0

Capital

Project	Total Amount of Funds	5307 IC	5311	5311(f)	5339 COMP	CEC Funds	CMAQ	CRP	FARE	LCTOP OB	LTF	MA SPT	OTHR FED	OTHR LCL	SGR PUC99313	STA PUC99313
Buildings and Facilities - Maintenance Upgrade & Equipment - SL-28-01	$500,000															$500,000
Buildings and Facilities - Office Furniture & Equipment - SL-28-02	$100,000															$100,000
Communication and ITS - IT Projects - SL-28-03	$250,000	$200,000														$50,000
Maintenance Equipment - Specialized Tools and Fueling Equipment - SL-28-04	$200,000															$200,000
Non-Revenue Vehicles - Replacement Support Vehicles - SL-28-05	$333,000						$300,000									$33,000
Project Management and Administration - SL-28-06	$300,000															$300,000
Revenue Vehicles - Bus Rehabilitation - SL-28-08	$500,000															$500,000
Revenue Vehicles - Purchase of Hydrogen Fuel Cell Electric Buses - SL-28-07	$27,000,000				$19,795,500								$3,240,000		$1,800,000	$1,519,413
Safety and Security - Safety Enhancements - SL-28-09	$200,000															$200,000
Transit Shelters and Amenities - Bus Stop Improvement - SL-28-10	$2,000,000	$1,600,000														$400,000
Vehicle Systems - Vehicle Equipment - SL-28-11	$100,000															$100,000
Sub-total Capital	$31,483,000	$1,800,000	$0	$0	$19,795,500	$0	$300,000	$0	$0	$0	$0	$0	$3,240,000	$0	$1,800,000	$3,902,413
Total Operating & Capital	$85,058,450	$7,355,425	$436,844	$300,000	$19,795,500	$100,000	$300,000	$100,000	$1,816,893	$433,334	$34,573,791	$7,000,000	$3,240,000	$3,259,163	$1,800,000	$3,902,413

FY 2027/28 Projected Funding Details	
Total Estimated Operating Funding Request	$53,575,450

4.3 Regulatory and Compliance Requirements

4.3.1 Americans with Disabilities Act

SunLine complies with ADA guidelines by providing a 100 percent accessible revenue service fleet for fixed route transit services and ADA paratransit vehicles. As funding becomes available, SunLine continues to provide bus stop improvements to ensure accessibility. Staff also coordinates with developers and contractors regarding construction projects to include bus stop improvements when the opportunity arises.

4.3.2 Disadvantaged Business Enterprise

SunLine's most recent Disadvantaged Business Enterprise (DBE) program and goals were submitted to FTA in July 2025 and has an expiration date of September 2027.

4.3.3 Equal Employment Opportunity

SunLine complies with federal regulations pertaining to employment and submits its Equal Employment Opportunity (EEO)-4 report annually to the U.S. Equal Employment Opportunity Commission (EEOC) and its EEO/Affirmative Action Program to FTA every 4 years, or as major changes occur in the workforce or employment conditions. The most recent EEO-4 report was submitted to the EEOC and certified in February 2024. The most recent EEO/Affirmative Action Program was revised and submitted to FTA in April 2024. The next update to the EEO/Affirmative Action Program is due to the FTA in March 2028.

4.3.4 Title VI

Title VI protects people from discrimination based on race, color, and national origin in programs and activities receiving federal financial assistance. SunLine's Title VI report was submitted to FTA in January 2023 and has an expiration date of October 2025.

4.3.5 Transportation Development Act

The Transportation Development Act provides two major sources of funding for public transportation: the LTF and STA. RCTC commissioned Michael Baker International to conduct the Triennial Performance Audit as required by the Transportation Development Act; recommendations from the auditors are referenced in section VI of that document.

4.3.6 Federal Transit Administration Triennial Review

In accordance with regulations, SunLine completed an FTA Triennial Audit site visit in 2023 and has fully complied with all closeout and post-review documentation.

4.3.7 National Transit Database

To keep track of the industry and provide public information and statistics as growth occurs, FTA's National Transit Database records the financial, operating, and asset conditions of transit systems. Staff submit monthly reports and a yearly report which is used for funding formulas.

4.3.8 Alternative Fuel Vehicles

In alignment with SunLine's Board-approved Alternative Fuel Policy, all revenue vehicles in the fleet use CNG, electric, or hydrogen fuel. The current active fleet consists of 10 CNG buses, 36 hydrogen electric fuel cell buses, four (4) battery electric buses, three (3) CNG coaches, 39 CNG

paratransit vehicles, and 52 non-revenue CNG, gas and electric vehicles, including general support cars and trucks.

4.4 Capital Project Status -

Figure 4-1 summarizes the status of SunLine's existing capital projects and remaining funding as of March 2025.

Project	Project Description	Project Status	Total Project Funding Balance
Vehicles & Vehicle Improvements			**$34,418,167**
Purchase of Hydrogen Fuel Cell Bus (7)	Purchase of replacement fixed route vehicles to replace buses that have exceeded their useful life of 12 years of 500,000 miles.	Staff working with FTA to combine remaining fixed route funding for a new order of replacement fuel cell buses.	5,920,303
Purchase of Battery Electric Buses (6)	Purchase of replacement fixed route vehicles to replace buses that have exceeded their useful life of 12 years of 500,000 miles. The competitive funding for the buses and included electrical chargers were awarded to the agency as part of a competitive Low Now funding application.	Staff working with FTA to combine remaining fixed route funding for a new order of replacement fuel cell buses.	7,064,109
Purchase of Hydrogen Fuel Cell Electric Bus (1)	Purchase of replacement fixed route vehicle to replace buses that have exceeded their useful life of 12 years of 500,000 miles.	Staff working with FTA to combine remaining fixed route funding for a new order of replacement fuel cell buses.	1,100,000

Purchase of Fuel Cell Bus (1)	Purchase of replacement fixed route vehicle to replace buses that have exceeded their useful life of 12 years of 500,000 miles.	Staff working with FTA to combine remaining fixed route funding for a new order of replacement fuel cell buses.	768,000
Purchase of Fuel Cell Bus (1)	Purchase of replacement fixed route vehicle to replace buses that have exceeded their useful life of 12 years of 500,000 miles.	Staff working with FTA to combine remaining fixed route funding for a new order of replacement fuel cell buses.	649,088
Replacement of Fixed Route Bus (CNG)	Purchase of replacement fixed route vehicle to replace buses that have exceeded their useful life of 12 years of 500,000 miles.	Staff working with FTA to combine remaining fixed route funding for a new order of replacement fuel cell buses.	450,304
Expansion Fixed Route Bus (Fuel Cell)	Purchase of expansion fixed route vehicle.	Staff working with FTA to combine remaining fixed route funding for a new order of replacement fuel cell buses.	382,147
Expansion Fixed Route Bus (Motor Coach)	This project will allow the purchase of one (1) additional MCI bus to meet the needs of the Agency.	Staff working with FTA to combine remaining fixed route funding for a new order of replacement fuel cell buses.	45,857
Sub-total Fixed Route Vehicles			**16,379,808**

Purchase of Paratransit Vehicles (15)	This project will allow the replacement of fifteen paratransit vehicles that have met their useful life.	Project not started.	3,600,000
Purchase of Paratransit Vehicles (10)	This project will allow the replacement of ten (10) paratransit vehicles that have met their useful life.	Project initial delayed due to CARB certification of CNG engine. Paratransit vehicles delivered in early calendar year 2025.	2,309,592
Sub-total Demand Response Vehicles			5,909,592
Micro Transit Expansion (4)	This project will allow the procurement of two (2) micro transit Chrysler Voyager vehicles that are ADA accessible.	Both vehicles have been received and the project. The project is closed.	170,576
H2 Vehicle Demonstration	This project will support the make ready costs for the demonstration of four (4) 22-foot hydrogen fuel cell vehicles. Vehicles to be demonstrated in Agency service including the ability to assign to microtransit.	All four (4) vehicles have been delivered but are not yet ready to be placed into service.	33,556
Sub-total Micro Transit Vehicles			**204,132**
Purchase of Stops & Zones CNG Trucks (3)	Purchase of three (3) support trucks to replace the current vehicles that have met their useful life.	The vehicles have been manufactured but are waiting CARB certification for the CNG conversion before the vehicles are completed and delivered to SunLine.	183,383

Purchase of Shop Service CNG Vehicle (1)	This project is for the purchase of a shop service vehicle to support the Maintenance and Transportation departments.	The vehicles have been manufactured but are waiting CARB certification for the CNG conversion before the vehicles are completed and delivered to SunLine.	159,400
Purchase of Administrative Vehicles (2)	This project is for the purchase of two (2) support vehicles.	Project not started.	119,971
Sub-total Support Vehicles			**462,754**
CNG Bus Refurbishments (12)	Refurbishment of 12 CNG buses to extend their useful life. This will allow time to obtain zero emission replacement buses.	FTA has approved the project scope change in the model year of buses to be refurbished. The project will begin in the second half of CY25.	5,300,607
Bus Rehabilitation	This project allocates funding to ensure that the Agency's vehicles remain in a state of good repair.	Project not started.	384,703
Sub-total Bus Rehabilitation			5,685,310
Upgrade ITS (CAD-AVL)	This project will allow the replacement of the ITS system for the fleet.	The contract award has been approved by the Board and the contract is expected to be executed in the second quarter of CY25 and the project completed by the end of CY25.	4,913,144

Radio System Replacements Phase 1 & Phase 2	This project will allow the replacement of the current radio system from analog to cellular services that will improve the day-to-day operational communications of SunLine's Transportation department.	The radios were installed at the end of CY24.	694,475
Sub-total Radio Replacements			**5,607,619**
Fare Collection Modernization (Study)	This project will allow the Agency to conduct a study of its fare collection mechanism and provide recommendations on new technology to replace the existing fareboxes.	Project not started.	100,000
H1 Vehicle Demonstration	This project will support the make ready costs for the demonstration of one (1) hydrogen fuel cell vehicle.	Vehicle has been delivered but it is not yet ready to be placed into service.	68,952
Sub-total Others			**168,952**
Facilities & Stations			**$36,877,514**
Public Hydrogen Station Expansion	This project will allow the Agency to provide hydrogen to the public through 700 bar dispensers.	Project not started.	9,725,000
Liquid Hydrogen Refueling Infrastructure	The new liquid hydrogen station will include liquid storage, compression equipment, gaseous storage and dispensing, providing both additional capacity and resiliency for the existing fueling infrastructure.	Project is undergoing the final commissioning phase for the 700 bar dispensing.	1,271,704

	The new station will be capable of dispensing fuel at 350 and 700 bar.		
Liquid Hydrogen Trailer	The new liquid hydrogen station in Indio would allow the Agency to fuel hydrogen fuel cell buses on the East end of the Valley and provide an opportunity for the public to access hydrogen.	Utility upgrades are currently being planned and discussed with IID to support power requirements of new station and backup generator.	8,852,950
Center of Excellence	This project is for the construction of a facility to serve as a training center and maintenance bay for zero-emission vehicles.	Bids received were higher than what was originally anticipated by the project team. Staff is currently reviewing the scope and will look to allocate additional funding.	3,598,522
Microgrid to Hydrogen	The microgrid will utilize power generated through solar panels to stored onsite in batteries. The project will reduce operating costs and provide for additional resiliency from green power.	Land has been purchased. The next step is the planning phase for the solar panels.	3,513,789

Coachella Transit Hub	This project is in conjunction with a grant awarded to SunLine as part of the Affordable Housing Sustainability Community Grant. SunLine, along with the City of Coachella, will construct sustainable transportation infrastructure to provide transportation related amenities.	The project has been completed.	11,692
Indio CNG Station Upgrade	The project will upgrade the existing equipment and CNG station in Indio.	Project not started.	2,277,000
Electrolyzer	This project deployed five (5) new 40-foot fuel cell electric buses along with the upgrade of SunLine's existing hydrogen refueling station with a new electrolyzer.	Contractor failed to meet site acceptance test by the December 2023 deadline. Staff is actively working on the next steps of the project.	737,198
Bus Stop Improvements	Bus stop improvements funds are utilized to replace and install new amenities in locations that meet the Agency's ridership and equity standards.	Project ongoing.	1,335,002
Operator's Training Ground	The project will allow the Agency to begin the initial stages of the plan to utilize its existing land to develop an area where operators can be trained on how to maneuver buses in a safe location.	Project not started.	998,107
Asphalt & Concrete Upgrade	The project will allow the Agency to maintain the asphalt and concrete at its	Project not started.	1,000,000

	Thousand Palms division in a state of good repair.		
Design & Construction of New Storage Building	This project would allow the Agency to construct a new pre-fabricated building for the Facility Maintenance staff.	Project not started.	800,000
Facility Maintenance Upgrade	This project will support the purchase of equipment and facility improvements.	Ongoing.	835,073
SoCal Gas Demonstration Project	SunLine, in partnership with the Southern California Gas Company, will install, test, monitor, and demonstrate a Steam Methane Reformer (SMR) in various operating conditions at SunLine's Thousand Palms facility.	Project has completed the demonstration period and the equipment is being removed by SoCal Gas.	480,761
Automatic Transfer Switch (ATS) T-1 & T-2	This project will upgrade the existing connection to the maintenance building by converting it to an automatic transfer switch and will connect the operations building to the backup generator.	Project being revised to replace existing generator with a new generator capable of supporting the new liquid hydrogen station as well as the operations and maintenance buildings. Environmental approvals are currently ongoing.	240,179
Upgrade Gate and Guard Shack	This project will make upgrades to the existing entrance and guard shack at the main entrance to the Thousand Palms facility.	Project not started.	270,350

Facility Improvements	This project will support the purchase of facility improvements.	Ongoing.	322,000
Maintenance Facility Modernization (Study)	The project would assist the Agency conduct a study for future plans for the maintenance facility.	Project has been initiated.	200,000
Repair of Division 1 Maintenance Roof	The project will allow the Agency to make repairs to the roof in the maintenance shop at its Thousand Palms division.	Project not started.	200,000
Indio Facilities Improvements	The project would allow the Agency to make improvement and repairs to the Indio division property.	Ongoing.	79,159
Thousand Palms Facilities Improvements	This project will support the purchase of facility improvements.	Ongoing.	12,172
Upgrade Division 1 Fence	This project will allow the Agency to make upgrades to the fence surround the property at the Thousand Palms division.	Project not started.	36,856
Perimeter Lighting Division 1	Installation of perimeter lighting to enhance the safety and security of the Thousand Palms facility.	Project not started.	80,000
Equipment			**$2,283,416**
Bus Chargers	Purchase of bus chargers to support the purchase for six (6) new electric buses. The competitive funding for the buses and included electrical chargers were awarded to the agency as part of a competitive Low Now funding application.	Project not started.	1,679,854

Tools & Equipment	This project will support the purchase of equipment needed in the maintenance department.	Project not started.	312,401
Miscellaneous Equipment	The project will allow the replacement of existing assets once they have met their useful life.	Project not started.	291,161
Systems			**$2,536,808**
Project Management & Administration	This project allows the Agency to capitalize project management costs from third party contractors. Funding will be used when individual project costs do not allow for project management or do not have the budget to support project management.	Project is ongoing.	683,783
Software Expansion	This project would facilitate the Agency's need for software upgrades across its operations.	Project not started.	600,000
Information & Technology	The project focuses on the purchase of information technology equipment such as servers, switches and battery backup systems, desktop replacements.	Staff is working with new IT contractor to identify priority of Agency needs.	617,621
Transit Asset Management	This project will allow the purchase of an asset management tool for the Maintenance Department.	Software has been implemented and staff is working with vendor to close project.	53,759
Access Control Surveillance	This project will allow the procurement and installation of new access control systems around the Agency.	Project has been completed.	99,271

Safety Projects	This project will be allow the Agency to improve overall safety of its facilities by enhancing the perimeter fence, gates and surveillance.	Project not started.	250,000
Real Time Surveillance System	This project is to add real time video surveillance to all Agency support vehicles.	Contract award was approved by the Board at the April 2025 meeting.	90,000
Timekeeping Software Integration	This project is to replace an existing timekeeping interface between two software systems within the Agency.	Project has been completed.	82,374
Safety Enhancements	This project will be allow the Agency to improve overall safety of its facilities by enhancing the perimeter fence, gates and surveillance.	Project not started.	60,000
Grand Total			**$76,115,905**