

RCTC

**RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION**



**Riverside County Public
Transportation:
Annual Countywide
Performance Report for
FY 2015/2016**

June 2017

Prepared by:

A·M·M·A
TRANSIT PLANNING

RIVERSIDE COUNTY PUBLIC TRANSPORTATION: ANNUAL COUNTYWIDE PERFORMANCE REPORT FY 2015/16

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RIVERSIDE COUNTY PUBLIC TRANSPORTATION: ANNUAL COUNTYWIDE PERFORMANCE REPORT FY 2015/2016

Introduction to This Report

This fourth iteration of the **RIVERSIDE COUNTY PUBLIC TRANSPORTATION ANNUAL COUNTYWIDE PERFORMANCE REPORT, FY 2014/2015** (COUNTYWIDE REPORT) examines the performance of public transportation services of rail, bus, demand response and specialized transportation in Riverside County. The report is written to comply with Public Utilities Code Section 99244 reporting requirements and to develop a meaningful picture of public transportation services across Riverside County for policy makers and others.

The **COUNTYWIDE REPORT** documents capital and operating resources that support public transportation programs within Riverside County. Its performance measures describe how we are improving or sustaining the mobility of Riverside County travelers.

Two timeframes are considered:

- **reporting year of FY 2015/2016** audited transit expenditure and performance in five key areas;
- **recent, program year of FY 2016/2017** transit initiatives of import and interest.

Together, reporting year performance and program year initiatives describe Riverside County's public transportation investment and its use.

A Context for Public Transportation

This **COUNTYWIDE REPORT** encompasses the historic start-up of a new rail service, securing a highly competitive Federal grant and addressing built environment barriers to transit use. In addition, two critical issues outside of the control of the transit operators frame this year's report, suggesting future challenges.

First, ***the funding picture for public transportation is increasingly complex***. Even in advance of any changes to the Federal level funding, after a long period of increasing revenues, state and local funding levels are now flat or almost so. State operating funds from the California Transportation Development Act, Local Transportation Act Funds of \$76.7 million, State Transit Assistance Funds of \$12 million and local Measure A receipts of \$16.3 million are flattening, comparable to prior year levels. This represents a significant change from the steady increases to each fund since the 2008/2009 Recession. Although the county's population has continued to grow, at 2.2% between 2014 and 2015, receipts not growing suggests cautious spending. Flat funding and continued population growth strain the ability of RCTC and its transit providers to develop new services or expand the frequency or coverage of existing services.

Secondly, there is early evidence of declining public transit ridership in Riverside County. Although still limited in Riverside County, this emerging trend has presented across the country, and elsewhere in California with many public transit operators seeing significant ridership dips. For Los Angeles County bus and rail ridership declined by 8.9% for FY 16 below prior year levels, despite some increases with the opening of new rail services. Region-wide, other operators have seen declines of 10% to 14% over the prior year.¹ Contributing factors are multiple: these include low gasoline prices, an improving economy, a surge in personal automobile purchases and increased access to California drivers' licenses.

Declining ridership makes it harder for operators to meet their required minimum TDA mandated farebox standards. It should be noted that of all metrics utilized in this report, farebox recovery is the only legally required standard to be met.

Both trends of flat revenue and declining ridership will bear watching and will likely force adjustments in operations and policy as RCTC and its transit providers move forward.

New Transit Initiatives

Perris Valley Line Commences!

The new Perris Valley line commenced service in June 2016, the first extension of the Metrolink network since 1994. The 91/PVL continues Metrolink rail service for an additional 24 miles from the downtown Riverside station to south Perris, with four new stations at Riverside Hunter Park, Moreno Valley/ March Field, Downtown Perris and South Perris. At the end of the first three months of service, ridership was 17% of the entire 91/PVL Metrolink line, moving towards a goal of 24%. There are six in-bound and six out-bound trains on weekdays between South Perris and downtown Riverside. Half of these runs provide a direct, one-seat ride into downtown Los Angeles. There is, as yet, no weekend Metrolink train service from South Perris.



Federal “Rides to Wellness” Grant Secured for Blythe



RCTC, in partnership with the City of Blythe, sought and successfully won a Federal Transit Administration *Rides to Wellness Grant*, an 18-month pilot project that will provide three-times weekly service between Blythe and Coachella Valley medical facilities 110 miles to the east. The federal grant's goals for the new *Blythe Wellness Express* are ambitious:

- to increase access to health care;
- to improve health outcomes; and

¹ SCAG Regional Transit Technical Advisory Committee, March 29, 2017; *Transit Ridership Update*; pp. 36-39.

- to reduce healthcare costs.

The *Blythe Wellness Express* project was among just 18 successful grantees selected from over 80 applicants across the country. This pilot service, providing trips between Blythe and the Coachella Valley, is a partnership of RCTC, the City of Blythe, the Palo Verde Community Hospital and other local organizations. Service initiates July 5, 2017.



SunLine “Cap and Trade” Grant Success

On April 2017, the SunLine Transit Agency was awarded \$12.5 million from the California Climate Investments, a statewide initiative funded with proceeds from the State’s Cap-and-Trade Program. The initiative’s goal is to fund projects that reduce greenhouse gas emissions with a portion of funding required to benefit disadvantaged communities.

SunLine received funding to purchase five zero-emission hydrogen fuel cell buses and to upgrade a hydrogen-fueling station in the Coachella Valley. New Flyer will build the zero-emission buses while the Hydrogenics Corporation will upgrade the hydrogen fueling station for the agency. SunLine intends to operate these new buses on two routes serving the City of Indio and the unincorporated area of Mecca. These routes cover areas designated as “disadvantaged communities” thus funds will contribute to improved public health, quality of life, and economic opportunity in this portion of Riverside County.



RCTC Completes 3rd COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN



During 2016 RCTC undertook a full update of the **RIVERSIDE COUNTY COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN**. After an almost year-long public involvement process and outreach to stakeholders across the County, collaborating with each of the County’s public transit providers, this **2016 COORDINATED PLAN UPDATE** provide a current road map for addressing mobility needs of more vulnerable groups – *older adults, persons with disabilities, persons of limited income, of limited English proficiency and military veterans*.

The **2016 PLAN** documented a transit and transportation network that has expanded since the **2012 UPDATE**. Nonetheless, ten categories of network gaps and areas of unmet need were identified. These were addressed through five mobility goals and twenty-three accompanying strategies to improve mobility to the Plan’s target groups:

- Grow Mobility Options
- Connect and Coordinate Services
- Promote Safety and Comfort



- Improve Health Access
- Promote and Improve Communication

This **2016 COORDINATED PLAN** will be used to seek funding for: discretionary projects from the FTA Section 5310 program; from other state and federal funding sources as they become available; and to aid the county's transit providers in identifying strategies that improve mobility of the Plan's target groups.

RTA Built Environment Enhancements to Promote Downtown Mobility

The *Downtown Riverside Stop Improvement Project* was designed to address the long-term growth in transit service that RTA expects in the upcoming years. The project supports physical changes in the downtown area at key destinations, supporting on-street boarding and transfers throughout downtown, in anticipation of a bus layover location on Vine Street near the Riverside-Downtown Metrolink Station. In 2015, RTA initiated the planning and public input project phases. Construction of bus stops and associated improvements was underway between November and March.

RTA upgraded a total of 26 bus stops with improvements that include the installation of shelters, benches, trash receptacles, solar lighting, and improved bus route and schedule information.

On January 8, 2017, RTA discontinued service to the Riverside Downtown Terminal and implemented its downtown operating plan. A total of ten local and five commuter RTA bus routes, Omnitrans Route 215, and SunLine Commuter Link 220 travel through the downtown area, enabling convenient access to key destinations in the downtown area through the completion of the bus stop improvement project and new operating plan.



Performance Reporting Purposes

This fourth **RIVERSIDE COUNTY PUBLIC TRANSPORTATION ANNUAL PERFORMANCE REPORT, FY 2015/2016**, describes the County's transit provider experience in relation to key performance areas. In addition to compliance with governing law, the **COUNTYWIDE REPORT** will:

- Present a countywide view of transit performance.
- Provide a snapshot in time, a benchmark group of measures by which to monitor change.
- Use outcome-based performance methodologies to comply with *PL 114-94 Fixing America's Surface Transportation Act* (FAST Act) and the *California Transportation Development Act*.
- Provide an expandable performance measurement framework.

Into the Measures

Riverside County public transportation is funded with a mix of federal, state and local dollars. RCTC has responsibility for the programming of federal funding that public transit operators receive and for providing oversight on regulatory compliance. RCTC does not touch these funds as they are forwarded directly to the operators. RCTC is directly responsible for managing the state Transportation Development Act (TDA) funds and Local Measure A receipts. However, the public transit operators in receipt of federal transit funding, including Federal Transit Administration (FTA) Section 5307 and 5311, directly manage their Federal funds, with the exception that RCTC has administrative and operational responsibility for rail funding allocated to Riverside County by the U.S. Dept. of Transportation.

This **COUNTYWIDE REPORT** continues its focus only on the state and local funds received by Riverside County to consider performance indicators in relation to those funds. The measures selected provide a comprehensive picture of performance. Individual provider experience is reported for the measures of: ***fare box recovery, trips by mode*** and ***transit coverage***. Two ***vehicle-related indicators***, along with resource indicators of ***transfer locations, funding, vehicles and vehicle revenue miles***, are presented for the three geographic regions of the county - Western Riverside, the Coachella Valley and the Palo Verde Valley. The ***trips per capita indicator*** is considered by provider, by region and for the entire county.

Appendix A presents the definitions used in this **COUNTYWIDE REPORT'S** performance measurement.

1. Policy and Compliance

This is the only **COUNTYWIDE REPORT** measure for which there is a regulatory requirement. This measure of the Farebox Recovery Ratio has its basis in existing California law under the Transportation Development Act (TDA). California transit operators must achieve established *minimum contributions to operating costs* from their riders' fares, called farebox. Section 6633.2 of the TDA statutorily requires minimum contributions from passenger fares to ensure basic efficiencies and protect continued funding of public transit programs receiving Local Transportation Funds (LTF). Expressed as the *farebox recovery ratio*,

standards vary for rural and urban providers to reflect the proportion of total operating costs that must be covered from passenger fares.

Table 1 presents the farebox recovery ratios for each Riverside County transit provider who receives TDA Local Transportation Funds for the reporting year 2015/2016. Farebox standards for these state-mandated minimums are 20% for urban transit providers and 10% for rural or demand response-only providers. However, Riverside County has established “blended” minimum standards, approved by Caltrans, that reflect the combined urban and rural proportions of each operators’ respective service area. These below-20% required minimums reflect the mix of urban and rural areas each operator serves.

Agency farebox recovery ratios:

- Reflect the interaction of factors that include ridership, agency policy and operating costs;
- Are heavily influenced by ridership as more riders will generate increased fare revenue while declining ridership will bring down the fare contribution to operating costs;
- Reflect critical agency policy as transit fares are a key policy area determined by the transit provider;
- Are influenced by attention to operating costs as systems operating efficiently will have lower expenses with fares representing comparatively higher proportions of total costs, higher farebox ratios.

TABLE 1, COUNTYWIDE TRANSPORTATION DEVELOPMENT ACT (TDA) AUDITED FAREBOX RECOVERY, FY 15/16

Audit Results All Operators	COUNTYWIDE 2015	BANNING 2016	BEAUMONT 2016 [3]	CORONA 2016	PVVTA 2016	RIVERSIDE 2016	RTA 2016	SUNLINE 2016	COUNTYWIDE 2016
Total Operating Revenue from Passenger Fares [1]	\$22,847,887	\$ 224,463	No data provided	\$ 454,895	\$ 123,021	\$ 376,960	\$ 14,263,722	\$ 7,134,367	\$22,577,428
Total Operating Expenses, Net Farebox [2]	\$96,144,717	\$ 1,663,164		\$ 2,242,025	\$ 1,017,367	\$ 3,323,668	\$ 58,672,060	\$ 31,617,861	\$98,536,145
Standard — Minimum Farebox Recovery Requirement, Per TDA and RCTC Adopted Policy	No Standard	10%		20%	10%	10%	17.44%	17.80%	No Standard
Actual — Farebox Recovery Ratio/Operator	23.8%	13.5%		20.3%	12.1%	11.3%	24.3%	22.6%	22.9%
Meeting Requirement		Meets		Meets	Meets	Meets	Meets	Meets	

[1] Per RCTC Policy: Operators may supplement fare revenues with local funds and support such as Measure A.

[2] Net farebox is based upon agency policy, in conformance with TDA rules and RCTC adopted policy.

[3] The City of Beaumont has not completed its required annual audit which has resulted in the suspension of payments to the City. The audit also provides the data necessary to calculate farebox recover in this table.

Source: Annual Financial Statements with Independent Auditor's Report For the Year Ending June 30, 2016 — All Operators' Final Transit Services Fund, except for Beaumont.

Each of the reporting public operators met their fare box standards, although for the City of Beaumont we do not have a current audit. The remaining operators each exceeded their minimum standards, which are 10% for Banning, PVVTA and the City of Riverside and 20% for the City of Corona. The two largest operators, RTA and SunLine, have blended fare box standards just over 17% and each met this with healthy 24.3% and 22.6% fare box recovery ratios respectively.

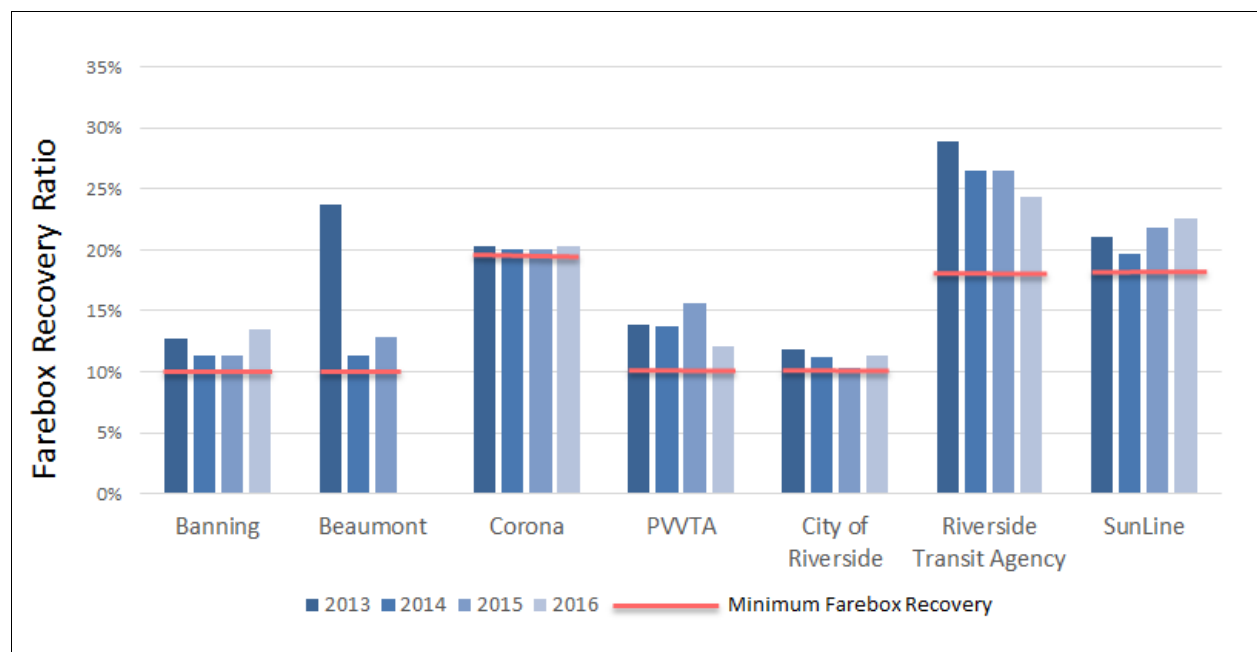
How Are We Doing?

To meet farebox recovery standards, the transit providers in Riverside County work continuously to manage policies related to fare, operations and operating costs. Missing data from one provider, in Table 1 above, does not significantly alter the likely declining ridership trend evidenced in declining farebox with a countywide actual of 22.9% versus the prior period's 23.8% farebox recovery.

To understand the historical picture, Figure 1 following depicts the farebox recovery ratios over four reporting cycles, for each of the County's public operators. The operator-specific, farebox standard is identified by the red bar in Figure 1. This begins to describe the picture of declining ridership that is reflected in declining farebox receipts. While each of the audited providers met their minimum farebox standards, the future is of concern, as farebox directly reflects ridership levels. Farebox decline was evidenced this year by two providers - PVVTA and RTA.

Meeting standards will become increasingly difficult so long as the current trend of declining transit ridership continues. SunLine, benefitting from RCTC's blended farebox policy, was able to increase farebox by adding some new local and eligible funding sources to the farebox pot, even in the face of some ridership decline. Operators are working aggressively to introduce a mix of strategies to attract new ridership, including RTA's focus on its downtown services and SunLine's new marketing campaign and website targeted to younger riders.

FIGURE 1, HISTORICAL FARE BOX EXPERIENCE – RIVERSIDE COUNTY PUBLIC TRANSIT PROVIDERS



2. Utilization

The Southern California Association of Governments (SCAG) has identified trips per capita as a significant measure of *the relationship between transit trips taken and population growth*. SCAG uses per capita transit trips as a regional performance indicator that has a long history dating back to the 2001 Regional Transportation Plan.

For Riverside County and considering all public transportation modes of rail, fixed route, demand response and specialized transportation, this **COUNTYWIDE REPORT** calculates a trips per capita rate of 6.8 trips per annum per resident. Population during this period grew by 2% but unfortunately the overall number of trips provided declined to just under 15.8 million passenger trips, resulting in a decline in trips per capita from last year's 7.2 to this year's 6.8 measure.

As shown in Table 2, rail ridership grew by 2% for the region while fixed route ridership – which accounts for 85% of all ridership - declined by 5%. Demand response services, both Americans with Disabilities Act complementary paratransit services combined with the City of Riverside Dial-a-Ride, are a much smaller mode of service at just 5% of all trips and held steady in ridership, neither growing nor declining. The Specialized Transportation Call program ridership dropped by 23%; largely in Western Riverside, this was the result of termination of Federal funding for the Commuter Link services. RTA was, however, able to continue these important inter-city services with local funding. This is a “win” but also reflects the challenge of projects that must find local funding sources when federal funding ends.

TABLE 2, PUBLIC TRANSIT TRIPS PER CAPITA

Public Transportation Trips Provided	Countywide FY 2012/13	Countywide FY 2013/14	Countywide FY 2014/15	Countywide FY 2015/16		
Service by Mode	Trips	Trips	Trips	Trips	% of Total Trips	% Change FY 14/15 to FY 15/16
Rail [1]	888,844	898,216	1,048,003	1,071,669	6.8%	2%
Public Bus, Fixed Route [2]	13,603,825	14,102,821	14,159,311	13,460,620	85.3%	-5%
Public Demand Response	795,503	823,649	840,811	840,167	5.3%	0%
Specialized Transportation/Universal Call Program	559,104	577,736	543,296	416,338	2.6%	-23%
ALL TRIPS: Including Rail, Public Transit, Measure A, JARC and New Freedom Programs [3]	15,847,276	16,402,422	16,591,421	15,788,794	100%	-5%
TOTAL POPULATION [4]	2,227,577	2,255,059	2,279,967	2,308,441		
<i>Trips per Capita for FY 2015/16 Total Population [4]</i>	7.1	7.3	7.3	6.8		

Notes:

[1] Annualized rail boardings are from average weekday daily boardings at Riverside CountyMetrolink stations with historical FY14/15 totals corrected: Riverside, 91 and IEOC Lines. Reported May 9, 2017.

[2] 'Public Bus, Fixed Route' trip counts do not include Specialized Transportation funded fixed route trips.

[3] Public transit trips extracted from TransTrack 'Table 2 — SRTP Service Summary' on 4/4/17. Specialized Transit operators reported from Measure A audits. Rail trips reported directly.

[4] RCTC Mid-Year Revenue Projections 2016 Agenda: California Department of Finance, Demographic Research Unit as of January 1, 2016.

Appendix B details ridership by mode and by service, reflecting the changes in ridership over time between modes and among services.

How Are We Doing?

The trips per capita measure provides insight into levels of public transportation consumption in relation to a transit agency's service area population. That said, Riverside County's public transit operators provide services through a mix of urban, low-density suburban, and rural areas located in this inland desert region of Southern California. Environmental factors, population densities, and the provision of service all influence how many public transit trips are taken – and can be provided – in this vast county. This measure cannot be used to compare the productivity of Riverside County to other transit systems but simply to contrast this county's experience with other providers whose operating characteristics, population, service area size or population density are comparable.

Table 3 following presents the trips per capita measure for the three Riverside County transit operators that report to the National Transit Database (NTD). The unlinked passenger trips for the Riverside County transit agencies are as reported in their FY 14/15 audits while peer agency data was directly obtained from the 2015 NTD reporting year. The Table 3 unlinked passenger trips for all transit agencies reflect *only trips taken on fixed-route bus service* (i.e. motor bus, commuter bus, rapid bus) and do not include trips on rail and other modes these providers operate.

TABLE 3 – PER CAPITA TRIP RATES CONTRASTED WITH OTHER AREAS

2015 National Transit Database	Service Area Population	Unlinked Passenger Trips	Trips per Capita	Service Area Square Mileage	Population per Square Mile (In persons)
Motor Bus Statistics Only					
Riverside Countywide Annual Performance Report *	2,279,967	13,699,416	6.0	4,499	507
SunLine Transit Agency (from Countywide Report)	423,644	4,322,671	10.2	1,120	378
Riverside Transit Agency (from Countywide Report)	1,700,356	8,812,145	5.2	2,725	624
Corona Cruiser (from Countywide Report)	160,000	152,728	1.0	41	3,902
NTD Motor Bus Statistics Only					
King County Department of Transportation, <i>Washington</i>	2,117,125	102,302,980	48.3	2,134	992
Los Angeles County MTA dba Metro	8,626,817	342,979,105	39.8	1,513	5,702
Long Beach Transit	796,609	28,060,212	35.2	98	8,129
Denver Regional Transportation Department, <i>Colorado</i>	2,876,000	76,657,870	26.7	2,340	1,229
Montebello Bus Lines	315,074	7,588,606	24.1	151	2,087
San Diego MTS	2,462,707	54,243,654	22.0	720	3,420
San Mateo County Transit District	737,100	13,467,166	18.3	97	7,599
Santa Clara Valley Transportation Authority	1,880,876	33,040,872	17.6	346	5,436
Orange County Transit Authority	3,070,485	47,021,445	15.3	465	6,603
Central Florida Transportation Authority (LYNX), <i>Florida</i>	2,005,728	28,497,550	14.2	2,540	790
Sacramento Regional Transit	1,035,779	13,697,260	13.2	231	4,484
Antelope Valley Transit Authority	349,050	3,430,656	9.8	1,200	291
Omnitrans (San Bernardino County)	1,455,086	13,922,152	9.6	463	3,143
North County Transit District, San Diego	849,420	8,030,008	9.5	403	2,108
Victor Valley Transit Authority (San Bernardino County)	334,988	2,013,986	6.0	424	790
Valley Metro, <i>Phoenix, Arizona</i>	3,629,114	17,168,400	4.7	732	4,958

Source: National Transit Database (<http://www.ntdprogram.gov/ntdprogram/profiles.htm>) NTD Transit Profiles/Transit Agency Search/2015

* Source: As documented in this report and inclusive of some NTD-reported data, but including additional data sources.

When combined, the Riverside County transit operators who report to the NTD provided 6.0 trips per capita (top line of Table 3) over a combined service area of almost 4,500 square miles. This combined

service area is primarily low density, calculated at 507 persons per square mile, akin to somewhat less than the Victor Valley Transit Authority but more than the Antelope Valley Transit Authority service areas. Riverside County's 6.0 indicator of motor bus only trips is indicative of transit service operating in relatively large service areas of low density population. This grows to 6.3 trips per capita when including rail, demand response and specialized transportation unlinked passenger trips. Operators with trips per capita in the range of 10 trips per annum and below serve the areas of Lancaster/Palmdale, San Bernardino Valley, North San Diego County, the Victor Valley and the Phoenix region-wide Valley Metro, all similar in their relatively low population density.

3. Accessibility and Coverage

Given the large areas that Riverside County public transportation operators must service, a measure of transit coverage is important. The measure of population coverage as presented is defined in this **COUNTYWIDE REPORT** as *the percentage of residents living within $\frac{3}{4}$ of a mile of public fixed-route transit service*. This population coverage measure excludes dial-a-ride services of which there are several general public demand response programs operating, particularly low-density areas of western Riverside County.

This $\frac{3}{4}$ mile metric is greater than the typical $\frac{1}{4}$ mile walkable distance that is commonly used by transit planners to measure service accessibility. It suggests transit's *sphere of influence* as the $\frac{3}{4}$ mile envelope is consistent with the Americans with Disabilities Act (ADA) requirement for the provision of complementary paratransit to eligible persons with disabilities.

The indicator enumerates total population living within $\frac{3}{4}$ mile of local fixed route service or with $\frac{3}{4}$ mile of a commuter express service bus stop, to establish the proportion of total service area population per the 2010 Census² within that envelope. This accessibility measure presents a "30,000 foot-level" assessment of public transit's fixed route coverage in each service area. It says nothing about the frequency of service available or the days and hours of coverage. Five maps follow depicting each transit provider's service area, current route structures, the population served within $\frac{3}{4}$ of a mile of the route footprint and the proportion of the service area's total population. This analysis was limited to persons living within Riverside County, related to routes serving at or across Riverside County lines.

How Are We Doing?

Operators instituted various service structure changes, some extending their service envelope and increasing their population coverage levels while others added service within their existing footprint and therefore did not impact this measure.

² The 2010 Census population data must be used for this analysis in order to obtain the block level data necessary to identify the percent of the population with $\frac{3}{4}$ mile access to fixed route public transit. One consequence of this is that the measure is not as sensitive to population changes as, for example, the trips per capita measure which utilizes annual countywide population figures from the California Dept. of Finance. It does, however, reflect service area changes made by the operators over time, as population is held constant.

Riverside Transit Agency, Figure 2, reports a 74% population coverage level for Western Riverside County's population of 1.7 million. This is unchanging, consistent with prior years' level of coverage. Changes within the RTA network did not impact the overall service footprint and included:

- the merging of Route 7 with Route 8 in Lake Elsinore
- combining Routes 31 and 35 for a new Route 31 for more direct weekday service between Hemet, San Jacinto and Moreno Valley without need for a transfer.
- New Route 26 connects the Orangecrest community of Moreno Valley with Metrolink and the Moreno Valley Mall
- New Route 52 establishes the new Hunter Park Metrolink to UCR shuttle
- New Route 54 connects Riverside Downtown with the Metrolink station and downtown Riverside destinations.

The SunLine Transit Agency, Figure 3, reports an 82% population coverage level, which is an 8% increase over the 76% population coverage level reported in the first, **2012/2013 COUNTYWIDE REPORT**. Current year changes within the network included:

- new Line 20 connecting Desert Hot Springs and Palm Desert
- extended service on Lines 80 and 81 to Shadow Hills in Indio
- extended service on Line 24 in Palm Springs to the Walmart at Ramon Road and San Luis Rey where it connects with Line 32
- extended service on Line 90 to west Harrison Street, extending Avenue 52 service in Coachella.
- extended Lines 91 and 95 to improve service to College of the Desert Mecca/Thermal campus.

Corona Transit, Figure 4, with no changes to its route structure, reports a continued 73% population coverage level.

Pass Transit, Figure 5, increased from last year's 84% to this year's rate of 92% population coverage level, almost a 10% increase. The City of Beaumont implemented the new Route 136 with weekday service to Calimesa, further extending Pass Transit service. Although Banning made no service changes in this year, it is anticipating some during FY 16/17.

Palo Verde Valley Transit, Figure 6, made no changes to their route structure during this reporting year, reflecting a continued 90% population coverage level although initiation of its new Blythe Wellness Express will greatly extend the reach of its public transportation program for Blythe residents.

FIGURE 2 – RIVERSIDE TRANSIT AGENCY – 74% POPULATION COVERAGE WITHIN ¾ OF A MILE

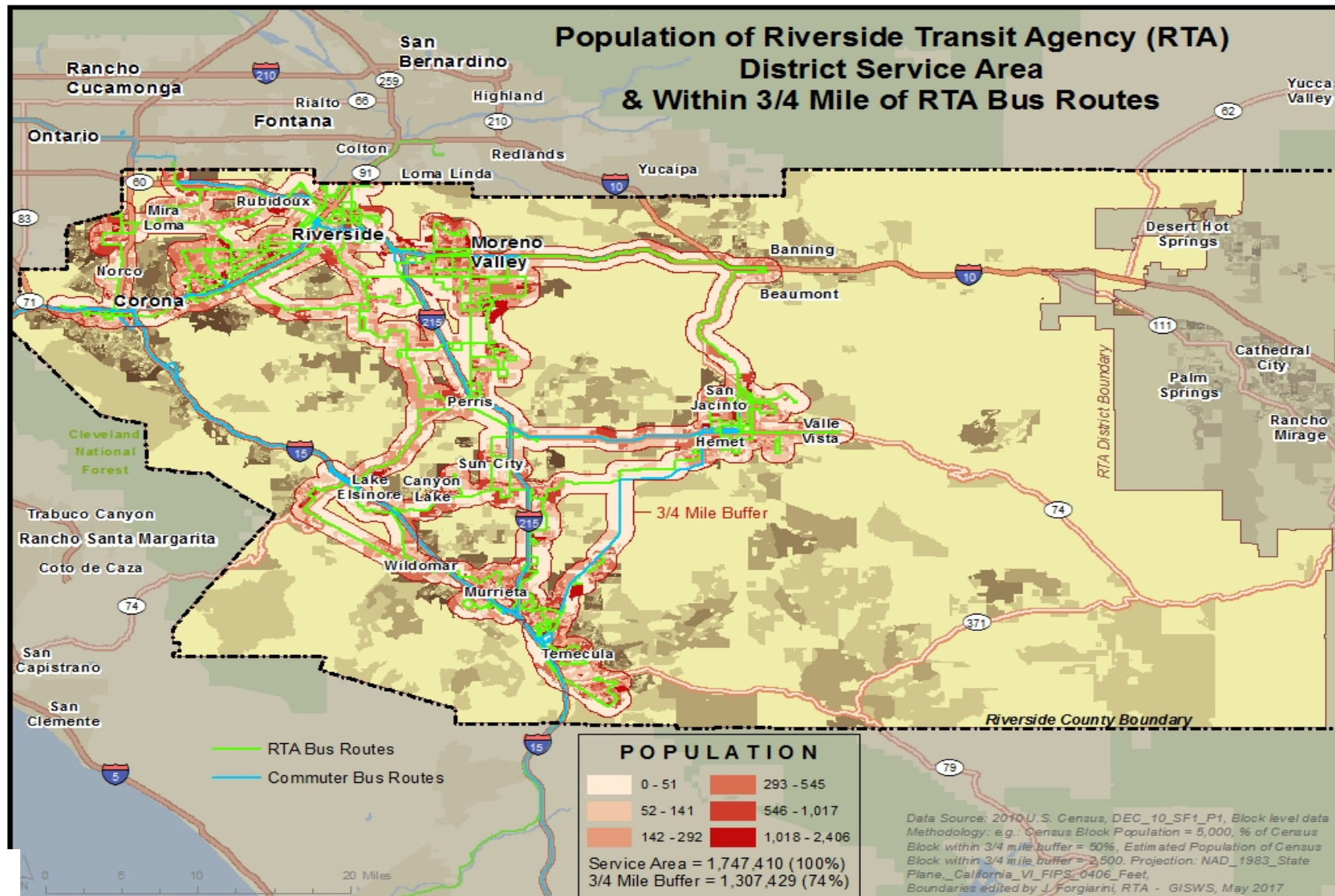


FIGURE 3 – SUNLINE TRANSIT AGENCY – 82% POPULATION COVERAGE WITHIN ¾ OF A MILE

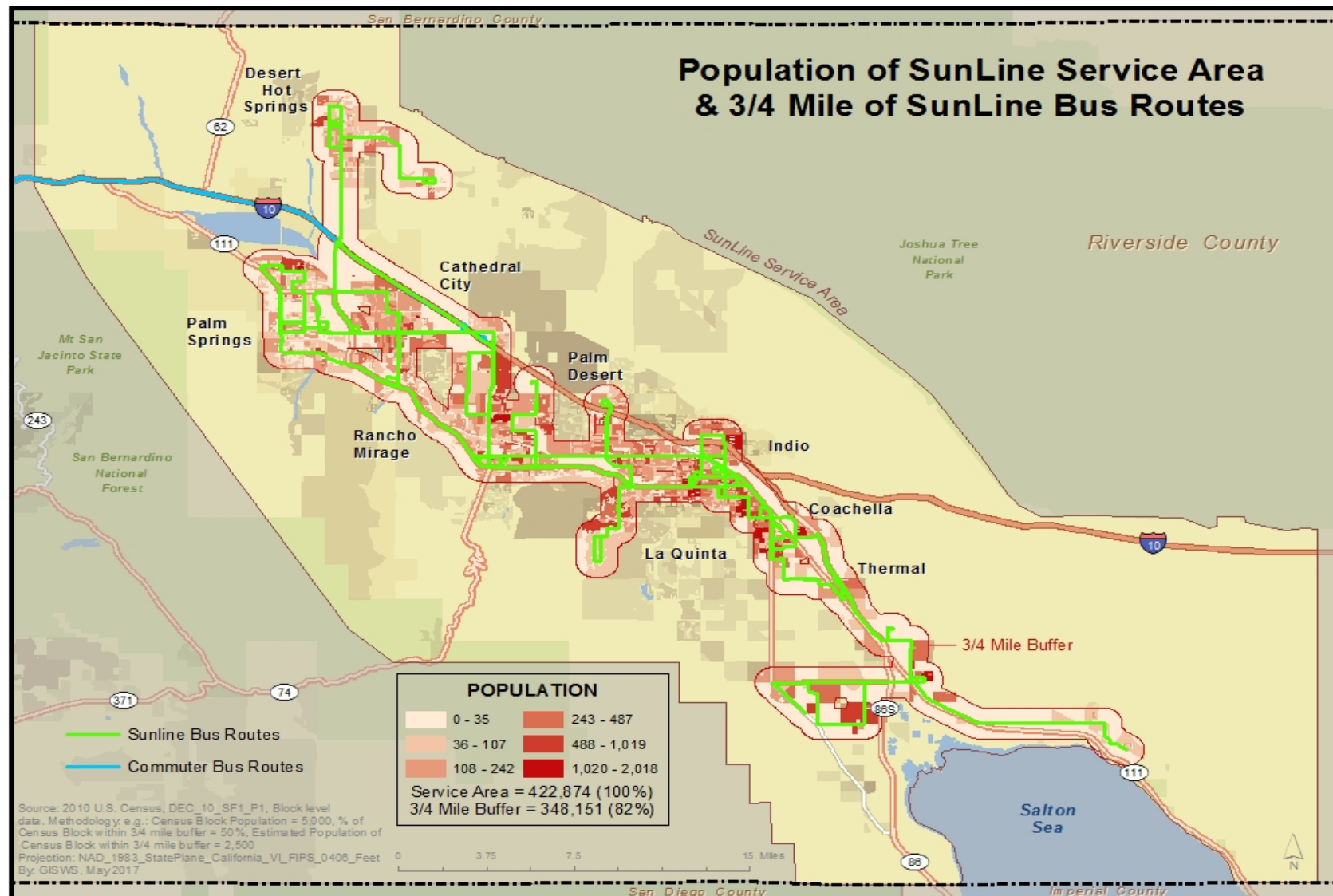


FIGURE 4 – CORONA CRUISER – 73% POPULATION COVERAGE WITHIN ¾ OF A MILE

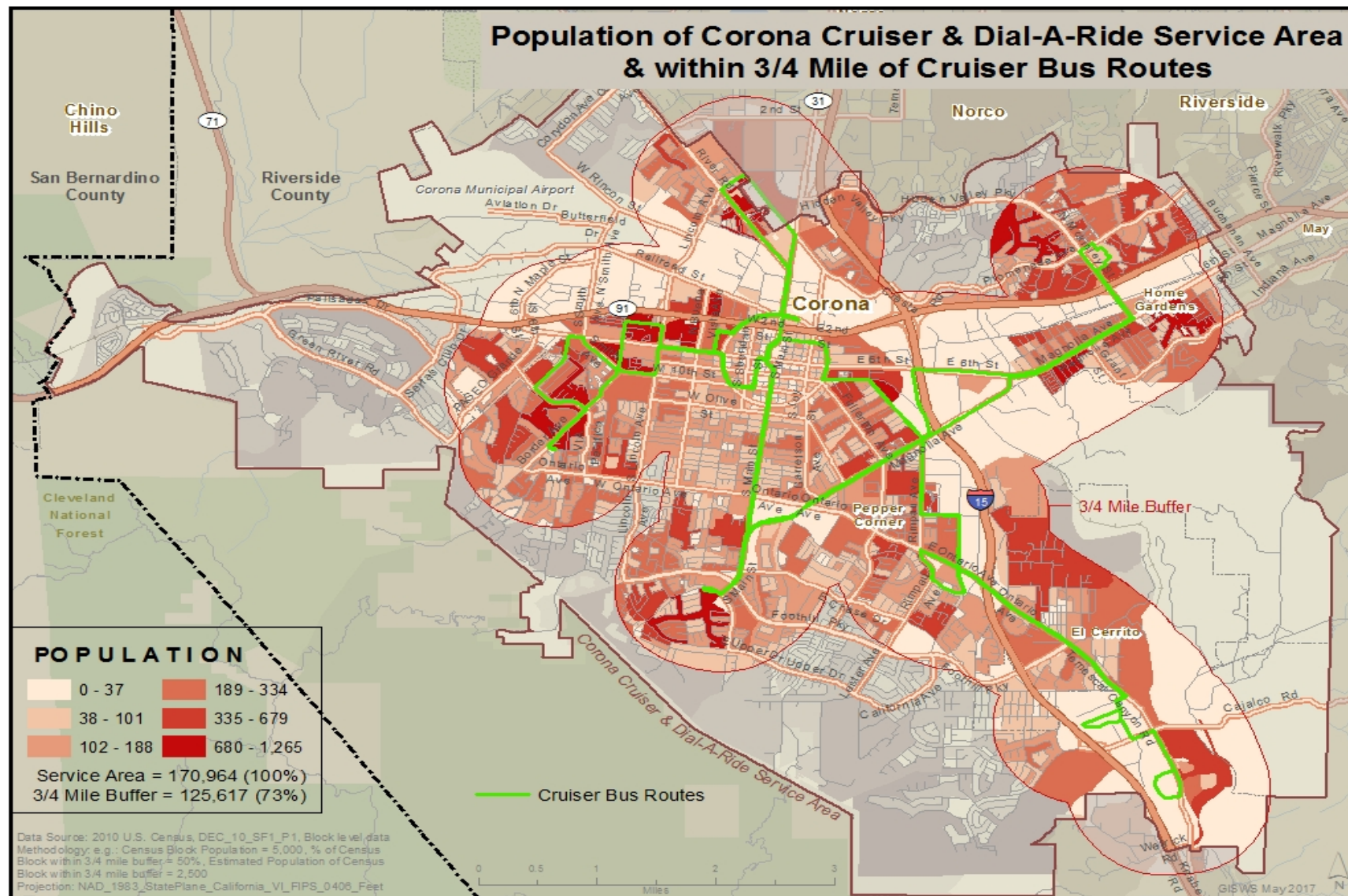


FIGURE 5 – PASS TRANSIT – 92% POPULATION COVERAGE WITHIN ¾ OF A MILE

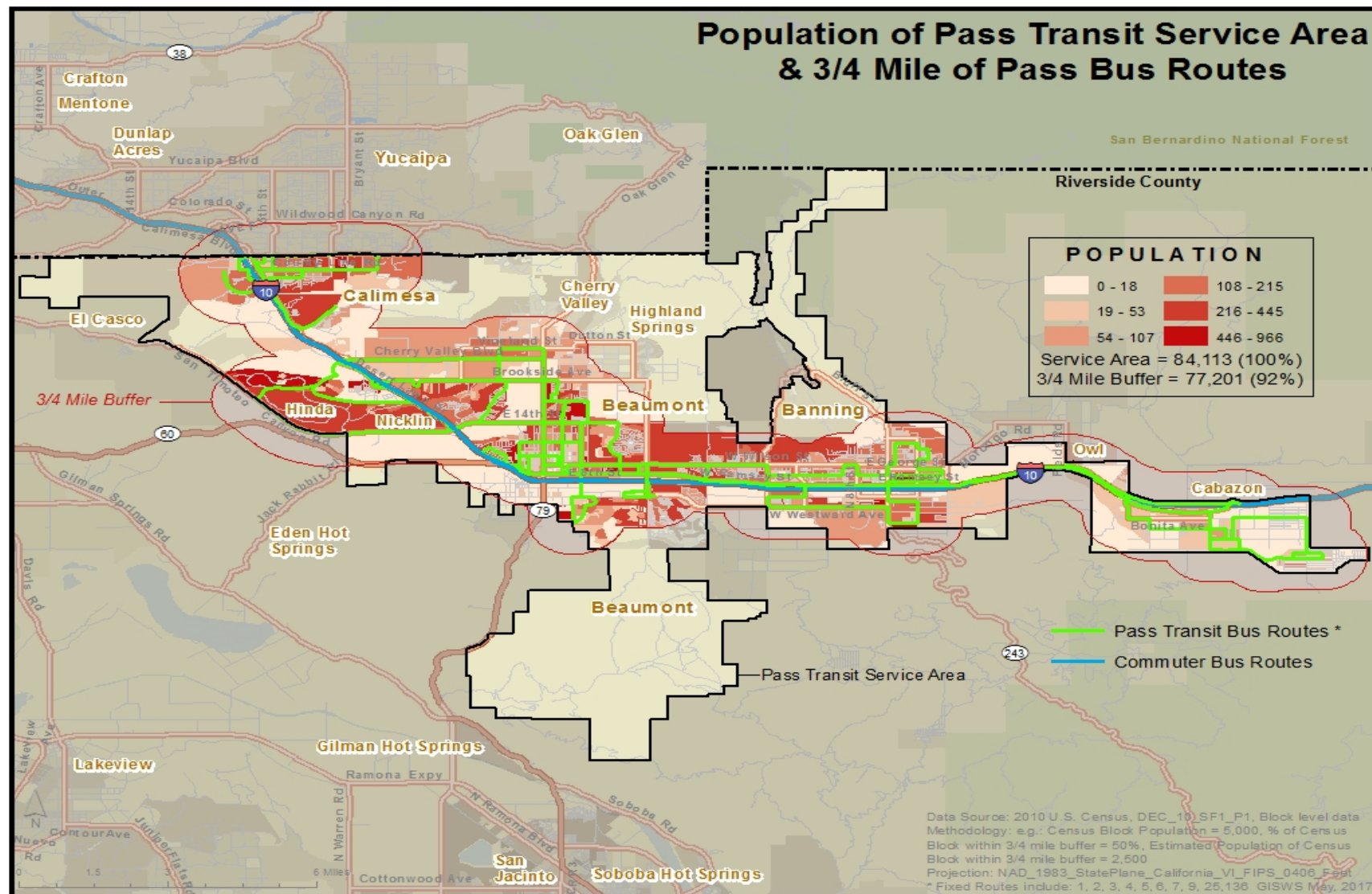
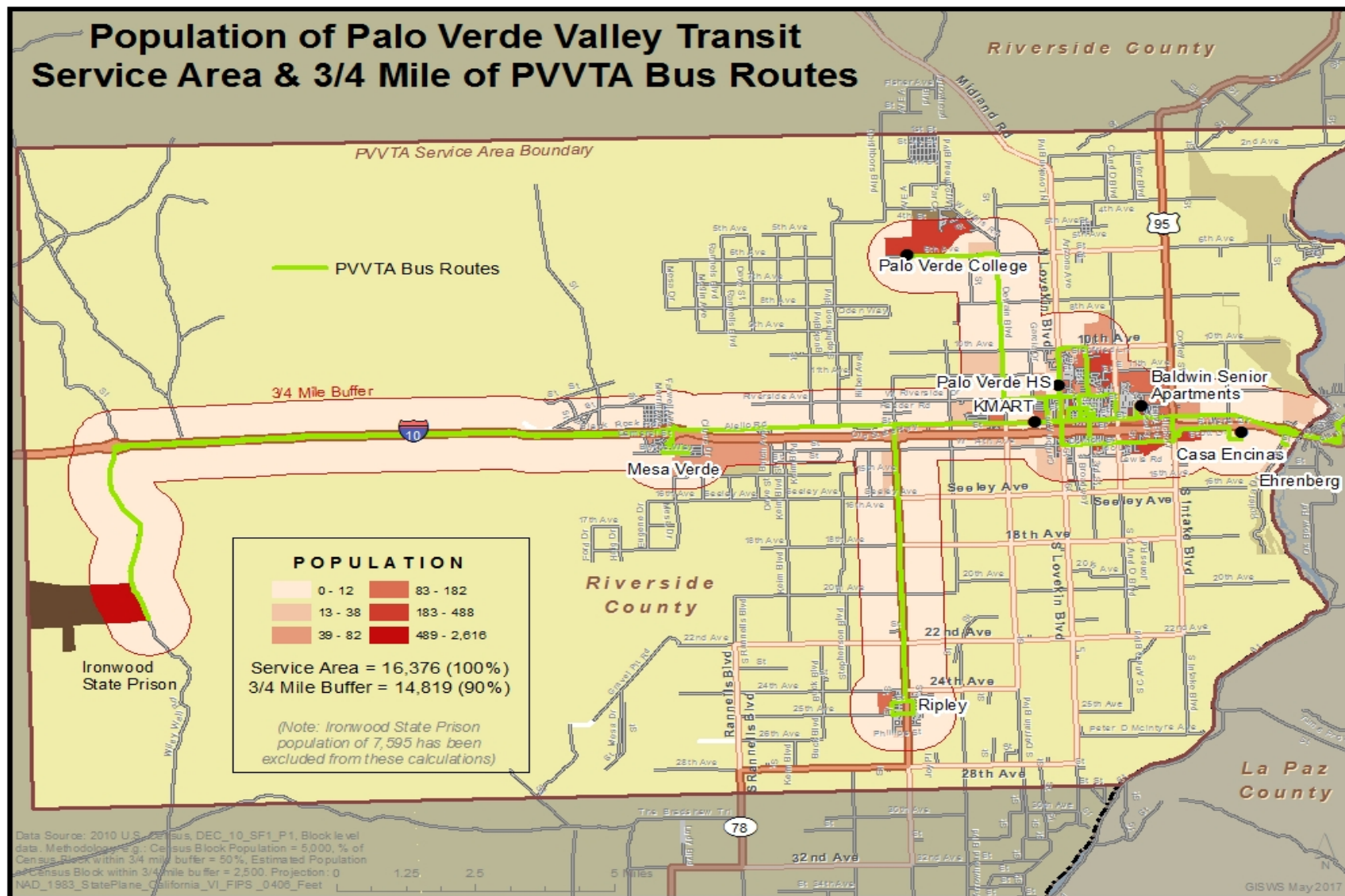


FIGURE 6 – PALO VERDE VALLEY TRANSIT – 90% POPULATION COVERAGE WITHIN ¾ OF A MILE



4. Connectivity

A measure of connectivity is critical for this large county where trip distances often make it necessary to transfer between systems. Transfers between transit routes, modes, systems and corridors exist and reflect a robust transportation network. While riders prefer a one-seat ride and transit systems strive to do that in known corridors of travel, transferring is necessary to accommodate the breadth of trip origins and destinations that exist in a complex and economically healthy county, such as Riverside.

TABLE 4 – BUS AND RAIL TRANSFER LOCATION COUNTS FOR RIVERSIDE COUNTY

Public Transportation Transfer Locations Fixed-Route and Rail	Countywide FY 13/14		Western Riverside County	Coachella Valley FY 14/15	Palo Verde Valley	Countywide FY 14/15		Western Riverside County	Coachella Valley	Palo Verde Valley	Countywide Totals FY 15/16	
	#	%	FY 14/15 [1]	[2]	FY 14/15	#	%	FY 15/16 [1]	[2]	FY 15/16	#	%
Intra-System Bus	1,070	85%	1,050	114	20	1,184	82%	1,092	104	20	1,216	84%
Intra-County Bus, Within County	66	5%	106	7	0	113	8%	85	6	0	91	6%
Regional Bus Transit Between Counties	77	6%	71	4	0	75	5%	59	0	0	59	4%
Regional Rail and Inter-City Bus	42	3%	63	11	1	75	5%	63	11	1	75	5%
TOTAL	1,255	100%	1,290	136	21	1,447	100%	1,299	121	21	1,441	100%

[1] Reflects RTA and Corona service changes as of May 2016.

[2] Reflects SunLine's January 2016 service change.

Source: See Appendix C, Bus Stop Location Counts by Operators, for detail by operator.

How Are We Doing?

Overall there is negligible change in the number of connections across the county. Western Riverside saw some additional intra-system connections. This is coupled with some consolidated routes that removed the need for passengers to transfer for certain long trips within the county. SunLine also tightened and merged some services so that riders wouldn't have to transfer, resulting in some decline in the number of intra-system transfer locations.

Appendix D presents the individual detail that supports Table 4 for each provider.

5. Resources

Resources presented in Table 5 present a composite picture of public transportation for the three geographic regions of Riverside County to establish a final measurement area. These resources include:

1. State and local funding that support transit services and can match available federal funding;
2. Public transit vehicles by which these programs provide trips;
3. Revenue vehicle miles reflecting the quantities of service provided by public fixed route and demand responsive transit services across each providers' service area.

Table 5 also includes two performance indicators reflecting service volumes provided within these large service areas: vehicles per square mile quantifying current fleet size in relation to transit service area size and vehicle revenue miles per square mile.

**TABLE 5 – PUBLIC TRANSPORTATION RESOURCES IN RIVERSIDE COUNTY:
COMMISSION ALLOCATED STATE AND LOCAL TRANSIT FUNDING, VEHICLES AND VEHICLES REVENUE MILES**

Public Transportation Resources, Three Time Periods	FY 13-14 Countywide Totals	FY 14-15 Countywide Totals				FY 15-16 Countywide Totals	% Change from FY 14/15
			Western Riverside County	Coachella Valley	Palo Verde Valley		
State and Local Transit Funding, Excluding all Federal Funds	\$61,835,874	\$69,988,653	\$50,266,640	\$ 21,521,932	\$ 852,425	\$ 72,640,997	4%
Programmed LTF and Measure A Transit, FY 2015/16, exclusive of state and local rail funding							
Transit Vehicles (<i>fixed route and paratransit; no taxis</i>) [1]	484	494	374	113	8	495	0%
RTA, City of Riverside, Corona, Banning, Beaumont, SunLine, Palo Verde Valley							
Vehicle Revenue Miles (<i>fixed route and paratransit</i>) [2]	16,856,113	17,830,287	14,557,378	4,362,449	166,423	19,086,249	7%
RTA, City of Riverside, Corona, Banning, Beaumont, SunLine, Palo Verde Valley							
Transit Service Area Square Mileage (<i>Total County=7,206</i>) [3]	4,499	4,499	2,337	1,120	1,042	4,499	0%
Measure - Vehicles per Square Mile	0.11	0.11	0.16	0.10	0.01	0.11	0%
Measure - Vehicle Revenue Miles Per Square Mile	3,747	3,963	6,229	3,895	160	4,242	7%

[1] Transit Vehicles: reported directly by operators on April 6, 2017, to RCTC staff.

[2] Revenue Miles: extracted from TransTrack 'Table 2 — SRTP Service Summary' on April 20, 2017.

[3] Square mileage: for total county from U.S. Census Quick Facts; SRTP for SunLine; GIS analysis for RTA presented in Figure 1; for PVVTA presented in Figure 3.

How Are We Doing?

State and local funding is up only 4%, now \$72.6 million in FY 15/16, slowing the rates of increase that have been much more robust in previous years when the region began rebounding from the 2008/2009 Recession. This trend will limit the region's ability to expand its public transportation, bus and rail, network.

Fleet size remains essentially constant, at 495 transit vehicles countywide. Some older RTA vehicles were retired during this period and not replaced, now with RTA's substantially new-vehicle fleet that was acquired during the previous two fiscal years. SunLine added a few vehicles to both its fixed route and demand response fleets. The Western Riverside 0.16 vehicles per square mile for its 2,300-square mile service area is somewhat higher than the comparable 0.11 for the Coachella Valley's 1,100- square mile service area, reflecting the larger fleet in Western Riverside although also covering a larger service area. Palo Verde Valley Transit's eight-vehicle fleet, in relation to its 1,042-square mile service area, doesn't yet register on this indicator with a service area that encompasses distances traveled to outlying communities by the PVVTA *Rural Rider*.

Vehicle revenue miles increased by 7%, an encouraging trend and very much to the credit of the transit providers who were able to stretch existing resources farther. This directly increases services – increased frequencies and slightly expanded routes – and is reflected as well in a 7% improvement in the vehicle revenue miles per square mile indicator.

Summary of How We Are Doing

In summation, this **ANNUAL COUNTYWIDE REPORT** presents an encouraging picture of the transportation network serving Riverside County residents related to farebox compliance, service area coverage and increased revenue miles of service provided. The picture is also a sobering one related to flattening income and trends of declining ridership.

Table 6 summarizes this year's key markers to contrast with prior reporting year experience.

TABLE 6 – SUMMARY OF COUNTYWIDE TRANSIT PERFORMANCE

Riverside County Public Transportation Summary of Countywide Performance					
	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	% Chng from FY 14/15
Farebox Recovery Ratio	25.5%	23.3%	23.8%	22.9%	-4%
Total Transit Trips, including Metrolink	15,847,276	16,402,422	16,591,421	15,788,794	-5%
Bus only trips	14,958,432	15,504,206	15,543,418	14,717,125	-5%
Metrolink only trips	888,844	898,216	1,048,003	1,071,669	2%
Transit Trips Per Capita	7.1	7.3	7.3	6.8	-6%
Transit Accessibility and Coverage	not available	76%	76%	77%	1%
Countywide Average 3/4 Mile Population Access to Fixed Route					
Bus Stop Transfer Connections	1,315	1,255	1,447	1,441	0%
Intra-System	88%	85%	82%	84%	3%
Intra-County Bus, Within County	3%	5%	8%	6%	-19%
Regional Bus Transit Between Counties	6%	6%	5%	4%	-16%
Regional Rail and National Inter-City Bus	3%	3%	5%	5%	55%
FY 14/15 Transportation Resources					
State and Local Operating Funds	\$53,903,436	\$61,835,874	\$69,988,653	\$72,640,997	0%
Public Transit Vehicles (Fixed Route and Paratransit)	447	484	494	495	0%
Vehicle Revenue Miles (Fixed Route and Paratransit)	16,132,145	16,856,113	17,830,287	19,086,249	7%
Square Miles of Transit Service Area	4,887	4,499	4,499	4,499	no change
Vehicles Per Square Mile	0.09	0.11	0.11	0.11	0%
Vehicle Revenue Miles Per Square Mile	3,301	3,747	3,963	4,242	7%

What Do This Year's Indicators Suggest for Riverside County Public Transit?

Concerns about Farebox and Ridership Compliance with farebox recovery standards was met and exceeded by each of the reporting providers during this period, but it is notable that for two years in a row there has been a slight decline in the countywide farebox recovery, now 22.9% overall. If there is continued decline in ridership, as has been seen through this year across the country and elsewhere in Southern California, this can begin to have farebox compliance implications.

Figure 6 following reflects the current ridership picture and shows the beginning pattern of ridership decline in transit use, after years of steady ridership growth. While rail and demand response transit have grown slightly or stayed steady, countywide we have seen a 5% decline in transit unlinked passenger trips.

As shown in Figure 7 below, this has resulted in a decline in the trips per capita indicator from the steadily increasing to 7.3 and now to this reporting period's 6.8 trips per capita.

FIGURE 6, TRANSIT TRIPS BY MODE FOR RIVERSIDE COUNTY, OVER SIX REPORTING PERIODS

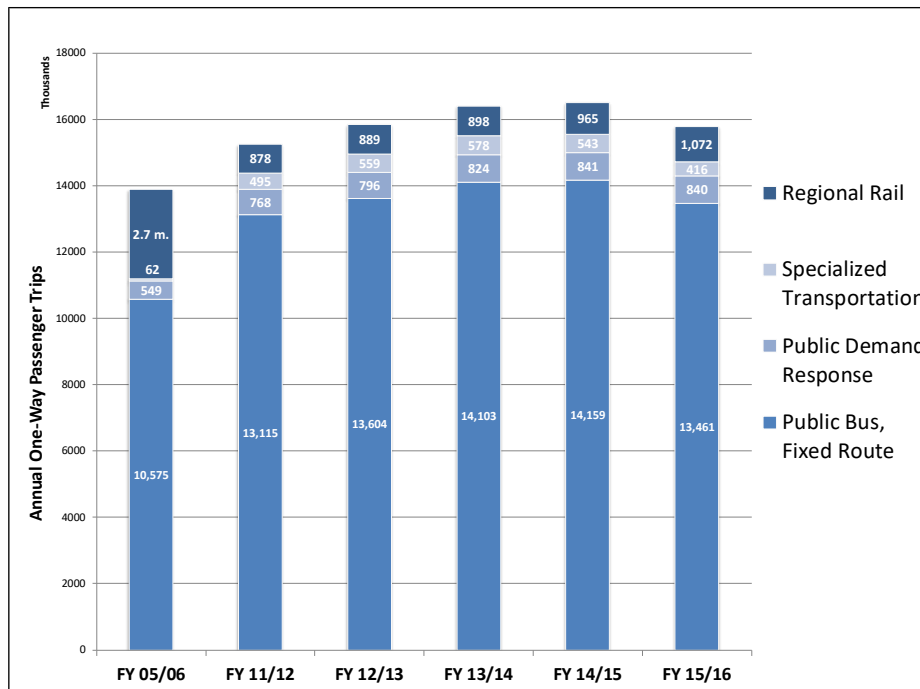
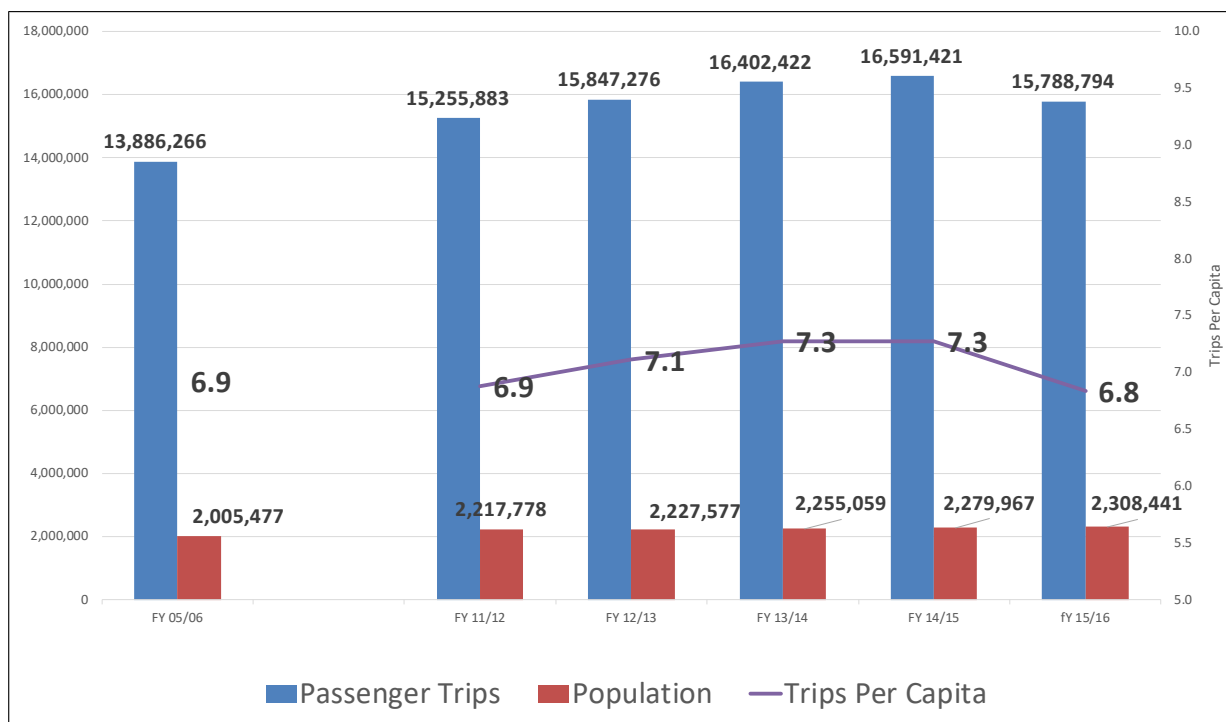


FIGURE 7, RIVERSIDE COUNTY TRANSIT TRIPS, POPULATION AND TRIPS PER CAPITA



Continued Responsiveness to Customer Needs

Despite flattening revenue growth, the County's public transit providers put into place numerous initiatives that are responsive to the mobility needs their consumers confront. New grants were a part of this. The smallest provider, Palo Verde Valley Transit, was successful in securing a competitive Federal grant to meet health access trip needs identified in RCTC's COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN. SunLine Transit was successful in an equally competitive State Cap and Trade grant, enabling it to continue its leadership in alternate fuel buses and to establish new routes in now unserved areas of the City of Indio and unincorporated Mecca.

Additional transit service has been added, instituted by RTA, Banning's PASS Transit service and SunLine to extend existing routes, to interlink routes that reduce passengers' need for transfers and to support new connections to rail services. These added services are reflected in the 7% increase countywide in revenue service miles and in the 1% increase in the service area covered, increasing from 76% to 77% of the county's transit service area population now living within $\frac{3}{4}$ of a mile of a fixed route transit line or a Commuter Link transit stop.

Moving Forward

Riverside County's public transit operators are already confronting the challenges the industry faces. These ironically include an increasingly healthy local economy that has decreased the pool of traditionally transit-dependent riders. Moving forward means more initiatives to attract new potential riders by providing fast, convenient and easy-to-use transit services. The increased presence of ride hail services of Uber and Lyft, among others, will further impact mobility choices of Riverside County residents and by extension its public operators in ways that are not yet understood. The transit providers can anticipate the continuing challenge of balancing *coverage versus frequency* that plays out with such ferocity in the large service area expanses of Riverside County.

RCTC's development of the forthcoming **LONG-RANGE TRANSPORTATION PLAN FOR RIVERSIDE COUNTY** during 2017/2018 will need to address these and other challenges to help guide the County's policy makers, transit administrators and residents towards a robust, multi-modal transportation future.

Appendices

Appendix A – Definitions, Data Sets and References

Appendix B – Public Transportation Trips Provided, All Modes - Six Fiscal Years

**Appendix C – Bus Stop Location Counts by Operators Supporting Table 4
(Transfer Locations)**

Appendix D – Public Transit Fleet Size Over Four Years

Appendix A – Definitions, Data Sets, and References

Data Element	Anticipated Data Sources	Definition
Passenger trips	<ul style="list-style-type: none"> - TransTrack data – extracted from Table 2 – SRTP Service Summary on April 4, 2017. - Metrolink boardings separately calculated from SCRAA data. 	<ul style="list-style-type: none"> - One-way passenger boardings of fixed-route, paratransit, deviated fixed-route; - Metrolink boardings at Riverside County stations only.
Operating expense	FY 2015/16 Annual Financial Statements with Independent Auditor's Report	Definition from March 2008 adopted Commission policy, all operating expense object classes exclusive of depreciation and amortization, vehicle lease expense. PUC 99247(a)
Fare revenue	FY 2015/16 Annual Financial Statements with Independent Auditor's Report	<ul style="list-style-type: none"> - Definition from March 2008 adopted Commission policy: - Fare revenue <u>plus</u> supplemental fare revenues from local support, which may include interest, advertising, etc. as provided for in PUC 6611.3
Transit route structure	Active service operating along a fixed-route or deviated fixed-route as of June 30 th .	GIS shape files for active routes
County population data at the block level	2010 US Census	<ul style="list-style-type: none"> - Total county population - Block level data for most current decennial census
Transit transfer data: Intra-system Inter-system Inter-county	Transfer locations at which routes connect; each location counted only once; counts validated by operator	Calculated by each operator, these count each stop-level transfer location one time for each operator, as of June 30, 2016.
Vehicle revenue miles	TransTrack data – extracted from Table 2 – SRTP Service Summary on April 4, 2017	<ul style="list-style-type: none"> - Annual revenue service miles as of June 30, 2016 - Or total vehicle service miles, inclusive of deadhead.
Square mileage	US Census County square mileage Operator service area square mileage reported in NTD	Whatever is reported to NTD, by operator.
Vehicle revenue hours	TransTrack data – extracted from Table 2 – SRTP Service Summary on April 4, 2017	Annual revenue service hours as of June 30, 2016
Accessibility and coverage GIS calculation for Figures 2 thru 6	The methodology used to calculate population within the ¼ mile buffers and service areas is included on each map. Using the local California State Plan Coordinate system with distance units measured in feet, buffer and service area polygons for each set of transit routes were first overlaid on top of the area's 2010 US census blocks. Then, 2010 census population counts for each block intersecting these polygons were applied to the corresponding buffer or service area using an area-ratio calculation. If, for example, only ¼ of the area of a census block fell within the buffer or service area then only ¼ of the population of that census block was applied to it. The sum of all these census block calculations, in turn, comprised the population estimate for the corresponding buffer or service area.	

Appendix B – Public Transit Trips Provided, All Modes

Public Transportation Trips Provided	2007 Coordinated Plan		RCTC Coordinated Plan		RCTC's Annual Report		RCTC's Annual Report		RCTC's Annual Report		RCTC's Annual Report						
	FY 05/06		FY 11/12		FY 12/13		FY 13/14		FY 14/15		FY 15/16						
Service by Mode [1]	Trips	% of Total Trips	Trips	% of Total Trips	# of Vehicles in Active Service	Trips	% of Total Trips	# of Vehicles in Active Service	Trips	% of Total Trips	# of Vehicles in Active Service	Trips	% of Total Trips				
Rail [2]	2,700,117	19%	878,438	6%		888,844	6%		898,216	5%		1,048,003	6%	1,071,669	7%		
RCTC Commuter Rail - Riverside	1,101,646		215,864			208,230			175,032			160,388		157,748			
	1,066,541		455,510			500,786			553,520			626,557		610,482			
	531,930		207,064			179,828			169,664			261,058		303,439			
Public Bus, Fixed Route [3]	10,575,445	76%	13,115,046	86%	269	13,603,825	86%	380	14,102,821	86%	306	14,159,311	85%	305	13,460,620	85%	
RTA FR	5,718,234		6,555,135		94	6,861,830		191	7,155,365		124	7,203,364		122	7,081,410		
	SunLine FR	3,474,361		4,436,917		69	4,494,549		69	4,643,147		71	4,645,097		76	4,316,234	
	RTA Contract FR	916,366		1,635,377		80	1,713,555		90	1,744,652		79	1,753,518		78	1,534,671	
	Banning FR	183,265		127,499		5	138,503		5	146,981		5	135,244		7	127,524	
	Corona FR	146,983		153,783		4	163,054		4	169,745		6	168,303		6	152,728	
	Beaumont FR	89,962		164,390		9	190,589		13	198,499		13	204,112		11	202,826	
	Palo Verde Valley FR	46,274		41,945		8	41,745		8	44,432		8	49,673		5	45,227	
	Public Demand Response	548,845	4%	767,883	5%	206	795,503	5%	219	823,649	5%	188	840,811	5%	187	840,167	5%
RTA DAR	199,322		372,322		125	384,442		106	398,636		98	406,000		102	413,968		
	Riverside Special Transportation Services DAR	145,223		174,058		29	172,725		47	182,878		36	175,276		32	167,439	
	SunLine DAR	83,956		124,720		31	136,208		45	139,042		33	153,183		37	164,024	
	Corona DAR	58,892		61,285		12	65,635		12	68,852		12	66,015		9	63,162	
	Beaumont DAR	28,656		18,786		4	18,710		3	16,899		3	18,640		3	10,910	
	RTA Taxi	18,536		7,648		-	8,539		-	8,271		-	11,963		-	10,594	
	Banning DAR	9,463		9,064		5	9,244		6	9,071		6	9,734		4	10,070	
Specialized Transportation/ Universal Call Program [4]	61,859	0.4%	494,516	3%	45	559,104	4%	54	577,736	4%	50	543,296	3%	46	416,338	3%	
Fixed Route:																	
RTA Extended Services	-		101,038			108,180			68,726			50,851		-	27,033		
RTA Commuter Link	-		58,466			64,171			62,542			73,635		-	0		
SunLine Commuter Link 220	-		-			12,868			14,528			13,952		-	6,437		
SunLine Line 95 North Shore	-		-			-			26,603			15,605		-	36,295		
Paratransit/ Community Shuttle Services:																	
Boys & Girls Club of Southwest County	-		57,044		13	49,135		16	41,676		14	38,767		13	40,663		
Care-A-Van/ HOPE Bus	9,295		20,115		10	25,060		12	29,845		13	22,394		9	22,203		
Care Connexus	13,755		15,829		4	17,597		5	16,333		5	17,296		-	18,273		
City of Norco - Senior Shuttle	2,606		1,130		1	2,066		1	1,956		1	2,189		1	2,984		
CVAG Roy's Desert Resource Center	-		38,945		2	46,561		2	45,272		2	17,288		-	-		
Forest Folk, Inc.	4,842		0		-	0		-	0		-	0		1	2,270		
Friends of Moreno Valley Senior Center Inc.	4,842		5,364		1	4,941		1	3,002		1	4,574		1	4,313		
Inland AIDS Project	1,974		2,377		2	2,354		2	2,342			1,723		-	2,046		
Operation Safehouse	-		524		1	309			624		1	765		1	1,406		
Riverside County Regional Medical Center RCRMC	-		10,071		10	9,208		10	5,835		10	7,640		17	7,629		
County of Riverside Department of Mental Health	-		-		-	-		-	-		-	-		-	1,408		
United States Veterans Initiative	-		-		-	-		4	5,217		3	2,333		3	3,774		
Wildomar Senior Community	-		440		1	446		-	-		-	-		-	-		
Mileage Reimbursement (one-way trips supported):																	
Crt. App'd Spec. Advocates-CASA/Voice for Children	-		9,380			6,696			5,702			-		n/a	-		
Voices for Children	-		0			0			0			-		n/a	3,222		
TRIP - Partnership to Preserve Independent Living (West County)	24,393		82,383			83,831			87,850			89,828		n/a	59,302		
TRIP - Partnership to Preserve Independent Living (East County)	-		-			-			-			19,779		n/a	-		
Bus Passes/Taxi Vouchers/ Vanpool Trips:																	
Community Connect/ TAP Bus Pass Trips	-		65,263			62,742			65,212			71,230		n/a	74,818		
RCTC Commuter benefits/ Coachella Van Pool Trips	-		19,037			17,700			18,740			-		n/a	-		
RTA - Travel Training	-		5,026			39,334			65,354			81,031		n/a	94,213		
RTA - Dial A Ride Plus	-		-			-			-			0		n/a	1,558		
SunLine Taxi Voucher Program	-		2,084			5,905			10,377			12,416		n/a	6,491		
Mobility Management and Travel Training Projects:																	
Care Connexus - Driver Sensitivity Training	-		n/a			n/a			n/a			n/a			n/a		
Community Connect/ 211	-		n/a			n/a			n/a			n/a			n/a		
Blindness Support- Travel Training	-		n/a			n/a			n/a			n/a			n/a		
RTA Travel Training	-		n/a			n/a			n/a			n/a			n/a		
ALL TRIPS: Including Rail, Public Transit, Measure A JARC and New Freedom	13,886,266	100%	15,255,883	100%	520	15,847,276	100%	653	16,402,422	100%	544	16,591,421	100%	538	15,788,794	100%	
TOTAL POPULATION	2,005,477		2,217,778			2,227,577			2,255,059			2,279,967			2,308,441		
Trips per Capita for 2006 Total Population [5]	6.9																
Trips per Capita for 2012 Total Population [6]			6.9														
Trips per Capita for 2013 Total Population [7]						7.1											
Trips per Capita for 2014 Total Population [8]									7.2								
Trips per Capita for 2015 Total Population [9]												7.3					
Trips per Capita for 2016 Total Population [10]															6.8		

Notes:

[1] Public transit operator ridership data extracted from TransTrack 'Table 2 – SRTP Service Summary' on April 4, 2017. Vehicle data reported directly from operators on April 6, 2017.

[2] FY13-14 Annualized at average weekday daily boardings at Riverside County stations: Riverside, 91 and Inland Empire-Orange County Lines.

FY14-15 and FY 15-16 Annualized from average weekday AND average weekend daily boardings from SCRRA reported monthly ridership at Riverside County stations. There is no weekend service on the Riverside line.

[3] Public bus, fixed route trips for RTA and SunLine do not include Specialized Transportation funded fixed route trips: RTA Extended, Commuterlink and RTA Travel Training, SunLine Commuterlink and Line 95, and Community Connect TAP/RTA.

[4] Specialized Transportation ridership and vehicle data reported directly by specialized transportation operators. RTA and SunLine included in public bus [3]

[5] through [9] RCTC Fiscal Year Mid-Year Revenue Projections - Department of Finance January 1st: Demographic Research Unit county population

As at Jan 2017

NOTE: Some routes connect only in one direction, do not necessarily make a meaningful connection on the route's reverse direction.

SunLine Routes and Connections/ Transfer Locations as of January 2017

	INTRA-SYSTEM															INTRA-COUNTY		REGIONAL RAIL/INTER-CIT						
Routes	14	15	20	24	30	32	53	54	70	80	81	90	91	95	111	220	Pass Transit	Metrolink	AMTRAK	Greyhound				
14		1	1	1	2	1									1						7			
15	1		1																		2			
**** 20	1	1				1	1	1							1	1					4			
24	1				1	1									1						7			
30	2			1		2									2						9			
32	1		1		2		1	1							1	1			1		6			
53						1		1							2	1			1		14			
*** 54						1	1		1	2	2	1	1	1	2	1			1		3			
70								1							1				1		9			
80								2			3	1	1	1	1						10			
81								2		3		1	1	1	1					1	7			
90								1		1	1		2	1	1						7			
91								1		1	1	2		1	1						6			
** 95								1		1	1	1	1		1						19			
111	1		1	1	2	1	1	2	1	1	1	1	1	1		1			3		9			
* 220			1			1	1	1							1		1	1	1	1	126			
	7	2		3	7	9	5	14	2	9	9	7	7	6	17	5	1	1	8	2				
TOTALS BY TYPE OF CONNECTION																Intra-System 104				Inter-Co. 6		Regional 11		121

* Effective date: September 10, 2012

** Effective date: September 2, 2013

*** Effective date: January 6, 2014

**** Effective date: January 3, 2016

SunLine's Route #220 to the Metrolink station at downtown Riverside supports out-of-county connections to San Bernardino, Los Angeles and San Diego Counties through the host of transfer options afforded at each of these stops.

	INTRA-SYSTEM									INTRA-COUNTY				REGIONAL BUS							REGIONL RAIL						
Route #s	1	2	3	4	5	6	7	9	120	Total Intra-System	RTA 14	RTA 31	SunLine 220/RTA 210	Total Intra-County	Omni 1	Omni 2	Omni 202	Omni 325	MARTA Big Bear	MARTA RIM	VUTA 15	Total Regional Bus	Metrolink - San Bernardino	AMTRAK	Greyhound	Total Regional Bus/Rail	
1												1														1	
2	54		9	9	8	8	4	4	3		1	2											1			103	
3	8	9		11	9	9	2	2	1		1	1														53	
4	8	9	11		8	8	1	1	1		1	1														49	
5											2	1														3	
6											2	1														3	
7	0	4	2	1	0	0		4	0																	11	
9	1	1	2	1	1	1	2		1																	10	
120	1	3	1	1	1	1	0	1			1	1	2		3	1	1	1	1	1	2		1	2		26	
	72	26	25	23	27	27	9	12	6		1	9	8		3	1	1	1	1	1	2		1	3	0	259	
TOTALS BY TYPE OF CONNECTION										Intra-System Bus	227	Intra-County Bus	18	Regional Bus							10	Regional Rail/ Intercity Bus				4	259

	INTRA-SYSTEM		INTRA-COUNTY		REGIONAL RAIL/ INTERCITY BUS			
<i>Routes</i>	Red	Blue	RTA	SunLine	Metrolink	AMTRAK	Greyhound	
Red		9	23		3			35
Blue	9		29		5			43
TOTALS BY TYPE OF CONNECTION	Intra-System 18		Intra-County 52		Regional 8			78

PVVTA Routes and Connections/ Transfer Locations

	INTRA-SYSTEM					INTRA-COUNTY		REGIONAL RAIL			
Routes	1	2	3	4	5	RTA	SunLine	Metrolink	AMTRAK	Greyhound	
1		3	1	2						1	7
2	3		1	2							6
3	1	1		1							3
4	2	2	1								5
5											0
TOTALS	6	6	3	5	0	0	0	0	0	1	21

Note: Route 5 is a weekend route and is the only route in operation. No other routes are available to transfer to. Quartzsite Transit Services in Arizona connects paratransit services into Blythe/PVVTA Monday-Friday.

Appendix D – Public Transit Fleet Size Over Four Fiscal Years

Public Transit Vehicles 4-Year History	FY 2012/2013 ^[1]	FY 2013/2014 ^[1]	FY 2014/2015 ^[2]	FY 2015/2016	% Change from Prior Year
Transit Vehicles only (fixed-route and demand response, excluding taxis) RTA, City of Riverside, Corona, Banning, Beaumont, SunLine, Palo Verde Valley					
Western Riverside County	339	372	382	374	-2%
Fixed Route	198	217	227	224	
Demand Response	141	155	155	150	
Coachella Valley	100	104	104	113	9%
Fixed Route	69	69	71	76	
Demand Response	31	35	33	37	
Palo Verde Valley	8	8	8	8	0%
Fixed Route	8	8	8	5	
Countywide Totals	447	484	494	495	0%

[1] Revised reporting from prior year reports; excludes support vehicles.

[2] Excludes support vehicles and includes vehicles active as of June 30, 2016

Source: Vehicle information directly reported by operators April 6, 2017.