



# **City of Banning**

# **Short Range Transit Plan**

## **FY 2023/24 – 2025/26**



City of Banning  
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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 Geronio Pass. The City, incorporated in 1913, has a rich and colorful history.

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

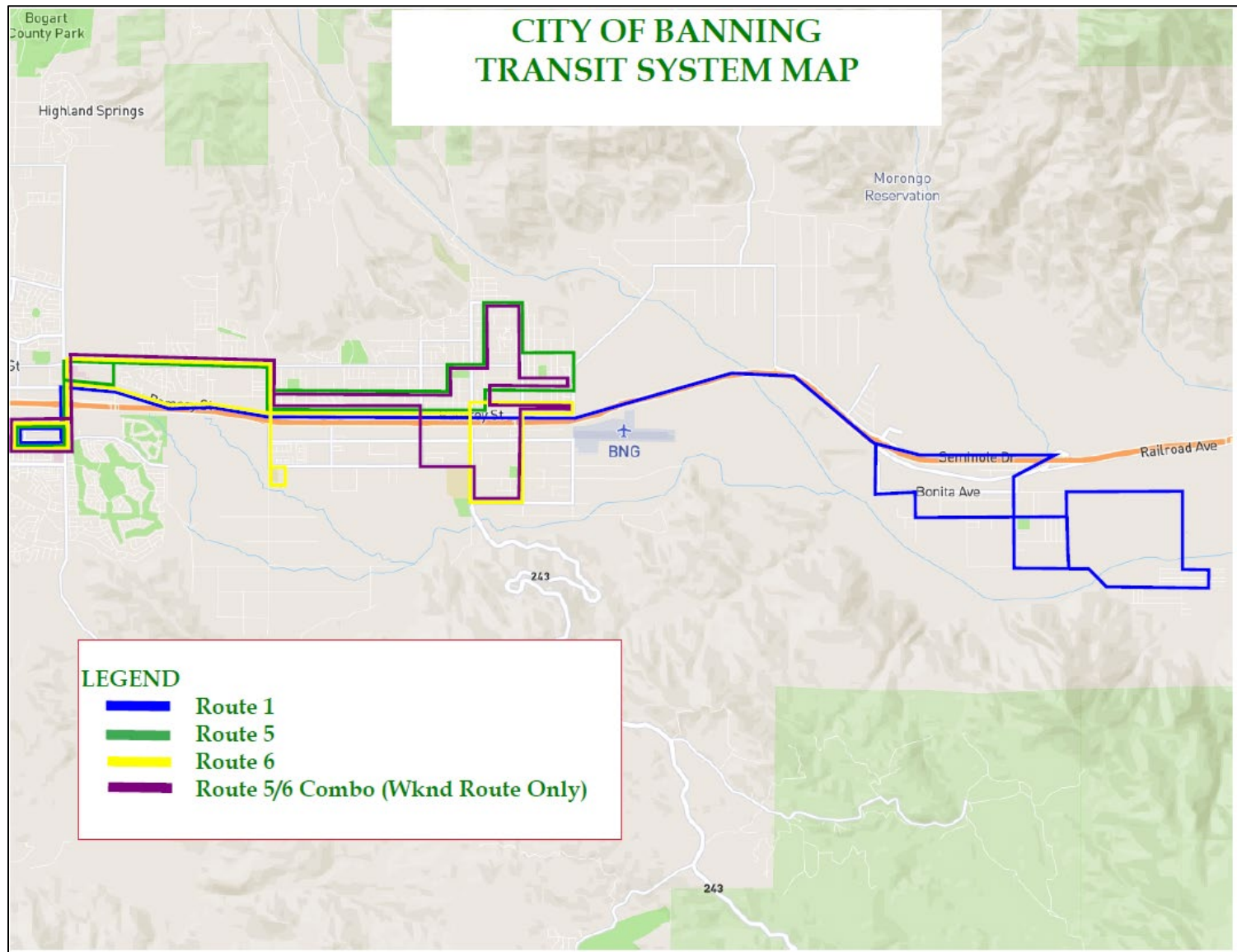
Banning has provided public transportation service since April 1973, which expanded to two routes in September 1985. The current transit system comprises three fixed-route services and a Dial-a-Ride system that is limited to seniors (60 + years of age) and persons with disabilities, including riders certified under the Americans with Disabilities Act (ADA). The newest of the three fixed routes, the Cabazon service, which began in July 1995, extends from Banning east to the unincorporated area of Cabazon. This route was extended in January 2000 to provide a route deviation to serve a remote residential area in eastern Cabazon.

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

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

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

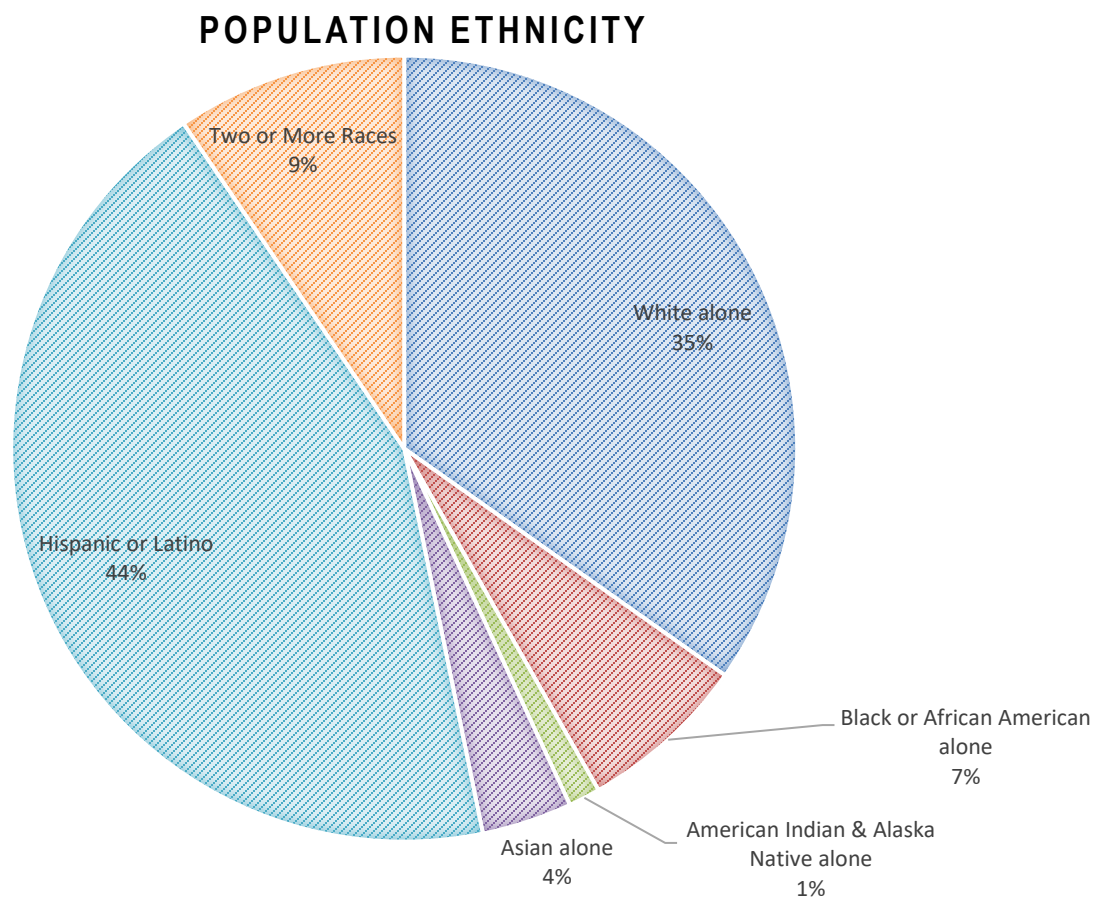
## Service Area Map



## 1.2 – Population Profile and Area Demographics

Riverside County covers 7,207 square miles with a population of over 2.4 million people in 2020, per the U.S. Census. The population density for Riverside County is 303.8 people per square mile, largely due to the vast desert areas that are not populated.

The City of Banning (“Banning”) covers 23 square miles with a population of 29,505 people in 2020. The population density for Banning is 1,282 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

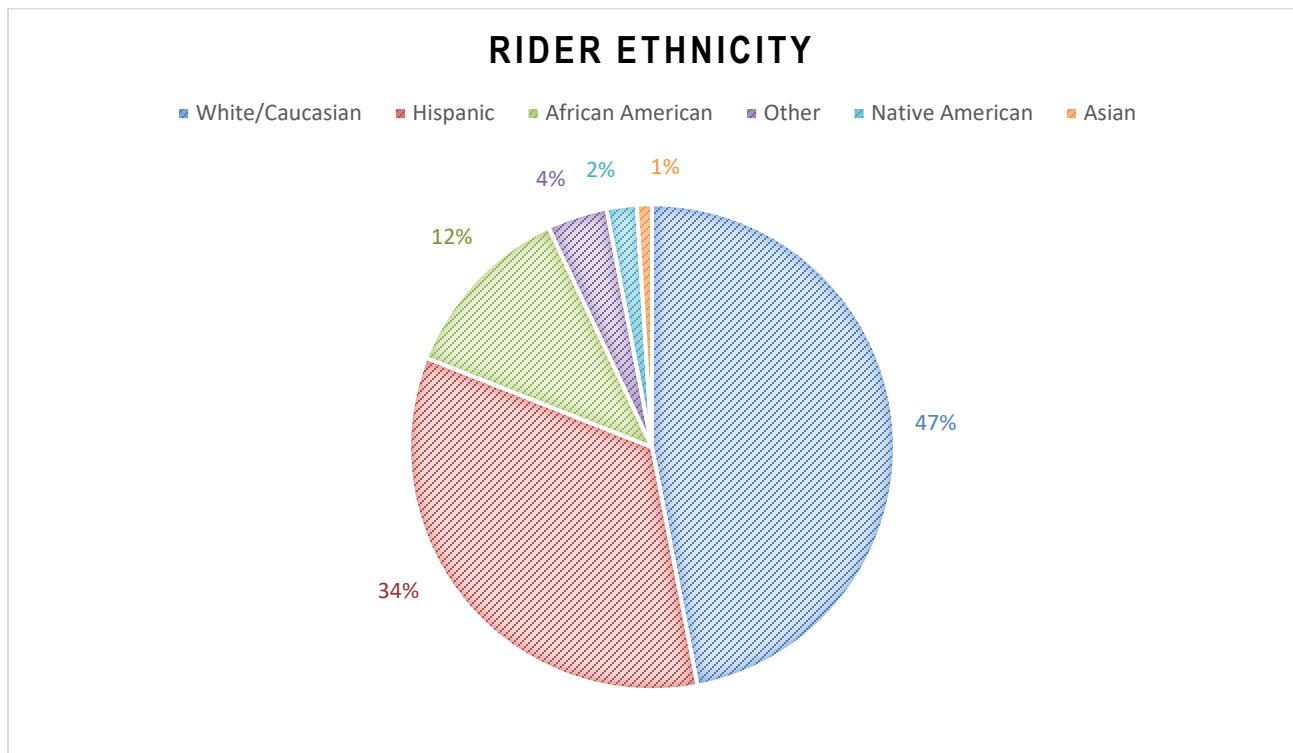
TABLE 1 DESCRIPTION OF ROUTES		
<u>Fixed Routes</u>	<u>Description</u>	<u>Area/Service Area</u>
<b>Route 1</b>	Service from Beaumont to Cabazon via the Banning commercial corridor along Ramsey Street	Walmart Shopping Center, Sun Lakes Village, Banning Police Department, Casino Morongo, Cabazon Outlets, Cabazon Community Center, Mid-County Courthouse, Mt. San Jacinto College (Pass Campus) and the San Gorgonio Memorial Campus
<b>Route 5</b>	Residential areas of the northern Banning to Beaumont commercial areas (Walmart) via downtown Banning (Ramsey Street)	Banning Library, Banning High School, Hemmerling Elementary, Beaver Medical, Walmart, Sun Lakes Village, San Gorgonio Memorial, Hospital, DMV and Banning Police Department
<b>Route 6</b>	Residential areas of southern Banning to Beaumont commercial areas (Walmart) via downtown Banning (Ramsey Street)	Mt. San Jacinto Community College (Pass Campus), Banning High School, Smith Correctional Facility, DMV, Banning Health Care, Sun Lakes Village and shopping center on Sunset/Ramsey
<b>Route 5/6 (Combo)</b>	Weekend 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)
<u>Fixed Routes</u>	<u>Description</u>	<u>Area/Service Area</u>
<b>City-Wide</b>	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	All areas of Banning and limited areas in Beaumont

## 1.4 – Description of Ridership, Revenue Miles, Revenue Hours

### Ridership

In 2013, a survey was conducted showing the demographics of the 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 near future.



## 1.5 – Current Fare Structure

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

### Fixed Route

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

### Dial-A-Ride Fares

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

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

Riders have a few ways of paying for fares including purchasing passes at the Community Center and paying for fares on the buses. In FY 2019/2020 the City begun offering fare purchases through Token Transit, which offers fares via the web and a mobile application.

## 1.6 – Revenue Fleet

Banning Connect operates six fixed route vehicles all of which are powered by compressed natural gas (CNG). The vehicles are equipped with racks for two bicycles and are 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 5 years to 12 years in age (8.2 years average age). Banning ordered three new 32 foot EZ-Rider II CNG buses in March 2023 and expects to receive the buses July 2023. Two of the new buses will be additions to the fleet rather than replacement in order to maintain a satisfactory spare ratio.

The transit system has 3 vehicles that are classified as Dial-A-Ride (one in revenue service and two as spares). Dial-A-Ride vehicles range from 4 years to 12 years in age (approximately 8.3 years average age). Banning ordered two additional replacement Dial-A-Ride vehicles in March 2023 with an expected delivery date of July 2023. One of these vehicles will be a fully electric van, which will be piloted on Dial-A-Ride. The City also has four support vehicles which are used for driver relief or administrative errands. **Table 1.1** shows the list of the of the City's revenue fleet inventory.





**Table 1.1 - Fleet Inventory**  
**FY 2023/24 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 2022/23	# of Contingency Vehicles FY 2022/23	Life to Date Vehicle Miles Prior Year End FY 2021/22	Life to Date Vehicle Miles through March FY 2022/23	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2022/23
2015	EBC	EDN	30	1	32	CN	1		197,467	294,772	294,772
2015	EDN	AeroElite	30	1	32	CN	1		197,502	215,472	215,472
2016	EDN	Easy Rider	25	1	32	CN	1		264,276	294,772	294,772
2017	EDN	Easy Rider	25	1	32	CN	1		201,454	238,626	238,626
2010	EDN	XHF	31	1	34	CN	1		405,851	422,950	422,950
2010	EDN	XHF	31	1	34	CN	1		396,947	419,132	419,132
<b>Totals:</b>			172	6			6		1,663,497	1,885,724	314,287



**Table 1.1 - Fleet Inventory**  
**FY 2023/24 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 2022/23	# of Contingency Vehicles FY 2022/23	Life to Date Vehicle Miles Prior Year End FY 2021/22	Life to Date Vehicle Miles through March FY 2022/23	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2022/23
2010	EBC	Aerotech	16	1	25	GA	1		190,135	211,292	211,292
2013	GLV	Universal	18	1	26	CN	1		136,272	159,003	159,003
2018	STR	Allstar	16	1	25	GA	1		55,704	69,068	69,068
<b>Totals:</b>			50	3			3		382,111	439,363	146,454

## **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 Geronio Avenue, where bus passes are sold, schedules are available and ADA applications can be picked up and returned. Phone calls for general information and questions regarding scheduling are received Monday – Friday from 8:00am to 6:00pm at the Community Center.

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

## **1.8 – Existing Coordination between Transit Agencies**

In 2019, the Cities of Banning and Beaumont executed a new Interagency Service Agreement (ISA), outlined the relationship between each agency's operations and the manner in which the transit systems would operate within each City's service areas including, but not limited to route planning, scheduling, stops, transfers and the dissemination of information. The ISA was renewed by both parties in 2022.

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 2<sup>nd</sup> 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**

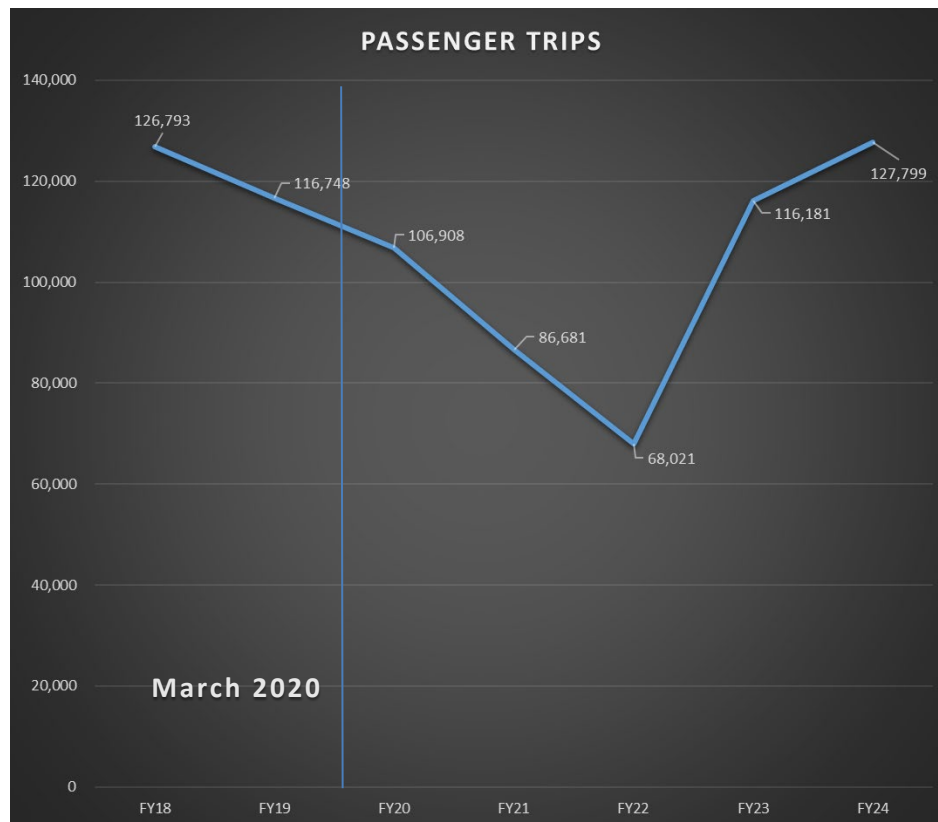
Although there are no existing studies to list (e.g., COAs, BRT studies, Safety Plans, etc.) the City plans to develop a Comprehensive Operating and Capital Needs Analysis in FY 2023/24.



## **Chapter 2: Existing Service and Route Performance**

### **2.1 – Key Performance Indicators**

Banning Connect ridership levels are still recovering from the impacts associated with the COVID-19 pandemic however projected ridership volumes for this fiscal year demonstrate a near full recovery with ridership exceeding 110,000 passenger trips. It is unclear what the next year will bring, however an additional increase in ridership is projected for FY 2023/24, bringing Banning Connect back into pre-pandemic ridership levels.



Key Performance Indicators (KPIs) as required by Riverside County Transportation Commission (RCTC) are shown in **Table 2** below. In addition to RCTC's KPIs, the City is implementing data collection procedures to more accurately collect data related to on-time performance, ridership growth, road calls, complaints, preventable accidents and rider injuries.

**Table 2.0 -- Service Provider Performance Targets Report**
 FY 2022/23 Short Range Transit Plan Review  
 City of Banning

Data Elements	FY 2022/23 Plan	FY 2022/23 Target	FY 2022/23 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	65,898			
Passenger Miles	166,400			
Total Actual Vehicle Revenue Hours	18,698.0			
Total Actual Vehicle Revenue Miles	454,410.0			
Total Actual Vehicle Miles	460,976.0			
Total Operating Expenses	\$1,802,227			
Total Passenger Fare Revenue	\$60,489			
Net Operating Expenses	\$1,741,738			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	3.35%	>= 10.00%	4.26%	Fails to Meet Target
Discretionary:				
1. Operating Cost Per Revenue Hour	\$96.39	<= \$80.24	\$83.75	Fails to Meet Target
2. Subsidy Per Passenger	\$26.43	>= \$18.33 and <= \$24.81	\$13.78	Better Than Target
3. Subsidy Per Passenger Mile	\$10.47	>= \$7.25 and <= \$9.81	\$4.66	Better Than Target
4. Subsidy Per Hour	\$93.15	>= \$64.01 and <= \$86.60	\$80.18	Meets Target
5. Subsidy Per Mile	\$3.83	>= \$2.65 and <= \$3.59	\$3.68	Fails to Meet Target
6. Passengers Per Revenue Hour	3.52	>= 2.97 and <= 4.01	5.82	Better Than Target
7. Passengers Per Revenue Mile	0.15	>= 0.12 and <= 0.16	0.27	Better Than Target

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

**Productivity Performance Summary:**
**Service Provider Comments:**

## 2.2 – SRTP Performance Report

Banning Connect observed a downward trend preceding COVID-19 beginning in 2016. An increase in ridership was realized in the first quarter of FY 2019/20 resulting from the new Interagency Services Agreement with City of Beaumont, but later drastically dropped due to COVID-19. Ridership numbers are rebounding in FY 2022/23, indicating a return to pre-pandemic ridership levels.

The FY2023/24 plan predicts that some targets will not be met, however ridership targets should be close to normal. Financial impacts are still occurring with increases in operating costs year to year, independent of the pandemic. See **Table 2.1** for more information.

## 2.3 – SRTP Service Summary

### All Routes

The COVID-19 pandemic drastically reduced ridership and farebox revenue to much lower numbers than seen in normal years. However, ridership levels are improving. We anticipate that ridership will be back to pre-pandemic levels in FY 2023/24 **Table 2.2** below identifies the 3<sup>rd</sup> quarter totals for FY 2022/23 and projections for FY 2023/24. It should be noted that the City does not have any excluded routes to report in this SRTP.

### Fixed Route Service

The Banning Transit System currently has three fixed route services (Route 1, Route 5 and Route 6) which serve downtown and neighborhood areas of Banning, both the residential and business areas of Cabazon, and the main commercial area of Beaumont (Walmart). Fixed route operations run from 4:30am to 10:00pm (Route 1), 5:30am to 7pm (Route 5) and 6:30am to 6:00pm (Route 6) during the week and are adjusted to 8:00am and 6:00pm on the weekends.

The cities of Banning and Beaumont have entered into an Interagency Services Agreement (ISA; see Attachment No. 1), which prohibits either agency from operating a fixed route within each other's City limits. Transfers between the Banning and Beaumont transit systems occur at the Beaumont Walmart and San Gorgonio Memorial Hospital stops only. Current route maps are provided at the end of this section.

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

### Dial-A-Ride (DAR)

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

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

Like fixed route, the COVID-19 pandemic has drastically impacted ridership numbers for DAR throughout FY 2022/23 and is expected to impact FY 2023/24 as well.

## **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 Geronio Memorial Hospital, Casino Morongo and the Desert Hills Outlets in Cabazon.

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

### **Route 5 – Northern Banning**

Route 5 accounts for 20% percent of Banning's Transit System use, providing service to the areas that lie north of the I-10 Freeway in the City of Banning. Major stops on this route are the Mid-County Justice Center, Banning City Hall, the Banning Community Center, Library,

Medical Facilities, San Geronio Memorial Hospital and the commercial area of Beaumont (Walmart).

### **Route 6 – Southern Banning**

Accounting for 10% of Banning's transit system's use, Route 6 provides service to the southern area of Banning. Major stops on this route are the Mid-County Justice Center, Banning City Hall, the Mt. San Jacinto Pass Campus, Banning High School, Smith Correctional Facility, Medical Facilities, San Geronio Memorial Hospital, and the commercial area of Beaumont (Walmart).

### **Route 5/6 Combo – Northern/Southern Banning**

This route generally combines both Route 5 and Route 6 and operates only on the weekends.





**FY 2023/24 - Table 2.1 -- SRTP Performance Report*****Service Provider: City of Banning*****All Routes**

Performance Indicators	FY 2021/22 End of Year Actual	FY 2022/23 3rd Quarter Year-to-Date	FY 2023/24 Plan	FY 2023/24 Target	Plan Performance Scorecard (a)
Passengers	70,721	92,254	123,714	None	
Passenger Miles	178,412	272,575	311,007	None	
Revenue Hours	19,164.0	15,856.6	21,352.0	None	
Total Hours	24,347.0	16,784.6	22,594.0	None	
Revenue Miles	472,477.9	345,159.8	465,921.0	None	
Total Miles	467,638.8	350,817.7	473,571.0	None	
Operating Costs	\$1,481,397	\$1,328,049	\$2,039,401	None	
Passenger Revenue	\$55,390	\$56,635	\$150,331	None	
Measure-A Revenue				None	
LCTOP Revenue			\$50,000	None	
Operating Subsidy	\$1,426,007	\$1,271,414	\$1,889,070	None	
Operating Costs Per Revenue Hour	\$77.30	\$83.75	\$95.51	<= \$90.65	Fails to Meet Target
Operating Cost Per Revenue Mile	\$3.14	\$3.85	\$4.38	None	
Operating Costs Per Passenger	\$20.95	\$14.40	\$16.48	None	
Farebox Recovery Ratio	3.74%	4.26%	9.82%	>= 0.1	Fails to Meet Target
Subsidy Per Passenger	\$20.16	\$13.78	\$15.27	>= \$11.71 and <= \$15.85	Meets Target
Subsidy Per Passenger Mile	\$7.99	\$4.66	\$6.07	>= \$3.96 and <= \$5.36	Fails to Meet Target
Subsidy Per Revenue Hour	\$74.41	\$80.18	\$88.47	>= \$68.15 and <= \$92.21	Meets Target
Subsidy Per Revenue Mile	\$3.02	\$3.68	\$4.05	>= \$3.13 and <= \$4.23	Meets Target
Passengers Per Revenue Hour	3.69	5.82	5.79	>= 4.95 and <= 6.69	Meets Target
Passengers Per Revenue Mile	0.15	0.27	0.27	>= 0.23 and <= 0.31	Meets Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2023/24 Plan to the FY 2023/24 Primary Target.

Table 2.1 does not reflect changes in recent State legislation



**Table 2.2 -- City of Banning -- SRTP Service Summary**  
**FY 2023/24 Short Range Transit Plan**  
**All Routes**

	FY 2020/21 Audited	FY 2021/22 Audited	FY 2022/23 Plan	FY 2022/23 3rd Qtr Actual	FY 2023/24 Plan
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	4	6	6	6	6
<b>Financial Data</b>					
Total Operating Expenses	\$2,060,262	\$1,481,397	\$1,802,227	\$1,328,049	\$2,039,401
Total Passenger Fare Revenue	\$910	\$55,390	\$60,489	\$56,635	\$200,331
Net Operating Expenses (Subsidies)	\$2,059,352	\$1,426,007	\$1,741,738	\$1,271,414	\$1,889,070
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	87,624	70,721	65,898	92,254	123,714
Passenger Miles	218,364	178,412	166,400	272,575	311,007
Total Actual Vehicle Revenue Hours (a)	18,173.3	19,164.0	18,698.0	15,856.6	21,352.0
Total Actual Vehicle Revenue Miles (b)	438,602.7	472,477.9	454,410.0	345,159.8	465,921.0
Total Actual Vehicle Miles	444,954.0	467,638.8	460,976.0	350,817.7	473,571.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$113.37	\$77.30	\$96.39	\$83.75	\$95.51
Farebox Recovery Ratio	0.04%	3.74%	3.35%	4.26%	9.82%
Subsidy per Passenger	\$23.50	\$20.16	\$26.43	\$13.78	\$15.27
Subsidy per Passenger Mile	\$9.43	\$7.99	\$10.47	\$4.66	\$6.07
Subsidy per Revenue Hour (a)	\$113.32	\$74.41	\$93.15	\$80.18	\$88.47
Subsidy per Revenue Mile (b)	\$4.70	\$3.02	\$3.83	\$3.68	\$4.05
Passenger per Revenue Hour (a)	4.8	3.7	3.5	5.8	5.8
Passenger per Revenue Mile (b)	0.20	0.15	0.15	0.27	0.27

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

Table 2.2 does not reflect changes in recent State legislation



**Table 2.2 -- City of Banning -- SRTP Service Summary**  
**FY 2023/24 Short Range Transit Plan**  
**Non-Excluded Routes**

	FY 2020/21 Audited	FY 2021/22 Audited	FY 2022/23 Plan	FY 2022/23 3rd Qtr Actual	FY 2023/24 Plan
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	4	6	6	6	6
<b>Financial Data</b>					
Total Operating Expenses	\$2,060,262	\$1,481,397	\$1,802,227	\$1,328,049	\$2,039,401
Total Passenger Fare Revenue	\$910	\$55,390	\$60,489	\$56,635	\$200,331
Net Operating Expenses (Subsidies)	\$2,059,352	\$1,426,007	\$1,741,738	\$1,271,414	\$1,889,070
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	87,624	70,721	65,898	92,254	123,714
Passenger Miles	218,364	178,412	166,400	272,575	311,007
Total Actual Vehicle Revenue Hours (a)	18,173.3	19,164.0	18,698.0	15,856.6	21,352.0
Total Actual Vehicle Revenue Miles (b)	438,602.7	472,477.9	454,410.0	345,159.8	465,921.0
Total Actual Vehicle Miles	444,954.0	467,638.8	460,976.0	350,817.7	473,571.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$113.37	\$77.30	\$96.39	\$83.75	\$95.51
Farebox Recovery Ratio	0.04%	3.74%	3.35%	4.26%	9.82%
Subsidy per Passenger	\$23.50	\$20.16	\$26.43	\$13.78	\$15.27
Subsidy per Passenger Mile	\$9.43	\$7.99	\$10.47	\$4.66	\$6.07
Subsidy per Revenue Hour (a)	\$113.32	\$74.41	\$93.15	\$80.18	\$88.47
Subsidy per Revenue Mile (b)	\$4.70	\$3.02	\$3.83	\$3.68	\$4.05
Passenger per Revenue Hour (a)	4.8	3.7	3.5	5.8	5.8
Passenger per Revenue Mile (b)	0.20	0.15	0.15	0.27	0.27

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



**Table 2.2 -- Banning-BUS -- SRTP Service Summary**  
**FY 2023/24 Short Range Transit Plan**  
**All Routes**

	FY 2020/21 Audited	FY 2021/22 Audited	FY 2022/23 Plan	FY 2022/23 3rd Qtr Actual	FY 2023/24 Plan
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	3	5	5	5	5
<b>Financial Data</b>					
Total Operating Expenses	\$1,989,139	\$1,356,873	\$1,645,079	\$1,205,570	\$1,862,966
Total Passenger Fare Revenue	\$910	\$49,686	\$55,023	\$51,243	\$186,297
Net Operating Expenses (Subsidies)	\$1,988,229	\$1,307,187	\$1,590,056	\$1,154,327	\$1,726,669
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	86,681	68,021	63,245	89,434	119,969
Passenger Miles	214,969	168,692	156,848	262,423	297,525
Total Actual Vehicle Revenue Hours (a)	17,936.5	18,482.4	18,045.0	15,150.7	20,415.0
Total Actual Vehicle Revenue Miles (b)	432,847.7	458,904.9	440,318.0	332,369.8	448,935.0
Total Actual Vehicle Miles	438,015.0	452,629.7	445,308.0	336,302.7	454,294.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$110.90	\$73.41	\$91.17	\$79.57	\$91.25
Farebox Recovery Ratio	0.05%	3.66%	3.34%	4.25%	10.00%
Subsidy per Passenger	\$22.94	\$19.22	\$25.14	\$12.91	\$14.39
Subsidy per Passenger Mile	\$9.25	\$7.75	\$10.14	\$4.40	\$5.80
Subsidy per Revenue Hour (a)	\$110.85	\$70.73	\$88.12	\$76.19	\$84.58
Subsidy per Revenue Mile (b)	\$4.59	\$2.85	\$3.61	\$3.47	\$3.85
Passenger per Revenue Hour (a)	4.8	3.7	3.5	5.9	5.9
Passenger per Revenue Mile (b)	0.20	0.15	0.14	0.27	0.27

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



**Table 2.2 -- Banning-DAR -- SRTP Service Summary**  
**FY 2023/24 Short Range Transit Plan**  
**All Routes**

	FY 2020/21 Audited	FY 2021/22 Audited	FY 2022/23 Plan	FY 2022/23 3rd Qtr Actual	FY 2023/24 Plan
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	1	1	1	1	1
<b>Financial Data</b>					
Total Operating Expenses	\$71,123	\$124,524	\$157,148	\$122,479	\$176,435
Total Passenger Fare Revenue		\$5,704	\$5,466	\$5,392	\$14,034
Net Operating Expenses (Subsidies)	\$71,123	\$118,820	\$151,682	\$117,087	\$162,401
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	943	2,700	2,653	2,820	3,745
Passenger Miles	3,395	9,720	9,552	10,152	13,482
Total Actual Vehicle Revenue Hours (a)	236.8	681.6	653.0	705.9	937.0
Total Actual Vehicle Revenue Miles (b)	5,755.0	13,573.0	14,092.0	12,790.0	16,986.0
Total Actual Vehicle Miles	6,939.0	15,009.1	15,668.0	14,515.0	19,277.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$300.39	\$182.69	\$240.66	\$173.52	\$188.30
Farebox Recovery Ratio		4.58%	3.47%	4.40%	7.95%
Subsidy per Passenger	\$75.42	\$44.01	\$57.17	\$41.52	\$43.36
Subsidy per Passenger Mile	\$20.95	\$12.22	\$15.88	\$11.53	\$12.05
Subsidy per Revenue Hour (a)	\$300.39	\$174.32	\$232.28	\$165.88	\$173.32
Subsidy per Revenue Mile (b)	\$12.36	\$8.75	\$10.76	\$9.15	\$9.56
Passenger per Revenue Hour (a)	4.0	4.0	4.1	4.0	4.0
Passenger per Revenue Mile (b)	0.16	0.20	0.19	0.22	0.22

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



### Dial-A-Ride (DAR)

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

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

Like fixed route, the COVID-19 pandemic has drastically impacted ridership numbers for DAR throughout FY 2021/22 and is expected to impact FY 2022/23 as well.



**Table 2.3 - SRTP Route Statistics**

City of Banning -- 1

FY 2023/24

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	85,743	212,644	11,275	11,452	283,818	287,929	\$1,033,727	\$53,373		\$50,000
BAN-5	Weekday	1	13,878	34,418	3,622	3,628	54,700	54,857	\$327,464	\$32,746		
BAN-5/6	All Days	1	11,069	27,451	1,746	1,780	40,642	41,524	\$160,696	\$16,070		
BAN-6	All Days	1	9,279	23,012	3,772	3,779	69,775	69,984	\$341,079	\$34,108		
BAN-DAR	All Days	1	3,745	13,482	937	1,955	16,986	19,277	\$176,435	\$14,034		
		6	123,714	311,007	21,352	22,594	465,921	473,571	\$2,039,401	\$150,331		\$50,000

**Table 2.3 - SRTP Route Statistics**

City of Banning -- 1

FY 2023/24

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	\$980,354	\$91.68	\$3.64	\$12.06	10.00%	\$11.43	\$4.61	\$86.95	\$3.45	7.60	0.30
BAN-5	Weekday	\$294,718	\$90.41	\$5.99	\$23.60	9.99%	\$21.24	\$8.56	\$81.37	\$5.39	3.83	0.25
BAN-5/6	All Days	\$144,626	\$92.04	\$3.95	\$14.52	10.00%	\$13.07	\$5.27	\$82.83	\$3.56	6.34	0.27
BAN-6	All Days	\$306,971	\$90.42	\$4.89	\$36.76	10.00%	\$33.08	\$13.34	\$81.38	\$4.40	2.46	0.13
BAN-DAR	All Days	\$162,401	\$188.30	\$10.39	\$47.11	7.95%	\$43.36	\$12.05	\$173.32	\$9.56	4.00	0.22
		\$1,889,070	\$95.51	\$4.38	\$16.48	9.82%	\$15.27	\$6.07	\$88.47	\$4.05	5.79	0.27

\* Note that operating costs in Table 2.3 do not include the anticipated preventive maintenance costs.

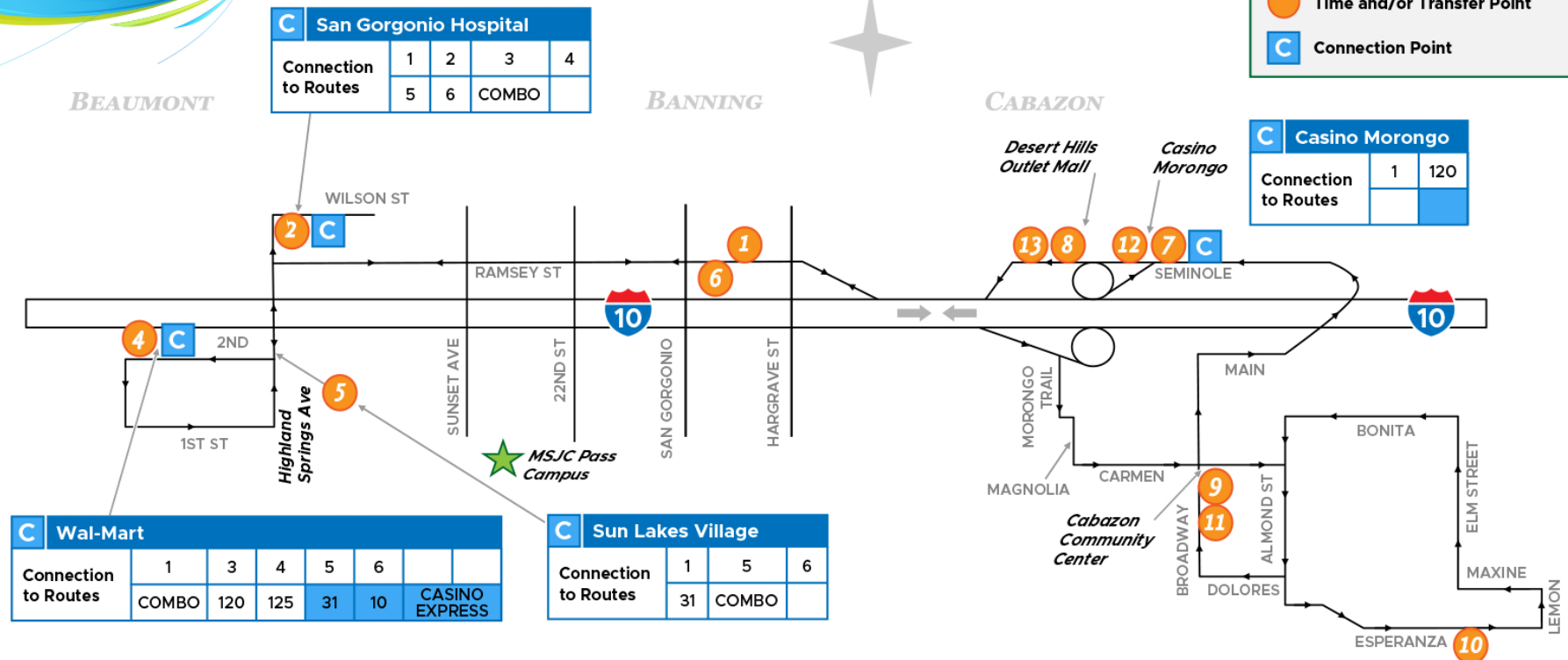
# ROUTE 1

EFFECTIVE 07/11/2021  
 (951) 922-3243  
[www.banningca.gov](http://www.banningca.gov)



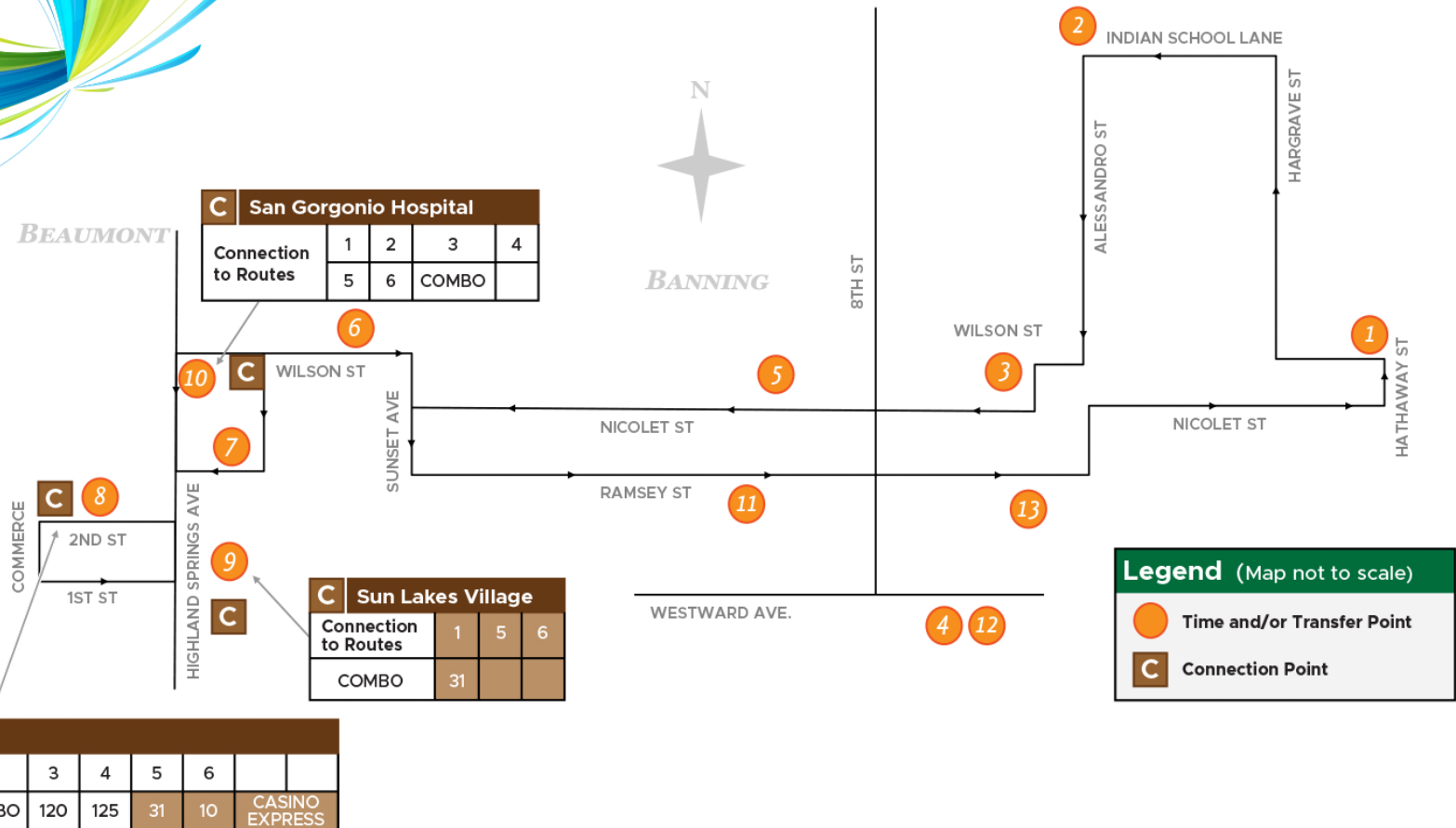
## Legend (Map not to scale)

- Time and/or Transfer Point
- C Connection Point



# ROUTE 5

EFFECTIVE 07/11/2021  
 (951) 922-3243  
 www.banningconnect.com

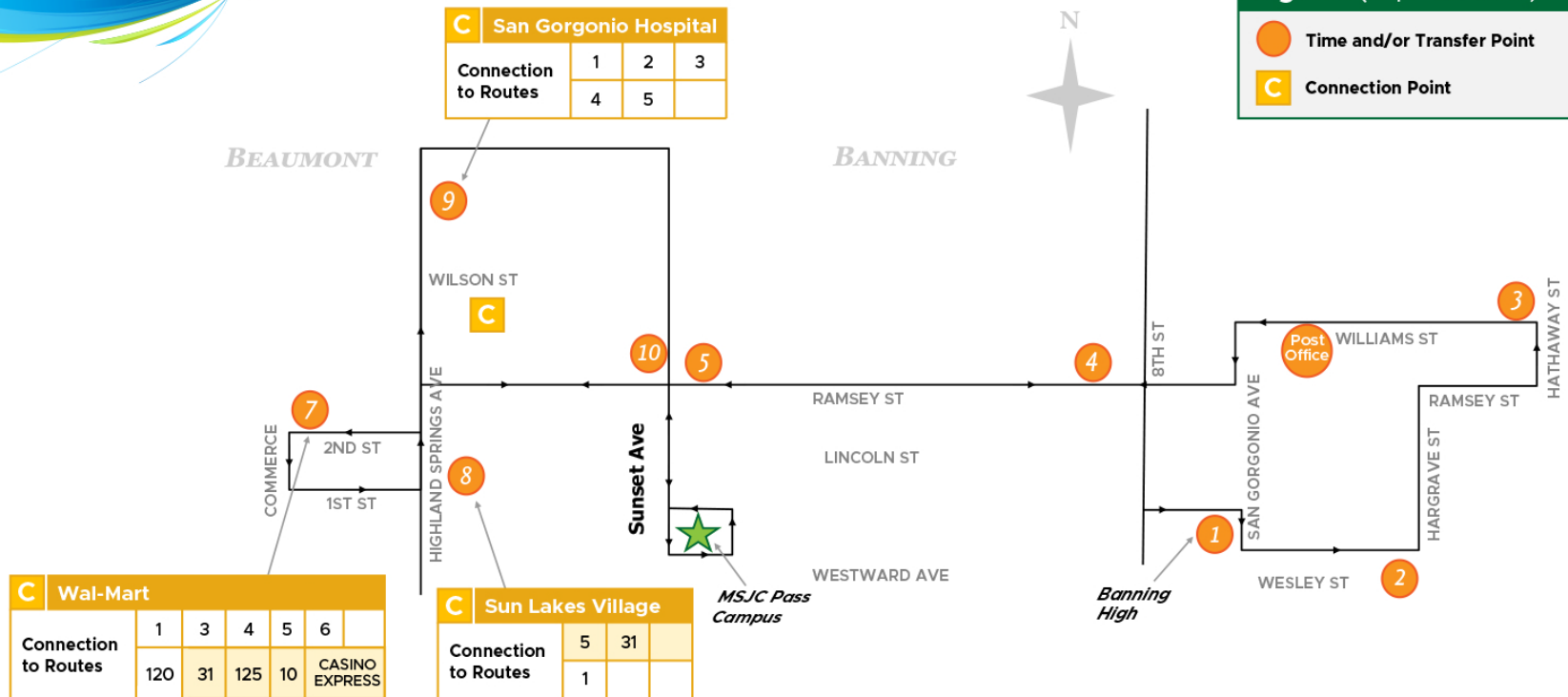


# ROUTE 6

EFFECTIVE 07/11/2021  
 (951) 922-3243  
[www.banningconnect.com](http://www.banningconnect.com)

## Legend (Map not to scale)

-  Time and/or Transfer Point
-  Connection Point

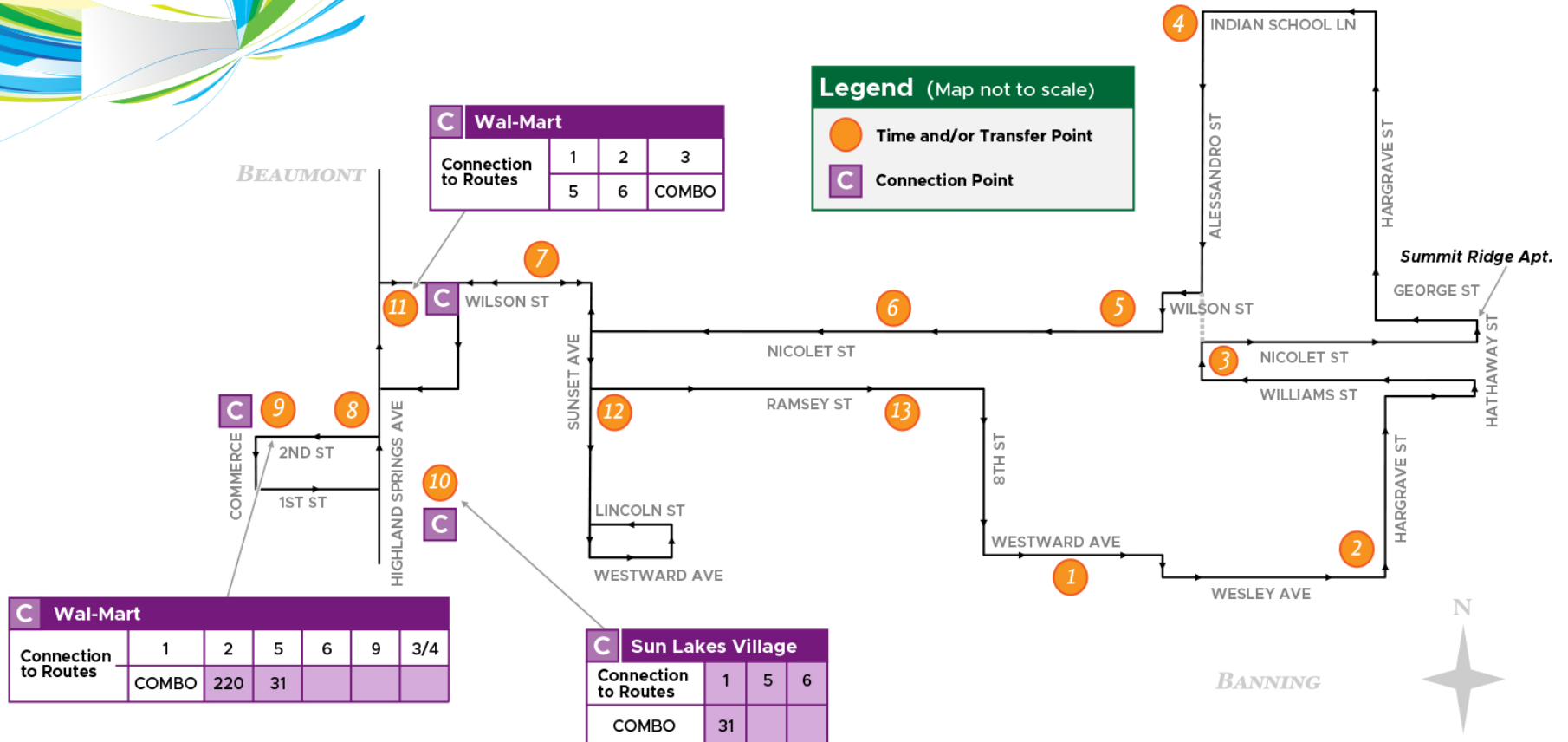


# ROUTE 5/6

EFFECTIVE 07/11/2021  
 (951) 922-3243  
[www.banningconnect.com](http://www.banningconnect.com)

## Legend (Map not to scale)

- Time and/or Transfer Point
- C Connection Point





## 2.5 – Productivity Improvements Efforts

City staff will continue to monitor key performance metrics throughout the year in order to identify underperforming routes and trips and make adjustments as necessary. Additionally, staff plans to develop a Comprehensive Operating and Capital Needs Analysis in FY 2023/24. One goal of the COA will be to develop a plan for improving the City's routes to make them more efficient in an effort to meet the needs of the City's riders.

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

Additionally, in FY 2021/22 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. Information provided includes maps showing transit vehicles moving in real-time and accurate arrival prediction, a useful tool for riders and City staff.

## 2.6 – Major Trip Generators

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

## 2.7 – Recent Service Changes

All the City's recent service changes have been related to the COVID-19 pandemic which has resulted in a drastic decrease in ridership. Changes include slightly reducing operating hours and a minor revision to Route 6 (see below), which includes the elimination of the furthest east stop in Cabazon during the later hours.

<b>Route</b>	<b>Operating Hours</b>
Route 1	5:11am – 10:00pm
Route 5	5:30am – 6:35pm
Route 6	6:00am – 6:20pm
Route 5/6	7:44am – 5:44pm

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

### **3.1 – Planned Service Changes FY 2022/23 – FY 2023/24**

A Comprehensive Operational and Capital Needs Analysis is planned for the upcoming fiscal year to determine capital needs associated with the Zero-Emissions Roll-out Plan as well as to determine if any 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 Geronio Pass Area, distribution of route maps by delivery to the library, Chamber of Commerce, San Geronio 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 and hospitals.

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



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

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

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

4. Offer “Rider Appreciation Day” to raise awareness of benefits of public transportation.
5. Participate with Transportation Now, Senior Transportation Assistance Group, Pass Area Senior Connections, Pass Area Veterans Assistance, Cabazon Community Resources, and other efforts.

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

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

### **3.3 – Projected Ridership Growth**

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

Additionally, and as previously mentioned in the report, the new agreement with the City of Beaumont resulted in a noticeable increase in ridership. This increase was short lived due to the COVID-19 pandemic, which drastically impacted ridership because of the “shelter in place” orders and the closure of many businesses. It is unknown how long the recovery period will last, although the City is optimistic based on this year’s ridership increase and anticipates a continued growth in ridership based on rebranding efforts and the planned 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 expects to receive the buses in July 2023. The City currently plans to replace two buses in FY 2023/24 further described in Chapter 4.

Fixed route vehicles range from 5 years to 12 years in age (8.2 years average age) and Dial-A-Ride vehicles range from 4 years to 12 years in age (approximately 8.3 years average age).

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

#### **Bus Stop Improvements and Transit Advertising**

The City has several bus stops that currently do not have benches and/or shelters and several that have amenities that are in need of replacement. The improvements will enhance customers' experience when using public transportation and will also provide an opportunity to promote advertisements.

#### **CNG Fueling Station**

The City currently owns and operates a Compressed Natural Gas (CNG) fueling facility used to fuel the City's CNG fleet. The facility is well beyond its useful life and is currently planned for replacement. The City is requesting additional funding to fully fund the improvement, which will provide a reliable fueling source. The new station will have a public dispenser, which may provide an additional funding source for the City's transit service.

#### **Maintenance and Operations Facility Improvements**

The City's maintenance and operations building has outdated equipment that is in need of refurbishment or replacement to include several hydraulic lifts and other equipment that is necessary to properly maintain transit vehicles. Structural improvements as well as maintenance infrastructure upgrades are being planned in fiscal year 2023/24.

#### **Charging Infrastructure Planning**

In accordance with CARB's ICT mandate, the City will begin electric infrastructure planning to ensure the City is fully compliant with the ICT procurement schedule.



### **Short Range Transit Plan: FY 2023/24 – FY 2027/28**

#### **Table 3 Highlights**

- City will put in service three new 32-foot EZ-Rider II CNG buses purchased in FY 2022/23
- City will put in service one unleaded cutaway
- City will put pilot one fully electric van on paratransit
- 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.
- Purchase of five new buses to support operations.
- Purchase of two new support/admin. vehicles
- Participation in a two-year Free Fare program
- Purchase of a heavy-duty lift for the maintenance of transit fleet.

## **Chapter 4: Financial Planning**

### **4.1 – Operating and Capital Budget**

For FY 2023/24, operating funds needed to operate the Banning Transit System are \$2,129,401 for the Fixed Route and DAR. The operating funds consist of \$1,839,071 in local transportation funds (LTF), State of Good Repair (SGR) funds of \$50,000, State Transit Assistance (STA) funds of \$40,000, LCTOP funds of \$50,000, and \$74,230 of other local revenue, and a projected farebox revenue of \$76,100. See **Table 4** for more details.

Note that the fare recovery calculations for FY 2023/24 did not include the anticipated fleet preventive maintenance costs and are based on direct operating costs.

A request in the amount of \$2,800,000 of State Transit Assistance (STA) funds is included in this SRTP to fund various capital improvement projects.





**Table 4.0 - Summary of Funding Requests - FY 2023/24**

**City of Banning**  
**Original**

## Operating

Project	Total Amount of Funds	FARE	LCTOP OB	LTF	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314		
Operating Assistance - Prev. Maint.	\$90,000					\$47,787	\$2,213	\$40,000			
Operating Assistance (BUS) (FY 2023/24)	\$1,862,966	\$68,938	\$50,000	\$1,676,670	\$67,358						
Operating Assistance (DAR) (FY 2023/24)	\$176,435	\$7,162		\$162,401	\$6,872						
<b>Sub-total Operating</b>	<b>\$2,129,401</b>	<b>\$76,100</b>	<b>\$50,000</b>	<b>\$1,839,071</b>	<b>\$74,230</b>	<b>\$47,787</b>	<b>\$2,213</b>	<b>\$40,000</b>	<b>\$0</b>		

## Capital

Project	Total Amount of Funds	FARE	LCTOP OB	LTF	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314		
Bus Replacement - 24-01	\$850,000							\$850,000			
Bus Stop Improvements and Transit Advertising - 24-04	\$50,000							\$28,804	\$21,196		
CNG Rehabilitation - 24-03	\$1,000,000							\$1,000,000			
Comprehensive Operating and Capital Needs Analysis - 24-06	\$300,000							\$300,000			
Maintenance and Operations Facility Improvements - 24-02	\$500,000							\$500,000			
Transit Bus Wrapping Program - 24-05	\$100,000							\$100,000			
<b>Sub-total Capital</b>	<b>\$2,800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,778,804</b>	<b>\$21,196</b>		
<b>Total Operating &amp; Capital</b>	<b>\$4,929,401</b>	<b>\$76,100</b>	<b>\$50,000</b>	<b>\$1,839,071</b>	<b>\$74,230</b>	<b>\$47,787</b>	<b>\$2,213</b>	<b>\$2,818,804</b>	<b>\$21,196</b>		

### FY 2023/24 Projected Funding Details

FARE	\$76,100
LCTOP OB	\$50,000
LTF	\$1,839,071
OTHR LCL	\$74,230
SGR PUC99313	\$47,787
SGR PUC99314	\$2,213
STA PUC99313	\$40,000
Total Estimated Operating Funding Request	\$2,129,401
STA PUC99313	\$2,778,804
STA PUC99314	\$21,196
Total Estimated Capital Funding Request	\$2,800,000
<b>Total Funding Request</b>	<b>\$4,929,401</b>



## FY 2023/24 SRTP

### City of Banning

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

**Project Number:** 24-01

**FTIP No:** Not Assigned - New Project

**Project Name:** Bus Replacement

**Category:** Bus

**Sub-Category:** Replacement

**Fuel Type:** Other

**Project Description:** 23-01 Replace three (3) buses and one (1) relief vehicle. 24-01 Replace two (2) buses and one (1) relief vehicle. 25-01 Replace three (3) buses and one (1) relief vehicle. 26-01 Replace one (1) bus and one (1) relief vehicle. 27-01 Replace one (1) buses and one (1) relief vehicle. This includes CNG, Gas, and Electric Vehicles

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

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2023/24	\$850,000
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
		23-01	



**FY 2023/24 SRTP**  
**City of Banning**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** 24-02**FTIP No:** Not Assigned - New Project**Project Name:** Maintenance and Operations Facility Improvements**Category:** Buildings and Facilities**Sub-Category:** Rehabilitation/Improvement**Fuel Type:** N/A

**Project Description:** Replacement of outdated maintenance equipment, safety equipment, structural improvements, and maintenance infrastructure (fluid management, hazard management, air management, etc.).

**Project Justification:** The City has not had an opportunity to improve maintenance bay equipment and infrastructure in the last several years. These funds will be used to improve working and safety environments for the City.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2023/24	\$500,000
Total		\$500,000

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

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



## FY 2023/24 SRTP

### City of Banning

### Table 4.0 A - Capital Project Justification

#### Original

**Project Number:** 24-03**FTIP No:** Not Assigned - New Project**Project Name:** CNG Rehabilitation**Category:** Buildings and Facilities**Sub-Category:** Rehabilitation/Improvement**Fuel Type:** N/A**Project Description:** Rehab / Reconstruct CNG Station**Project Justification:** The City's existing CNG fueling station is unreliable, outdated and beyond it's useful life.**Project Schedule:**

Start Date	Completion Date
January 2023	June 2024

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2023/24	\$1,000,000
Total		\$1,000,000

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

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		23-01	
		23-02	



**FY 2023/24 SRTP**  
**City of Banning**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** 24-04**FTIP No:** Not Assigned - New Project**Project Name:** Bus Stop Improvements and Transit Advertising**Category:** Buildings and Facilities**Sub-Category:** Rehabilitation/Improvement**Fuel Type:** N/A**Project Description:** Construct and upgrade bus stops and amenities along with marketing materials.

**Project Justification:** The City has several bus stops that currently do not have benches and shelters and several that have amenities that are in need of replacement. The improvements will enhance customers' experience when using public transportation. This will also provide an opportunity to promote advertisements.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2023/24	\$28,804
STA PUC99314	FY 2023/24	\$21,196
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
		23-03	



## FY 2023/24 SRTP

### City of Banning

### Table 4.0 A - Capital Project Justification

#### Original

**Project Number:** 24-05**FTIP No:** Not Assigned - New Project**Project Name:** Transit Bus Wrapping Program**Category:** Planning/Feasibility**Sub-Category:** Modification**Fuel Type:** N/A

**Project Description:** The project includes rebranding efforts and wrapping of all new vehicles with the Banning Connect logos. In addition, EV vehicles would have a slightly different design than non-EV vehicles.

**Project Justification:** This would provide for all new vehicles to include the correct branding when received and accepted.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2023/24	\$100,000
Total		\$100,000

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

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





## FY 2023/24 SRTP

### City of Banning

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

**Project Number:** 24-06

**FTIP No:** Not Assigned - New Project

**Project Name:** Comprehensive Operating and Capital Needs Analysis

**Category:** Planning/Feasibility

**Sub-Category:** Study

**Fuel Type:** N/A

**Project Description:** COA and capital needs analysis required for any change of service design , as well as plan out our ZEB capital infrastructure and fleet replacement needs.

**Project Justification:** COA and Capital Needs Analysis needed to ensure service demand needs are met as well as ensuring ZEB roll-out plan service modifications and capital needs are identified.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2023/24	\$300,000
Total		\$300,000

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

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

City of Banning  
 SHORT RANGE TRANSIT PLAN  
 FY2023/24 - FY2027/28

**Table 4B Fare Revenue Calculation**

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

#	Revenue Sources included in Farebox Calculation	Actuals from FY2021/22 Audit	FY2022/23 Estimated	FY2023/24 Plan
1	Fare Revenue	62,297	75,040	75,312
2	Other Income/Transfers In	0	0	0
3	Interests	(7,000)	500	500
4	LCTOP	0	38,000	50,000
5	General Fund/Other Local Revenue Sources	133,733	75,000	80,000
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
	<b>Total Revenue (1-15)</b>	<b>\$189,030</b>	<b>\$188,540</b>	<b>\$205,812</b>
	<b>Total Operating Expense</b>	<b>\$1,356,873</b>	<b>\$1,966,903</b>	<b>\$2,039,400</b>
	<b>Farebox Recovery Ratio</b>	<b>13.45%</b>	<b>9.58%</b>	<b>10.09%</b>

#### 4.2 – Funding Plans to Support Proposed Operating and Capital Program

Operating costs will be fully funded through LTF funds, farebox revenue, other local revenue sources and interest. Council approved the City's transit advertising program in March of 2023 to build upon community partnerships and generate additional revenues for the City. The program includes advertising on City buses and bus stops. Additionally, the City plans to include a public dispenser as part of the City's new CNG fueling station. Fuel sold to outside parties will generate additional revenues for the City.

Capital projects are funded through STA funds and grants that the City may receive for Banning transit.



**Table 4.1 - Summary of Funding Requests - FY 2024/25**  
**City of Banning**

**Operating**

Project	Total Amount of Funds	LTF	STA PUC99313								
Operating Assistance (BUS) (FY 2024/25)	\$1,851,271	\$1,851,271									
Operating Assistance (DAR) (FY 2024/25)	\$193,084	\$193,084									
<b>Sub-total Operating</b>	<b>\$2,044,355</b>	<b>\$2,044,355</b>	<b>\$0</b>								

**Capital**

Project	Total Amount of Funds	LTF	STA PUC99313								
Bus Replacement - 25-01	\$550,000		\$550,000								
Bus Stop Improvements and Transit Advertising - 25-04	\$175,000		\$175,000								
Electric Charging Infrastructure - 25-02	\$750,000		\$750,000								
Passenger Amenities - 25-03	\$125,000		\$125,000								
<b>Sub-total Capital</b>	<b>\$1,600,000</b>	<b>\$0</b>	<b>\$1,600,000</b>								
<b>Total Operating &amp; Capital</b>	<b>\$3,644,355</b>	<b>\$2,044,355</b>	<b>\$1,600,000</b>								

**FY 2024/25 Projected Funding Details**

LTF	<u>\$2,044,355</u>
Total Estimated Operating Funding Request	\$2,044,355
STA PUC99313	<u>\$1,600,000</u>
Total Estimated Capital Funding Request	\$1,600,000
<b>Total Funding Request</b>	<b><u>\$3,644,355</u></b>





**Table 4.3 - Summary of Funding Requests - FY 2026/27**  
City of Banning

## Operating

Project	Total Amount of Funds	LTF	STA PUC99313								
Operating Assistance (BUS) (FY 2026/27)	\$1,964,013	\$1,964,013									
Operating Assistance (DAR) (FY 2026/27)	\$204,843	\$204,843									
<b>Sub-total Operating</b>	<b>\$2,168,856</b>	<b>\$2,168,856</b>	<b>\$0</b>								

## Capital

Project	Total Amount of Funds	LTF	STA PUC99313								
Bus Replacement - 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								
<b>Sub-total Capital</b>	<b>\$2,025,000</b>	<b>\$0</b>	<b>\$2,025,000</b>								
<b>Total Operating &amp; Capital</b>	<b>\$4,193,856</b>	<b>\$2,168,856</b>	<b>\$2,025,000</b>								

### FY 2026/27 Projected Funding Details

LTF	\$2,168,856
Total Estimated Operating Funding Request	\$2,168,856
STA PUC99313	\$2,025,000
Total Estimated Capital Funding Request	\$2,025,000
<b>Total Funding Request</b>	<b>\$4,193,856</b>



**Table 4.4 - 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)	\$2,491,437	\$2,491,437									
Operating Assistance (DAR) (FY 2027/28)	\$230,218	\$230,218									
<b>Sub-total Operating</b>	<b>\$2,721,655</b>	<b>\$2,721,655</b>	<b>\$0</b>								

**Capital**

Project	Total Amount of Funds	LTF	STA PUC99313								
Bus Replacement - 28-01	\$1,250,000		\$1,250,000								
Sub-total Capital	\$1,250,000	\$0	\$1,250,000								
Total Operating & Capital	\$3,971,655	\$2,721,655	\$1,250,000								

### FY 2027/28 Projected Funding Details

LTF	\$2,721,655
Total Estimated Operating Funding Request	\$2,721,655
STA PUC99313	\$1,250,000
Total Estimated Capital Funding Request	\$1,250,000
<b>Total Funding Request</b>	<b>\$3,971,655</b>



### **4.3 – Regulatory and Compliance Requirements**

#### ADA

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

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

#### Title VI

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

#### Alternatively Fueled Vehicles (RCTC Policy)

Fixed-route buses are CNG powered and currently fueled at a City owned and operated CNG fueling station. Dial-A-Ride vehicles (which are less than 33,000 lbs. GVW and 15-passenger capacity), administrative and driver relief vehicles are gasoline-powered. The City is planning to pilot a fully electric van on paratransit in FY 2023/24.

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 audit was completed in FY 2019/20 (FY2019 – 2021).

City of Banning  
 SHORT RANGE TRANSIT PLAN  
 FY2023/24 - FY2027/28

**Table 4.5 TDA Triennial**

Audit Recommendations	Action Taken and Results
Ensure timely completion and submittal of external TDA financial reports.	The City was in partial compliance with the timely completion and submittal of its annual fiscal and compliance audits. The late submittal may be due to the financial closeout procedures needed to generate the financial information required in the Controller's report. It is suggested that a schedule be coordinated between the City's Finance Department, TDA fiscal auditor, and RCTC to anticipate financial closeout procedures and timelines by the City and completion of the external TDA financial reports.
Consider commissioning the development of a Comprehensive Operational Analysis.	A COA is planned for FY 2023/24.
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.
Maintain efforts to hire and retain a transit manager.	Transit Manager was hired July 2022.



City of Banning  
SHORT RANGE TRANSIT PLAN  
FY 2023/24 – FY 2027/28

**Table 4.6 Open Projects Prior to FY2023/24**

	Project ID	Project Funding	Project Element	Funding Category	Beg to End - Project Timeline	Unfunded Balance	Status
Brand and Logo Update	20-02	\$19,286	5	1	FY20-FY23	NA	In progress
Bus Replacement	21-01	\$509,278	1	1	FY21 - FY23	NA	In progress. Buses purchased and in production.
CNG Station Rehabilitation	22-01	\$1,300,000	4	1	FY22 - FY24	NA	In progress. RFQ issued 03/23
Bus Replacement	22-02	\$1,100,000	1	1	FY23 - FY27	NA	In progress. Buses purchased and in production.
Video Cameras In Fleet	22-03	\$250,000	3	1	FY22-FY23	NA	In progress
Bus Replacement	23-01	\$1,100,000	1	1	FY23 - FY27	NA	In progress. Buses purchased and in production.
CNG Rehabilitation	23-02	\$150,000	4	1	FY22 - FY24	NA	In progress. RFQ issued 03/23
Bus Stop Improvements and Transit Advertising	23-03	\$1,750,000	6	1	FY23 - FY27	NA	In progress.
Paratransit Scheduling Software	23-04	\$100,000	5	1	FY21 - FY23	NA	RFQ review suspended. Delay to FY24.
Heavy Duty Hydraulic Lift Replacement	23-05	\$30,000	9	1	FY23 - FY23	NA	In progress.
<b>Total</b>		<b>\$3,130,000</b>					

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







# BEAUMONT TRANSIT



## SHORT RANGE TRANSIT PLAN FY 2023/24 – 2025/26





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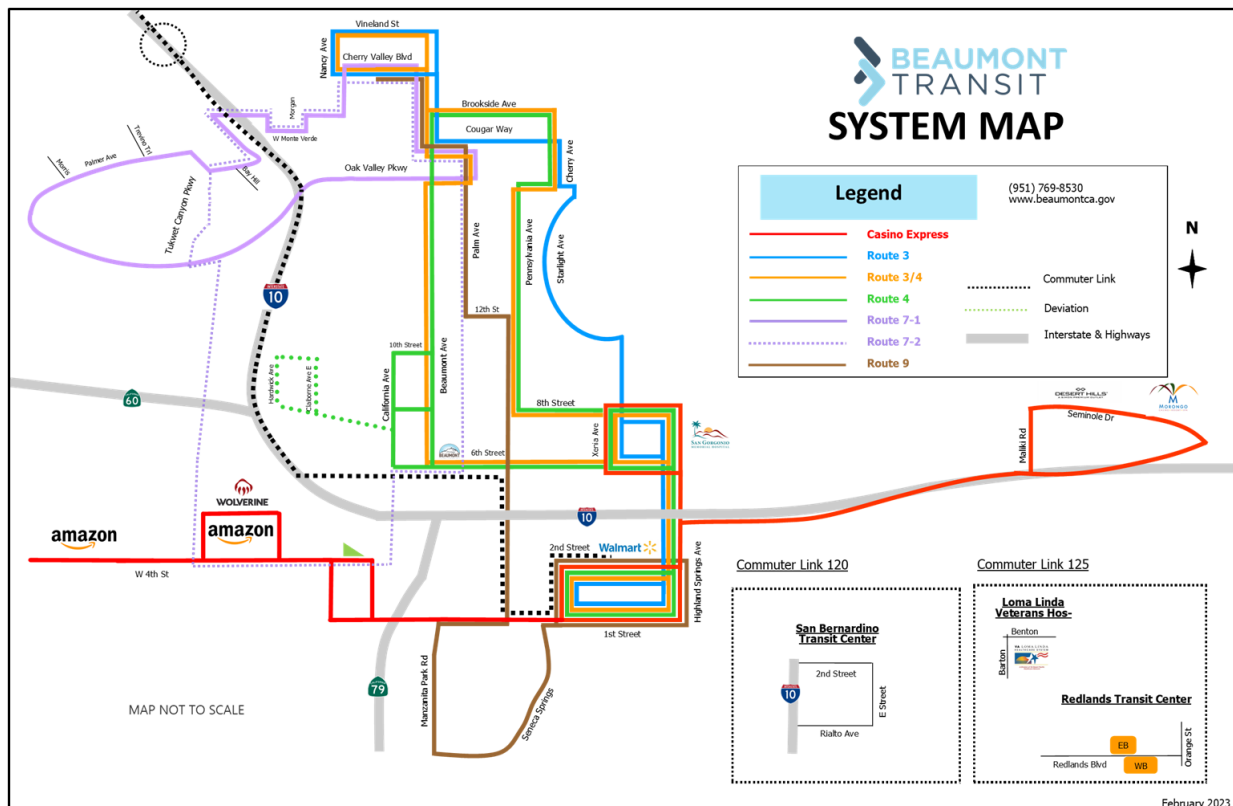
## CHAPTER 1 – SYSTEM OVERVIEW AND SERVICE PROFILE

### 1.1 Description of Service Area

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

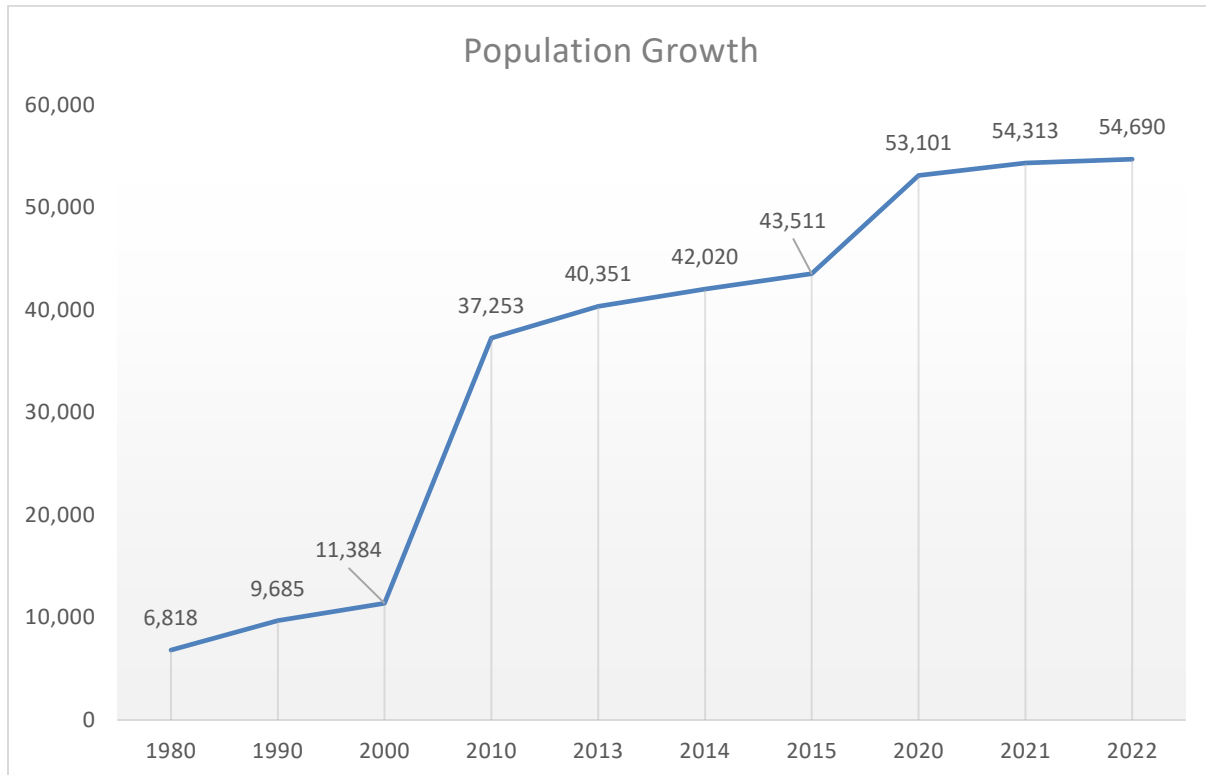
Beaumont is located at the center of three major thoroughfares: Interstate 10, Highway 60, and Highway 79. Beaumont offers fixed route, commuter link, and paratransit services. Passengers can connect at Beaumont Walmart with other regional transit providers including Banning Connect, Riverside Transit Agency (RTA) and Sunline Transit Agency.

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



## 1.2 Population Profile and Demographics

According to the most recent report published by the California Department of Finance in January 2022, Beaumont has a population of 54,690 people and is ranked number 162 of 482 cities in California. For multiple years, Beaumont was the fastest growing city in California and Riverside County. In 2022, Beaumont is now ranked number 67<sup>th</sup> fastest growing city in California and the 8<sup>th</sup> fastest growing city in Riverside County. Beaumont has experienced a 0.69% population increase from January 2021 to January 2022<sup>1</sup>.



Beaumont has fourteen (14) schools located within Beaumont Unified School District consisting of seven (7) elementary schools, one (1) K-8 school, two (2) middle schools, three (3) senior high schools, and one (1) charter school. Transportation provided by Beaumont Unified School District was eliminated in 2008 and many families rely on Beaumont's public transportation system to transport youth passengers to and from school. Beaumont residents under the age of 18 are estimated to account for 31.1% of the city's population<sup>2</sup>. Ridership reports taken throughout the year show youth passengers make up 60.7% of the total passenger base in Beaumont. Beaumont has three large active adult communities, with another two located in Cherry Valley. Although the median age of residents in Beaumont is 35 years, persons over the age of 65 make

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

<sup>2</sup> 2021 ACS 1-Year Estimates – US Census Bureau  
<https://data.census.gov/table?q=Beaumont+city,+California&g=860XX00US92223&tid=ACSSE2021.K200104>

up 13.5% of the population<sup>3</sup>. The growing population, active adult communities, changing demographics, and 7.0% of the population under the age of 65 with a disability may impact paratransit and fixed route needs.

The mean household income in Beaumont is \$92,797 which is above California's statewide mean household income of \$84,097. However, it also reported that 8.8% of Beaumont families have income below poverty level<sup>4</sup>.

The 2022 United States Census survey reports that 62.5% of Beaumont residents over the age of 16 are actively employed. Of these residents, it is estimated the average commute is 35.1 minutes, which is higher than the state average of 29.5 minutes.<sup>5</sup> It can be concluded that most of Beaumont's labor force works outside of Beaumont and commutes to surrounding areas including Coachella Valley, Western Riverside County as well as San Bernardino County, Orange County and further into Los Angeles County.

In addition, it is estimated that 89% of Beaumont residents over the age of 25 years have at least a high school diploma and approximately 26.5% of the population of Beaumont has a four-year degree or higher. This is below the statewide mean which is approximately 35.3% for four-year degrees or higher<sup>6</sup>.

### **Ridership Demographics**

Ridership surveys were conducted in December 2019 and January 2020, before COVID-19 shutdown, as part of the 2020 Comprehensive Operations Analysis. There were 427 responses. These surveys are invaluable to understanding Beaumont's system and the passengers who ride the service.

A typical rider of Beaumont Transit:

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

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<sup>3</sup> 2021 ACS 1-Year Estimates – US Census Bureau

<https://data.census.gov/table?q=Beaumont+city,+California&g=860XX00US92223&tid=ACSSE2021.K200104>

<sup>4</sup> United States Census Quick Facts;

<https://www.census.gov/quickfacts/fact/table/beamontcitycalifornia,CA/INC110220>

<sup>5</sup> Ibid.

<sup>6</sup> Ibid.

- Typical Travel does not include connections/transfers (79.7%)

Survey results indicate that a significant portion of Beaumont Transit passengers are dependent on public transportation. Many passengers ride out of necessity and not by choice because of the number of days they ride, their destinations, their income levels, or because they do not have access to a car. In FY 24, Beaumont plans to launch a new survey to evaluate an evolving ridership demographic in the post-pandemic environment.

### 1.3 Provided Services

Beaumont Transit operates six days a week. Most services are offered on weekdays with five fixed routes and two commuter links. On Saturday, one fixed route, one commuter link, and paratransit services are in operation.

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

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

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

#### Fixed Route Services

Beaumont operates five weekday fixed routes, two of which are peak service that follow the school district calendar, and one Saturday fixed route.

Fixed Route service hours are:

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

### Paratransit Services

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

DAR service hours are:

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

### Commuter Link Services

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

Commuter Link service hours are:

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

**Table 1  
Description of Routes**

Route	Day(s)	Description	Major Destinations
Casino Express	Weekday	Walmart to Cabazon, and Industrial Beaumont.	Second Street Marketplace, Walmart, Casino Morongo, Cabazon Outlets, (2) Amazon Warehouses, Wolverine Distribution, and Rangel Park.
3	Weekday	Walmart to Cherry Valley via Sundance	Second Street Marketplace, Walmart, San Geronio Pass Hospital, Sundance Community, Mountain View Middle School, San Geronio Middle School, Community Center, Sports Park, and Beaumont High School.
4	Weekday	Walmart to Downtown and Northern Beaumont	Second Street Marketplace, Walmart, San Geronio Pass Hospital, downtown residential areas, Glen View High School, Library, Mountain View Middle School, San Geronio Middle School, Community Center, Sports Park, and Beaumont High School. Deviations to Three Rings Ranch are available upon request.
7	Weekday (Peak Service)	Tournament Hills/Fairway Canyon/Olivewood to Middle	Following the Beaumont School District calendar: Western residential areas to Beaumont High School, Mountain View Middle School, San

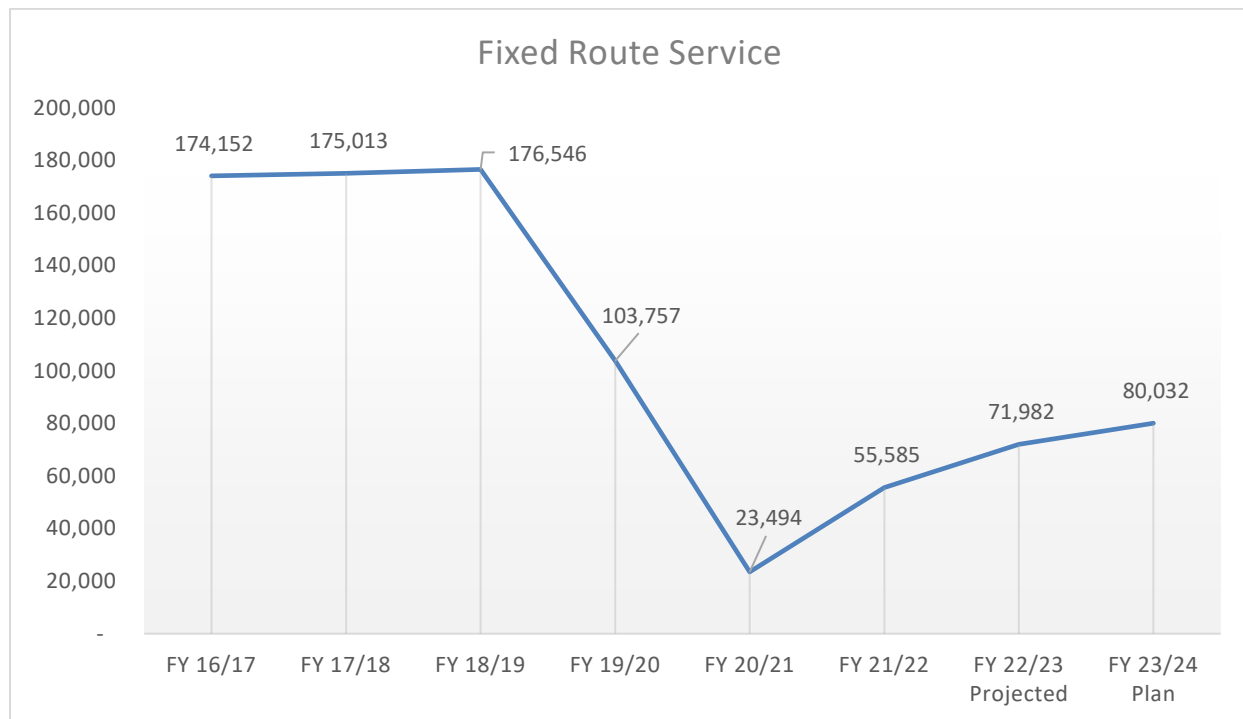
		Schools and Beaumont High School	Gorgonio Middle School, and Oak Valley Shopping Center.
9	Weekday (Peak Service)	Seneca Springs to Middle Schools and Beaumont High School	Following the Beaumont School District calendar: Southern residential communities to Beaumont High School, Mountain View Middle School, and San Gorgonio Middle School
3/4	Saturday	Walmart to Cherry Valley	Second Street Marketplace, Walmart, San Gorgonio Pass Hospital, downtown residential areas, Glen View High School, library, Beaumont High School, Mountain View Middle School, San Gorgonio Middle School, sports park, Cherry Valley.
CL 120	Weekday and Saturday	Walmart to San Bernardino Transit Center	Walmart, Civic Center, San Bernardino Transit Center; Saturday to Casino Morongo
CL 125	Weekday	Walmart to Loma Linda and Redlands	Walmart, Civic Center, Redlands Transit Center, Arrow line, and Loma Linda Veteran's Affairs Hospital
DAR	Weekday & Saturday	Demand Response	Service for persons certified under the ADA that live in the City of Beaumont and parts of Cherry Valley traveling to places in Beaumont and parts of Cherry Valley

## 1.4 Ridership, Revenue Miles, Revenue Hours

### Fixed Route Service

The chart below provides a visual depiction of fixed route passenger boardings from FY 2017 to 2022, as well as anticipated boardings for 2023 and 2024. As seen in the chart, fiscal years 2017-2019 fixed route passenger boardings were similar and averaged 175,237 a year. However, in 2020 passenger boardings experienced a sharp decline of 41% due to impact from the COVID-19 pandemic. In FY 21 the decline in passenger boardings continued. There were 23,494 boardings, which reflects an 87% decline when compared to the average from FY's 17-19. In FY 22, passenger boardings showed the first signs of recovery and in FY 23 this recovery has continued.

For FY 23, Beaumont's fixed route system is projected to be in service for 8,780 revenue hours, 131,860 revenue miles and 71,982 passenger boardings. This equates to approximately 8 passengers per revenue hour and 1 passenger for every 2 revenue miles. In FY 23, passenger boardings are still approximately 41% of pre-pandemic levels, however this is a 30% increase in ridership from FY 22. In FY 23, only one fixed route is projected to end the year with a decline in ridership, this route being the Casino Express.

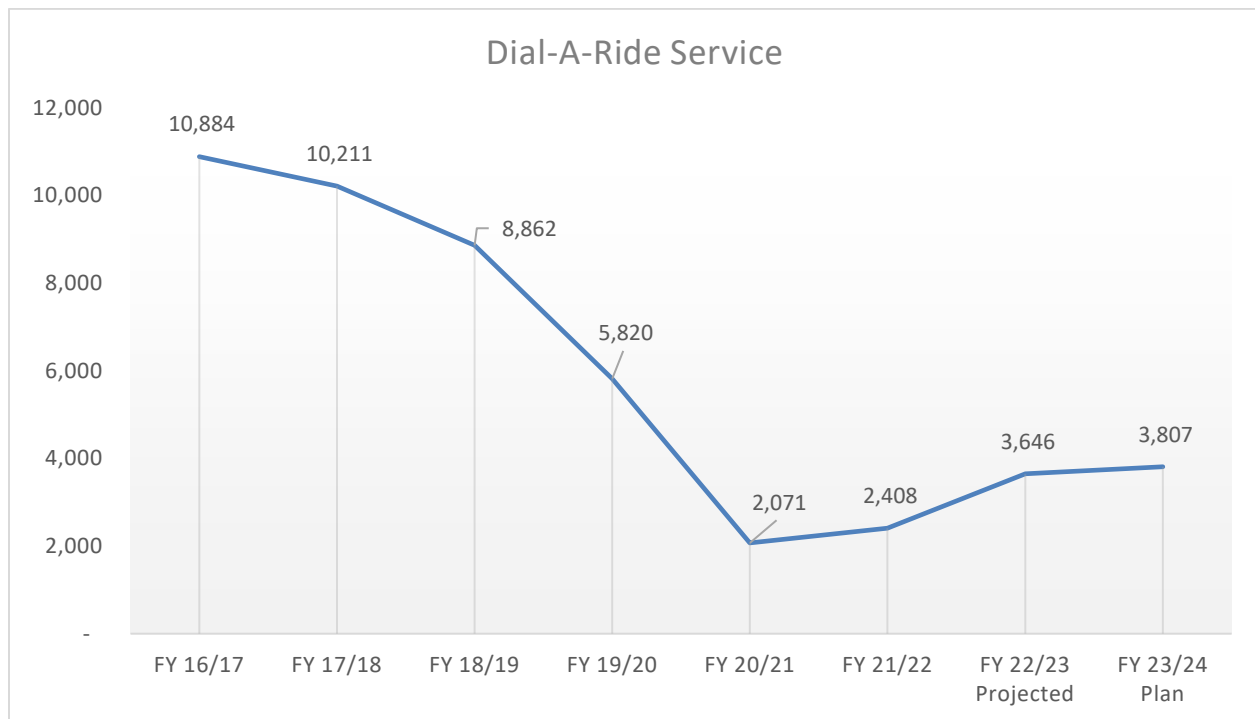


### Paratransit Services

The chart below depicts the trend for Dial-A-Ride (DAR) passenger boardings from FY 2017 to FY 2022, as well as the anticipated boardings for 2023 and 2024. The chart illustrates that passenger boardings on DAR have been declining year over year since before the pandemic. Nonetheless, the pandemic accelerated the decline in ridership. When compared to FY 19, FY 20 had a 34% decline in passenger boardings. The decline continued in FY 21, with a 77% decline in comparison to FY 20. In FY 22, the DAR system experienced a small recovery, an increase of 16% in passenger boardings when compared to FY 21. The recovery of the system has extended into FY 23 as we anticipate a 51% increase from FY 22.

For FY 23, Beaumont's paratransit system is projected to be in service for 1,910 revenue hours, 20,530 revenue miles, and 3,646 passenger boardings. This equates to 2 passengers per revenue hour and 1 passenger for every 5 revenue miles. Consistent with our fixed route system, Dial-a-Ride passenger boardings in FY 23 are approximately 41% of pre-pandemic levels.

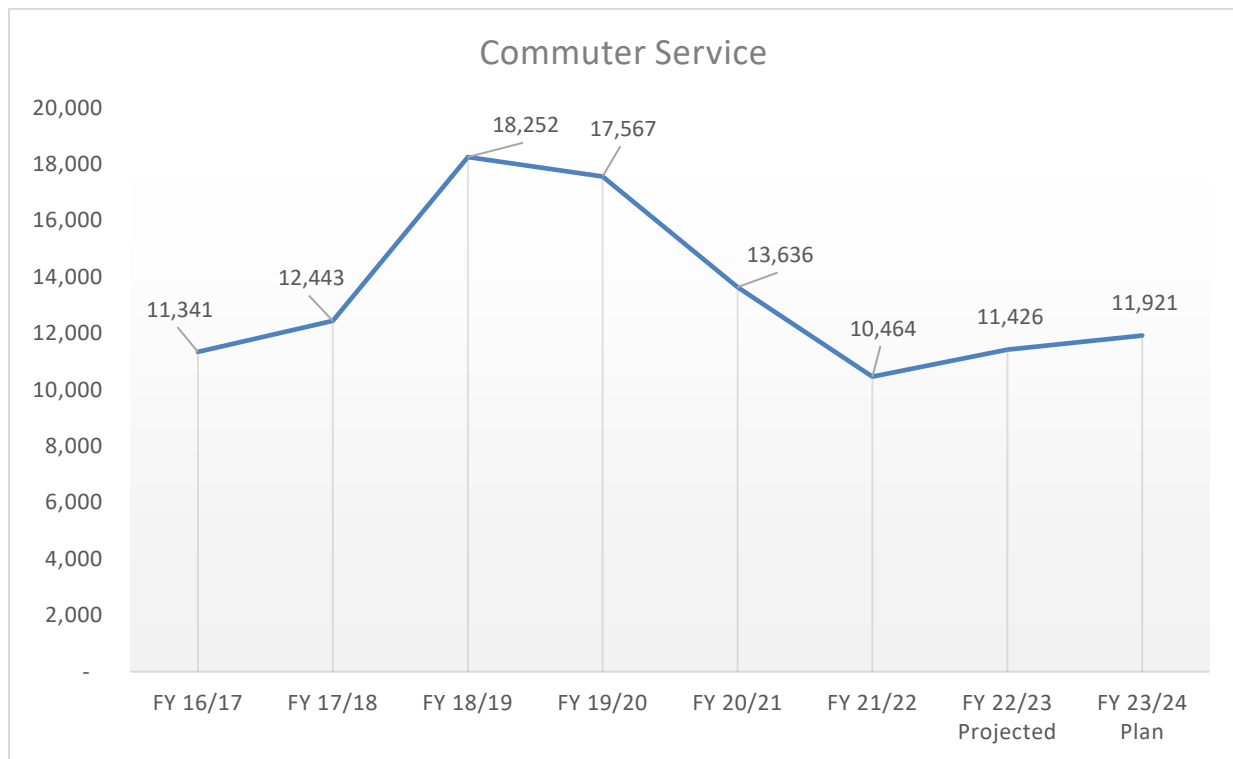




### Commuter Link Service

The chart below depicts the rise and decline of passenger boardings for Beaumont Transit's commuter link services. From FY 17-19, passenger boardings increased year over year due to the expansion of service on the Commuter 120 and 125. In FY 20 the service saw the first decline in passenger boardings since its debut. This was a 4% decline when compared to FY 19. In FY 21, the impacts of the pandemic were much more prominent, a 22% decline from FY 20. The decline continued in FY 22, and passenger boardings fell an additional 23%.

For FY 23, Beaumont's commuter link system is projected to be in service for 7,919 revenue hours, 223,065 revenue miles, and 11,426 passenger boardings. This equates to a 9% increase in passenger boardings from FY 22. Upon review, it is evident that the Commuter Link Service showed the most resiliency during the pandemic. The service reached a low in FY 22, but the service retained 57% of its ridership from FY 19. This is the only service provided by Beaumont to retain more than 50% of its passengers throughout the pandemic.



## 1.5 Current Fare Structure

Currently, passengers pay general fare unless they qualify for a discounted fare. Discounted fares for bus services are available to seniors, persons with disabilities, veterans, active military, and children. The following is the current fare structure:

### Fixed Route

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

### Commuter Link Service

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

### Paratransit Services

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

### Fare Collection Systems

There are a variety of options available to passengers to pay fares. Passengers can purchase monthly passes at the Beaumont Civic Center where cash, checks and credit cards are accepted forms of payment. Onboard the bus, passengers can purchase ticket books, punch cards, and day passes from the driver using cash or check. Beaumont Transit has also partnered with Token Transit to offer an additional cashless fare payment system. With Token Transit, passengers can purchase their fare media and store it on their phone.

### Incentive Programs and Ridership Promotion

Beaumont Transit actively participates in many community events throughout the calendar year, including the annual Cherry Festival parade, Trunk-or-Treat, Veteran's Expo, Stuff-the-Bus, holiday light parade and Operation Santa. The COVID-19 pandemic halted most of these events, but in FY 22 these events returned.

In FY 22, Beaumont Transit applied for and received funding for a free fare promotion through the Low Carbon Transit Operations Program (LCTOP). This has allowed seniors, veterans, students and disabled to ride free systemwide for 7 months in FY 23. This free fare promotion began in August 2022 and ended in February 2023.

In FY 23, Beaumont has been allocated funding for a discounted fare promotion through LCTOP. This will provide discounted fares to all passengers systemwide. The planned fares will be 25

cents on fixed routes, \$1.00 on commuter links and 50 cents on Dial-A-Ride. It is anticipated this promotion will last for 3 years, making it Beaumont's longest fare promotion to date.

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

## **1.6 Revenue Fleet**

Beaumont Transit's fleet consists of 22 vehicles, 13 of which are CNG fueled, 7 gasoline fueled, and 2 electric shuttles. Four additional CNG vehicles have been ordered and should be delivered in FY 24. The CNG fueled vehicles meet the emission mitigation standards mandated by the California Air Resources Board (CARB). On the following pages, Tables 1.1 outline the vehicle inventory by service type.

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

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<sup>7</sup> [https://www.transitwiki.org/TransitWiki/images/6/64/Useful\\_Life\\_of\\_Buses.pdf](https://www.transitwiki.org/TransitWiki/images/6/64/Useful_Life_of_Buses.pdf)

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

**Bus (Motorbus) / Directly Operated**

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

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

**Commuter Bus / Directly Operated**

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

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

**Demand Response / Directly Operated**

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



## 1.7 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. 6<sup>th</sup> Street, Building D. It is at this location where dispatch, administrative services, and the operations yard are located. The vehicle maintenance facility is located at 550 California Ave, half a mile from the administrative building.

Customer service is provided from both the Civic Center's main building and Building D. Service is provided to walk in customers at the main building, and service is provided via phone or email from Building D.

### Bus Stop Amenities

Beaumont has 23 bus shelters, 157 bus stops, and a dozen stops with benches. In FY 22, Transit Staff worked with the City of Beaumont Engineering Department to create plans to improve the Walmart Bus Stop. The Walmart location connects passengers with four agencies and is an important asset to the public transit system. In FY 18, Beaumont was allocated funding for bus stop rehabilitation through the Low Carbon Transit Operations Program (LCTOP). This funding allowed Beaumont to increase attractiveness in the growing commercial area with the anticipation of appealing to more choice riders and gaining more passengers.



For FY 24, Beaumont is requesting capital funding to develop a bus stop improvement plan as well as funding to execute the plan. This improvement plan will outline the rehabilitation or upgrades for bus stops throughout Beaumont's service area.

## 1.8 Existing Coordination Between Transit Agencies

Public transportation access is limited in the San Geronio Pass area to connect with other areas of the region. Geographically isolated from the Coachella Valley, other cities in western Riverside

County, and San Bernardino County, passengers rely on Beaumont Transit, Sunline, and Riverside Transit Agency to travel between regions.

Beaumont has entered into multiple agreements with surrounding transit operators, including Banning Connect, Omnitrans, Riverside Transit Agency (RTA), and Victor Valley Transit Authority (VVTa). The 2019 interagency agreement with Banning has an added feature of a paper transfer system, reminiscent of the early 2000s.

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

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

The current agreement with the City of Banning, Banning Connect, began in FY 20, and is renewed annually. FY 24 will be the fourth year this agreement has been in place. The agreement is summarized below:

- In Banning city limits, Beaumont Transit may only stop at San Geronio Pass Hospital and have no more than 3 buses stop there in an hour.
- In Beaumont city limits, Banning Connect may only stop at Beaumont Walmart and have no more than 3 buses stop there in an hour.
- It is only at Walmart and the Hospital that passengers can connect with the other agency and shall provide a free transfer for passengers at these locations only. Transfers are valid for one hour after the paper transfer is issued.
- Each agency will accept the other's commuter multi-use pass (day or month) for a \$1 discount for the other's commuter service.

## **1.9 Prior or Existing Studies and Plans**

Beaumont completed a Comprehensive Operations Analysis (COA) in November 2020. There are three phases to implementing a five-year action plan outlined by the independent consultant. The five-year action plan includes short, mid, and long-term recommendations.

Short-term recommendations (to be completed by June 2021) have largely been implemented. Below is what remains to be addressed for the short-term recommendations:

- Update the City's bus stop placement policy.

Note: Beaumont plans to revise the bus stop placement policy concurrent with the Bus Stop Improvement Plan in FY 24.

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

- Fare adjustment of 20% increase
- Enhance service to industrial center including Amazon and other distribution centers.
  - Permanent service, shuttle, or vanpool options.
- Integrate service to new operations facility on 4<sup>th</sup>/Veile.
- Build a Bus Stop Improvement plan.

Note: Beaumont plans to incorporate a fare increase July 1<sup>st</sup>, 2023. In addition, Beaumont is enhancing service to the industrial side of Beaumont with the expansion of service on the Casino Express.

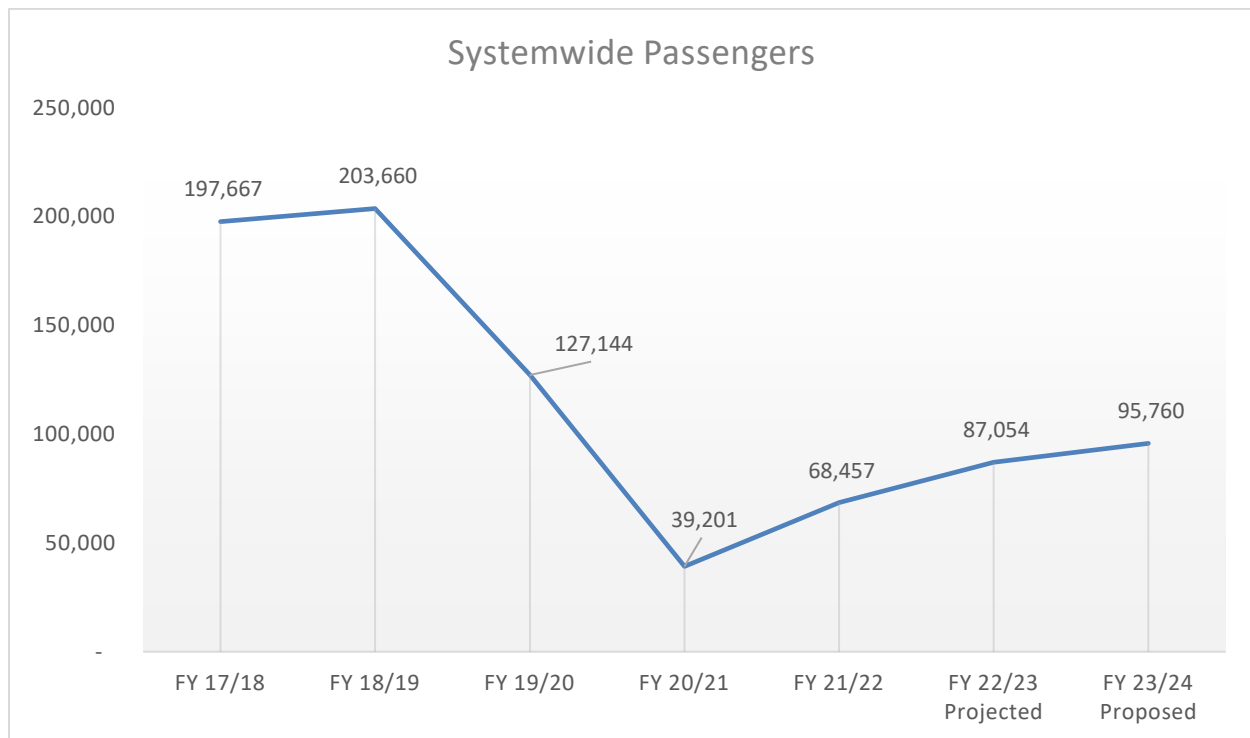
Long-term recommendations (January 1, 2023-June 30, 2025) include:

- Expand local service to emerging residential neighborhoods.
- Transition to an alternative fuel transit fleet and infrastructure.

Note: The planned changes for Route 7-2 will expand peak service into the newer residential neighborhoods, it is expected to launch July 1<sup>st</sup>, 2023. In addition, Beaumont is finalizing its Zero-Emission Bus Rollout Plan for submission this June. Beaumont will continue working with RCTC to complete a plan for implementation.

## **CHAPTER 2 - EXISTING SERVICE AND ROUTE PERFORMANCE**

Due to the pandemic, Beaumont Transit's systemwide passenger boardings have suffered in recent years. Systemwide passenger trips for FY 21 ended with 39,201 passenger trips. This is a 69% decline in passenger trips when compared to FY 20 and an 81% decline compared to FY 19. In FY 22, passenger boarding increased by 75% when compared to FY 21 and total boardings for the year reached 68,457. In FY 23, passenger boardings are projected to be 87,054 or about 43% of pre-pandemic levels. As we proceed in the post-pandemic environment, passenger boardings are struggling to recover. Despite the return to pre-pandemic lifestyles for most people, many riders have not returned to public transit. The chart below highlights the sharp decline from the pandemic and growth throughout the past five years, as well as projections for the current fiscal year and upcoming fiscal year. When evaluating ridership figures for FY 19 and prior years, it should be noted that services extended into the City of Banning at this time. Annualized estimates for FY 20 suggest baseline passenger boardings is approximately 160,000.



## 2.1 Key Performance Indicators

Beaumont Transit monitors performance indicators throughout the year to ensure the system is performing productively and to implement corrective actions that can improve operational efficiency. Customer satisfaction is a top priority and community input, comments, complaints, and suggestions are recorded to better understand the wants and needs of our passengers. Gathering this information is essential to help resolve complaints and to assist in the development of future plans for our services and projects. We encourage feedback and plan to conduct satisfaction surveys throughout the upcoming year to gauge satisfaction, comfort, ease of use, reliability, and on-time performance. Our vehicle maintenance team keeps our fleet maintained through frequent preventative maintenance inspections to ensure the safety and reliability of our vehicles. In the post-pandemic environment, we are continuing to clean and sanitize the fleet regularly to encourage the return to public transit. Routine administrative policies and processes are reviewed throughout the year which includes the operation of the department, the collection of revenues, and monitoring of expenses.

In Table 2.0, Key Performance Indicators are for monitoring purposes only. Historically, Beaumont Transit's major expenses come in the 4<sup>th</sup> quarter of the FY and these numbers and ratios are subject to change.

**Table 2.0 -- Service Provider Performance Targets Report**

FY 2022/23 Short Range Transit Plan Review  
City of Beaumont

Data Elements	FY 2022/23 Plan	FY 2022/23 Target	FY 2022/23 Year to Date Through 4th Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	77,022			
Passenger Miles	656,877			
Total Actual Vehicle Revenue Hours	18,791.0			
Total Actual Vehicle Revenue Miles	381,861.0			
Total Actual Vehicle Miles	404,102.0			
Total Operating Expenses	\$2,731,617			
Total Passenger Fare Revenue	\$80,000			
Net Operating Expenses	\$2,651,617			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	10.32%	>= 10.00%	13.59%	Meets Target
Discretionary:				
1. Operating Cost Per Revenue Hour	\$145.37	<= \$118.59	\$131.80	Fails to Meet Target
2. Subsidy Per Passenger	\$34.43	>= \$23.50 and <= \$31.80	\$22.87	Better Than Target
3. Subsidy Per Passenger Mile	\$4.04	>= \$4.90 and <= \$6.62	\$4.78	Better Than Target
4. Subsidy Per Hour	\$141.11	>= \$89.95 and <= \$121.69	\$113.89	Meets Target
5. Subsidy Per Mile	\$6.94	>= \$4.39 and <= \$5.95	\$5.64	Meets Target
6. Passengers Per Revenue Hour	4.10	>= 3.26 and <= 4.40	4.98	Better Than Target
7. Passengers Per Revenue Mile	0.20	>= 0.16 and <= 0.22	0.25	Better Than Target

## **2.2 SRTP Performance Report**

In FY 22, when the SRTP was prepared for FY 23, Beaumont established a plan for service performance. Based on audited information for FY 21 and information through 3<sup>rd</sup> quarter in FY 22, targets for Beaumont Transit's operations were established to monitor and compare to actuals as the FY progresses.

On the following page, Table 2.1 compares current FY 23 3<sup>rd</sup> quarter data to FY 22 actuals. Additionally, the plan for FY 24 is outlined, and targets are set based on the prior years audited data and current fiscal year data. The plan is then evaluated and compared to the targets in a scorecard. These targets are discretionary and are to be utilized as a tool in monitoring performance metrics as fiscal years progress. The only mandatory target is the farebox recovery ratio.

As Beaumont Transit continues in its efforts to gain and regain passengers post-pandemic, it is expected that performance metrics in Table 2.1 will improve. Unfortunately, as ridership is still recovering, some performance metrics are scored unfavorably for the FY 24 Plan. However, it is worth noting that Table 2.1 provides information for all routes. Performance metrics excluding the exempt routes would be more favorable.

Tables 2.1 and 2.2 do not reflect the changes passed in Assembly Bill 149 (AB 149), which allows for additional exemptions in the farebox recovery ratio calculation.



**FY 2023/24 - Table 2.1 -- SRTP Performance Report**  
**Service Provider: City of Beaumont**  
**All Routes**

Performance Indicators	FY 2021/22 End of Year Actual	FY 2022/23 3rd Quarter Year-to-Date	FY 2023/24 Plan	FY 2023/24 Target	Plan Performance Scorecard (a)
Passengers	68,468	70,173	95,760	None	
Passenger Miles	328,646	335,671	719,245	None	
Revenue Hours	19,908.1	14,089.1	19,563.0	None	
Total Hours	22,242.5	15,881.9	21,806.0	None	
Revenue Miles	376,813.9	284,444.0	414,016.0	None	
Total Miles	402,107.2	302,187.0	437,511.0	None	
Operating Costs	\$2,149,467	\$1,856,944	\$2,993,669	None	
Passenger Revenue	\$233,931	\$252,306	\$39,025	None	
Measure-A Revenue			\$169,000	None	
LCTOP Revenue			\$129,149	None	
Operating Subsidy	\$1,915,536	\$1,604,638	\$2,954,644	None	
Operating Costs Per Revenue Hour	\$107.97	\$131.80	\$153.03	<= \$142.65	Fails to Meet Target
Operating Cost Per Revenue Mile	\$5.70	\$6.53	\$7.23	None	Meets Target
Operating Costs Per Passenger	\$31.39	\$26.46	\$31.26	None	
Farebox Recovery Ratio	10.88%	13.59%	11.26%	>= 0.1	
Subsidy Per Passenger	\$27.98	\$22.87	\$30.85	>= \$19.44 and <= \$26.30	
Subsidy Per Passenger Mile	\$5.83	\$4.78	\$4.11	>= \$4.06 and <= \$5.50	
Subsidy Per Revenue Hour	\$96.22	\$113.89	\$151.03	>= \$96.81 and <= \$130.97	
Subsidy Per Revenue Mile	\$5.08	\$5.64	\$7.14	>= \$4.79 and <= \$6.49	
Passengers Per Revenue Hour	3.44	4.98	4.89	>= 4.23 and <= 5.73	
Passengers Per Revenue Mile	0.18	0.25	0.23	>= 0.21 and <= 0.29	Meets Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2023/24 Plan to the FY 2023/24 Primary Target.



## 2.3 SRTP Service Summary

The following reports give insight on the performance of the services offered by Beaumont Transit in FY 23 compared to the plan that was set in FY 22. Additionally, the 3rd quarter's actuals are compared to the previous year's audited information and how it all compares to the proposed plan for next FY.

Key points of interest:

- Systemwide ridership in FY 24 is expected to reach 75% of FY 20.
- Farebox recovery for FY 24 is planned at 11.26% systemwide.

In FY 23, Beaumont has two routes to be excluded from the calculation of the farebox recovery ratio. These routes are the Casino Express and Commuter Link 125. Excluded Routes are new routes or routes that have recently experienced a change of 25% or greater. Being excluded gives a grace period for the route to perform and gain passenger ridership for three years.

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

Table 2.2 Excluded Routes, reports only on the routes excluded. Given that there are two routes excluded in FY 23 and only one excluded in FY 24, each column is not necessarily comparable to another FY. Details on the excluded routes for FY 24 are outlined in Table 2.2A.

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

**Table 2.2 -- City of Beaumont -- SRTP Service Summary**  
**FY 2023/24 Short Range Transit Plan**  
**All Routes**

	FY 2020/21 Audited	FY 2021/22 Audited	FY 2022/23 Plan	FY 2022/23 3rd Qtr Actual	FY 2023/24 Plan
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	5	6	10	6	12
<b>Financial Data</b>					
Total Operating Expenses	\$2,546,509	\$2,149,467	\$2,731,617	\$1,856,944	\$2,993,669
Total Passenger Fare Revenue	\$290,429	\$233,931	\$282,000	\$252,306	\$337,174
Net Operating Expenses (Subsidies)	\$2,256,080	\$1,915,536	\$2,651,617	\$1,604,638	\$2,954,644
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	39,014	68,468	77,022	70,173	95,760
Passenger Miles	186,417	328,646	656,877	335,671	719,245
Total Actual Vehicle Revenue Hours (a)	14,909.6	19,908.1	18,791.0	14,089.1	19,563.0
Total Actual Vehicle Revenue Miles (b)	331,663.0	376,813.9	381,861.0	284,444.0	414,016.0
Total Actual Vehicle Miles	346,130.0	402,107.2	404,102.0	302,187.0	437,511.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$170.80	\$107.97	\$145.37	\$131.80	\$153.03
Farebox Recovery Ratio	11.40%	10.88%	10.32%	13.59%	11.26%
Subsidy per Passenger	\$57.83	\$27.98	\$34.43	\$22.87	\$30.85
Subsidy per Passenger Mile	\$12.10	\$5.83	\$4.04	\$4.78	\$4.11
Subsidy per Revenue Hour (a)	\$151.32	\$96.22	\$141.11	\$113.89	\$151.03
Subsidy per Revenue Mile (b)	\$6.80	\$5.08	\$6.94	\$5.64	\$7.14
Passenger per Revenue Hour (a)	2.6	3.4	4.1	5.0	4.9
Passenger per Revenue Mile (b)	0.12	0.18	0.20	0.25	0.23

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

**Table 2.2 -- City of Beaumont -- SRTP Service Summary**  
**FY 2023/24 Short Range Transit Plan**  
**Excluded Routes**

	FY 2020/21 Audited	FY 2021/22 Audited	FY 2022/23 Plan	FY 2022/23 3rd Qtr Actual	FY 2023/24 Plan
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	3	2	2	2	1
<b>Financial Data</b>					
Total Operating Expenses	\$1,588,790	\$1,214,022	\$622,162	\$453,111	\$305,635
Total Passenger Fare Revenue	\$84,296	\$144,657	\$76,500	\$21,191	\$3,500
Net Operating Expenses (Subsidies)	\$1,504,494	\$1,069,365	\$613,662	\$431,920	\$304,656
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	20,686	14,738	5,326	2,883	3,250
Passenger Miles	99,293	70,742	68,759	13,838	15,600
Total Actual Vehicle Revenue Hours (a)	9,718.4	10,480.8	4,170.0	2,649.6	1,922.0
Total Actual Vehicle Revenue Miles (b)	246,645.0	279,578.0	96,897.0	65,133.0	45,781.0
Total Actual Vehicle Miles	255,079.0	293,309.0	101,046.0	68,842.0	48,012.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$163.48	\$115.83	\$149.20	\$171.01	\$159.02
Farebox Recovery Ratio	5.31%	11.92%	12.29%	4.68%	1.14%
Subsidy per Passenger	\$72.73	\$72.56	\$115.22	\$149.82	\$93.74
Subsidy per Passenger Mile	\$15.15	\$15.12	\$8.92	\$31.21	\$19.53
Subsidy per Revenue Hour (a)	\$154.81	\$102.03	\$147.16	\$163.01	\$158.51
Subsidy per Revenue Mile (b)	\$6.10	\$3.82	\$6.33	\$6.63	\$6.65
Passenger per Revenue Hour (a)	2.1	1.4	1.3	1.1	1.7
Passenger per Revenue Mile (b)	0.08	0.05	0.05	0.04	0.07

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

**Table 2.2 -- City of Beaumont -- SRTP Service Summary**  
**FY 2023/24 Short Range Transit Plan**  
**Non-Excluded Routes**

	FY 2020/21 Audited	FY 2021/22 Audited	FY 2022/23 Plan	FY 2022/23 3rd Qtr Actual	FY 2023/24 Plan
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	3	4	8	4	11
<b>Financial Data</b>					
Total Operating Expenses	\$957,719	\$935,444	\$2,109,455	\$1,403,833	\$2,688,034
Total Passenger Fare Revenue	\$206,133	\$89,274	\$205,500	\$231,114	\$333,674
Net Operating Expenses (Subsidies)	\$751,586	\$846,171	\$2,037,955	\$1,172,719	\$2,649,988
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	18,328	53,730	71,696	67,290	92,510
Passenger Miles	87,124	257,904	588,118	321,833	703,645
Total Actual Vehicle Revenue Hours (a)	5,191.2	9,427.3	14,621.0	11,439.5	17,641.0
Total Actual Vehicle Revenue Miles (b)	85,018.0	97,235.9	284,964.0	219,311.0	368,235.0
Total Actual Vehicle Miles	91,051.0	108,798.2	303,056.0	233,345.0	389,499.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$184.49	\$99.23	\$144.28	\$122.72	\$152.37
Farebox Recovery Ratio	21.52%	9.54%	9.74%	16.46%	12.41%
Subsidy per Passenger	\$41.01	\$15.75	\$28.42	\$17.43	\$28.65
Subsidy per Passenger Mile	\$8.63	\$3.28	\$3.47	\$3.64	\$3.77
Subsidy per Revenue Hour (a)	\$144.78	\$89.76	\$139.39	\$102.52	\$150.22
Subsidy per Revenue Mile (b)	\$8.84	\$8.70	\$7.15	\$5.35	\$7.20
Passenger per Revenue Hour (a)	3.5	5.7	4.9	5.9	5.2
Passenger per Revenue Mile (b)	0.22	0.55	0.25	0.31	0.25

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

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

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

- Passenger Trips on the fixed routes and commuter links remain lower than pre-pandemic figures, but in FY 23 and the plan for FY 24 show a positive trend upwards.
- The farebox recovery ratio for all routes, excluding DAR, is planned at 11.51%.

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

- Demand response paratransit service is offered to those certified under the Americans with Disabilities Act (ADA).
- This curb-to-curb service is offered throughout city limits, and has a higher cost than the fixed route services.
- The farebox ratio for DAR is planned to be lower than the BUS program. This is primarily due to the nature of demand-response service.
- The projected farebox ratio for FY 23 has well exceeded the plan, however it remains lower than the BUS program. For FY 24, it is anticipated the system will see an additional increase in the farebox recovery ratio.

**Table 2.2 -- Beaumont-BUS -- SRTP Service Summary**  
**FY 2023/24 Short Range Transit Plan**  
**All Routes**

	FY 2020/21 Audited	FY 2021/22 Audited	FY 2022/23 Plan	FY 2022/23 3rd Qtr Actual	FY 2023/24 Plan
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	5	6	9	6	10
<b>Financial Data</b>					
Total Operating Expenses	\$2,386,671	\$1,994,853	\$2,569,579	\$1,733,099	\$2,801,584
Total Passenger Fare Revenue	\$285,299	\$226,412	\$275,000	\$244,009	\$322,650
Net Operating Expenses (Subsidies)	\$2,101,373	\$1,768,441	\$2,496,579	\$1,489,090	\$2,764,372
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	36,940	65,977	74,562	67,345	91,953
Passenger Miles	177,312	316,690	646,299	323,256	702,532
Total Actual Vehicle Revenue Hours (a)	14,269.9	17,232.8	17,625.0	12,662.6	17,365.0
Total Actual Vehicle Revenue Miles (b)	317,533.0	364,174.0	368,746.0	268,994.0	390,916.0
Total Actual Vehicle Miles	329,776.0	387,635.0	389,097.0	284,660.0	411,270.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$167.25	\$115.76	\$145.79	\$136.87	\$161.34
Farebox Recovery Ratio	11.95%	11.35%	10.70%	14.08%	11.51%
Subsidy per Passenger	\$56.89	\$26.80	\$33.48	\$22.11	\$30.06
Subsidy per Passenger Mile	\$11.85	\$5.58	\$3.86	\$4.61	\$3.93
Subsidy per Revenue Hour (a)	\$147.26	\$102.62	\$141.65	\$117.60	\$159.19
Subsidy per Revenue Mile (b)	\$6.62	\$4.86	\$6.77	\$5.54	\$7.07
Passenger per Revenue Hour (a)	2.6	3.8	4.2	5.3	5.3
Passenger per Revenue Mile (b)	0.12	0.18	0.20	0.25	0.24

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

**Table 2.2 -- Beaumont-DAR -- SRTP Service Summary**  
**FY 2023/24 Short Range Transit Plan**  
**All Routes**

	FY 2020/21 Audited	FY 2021/22 Audited	FY 2022/23 Plan	FY 2022/23 3rd Qtr Actual	FY 2023/24 Plan
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	1	1	1	1	2
<b>Financial Data</b>					
Total Operating Expenses	\$159,838	\$154,614	\$162,038	\$123,845	\$192,085
Total Passenger Fare Revenue	\$5,130	\$7,519	\$7,000	\$8,297	\$14,524
Net Operating Expenses (Subsidies)	\$154,707	\$147,095	\$155,038	\$115,548	\$190,272
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	2,074	2,491	2,460	2,828	3,807
Passenger Miles	9,105	11,957	10,578	12,415	16,713
Total Actual Vehicle Revenue Hours (a)	639.7	2,675.3	1,166.0	1,426.6	2,198.0
Total Actual Vehicle Revenue Miles (b)	14,130.0	12,639.9	13,115.0	15,450.0	23,100.0
Total Actual Vehicle Miles	16,354.0	14,472.2	15,005.0	17,527.0	26,241.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$249.88	\$57.79	\$138.97	\$86.81	\$87.39
Farebox Recovery Ratio	3.21%	4.86%	4.31%	6.70%	7.56%
Subsidy per Passenger	\$74.59	\$59.05	\$63.02	\$40.86	\$49.98
Subsidy per Passenger Mile	\$16.99	\$12.30	\$14.66	\$9.31	\$11.38
Subsidy per Revenue Hour (a)	\$241.85	\$54.98	\$132.97	\$81.00	\$86.57
Subsidy per Revenue Mile (b)	\$10.95	\$11.64	\$11.82	\$7.48	\$8.24
Passenger per Revenue Hour (a)	3.2	0.9	2.1	2.0	1.7
Passenger per Revenue Mile (b)	0.15	0.20	0.19	0.18	0.16

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



Table 2.2A outlines the routes to be excluded from the Farebox Recovery Ratio in FY 24. The Casino Express was a new route started in FY 20 to offer express service for passengers to Casino Morongo and Desert Hills Outlets, a major employment and recreational area for the region. Due to low ridership, community input, and a COA recommendation, the route has been re-structured for FY 24 to service industrial Beaumont located south of the I-10 and Highway 60. This change will be further discussed in Chapter 3.



## Beaumont Transit

### Short Range Transit Plan



**Table 2.2A Excluded Routes**

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

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

## 2.4 Service Performance

Beaumont Transit operates six local fix routes, two of which are peak routes, and two Commuter Links. During the last quarter of FY 20, COVID-19 led to an unprecedented change to Beaumont Transit's operations, along with other public transportation agencies. Primarily, there was a noticeable decline in passenger boardings. The stay-at-home order, rising infections and near non-existent ridership made it necessary to adjust public transit services across the nation.

Prior to the pandemic, Beaumont Transit was already experiencing a decline in passenger boardings. FY 20 was the first year that the Pass Transit Agency was dissolved. Pass Transit unified the cities of Beaumont and Banning under one brand but allowed transit services to be operated by each city independently. Due to unfortunate circumstances, Beaumont and Banning split ways in FY 20 and the Pass Transit branding was disbanded and each city became responsible for their independent identity. More notably, the dissolution created an environment where passengers could no longer take a one-seat trip into the other city. Prior to FY 20, fixed routes could enter the other's city limits, but the disbandment led to the prohibition of one agency providing services in the other city. Passengers originating in Beaumont will need to transfer Banning Connect to reach social services exclusively offered in the City of Banning. The FY 20 Interagency Agreement is renewed annually.

Due to the inability to traverse city boundaries, Beaumont has been unable to capture the passenger boardings from Banning. In FY 20 statistics, the impact is evident prior to the effects of the pandemic in the 4<sup>th</sup> quarter. This is an important notation when reviewing the statistics for each route in the coming section. For this reason, statistics compared to FY 19 and before should be acknowledged that service during that time extended into the City of Banning and allowed passengers to seek social service and county aid without the need to transfer buses. This transfer requirement is a major reason for the decline in passenger boardings in FY 20, besides the pandemic. Due to the inconvenience and additional time required to transfer, it is believed that some passengers have found other ways of getting to and from their appointments.

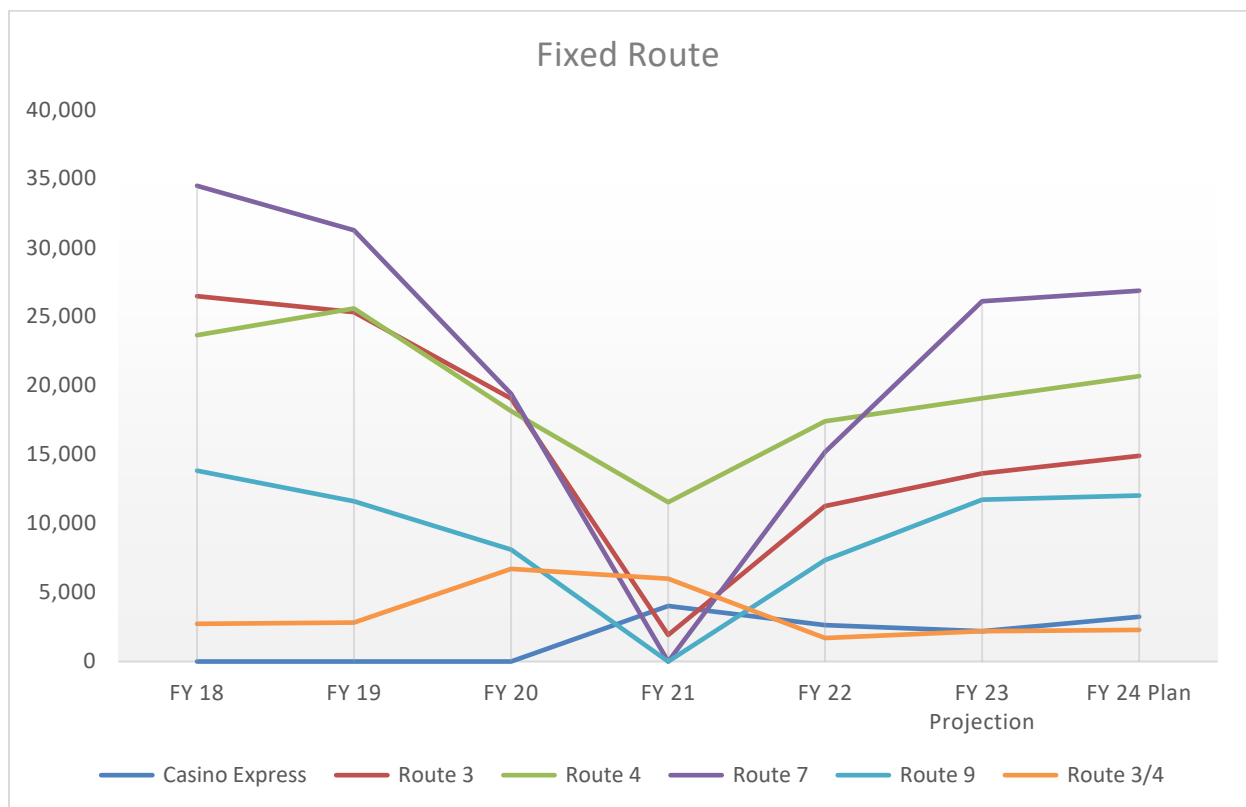
Beaumont has been thoroughly evaluating ridership data and route performance throughout the pandemic and currently ridership has recovered to 44% of pre-pandemic levels. Proactively, Beaumont has created an action plan to help promote an increase in ridership among the Casino Express, Commuter 125, Route 7, and Route 3. These changes incorporate increases in service frequency, the modification of timepoints, and the addition of bus stop locations. This plan is reflective of Beaumont Transit's goals to increase operational efficiency to meet the required farebox recovery ratio, and to improve upon the services we provide to our communities.

### Fixed Route and Commuter Link Service

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

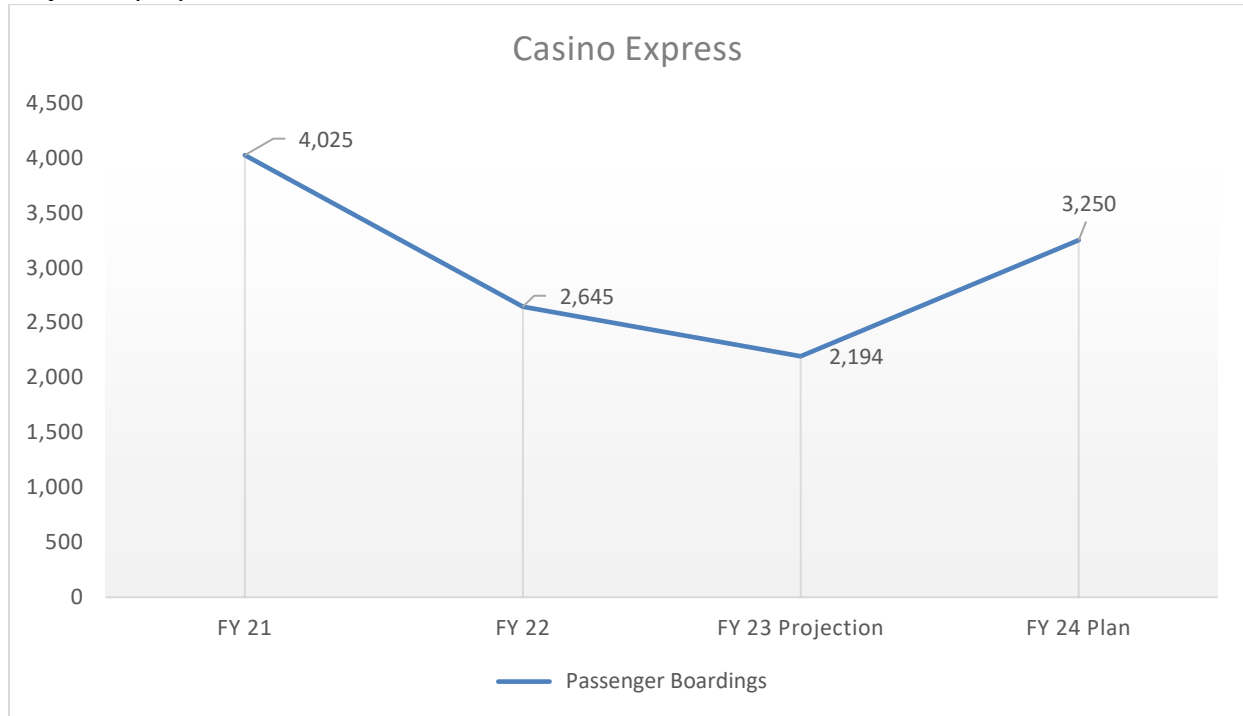
The chart below shows the trend of passenger boardings for each fixed route over the last five years including a projection for FY 23. Passenger boardings began to decline in FY 20 and experienced a sharp decline in FY 21. Passenger boardings began to recover in FY 22, and recovery has continued into FY 23. For FY 24, we anticipate an additional 10% increase in passenger boardings.

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



### Casino Express

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



In its inaugural year, the Casino Express had 4,025 passenger boardings. There has been a declining trend in ridership year-over-year since inauguration. FY 23 is projected to end with a decline in passengers boardings of 20% compared to FY 22. The Casino Express currently makes up 2.22% of passengers systemwide. The Casino Express is the only fixed route with a projected decline in passenger boardings for FY 23 when compared to FY 22. Due to this, the route is anticipated to be restructured in FY 24, these changes will be further discussed in Chapter 3.

# CASINO EXPRESS

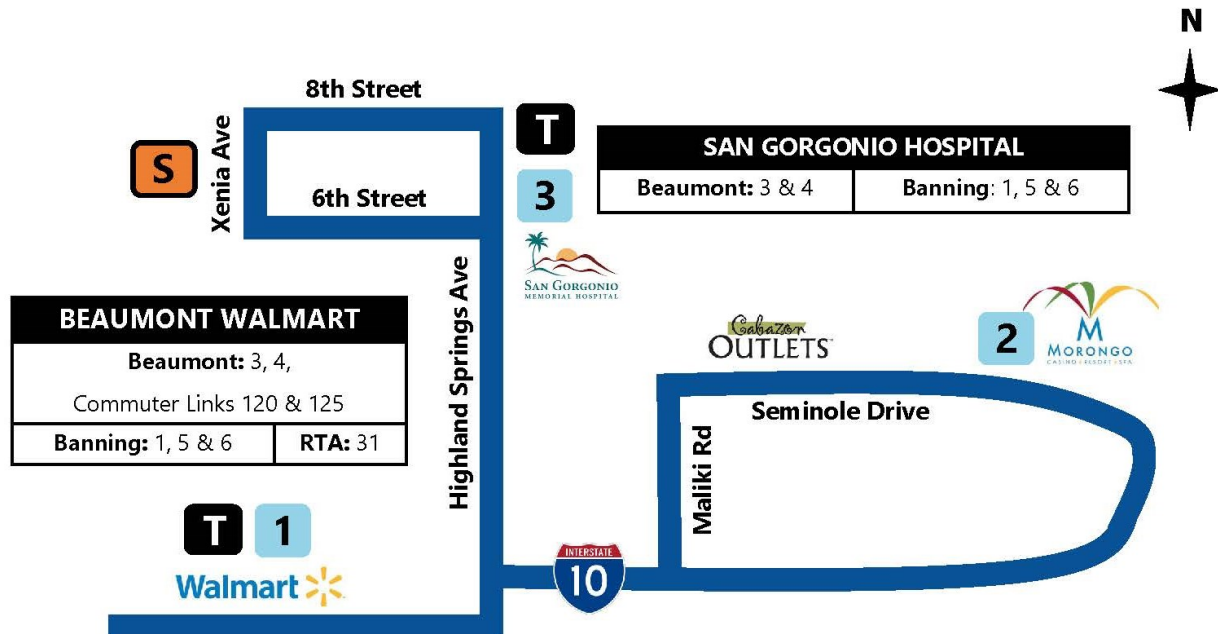
## Beaumont | Casino Morongo | Outlet Mall

**WEEKDAY SERVICE** | *No Service on Holidays*

TRANSFER **T**

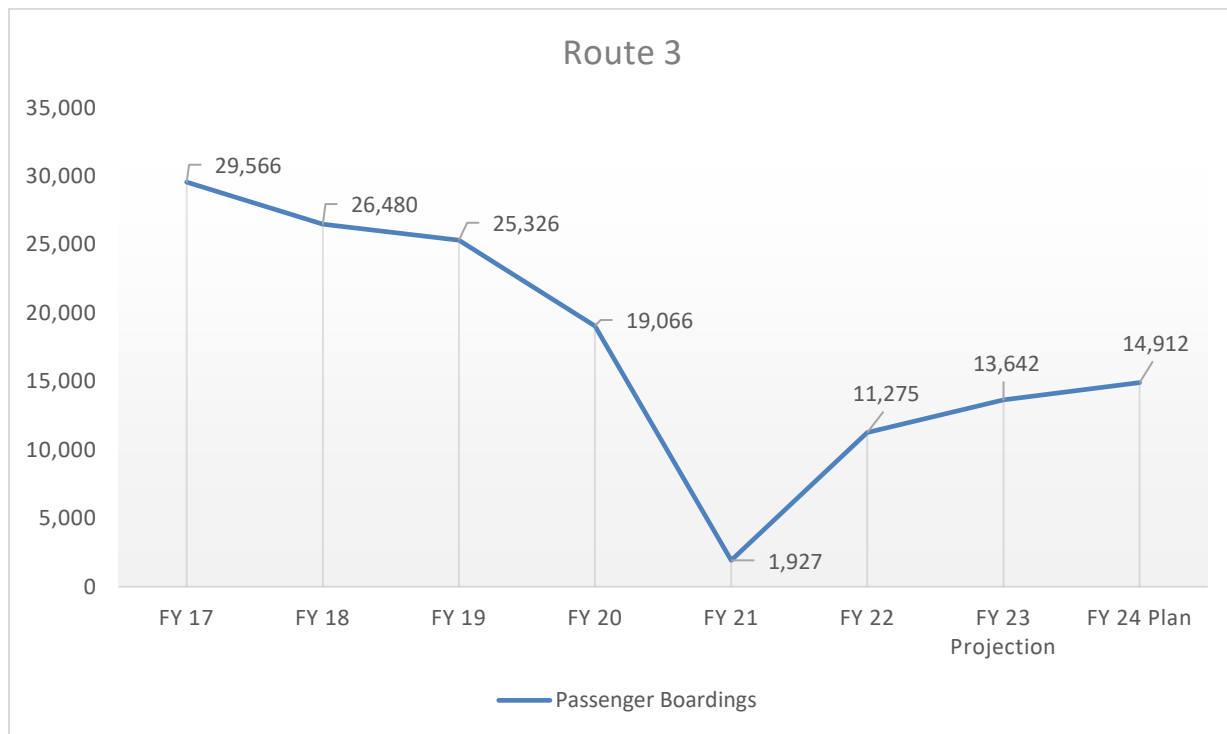
TIME POINT 

STOP **S**



### Route 3

Route 3 operates weekdays with a one-hour headway and services the north area of Beaumont, residential community of Sundance, and Walmart. This route connects passengers with Sundance community, both middle schools, the community center, the high school, and three elementary schools. For six months, service on Route 3 was suspended because of the pandemic. The suspension began in April 2020 (FY 20) and ended in October 2020 (FY 21). Route 3 returned to pre-pandemic service level in FY 22 and has continued to provide this level of service in FY 23.



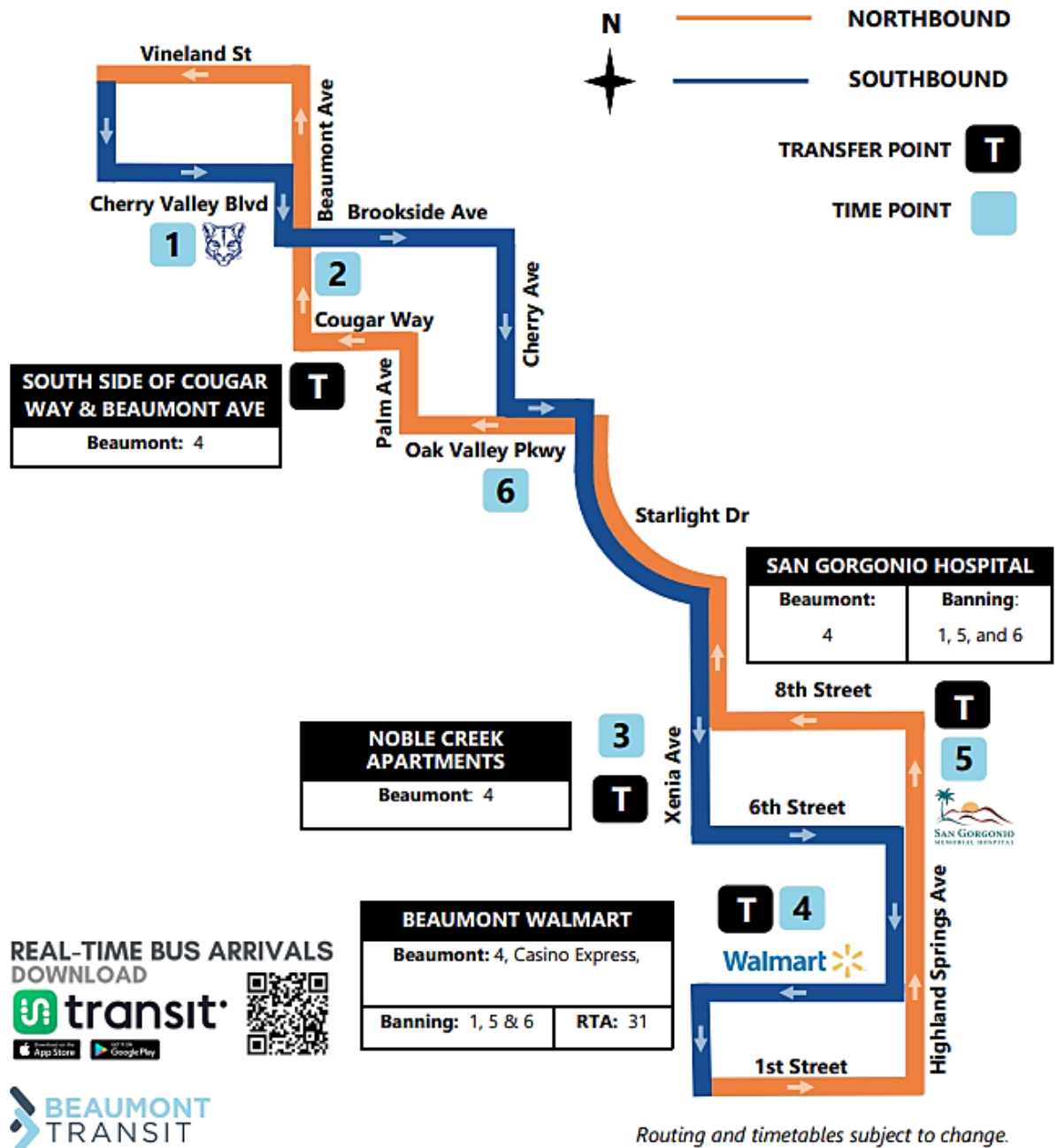
In FY 23, Route 3 is projected to finish the fiscal year with 13,642 passenger boardings and is a 28% decline when compared to FY 20 and a 46% decline compared to FY 19. Route 3 currently makes up 15.18% of passengers systemwide.

Since this route is operating at its pre-pandemic service level, the decline in passengers can be attributed to lower youth passengers. When Beaumont Unified School District closed the last quarter of FY 20, the City of Beaumont eliminated its day-camp afterschool program at the community center. It remains closed and it is not anticipated that the program will be reinstated. A strong number of passengers on Route 3 were youth passengers that rode this route after school to the community center where the day-camp service was offered. Since this after-school program has been eliminated, many youth passengers are no longer using the public transportation service.

# 3

## Beaumont | Cherry Valley

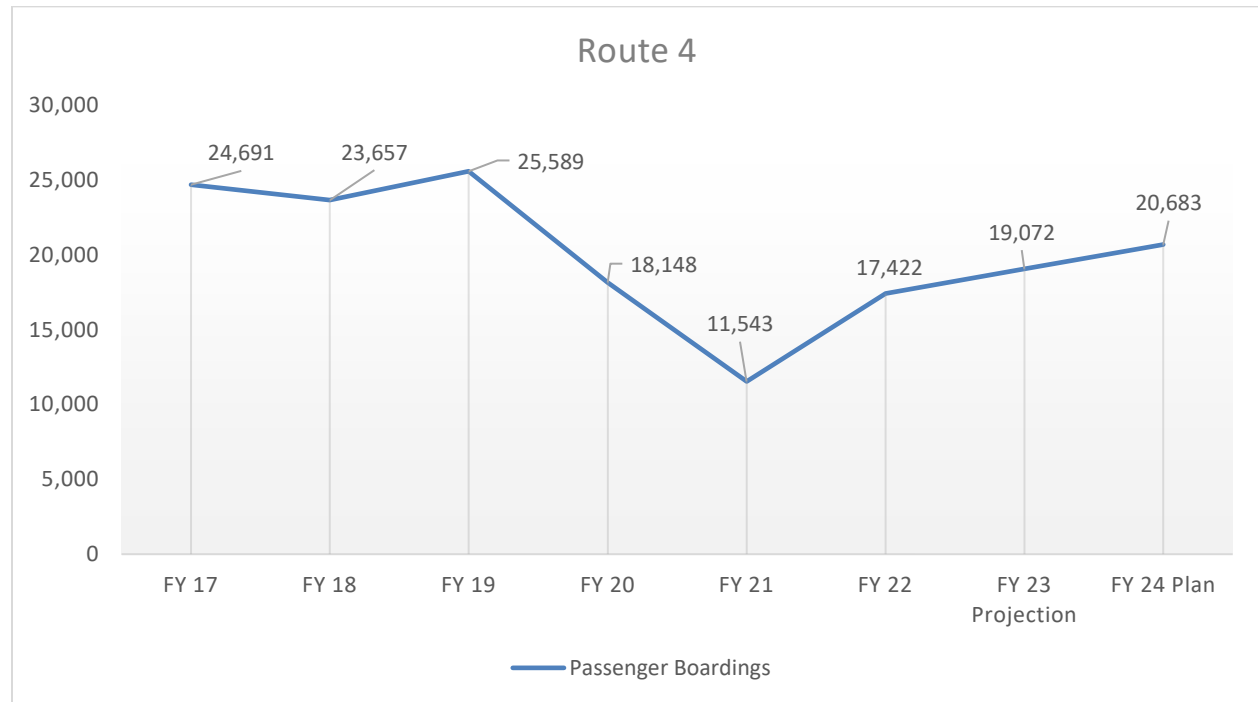
**WEEKDAY SERVICE** | *No Service on Holidays*





#### Route 4

Route 4 operates on weekdays with a one-hour headway and services the downtown, commercial and residential areas of Beaumont. The residential area is identified as a disadvantaged community (DAC) by Senate Bill 535. This route connects passengers with the local library, two elementary schools, the community center, both middle schools, the high school, and the commercial shopping area surrounding Walmart. Route 4 also offers deviations upon request to 3 Rings Ranch, Rangel Park, and Amazon.



In FY 23, Route 4 is projected to finish the fiscal year at 19,072 passenger boardings. This is a 5% increase compared to FY 20 and a 25% decline in passenger trips compared to FY 19. This route makes up 20.05% of passengers systemwide.

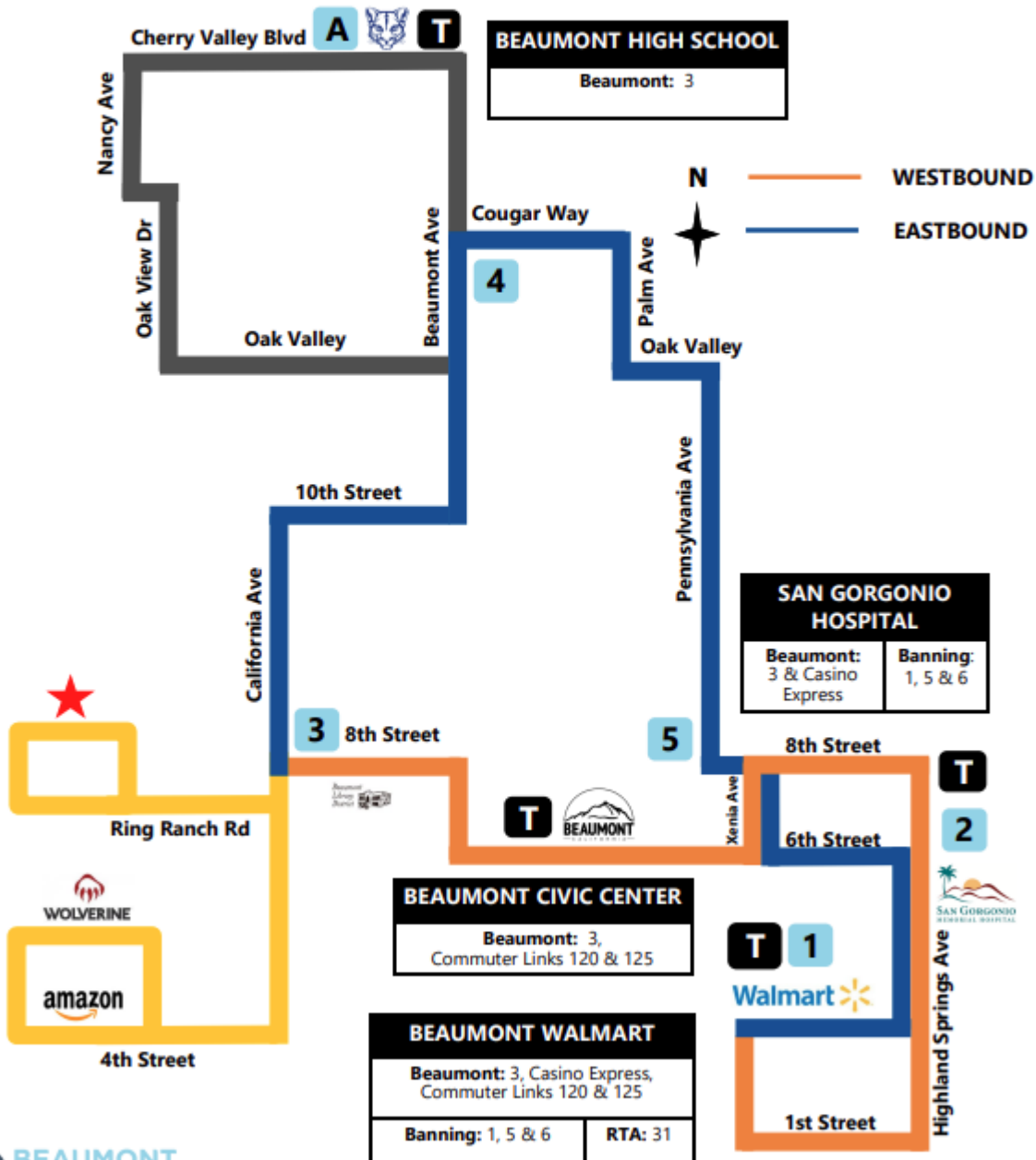
Route 4 has not experienced the sharp declines that other routes have seen. There are two theories for why the impacts of the pandemic have been less significant for this route. First, the declines may be less due to the location serviced by this route. Servicing the low-income and disadvantage communities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

**4**

## Beaumont | 6th Street

**WEEKDAY SERVICE** | *No Service on Holidays*

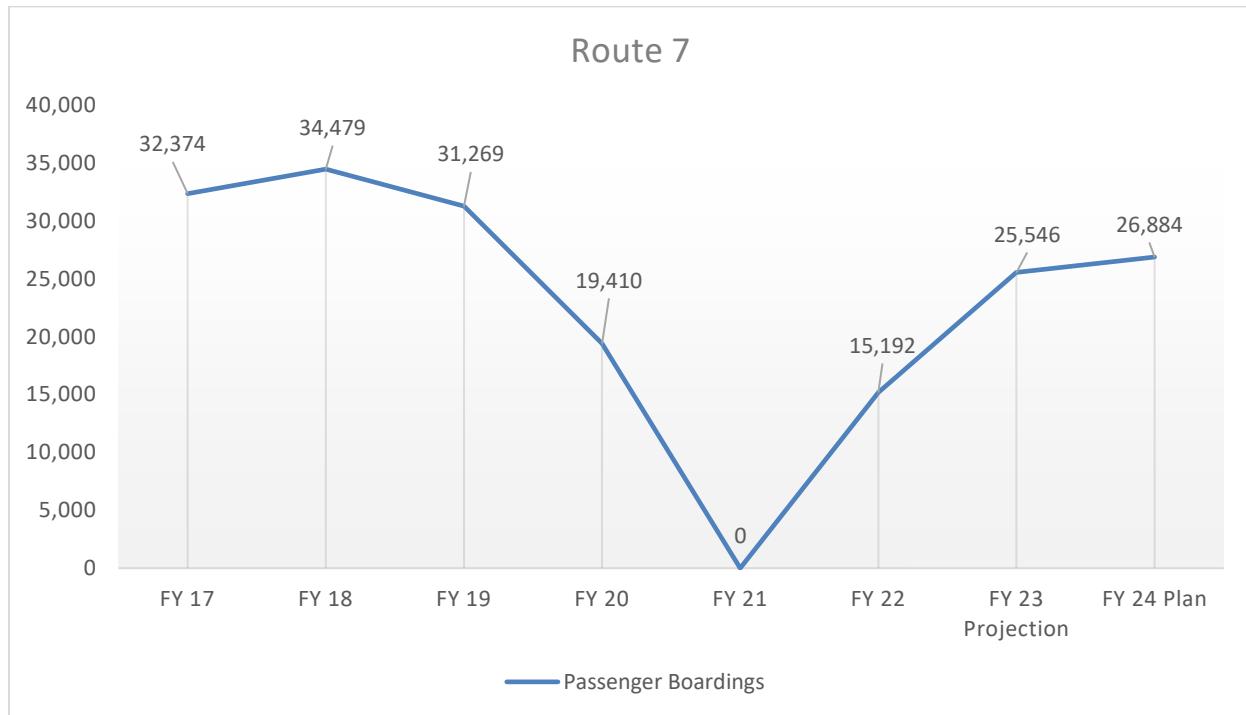
TRANSFER **T** TIME POINT  DEVIATION  ALT. MORNING 



Routing and timetables subject to change. **AUGUST 2022**

## Route 7

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



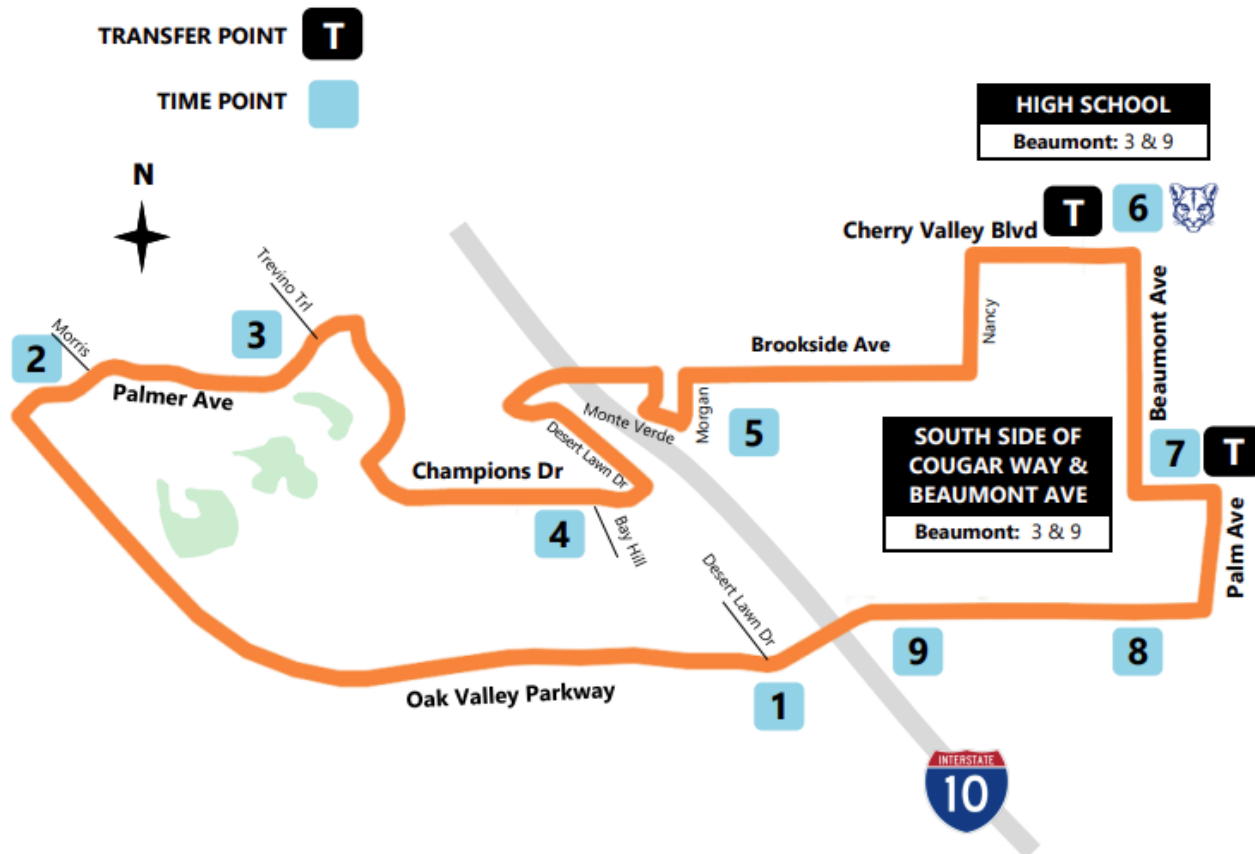
In March of FY 20 and throughout FY 21, Route 7 was suspended with the closing of BUSD due to the stay-at-home orders arising from COVID-19. Prior to the shutdown, Route 7 was serviced by two buses and a sweeper. The Route was reinstated with its normal schedule when BUSD went back to in-person learning in August 2021.

Service on Route 7 was reduced to a single bus in October 2021. This reduction was in response to lower ridership. In FY 22, passenger boardings were down by 22% in comparison to FY 20 and 51% in comparison to FY 19. In FY 23, we have surpassed FY 20 passenger boardings, and project to end the year with 17% less boardings compared to FY 19. Currently, Route 7 accounts for 30.37% of passengers systemwide. In FY 24, Beaumont will implement changes to the sweeper. The 7-2 will still serve as a sweeper but will also provide service to additional communities.

**7-1**

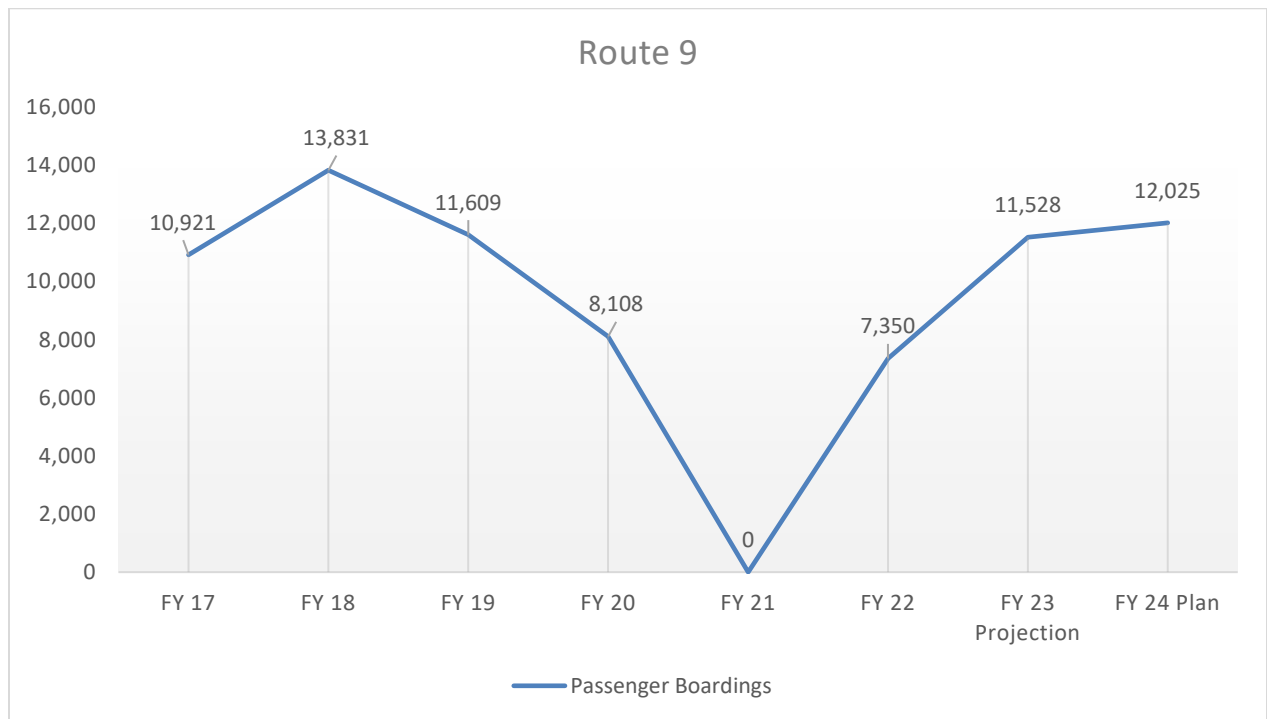
**Tournament Hills | Fairway Canyon**

**WEEKDAY SERVICE** | *When school is in session*



## Route 9

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



From March of 2020 and throughout FY 21, Route 9 was suspended with the closing of BUSD due to the stay-at-home orders arising from COVID-19. The route resumed service when the school district went back into session in FY 22. The Route 9 schedule and level of service is unchanged from its pre-pandemic service.

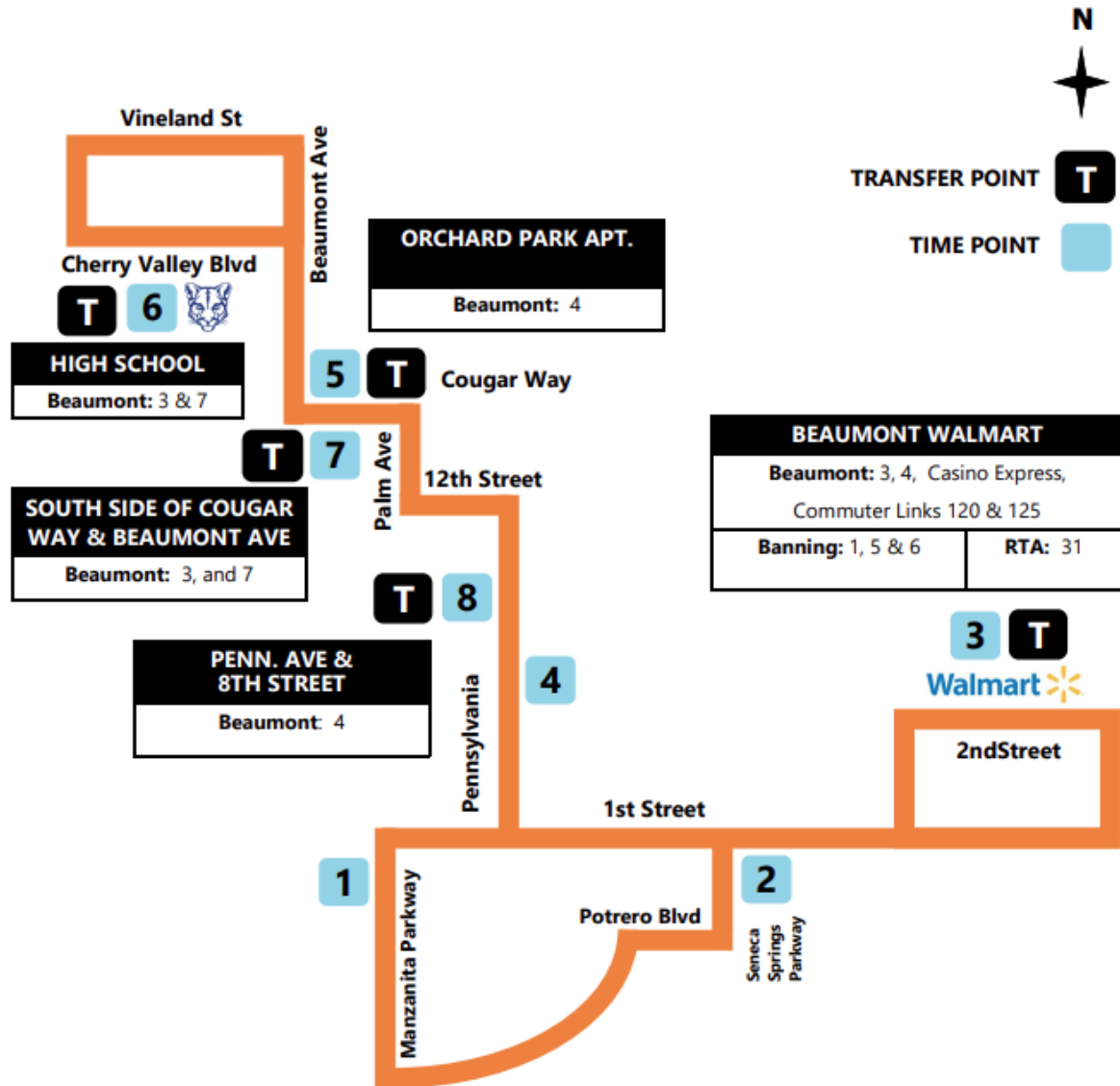
Route 9 experienced a slight shortfall in FY 22 in comparison to FY 20. However, compared to FY 19 there was a decline of 37%. In FY 23, passenger boardings are projected to exceed FY 19 boardings by 1%. Currently, Route 9 accounts for 13.54% of passengers systemwide.

It is worth noting, since this is primarily a school route its success is contingent on middle school and high school students using the service. As students graduate and move on, there may be a fluctuation of passenger boardings year over year.

9

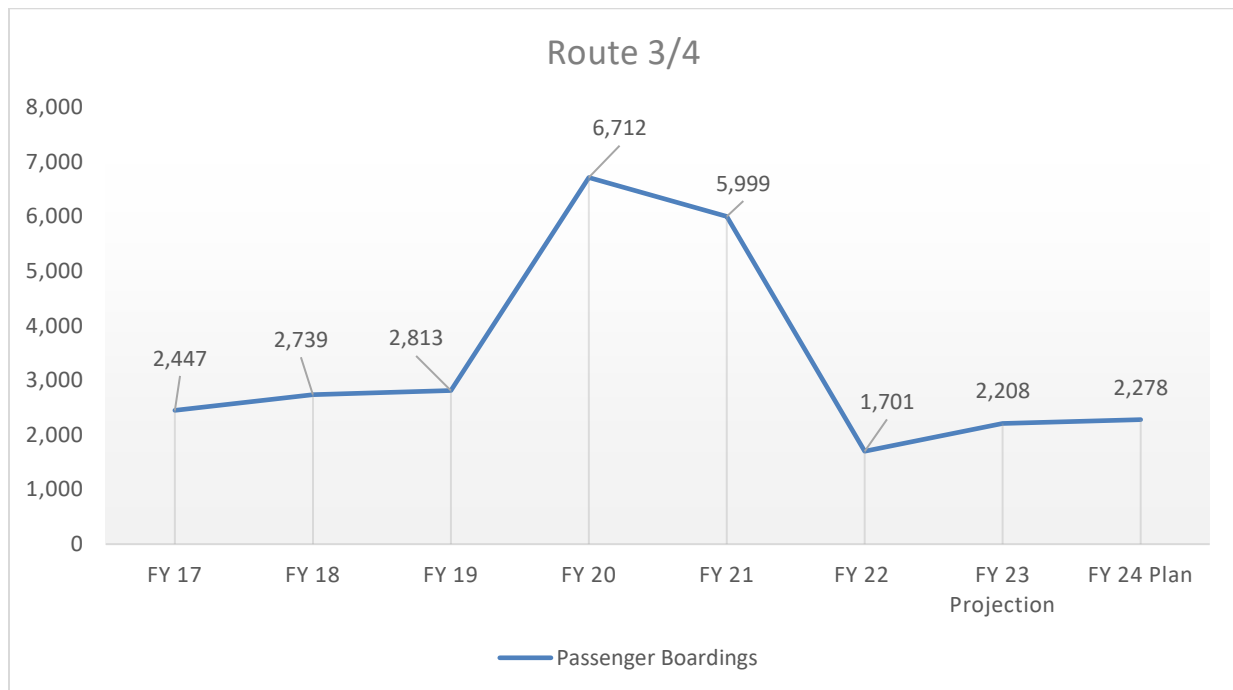
## Seneca Springs | High School

WEEKDAY SERVICE | *When school is in session*



### Route 3/4

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



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

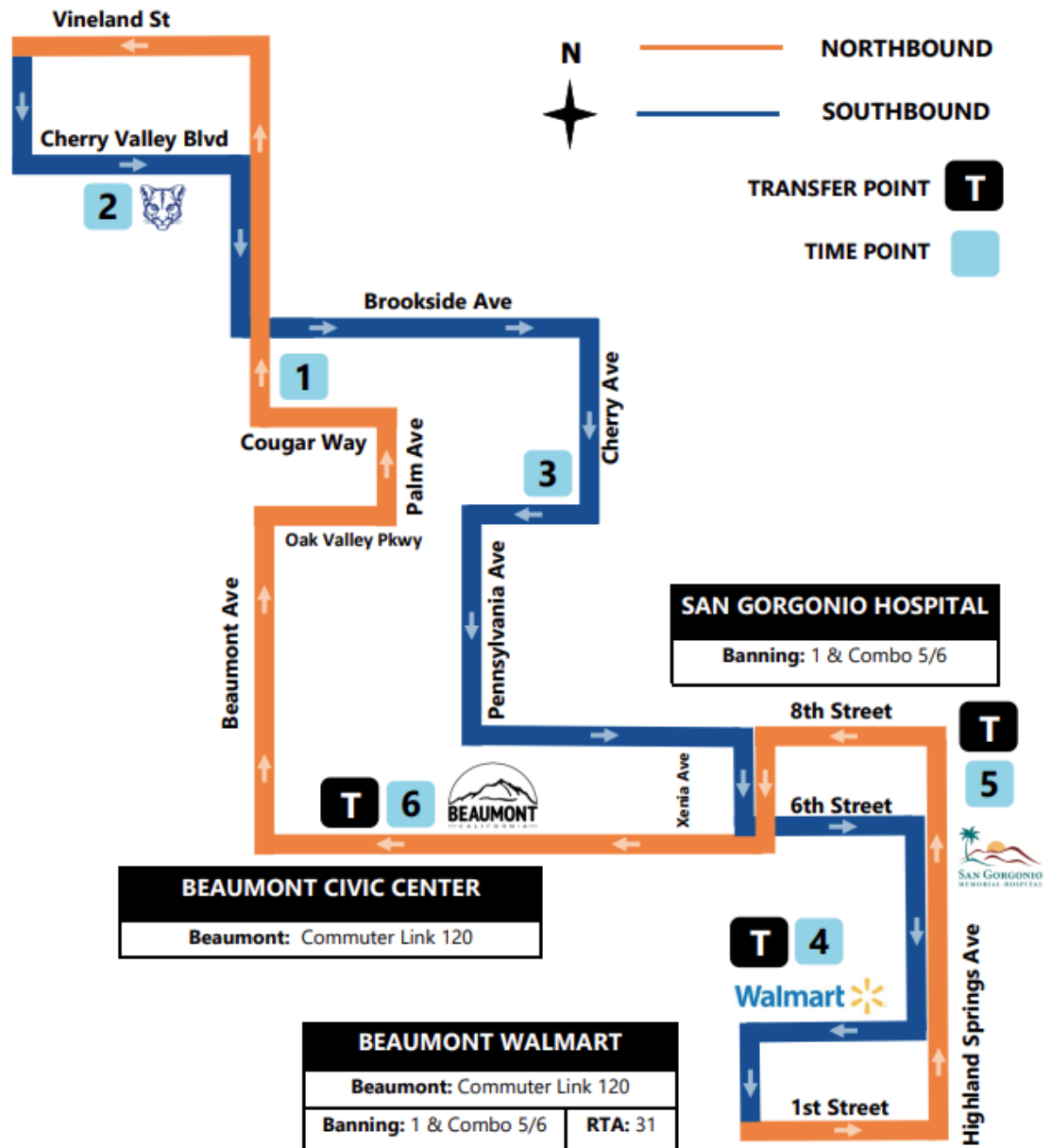
In FY 23, Route 3/4 is projected to have 2,208 passenger boardings. FY 23 will not be compared to FY 20 and 21 because the level of service was significantly more than prior to the pandemic. Instead, compared to FY 19, FY 23 is projected to be a 22% decline. Compared to FY 18, it is a 19% decrease. The decline is attributable to the decline in the service offered. Where service was offered on both Saturday and Sunday prior to the pandemic, it is now only a Saturday service. Route 3/4 accounts for 2.16% of passengers systemwide.



# 3/4

## Downtown Beaumont | Cherry Valley

**SATURDAY SERVICE** | *Limited Holiday Service*

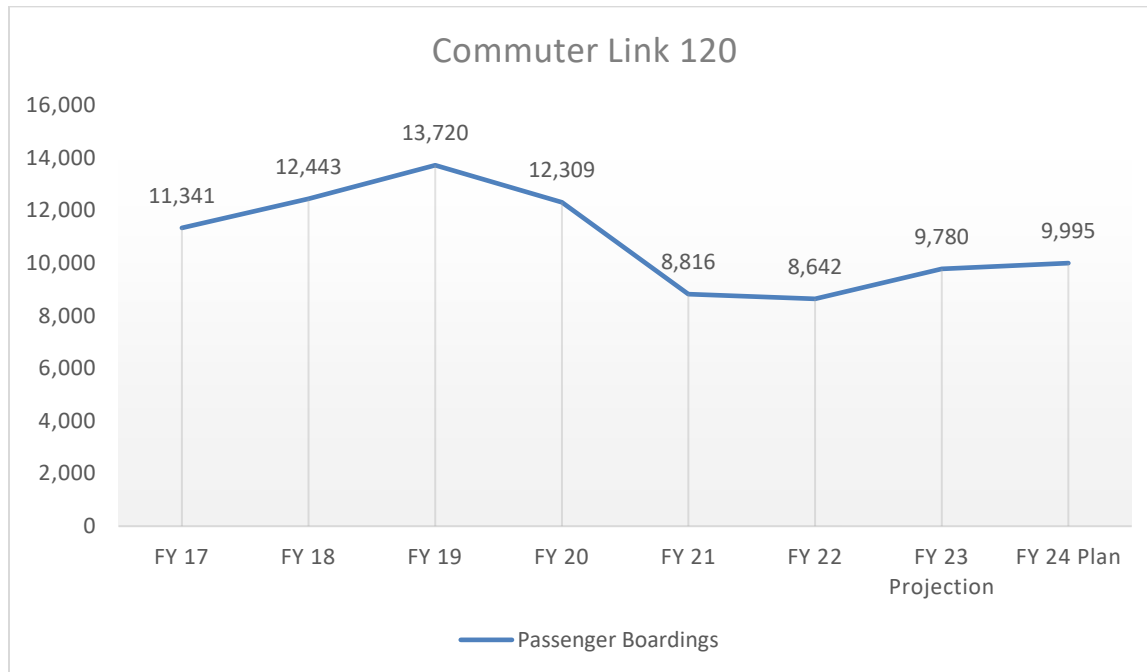


*Routing and timetables subject to change.*

**OCTOBER 2020**

### Commuter Link 120

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



During the last quarter of FY 20 (March 2020), the CL 120 passenger boardings dropped from an average of 101 passengers a day to 32. Due to the pandemic, and in response to the decline in passengers, service hours on CL 120 were reduced. Additionally, due to the pause in service on CL 125, one of the two CL 120 buses was transformed into a combination route, CL 120/125. In July of FY 22 the CL 120 resumed full service with two buses along with adjustments to the route schedule.

The projected passenger boardings for FY 23 represent a 20% decline from FY 20 and a 28% decline from FY 19. CL 120 accounts for 10.54% of passenger boardings systemwide and 84.8% of passengers using commuter link services.

The decline in passengers could be attributed to two factors. First, commuting passengers may not need to commute because they are working remotely. Second, there is an additional commuting option for Beaumont passengers to Cal State San Bernardino; Sunline's Route 10.

# 120

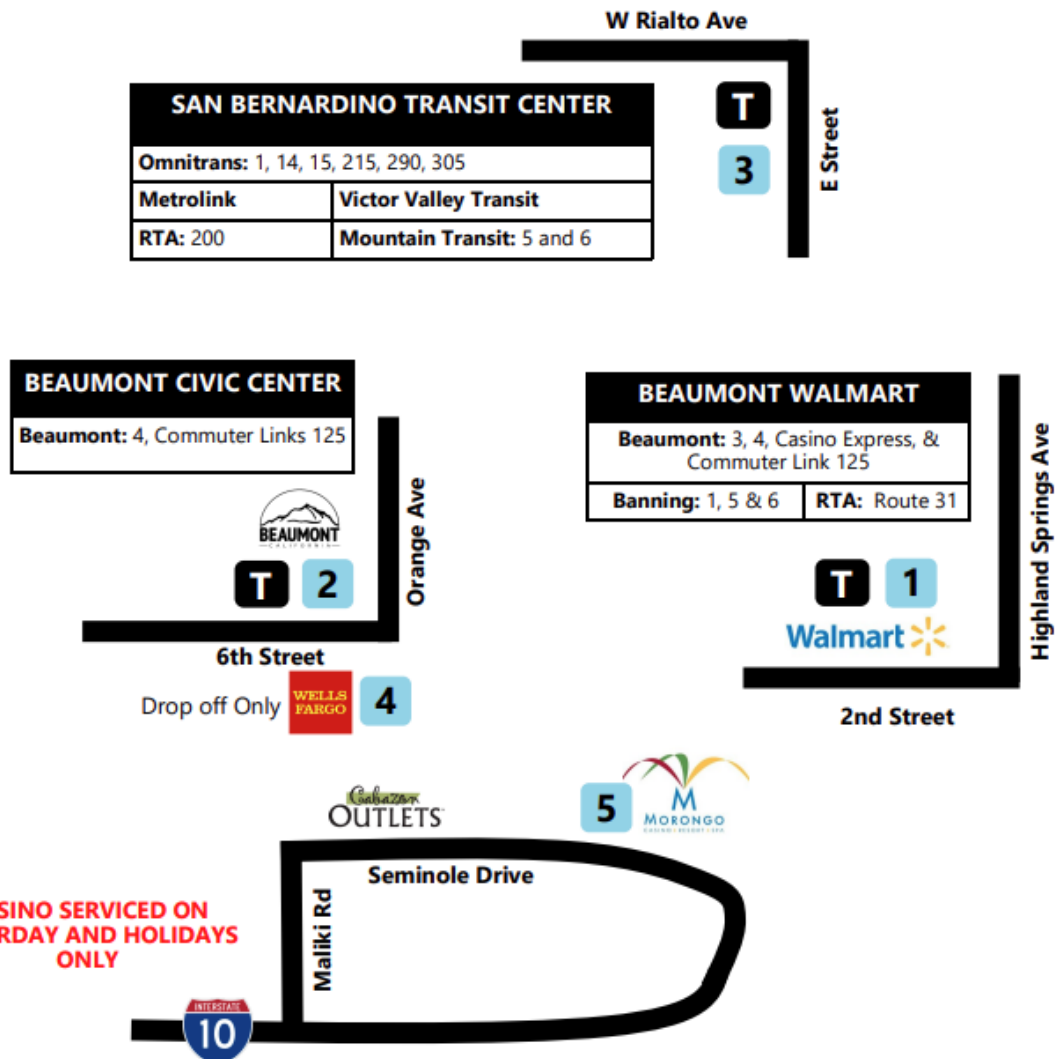
## Beaumont | SB Transit Center

**WEEKDAY SERVICE** | *No Service on Holidays*

TRANSFER

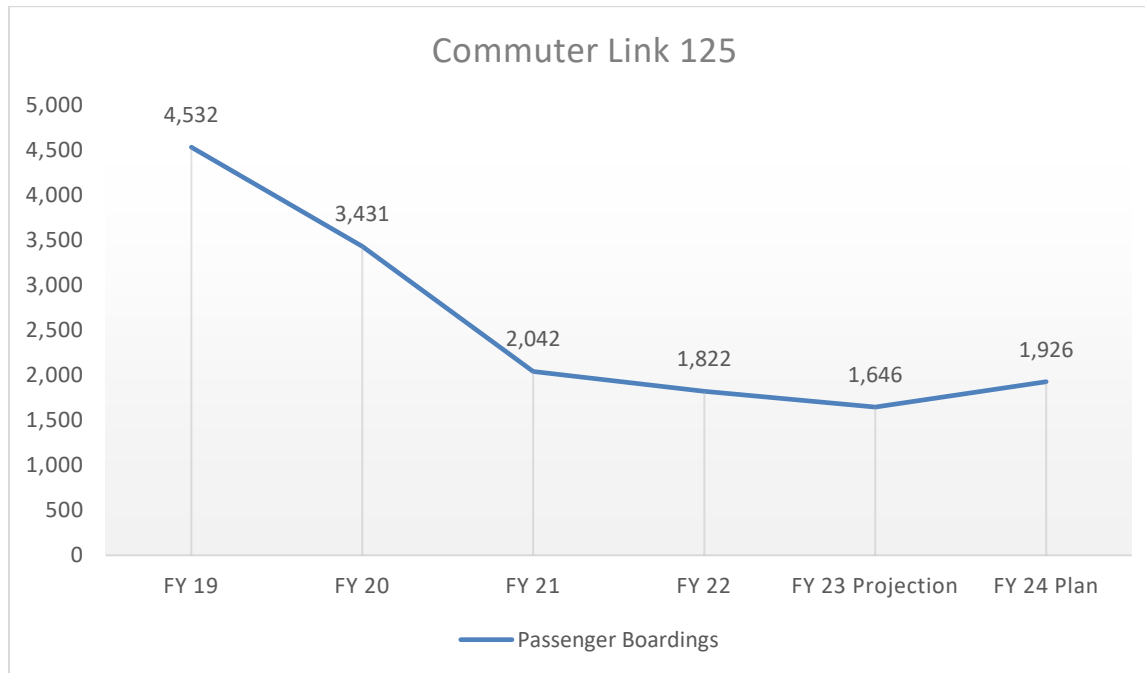


TIME POINT



### Commuter Link 125

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



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

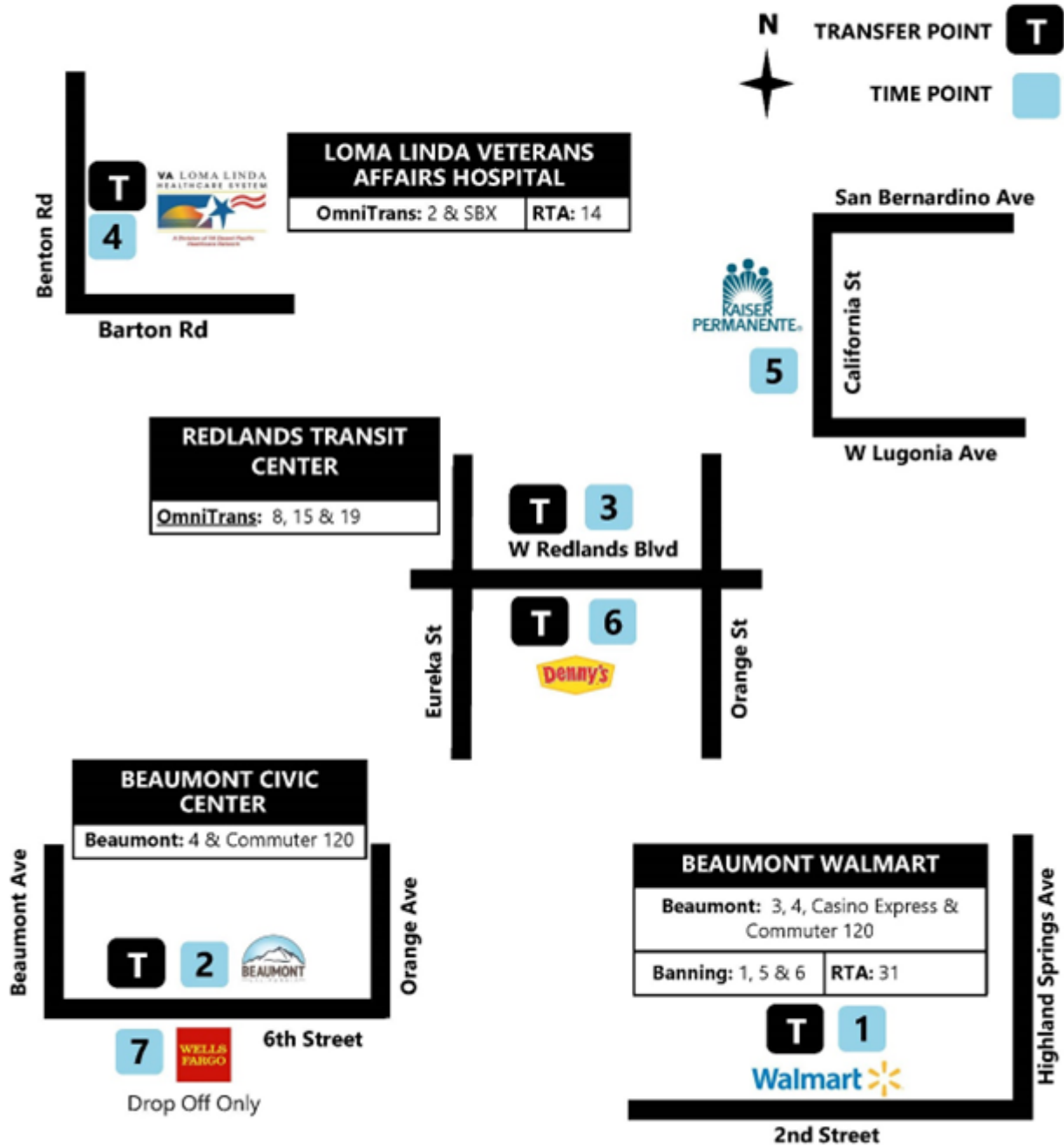
In FY 23, CL 125 is projected to have 1,646 passenger boardings, this is a decline of 52% passenger boardings compared to FY 20 and a 63% decline compared to FY 19. CL 125 currently accounts for 1.89% of passengers systemwide and 15.2% of passengers using commuter link services.

The decline in passenger boardings is likely attributable to the reduction in service and prolonged effects of the pandemic. A significant portion of passengers are traveling to doctor appointments at the Loma Linda VA. In response to the pandemic, passengers may be using other modes of transportation due to health concerns. The VA Hospital had also suspended in-person appointments during the height of the pandemic. Planned changes for FY 24, will be discussed in Chapter 3.

# 125

## Beaumont | Redlands | Loma Linda VA

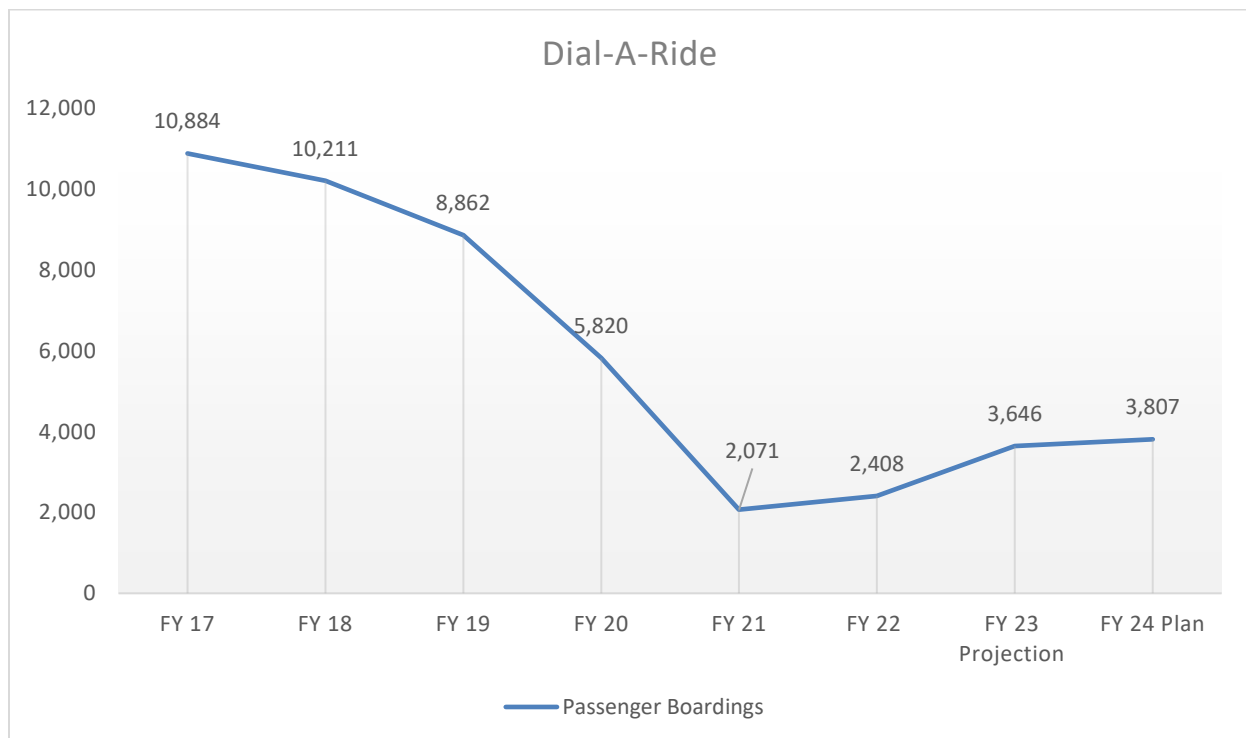
**WEEKDAY SERVICE** | *No Service on Holidays*



### Dial A Ride (Paratransit)

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

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



In FY 23, DAR is projected to finish the fiscal year with 3,646 passenger boardings and is a 51% increase compared to FY 22. When comparing FY 23 to FY 20 and prior fiscal years it is important to consider that service was extended to senior passengers at the time. It is evident that offering service only to ADA passengers has contributed to the projected shortfall of 59% in passenger boardings for FY 23 when compared to FY 19. DAR currently accounts for 4.13% of passengers systemwide.

The following tables provide key statistics for the planned services in FY 24. The information is broken down by route to better understand the individual operational impact. The line item “BEA-1” is the established budget for the administrative and vehicle maintenance departments. These expenses are external to the individual routes and account for the costs of doing business including salaries, utilities, office supplies, etc.

**Table 2.3 - SRTP Route Statistics**

City of Beaumont -- 2

FY 2023/24

All Routes

**Data Elements**

Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Measure-A Revenue	LCTOP Revenue
BEA-1	All Days								\$852,518	\$18,000		
BEA-120	All Days	2	9,995	279,860	6,088	6,595	178,898	184,262	\$580,961	\$3,833	\$89,500	\$23,167
BEA-125	Weekday	1	1,926	38,520	2,108	2,393	73,408	75,888	\$421,573	\$991	\$79,500	\$4,009
BEA-3	Weekday	1	14,912	71,577	2,659	2,903	33,449	35,535	\$171,058	\$3,150	\$0	\$16,953
BEA-3/4	Saturday	1	2,278	10,934	482	572	6,480	7,078	\$46,146	\$675	\$0	\$1,875
BEA-4	Weekday	1	20,683	99,278	2,926	3,125	33,399	35,484	\$232,184	\$3,300	\$0	\$19,750
BEA-7	Weekday	2	26,884	129,043	725	1,111	12,616	16,389	\$134,447	\$3,370	\$0	\$33,165
BEA-9	Weekday	1	12,025	57,720	455	545	6,885	8,622	\$57,062	\$2,914	\$0	\$14,998
BEA-CExp	Weekday	1	3,250	15,600	1,922	2,232	45,781	48,012	\$305,635	\$979	\$0	\$2,521
BEA-DAR	All Days	2	3,807	16,713	2,198	2,330	23,100	26,241	\$192,085	\$1,813	\$0	\$12,711
		12	95,760	719,245	19,563	21,806	414,016	437,511	\$2,993,669	\$39,025	\$169,000	\$129,149



**Table 2.3 - SRTP Route Statistics**

City of Beaumont -- 2

FY 2023/24

All Routes

**Performance Indicators**

Route #	Day Type	Net Subsidy	Operating Cost Per Revenue Mile	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
BEA-1	All Days	\$834,518				2.11%						
BEA-120	All Days	\$577,128	\$95.43	\$3.25	\$58.13	20.05%	\$57.74	\$2.06	\$94.80	\$3.23	1.64	0.06
BEA-125	Weekday	\$420,582	\$199.99	\$5.74	\$218.89	20.04%	\$218.37	\$10.92	\$199.52	\$5.73	0.91	0.03
BEA-3	Weekday	\$167,908	\$64.33	\$5.11	\$11.47	11.75%	\$11.26	\$2.35	\$63.15	\$5.02	5.61	0.45
BEA-3/4	Saturday	\$45,471	\$95.74	\$7.12	\$20.26	5.52%	\$19.96	\$4.16	\$94.34	\$7.02	4.73	0.35
BEA-4	Weekday	\$228,884	\$79.35	\$6.95	\$11.23	9.92%	\$11.07	\$2.31	\$78.22	\$6.85	7.07	0.62
BEA-7	Weekday	\$131,077	\$185.44	\$10.66	\$5.00	27.17%	\$4.88	\$1.02	\$180.80	\$10.39	37.08	2.13
BEA-9	Weekday	\$54,148	\$125.41	\$8.29	\$4.75	31.39%	\$4.50	\$0.94	\$119.01	\$7.86	26.43	1.75
BEA-CExp	Weekday	\$304,656	\$159.02	\$6.68	\$94.04	1.14%	\$93.74	\$19.53	\$158.51	\$6.65	1.69	0.07
BEA-DAR	All Days	\$190,272	\$87.39	\$8.32	\$50.46	7.56%	\$49.98	\$11.38	\$86.57	\$8.24	1.73	0.16
		\$2,954,644	\$153.03	\$7.23	\$31.26	11.26%	\$30.85	\$4.11	\$151.03	\$7.14	4.89	0.23

## **2.5 Productivity Improvement Efforts**

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

The pandemic resulted in the reduction of service throughout the transit industry, making it more difficult for passengers that require transfers to reach their destination. However, as routes and schedules begin to stabilize, Beaumont is monitoring and modifying its schedules in correspondence with other agencies. Metrolink, RTA, Omnitrans, and Banning Connect schedules are reviewed and changes are intended to increase connectivity and ease of use for our passengers.

Currently, Beaumont uses several products to keep passengers connected with system information and announcements. These products are Facebook, Instagram, Swiftly, Transit App and Google Transit.

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

## **2.6 Major Trip Generators**

It is estimated that 60% of Beaumont Transit's current passengers are students. Primary travel patterns are between residential neighborhoods and the K-12 schools during peak hours in the morning and afternoon. Unfortunately, as identified in the COA, this type of service is problematic for transit operators. Operating at peak hours typically involves multiple vehicles and staff operating during a concentrated period and around the school start and end times. School service requires a significant amount of resources for the level of service that is provided. The COA recommends Beaumont Transit incorporate the service of schools within its regular routes where possible rather than having specific peak hour service.

Earlier, in Chapter 1.2, demographics of Beaumont state that 62.5% of Beaumont's population over the age of 16 participate in the workforce. Further, the average commute to work for Beaumont residents is 35 minutes. This means that most of Beaumont's adult population drives over 30 minutes to get to work and is generally not in town for the majority of the day. As a result, Beaumont Transit identifies a need to continue to focus on regional transportation as a means of sustainability. Beaumont Transit offers two commuter link services that connect

passengers to regional transportation agencies. Historically, leading up to FY 20, Commuter Link 120 gained more passengers year over year than any other route.

## **2.7 Recent Service Changes**

Beaumont Transit suspended and reorganized service systemwide late FY 20 and early FY 21 due to the pandemic. Service was still provided but accomplished through combination routes. In FY 22 service resumed on all routes, albeit some with shortened schedules. As we move forward into the post-pandemic environment, we are continuing to increase and modify schedules to encourage the use of the public transit system once again. Below are recent service changes unrelated to the effects of the pandemic. We will discuss our planned service changes for FY 24 in Chapter 3.

### **Casino Express**

The Casino Express began service in August 2020. It is an express service from Beaumont Walmart to Casino Morongo and the Outlet Malls. When Route 2 was dissolved, the Casino Express was created as a direct response from passengers needing transportation to their places of employment.

### **Commuter Link 125**

In cooperation with Omnitrans, additional stops were added to the Commuter Link 125 to increase efficiency and connectivity. Additional eastbound and westbound stops at the Redlands Transit Center were added. The Redlands Transit Center connects Beaumont with Omnitrans offering connections to San Bernardino, Redlands, and Yucaipa. This eliminates the need for passengers to travel all the way to San Bernadino to transfer onto other buses that will backtrack to Yucaipa, and other locations.

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

### **3.1 Planned Service Changes**

The COA completed in November 2020 outlines several recommendations for service enhancements for short and long term. As previously mentioned in Chapter 1, most of these recommendations have been implemented. Beaumont Transit has identified connectivity and convenience as an issue of importance for FY 24. As we move into the post-pandemic environment, many agencies have been adjusting frequency, timepoints, and service area. These changes have interfered with the timepoints that connect passengers with other agencies. In order to better accommodate our passengers' needs, Beaumont has identified 4 routes to modify in FY 24.

- Adjust timepoints on Route 3 to better accommodate passenger needs.

- Adjust and increase service on CL 125 for better connectivity with Omnitrans and the Arrow.
- Revamp the Casino Express to extend service into new areas, including the industrial side of Beaumont.
- Expand the service area on Route 7 by utilizing a deviated route for the tripper. The service will be identified as Route 7-2 and will provide service to the newly developed communities in Beaumont.
- Coordinate connectivity with Banning Connect, RTA, and Metrolink to meet passenger needs, increase convenience and enhance passenger's experience.

### **Casino Express**

The proposed route changes shown below lay out our plans to increase ridership and close a gap in our service area to provide a better service to our community. As mentioned in Chapter 2, the Casino Express is the only fixed route experiencing a decline in ridership for FY 23. Ridership for this route has been declining since its inauguration and it is unsustainable at current ridership levels.

As the City of Beaumont is growing, our working class is growing as well. Many are employed in the warehouses located on the south side of I-10 and Highway 60, and the proposed changes would fill the lack of service to these locations. The changes would also alleviate two timely deviations to Rangel Park and Amazon currently offered on Route 4. This will assist in increasing Route 4's on-time performance and implement changes from both passenger suggestions and a recommendation from Beaumont's COA. The new map for the Casino Express is on the following page.

# CASINO EXPRESS

Beaumont | Amazon | Casino Morongo

**WEEKDAY SERVICE** | *No Service on Holidays*

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

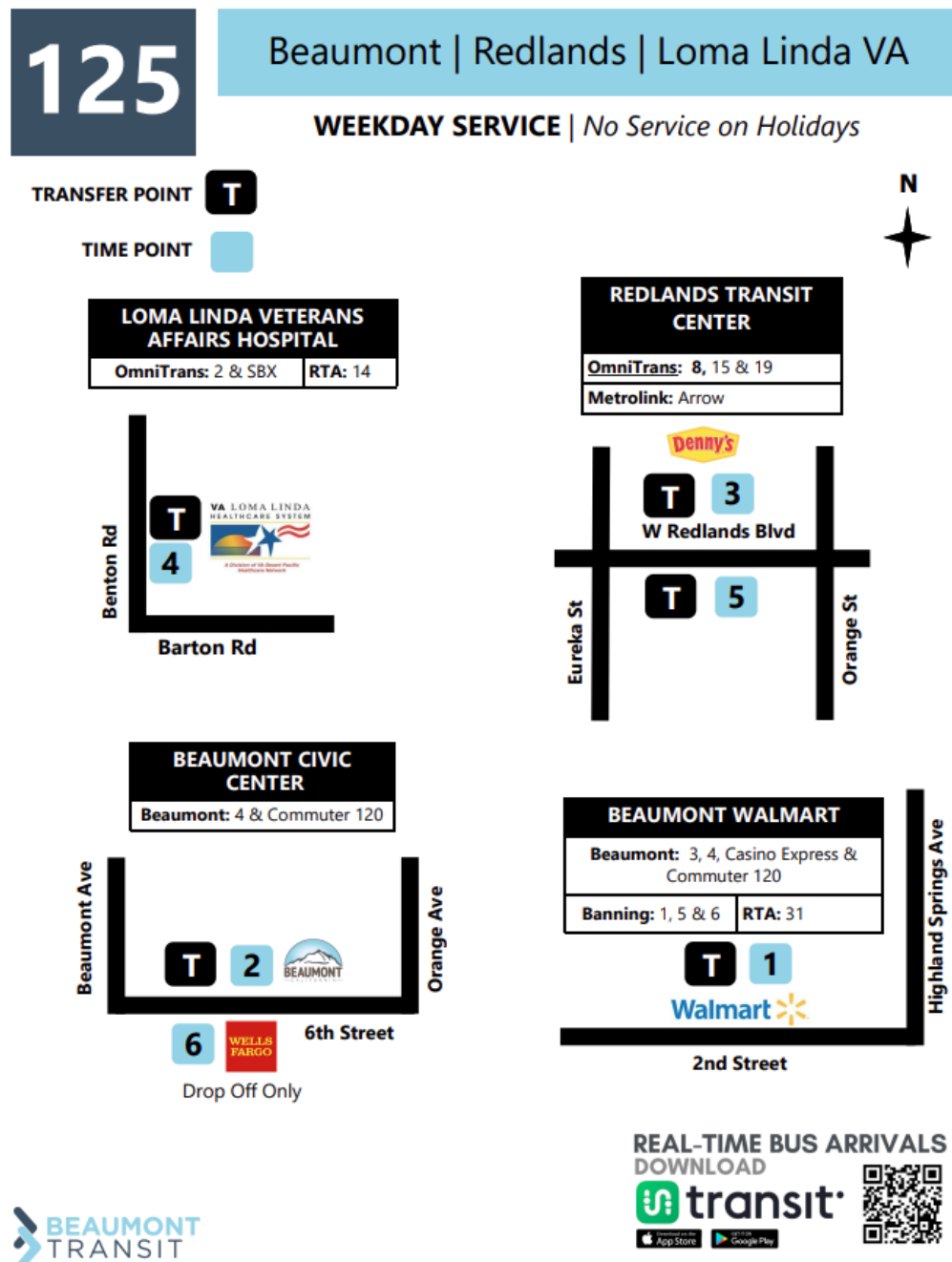


BEAUMONT WALMART	
Beaumont: 3, 4, Commuter Links 120 & 125	
Banning: 1, 5 & 6	RTA: 31



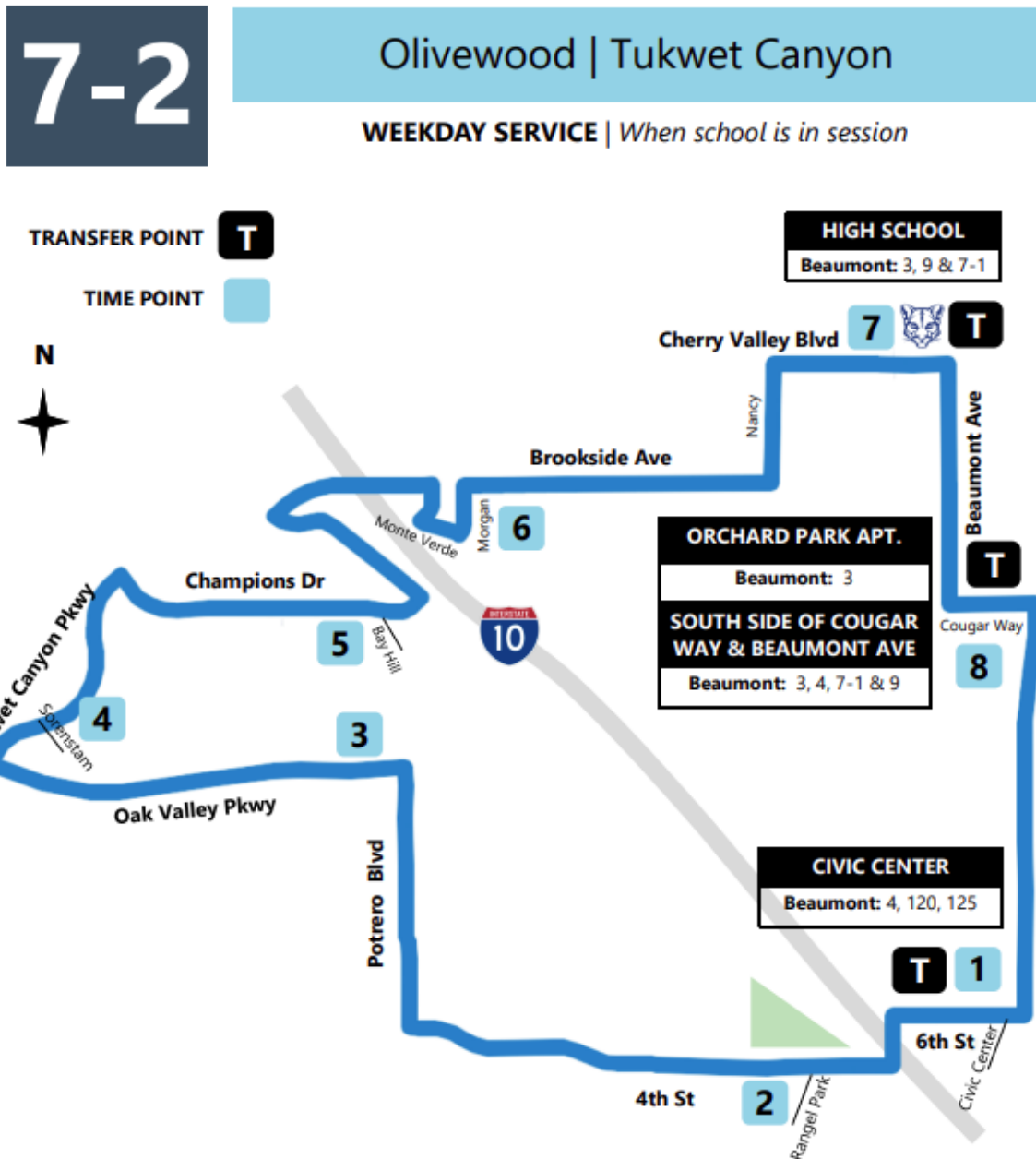
## Commuter Link 125

In FY 24, Beaumont plans to increase service trips on the CL 125 by cutting long layovers, and removing Kaiser Redlands Medical Offices while providing peak service to the Loma Linda VA. This plan has resulted from one month of passenger surveys and data collection. The data revealed only 1.6% of passengers utilize the Kaiser bus stop and, in an effort to attract more riders, a more frequent service between Beaumont and Redlands is needed. This will increase connectivity throughout the day and offer passengers more opportunities to connect with Omnitrans and Metrolink to reach their final destination.



## Route 7

For FY 24, in response to new developments in Beaumont, modifications to Route 7 are necessary. Due to high ridership, Route 7 currently utilizes one bus and one sweeper. The proposed changes below provide two deviations from the original Route 7, which incorporates service to new communities. The route changes offer service to new areas; however, the route maintains an identical service area and will still ensure there is sufficient capacity for our riders.





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

### **Discounted Fare Promotion**

Beaumont Transit has been allocated \$323,000 for a discounted fare promotion. This promotion will allow all passengers to receive discounted fare on Paratransit, Commuter Link and Fixed Route services. The Fixed Route fare will be 25 cents, Commuter Links will be \$1.00, and Dial-a-Ride will be 50 cents for ADA passengers and \$1.00 for companions.

This promotion will begin once funding is received, likely August 2023, and is projected to last 3 years or until funding is exhausted. Beaumont will rely heavily upon free advertising methods for this project in an effort to maximize the impact for our passengers. It is planned that any cost-associated advertising for this project will be concurrent with other outreach efforts and utilize other funding sources.

### **Advertising**

Beaumont Transit's baseline ridership has declined significantly since the pandemic. Funding for advertising has been included in the operations budget to promote our services and gain/regain passengers. As Beaumont transitions from a rural to urban agency, we are taking steps to promote the system by conducting surveys, rider contests, and providing additional facetime to the community.

### **Increase Community Involvement**

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

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

### **Micro-transit Feasibility Analysis**

The COA proposed incorporating a regular schedule in the outlying areas of Beaumont to the west in the area known as Olivewood, Fairway Canyon, and Tournament Hills. In the past, service to this area has been unsuccessful and buses would drive empty for most of the day. As a result, service is offered only during the peak hours. However, as the community grows and demographics change, it may be possible to offer a different form of service to the area during the off-peak hours using a micro transit service. In FY 23, Beaumont began to explore the

potential for a micro-transit service. In FY 24, Beaumont anticipates the completion of a Micro-transit feasibility analysis which will determine if the service is feasible. The analysis would also evaluate potential zoning, pricing, and scale of the service.

### **Enhance Bus Prediction Platform**

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

### **Travel Training**

Beaumont Travel Training program was suspended during the pandemic. However, in FY 23, the program has returned. This program shows passengers how to ride Beaumont Transit to the San Bernardino Transit Center and connect with the Metrolink for trips outside of the region. In the past, we have connected passengers to Los Angeles Union Station, West Hollywood, Oceanside, and Downtown Disney.

Year to date we have offered two travel training opportunities, one to Hollywood and one to LA Union Station. In FY 24, we plan to increase travel training opportunities to resemble pre-pandemic figures more closely. Prior to the pandemic, travel training was offered approximately twelve times per year. Staff is currently planning and coordinating future trips and dates for LA Union Station, Hollywood, San Clemente, and Downtown Disney.

## **3.3 Projected Ridership Growth**

Projecting ridership growth has been problematic for agencies since the pandemic. However, it is reassuring that passenger boardings have continued to recover in FY 23. In FY 22, passenger boardings increased by 74% when compared to the record low in FY 21. In FY 23, we project to end the year with an additional increase of 27% in passenger boardings. Following the trend of a slower recovery year-over-year, we are projecting a 10% increase in passenger boardings for FY 24.

As Beaumont and other agencies collect more data, it is apparent that it will take time to return to FY 19 statistics. Usually, agencies strive for a 2-3% increase in passengers year over year, however, given the circumstances Beaumont Transit is optimistic and projects a 10% increase. Even with this 10% increase, ridership will still be down 24.6% compared to FY 20.

### **3.4 Proposed Fare Structure Changes**

Beaumont's Comprehensive Operational Analysis, completed in 2020, recommended a 20% fare increase. Due to the pandemic, Beaumont delayed the implementation of any fare increases. In July 2023, Beaumont plans to implement a fare increase of twenty-five cents on Fixed Route Services and Commuter Link Services. For paratransit services, fares will increase by one dollar.

On both fixed routes and commuter links, passengers pay general fare unless they qualify for a discounted fare. Discounted fares are available to seniors, persons with disabilities, veterans, PCA's or active military.

The following is the planned fare schedule for each of the different services Beaumont offers:

# FARE SCHEDULE

## FIXED ROUTE FARES

PURCHASE MOBILE PASSES  
DOWNLOAD

 Token Transit

Available on the  
App Store

GET IT ON  
Google Play



Fare Categories	Base Fare	Day Pass	10 Ticket Book	Monthly Pass
General	\$1.50	\$3.50	\$15.00	\$45.00
Child (46" tall or under)**	\$0.50	N/A	N/A	N/A
Seniors (60+)/Disabled*	\$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	10 Ride Punch Card	Day Pass***	Monthly Pass***
General	\$3.75	\$34.00	\$8.50	\$80.00
Child (46" tall or under)**	\$2.75	\$25.00	\$6.50	\$60.00
Seniors (60+)/Disabled*	\$2.75	\$25.00	\$6.50	\$60.00
Military Veterans*	\$2.75	\$25.00	\$6.50	\$60.00
Active Military*	FREE	N/A	N/A	N/A

\*You must show proper ID for discounted fare.

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

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

## DIAL-A-RIDE FARES

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

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

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



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

**JULY 2023**

### **3.5 Capital Improvement Planning**

#### **4<sup>th</sup> & Veile Master Plan**

Beaumont Transit currently owns a 6.15-acre parcel located on 4<sup>th</sup> & Veile in conjunction with the City of Beaumont. Beaumont Transit and Beaumont City Hall are coordinating the development of a master plan for the parcel. It is anticipated that this property will house a CNG Fueling Station, administrative operations facility, and vehicle maintenance facility. In regard to ownership, currently Transit owns approximately 40% of the property and the City owns 60%. It is expected that Transit will share office space in the administrative facility, and a storage area for the public works department.

Thirteen of Beaumont Transit's twenty-two buses are CNG fueled. At this time, Beaumont Transit does not have a fueling station and must use the school district's station, or other stations in Redlands and San Bernadino. The station will be open to the public, providing fast-fill stations as well as slow-fill stations for the buses. The planned CNG station will be fully owned and operated by the Transit department.

In FY 23, Beaumont Transit worked with CTE and RCTC to develop a Zero-Emission Bus Rollout Plan. Beaumont City Council approved the mixed-fleet composition in April 2023. This plan was developed in response to the ICT Regulation adopted by the California Air Resources Board. Given our current fleet composition and ZEB rollout plan, it is expected the property will also have electric vehicle charging infrastructure. Since this property will house not only these facilities, but also the entire Transit fleet, we are evaluating the land usage to potentially include a hydrogen fueling station on this property.

#### **11 Replacement Buses**

In FY 22 and in FY 23, Beaumont received funding to purchase a total of 4 CNG EZ Rider II Buses. Due to production delays, we are currently awaiting delivery of these buses. We have confirmed the first set of two are currently in production, and the second set is projected to be 11 months out. We anticipate all four buses will be delivered by the end of FY 24.

For FY 24, Beaumont is requesting funding to replace an additional 7 buses. This brings us to a total of 11 new buses, accounting for 50% of the entire fleet. All buses are aging vehicle replacements and are necessary with surging vehicle maintenance costs. Of these 11 Buses, 7 are gasoline fueled. These replacements will not only eliminate gasoline fueled vehicles from the fleet and reduce greenhouse gas emissions, but it is also expected to account for a small increase in ridership. Many of the older buses are loud and are not as comfortable as the newer vehicles in the fleet. The increase in passenger comfort will assist in making public transportation more appealing, which we anticipate will increase passenger retention and attract new riders.

**Bus Stop Placement Policy and Improvement Plan**

In the COA, it is recommended that Beaumont Transit develops a Bus Stop Placement Policy. This policy would clearly define how far apart bus stops should be placed as well as the activity level needed to add amenities (such as shelters/benches) to the stop. The policy will also set guidelines for the addition or removal of bus stops.

In FY 24, Beaumont plans to develop a Bus Stop Placement Policy in conjunction with the development of a Bus Stop Improvement Plan. This plan will outline the need for bus stop locations throughout the service area. This includes necessary upgrades to pre-existing bus stops, as well as the implementation of new bus stops. This plan will be essential to enhance the rider experience, appeal to choice-riders, and improve the ease of use and convenience of the public transit system.

### Table 3 Highlights

- Launch Discounted Fare Promotion for all passengers.
- Continue advertising and passenger outreach.
- Increase community involvement and visibility.
- Complete our micro-transit feasibility analysis.
- Create the Bus Stop Improvement Plan.
- Increase trips for the travel training program.
- Implement Fare increase.
- Launch the Proposed Route Changes.

<i>Type</i>	<b>FY 20/21 Audited</b>	<b>FY 21/22 Audited</b>	<b>FY 22/23 Estimated</b>	<b>FY 23/24 Plan</b>
<b><i>Systemwide Ridership</i></b>	39,201	68,457	87,054	95,760
<b><i>Expenses</i></b>	3,203,538	3,049,072	2,766,250	2,993,669
<b><i>Revenues</i></b>	300,115	130,597	306,803	337,174
<b><i>Farebox Recovery Ratio</i></b>	22.52%	6.38%	11.09%	11.26%



## **CHAPTER 4 – FINANCIAL PLANNING**

### **4.1 Operating and Capital Budget**

#### **Operating Budget**

As shown in Table 4, represented on the following page, Beaumont Transit projects \$2,993,669 in total expenses for FY 24. This is the expected amount to fully operate Beaumont Transit's services and correlates to an 11.26% farebox recovery ratio systemwide without exemptions.

Included in that amount is:

- \$2,656,495 from Local Transit Funds,
- \$169,000 in Measure A funding,
- \$21,025 in farebox revenues projection,
- \$129,149 in LCTOP Subsidy for the Discounted Fare Promotion
- \$18,000 in other income. Primarily revenues from electric vehicle charging stations.

This correlates to an increase of 8% in requested funding compared to FY 23. This increase is attributable to inflation, proposed route changes and union negotiated raises for drivers. Operational funding is allocated to 80% in personnel, 10% in maintenance and operations, and 10% in contractual services.

**Table 4.0 - Summary of Funding Requests - FY 2023/24**  
**City of Beaumont**  
**Original**

Operating																
Project	Total Amount of Funds	AB 2766	FARE	INT	LCTOP OB	LCTOP PUC99313	LCTOP PUC99314	LTF	MA IB	OTHR LCL	SGR PUC99313	SGR PUC99314	SGR-OB PUC99313	SGR-OB PUC99314	STA - OB	STA PUC99313
1) Operating Assistance	\$1,475,415		\$13,409		\$43,891	\$37,471	\$5,379	\$1,375,265								
2) Commuter Link 120	\$580,961		\$3,833		\$11,833	\$11,334		\$464,461	\$89,500							
3) Commuter Link 125	\$421,573		\$991		\$2,129	\$1,880		\$337,073	\$79,500							
4) Dial A Ride	\$192,085		\$1,813		\$6,574	\$6,137		\$177,561								
5) Casino Express	\$305,635		\$979		\$1,314	\$1,207		\$302,135								
6) Interest and Other Income	\$18,000			\$4,000						\$14,000						
Sub-total Operating	\$2,993,669	\$0	\$21,025	\$4,000	\$65,741	\$58,029	\$5,379	\$2,656,495	\$169,000	\$14,000	\$0	\$0	\$0	\$0	\$0	\$0
Capital																
Project	Total Amount of Funds	AB 2766	FARE	INT	LCTOP OB	LCTOP PUC99313	LCTOP PUC99314	LTF	MA IB	OTHR LCL	SGR PUC99313	SGR PUC99314	SGR-OB PUC99313	SGR-OB PUC99314	STA - OB	STA PUC99313
21-01 CNG Station - 21-01	\$-500,000														\$-500,000	
21-02 Fleet Maintenance and Operations Facility - 21-02	\$-676,999												\$-103,785	\$-5,390	\$-567,824	
21-04 2- Electric Shuttle EV Star - 21-04	\$-67,134														\$-67,134	
21-05 New Vehicle Communications - 21-05	\$-48,437														\$-48,437	
23-05 Bus Prediction Platform and Tablets - 23-05	\$-1,067														\$-1,067	
24-01 Seven EZ Rider II CNG Buses - 24-01	\$6,350,000															\$6,350,000
24-02 Support Vehicles - 24-02	\$120,000														\$116,638	\$3,362
24-03 Bus Stop Placement and Improvement Plan - 24-03	\$40,000															\$2,404
24-04 Bus Stop Improvements and Amenities - 24-04	\$60,000										\$56,616	\$3,384				
24-05 4th & Veile Construction - 24-05	\$3,450,892												\$151,170	\$24,483	\$3,275,239	
Administrative, Fleet Maintenance & Operations Facility - 20-02	\$-477,200														\$-477,200	
CNG Station Improvements - 19-01	\$-230,215														\$-230,215	
CNG Station Improvements - 20-01	\$-1,500,000														\$-1,500,000	
Modernization of Maintenance Facility - 19-04	\$-66,478												\$-47,385	\$-19,093		
Passenger Amenities - 20-04	\$-65,741				\$-65,741											
Sub-total Capital	\$6,387,621	\$0	\$0	\$0	\$-65,741	\$0	\$0	\$0	\$0	\$0	\$56,616	\$3,384	\$0	\$0	\$0	\$6,355,766
Total Operating & Capital	\$9,381,290	\$0	\$21,025	\$4,000	\$0	\$58,029	\$5,379	\$2,656,495	\$169,000	\$14,000	\$56,616	\$3,384	\$0	\$0	\$0	\$6,355,766
FY 2023/24 Projected Funding Details																
Total Estimated Operating Funding Request		\$2,993,669														

## Tables 4A

### 7 - EZ Rider II CNG Buses (Project 24-01)

In FY 24, Beaumont Transit proposes to purchase seven CNG EZ Rider II buses. These buses are full size transit buses and have a seated capacity of thirty passengers. These buses will replace the aging vehicles in the fleet.



## FY 2023/24 SRTP

### City of Beaumont

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

**Project Number:** 24-01

**FTIP No:** Not Assigned - New Project

**Project Name:** 24-01 Seven EZ Rider II CNG Buses

**Category:** Bus

**Sub-Category:** Replacement

**Fuel Type:** CNG

**Project Description:** Purchase of seven CNG EZ Rider II buses.

**Project Justification:** Aging vehicle replacement.

**Project Schedule:**

Start Date	Completion Date

#### **PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2023/24	\$6,350,000
Total		\$6,350,000

#### **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

### Support Vehicles (Project 24-02)

The Vehicle Maintenance department currently utilizes three support vehicles that have served their useful life. These vehicles were all retired and donated to Transit from the Police Department approximately 10 years ago.



## FY 2023/24 SRTP

### City of Beaumont

#### Table 4.0 A - Capital Project Justification

Original

**Project Number:** 24-02

**FTIP No:** Not Assigned - New Project

**Project Name:** 24-02 Support Vehicles

**Category:** Support Vehicles

**Sub-Category:** Replacement

**Fuel Type:** Other

**Project Description:** Replace 2 support vehicles for our vehicle maintenance department and 1 for Transit admin.

**Project Justification:** These vehicles have served their useful life and it is necessary to replace these vehicles with newer, and more fuel-efficient vehicles.

#### **Project Schedule:**

Start Date	Completion Date

#### **PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA - OB	FY 2023/24	\$116,638
STA PUC99313	FY 2023/24	\$3,362
Total		\$120,000

#### **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

## Bus Stop Placement and Improvement Plan (Project 24-03)

As mentioned previously, the COA completed in 2020 recommended that Beaumont establishes a Bus Stop Placement Policy. This project will allow for the concurrent completion of both the policy and a plan that will outline the implementation of new bus stops and the improvements to be made to pre-existing stops.



## FY 2023/24 SRTP

### City of Beaumont

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

**Project Number:** 24-03

**FTIP No:** Not Assigned - New Project

**Project Name:** 24-03 Bus Stop Placement and Improvement Plan

**Category:** Planning/Feasibility

**Sub-Category:** Study

**Fuel Type:** N/A

**Project Description:** Conduct a study to create a bus stop improvement plan that details bus stop locations and necessary improvements for the stops.

**Project Justification:** Beaumont currently does not have a placement or improvement plan. This will help to better use resources to ensure stops are spaced adequately and have the appropriate amenities

#### **Project Schedule:**

Start Date	Completion Date

#### **PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2023/24	\$2,404
STA PUC99314	FY 2023/24	\$37,596
Total		\$40,000

#### **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

### Bus Stop Improvements and Amenities (Project 24-04)

This project will fund the implementation and improvements of bus stops outlined in the City's completed Bus Stop Placement and Improvement Plan (Project 24-03).



## FY 2023/24 SRTP

### City of Beaumont

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

**Project Number:** 24-04

**FTIP No:** Not Assigned - New Project

**Project Name:** 24-04 Bus Stop Improvements and Amenities

**Category:** Bus Stop and Amenities

**Sub-Category:** Rehabilitation/Improvement

**Fuel Type:** N/A

**Project Description:** This project will improve existing bus stops and provide better amenities for our customers

**Project Justification:** Many bus stops in the City do not have the adequate features that customers are accustomed to. This project would enhance customer experience at stops throughout the City. Implementation will take place after the plan is developed.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2023/24	\$56,616
SGR PUC99314	FY 2023/24	\$3,384
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

#### 4<sup>th</sup> & Veile Construction (Project 24-05)

As discussed in Chapter 3, the City of Beaumont and Beaumont Transit are coordinating the development of a master plan for the property located on 4<sup>th</sup> & Veile in Beaumont. This project combines previously allocated funding for the individual projects to be completed at this location. The property is expected to house a CNG Station, Administrative Operations Facility and Vehicle Maintenance Facility. In response to the Zero-Emission Bus Rollout Plan, Beaumont is evaluating the possibility of including a hydrogen fueling station at this property as well.



### FY 2023/24 SRTP

#### City of Beaumont

#### Table 4.0 A - Capital Project Justification

Original

**Project Number:** 24-05

**FTIP No:** Not Assigned - New Project

**Project Name:** 24-05 4th & Veile Construction

**Category:** Buildings and Facilities

**Sub-Category:** Expansion

**Fuel Type:** N/A

**Project Description:** Beaumont Transit, in conjunction with City Hall, owns a property located on 4th & Veile. This property is expected to house a CNG Station, a fleet maintenance facility and an administrative operations facility. If feasible, this property will also include a hydrogen fueling station.

**Project Justification:** This project compiles funding for the individual projects and is not a request for additional funding.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
SGR-OB PUC99313	FY 2023/24	\$151,170
SGR-OB PUC99314	FY 2023/24	\$24,483
STA - OB	FY 2023/24	\$3,275,239
Total		\$3,450,892

**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



## **Fare Revenue Calculation**

Table 4B reflects the historical and planned farebox recovery ratio. This table provides the farebox recovery ratio with and without exclusions.

The FY 22 Audit reflects an unfavorable farebox recovery ratio primarily due to the exclusion of services. Excluded routes for FY 22 included CL 120, CL 125, Route 3/4, and the Casino Express. The exclusion of Measure A funding for the Commuter Links negatively impacted the Farebox Recovery Ratio and is reflected in this audit. As transit agencies are still recovering from the pandemic this funding is essential for the sustainability of commuter services.

The estimated farebox ratios for FY 23 and FY 24 reflect a rising farebox recovery ratio, both with exclusions and systemwide. This is attributable to recovering ridership and the inclusion of Measure A funding for the operations of the commuter links. In FY 23, the CL 120 became an included service for the farebox recovery ratio. In FY 24, CL 125 will also be included, and the Casino Express will be the only route excluded from the farebox recovery calculation.

In Table 4B, audited figures account for system depreciation which decreases total expenses. In the estimates for FY 23 and FY 24, depreciation is not accounted for. It is also worth noting that in FY 22 the auditors did not include Measure A funding as gross revenue. While this does not affect the farebox recovery ratio with exclusions, as both commuter links were excluded in FY 22, this does reflect a lower systemwide farebox recovery ratio than the correctly calculated ratio.

### Table 4B Fare Revenue Calculation

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

#	Revenue Sources Included in Farebox Calculation	FY 20/21 Audited	FY 21/22 Audited	FY 22/23 Projected	FY 23/24 Plan
1	Passenger Fares	18,116	88,117	74,438	21,025
2	Other Income	3,153	4,005	28,365	18,000
3	LCTOP/Local Funds/ Measure A	278,846	38,475	204,000	298,149
4	Gross Revenue	300,115	130,597	306,803	337,174
5	Revenue Exclusion (Excluded Routes)	-9,394	-43,683	-65,193	-3,500
6	Net Revenue (1-4)	290,721	86,914	241,610	333,674
7	Gross Expenses	3,203,538	3,049,072	2,766,250	2,993,669
8	Total Exclusions (Excluded routes)	-1,912,655	-1,687,079	-590,175	-305,635
9	Net Expense (6-7)	1,290,883	1,361,993	2,176,075	2,688,034
10	Farebox Recovery Ratio with Exclusions (Line 6 / Line 9)	22.52%	6.38%	11.10%	12.41%
11	Farebox Recovery Ratio Systemwide (Line 4 / Line 7)	9.37%	4.28%	11.09%	11.26%

## **4.2 Funding Plans to Support Proposed Operating and Capital Program**

Beaumont Transit continues to explore all available funding options to support transit operating and capital costs. Current secured funding includes STA, LTF, Measure A, LCTOP, Carl Moyer, and SGR and is void of any federal funding.

As Beaumont proceeds in the post-pandemic environment and into an urban setting from the 2020 population census, our funding needs are speculative in nature currently. Depending on the farebox recovery ratio set beyond FY 24, additional funding will need to be secured from other sources.

In anticipation of the implementation of a graduated farebox recovery ratio, Beaumont is evaluating next steps to potentially receive federal funding. Beaumont is also creating plans to capitalize preventative maintenance, sell advertising space, among other methods to increase revenues and decrease operating expenses. To provide a baseline scenario, the next 3 FY's will be budgeted without additional funding or revenues. This scenario will help provide a better understanding of the need for, or lack of, additional funding in the coming years. Beaumont Transit will continue to make steps towards the graduated farebox recovery ratio and will submit final plans upon receipt of official requirements.

### **FY 25 Proposed Budget**

In FY 25, Beaumont Transit proposes an operational budget 3% higher than the proposed budget for FY 24, when a 12% farebox recovery is the goal. LTF, Measure A, LCTOP, and other income is budgeted with a 3% increase. Farebox collection is anticipated to have a 6% increase over that proposed in FY 24. The planned operating budget for FY 25 is outlined in Table 4.1.



**Table 4.1 - Summary of Funding Requests - FY 2024/25**

City of Beaumont

Original

Operating													
Project	Total Amount of Funds	FARE	INT	LCTOP PUC99313	LCTOP PUC99314	LTF	MA IB	STA PUC99313	STA PUC99314				
1) Operating Assistance	\$1,527,055	\$14,214		\$86,570	\$5,375	\$1,420,896							
2) Commuter Link 120	\$601,295	\$4,063		\$24,557		\$480,675	\$92,000						
3) Commuter Link 125	\$436,328	\$1,050		\$4,250		\$349,028	\$82,000						
4) Dial A Ride	\$198,808	\$1,922		\$13,474		\$183,412							
5) Casino Express	\$316,332	\$1,038		\$2,672		\$312,622							
6) Interest and Other Income	\$18,540		\$18,540										
<b>Sub-total Operating</b>	<b>\$3,098,358</b>	<b>\$22,287</b>	<b>\$18,540</b>	<b>\$131,523</b>	<b>\$5,375</b>	<b>\$2,746,633</b>	<b>\$174,000</b>	<b>\$0</b>	<b>\$0</b>				

Capital													
Project	Total Amount of Funds	FARE	INT	LCTOP PUC99313	LCTOP PUC99314	LTF	MA IB	STA PUC99313	STA PUC99314				
24-05 4th & Veile Construction - 25-01	\$5,000,000							\$4,974,000	\$26,000				
25-02 Electric Charging Infrastructure - 25-02	\$500,000							\$500,000					
25-03 Master Plan for Hydrogen Station - 25-03	\$200,000							\$200,000					
<b>Sub-total Capital</b>	<b>\$5,700,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,674,000</b>	<b>\$26,000</b>				
<b>Total Operating &amp; Capital</b>	<b>\$8,798,358</b>	<b>\$22,287</b>	<b>\$18,540</b>	<b>\$131,523</b>	<b>\$5,375</b>	<b>\$2,746,633</b>	<b>\$174,000</b>	<b>\$5,674,000</b>	<b>\$26,000</b>				

FY 2024/25 Projected Funding Details													
FARE	\$22,287												
INT	\$18,540												
LCTOP PUC99313	\$131,523												
LCTOP PUC99314	\$5,375												
LTF	\$2,746,633												
MA IB	\$174,000												
<b>Total Estimated Operating Funding Request</b>	<b>\$3,098,358</b>												
STA PUC99313	\$5,674,000												
STA PUC99314	\$26,000												
<b>Total Estimated Capital Funding Request</b>	<b>\$5,700,000</b>												
<b>Total Funding Request</b>	<b>\$8,798,358</b>												

### **FY 26 Proposed Budget**

In FY 26, Beaumont Transit continues to propose an operational budget of a 3% increase over FY 25. LTF, Measure A, LCTOP, and other income is budgeted with a 3% increase and farebox collection is anticipated at a 6% increase over that proposed in FY 25. The increase in farebox should reflect the growth of passengers as the system recovers and outreach efforts come to fruition. The operating budget for FY 26 is outlined in Table 4.2.



**Table 4.2 - Summary of Funding Requests - FY 2025/26**

**City of Beaumont  
Original**

Operating															
Project	Total Amount of Funds	FARE	INT	LCTOP PUC99313	LCTOP PUC99314	LTF	MA IB	STA PUC99313							
1) Operating Assistance	\$1,580,502	\$15,096		\$92,087	\$5,375	\$1,467,974									
2) Commuter Link 120	\$622,340	\$4,306		\$26,030		\$497,004	\$95,000								
3) Commuter Link 125	\$451,601	\$1,113		\$4,504		\$360,984	\$65,000								
4) Dial A Ride Operating Assistance	\$205,766	\$2,036		\$14,281		\$189,449									
5) Casino Express	\$327,404	\$1,099		\$2,832		\$323,473									
5) Interest and Other Income	\$19,096		\$19,096												
<b>Sub-total Operating</b>	<b>\$3,206,709</b>	<b>\$23,620</b>	<b>\$19,096</b>	<b>\$139,734</b>	<b>\$5,375</b>	<b>\$2,838,884</b>	<b>\$180,000</b>	<b>\$0</b>							

Capital															
Project	Total Amount of Funds	FARE	INT	LCTOP PUC99313	LCTOP PUC99314	LTF	MA IB	STA PUC99313							
26-01 Hydrogen Fueling Station - 26-01	\$9,300,000							\$9,300,000							
26-02 Bus Stop Improvements - 26-02	\$50,000							\$50,000							
<b>Sub-total Capital</b>	<b>\$9,350,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,350,000</b>							
<b>Total Operating &amp; Capital</b>	<b>\$12,556,709</b>	<b>\$23,620</b>	<b>\$19,096</b>	<b>\$139,734</b>	<b>\$5,375</b>	<b>\$2,838,884</b>	<b>\$180,000</b>	<b>\$9,350,000</b>							

FY 2025/26 Projected Funding Details															
FARE	\$23,620														
INT	\$19,096														
LCTOP PUC99313	\$139,734														
LCTOP PUC99314	\$5,375														
LTF	\$2,838,884														
MA IB	\$180,000														
Total Estimated Operating Funding Request	\$3,206,709														
STA PUC99313	\$9,350,000														
Total Estimated Capital Funding Request	\$9,350,000														
<b>Total Funding Request</b>	<b>\$12,556,709</b>														

### **4.3 Regulatory and Compliance Requirements**

#### **The American with Disabilities Act of 1990**

The Dial-A-Ride service provides complimentary paratransit services as a required element of ADA. Although Beaumont Transit does not have an internal application process due to staffing constraints, all other public transit operators' identification cards are accepted as verification on all routes. For those passengers requiring DAR services, ADA applications are submitted and processed with Riverside Transit Agency (RTA).

#### **California Air Resources Board – ICT Regulation**

The California Air Resources Board has adopted the Innovative Clean Transit Regulation, which outlines a goal for transitioning all public fleets to zero-emission vehicles by 2040. Beaumont is preparing for the transition and the City Council has approved a mixed fleet solution to reach this goal. This means Beaumont will gradually begin purchasing both hydrogen and battery-electric buses. As outlined in Beaumont's ZEB rollout plan, beginning in 2026, 25% of bus purchases will utilize zero-emission technology. In 2029, it is planned that 100% of purchases will be zero-emission.

Beaumont Transit System operates thirteen CNG buses, two electric shuttles, and six gasoline powered vehicles. Future vehicle purchases, like all current purchases, will follow the CARB ICT Regulation, as well as RCTC and SCAQMD policies.

#### **DBE, EEO, and Title VI**

Beaumont Transit System does not utilize federal funds for operating expenses. As such, DBE, EEO, and Title VI requirements do not currently apply.

#### **Triennial Performance Audit**

RCTC retained the services of Michael Baker International to conduct the TDA triennial performance audit of the public transit operators under its jurisdiction in Riverside County, including Beaumont Transit, for Fiscal Years 2018-2019 through 2020-2021. Triennial audit recommendations from 2019-2021 are included in Table 4.5.

**Table 4.5 TDA Triennial Audit  
FYs 2019-2021  
Recommendations**

<b><i>Audit Recommendations</i></b>	<b>Action Taken and Results</b>
<b><i>1. Prepare and submit separate State Controller Transit Operators Financial Transactions Reports for public transit and specialized service.</i></b>	Beaumont will submit separate reports to the State Controller beginning with FY 23.
<b><i>2. Ensure timely completion and submittal of external TDA financial reports.</i></b>	Beaumont submits information to auditors in October. To assist in staying on schedule, it is proposed that the hiring entity of the auditors advise of the schedules for timely completion.
<b><i>3. Regularly update the vehicle fleet list in TransTrack.</i></b>	Beaumont will continue to update the vehicle inventory list regularly.
<b><i>4. Re-engage with riders and collect user input.</i></b>	Beaumont Transit conducted surveys to engage with passengers, as suggested, in FY23. Beaumont plans to continue to increase outreach in the coming years.



#### 4.4 Open Capital Projects

This concluding section provides a summary of open capital projects, and the unfunded balances outstanding for each project. On the following page, Table 4.6 defines the projects by element as shown in the legend below.

##### Legend

###### *Project Elements:*

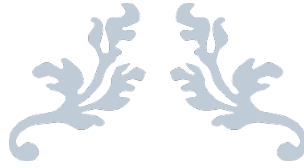
1	Revenue Vehicle Purchases
2	Non-Revenue Vehicle Purchase
3	Vehicle Systems and Equipment
4	Building, Land and Facilities
5	Communication and Information Technology Systems
6	Transit Shelters and Amenities
7	Fixed Guideways and Tracks
8	Debt Service
9	Maintenance
10	Security
11	Planning Feasibility

###### *Funding Category*

1	Fully Funded
2	Partially Funded

**Table 4.6 Open Projects**

Project Name	SRTP Capital Project No's	Project Element	Funding Category	Project Timeline	Total Project Cost	Unfunded Balance
CNG Station	19-01, 20-01, 21-01	4	1	FY 24	2,830,156	500,000
Shop Building Maintenance	17-4	4	1	Current	50,000	0
Shop Tools	20-05	9	1	Current	41,590	0
Mobile Lifts	22-04	9	1	Current	60,000	40,000
Brand & Logo Update	20-03	6	1	Current	156,000	0
Bus Stop Amenities	20-04	6	2	Current	129,943	100,000
Fleet Video Cameras	22-02	10	1	Current	140,000	0
Micro-transit Feasibility Analysis	23-02	11	1	Current	100,000	0
Administrative Operations Facility and Vehicle Maintenance Facility	20-02, 21-02, 19-04	4	2	FY 24-25	1,220,677	4,500,000
Bus Replacements	23-01, 22-01	1	1	Awaiting Delivery	3,100,000	0
2 Hybrid Support Vehicles	23-04	2	1	Awaiting Delivery	80,000	0
Shop Truck	23-03	2	1	Current	150,000	0



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# SHORT RANGE TRANSIT PLAN

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FY2023/24 through FY 2025/26



CITY OF CORONA TRANSIT SERVICE



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## Executive Summary

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The Riverside County Transportation Commission 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 Riverside County Transportation Commission (RCTC) every three-years. 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 2023/2024, 2024/2025 and 2025/2026. The plan includes the first year, FY2023/2024, action plan and budget funding request.

### *Guiding Principle*

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

### *Mission Statement*

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

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

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

- Goal 2: Ensure that all transit programs can be provided at a high quality of service. Quality of service is achieved through staffing experienced personnel, maintaining quality safe fleets, reliable service and if possible expanding service. (Service quality goal)
- Goal 3: Provide an effective level of service in response to demonstrated community market needs. Service levels and needs are monitored through regular outreach with riders and with in-depth analysis of the entire transit system. (Service reliable and friendly goal)

## Chapter 1 – System Overview and Service Profile

---

### 1.0 INTRODUCTION

The Short-Range Transit Plan (SRTP) sets the objectives and strategies for the City of Corona Transit Service (CCTS) by evaluating current transit system performance, projected demographic changes, operating and capital funding needs, anticipated funding from federal, state and local sources, and other factors to create a reasonable projection of conditions over the next three years (FY 2023/24 – 2025/26).

### 1.1 DESCRIPTION OF SERVICE AREA

Corona is a suburban community located ~45 miles southeast of Los Angeles in western Riverside County, 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 157,000, with the estimated median household income at \$90,529. Within the City limits there are 43 parks, 28 elementary and middle schools, 5 high schools, two Metrolink Train Stations and Corona Transit Center. The Corona Transit Center is owned and operated by Riverside Transit Agency. CCTS provides demand response Dial-A-Ride/paratransit service and fixed route service dubbed the Corona Cruiser services. The City contracts with the private sector to provide a turn-key transit operation. MV Transportation is the current operating contractor.

Dial-A-Ride (DAR) service commenced in 1977 and was available to the general public throughout the city of Corona service area until January 2, 2018. Based on data gathered, it was determined 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 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  $\frac{3}{4}$  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 alignment adjustments. Existing routes provide access to commercial, retail, residential areas, medical facilities, schools, municipal facilities/service, jobs and links to other transit services.

See Table 1 and Section 1.3 for detailed description of service by mode. Service maps on the following pages.



**TABLE 1 – INDIVIDUAL ROUTE DESCRIPTIONS AND  
AREA SERVICED**

Mode	Route	Description	Service Area/Sites
<b>Corona Cruiser</b>			
Blue Line		WalMart at McKinley Street West through Home Gardens to River Run Apartments via Mountain Gate Park and downtown/Civic Center	McKinley Street shopping areas, Magnolia Avenue, Centennial High, Medical Facilities, Senior Center, Corona Library, Grand Avenue Post Office Corona Transit Center/North Main Corona Metrolink Station, Circle City Center (Community Center), North Main Street shopping area and restaurants
Red Line		The Crossings shopping area at Cajalco Road and Temescal Canyon Road through El Cerrito to the Walmart at Neighborhood Market at West Sixth Street via downtown/Civic Center	The Crossings shopping area, El Cerrito Middle School, Walmart, California Avenue Post Office, Centennial High, Corona Transit Center/North Main Corona Metrolink Station (selected AM & PM trip), Corona Library, Senior Center, Civic Center, Corona High and Walmart Neighborhood Market on West Sixth Street near Smith Avenue. Service is extended to The Shops at Dos Lagos on Saturdays.
<b>Dial-A-Ride</b>			
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

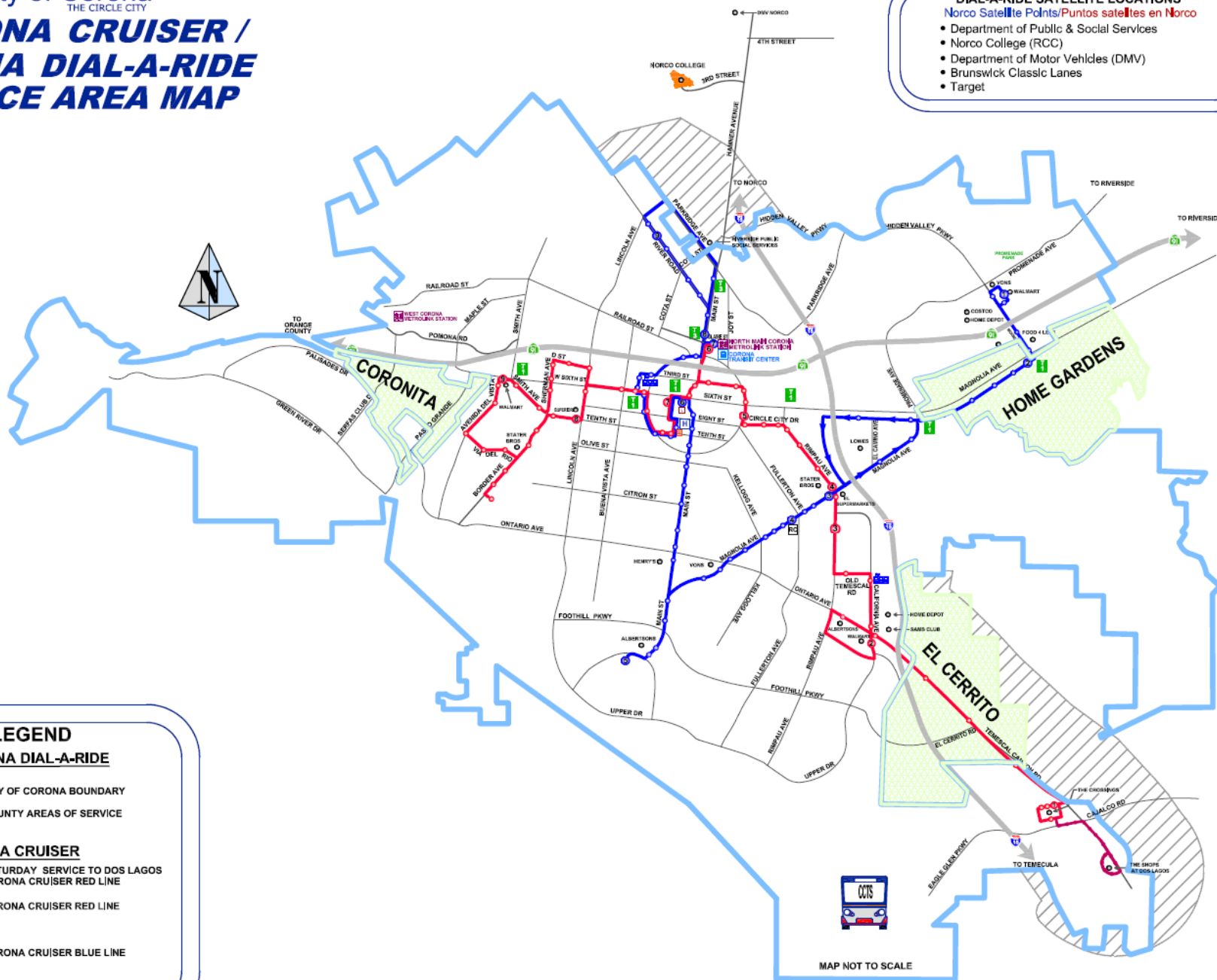
City of Corona  
THE CIRCLE CITY

# CORONA CRUISER / CORONA DIAL-A-RIDE SERVICE AREA MAP

## DIAL-A-RIDE SATELLITE LOCATIONS

Norco Satellite Points/Puntos satélites en Norco

- Department of Public & Social Services
- Norco College (RCC)
- Department of Motor Vehicles (DMV)
- Brunswick Classic Lanes
- Target



## 1.2 POPULATION PROFILE AND DEMOGRAPHIC

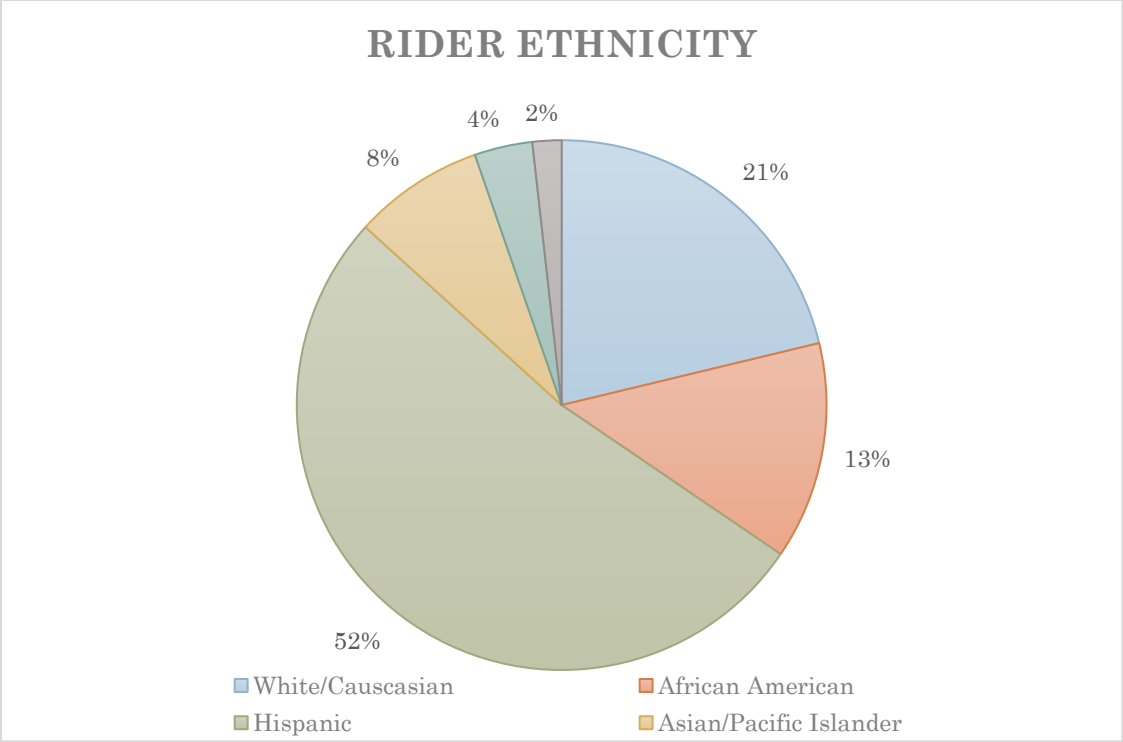
Based on the 2017-2021 American Community Survey 5-year Estimate, CCTS serves a diverse population of 157,844 city residents. That diversity is reflected in the table below.

### *City Population and Diversity*

Demographic		Population Estimate	Percent
Race			
Total population		157,844	100.0%
One race		141,084	89.4%
Two or more races		16,760	10.6%
One race		141,084	89.4%
White		79,111	50.1%
Black or African American		9,518	6.0%
American Indian and Alaska Native		1,185	0.8%
Asian		16,195	10.3%
Native Hawaiian and Other Pacific Islander		627	0.4%
Some other race		34,448	21.8%
Two or more races		16,760	10.6%
White and Black or African American		828	0.5%
White and American Indian and Alaska Native		1,246	0.8%
White and Asian		2,266	1.4%
Black or African American and American Indian and Alaska Native		105	0.1%

Source: U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimate

The following graph depicts the racial makeup of the City which mirrors the riders based on the onboard survey conducted during the Comprehensive Operations Analysis.



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 2022/23.

***Passenger Characteristics***

Dial-A-Ride		Corona Cruiser	
Seniors	30.4%	General Public	33.0%
Persons with Disabilities	45.7%	Students	30.2%
ADA Certified	21.6%	Seniors/Persons with Disabilities	34.7%
Personal Care Attendants	2.0%	RTA Transfers	0.9%
Metrolink Transfers	0.2%	Metrolink Transfers	0.1%
Children	0.1%	Children	1.1%

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

The Cruiser schedule is as follows:

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

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

### *Corona Dial-A-Ride/Paratransit Service*

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 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 are allowed to leave voicemail message reservations on Sundays and Holidays for next day service.

The DAR schedule is as follows:

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

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**

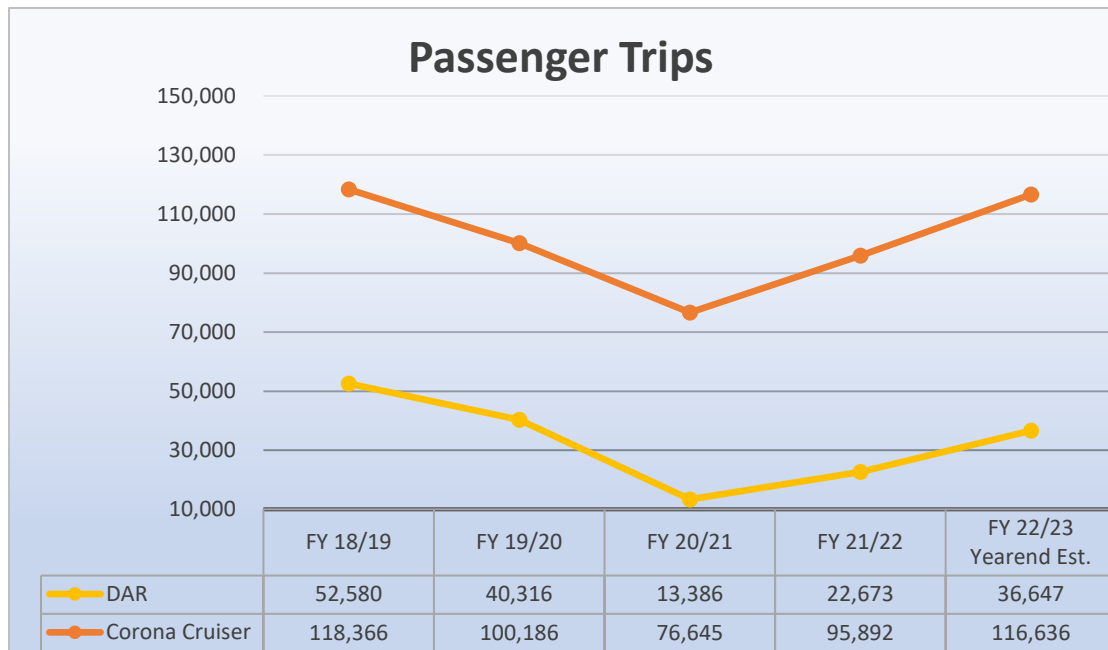
The table below reflects FY 2022/23 planned versus year end estimates using data from July 2022 through March 2023.

<b>Performance Indicator</b>	<b>Planned</b>	<b>Yearend Estimate</b>
Operating Expense	\$ 2,975,046	\$ 2,716,220
Fare Revenue*	\$ 232,300	\$ 285,516
Passenger Trips	125,486	153,283
Vehicle Revenue Hours (VRH)	29,414	25,486
Vehicle Revenue Miles (VRM)	365,205	323,967
Operating Cost per VRH	\$ 101	\$ 107

\*Includes LCTOP revenues for free fare subsidy.

Due to prior year statistics and persistent pandemic impacts on public transit systems, the original passenger trip projection for FY2022/23 was 125,486. Based on current data, that projection has been surpassed. The current projection is 153,283 in ridership on DAR and the Cruiser, which is an estimated increase of 22% based on data gathered from July 2022 through March 2023.

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



While ridership numbers are still below pre-Covid-19, the system is slowly recovering. Staff believes the increase in ridership this fiscal year is due to free fares. Free fares were reinstated on September 1, 2022 for all riders on both the Cruiser and DAR service. Funding utilized to

sponsor free fares was provided by the CA State Department of Transportation under the Low Carbon Transit Operations Program Funds.

## **1.5 CURRENT FARE STRUCTURE**

The table below depicts the current fare structure which has been in place since 2010.

### *Fare Structure*

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

**Note: Fare structure effective since July 5, 2010.**

To incentivize the use of public transit, CCTS will continue to use Air Quality Management District (AQMD) funds to subsidize Cruiser multi-day passes, 15-day 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.

Currently, riders are able to ride free on both the Cruiser and DAR. The city is using LCTOP funds to subsidize the free fares. CCTS expects to continue the program into the following year. CCTS has submitted an allocation request for the following fare subsidy program for the next three years:



	Corona Cruiser	Corona Dial-A-Ride
General Public	\$1.50 to \$1.00	N/A
Student (k-12 & with college ID)	FREE	N/A
Senior, person with disabilities, & Medicare	FREE	FREE

General Public riders will have the option to continue to purchase the multi-day pass.

### ***CCTS Fare Collection System***

CCTS offers the following two options to pay for trips on CCTS buses: cash (paid to the bus driver at 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 both on board the bus or in advance, Multi-day passes must be purchased in advance. Cash and paper fare-media ticket 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 initial the pass; this process activates the pass for the fifteen (15) or a thirty-one (31) consecutive day period. At time of each use, the bus operator verifies multi-day pass is current and the passenger possess the corresponding documentation for a student and/or senior/disabled pass holders.

CCTS recognizes the current fare collection and validating systems are onerous, inefficient, and insufficient. Future plans to improve this service includes 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 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 requirement 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 with Compressed Natural Gas (CNG). The 2017 buses were placed in service July 2018.

# TABLE 1.1 – FLEET INVENTORY



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

Bus (Motorbus) / Purchased Transportation											
Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2022/23	# of Contingency Vehicles FY 2022/23	Life to Date Vehicle Miles Prior Year End FY 2021/22	Life to Date Vehicle Miles through March FY 2022/23	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2022/23
2015	EDN	EZ RiderII	30	7	32	CN	7	0	1,125,203	1,249,086	178,440
<b>Totals:</b>			30	7			7	0	1,125,203	1,249,086	178,441

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

Demand Response / Purchased Transportation

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2022/23	# of Contingency Vehicles FY 2022/23	Life to Date Vehicle Miles Prior Year End FY 2021/22	Life to Date Vehicle Miles through March FY 2022/23	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2022/23
2012	EDN	AEROTECH	20	2	26	CN	2	0	312,620	313,582	156,791
2017	GLV	E-450	18	11	25	CN	11	0	661,410	814,499	74,045
<b>Totals:</b>			38	13			13	0	974,030	1,128,081	86,775

## **1.7 EXISTING FACILITIES AND BUS STOP AMENITIES**

CCTS operates from 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 a total 187 bus stops and 27 bus stop shelters. The Contractor is responsible for maintaining all bus stops. CCTS supplies Contractor with all required equipment (I-stop signs, kiosks, benches, trash receptacles, etc.) to properly maintain the bus stop facilities.

In 2022, CCTS had purchased solar powered dusk to dawn bus stop lighting and signaling LED and ADA compliant activation push buttons. These lights and push buttons will be installed 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 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)*

CCTS is in the process of finalizing the Comprehensive Operations Analysis (COA). A contract was awarded in December 2021 to Transportation Management and Design (TMD) to assist staff conduct an in-depth study of the current transit operations and services to identify opportunities for improvement. The goal of the COA is to analyze the current transit system and produce a comprehensive plan to enhance customer experience, and routes, improve services within the program's financial capacity, and outline steps to implement service alternatives to ensure the program's sustainability. Further, through the COA process, CCTS wants to improve the customer travel experience by reducing travel time, improving service frequencies and connections where possible, and introducing new and innovative transit options such as micro transit and/or on-demand services.

In addition, the COA will evaluate the DAR program cost/benefit, fare structure as well opportunities to expand or enhance the program to on-demand, micro-transit, including demand response program targeting low-income households.

During the past year and a half, TMD and City staff has collaborated to get the best possible outcome for the study. The COA was expected to be completed first quarter of FY 22/23 but competing priorities delayed the progress of this project. In addition, staff wanted to put more effort on outreach to ensure that feedback was received.

### *Some key components of this study include the following analysis:*

- Onboard rider survey- - total of 123 rider surveys 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 and older. Youth riders under the age of 18 are the 2<sup>nd</sup> 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.



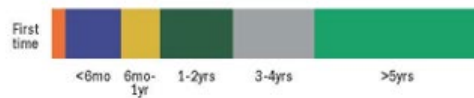
## ONBOARD SURVEY Summary Results

### WHO RIDES THE CORONA CRUISER?

#### Demographic info

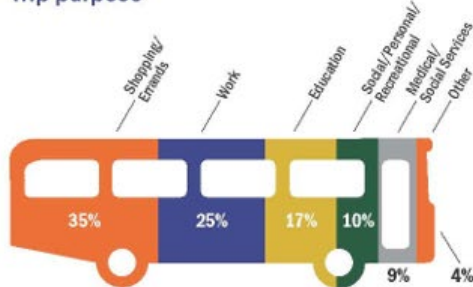


#### Length of time using the Corona Cruiser

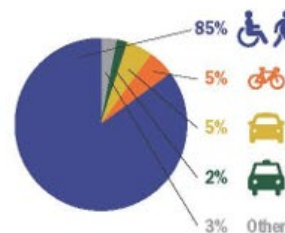


### HOW DO THEY RIDE?

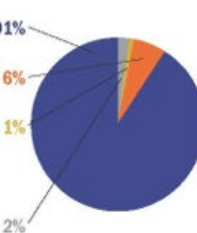
#### Trip purpose



#### Riders access the Corona Cruiser by



#### Trips completed by



#### How often they ride



# WHAT DO THEY THINK?

## Overall rating of the Corona Cruiser



## Rider opinions



## Desired improvements



## Riders get info from



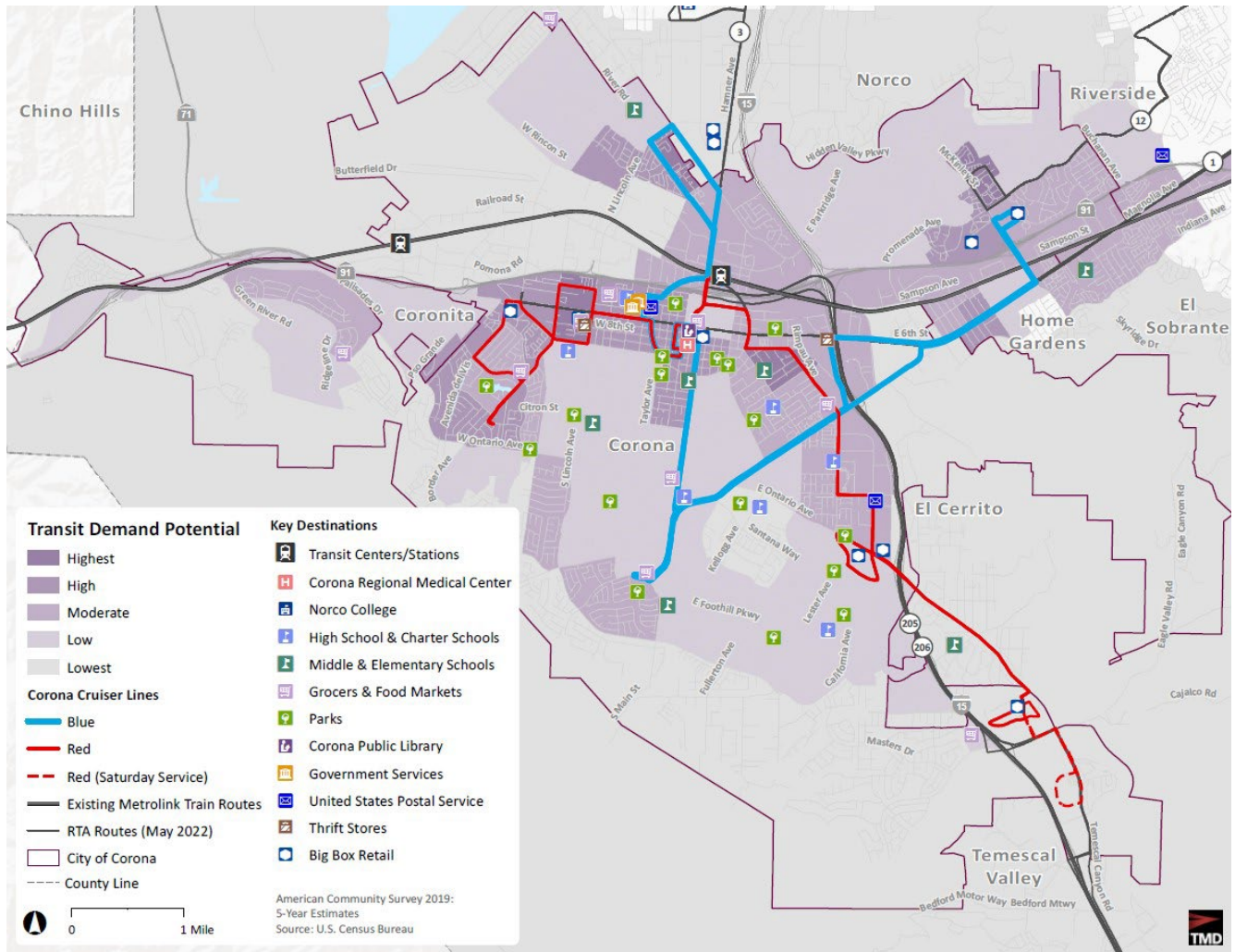
## Transit Demand Potential

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

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



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



## Goals of Service Alternatives

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

### Objective 1 – Coverage

- Maintain coverage for the majority of existing riders.
- Expand access to more destinations.

- Enhance direct service to and from key shopping areas without requiring transfers (e.g., Citrus Village, Corona Village, Corona Town & Country, Corona Hills Plaza).
- Pilot a new microtransit service in areas presumed to be difficult to service effectively with fixed route service.

#### Objective 2 – Reliability

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

#### Objective 3 – Productivity

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

#### Objective 4 – Cost

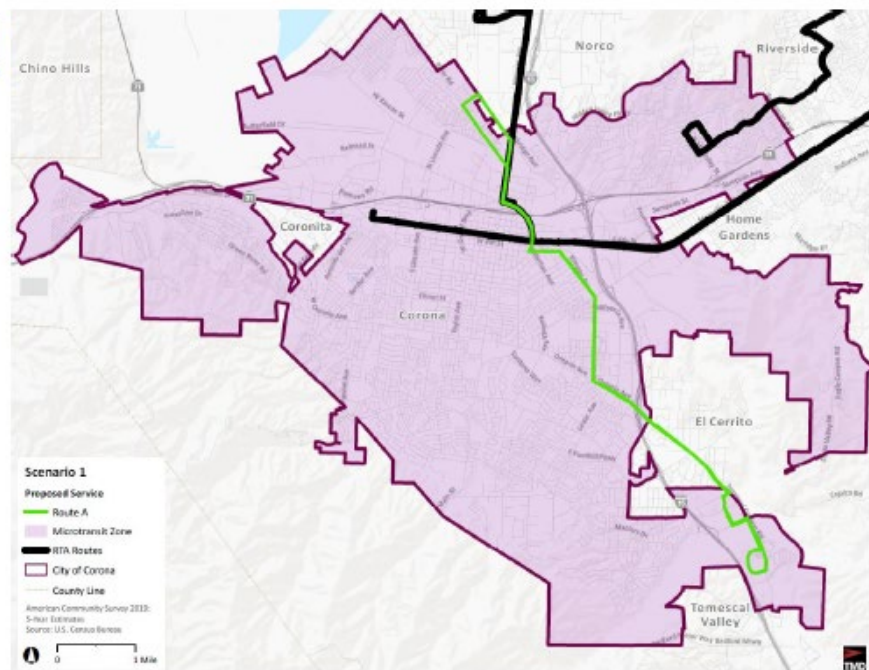
- Provide services that are sustainable and within projected budget enhancement.

### COA Recommendations

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

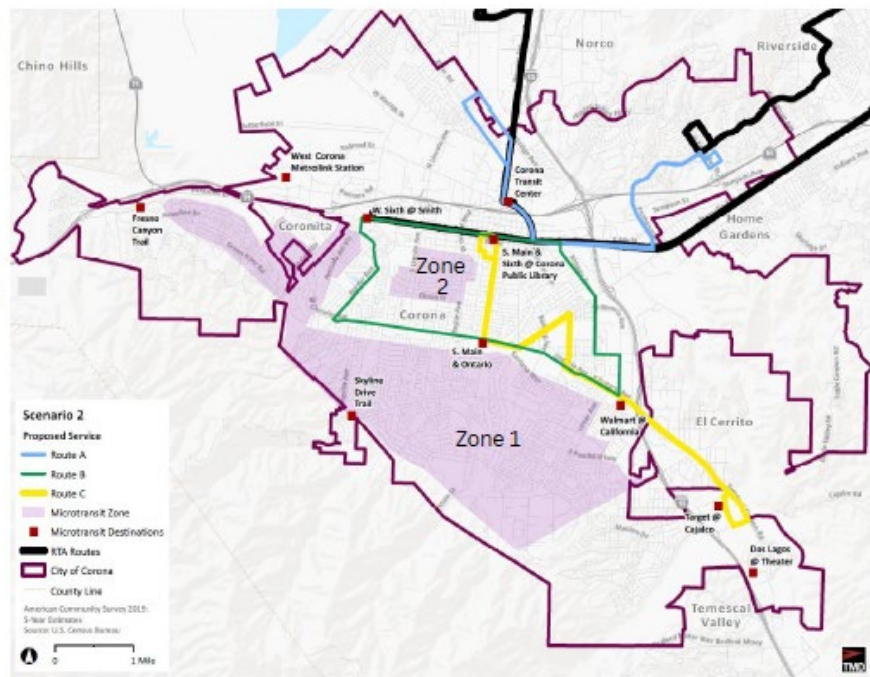
## Scenario 1

- 1 Fixed Route operating every 30 minutes.
- Citywide On-Demand Microtransit Zone.
- Service would operate Monday through Saturday.



## Scenario 2

- 3 Fixed Routes operating every 60 minutes.
- 2 Microtransit Zones serving 10 Microtransit Destinations within the City.
- Service would operate Monday through Saturday (and potentially Sunday if funding is available).



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

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

Staff is expecting to go to Council June/July 2023 for adoption of the plan for implementation in FY 24/25.

## Zero Emission Bus Analysis and Rollout Plan

The California Air Resources Board (CARB) instituted the Innovative Clean Transit (ICT) regulation in December 2018. Per the regulation, all public transit agencies are required to develop the Zero Emission Bus (ZEB) Rollout Plan to deploy zero emission buses by 2040. The ZEB rollout plan will provide a timeline and estimated cost for a phased transition to meet CARB's regulation. The development of the ZEB rollout plan for CCTS is being conducted through a joint collaboration



with RCTC and the smaller transit agencies in Riverside County. RCTC awarded the contract to Center for Transportation and the Environment (CTE) to develop the ZEB Rollout and Implementation Plans for the smaller transit agencies. On March 15, 2023, Corona Council approved mixed-fleet technology. CTE has developed the draft rollout plan based on the approved technology. Staff expect to take it to Council on June 7, 2023 for adoption of the rollout plan.

## Chapter 2 – Existing Service and Route Performance

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### 2.1 KEY PERFORMANCE INDICATORS

The Riverside County Transportation Commission 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 measure 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 2022/23), the upcoming year's performance (FY 2023/24), performance by service (fixed-route and DAR), and then performance by route (Red and Blue lines, and DAR). The remaining components of Chapter 2 will explain what CCTS staff is doing to improve services, where major trip generators are located, and finally, any services changes that took place in FY 2022/23.

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 cost 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 2022-March 2023), CCTS lags behind the mandatory farebox recovery ratio due to reduced ridership which impacted fare revenues. In addition, the CCTS is offering free fares to all riders which eliminates the purchase of multi-day passes. Sale of multi-day passes provides subsidy from AB2766 funds which has been reduced by 90%. Further, sale of bulk Dial-A-Ride tickets has been significantly as all rides are free. While free fares are great opportunity to entice riders and reduce burden on disadvantaged communities, the fare subsidies collect are not sufficient to recover the mandatory farebox requirement. Therefore, CCTS has recorded a systemwide farebox recovery of 6.41 percent for July 2022-March 2023.

Under normal circumstance, at the close of each fiscal year, 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. The size of the contribution varies each year. Further, CCTS will utilize exclusions and inclusions available in CA State Assembly Bill 149 (AB 149) to meet the farebox recovery ratio. Table 2.0 below does not include all of the recently approved legislative exclusions included in AB 149.

Lastly, CCTS continued focusing on other areas of improvements, including implementing several COVID protocols, which include:

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

# TABLE 2.0 – SERVICE PROVIDER PERFORMANCE TARGET REPORT



**Table 2.0 -- Service Provider Performance Targets Report**

FY 2022/23 Short Range Transit Plan Review  
City of Corona

Data Elements	FY 2022/23 Plan	FY 2022/23 Target	FY 2022/23 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	125,485			
Passenger Miles	523,592			
Total Actual Vehicle Revenue Hours	29,693.0			
Total Actual Vehicle Revenue Miles	365,254.0			
Total Actual Vehicle Miles	409,341.0			
Total Operating Expenses	\$2,975,046			
Total Passenger Fare Revenue	\$232,300			
Net Operating Expenses	\$2,742,746			
<b>Performance Indicators</b>				
<b>Mandatory:</b>				
1. Farebox Recovery Ratio	7.80%	>= 15.00%	6.41%	Fails to Meet Target
<b>Discretionary:</b>				
1. Operating Cost Per Revenue Hour	\$100.19	<= \$103.51	\$107.21	Fails to Meet Target
2. Subsidy Per Passenger	\$21.86	>= \$15.94 and <= \$21.56	\$16.59	Meets Target
3. Subsidy Per Passenger Mile	\$5.24	>= \$4.96 and <= \$6.70	\$14.24	Fails to Meet Target
4. Subsidy Per Hour	\$92.37	>= \$80.39 and <= \$108.77	\$100.33	Meets Target
5. Subsidy Per Mile	\$7.51	>= \$6.55 and <= \$8.86	\$7.88	Meets Target
6. Passengers Per Revenue Hour	4.23	>= 4.29 and <= 5.81	6.05	Better Than Target
7. Passengers Per Revenue Mile	0.34	>= 0.35 and <= 0.47	0.47	Meets Target
<b>Note:</b> Must meet at least 4 out of 7 Discretionary Performance Indicators				
<b>Productivity Performance Summary:</b>				
<b>Service Provider Comments:</b>				

## **2.2 SRTP PERFORMANCE REPORT**

Table 2.1, SRTP Performance Report, lists planned performance targets set by RCTC for FY 2023/24.

Table 2.1 indicates that CCTS fails to meet the mandatory farebox recovery ratio. As previously noted, the farebox recovery ratio is:

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

As mentioned in section 2.0, CCTS intends to utilize inclusions included in AB149 to assist with meeting the farebox recovery ratio. FY 23/24 plan includes passenger fares, fare subsidy using LCTOP and Federal Transit Administration funds as local funds. With the inclusion of LCTOP and FTA funds, CCTS will be able to meet its farebox recovery ratio. If unable to meet the FFR using the inclusions, CCTS will utilize General Fund to close any gaps in funding. As such, Table 2.1 does not include the recently approved exclusions from AB 149, which is determined when the annual financial statements are provided.

# TABLE 2.1 – FY2023/24 SRTP PERFORMANCE REPORT



## FY 2023/24 - Table 2.1 -- SRTP Performance Report

Service Provider: City of Corona

All Routes

Performance Indicators	FY 2021/22 End of Year Actual	FY 2022/23 3rd Quarter Year-to-Date	FY 2023/24 Plan	FY 2023/24 Target	Plan Performance Scorecard (a)
Passengers	118,565	113,849	185,772	None	
Passenger Miles	378,773	132,651	783,270	None	
Revenue Hours	22,424.5	18,830.0	32,770.0	None	
Total Hours	24,857.4	21,333.8	37,727.0	None	
Revenue Miles	278,920.0	239,873.0	420,282.0	None	
Total Miles	308,592.0	267,856.0	478,773.0	None	
Operating Costs	\$2,157,427	\$2,018,700	\$3,390,291	None	
Passenger Revenue	\$233,241	\$129,465	\$269,217	None	
Measure-A Revenue			\$0	None	
LCTOP Revenue			\$225,350	None	
Operating Subsidy	\$1,924,186	\$1,889,235	\$3,121,074	None	
Operating Costs Per Revenue Hour	\$96.21	\$107.21	\$103.46	<= \$116.04	Meets Target
Operating Cost Per Revenue Mile	\$7.73	\$8.42	\$8.07	None	
Operating Costs Per Passenger	\$18.20	\$17.73	\$18.25	None	
Farebox Recovery Ratio	10.81%	6.41%	14.58%	>= 0.2	Fails to Meet Target
Subsidy Per Passenger	\$16.23	\$16.59	\$16.80	>= \$14.10 and <= \$19.08	Meets Target
Subsidy Per Passenger Mile	\$5.08	\$14.24	\$3.98	>= \$12.10 and <= \$16.38	Better Than Target
Subsidy Per Revenue Hour	\$85.81	\$100.33	\$95.24	>= \$85.28 and <= \$115.38	Meets Target
Subsidy Per Revenue Mile	\$6.90	\$7.88	\$7.43	>= \$6.70 and <= \$9.06	Meets Target
Passengers Per Revenue Hour	5.29	6.05	5.67	>= 5.14 and <= 6.96	Meets Target
Passengers Per Revenue Mile	0.43	0.47	0.44	>= 0.40 and <= 0.54	Meets Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2023/24 Plan to the FY 2023/24 Primary Target.

### Service Provider Comments:

CCTS intends to utilize LCTOP and FTA funds as local match to meet farebox recovery requirements (FFR). FFR for CCTS is as follows: 20% for fixed route and 10% for Dial-A-Ride which equates to a systemwide 15% blended rate.



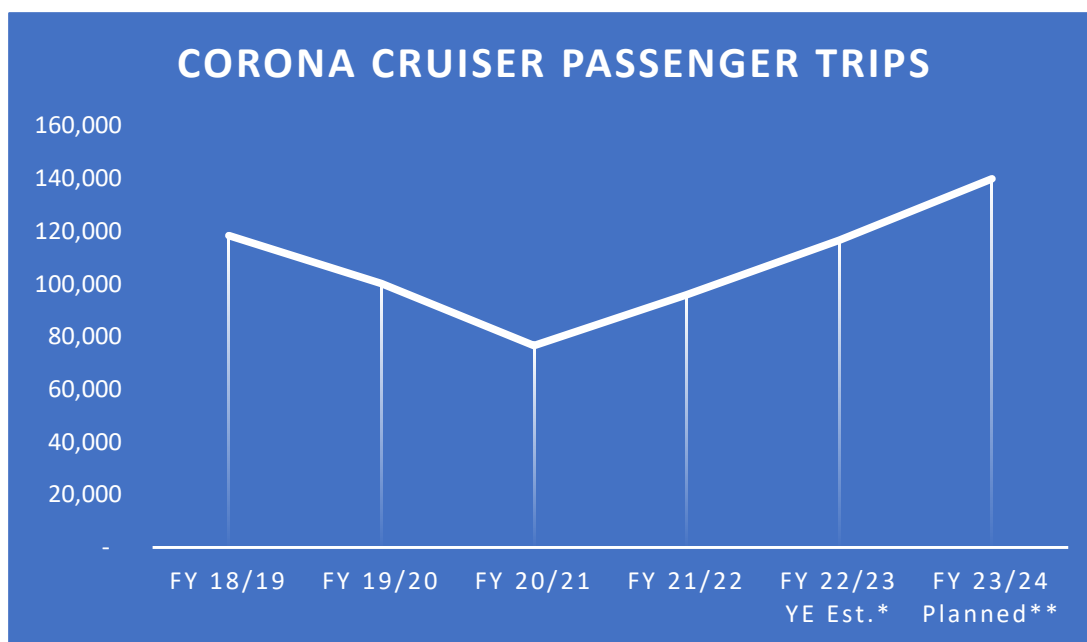
## 2.3 SERVICE SUMMARY

Although COVID-19 pandemic continues to negatively impact passenger trips for both the Cruiser and DAR, CCTS anticipated an increase in ridership during FY 2022/23.

Ridership in FY 2023/24 is expected to increase an estimated 29% (or ~35k riders) from the previous fiscal year. Table 2.2 depicts the year-to-year performance data for the past five years – importantly, it captures pre-pandemic data which provides a clear picture of the devastating impacts. While it may take a few years to recover ridership, data for the past nine months indicates a positive trend. Therefore, based on this data, projections indicate a 21% increase for FY 2023/24 in systemwide ridership.

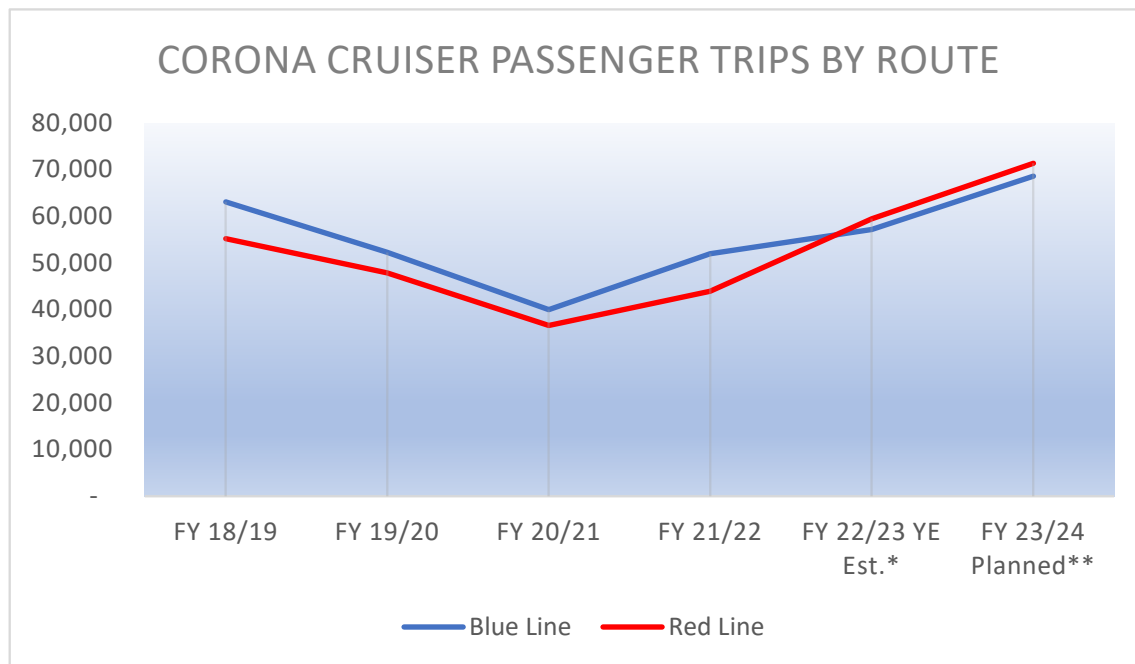
### *Corona Cruiser*

CCTS operates the Cruiser along two fixed routes – the Blue Line and Red Line. The Cruiser totaled 95,892 passenger trips in FY 2021/22. Using the number of passenger trips recorded during the first nine months of FY 2022/23 as a basis for estimating year-end totals, passenger trips on the Corona Cruiser are projected to increase by 20 percent, or estimated 23,300 trips, compared to the previous fiscal year for a total of approximately 117, 000 trips. For FY 2023/24, Staff is optimistic and is projecting a 20 percent increase in ridership. See graphs below and on the following page of passenger trends by route.



\* FY 2022/23 year-end estimate is based on data collected from July 2022-March 2023.

\*\* FY 2023/24 projections are based on a 20 percent increase over estimated FY 2022/23 year-end totals.

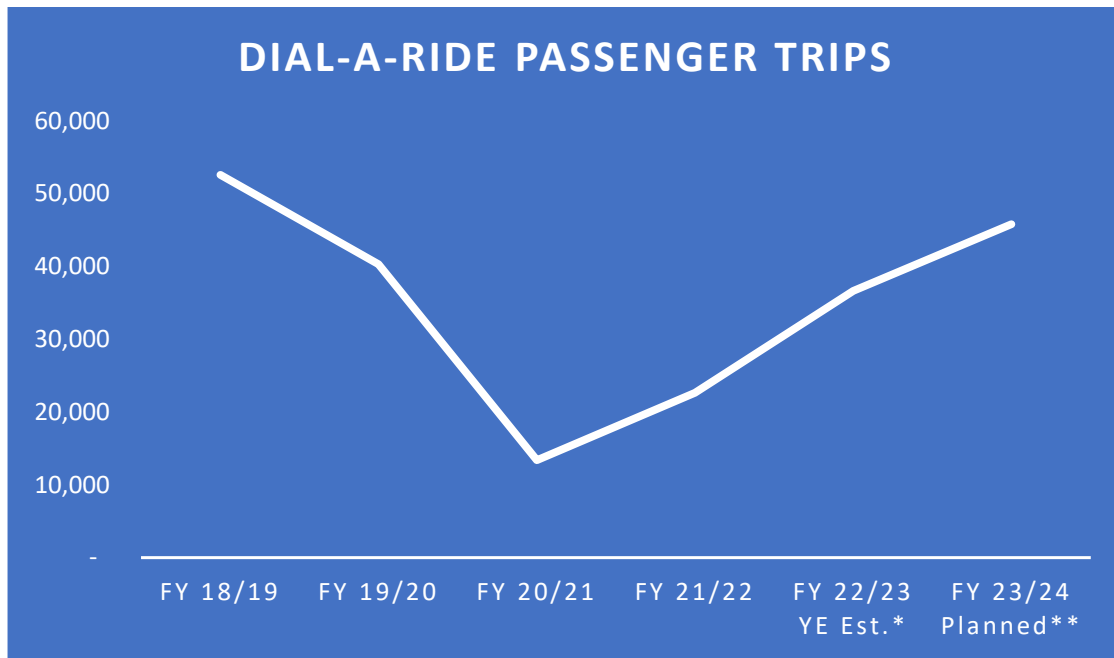


\* FY 2022/23 year-end estimate is based on data collected from July 2022-March 2023.

\*\* FY 2023/24 projections are based on a 20 percent increase over estimated FY 2022/23 year-end totals.

## *Dial-A-Ride*

Dial-A-Ride provided 22,673 passenger trips in FY 2021/22. Using data collected from the first nine months of FY 2022/23 as a basis for estimating year-end totals, passenger trips is estimated to increase by 62 percent, or 14,000 trips, as compared to FY 2021/22. While this increase is significant, ridership has not yet recovered to pre-COVID numbers. Using data for the first nine months of FY 2022/23, staff is projecting an increase of 25% for FY 2023/24 based on improving COVID-19 conditions and free fare program.



\* FY 2022/23 year-end estimate is based on data collected from July 2022-March 2023.

\*\* FY 2023/24 projections are based on a 25 percent increase over estimated FY 2022/23 year-end totals.

### *Productivity Measures*

Productivity has been declining since FY 2014/15 on the Cruiser and DAR as measured by the number of passengers per revenue hour and revenue miles. The reduction in ridership started during SR-91 Corridor Improvement Project which caused freeway lane reductions and ramp closures contributing to increased congestion and delayed buses which ultimately led to loss in ridership. Ridership was expected to level off and see a gradual increase in FY 2019/20; unfortunately, productivity continued to drop into FY 2020/21 due to the impact of COVID-19 on public transit ridership. However, ridership has been slowly recovering. This trend is expected to continue into FY 2023/24.

In addition to COVID-19 impacts, increased traffic congestion resulting from construction work throughout city continue to impact the Cruiser and DAR service. Freeway lane reductions and ramp closures, local street and lane closures, detours, and the movement of heavy equipment all increase congestion and impact traffic flow, which slows buses. Slower speeds result in longer duration trips, thereby impacting productivity.

Mode	Productivity Measure	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23*	FY 23/24**
Corona Cruiser	Passengers per revenue hour	8.18	6.88	5.30	6.66	8.08	9.77
	Passengers per revenue mile	0.69	0.58	0.46	0.57	0.65	0.78
Dial-A-Ride	Passengers per revenue hour	3.59	3.42	2.11	2.82	3.31	2.48
	Passengers per revenue mile	0.30	0.27	0.16	0.21	0.26	0.19

\*FY 2022/23 performance is measured based on estimates covering the period July 2022 through March 2023.

\*\*FY 2023/24 performance is measured based on FY 2022/23 estimated yearend total with a ~21 increase in ridership (20% for Corona Cruiser and 25% for DAR).

Performance Measure	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23 Yeared Estimate*	FY 2023/24 Planned
System-wide Passenger Trips	170,946	140,175	90,031	118,565	153,283	185,771
Cost per Service Hour	\$85.48	\$86.22	\$91.33	\$96.21	\$109.51	\$103.39

\*All expenses (including operations contract cost and fuel) upto quarter ending March 2023.

## TABLE 2.2 – SRTP SERVICE SUMMARY



**Table 2.2 -- City of Corona -- SRTP Service Summary**  
**FY 2023/24 Short Range Transit Plan**  
**All Routes**

	FY 2020/21 Audited	FY 2021/22 Audited	FY 2022/23 Plan	FY 2022/23 3rd Qtr Actual	FY 2023/24 Plan
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	3	3	11	3	13
<b>Financial Data</b>					
Total Operating Expenses	\$1,901,148	\$2,157,427	\$2,975,046	\$2,018,700	\$3,390,291
Total Passenger Fare Revenue	\$81,503	\$233,241	\$232,300	\$129,465	\$494,567
Net Operating Expenses (Subsidies)	\$1,819,645	\$1,924,186	\$2,742,746	\$1,889,235	\$3,121,074
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	90,031	118,565	125,485	113,849	185,772
Passenger Miles	370,079	378,773	523,592	132,651	783,270
Total Actual Vehicle Revenue Hours (a)	20,815.3	22,424.5	29,693.0	18,830.0	32,770.0
Total Actual Vehicle Revenue Miles (b)	250,039.0	278,920.0	365,254.0	239,873.0	420,282.0
Total Actual Vehicle Miles	280,868.0	308,592.0	409,341.0	267,856.0	478,773.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$91.33	\$96.21	\$100.19	\$107.21	\$103.46
Farebox Recovery Ratio	4.29%	10.81%	7.80%	6.41%	14.58%
Subsidy per Passenger	\$20.21	\$16.23	\$21.86	\$16.59	\$16.80
Subsidy per Passenger Mile	\$4.92	\$5.08	\$5.24	\$14.24	\$3.98
Subsidy per Revenue Hour (a)	\$87.42	\$85.81	\$92.37	\$100.33	\$95.24
Subsidy per Revenue Mile (b)	\$7.28	\$6.90	\$7.51	\$7.88	\$7.43
Passenger per Revenue Hour (a)	4.3	5.3	4.2	6.1	5.7
Passenger per Revenue Mile (b)	0.36	0.43	0.34	0.47	0.44

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

**Table 2.2 -- Corona-BUS -- SRTP Service Summary**  
**FY 2023/24 Short Range Transit Plan**  
**All Routes**

	FY 2020/21 Audited	FY 2021/22 Audited	FY 2022/23 Plan	FY 2022/23 4th Qtr Actual	FY 2023/24 Plan
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	2	2	5	2	5
<b>Financial Data</b>					
Total Operating Expenses	\$1,222,585	\$1,242,229	\$1,415,058	\$1,100,603	\$1,555,373
Total Passenger Fare Revenue	\$28,262	\$233,241	\$136,700	\$129,465	\$311,075
Net Operating Expenses (Subsidies)	\$1,194,323	\$1,008,988	\$1,278,358	\$971,138	\$1,369,748
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	76,645	95,892	99,630	87,477	139,964
Passenger Miles	302,748	378,773	393,541		552,855
Total Actual Vehicle Revenue Hours (a)	14,471.3	14,397.8	14,420.0	10,823.0	14,300.0
Total Actual Vehicle Revenue Miles (b)	167,171.0	169,157.0	166,705.0	135,588.0	179,194.0
Total Actual Vehicle Miles	180,886.0	180,629.0	178,010.0	143,973.0	190,301.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$84.48	\$86.28	\$98.13	\$101.69	\$108.77
Farebox Recovery Ratio	2.31%	18.78%	9.66%	11.76%	20.00%
Subsidy per Passenger	\$15.58	\$10.52	\$12.83	\$11.10	\$9.79
Subsidy per Passenger Mile	\$3.94	\$2.66	\$3.25		\$2.48
Subsidy per Revenue Hour (a)	\$82.53	\$70.08	\$88.65	\$89.73	\$95.79
Subsidy per Revenue Mile (b)	\$7.14	\$5.96	\$7.67	\$7.16	\$7.64
Passenger per Revenue Hour (a)	5.3	6.7	6.9	8.1	9.8
Passenger per Revenue Mile (b)	0.46	0.57	0.60	0.65	0.78

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

**Table 2.2 -- Corona-DAR -- SRTP Service Summary**  
**FY 2023/24 Short Range Transit Plan**  
**All Routes**

	FY 2020/21 Audited	FY 2021/22 Audited	FY 2022/23 Plan	FY 2022/23 4th Qtr Actual	FY 2023/24 Plan
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	1	1	6	1	8
<b>Financial Data</b>					
Total Operating Expenses	\$678,563	\$915,198	\$1,559,988	\$918,097	\$1,834,918
Total Passenger Fare Revenue	\$53,241		\$95,600		\$183,492
Net Operating Expenses (Subsidies)	\$625,322	\$915,198	\$1,464,388	\$918,097	\$1,751,326
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	13,386	22,673	25,855	26,372	45,808
Passenger Miles	67,332		130,051	132,651	230,415
Total Actual Vehicle Revenue Hours (a)	6,344.0	8,026.7	15,273.0	8,007.0	18,470.0
Total Actual Vehicle Revenue Miles (b)	82,868.0	109,763.0	198,549.0	104,285.0	241,088.0
Total Actual Vehicle Miles	99,982.0	127,963.0	231,331.0	123,883.0	288,472.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$106.96	\$114.02	\$102.14	\$114.66	\$99.35
Farebox Recovery Ratio	7.85%		6.12%		10.00%
Subsidy per Passenger	\$46.71	\$40.37	\$56.64	\$34.81	\$38.23
Subsidy per Passenger Mile	\$9.29		\$11.26	\$6.92	\$7.60
Subsidy per Revenue Hour (a)	\$98.57	\$114.02	\$95.88	\$114.66	\$94.82
Subsidy per Revenue Mile (b)	\$7.55	\$8.34	\$7.38	\$8.80	\$7.26
Passenger per Revenue Hour (a)	2.1	2.8	1.7	3.3	2.5
Passenger per Revenue Mile (b)	0.16	0.21	0.13	0.25	0.19

(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 FY2023/24. See above sections regarding route-by-route breakdown of these services.



## TABLE 2.3 – SRTP ROUTE STATISTICS: DATA ELEMENTS & PERFORMANCE INDICATORS



**Table 2.3 - SRTP Route Statistics**

City of Corona -- 3

FY 2023/24

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	68,578	270,882	7,088	7,632	90,653	94,723	\$770,925	\$92,006		\$62,180
COR-DAR	All Days	8	45,808	230,415	18,470	22,264	241,088	288,472	\$1,834,918	\$83,592		\$99,900
COR-RED	All Days	3	71,386	281,973	7,212	7,831	88,541	95,578	\$784,448	\$93,619	\$0	\$63,270
		13	185,772	783,270	32,770	37,727	420,282	478,773	\$3,390,291	\$269,217	\$0	\$225,350



**Table 2.3 - SRTP Route Statistics**

City of Corona -- 3

FY 2023/24

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	\$678,919	\$108.76	\$8.50	\$11.24	20.00%	\$9.90	\$2.51	\$95.78	\$7.49	9.68	0.76
COR-DAR	All Days	\$1,751,326	\$99.35	\$7.61	\$40.06	10.00%	\$38.23	\$7.60	\$94.82	\$7.26	2.48	0.19
COR-RED	All Days	\$690,829	\$108.77	\$8.86	\$10.99	19.99%	\$9.68	\$2.45	\$95.79	\$7.80	9.90	0.81
		\$3,121,074	\$103.46	\$8.07	\$18.25	14.58%	\$16.80	\$3.98	\$95.24	\$7.43	5.67	0.44

## **2.5 PRODUCTIVITY IMPROVEMENT EFFORTS**

CCTS staff will continue to focus on improving the overall service monitoring key performance metrics such as passengers per revenue hour and farebox recovery, improving performance metrics include reviewing the operation to ensure established standards are being met. Staff holds contractor responsible for various performance standards pursuant to the contract. Some of these standards include:

- 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 is in the midst of finalizing the Comprehensive Operation Analysis (COA) of the fixed route system to determine underperforming stops and potential for expansion of service. The study will also help determine if bus stop improvements are necessary based on number of riders at the stops. Based on the study, CCTS may adopt a tiered bus stop improvement policy.

Furthermore, CCTS realizes the need to update the current route schedule and provide increased connections to the Corona Transit Center. To be an effective and useful transportation option, buses need to consistently operate according to the published schedule. The COA implementation plan will include a draft of the schedule and stops based on the proposal of new service. Upon adoption by City Council, staff will proceed towards implementation of the proposed service which will include restructuring of the current two routes to three small routes and addition of two micro transit zones with ten key destinations or transfer points. These improvements will not be expected to be implemented till FY 24/25 as much staff time is needed to coordinate the various components of this project.

For the time being, CCTS will continue to implement its fare subsidy program to entice riders and focus on improving 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 2022/23. While requests have been received to provide service in different parts of the City, changes will be guided based on all data collected under the Comprehensive Operation Analysis.

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

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## **3.1 PLANNED SERVICE CHANGES**

CCTS has plans for service changes, these changes and improvements will be dependent upon the recommendations from the COA. As mentioned in section 1.9, the COA study is nearing completion. The COA will be used to formulate recommendations for service improvements that maximize ridership and service performance effectiveness in meeting the needs of the patrons.

The 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.
- Potential 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.

Recommendations will include route alignments, schedules, headways, hours of service, areas served, interlines, time points, traffic considerations, estimates of cost and schedules for implementation and bus stop locations. Moreover, recommendations shall include chronological order as to plan revisions to the service with a ranking of short-term to long-term.

## **3.2 MARKETING PLANS AND PROMOTION**

The CCTS staff is continuously looking for strategies to increase ridership and increase awareness of Corona Transit services. These marketing strategies include:

- *Bus Shelter Program* – CCTS plans to replace existing advertising shelters at 20-25 bus stops. Shelters provide bus patrons with relief from the sun during hot days, and protection from rain during inclement weather. These shelters will feature two-panels for advertising, a bench, an area for a person with a mobility device/wheelchair, and solar-powered security lighting. These new shelters will act as a destination for bus passengers, and as an ambassador as to how public transit can beautify a neighborhood and itself function as marketing tool inviting motorists to try public transit.
- *Poetry and Art on the Bus Program* – in cooperation with Centennial High and Corona High, CCTS continues to conduct poetry and art contest inviting students to submit original poetry and artwork to be displayed on the interior of Cruiser buses. Selected poems and artwork are rotated each month. The program works as an outreach effort and marketing campaign at high schools while providing a creative outlet for students. Cruiser patrons are rewarded with expressive, introspective, and entertaining poems to read and artwork to ponder during their time on the bus. This program was canceled during FY 2020/21 due

to COVID-19. While this program was expected to continue during FY 22/23, competing priorities has made it difficult restart this program. .

- **Free Fare Program** – During FY 2021/22, staff implemented a free fare program for the entire system starting February 21, 2022 and ending June 30, 2022. CCTS is using prior year's Low Carbon Transit Operations Program fund allocation for the free fare program. LCTOP authorized to continue using the funds for free fares, therefore, the program was reinstated on September 1, 2022 and expect the funds last through September 30, 2023. Staff saw a significant increase in ridership. Therefore, CCTS plans to establish an on-going reduced and free fare program. Offering various free fare programs allows the riders to experience the service with little to no cost to them with the intent the rider will continue to use the service. CCTS submitted an allocation request FY 2022/23 LCTOP funds for the following fare subsidy program to start 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 general public on Corona Cruiser.

**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**

A decrease in public transit ridership was expected to continue across the nation for FY 2020/21 due to the impacts of COVID-19 pandemic. CCTS projected a five (5) percent decrease from FY 2019/20 to 2020/21, however the actual decrease in ridership was over 40 percent based on data collected through the third quarter FY 2020/21. In FY 2021/22, ridership increased by 32 percent compared to the previous due to various factors including availability of COVID-19 vaccines, reopening of California per Governor Gavin Newson, and the free fare program. Therefore, CCTS

had projected a 13 percent increase for FY 2022/23, but this projection is expect to surpass by additional 16 percent with total yearend projected rider increase by 29 percent compared to FY 2021/22

For FY 2023/24, CCTS is projecting an increase in ridership based on data for 3<sup>rd</sup> quarter FY 2022/23. CCTS expects this trend to continue. CCTS staff will utilize marketing efforts outlined in section 3.2 as an effort to increase ridership. Further, CCTS will utilize the study mentioned in section 1.9 and ongoing surveys to assess the need for service improvements including service frequency, connectivity, span of service and on-time performance. CCTS will continue to explore options that address service attributes to attract new ridership while retaining the existing riders.

### **3.4 PROPOSED FARE STRUCTURE CHANGES**

Historically, CCTS followed RTA's fare structure. However, CCTS fares have fallen out of line with their structure and have not been increased for over a decade. Therefore, fares are under analysis under the Comprehensive Operations Analysis (COA). It is anticipated a fare increase will be recommended as part of the adoption of the service recommendations. The following fare increase is being proposed:

<b>FARES</b>	<b>RTA</b>	<b>Corona (Existing)</b>	<b>Corona (Proposed)</b>
Fixed Route (General Public One-Ride)	\$1.75	\$1.50	<b>\$1.75</b>
DAR	\$3.50	\$2.50	<b>\$3.50</b>
Microtransit	--	--	<b>\$1.75</b>

Riders will be allowed to continue paying the current fares for the first 2 years by subsidizing the difference using AB2766 subvention funds and Low Carbon Transit Operations Program Funds.

### **3.5 CAPITAL IMPROVEMENT PLANNING**

#### ***Bus Stop Improvements***

CCTS provides and maintains benches, shelters, signage, and trash receptacles at bus stops. Installation of transit amenities along bus routes are based on numerous factors including the

number of passengers boardings at stops along the routes. CCTS plans to continue on-going improvements to bus stops which includes 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.
- Install newly purchased lights and push buttons for greater visibility in lowly lit areas.
- Redesign signage.

Currently, bus stop improvements are on an as needed basis. 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

An assessment of each location was conducted through the COA process. It was determined that 82% of the stops fall in the Tier 2 category of which 23% fall in 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 minimum, CCTS intends to have Tier 2 bus stop amenities (with lighting in locations that are dimly lit). Once the list of new stops are developed, determination will be made for Tier 3 and Landmark locations.



### ***Intelligent Transportation System (ITS)***

This system is for the purpose of ensuring customers are receiving the highest quality information on time as well as ensuring that CCTS is operating at optimal efficiency. ITS will include components such as: Computer Aided Dispatching; Automatic Vehicle Location; Automated Annunciators and Reader Boards to meet ADA Requirement; Relay real-time transit information; Automated Passenger Counter; and an Advance Fare Payment System. Customers are demanding enhanced information on a more immediate basis. Additionally, reporting requirements add increased pressure to provide more accurate and detailed information in order to monitor the systems performance. Upgrading our existing systems and installation of new technologies will ensure that customers are receiving the highest quality information on time, as well as ensuring that CCTS is operating at optimal efficiency. The use of ITS technologies contributes to enhanced customer service, improved productivity and to the overall fiscal responsibility of the transit system. CCTS plans to release the solicitation for an ITS.

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 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, cost may be higher. A solicitation for ITS services is scheduled to be released end of FY 2023/24. Completion of this project is anticipated in FY 2025/26.

### ***Purchase ADA Accessible Van***

To provide additional transit options, purchase of an ADA accessible van to support the current DAR program to transport fewer passengers (or one wheelchair). This will allow the usage of a smaller vehicle for situations when a larger vehicle is not warranted. With the use of a smaller vehicle, it may lead to improved efficiency and an overall improved experience, i.e., punctuality, cost efficiency, comfort, etc. In addition, these vehicles will be used for the proposed microtransit service.

### ***Canopy/Roof Structure for Bus Parking Area***

Purchase and install canopies over the bus parking stalls at the City's Corporation Yard to protect and prolong the life of the buses and the associated equipment. CCTS will explore options for canopies equipped with solar panels which will provide shade for the buses while simultaneously generate renewable energy.

### ***Digital Land Mobile Radio System***

The existing radio communication system is nearing its life-expectancy. Purchase and install a new digital land mobile radio communications system.

### *Route Development Bus Purchase*

Route development buses are needed to operate more frequent services and/or additional bus route(s). The details of this need is currently under analysis under the COA. Based on the results of the analysis, recommendations and financial factors, additional buses for the fixed route, Corona Cruiser, program may be needed. The purchase of any needed buses will go through the California Association for Coordinated Transportation/Morongo Basin Transit Authority (CalACT/MBTA) Cooperative Purchasing Schedule (Cooperative). The Cooperative was developed in accordance with the Local Government Purchasing Schedule, as defined by 49 Code of Federal Regulations (CFR) §18.36, wherein the FTA extends to states and local governments the authority to make arrangements with multiple vendors to provide options for goods or services at established prices.

The estimated cost for this project depends on the recommendations of the COA and is unknown at this time.

### *Replacement Buses*

Purchase replacement cutaway buses for Dial-A-Ride service. The purchase of these buses will go through the California Association for Coordinated Transportation/Morongo Basin Transit Authority (CalACT/MBTA) Cooperative Purchasing Schedule (Cooperative)

Replacement of two (2) 2012 buses - CCTS put into service ten Type C buses in 2012. Of the ten buses, eight were replaced with 2017 buses and two were kept as service increased. These two buses need replacing as they are showing more signs of wear and tear. These 2012 buses have exceeded their useful life of five years and 150k miles.

Replacement of eleven (11) 2017 buses – CCTS put into service eleven cutaway buses in 2018. These buses have a useful life of five years or a minimum of 150k miles, whichever comes first. These buses will reach their useful life in July 2023.

Zero Emissions Buss Conversion – By 2040, all transit providers are mandated to convert its entire fleet to electric vehicles. Staff will continue their efforts towards full compliance.

## **TABLE 3 – CCTS FY 2023/24 HIGHLIGHTS**

### **Operations**

- Plan for implementation of financially feasible recommendations from the Comprehensive Operational Analysis
- Improve Fixed Route Service
  - Adjust Corona Cruiser bus schedule to reflect actual trip times.
  - Establish a Reduced and Free Fare Program
  - Increase Ridership
- Improve Dial-A-Ride Services
  - Review feasibility of establishing an ADA Subscription Services Policy
- Work with the City's contract transportation operator to improve:
  - Operations of Corona Cruiser and Dial-A-Ride service;
  - Bus maintenance and cleanliness/maintenance of bus stops; and
  - Monitoring and verifying contractor performance.
  - Improve On-Time Performance
- 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.
- Continue with triannual vehicle inspection of the buses to ensure state of good repair

### **Capital Projects**

- Intelligent Transportation System
- Bus Stop Improvement Project
- Purchase of ADA Accessible Van
- Digital Mobile Land Communication System
- Canopy/roof structure for Bus Parking Area
- Replacement Buses

## Chapter 4 – Financial Planning

### 4.1 OPERATING AND CAPITAL BUDGET FOR FY 23/24

#### *Operating Budget*

To continue to provide Corona Cruiser fixed route and Dial-A-Ride service, CCTS is proposing an operating budget of \$3.39 million for FY 2023/24, representing a 14 percent increase (\$415,245) over the current year FY 2022/23 planned budget. The operating budget as depicted in the table on the following page is distributed among the following four categories:

- Salaries and Benefits: expenses includes wages, fringe benefits (pension, medical, worker's compensation) and OPEB expenses for post-employment benefits. This expense accounts for 5 percent of the budget.
- Materials, Marketing and Utilities: expenses accounting for 3 percent of the budget includes printing and publications, advertising, Routematch Dispatching software, utilities, office supplies, minor office equipment, translation services and administrative/ITS support services. The 3.4 percent increase in this category is due to increased annual costs for Routematch software.
- Fuel: expenses to accounting for 7 percent of the total expense. The 23 percent increase in this line item is from 1) increased per gallon rate charged by Southern California Gas (SoGal Gas), and 2) increased DAR service.
- Contract Services: constitutes the largest component of the budget at 85 percent. These expenses represent purchased transportation services for Dial-A-Ride and Corona Cruiser. In addition, this line item also reflects costs for a Vehicle Maintenance Oversight/inspection service and consulting services for project management.

Operating costs for services are expected to increase to pay for revenue hour rate compensation pursuant to the awarded contract with MV Transportation. Under the contract, the City is required to compensate MV using the variable rate (higher per revenue hour cost) to recompense for the decrease in revenue hours.

### *Budget by Category and Mode*

Category	Mode	FY 2022/23 SRTP	FY 2023/24 Plan	Variance	
				\$	%
Salaries & Benefits					
	Dial-A-Ride	\$ 108,000	\$ 72,023	\$ (35,977)	-33.3%
	Fixed Route	\$ 110,000	\$ 112,230	\$ 2,230	2.0%
	Subtotal	\$ 218,000	\$ 184,253	\$ (33,747)	-15.5%
Materials, Marketing and Utilities					
	Dial-A-Ride	\$ 46,844	\$ 49,396	\$ 2,552	5.4%
	Fixed Route	\$ 36,394	\$ 36,746	\$ 352	1.0%
	Subtotal	\$ 83,238	\$ 86,142	\$ 2,904	3.5%
Fuel					
	Dial-A-Ride	\$ 75,000	\$ 108,240	\$ 33,240	44.3%
	Fixed Route	\$ 110,000	\$ 119,100	\$ 9,100	8.3%
	Subtotal	\$ 185,000	\$ 227,340	\$ 42,340	22.9%
Contracted Services					
	Dial-A-Ride	\$ 1,330,144	\$ 1,605,259	\$ 275,115	20.7%
	Fixed Route	\$ 1,158,664	\$ 1,287,297	\$ 128,633	11.1%
	Subtotal	\$ 2,488,808	\$ 2,892,556	\$ 403,748	16.2%
Total					
	Dial-A-Ride	\$ 1,559,988	\$ 1,834,918	\$ 274,930	17.6%
	Fixed Route	\$ 1,415,058	\$ 1,555,373	\$ 140,315	9.9%
	Total	\$ 2,975,046	\$ 3,390,291	\$ 415,245	14.0%

For FY 2023/24, 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 and revenues generated by passenger fares, bus shelter advertising, and local funds.

### *Capital Budget*

CCTS is requesting capitals funds for replacement of the 2017 Dial-A-Ride buses and additional funding for the 2012 Dial-A-Ride buses. Funds previously requested for the 2012 buses is not sufficient to new pricing schedule per CalACTMBTA.. Requested FTA 5307, 5339 and STA funds for these two projects. In addition, staff will utilize funding from prior approved SRTP projects for capital projects planned for FY 2023/24. See section 4.4 for list of open projects.

# TABLE 4 – SUMMARY OF FUNDS REQUESTED FOR FY 2023/24



**Table 4.0 - Summary of Funding Requests - FY 2023/24**  
City of Corona  
Original

Operating															
Project	Total Amount of Funds	5307 RS [1]	5307 RS OB	5339 RS	5339 RS OB	AB 2766	FARE [2]	LCTOP OB	LCTOP PUC99313	LCTOP PUC99314	LTF	OTHR LCL	SGR PUC99313	SGR PUC99314	SGR-OB PUC99313
Corona Cruiser Operating	\$1,555,372	\$762,542				\$7,000	\$15,350	\$35,000	\$52,248	\$7,202	\$597,540	\$37,000			\$10,200
Corona Dial-A-Ride Operating Assistance	\$1,834,918	\$881,568					\$0	\$19,500	\$80,400		\$842,340	\$12,000			\$19,110
<b>Sub-total Operating</b>	<b>\$3,390,290</b>	<b>\$1,624,210</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,000</b>	<b>\$15,350</b>	<b>\$55,500</b>	<b>\$162,648</b>	<b>\$7,202</b>	<b>\$1,439,880</b>	<b>\$49,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$29,310</b>
Capital															
Project	Total Amount of Funds	5307 RS [1]	5307 RS OB	5339 RS	5339 RS OB	AB 2766	FARE [2]	LCTOP OB	LCTOP PUC99313	LCTOP PUC99314	LTF	OTHR LCL	SGR PUC99313	SGR PUC99314	SGR-OB PUC99313
21-3 Intelligent Transportation System - 21-3	\$-345,000				\$-54,700										\$-280,300
22-1 Intelligent Transportation System - 22-1	\$-405,000		\$-324,000												\$-81,000
Bus Stop Improvements - 24-3	\$661,644												\$145,469	\$4,531	\$511,644
Intelligent Transportation System (ITS) 19-01 - 24-4	\$1,300,000		\$724,000		\$104,700										\$471,300
Intelligent Transportation System (ITS) 20-01 - 25-01	\$-50,000				\$-40,000										\$-10,000
Passenger shelter fabrication, site improvement, installation 17 - 17-02	\$-511,644														\$-511,644
Purchase Two Corona Cruiser Route Development Buses 15-03 - 15-03	\$-70,281														\$-70,281
Replacement of 2012 Buses - 24-1	\$205,456			\$205,456											\$205,456
Replacement of 2017 Buses - 24-2	\$2,763,000	\$1,468,400	\$760,000												\$1,300,000
Route Development Buses 19-02 - 19-02	\$-945,000		\$-760,000												\$-185,000
<b>Sub-total Capital</b>	<b>\$2,823,175</b>	<b>\$1,468,400</b>	<b>\$400,000</b>	<b>\$205,456</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$145,469</b>	<b>\$4,531</b>	<b>\$0</b>
<b>Total Operating &amp; Capital</b>	<b>\$6,013,465</b>	<b>\$3,092,610</b>	<b>\$400,000</b>	<b>\$205,456</b>	<b>\$0</b>	<b>\$7,000</b>	<b>\$15,350</b>	<b>\$55,500</b>	<b>\$162,648</b>	<b>\$7,202</b>	<b>\$1,439,880</b>	<b>\$49,000</b>	<b>\$145,469</b>	<b>\$4,531</b>	<b>\$29,310</b>
<b>FY 2023/24 Projected Funding Details</b>															
Total Estimated Operating Funding Request	\$3,390,290														



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**TABLE 4A – CAPITAL PROJECT JUSTIFICATION**





## FY 2023/24 SRTP

City of Corona

### Table 4.0 A - Capital Project Justification

Original

Project Number: 24-1

FTIP No: RIV210606

Project Name: Replacement of 2012 Buses

Category: Bus

Sub-Category: Replacement

Fuel Type: CNG

Project Description: Purchase two (2) replacement Compressed Natural Gas (CNG) cutaway buses for Dial-a-Ride service.

Project Justification: These buses were put into service in 2012. In 2018, CCTS purchased eleven new buses to replace the one purchased in 2012, however two of the buses were kept as these buses are also used for fixed route service on an as needed basis. These remaining two buses are showing signs of wear and tear and need replacing as these buses have exceed their useful life of five years.

Project Schedule:

Start Date	Completion Date
December 2021	June 2023

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
5339 RS	FY 2023/24	\$205,456
Total		\$205,456

**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
		22-2	New Project
		22-2	



## FY 2023/24 SRTP

City of Corona

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

Project Number: 24-2

FTIP No: Not Assigned - New Project

Project Name: Replacement of 2017 Buses

Category: Bus

Sub-Category: Replacement

Fuel Type: CNG

Project Description: Purchase eleven (11) replacement Compressed Natural Gas buses for Dial-A-Ride Service

Project Justification: 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 of 2023.

Project Schedule:

Start Date	Completion Date
July 2022	December 2023

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
5307 RS	FY 2023/24	\$1,466,400
5307 RS OB	FY 2023/24	\$760,000
STA - OB	FY 2023/24	\$255,281
STA PUC99313	FY 2023/24	\$266,307
STA PUC99314	FY 2023/24	\$35,012
Total		\$2,783,000

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

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		23-1	New Project



## FY 2023/24 SRTP

### City of Corona

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

**Project Number:** 24-3

**FTIP No:** Not Assigned - New Project

**Project Name:** Bus Stop Improvements

**Category:** Buildings and Facilities

**Sub-Category:** Rehabilitation/Improvement

**Fuel Type:** N/A

**Project Description:** The Corona Cruiser serves 185 bus stops along two routes – the Red and Blue Lines. This project will provide funding to improve ADA accessibility, maintain bus stop furniture and equipment in a proper and safe manner and provide funding to place additional stops as demand warrants. This transit enhancement project will entail the purchase and installation of new and/or replacement bus stop amenities to improve accessibility and/or removing barriers to accessibility. Project funding will enable the purchase of bus stop shelters, benches, solar lighting, bus stop signage, trash receptacles and bus stop post mounted lights. This project is a multi-year/on-going activity.

**Project Justification:** Bus stop shelters provide patrons with shelter during inclement weather and shaded respite from the sun. Shelters also provide lighting for convenience and enhanced passenger safety.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2023/24	\$145,469
SGR PUC99314	FY 2023/24	\$4,531
STA - OB	FY 2023/24	\$511,644
Total		\$661,644

**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



## FY 2023/24 SRTP

City of Corona

### Table 4.0 A - Capital Project Justification

Original

**Project Number:** 24-4

**FTIP No:** RIV190603

**Project Name:** Intelligent Transportation System (ITS) 19-01

**Category:** Communication and ITS

**Sub-Category:** Systems

**Fuel Type:** N/A

**Project Description:** Purchase and install an Intelligent Transportation System that will support the following GPS based components: 1) Automatic Vehicle Location (AVL); 2) Automated Vehicle Annunciator System (AVAS); 3) Computer Aided Dispatching (CAD) and; 4) Automated Passenger Count (APC). The system will improve performance monitoring, and reporting capabilities, and improve service quality and bus efficiency. In addition, include an advanced fare payment system which will provide customers with convenience for paying fares and will improve bus efficiency by simplifying fare collection for the operators.

**Project Justification:** The ITS is necessary as an effort to ensure customers are receiving the highest quality information on time as well as ensuring that CCTS is operating at optimal efficiency.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
5307 RS OB	FY 2023/24	\$724,000
5339 RS OB	FY 2023/24	\$104,700
STA - OB	FY 2023/24	\$471,300
Total		\$1,300,000

**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
		19-01	

**TABLE 4B – FAREBOX REVENUE CALCULATION**  
**(Consistent with Riverside County Transportation Commission Farebox Recovery Policy)**

Farebox Recovery Ratio Revenues	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23 YE Est.	FY 2023/24 Est*
Passenger Fares	\$212,953	\$51,370	\$130,707	\$31,970	\$15,350
Interest Income	\$0	\$0	\$0	\$0	\$0
General Fund Contribution	\$76,849	\$0	\$0	\$0	\$0
Measure A	\$0	\$0	\$0	\$0	\$0
Passenger Shelter Advertising Revenue	\$6,161	\$8,000	\$9,854	\$8,041	\$9,000
Gain on Sale of Capital Assets	\$0	\$0	\$0	\$0	\$0
CNG Revenues	\$0	\$0	\$0	\$0	\$0
Lease / Other Revenue	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$134,807	\$144,874	\$211,844
LCTOP	\$0	\$0	\$74,325	\$195,685	\$225,350
Investment Income	\$0	\$0	-\$49,165	\$0	\$0
Fare Revenues from Exempt Routes	\$0	\$0	\$0	\$0	\$0
Other Revenues*	\$98,447	\$22,136	\$31,269	\$49,820	\$47,000
Total Farebox Revenues	\$394,410	\$81,506	\$331,797	\$430,390	\$508,544
Total Operating Expense	\$2,309,461	\$1,901,148	\$2,157,427	\$2,716,220	\$3,390,291
Farebox Recovery Ratio**	17%	4%	15%	16%	15%

\*Includes Corona Medical Regional Center contribution, AB2766 Fare subsidy and contractor penalties.

\*\* Farebox recover ratio requirement is based on a system-wide blended rate of 15% (10% for DAR Specialized Service and 20% for Corona Cruiser fixed route service. Utilizing FTA funds for farebox recovery.

## **4.2 FUNDING PLANS TO SUPPORT PLANNED OPERATING AND CAPITAL PROGRAM (FY24 & FY25)**

### ***Operating Program***

CCTS funding plan to support FY 2024/25 and FY 2025/26 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 funding gap in order to meet the farebox recovery ratio, and other local funds.

### ***Capital Program***

Capital program funds supporting FY 2024/25 and FY2025/26 will include FTA sections 5307 & 5339, State Transit Assistance (STA) and State of Good Repair for prior approved projects and current request.

## TABLE 4.1 – SUMMARY OF FUNDS REQUESTED FOR FY 2024/25



**Table 4.1 - Summary of Funding Requests - FY 2024/25**

City of Corona

Original

Operating															
Project	Total Amount of Funds	\$307 RS	AB 2766	FARE	GF REV	LCTOP PUC99313	LTF	OTHR LCL	SGR-OB PUC99313						
Corona Cruiser Operating	\$1,914,370	\$826,390	\$10,000	\$144,120	\$163,130	\$143,120	\$580,320	\$37,000	\$10,290						
Corona Dial-A-Ride Operating	\$1,765,549	\$838,404		\$134,000	\$31,755		\$742,280		\$19,110						
<b>Sub-total Operating</b>	<b>\$3,679,919</b>	<b>\$1,664,794</b>	<b>\$10,000</b>	<b>\$278,120</b>	<b>\$194,885</b>	<b>\$143,120</b>	<b>\$1,322,600</b>	<b>\$37,000</b>	<b>\$29,400</b>						
Capital															
Project	Total Amount of Funds	\$307 RS	AB 2766	FARE	GF REV	LCTOP PUC99313	LTF	OTHR LCL	SGR-OB PUC99313						
<b>No Capital Projects</b>															
<b>Total Operating &amp; Capital</b>	<b>\$3,679,919</b>	<b>\$1,664,794</b>	<b>\$10,000</b>	<b>\$278,120</b>	<b>\$194,885</b>	<b>\$143,120</b>	<b>\$1,322,600</b>	<b>\$37,000</b>	<b>\$29,400</b>						
<b>FY 2024/25 Projected Funding Details</b>															
\$307 RS	\$1,664,794														
AB 2766	\$10,000														
FARE	\$278,120														
GF REV	\$194,885														
LCTOP PUC99313	\$143,120														
LTF	\$1,322,600														
OTHR LCL	\$37,000														
SGR-OB PUC99313	\$29,400														
Total Estimated Operating Funding Request	\$3,679,919														
<b>Total Funding Request</b>	<b>\$3,679,919</b>														

## TABLE 4.2 – SUMMARY OF FUNDS REQUESTED FOR FY 2024/25



Table 4.2 - Summary of Funding Requests - FY 2025/26

City of Corona  
Original

Operating													
Project	Total Amount of Funds	5307 RS	AB 2766	FARE	GF REV	LCTOP PUC99313	LTF	OTHR LCL	SGR PUC99313	SGR-OB PUC99313			
Corona Cruiser Operating	\$1,976,388	\$835,918	\$15,000	\$172,740	\$136,190	\$171,740	\$597,510	\$37,000		\$10,290			
Corona Dial-A-Ride Operating	\$2,046,857	\$825,457		\$160,790	\$15,820	\$160,790	\$852,890	\$12,000	\$19,110				
<b>Sub-total Operating</b>	<b>\$4,023,245</b>	<b>\$1,661,375</b>	<b>\$15,000</b>	<b>\$333,530</b>	<b>\$152,010</b>	<b>\$332,530</b>	<b>\$1,450,400</b>	<b>\$49,000</b>	<b>\$19,110</b>	<b>\$10,290</b>			
Capital													
Project	Total Amount of Funds	5307 RS	AB 2766	FARE	GF REV	LCTOP PUC99313	LTF	OTHR LCL	SGR PUC99313	SGR-OB PUC99313			
<b>No Capital Projects</b>													
<b>Total Operating &amp; Capital</b>	<b>\$4,023,245</b>	<b>\$1,661,375</b>	<b>\$15,000</b>	<b>\$333,530</b>	<b>\$152,010</b>	<b>\$332,530</b>	<b>\$1,450,400</b>	<b>\$49,000</b>	<b>\$19,110</b>	<b>\$10,290</b>			
FY 2025/26 Projected Funding Details													
5307 RS	\$1,661,375												
AB 2766	\$15,000												
FARE	\$333,530												
GF REV	\$152,010												
LCTOP PUC99313	\$332,530												
LTF	\$1,450,400												
OTHR LCL	\$49,000												
SGR PUC99313	\$19,110												
SGR-OB PUC99313	\$10,290												
Total Estimated Operating Funding Request	\$4,023,245												
<b>Total Funding Request</b>	<b>\$4,023,245</b>												



## **4.3 REGULATORY AND COMPLIANCE REQUIREMENTS**

### ***Half Fare During Non-Peak Hours***

According to federal statute, transit operators must allow 1) elderly persons, 2) persons with disabilities, and 3) Medicare card holders to ride fixed route service during off-peak hours for a fare that is not more than one-half the base fare charged to other persons during peak hours. The base fare for Cruiser service is \$1.50 during peak and non-peak hours. The fare for an elderly person (60+), a person with disabilities, and Medicare cardholders is \$0.70 throughout the service day.

### ***Americans with Disabilities Act (ADA)***

The Americans with Disability Act requires that complementary paratransit service be available to ADA certified persons during the same hours and days of operation available to fixed route passengers. Complementary paratransit service must be provided within  $\frac{3}{4}$  of a mile corridor from each side of a fixed route. CCTS operates Dial-A-Ride service that extends beyond the  $\frac{3}{4}$  mile corridor to the city limits, into the county areas of Coronita, El Cerrito, and Home Gardens, as well as satellite locations in the City of Norco (Department of Motor Vehicles, Department of Public Social Services and Norco College). ADA certified passengers receive priority. As such, CCTS maintains zero denials for ADA certified passengers.

Provision of Service - ADA complementary paratransit must be provided to an ADA eligible individual, including those with temporary eligibility, a Personal Care Attendant (PCA) if necessary, and one other individual accompanying the ADA-eligible individual, if requested. Additional companions may be provided service, if space is available. Service also must be provided to visitors. Any visitor who presents ADA eligibility documentation from another jurisdiction must be provided service.

Type of Service –ADA specifies “origin to destination” service. In certain instances, this might require service beyond strict curb-to-curb. Door-to-door assistance for ADA certified passengers is available upon request. Door-to-door service is available when:

- Drivers can see the bus at all times;
- The outermost door is within 150 feet from the bus;
- Driver safety and security is maintained; and
- Where a safe parking area is available.

Fares – The ADA complementary paratransit fare cannot exceed twice the fare for a trip of similar length, at a similar time of day, on the fixed route system and no fares may be charged for PCAs accompanying an ADA certified passenger. ADA certified individuals are charged \$2.50 per trip

which is less than twice the fare for a trip on the fixe route Cruiser (\$1.50 x 2 = \$3.00). A companion is charged \$2.50 per trip as well.

### *Disadvantaged Business Enterprise*

Pursuant to Federal Regulation 49 CFR Part 26 - Disadvantaged Business Enterprise (DBE); all public agencies receiving U.S. Department of Transportation (USDOT) funds, that anticipate awarding \$250,000 or more in USDOT-assisted contracts, must establish a three-year (3) overall DBE goal for potential contracting opportunities for certified Suppliers.

CCTS will continue using federal section FTA 5307 funds for future projects including the use of these funds for operating and capital projects. The City submitted its' updated DBE program and DBE triennial goal and methodology on September 17, 2020. The DBE goal & methodology is for federal Fiscal Years 2021-2023 (October 1, 2020 through September 30, 2023). The City received concurrence on the 2021-2023 Triennial DBE Goal on May 3, 2021 and concurrence on the updated DBE Program on June 16, 2021. The next Triennial DBE Goal is due on August 1, 2023.

### *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](mailto: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 (2021-2023) on September 17, 2020, which received concurrence on May 17, 2022. The next Title VI program update is due on June 1, 2023. Staff expects to go to Council for adoption of the updated Title VI program for 2024-2026 in May 2023.

### *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 which includes processes and procedures for implementing the Safety Management Systems (SMS). The documented SMS ensures 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 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 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

<b>TDA Triennial Performance Audit Period Covering FY 2018/19 through FY 2020/21</b>	
<b>Audit Recommendations</b>	<b>Action / Remedy</b>
	<p>This recommendation is being carried forward from the prior audit.</p> <p>Subscription service is a convenience offered to ADA paratransit passengers who take the same trip on a regular basis, as it reduces the need to make repeated calls for each ride. Many agencies have subscription service trips (i.e., having a standing reservation scheduled) that make up a portion of their trip requests. Subscription service trips generally are trips that a patron makes multiple times per month, often multiple times per week, and have a specific origin and destination that do not change. Most often, these types of trips are for employment, medical, and/or educational purposes. These trips can be prescheduled, thus reducing the burden on the scheduler/dispatcher and call intake system.</p> <p>ADA subscription service is generally on a space-available basis, and scheduled on a first-come, first-served basis for a given time period (e.g., 14 or 30 days of subscription service). Federal ADA law permits the use of subscription service as long as it does not absorb more than 50 percent of the available trips at a given time of day, and does not result in next-day ADA trip denials. Subscription service is discretionary and not mandated under ADA, which allows the City to investigate its feasibility through a demonstration period to determine whether additional scheduling efficiencies through the new scheduling software can be made, as well as whether there is some reduced staff and cost burden from the number of calls for reservations.</p> <p><b>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.</b></p>
<b>Continue process of implementing ADA subscription services on Dial-A-Ride</b>	
<b>Include additional locally generated revenue in the farebox recovery.</b>	<p>During the audit period, Corona adopted a blended farebox recovery standard of 15 percent. The revenues in the farebox ratio are composed primarily of passenger fares, City supplemental support revenues, and air district subsidies. New state legislation (SB 508) reinforces current RCTC practice of allowing other locally generated revenues in the farebox ratio. These other revenues could include advertising generated by the transit system, bus wraps on the vehicles, and other local contributions from the City to the transit program. Corona allows advertising space on its bus shelters and has expressed interest in allowing advertising on board its vehicles. The City currently does not have an advertising policy but has expressed interest in developing one. However, staffing and budgetary constraints make it difficult to pursue. Nevertheless, given the farebox recovery trends, the City should pursue this measure to incorporate other locally generated revenue in its farebox recovery.</p>

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 of 2017-2020 was completed in April 2020. The final report was received June 8, 2021. There were no deficiencies found. The City was able to successfully comply with all 21 areas covered in the review process.

### *National Transit Database*

The National Transit Database (NTD) approved CCTS' request to submit transit financial and performance data through a Small Systems Waiver starting in report year 2011; the waiver is available to transit providers operating 30 or fewer buses. The submission date for Report Year 2022 was October 30, 2022. CCTS staff provided responses and clarification to NTD reviewers following the initial review. The 2022 annual NTD report is pending closeout.

### *Alternative Fueled Vehicles (RCTC Policy)*

The Riverside County Transportation Commission (RCTC) encourages all Riverside County transit operators to transition from diesel-powered transit buses to alternative fuel buses. Compressed Natural Gas (CNG) and liquefied natural gas (LNG) are recognized as preferred options. CCTS operates using CNG-powered buses.

## **4.4 OPEN PROJECTS**

CCTS has twelve (12) prior SRTP approved projects open. The table on the following page reflects these open projects. See Section 3.5 regarding detailed information about each of the projects listed.

Project Name	S RTP 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					\$ 950,000	\$ 950,000
	24-2					\$ 1,767,719	\$ 1,767,719
	Amount Available for Route Development Buses:						\$ 2,788,000
Bus Stop Improvements	17-2	24-3	4	1	on going	\$ 600,000	\$ 511,644
	21-2					\$ 50,646	\$ 50,646
						\$ 99,354	\$ 99,354
	Amount Available for Bus Stop Improvements:						\$ 661,644
Intellegent Transportation System (ITS)	19-01	24-4	3	1	Dec-24	\$ 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-24	\$ 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	Jun-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-24	\$ 306,330	\$ 306,330
	24-1					\$ 205,456	\$ 205,456
	Amount Available for DLMR:						\$ 511,786
TOTAL AMOUNT AVAILABLE FROM ALL PROJECTS:							\$ 5,595,534

#### 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



**PALO VERDE VALLEY TRANSIT AGENCY  
PVVTA  
SHORT RANGE TRANSIT PLAN  
FY 2023/24 – FY 2024/25**



**FINAL**

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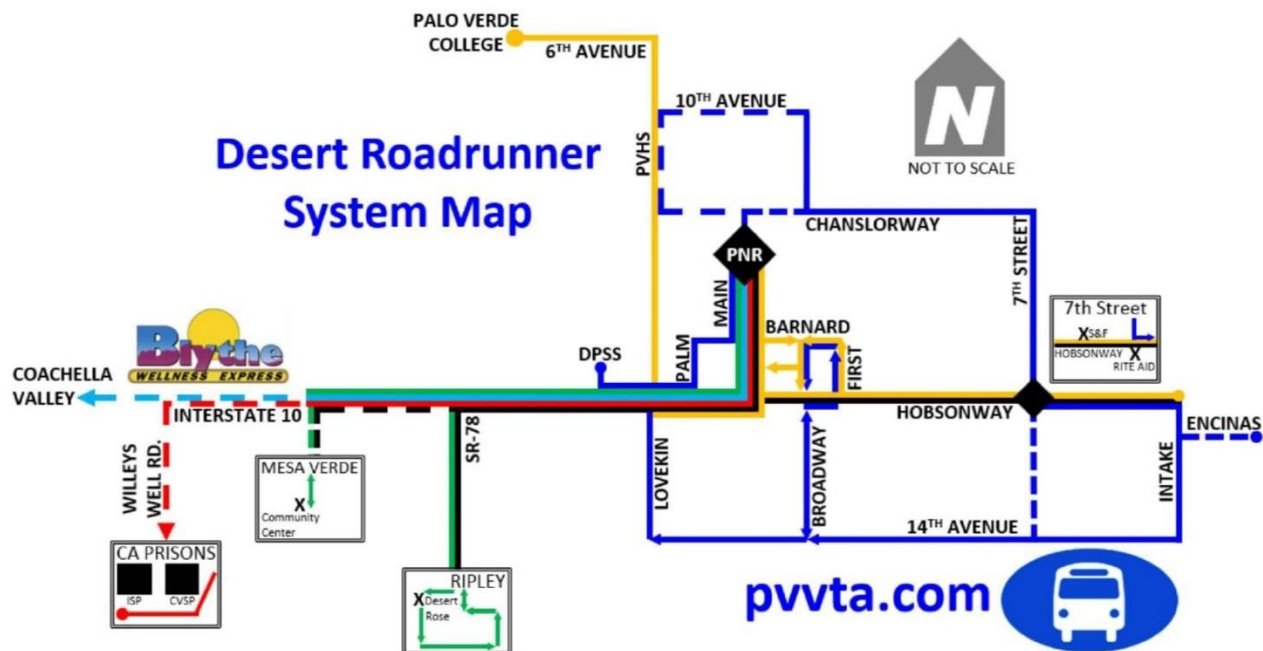
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## 1.1 System Description

The Palo Verde Valley Transit Agency (PVVTA) provides many transit options to serve senior citizens, persons with disabilities, and the general public. PVVTA services are known to the general public under the marketing name “Desert Roadrunner”. PVVTA provides 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 Para-transit is also provided after hours on the Fixed Routes through route deviation requests. The routes can deviate up to  $\frac{3}{4}$  of a mile away from the actual mapped routes. Hours of operation for the Fixed Route system are Monday through Friday from 5:00 am to 6:45 pm, and 8:00 am to 12 noon on Saturdays and limited holidays. PVVTA operates a non-emergency medical service to Coachella Valley called the Blythe Wellness Express (BWE).



## 1.2 Area Profile

Geographically, the Palo Verde Valley is located approximately 170 miles east of Riverside along Interstate 10 at the Colorado River. The service area is primarily based within the City of Blythe, and the unincorporated Riverside County areas of Mesa Verde and Ripley. Also, part of the greater area is the California State prison facilities of Ironwood and Chuckawalla, approximately 20 miles west of the valley along Interstate 10. Also, PVVTA provides premier service to and from Coachella Valley. The Valley boasts a modest 16,000 residents, with 23% of the population within the K-12 age range. The makeup of the population is 56% Hispanic, 53%

White, 7% African American and 4% Asian and native American. based on U.S. Census Bureau, 2011-2015 American Community Survey at provided by the City of Blythe, Ethnicity is >100% as Bureau counts some individuals more than one ethnicity.

### 1.3 Service Description

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

TABLE 1 - INDIVIDUAL ROUTE DESCRIPTIONS

LINE	ROUTE DESCRIPTION	AREAS/SITES SERVICED
<b>FIXED ROUTE:</b>		
Blue Route 1	Provides riders access to many civic locations within the City of Blythe. Blue Route 1 operates deviated service in a clockwise loop type of route providing a 60 minute frequency with one bus five days a week. Blue Route 1 operates from 6:25 am to 5:40 pm Monday through Friday.	Destinations on Blue Route 1 include: City Hall, Big K-Mart, Palo Verde Hospital, Employment Development Department, Palo Verde Unified School District, California Highway Patrol, DMV, Albertsons, Rite-Aid, Senior Nutrition Program, etc.
Gold Route 2	Provides riders access between the City of Blythe & Palo Verde College. Gold Route 2 operates on a two way route providing a 60 minute frequency with one bus, five days a week. Gold Route 2 operates from 6:45 am to 4:30 pm and up to 6:40 pm upon request, Monday through Friday	Destinations on Gold Route 2 include: Blythe City Hall, Big K-Mart, Albertsons, Colorado River Fair, Blythe Recreation Center, Palo Verde Hospital, Palo Verde Valley District Library, Employment Development Department, etc.
Red Route 3	Provides premium commuter service between City of Blythe and the California State Prisons. Red Route 3 serves four Park-N-Ride lots, travels down Hobsonway to Mesa Drive then travels via I-10 to the prisons. This route operates Monday through Friday from 5:15 am to 5:00 pm.	This route serves four Park-N-Ride lots, travels down Hobsonway to Mesa Drive, then travels to the State Prisons, via Interstate 10. Connections to all other deviated fixed routes can be made at various locations within Blythe at two major transfer points.
Green Route 4	Green Route 4 provides deviated fixed route service between Blythe, Ripley, and Mesa Verde. Ehrenberg Arizona, upon request only via Xtend-A-Ride. This route operates six (6) round trips from 6:30 am to 6:55 pm, Monday through Friday.	This route will service four Park-N-Ride lots, travels down Hobsonway to SR78 then South to Ripley and West to Mesa Verde via I-10. Connections to all other deviated fixed routes can be made at various locations within Blythe at two major transfer points.
Silver Route 5	The Silver Route 5 provides system-wide deviated fixed route service within the City of Blythe, Ripley, Mesa Verde and selected trips to Ehrenberg, Arizona. This route serves all major trip generating areas within the system on 90-minute headways. Operates from 8:00 am to 12:10 pm.	This route will service the City of Blythe, Ripley, Mesa Verde and selected trips to Ehrenberg, Arizona and will operate on Saturdays and on service holidays only.
Blythe Wellness Express (BWE)	The Blythe Wellness Express fixed route will provide service fixed-route/point deviation service between the City of Blythe and medical facilities in the Coachella Valley. This service includes one morning trip leaving the Main Street Park-and-Ride in Blythe, with a return trip in the afternoon. This fixed route service will run three days a week, leaving the Park-n-Ride on Main Street at 6:30 am and returning to Blythe at 4:00 pm.	This route will provide services to Desert Center, for pick up and drop off of passengers, with a rest stop at Chiriaco Summit. Continue to Sunline Division 2, Indio, John F Kennedy Memorial Hospital, Indio, Westfield Palm Desert, Eisenhower Medical Center, Rancho Mirage and Desert Regional Medical Center in Palm Springs. The service will run 3 days a week.

#### 1.4 Description of Ridership, Revenue Miles, Revenue hours

Blue Route 1 City of Blythe Circulator; deviated fixed route, approximately 2500 revenue miles / 240 revenue hours monthly, 1600 in ridership respectfully.

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

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

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

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

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

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

## 1.5 Fare Structure

PVVTAs fare structure is sensitive to the local economy while attempting to maintain the mandated 10 percent Farebox Recovery Ratio. The schedule includes full fare and discounted ride tickets. PVVTA's fare schedule increased by six percent (6%), effective FY19. In the upcoming fiscal year, staff will analyze the farebox recovery ratio and fare structure to determine if any further fare change is necessary.

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

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

## 1.6 Fleet Schedule

PVVTA has an average fleet age of 3.5 years old, where revenue vehicles have a life span between 5 up to 7 years. Presented is the fleet inventory with specific characteristics.



**Table 1.1 - Fleet Inventory**  
FY 2023/24 Short Range Transit Plan  
Palo Verde Valley Transit Agency

Bus (Motorbus) / Purchased Transportation											
							# of Active Vehicles FY 2022/ 23	# of Contingency Vehicles FY 2022/23	Life to Date Vehicle Miles Prior Year End FY 2021/22	Life to Date Vehicle Miles through March FY 2022/23	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2022/23
Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code					
2014	CMD		18	1		GA	1		97,295	99,771	99,771
2019	DTD		8	1		GA	1		35,705	52,445	52,445
2013	FRD		26	1		CN	1		126,962	133,004	133,004
2016	FRD		18	1		GA	1		166,330	172,374	172,374
2018	FRD		18	1		GA	1		131,323	149,147	149,147
2019	FRD		18	1		GA	1		115,688	141,393	141,393
2019	FRD		14	1		CN	1		37,430	40,813	40,813
2019	FRD		16	1		CN	1		28,343	50,187	50,187
Totals:			136	8			8		739,076	839,134	104,892

## 1.7 System Amenities

PVVTA continues to improve the Operations Center and the Main Street Park N Ride (PNR). This facility allows users the comfort of a “one stop” shop for all their transportation needs. Over the last few years, Low Carbon Transit Operations Program funds are being used to improve the PNR lot to improve passenger safety and comfort. Most recently, PVVTA continues to use State of Good Repair (SGR) grant funds to improve the facility’s maintenance areas and bus storage.

The Blythe CNG Station has proven to be a great resource to local and regional fuel needs for Compressed Natural Gas. In March 2022, the PVVTA 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, PVVTA and the City of Blythe partnered and has been successful in obtaining a \$2,912,980 Clean California grant to Beautify Blythe. Projects under this grant award for transit are more improvements for the Main Street PNR, creation of an outdoor public engagement area, improvements to 26 bus stop locations that would add ADA accessibility, Bus Stop Shelters and beautification for transit right of way. A public restroom is also set for construction as part of this grant effort.



## **1.8 Network Cooperation**

PVVTA actively coordinates service with Quartzsite Transit (QTS) who operates the Camel Express providing one fixed route in the PVVTA Service Area. QTS provides service from Quartzsite Arizona three times a week and connects with the PVVTA system at the DPSS Transfer Center. QTS and PVVTA meet on occasion to address any operational issues and to provide joint training exercises to staff. These exercises include emergency training, operations and administration support development.

Active coordination with Sunline was achieved for the success with the Blythe Wellness Express (BWE). Sunline provides operational emergency support for the BWE when the bus operates in the Sunline services area. During a potential incident, Sunline seamlessly assisted with bringing the BWE service back to normal and safe. With the 100+ mile one-way trip, the BWE requires extra support to ensure the most safe, comfortable and reliable service for the riders from the Palo Verde Valley.

PVVTA is a member of CalACT a statewide, non-profit organization that has represented the interests of small, rural, and specialized transportation providers since 1984. Membership is comprised of individuals and agencies from diverse facets of transportation, including operators of small and large systems, planning and government agencies, social service agencies, suppliers and consultants. PVVTA participates actively with CalACT members and has been part of conference panels promoting concerns of extremely rural transit operators. Other member agencies frequently interact with PVVTA on regional and State issues facing public transit.

## **1.9 Reference Listing**

PVVTA has not conducted a formal operational study since the early 2000's. An updated Comprehensive Operational Analysis (COA) project was undertaken and an operations contractor was awarded at the start of the second quarter of FY2023.

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

## 2.1 Key Performance Indicators

PVFTA uses key performance indicators set by RCTC to plan and monitor services. PVFTA does not have any specific measures beyond the presented targets. RCTC as the Regional Transportation Planning Agency (RTPA) provides oversight of performance metrics outlined in TDA. With recent legislative changes, Table 2.0 below does not accurately reflect all of the necessary changes.



**Table 2.0 -- Service Provider Performance Targets Report**

FY 2023/24 Short Range Transit Plan Review  
Palo Verde Valley Transit Agency

Data Elements	FY 2023/24 Plan	FY 2023/24 Target	FY 2023/24 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	37,999			
Passenger Miles	682,538			
Total Actual Vehicle Revenue Hours	6,194.0			
Total Actual Vehicle Revenue Miles	141,523.0			
Total Actual Vehicle Miles	161,940.0			
Total Operating Expenses	\$1,826,523			
Total Passenger Fare Revenue	\$44,799			
Net Operating Expenses	\$1,781,724			
<b>Performance Indicators</b>				
<b>Mandatory:</b>				
1. Farebox Recovery Ratio	8.63%	>= 10.00%		
<b>Discretionary:</b>				
1. Operating Cost Per Revenue Hour	\$294.89	<= \$40.78		
2. Subsidy Per Passenger	\$46.89	>= \$14.42 and <= \$19.52		
3. Subsidy Per Passenger Mile	\$2.61	>= \$1.03 and <= \$1.39		
4. Subsidy Per Hour	\$287.65	>= \$28.97 and <= \$39.19		
5. Subsidy Per Mile	\$12.59	>= \$3.50 and <= \$4.74		
6. Passengers Per Revenue Hour	6.13	>= 1.71 and <= 2.31		
7. Passengers Per Revenue Mile	0.27	>= 0.20 and <= 0.28		
<b>Note:</b> Must meet at least 4 out of 7 Discretionary Performance Indicators				
<b>Productivity Performance Summary:</b>				
<b>Service Provider Comments:</b>				





## 2.2 Performance Reporting

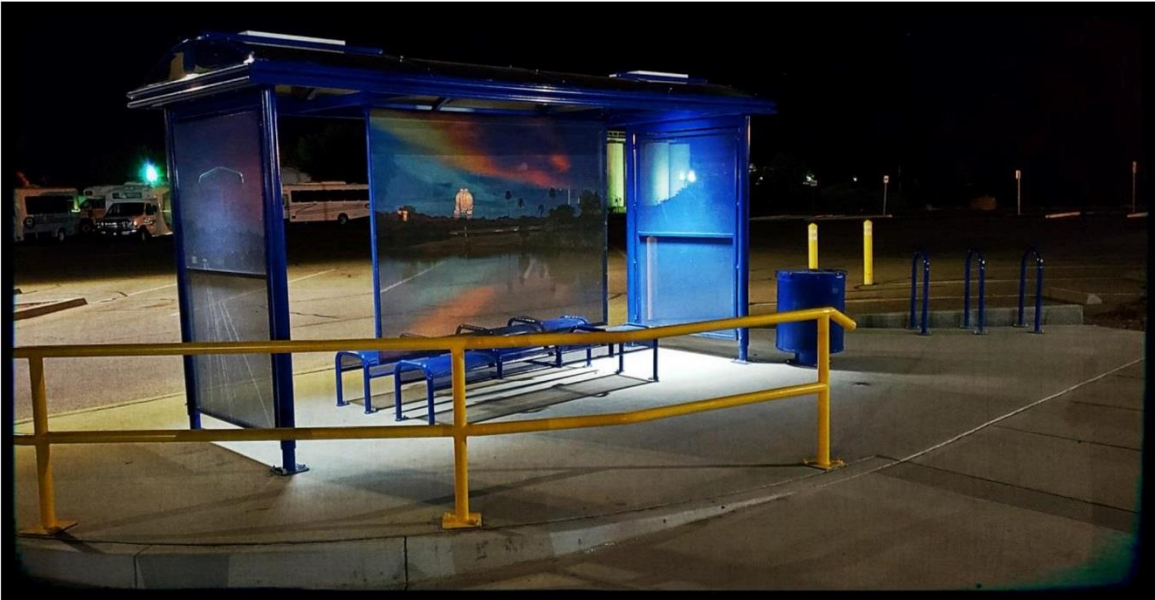
As to normal performance from past fiscal years, trends show a consistent flat trend over the last two normal fiscal years. Although costs have risen, the actual operating performance and ridership stays approximately stagnant based on all contributing factors. COVID-19 has affected the transit system quite drastically to the tune of an 80% decrease in ridership as of March 2020 but this impact has been noticeably withdrawing. Transit ridership for FY22/23 has nearly double the amounts reported in the previous year and is reaching pre-Covid levels.



**FY 2023/24 - Table 2.1 -- SRTP Performance Report**  
*Service Provider: Palo Verde Valley Transit Agency*  
 All Routes

Performance Indicators	FY 2021/22 End of Year Actual	FY 2022/23 3rd Quarter Year-to-Date	FY 2023/24 Plan	FY 2023/24 Target	Plan Performance Scorecard (a)
Passengers	21,404	31,482	37,999	None	
Passenger Miles	299,656	440,748	682,538	None	
Revenue Hours	5,535.6	15,677.6	6,194.0	None	
Total Hours	6,929.6	7,940.8	8,376.0	None	
Revenue Miles	135,540.0	129,628.0	141,523.0	None	
Total Miles	159,619.0	151,921.6	161,940.0	None	
Operating Costs	\$1,453,794	\$590,801	\$1,826,523	None	
Passenger Revenue	\$25,204	\$56,505	\$44,799	None	
Measure-A Revenue				None	
LCTOP Revenue			\$112,853	None	
Operating Subsidy	\$1,428,590	\$534,296	\$1,781,724	None	
Operating Costs Per Revenue Hour	\$262.63	\$37.68	\$294.89	<= \$40.78	Fails to Meet Target
Operating Cost Per Revenue Mile	\$10.73	\$4.56	\$12.91	None	
Operating Costs Per Passenger	\$67.92	\$18.77	\$48.07	None	
Farebox Recovery Ratio	1.73%	9.56%	8.63%	>= 0.1	Fails to Meet Target
Subsidy Per Passenger	\$66.74	\$16.97	\$46.89	>= \$14.42 and <= \$19.52	Fails to Meet Target
Subsidy Per Passenger Mile	\$4.77	\$1.21	\$2.61	>= \$1.03 and <= \$1.39	Fails to Meet Target
Subsidy Per Revenue Hour	\$258.08	\$34.08	\$287.65	>= \$28.97 and <= \$39.19	Fails to Meet Target
Subsidy Per Revenue Mile	\$10.54	\$4.12	\$12.59	>= \$3.50 and <= \$4.74	Fails to Meet Target
Passengers Per Revenue Hour	3.87	2.01	6.13	>= 1.71 and <= 2.31	Better Than Target
Passengers Per Revenue Mile	0.16	0.24	0.27	>= 0.20 and <= 0.28	Meets Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2023/24 Plan to the FY 2023/24 Primary Target.



## 2.3 Service Summary. Table 2.2 & 2.2A

In analysis of the data and planning costs for operating service has gone up consistently over the last few years. In fiscal year 2019/20 PVVTA started on a track to use Federal 5311 funds to offset these growing costs. The service area demographics show a steady reduction in population which directly affects ridership. Miles and hours have been reduced to fine tune operations where such costs have increased. PVVTA must work to maximize services with the challenges such as population decrease, cost increase such as wages and operating costs.



**Table 2.2 -- Palo Verde Valley Transit Agency -- SRTP Service Summary**  
FY 2023/24 Short Range Transit Plan  
All Routes

	FY 2020/21 Audited	FY 2021/22 Audited	FY 2022/23 Plan	FY 2022/23 3rd Qtr Actual	FY 2023/24 Plan
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	5	6	6	6	6
<b>Financial Data</b>					
Total Operating Expenses	\$1,217,303	\$1,453,794	\$1,264,724	\$590,801	\$1,826,523
Total Passenger Fare Revenue	\$111,375	\$25,204	\$154,592	\$56,505	\$157,652
Net Operating Expenses (Subsidies)	\$1,105,928	\$1,428,590	\$1,180,132	\$534,296	\$1,781,724
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	17,892	21,404	21,110	31,482	37,999
Passenger Miles	250,488	299,656	408,208	440,748	682,538
Total Actual Vehicle Revenue Hours (a)	5,032.2	5,535.6	8,199.0	15,677.6	6,194.0
Total Actual Vehicle Revenue Miles (b)	121,463.0	135,540.0	199,687.0	129,628.0	141,523.0
Total Actual Vehicle Miles	140,862.0	159,619.0	235,494.0	151,921.6	161,940.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$241.90	\$262.63	\$154.25	\$37.68	\$294.89
Farebox Recovery Ratio	9.15%	1.73%	12.22%	9.56%	8.63%
Subsidy per Passenger	\$61.81	\$66.74	\$55.90	\$16.97	\$46.89
Subsidy per Passenger Mile	\$4.42	\$4.77	\$2.89	\$1.21	\$2.61
Subsidy per Revenue Hour (a)	\$219.77	\$258.08	\$143.94	\$34.08	\$287.65
Subsidy per Revenue Mile (b)	\$9.11	\$10.54	\$5.91	\$4.12	\$12.59
Passenger per Revenue Hour (a)	3.6	3.9	2.6	2.0	6.1
Passenger per Revenue Mile (b)	0.15	0.16	0.11	0.24	0.27

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

**Table 2.2 -- Palo Verde Valley Transit Agency -- SRTP Service Summary**  
FY 2023/24 Short Range Transit Plan  
Non-Excluded Routes

	FY 2020/21 Audited	FY 2021/22 Audited	FY 2022/23 Plan	FY 2022/23 3rd Qtr Actual	FY 2023/24 Plan
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	4	5	6	5	6
<b>Financial Data</b>					
Total Operating Expenses	\$577,357	\$753,329	\$1,264,724	\$358,739	\$1,826,523
Total Passenger Fare Revenue	\$59,014	\$15,581	\$154,592	\$37,427	\$157,652
Net Operating Expenses (Subsidies)	\$518,344	\$737,748	\$1,180,132	\$321,312	\$1,781,724
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	7,191	10,961	21,110	19,512	37,999
Passenger Miles	100,674	153,454	408,208	273,168	682,538
Total Actual Vehicle Revenue Hours (a)	2,401.2	2,893.6	8,199.0	13,021.6	6,194.0
Total Actual Vehicle Revenue Miles (b)	81,182.0	96,260.0	199,687.0	100,213.5	141,523.0
Total Actual Vehicle Miles	99,848.0	119,565.0	235,494.0	121,059.6	161,940.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$240.45	\$260.35	\$154.25	\$27.55	\$294.89
Farebox Recovery Ratio	10.22%	2.07%	12.22%	10.43%	8.63%
Subsidy per Passenger	\$72.08	\$67.31	\$55.90	\$16.47	\$46.89
Subsidy per Passenger Mile	\$5.15	\$4.81	\$2.89	\$1.18	\$2.61
Subsidy per Revenue Hour (a)	\$215.87	\$254.96	\$143.94	\$24.68	\$287.65
Subsidy per Revenue Mile (b)	\$6.39	\$7.66	\$5.91	\$3.21	\$12.59
Passenger per Revenue Hour (a)	3.0	3.8	2.6	1.5	6.1
Passenger per Revenue Mile (b)	0.09	0.11	0.11	0.19	0.27

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



**Table 2.3 - SRTP Route Statistics**  
Palo Verde Valley Transit Agency -- 5  
FY 2023/24  
All Routes

Data Elements												
Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Measure-A Revenue	LCTOP Revenue
PVTA-1	Weekday	1	15,371	215,194	2,293	2,558	28,727	30,488	\$650,768	\$15,338		\$38,187
PVTA-2	Weekday	1	4,167	50,338	1,404	1,505	25,794	25,963	\$464,439	\$6,443		\$13,837
PVTA-3	Weekday	1	9,750	136,500	559	1,553	20,832	35,728	\$175,407	\$4,452		\$11,716
PVTA-4	Weekday	1	7,042	98,588	1,129	1,665	33,756	33,972	\$301,823	\$10,236		\$28,499
PVTA-5	Saturday	1	1,057	14,798	212	262	4,680	4,992	\$43,465	\$1,636		\$4,032
PVTA-BWE	Weekday	1	612	159,120	597	833	27,534	30,797	\$190,622	\$6,694		\$16,582
		6	37,999	682,538	6,194	8,376	141,523	161,940	\$1,826,523	\$44,799		\$112,853

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



**Table 2.3 - SRTP Route Statistics**  
Palo Verde Valley Transit Agency -- 5  
FY 2023/24  
All Routes

Performance Indicators												
Route #	Day Type	Net Subsidy	Operating Cost Per Revenue Mile	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
PVTA-1	Weekday	\$635,430	\$283.81	\$22.65	\$42.34	8.22%	\$41.34	\$2.95	\$277.12	\$22.12	6.70	0.54
PVTA-2	Weekday	\$457,996	\$320.80	\$18.01	\$111.46	4.36%	\$109.91	\$7.85	\$226.21	\$17.76	2.97	0.16
PVTA-3	Weekday	\$170,955	\$133.79	\$8.42	\$17.99	9.21%	\$17.53	\$1.25	\$305.82	\$8.21	17.44	0.47
PVTA-4	Weekday	\$291,587	\$267.34	\$8.94	\$42.86	12.83%	\$41.41	\$2.96	\$258.27	\$8.64	6.24	0.21
PVTA-5	Saturday	\$41,828	\$205.02	\$8.91	\$41.12	13.04%	\$39.57	\$2.83	\$157.30	\$8.57	4.99	0.22
PVTA-BWE	Weekday	\$183,928	\$319.30	\$6.92	\$311.47	12.21%	\$300.54	\$1.16	\$308.09	\$6.68	1.03	0.02
		\$1,781,724	\$294.89	\$12.91	\$48.07	8.53%	\$46.89	\$2.61	\$287.65	\$12.59	6.13	0.27

Currently, the Agency has been recovering from COVID-19 a world pandemic on all aspects of the transit and the community, especially financially. This document was created as the pandemic has slowed, so it is anticipated that this plan as well as our economy will continue to recover and adapt in the upcoming years.

## 2.5 Productivity Improvement

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

Trip generators such as the Palo Verde College have more vacation periods which directly impacts transit performance. When such designations are not operating service is reduced to maintain cost control but a baseline number of employees must be maintained. Efforts have been made to have College directly contribute to transit service due to such impact.

Red Route 3 has continued to show a decline in service due to the expanded vanpool options and reduction in staff at the Prison facilities. PVVTA continues to engage Prison staff to promote and market services to employees. Our free ride promotion that was implemented in FY 2022 has established many new riders who were unfamiliar to this service and have maintained passengers after the free fares were discontinued.

Over the last few year, PVVTA has been working with both city and county planning departments to include conditions for transit usage on all major projects in the area. With those conditions PVVTA is also carefully planning the implementation or addition of services in the affected project areas.

PVVTA continues to see improvement on performance goals with the BWE. The Blythe Wellness Express (BWE) utilizes a shuttle bus to the Coachella Valley for medical trips, the TRIP program for medical trips further into Western Riverside County. Taking aspects of local medical needs, community partnerships and the overwhelming need to link Eastern Riverside County; the BWE continues to be a vital program for residents of the Palo Verde Valley. Planning for the BWE includes expanding the scope of rides and marketing towards a larger population for civic and social service trips. Discussions are underway to establish a 5-day offering of services in the near future.

For Blue Route 1 local service for the City of Blythe, plans are to expand service by five hours daily bringing 30-minute headways for riders during the peak periods of the day for this route. These efforts would allow riders to make trips to multiple trip generators for shopping and medical purposes fast throughout the day.

## 2.6 Trip Generators

This is a listing of the major trip generators throughout the PVVTA system:

Albertsons Market	Smart & Final Market	Palo Verde College
Rite Aid Pharmacy	Burtons Trailer Park	Desert Rose Apartments
Riverside County DPSS	Blythe Post Acute	Palo Verde Hospital
Casa Encinas	EZ-Mart West	Blythe Post Office
Dollar Tree	Villa Monterey	Union Bank
Blythe City Hall	Roy Wilson Community Center	

## 2.7 Service Changes

PVVTA Blue Route 1 – will continue to run the existing route and maintain a mid-day schedule on 30-minute headways between the hours of 9 am and 3 pm daily.

PVVTA Gold Route 2 – will continue to run the existing route and schedule with no changes.

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

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

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

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

PVVTA will continue to operate XTend-A-Ride service which is a demand responsive micro transit service that addresses special areas in time where community require general public transit service that may not be available on the fixed route system.

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

All changes are contingent on COVID-19 protocols by the CDC, County and State Health officials.



### **3.1 Planned Service Changes FY 25-26**

PVVTA Blue Route 1 – will continue increased frequency of 30 minutes in core areas between the hours of 9 am and 3 pm daily.

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

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

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

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

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

PVVTA will continue to operate XTend-A-Ride service which is a demand responsive micro transit service that addresses special areas in time where community require general public transit service that may not be available on the fixed route system. Partnership with rideshare modes are possible in the coming fiscal years.

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

All changes are contingent on COVID-19 protocols by the CDC, County and State Health officials.



### 3.2 Marketing Plans, Studies, and Promotion

The following community engagement activities as well as marketing efforts will be utilized to promote ridership growth in FY 2024/25.

1. Continuation of the marketing program, which includes brochures, flyers, advertisements in local newspapers, community transit fairs, participation in community events, and promotional materials.
2. Continuation of public outreach program, which includes meetings with schools, employers, senior service programs, persons with disabilities programs, social service agencies, the general public, city departments, and other organizations that benefit from public transportation in the Palo Verde Valley.
3. Continuing the Mobility Training program to teach the public about mass transit including those with disabilities.
4. Continue to offer information on Rideshare programs available to residents and visitors of the Palo Verde Valley.
5. Continue to foster new partnerships with Palo Verde College Association of Student Governments, and new businesses coming to the city through the Shop, Save and Get Home Free Program.
6. Continue to work with marketing consultants to improve the Blythe Wellness Express and the Agency website [pvvta.com](http://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

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

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

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

Over the last two years, PVVTA has been working with both city and county planning departments to include conditions for transit usage on all major projects in the area. With those conditions PVVTA is also carefully planning the implementation or addition of services in the affected project areas.

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

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

### **3.4 Proposed Fare Structure**

Currently there are no proposed fare rate increases until passenger fares are analyzed in FY 2024. PVVTA is addressing opportunities to reintroduce free or reduced fares for passengers in this upcoming FY.

### **3.5 Capital Improvement Plan**

PVVTA plans to continue to replace rolling stock as buses reach their useful life of five years. The plan is to replace one gas bus in FY 2024, one electric bus in FY 2025, and two in 2026. The average cost of the buses that PVVTA utilize is approximately \$150,000 conventional and \$250,000 EV and as long as funds are available, we will continue to replace each vehicle once they have reached their useful life. This will allow PVVTA to continue to provide a reliable transit service with minimal to no down time in between implementation.

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

### **3.6 Long Term Plans**

PVVTA is in need of a modern and all-encompassing maintenance facility which includes infrastructure for electric and alternative fueled vehicles. In a management goal to complete such a project by 2024; PVVTA is working with our funding partners to identify the best financial stream to pool funds together to bring such project to fruition. This facility would include state of the art work stations, LEED compliancy and an interactive public space to hold meeting and training. PVVTA anticipates the implementation of information and communications technologies by FY 2024. This will include a cloud-hosted system in our revenue vehicles known operated by GMV Innovating Solutions. This system will provide real-time passenger information as well as GPS and MDT for our revenue vehicles as well as GPS for our support vehicles. Passengers should be able to track buses on their route through their cellular phones and even give them the ability to predict the arrival of a revenue vehicle to its designated pickup location.

In 2026, PVVTA will start down the path of having electric drive revenue vehicles. The plan is to start with a demo model then once a clear path emerges then ramp up procurements to bring in more EV buses online. Currently, PVVTA has applied for the VW Mitigation funds and has requested a E450 converted electric unit. Agency staff believes that factory supported

equipment and standardized chassis is the best way to enter this technology. Also, PVVTA has applied for a ZEB bus with 5311 Capital funds.

#### 4.1 Operating and Capital Budget FY 23-24 Table 4, 4A & 4B

Presented is the operating and capital budget based on the best estimates provided by RCTC, Caltrans and FTA. PVVTA utilizes Transit Development Act funding in both the; Local Transportation Fund (LTF) and State Transit Assistance (STA). Other State funding includes Low Carbon Transit Operations Program (LCTOP) funds and Caltrans State of Good Repair (SGR) funds. Rounding out the funds is FTA 5311 rural funds administered by Caltrans as well. The funding requests and planning are typical and normal as past fiscal years.





Table 4.0 - Summary of Funding Requests - FY 2023/24  
Palo Verde Valley Transit Agency  
Original

Operating											
Project	Total Amount of Funds	5311	5311 ABPA	AB 2765	FARE	LCTOP PUC38313	LCTOP PUC38314	LTF	OTHR LCL	SGR PUC38313	SGR PUC38314
1 - OPERATING ASSISTANCE	\$1,071,254				\$57,120			\$935,559	\$48,575		
2 - OPERATING ASSISTANCE (BWE)	\$165,851				\$12,506			\$136,355			
3 - Low Carbon Transit Operations Program (LCTO P)	\$110,000			\$20,000		\$97,032	\$2,968				
5 - OPERATING ASSISTANCE (5311 FUND0)	\$278,309	\$278,309									
6 - Operating Assistance (5311 ABPA Funding)	\$207,259		\$207,259								
<b>Sub-total Operating</b>	<b>\$1,526,523</b>	<b>\$278,309</b>	<b>\$207,259</b>	<b>\$20,000</b>	<b>\$69,526</b>	<b>\$97,032</b>	<b>\$2,968</b>	<b>\$1,072,454</b>	<b>\$48,575</b>	<b>\$0</b>	<b>\$0</b>
Capital											
Project	Total Amount of Funds	5311	5311 ABPA	AB 2765	FARE	LCTOP PUC38313	LCTOP PUC38314	LTF	OTHR LCL	SGR PUC38313	SGR PUC38314
Bonding Project - FY 24-3	\$40,000										
Bus Stop Amenities - FY 24-5	\$10,000										
CNG Replacement Bus - FY 24-1	\$220,000										\$16,329
Electric Forklift Project - FY 24-4	\$20,000										\$20,000
Integration of PSEC Radio - FY 24-9	\$5,000										\$5,000
Replace Bus Transmission - FY 24-8	\$6,000										\$6,000
SGR Maintenance Capitalization - FY 24-6	\$60,000									\$58,133	\$1,867
Technology Upgrades - FY 24-2	\$20,000										\$20,000
<b>Sub-total Capital</b>	<b>\$383,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$58,133</b>	<b>\$1,867</b>
<b>Total Operating &amp; Capital</b>	<b>\$2,209,523</b>	<b>\$278,309</b>	<b>\$207,259</b>	<b>\$20,000</b>	<b>\$69,526</b>	<b>\$97,032</b>	<b>\$2,968</b>	<b>\$1,072,454</b>	<b>\$48,575</b>	<b>\$58,133</b>	<b>\$1,867</b>
										<b>\$0</b>	<b>\$0</b>
										<b>\$306,671</b>	<b>\$16,329</b>
FY 2023/24 Projected Funding Details											
5311	\$278,309										
5311 ABPA	\$207,259										
AB 2765	\$20,000										
FARE	\$69,526										
LCTOP PUC38313	\$97,032										
LCTOP PUC38314	\$2,968										
LTF	\$1,072,454										
OTHR LCL	\$48,575										
Total Estimated Operating Funding Request	\$1,526,523										
SGR PUC38313	\$58,133										
SGR PUC38314	\$1,867										
STA - OB	\$0										
STA PUC38313	\$306,671										
STA PUC38314	\$16,329										
Total Estimated Capital Funding Request	\$383,000										
<b>Total Funding Request</b>	<b>\$2,209,523</b>										





**FY 2023/24 SRTP**  
**Palo Verde Valley Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** FY 24-1

**FTIP No:** Not Assigned - New Project

**Project Name:** CNG Replacement Bus

**Category:** Bus

**Sub-Category:** Replacement

**Fuel Type:** CNG

**Project Description:** PVVTA is looking to purchase and replace one (1) CNG bus with seating capacity of 16 passengers/2 wheelchairs.

**Project Justification:** PVVTA has several buses that have either met their useful life or are very inoperable and need to be replaced in order to continue to provide reliable fixed route service to the community.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2023/24	\$203,671
STA PUC99314	FY 2023/24	\$16,329
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 2023/24 SRTP**  
**Palo Verde Valley Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** FY 24-2

**FTIP No:** Not Assigned - New Project

**Project Name:** Technology Upgrades

**Category:** Communication and ITS

**Sub-Category:** Upgrade

**Fuel Type:** N/A

**Project Description:** Upgrade software and equipment.

**Project Justification:** PVVTA needs to upgrade equipment and accounting 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 (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2023/24	\$20,000
Total		\$20,000

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

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



**FY 2023/24 SRTP**  
**Palo Verde Valley Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** FY 24-3

**FTIP No:** Not Assigned - New Project

**Project Name:** Branding Project

**Category:** Planning/Feasibility

**Sub-Category:** Modification

**Fuel Type:** N/A

**Project Description:** Rebrand the design and image of PVVTA.

**Project Justification:** PVVTA has maintained transit services in the community for decades and is looking to market with different imagery to establish itself for the future of transit.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2023/24	\$40,000
Total		\$40,000

**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 2023/24 SRTP**  
**Palo Verde Valley Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** FY 24-4

**FTIP No:** Not Assigned - New Project

**Project Name:** Electric Forklift Project

**Category:** Vehicle Systems and Equipment

**Sub-Category:** Expansion

**Fuel Type:** Electric

**Project Description:** PVVTA needs a forklift to have the ability to relocate inventory/equipment in the maintenance facility.

**Project Justification:** Most of the equipment inside of the maintenance facility is too dense for maintenance staff to manually lift and relocate, but a forklift removes that issue and allows staff to prepare before more intense weather arrives .

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2023/24	\$20,000
Total		\$20,000

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

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



**FY 2023/24 SRTP**  
**Palo Verde Valley Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** FY 24-5

**ETIP No:** Not Assigned - New Project

**Project Name:** SGR Maintenance Climatization

**Category:** Buildings and Facilities

**Sub-Category:** Rehabilitation/Improvement

**Fuel Type:** N/A

**Project Description:** Facility improvements at PVVTA Operations Center and CNG Fueling Station.

**Project Justification:** PVVTA needs to rehabilitate the security gate, fencing, and camera system at the CNG Station in order to continue to maintain reliable security at the station. A shade structure needs to be installed CNG Station in order to protect the existing pumps and equipment from sun exposure. The shade structure will prolong the life of the equipment. Improvements such as rain gutters also need to be installed on the existing shade canopies at the Operations Center.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2023/24	\$58,133
SGR PUC99314	FY 2023/24	\$1,867
Total		\$60,000

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

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



**FY 2023/24 SRTP**  
**Palo Verde Valley Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** FY 24-6

**FTIP No:** Not Assigned - New Project

**Project Name:** Bus Stop Amenities.

**Category:** Bus Stop and Amenities

**Sub-Category:** Rehabilitation/Improvement

**Fuel Type:** N/A

**Project Description:** Purchase bus benches and shelters to be placed at bus stop locations in the valley.

**Project Justification:** This project has been an ongoing project but halted for a few years due to limited resources. PVVTA would like to continue with the purchase of bus shelters, benches and where necessary construction of concrete pads for the shelters and benches. The summer weather in Blythe is extremely hot and bus shelters would benefit passengers waiting for the bus by giving them a place to wait, out of the direct hot sun.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2023/24	\$10,000
Total		\$10,000

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

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		20-05	



PALO VERDE VALLEY TRANSIT AGENCY  
SHORT RANGE TRANSIT PLAN  
FY2021/2022 - FY2023/24

<b>Table 4B - Fare Revenue Calculation</b> (consistent with Commission Farebox Recovery Policy)			
Revenue Sources Included in Farebox Calculation	Actual Amount from FY2021/22 Audit	FY2022/23 (Estimate)	FY 2023/24 (Plan)
1. Passenger Fares	44,835	84,592	44,799
2. Interest	41	27	
3. General Fund Supplement	-		
4. Measure A	-		
5. Advertising Revenue	-		
6. Gain on Sale of Capital Assets	-		
7. CNG Revenue	47,403	26,972	-
8. Lease/ Other Revenue	-		
9. Federal Excise Tax Refund	-		
10. Investment Income	-		
11. CalPers CERBT	-		
12. Fare Revenues from Exempt Routes	(20,463)	(17,460)	(53,525)
13. Other Revenues	20,314	17,452	112,853
<b>TOTAL REVENUE</b> for Farebox Calculation (1-13)	92,130	111,583	104,127
<b>TOTAL OPERATING EXPENSES</b> for Farebox Calculation	866,417	1,264,724	1,175,755
<b>FAREBOX RECOVERY RATIO</b>	10.63%	8.82%	8.86%

Other Revenues Include:

T.R.I.P. Revenue	\$	500
Special Services	\$	100
Misc. Revenues	\$	50
MDAQMD Operating Funds	\$	20,000
LCTOP (Operating)	\$	70,000
	<u>\$</u>	<u>90,650</u>

## **4.2 Funding Plan Table 4.1 & 4.2**

The FY 2025 operating and capital budget is presented below. A modest increase of five percent is reflected in the operating budget for this fiscal year. PVVTA will look to purchase a ZEB fixed route bus to start towards electrification.





Table 4.1 - Summary of Funding Requests - FY 2024/25  
Palo Verde Valley Transit Agency  
Original

Operating									
Project	Total Amount of Funds	0311	FARE	LCTOP PUC09313	LTF	SGR PUC09314	STA PUC09313	STA PUC09314	
1- OPERATING ASSISTANCE	\$1,343,751	\$392,225	\$91,476		\$960,534	\$1,697	\$233,108	\$14,571	
3- LCTOP FREE RIDES PROGRAM	\$197,034			\$197,034					
5- OPERATING ASSISTANCE (5311 FUNDS)	\$284,698	\$284,698							
Sub-Total Operating	\$1,825,483	\$576,923	\$91,476	\$197,034	\$960,534	\$1,697	\$233,108	\$14,571	
Capital									
Project	Total Amount of Funds	0311	FARE	LCTOP PUC09313	LTF	SGR PUC09314	STA PUC09313	STA PUC09314	
SGR Maintenance Classification - FY 20-1	\$1,038					\$1,038			
Sub-Total Capital	\$1,038	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total Operating & Capital	\$1,826,521	\$576,923	\$91,476	\$197,034	\$960,534	\$3,005	\$233,108	\$14,571	
FY 2024/25 Projected Funding Details:									
0311	\$576,923								
FARE	\$91,476								
LCTOP PUC09313	\$197,034								
LTF	\$960,534								
SGR PUC09314	\$1,038								
STA PUC09313	\$233,108								
STA PUC09314	\$14,571								
Total Demand Operating Funding Request	\$1,825,483								
SGR PUC09314	\$1,038								
Total Estimated Capital Funding Request	\$1,038								
Total Funding Request	\$1,826,521								



The FY 2025 operating and capital budget is presented below. A modest increase of five percent is reflected in the operating budget for this fiscal year. PVVTA will look to purchase a fixed route bus and a support vehicle to replace those which have met their useful life.



Table 4.2 - Summary of Funding Requests - FY 2025/26  
Palo Verde Valley Transit Agency  
Original

Operating										
Project	Total Amount of Funds	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	OTHER LCL	STA PUC99313			
1- OPERATING ASSISTANCE	\$56,050	\$56,050			\$56,050					
2- OPERATING ASSISTANCE (FARE)	\$108,315				\$108,315					
3- LCTOP PREVIOUS PROGRAM	\$97,034		\$97,034							
3- Low Carbon Transit Operations Program (LCTO P)	\$2,666			\$2,666						
Sub-Total Operating	\$1,084,079	\$96,050	\$97,034	\$2,666	\$544,475	\$53,554	\$0			
Capital										
Project	Total Amount of Funds	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	OTHER LCL	STA PUC99313			
Bus Stop Amenities - 25-2	\$10,000	\$0	\$0	\$0	\$0		\$10,000			
Sub-Total Capital	\$10,000	\$0	\$0	\$0	\$0		\$10,000			
Total Operating & Capital	\$1,104,079	\$96,050	\$97,034	\$2,666	\$544,475	\$53,554	\$10,000			
FY 2025/26 Projected Funding Details										
FARE	\$96,050									
LCTOP PUC99313	\$97,034									
LCTOP PUC99314	\$2,666									
LTF	\$544,475									
OTHER LCL	\$53,554									
Total Estimated Operating Funding Request	\$1,084,079									
STA PUC99313	\$10,000									
Total Estimated Capital Funding Request	\$10,000									
Total Funding Request	\$1,104,079									



#### 4.3 Regulatory and Compliance Requirements. Table 4.3

### PALO VERDE VALLEY TRANSIT AGENCY SHORT RANGE TRANSIT PLAN FY2022/2023 - FY 2024/2025

**TABLE 4.3–TDA TRIENNIAL**

<b>Audit Recommendation (Covering FY2018/2019 – FY2020/2021)</b>	<b>Action(s) Taken And Results</b>
Consult and collaborate with peer transit agencies regarding the implementation of zero emission vehicle technologies.	PVVTA is currently working with peer agencies such as MBTA, VVTA and Sunline to help guide Electrification efforts. Also, PVVTA is working with CalACT, HVIP and VW Mitigation trust efforts to also gain resources for EV technology. Finally, PVVTA is conducting a study through RCTC who hired CTE for an EV Infrastructure assessment.
Pursue targeted marketing efforts and rebranding of the service.	PVVTA is currently collaborating with a marketing firm to begin new rebranding efforts.
Revisit fare structure in light of low farebox recovery from passenger revenue.	After conducting the Comprehensive Operational Analysis, PVVTA plans to revisit and provide the public engagement to address the fare schedule and methods to rebuild ridership in light of the recovery concern.



## Notes

FY 2019-2021 TDA Triennial Audit [Link](#)

PVVTA ADA [Link](#)

PVVTA Title VI [Link](#)

### **Alternative Fueled Vehicles Utilization:**

PVVTA follows the RCTC 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 compliant also with the Mojave Desert Air Quality Management District (MDAQMD) policy and alternative fuel.

#### 4.4 Open Projects Listing

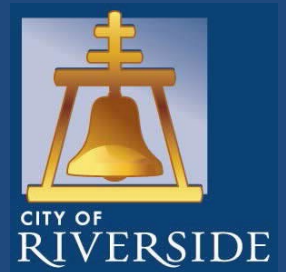
PALO VERDE VALLEY TRANSIT AGENCY  
SHORT RANGE TRANSIT PLAN  
FY2023/2024 - FY2025/2026

Table 4.4 Open Projects Prior to FY2023/2024

[illegible]

# FY 2023/24-FY 2025/26 SHORT RANGE TRANSIT PLAN

City of Riverside, PRCSD – Special Transportation Division



**FINAL**



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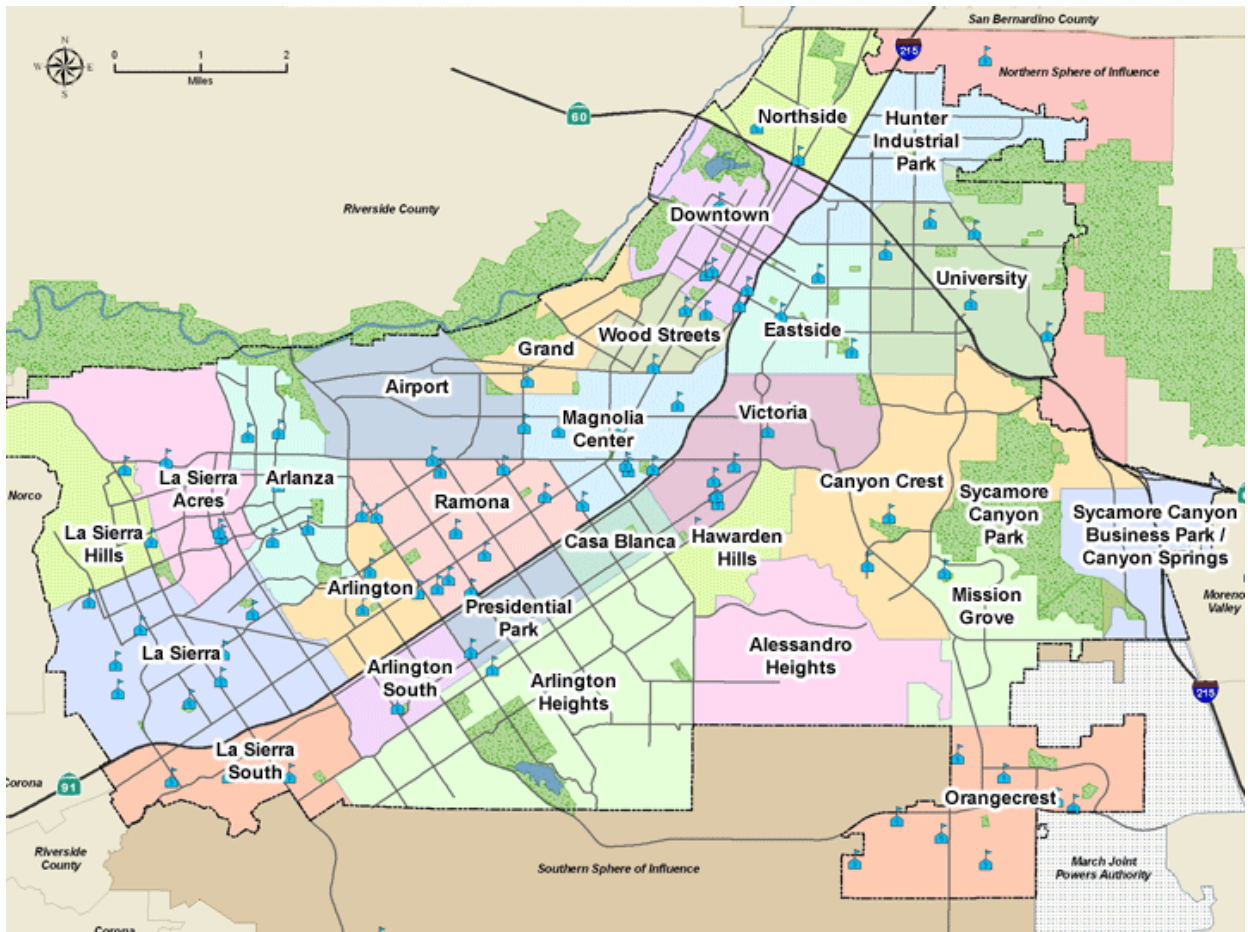
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## I. SYSTEM OVERVIEW

### 1.1 Service Area

Riverside Connect, formerly “Special Transportation” is a division within the City of Riverside’s Parks, Recreation and Community Services Department that has been offering transportation services to seniors and disabled residents in the Riverside community since 1975. This paratransit transportation service is provided within the 81.54 square mile incorporated city limits of the City of Riverside, shown below in Figure 1.

**Figure 1**



## 1.2 Population Profile

The American Community Survey (ACS) is a demographics survey program conducted by the U.S. Census Bureau. The ACS is designed to provide communities with reliable and timely demographic, social, economic, and housing data every year. Conducted annually, the ACS serves as an interim source of up-to-date demographic data through the decade, until the next Census is conducted. According to the 2019 ACS, 5-year estimates published by the U.S. Census Bureau, the City of Riverside's estimated population is 331,360 residents. The senior population within the City of Riverside (those 65 years of age and over) accounts for approximately 10.7% of the total population, while individuals with a disability under the age of 65 accounts for approximately 7.7%.

## 1.3 Paratransit Services

Owned and operated by the City of Riverside, Riverside Connect is an origin-to-destination shared ride service available to senior citizens (60 years of age and older) and persons with disabilities. Documentation from a physician is required for individuals with a disability.

Riverside Connect operates 362 days per year, only suspending service on Thanksgiving Day, Christmas Day and New Year's Day. Hours of operation are 8:00 a.m. – 5:30 p.m. Monday through Friday and 9:00 a.m. – 4:00 p.m. on weekends and holidays. To schedule a ride, passengers must call Riverside Connects' reservation telephone number, during the business hours of 8:00 a.m. – 5:00 p.m., Monday through Friday, and 9:00 a.m. – 3:00 p.m. on weekends and holidays. An answering machine is available before and after business hours for cancellations.

**Table 1**

Mode	Description	Area /Site Service
<i>Paratransit Services</i>		
City Wide	Origin to Destination / reservation-based service for Seniors age 60 and over and the Disabled Community	Within the City limits of Riverside

#### 1.4 Description of Ridership

Ridership data is listed in the tables below. Fiscal Year (FY) 2022/23 data reflects ridership through March 2022. In both fiscal years, the average passenger age was 65.

FY 2020/21	Total
Passengers	55,777
Revenue Hours	24,022
Revenue Miles	325,938

FY 2022/23	Total
Passengers	52,670
Revenue Hours	20,101
Revenue Miles	266,626

#### 1.5 Fare Structure

Riverside Connect currently has two fare types – general and medical. The cost of a one-way general fare is \$3.00 while the cost of a one-way medical trip is \$2.00. Medical trips are for doctor appointments, physical therapy, pharmacy visits, etc. Medical fares are discounted to ensure that the general fare is not a barrier to wellness for passengers who are on a fixed income. There were no fare changes in FY 2022/23.

Riverside Connect passengers may pay in cash at the time of boarding or by using the electronic fare collection system which will give passengers the ability to pay their fares online or through a mobile application on their smartphone. The table below illustrates a breakdown of the fare types and associated costs.

Fare Type	Cost
One-way (General)	\$3
One-way (Medical)	\$2

#### 1.6 Revenue Fleet

In FY 2022/23, Riverside Connects' active revenue fleet included twenty-six 16-passenger paratransit cutaway buses which run on compressed natural gas (CNG) and two 9-passenger wheelchair-equipped

Ford Transit Van. Riverside Connects' two transit vans were put into service in Fiscal Year 2020/21 to test the feasibility of operating a smaller profile vehicle to navigate in and around the more compact areas within the City; however, due to the impact that the COVID-19 pandemic had on ridership, the vans utilization was limited. Riverside Connect also operates a Braun Van that is equipped to hold six passengers and one wheelchair and a hybrid Honda Civic which is used by administrative staff to supervise routes and respond to accidents. These vehicles are not assigned to routes but are used as backup for special services.

Subject to funding availability, vehicles are replaced after meeting the Federal Transit Administration (FTA) useful life of 10-years. Riverside Connect established Useful Life Benchmarks (ULB) in line with the FTA's recommendations which are outlined in the Transit Asset Management Performance Measure Targets. For cutaway buses, Riverside Connects' target is for less than 20% of cutaways to exceed their useful life. Currently, only four cutaways exceed the ULB – three of which are scheduled to be replaced in FY 2022/23. ***See Table 1.1 – Fleet Inventory***

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

**Demand Response / Directly Operated**

<b>Year Built</b>	<b>Mfg. Code</b>	<b>Model Code</b>	<b>Seating Capacity</b>	<b>Lift and Ramp Equipped</b>	<b>Vehicle Length</b>	<b>Fuel Type Code</b>	<b># of Active Vehicles FY 2022/23</b>	<b># of Contingency Vehicles FY 2022/23</b>	<b>Life to Date Vehicle Miles Prior Year End FY 2021/22</b>	<b>Life to Date Vehicle Miles through March FY 2022/23</b>	<b>Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2022/23</b>
2019	DTD	VN	6	1	17	GA	1	0	8,445	11,307	11,307
2010	FRD	BU	16	1	25	CN	1	0	416,848	590,416	590,416
2011	FRD	BU	16	3	25	CN	3	1	833,828	862,645	287,548
2019	FRD	BU	16	3	25	CN	3	0		106,356	35,452
2019	FRD	VN	8	2	22	GA	2	0	2,113	3,526	1,763
2013	GLV	BU	16	4	25	CN	4	0	904,092	1,106,710	276,677
2014	GLV	BU	16	6	25	CN	6	2	1,431,267	1,517,768	252,961
2017	GLV	BU	16	8	25	CN	8	0	855,126	941,459	117,682
<b>Totals:</b>			110	28			28	3	4,451,719	5,140,187	183,578

### *1.7 Existing Facility*

The Riverside Connect Office is located at 8095 Lincoln Avenue within the City of Riverside's Corporation Yard. The administrative building consists of administrative offices, a dispatch area, restrooms, and a break room. Riverside Connects' facility also includes a parking lot for the transit buses with each space equipped with a CNG slow fill station, and a CNG Maintenance Bay for maintenance and repair of the fleet. This CNG Maintenance Bay facility includes five maintenance bays, an administrative office, and multiple storage compartments for vehicle parts and equipment. The facility is outfitted with state-of-the-art safety equipment and machinery to maintain the CNG fueled vehicles.

### *1.8 Existing Coordination Between Transit Agencies*

Under a Memorandum of Understanding (MOU), the City of Riverside currently operates Riverside Connect to provide paratransit services within the City limits of Riverside on behalf of the Riverside Transit Agency (RTA). The MOU was amended in 2012 to restate the City's and RTA's obligations under the original MOU and to further facilitate and ensure service compliance under the Americans with Disabilities ("ADA"). Under the amended terms, the City and RTA continue the commitment to cooperate and coordinate the provision of services within the shared service area.

### *1.9 Reference List of Prior or Existing Studies and Plans*

In April 2021, the California Department of Transportation (Caltrans) Division of Rail and Mass Transportation (DRMT) certified the City of Riverside's Agency Safety Plan in compliance with the minimum requirements of 49 CFR Part 673 for small providers.

Riverside Connects' Title VI Plan was updated and approved by the Riverside City Council in July 2021.

## **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. In FY 2021/22, Riverside Connect finalized the TransTrack upgrade project which will provide staff with analytics that will be useful in setting additional performance measures such as staff attendance, safety incidents, and vehicle maintenance. Data for FY 2022/23 KPI's through March 2023 is listed in the table below.

<b>Internal KPI's</b>	<b>Target</b>	<b>Actual FY 2021/22</b>	<b>Actual FY 2022/23</b>
On-time performance	100%	98%	98%
Call abandonment rate	0%	3.37%	3.69%
Average phone hold time	1:00	1:13	1:07

Riverside Connect is also required to meet other performance targets such as the 10% Farebox Recovery Ratio as mandated in the Transportation Development Act (TDA). In FY 2020/21, Riverside Connects' farebox ratio was 1.65%; however, the passage of Assembly Bill 90 in June 2020 did not assess a penalty for not being able to meet the required minimum farebox recovery rate due to the impacts of the COVID-19 pandemic. ***See Table 2.0 Service Provider Performance Targets Report***



**Table 2.0 -- Service Provider Performance Targets Report**

**FY 2022/23 Short Range Transit Plan Review  
City of Riverside**

Data Elements	FY 2022/23 Plan	FY 2022/23 Target	FY 2022/23 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	80,000			
Passenger Miles	428,556			
Total Actual Vehicle Revenue Hours	21,974.0			
Total Actual Vehicle Revenue Miles	295,541.0			
Total Actual Vehicle Miles	335,054.0			
Total Operating Expenses	\$4,430,332			
Total Passenger Fare Revenue	\$120,000			
Net Operating Expenses	\$4,310,332			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	2.70%	>= 10.00%		
Discretionary:				
1. Operating Cost Per Revenue Hour	\$201.62	<= \$160.71	\$165.78	Fails to Meet Target
2. Subsidy Per Passenger	\$53.88	>= \$59.46 and <= \$80.44	\$63.28	Meets Target
3. Subsidy Per Passenger Mile	\$10.06	>= \$6.53 and <= \$8.83	\$11.81	Fails to Meet Target
4. Subsidy Per Hour	\$196.16	>= \$130.08 and <= \$176.00	\$165.78	Meets Target
5. Subsidy Per Mile	\$14.58	>= \$9.72 and <= \$13.16	\$12.50	Meets Target
6. Passengers Per Revenue Hour	3.64	>= 1.86 and <= 2.52	2.62	Better Than Target
7. Passengers Per Revenue Mile	0.27	>= 0.14 and <= 0.18	0.20	Better Than Target

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

**Productivity Performance Summary:**

**Service Provider Comments:**

## *2.2 SRTP Performance Report*

The impact that the COVID-19 pandemic has had on the Riverside Connect operation is evident when comparing previous year's performance indicators such as passengers, passenger miles, etc. Staff projects a slow, but steady increase in each category in FY 2023/24 as the City continues to reopen establishments and returns to a sense of normalcy. ***See Table 2.1 – SRTP Performance Report***

**FY 2023/24 - Table 2.1 -- SRTP Performance Report**
*Service Provider: City of Riverside*
**All Routes**

Performance Indicators	FY 2021/22 End of Year Actual	FY 2022/23 3rd Quarter Year-to-Date	FY 2023/24 Plan	FY 2023/24 Target	Plan Performance Scorecard (a)
Passengers	55,777	52,596	80,795	None	
Passenger Miles	508,128	281,915	550,000	None	
Revenue Hours	24,021.9	20,074.6	31,309.0	None	
Total Hours	33,533.2	26,593.6	41,099.0	None	
Revenue Miles	325,938.0	266,215.0	409,837.0	None	
Total Miles	369,209.0	300,638.0	459,483.0	None	
Operating Costs	\$3,487,371	\$3,328,067	\$4,880,429	None	
Passenger Revenue	\$57,183		\$220,000	None	
Measure-A Revenue				None	
LCTOP Revenue				None	
Operating Subsidy	\$3,430,188	\$3,328,067	\$4,660,429	None	
Operating Costs Per Revenue Hour	\$145.17	\$165.78	\$155.88	<= \$179.43	Meets Target
Operating Cost Per Revenue Mile	\$10.70	\$12.50	\$11.91	None	
Operating Costs Per Passenger	\$62.52	\$63.28	\$60.41	None	
Farebox Recovery Ratio	1.64%		4.50%	>= 0.1	
Subsidy Per Passenger	\$61.50	\$63.28	\$57.68	>= \$53.79 and <= \$72.77	
Subsidy Per Passenger Mile	\$6.75	\$11.81	\$8.47	>= \$10.04 and <= \$13.58	
Subsidy Per Revenue Hour	\$142.79	\$165.78	\$148.85	>= \$140.91 and <= \$190.65	
Subsidy Per Revenue Mile	\$10.52	\$12.50	\$11.37	>= \$10.63 and <= \$14.38	
Passengers Per Revenue Hour	2.32	2.62	2.58	>= 2.23 and <= 3.01	
Passengers Per Revenue Mile	0.17	0.20	0.20	>= 0.17 and <= 0.23	

a) The Plan Performance Scorecard column is the result of comparing the FY 2023/24 Plan to the FY 2023/24 Primary Target.

### *2.3 SRTP Service Summary*

Riverside Connect collects and evaluates the historical data of several metrics to evaluate the overall service performance. Since FY 2017/18, there has been a decline in each of the operating characteristics which include unlinked passenger trips, passenger miles, total actual vehicle revenue hours, total actual vehicle revenue miles, and total actual vehicle miles. The COVID-19 pandemic has resulted in further decline in these operating characteristics. In contrast, expenses seen in the Financial Data section of Table 2.2 have steadily increased. As a result, the total operating cost per hour has increased while the farebox ratio has decreased. Ridership for FY 2022/23 is projected to increase 10%. This estimate is based on the slow increase seen during FY2022/23. ***See Table 2.2 – SRTP Service Summary***

**Table 2.2 -- City of Riverside -- SRTP Service Summary**
**FY 2023/24 Short Range Transit Plan**
**All Routes**

	<b>FY 2020/21 Audited</b>	<b>FY 2021/22 Audited</b>	<b>FY 2022/23 Plan</b>	<b>FY 2022/23 3rd Qtr Actual</b>	<b>FY 2023/24 Plan</b>
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	1	1	15	1	17
<b>Financial Data</b>					
Total Operating Expenses	\$3,988,462	\$3,487,371	\$4,430,332	\$3,328,067	\$4,880,429
Total Passenger Fare Revenue	\$61,488	\$57,183	\$120,000		\$220,000
Net Operating Expenses (Subsidies)	\$3,926,974	\$3,430,188	\$4,310,332	\$3,328,067	\$4,660,429
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	26,518	55,777	80,000	52,596	80,795
Passenger Miles	150,887	508,128	428,556	281,915	550,000
Total Actual Vehicle Revenue Hours (a)	14,051.6	24,021.9	21,974.0	20,074.6	31,309.0
Total Actual Vehicle Revenue Miles (b)	182,643.0	325,938.0	295,541.0	266,215.0	409,837.0
Total Actual Vehicle Miles	211,893.0	369,209.0	335,054.0	300,638.0	459,483.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$283.84	\$145.17	\$201.62	\$165.78	\$155.88
Farebox Recovery Ratio	1.54%	1.64%	2.70%		4.50%
Subsidy per Passenger	\$148.09	\$61.50	\$53.88	\$63.28	\$57.68
Subsidy per Passenger Mile	\$26.03	\$6.75	\$10.06	\$11.81	\$8.47
Subsidy per Revenue Hour (a)	\$279.47	\$142.79	\$196.16	\$165.78	\$148.85
Subsidy per Revenue Mile (b)	\$21.50	\$10.52	\$14.58	\$12.50	\$11.37
Passenger per Revenue Hour (a)	1.9	2.3	3.6	2.6	2.6
Passenger per Revenue Mile (b)	0.15	0.17	0.27	0.20	0.20

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

## *2.4 Service Performance*

Riverside Connect provided 49,138 one-way trips for a total of 369,209 service miles in FY 2021/22. Comparatively, 46,712 one-way trips and a total of 300,923 service miles have been provided as of March 31, 2023. The slight increase in ridership is largely due to the removal of restrictions put in place during the COVID-19 Pandemic. The removal of these restrictions and the opening of various facilities in Riverside has yielded a slight increase in overall service demand. ***See Table 2.3 – SRTP Route Statistics***

Table 2.3 - SRTP Route Statistics

City of Riverside -- 4

FY 2023/24

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	17	80,795	550,000	31,309	41,099	409,837	459,483	\$4,880,429	\$220,000		
		17	80,795	550,000	31,309	41,099	409,837	459,483	\$4,880,429	\$220,000		

Table 2.3 - SRTP Route Statistics

City of Riverside -- 4

FY 2023/24

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	\$4,660,429	\$155.88	\$11.91	\$60.41	4.50%	\$57.68	\$8.47	\$148.85	\$11.37	2.58	0.20
		\$4,660,429	\$155.88	\$11.91	\$60.41	4.50%	\$57.68	\$8.47	\$148.85	\$11.37	2.58	0.20



### *2.5 Productivity Improvement Efforts*

Riverside Connect staff strives to operate an efficient service and continues to look for new ways to decrease costs while maintaining high productivity. Different staffing scenarios are considered to maximize route efficiency while meeting customer demands. The Field Operations Supervisor is responsible for analyzing the route efficiencies of each driver and meets with them to provide constructive feedback to improve how each driver conducts his/her assigned reservations for that day.

### *2.6 Major Trip Generators*

The major trip generators for Riverside Connects' service has started to revert back to pre-covid statistics. The majority of rides have reverted back to workshops for the developmentally disabled, senior centers, and the Friendly Stars program. As a result of COVID-19 restrictions being lifted, the workshops in Riverside has begun to reopen and return to normal operations. Although not entirely back to pre-covid numbers, Riverside Connect anticipates that senior centers, workshops, and other programs will continue to attract participants and ridership will continue to increase by 10%.

### *2.7 Recent Service Changes*

No services changes occurred during the FY2022/23 year. Riverside Connects continues to provide service 7 days a week 362 days a year.

### **III. FUTURE SERVICE PANS, FARE CHANGES, CAPITAL PLANNING AND MARKETING**

#### ***3.1 Planned Service Changes***

There are currently no planned service changes.

#### ***3.2 Future Marketing Plans***

For FY 2023/24, staff will continue to market Riverside Connect. As workshops and senior centers continue to reopen and more seniors and ADA participants begin to utilize our service, Riverside Connect will resume our efforts in presenting at senior fairs and community events.

Riverside Connect will continue distributing its new full-color brochures and flyers at the City's Community and Senior Centers as well as advertisements in other City publications such as the Activity and Senior Guides. The Activity Guide is published three times per year and is mailed to over 55,000 residents and is also available online at the City's main website. As services are restored, Riverside Connect hopes to continue marketing efforts by attending special events such as the Senior Day, wellness fairs, grand openings, and other events geared towards the senior and disabled community. Staff will also continue to participate in resident meetings at senior living facilities and various ADA workshops throughout Riverside. Lastly, Riverside Connect has launched a new website which will provide the public with up-to-date information about our services.

#### ***3.3 Projected Ridership Growth***

During the pandemic, Riverside Connect experienced up to an 85% decline. As the restrictions have been fully lifted, the future projections are difficult to gauge; however, the expectation industrywide is that ridership will continue to increase to normal service levels as seniors and the disabled community continue to return to pre-covid activities.

#### ***3.4 Proposed Fare Structure Changes***

Riverside Connect staff plans to explore the possibility of increasing the fare to match the Riverside Transit Agency (RTA) fare structure which would currently be a \$0.50 increase for two years. There are currently no plans to change the current medical fare of \$2.00. Riverside Connect will hold open forums at the various senior centers around the City as well as present to various City Commissions regarding a

possible rate increase prior to seeking Council approval in FY2023/24.

### *3.5 Capital Improvement Planning*

Riverside Connect plans to focus FY 2023/24 capital improvement efforts on closing out projects that were programmed in previous years. This includes the projects that were planned for FY 2020/21. A new project for FY2023/24 will be the acquisition of a new scheduling software for Riverside Connect to ensure that the latest technology is being used to schedule and reserve rides for participants. We will be continuing our effort to replace the three (3) existing vehicles that have exceeded the useful life of 10-years. ***See Table 3 – Highlights of 2021/22 Short Range Transit Plan***

#### ***Table 3 - HIGHLIGHTS OF 2023/24 SHORT RANGE TRANSIT PLAN***

- **New Scheduling Software** – Riverside Connect will be releasing a Request for Proposal to acquire a new reservation and scheduling software to ensure the latest technology and features are available to our participants.
- **Bus Replacement** – *Riverside Connect will replace 3 CNG Mini-Buses that have met the useful life threshold.*

#### **IV. FINANCIAL PLANNING**

##### ***4.1 Operating and Capital Budget Narrative***

For FY2023/24, Riverside Connect will have to continue to balance the significant reduction in service demands with the rising cost of operations. Staff will continue to monitor and make adjustments in operating expenditures as well as staffing needs. With the proposed rate increase in FY2024/25, Special Transportation believes that the increase revenue generated along with proper management of operating costs will result in adherence to the farebox recovery ratio of 10%. With the exception of the RFP for a new scheduling software, the City continues to focus this fiscal year on closing out previous projects that have been delayed due to the COVID-19 pandemic. ***See Table 4.0 – Summary of Funding Requests – FY 2023/24***



Table 4.0 - Summary of Funding Requests - FY 2023/24

City of Riverside

Original

Operating															
Project	Total Amount of Funds	5307 RS OB [1]	5339 RS [2]	5339 RS OB	FARE	LTF	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314					
Capitalized Preventative Maintenance FY2023-24	\$400,000		\$5,719	\$80,000			\$44,757	\$5,243	\$214,055	\$50,226					
Operating FY2023-24	\$4,480,409	\$586,107			\$220,000	\$3,674,302									
Sub-total Operating	\$4,880,409	\$586,107	\$5,719	\$80,000	\$220,000	\$3,674,302	\$44,757	\$5,243	\$214,055	\$50,226					

Capital															
Project	Total Amount of Funds	5307 RS OB [1]	5339 RS [2]	5339 RS OB	FARE	LTF	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314					
Scheduling Software Upgrade - 24-01	\$400,000								\$400,000						
Sub-total Capital	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0					
Total Operating & Capital	\$5,280,409	\$586,107	\$5,719	\$80,000	\$220,000	\$3,674,302	\$44,757	\$5,243	\$614,055	\$50,226					

FY 2023/24 Projected Funding Details		
5307 RS OB	\$586,107	[1] \$211,107 is a carryover from FY 21/22 Capitalized Preventative Maintenance that was authorized by the Commission but was not obligated in TrAMS . It is being used for Operating Assistance in FY 23/24. \$320,000 is from FY 22/23 Capitalized Preventative Maintenance that was authorized by the Commission but was not obligated in TrAMS . It is being used for Operating Assistance in FY 23/24. \$55,000 is from FY 22/23 Operating Assistance that was authorized by the Commission but was not obligated in TrAMS. It is being used for Operating Assistance in FY 23/24  [2] \$80,000 is from FY 21/22 Capitalized Preventative Maintenance that was not obligated in TrAMS yet , but authorized by the Commission. This is now carried over to FY 23/24 to pay for capitalized preventative maintenance.
5339 RS	\$5,719	
5339 RS OB	\$80,000	
FARE	\$220,000	
LTF	\$3,674,302	
SGR PUC99313	\$44,757	
SGR PUC99314	\$5,243	
STA PUC99313	\$214,055	
STA PUC99314	\$50,226	
Total Estimated Operating Funding Request	\$4,880,409	
STA PUC99313	\$400,000	
Total Estimated Capital Funding Request	\$400,000	
Total Funding Request	\$5,280,409	



# FY 2023/24 SRTP

## City of Riverside

### Table 4.0 A - Capital Project Justification Original

**Project Number:** 24-01

**FTIP No:** Not Assigned - New Project

**Project Name:** Scheduling Software Upgrade

**Category:** Communication and ITS

**Sub-Category:** Upgrade

**Fuel Type:** N/A

**Project Description:** Upgrade the current scheduling software program.

**Project Justification:** The current scheduling software program was purchased in 2006 and does not meet the current needs of the City. This will provide an up-to-date software scheduling system to enhance system efficiencies.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2023/24	\$400,000
Total		\$400,000

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

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

CITY OF RIVERSIDE  
SHORT RANGE TRANSIT PLAN  
FY2023/2024 - FY2027/2028

**Table 4B Fare Revenue Calculation**

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

#	Revenue Sources included in Farebox Calculation	Actuals from FY2021/22 Audit	FY2022/23 Estimated	FY2023/24 Plan
1	Passenger Fare	TBD	120,000	220,000
2	Interest Revenue	TBD	35,000	35,000
3	Damage Claim Recoveries	TBD	2,500	2,500
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
	<b>Total Revenue (1-15)</b>	<b>\$0</b>	<b>\$157,500</b>	<b>\$257,500</b>
	<b>Total Operating Expense</b>	<b>\$4,086,508</b>	<b>\$3,031,554</b>	<b>\$4,430,332</b>
	<b>Farebox Recovery Ratio</b>	<b>0.00%</b>	<b>5.20%</b>	<b>5.81%</b>

#### *4.2 Funding Plans to Support Proposed Operating and Capital Program*

Over the FY2021/22 a number of transit staff decided to retire or took advantage of other employment opportunities as the pandemic began to slow down and operations began to return to normal. Funding levels for FY 2023/24 through FY 2025/26 are projected based on a revised staffing operation based on our current service demand and the number of vacant positions. Originally, there were seventeen (17) driver vacancies due to retirement and attrition. Based on current and projected ridership, 12 of those 17 vacancies were eliminated and only five (5) driver positions along with two (2) dispatcher/scheduler positions were budgeted for FY2023/24. ***See Table 4.1 & Table 4.2 – Summary of Funding Requests – FY 2023/24 & FY 2024/25***





Table 4.1 - Summary of Funding Requests - FY 2024/25

City of Riverside

Original

Operating																
Project	Total Amount of Funds	5307 RS	FARE	LTF	STA PUC99313											
Capitalized Preventative Maintenance FY2024-25	\$400,000	\$320,000			\$80,000											
Operating FY2024-25	\$4,745,445	\$80,000	\$240,000	\$4,425,445												
Sub-total Operating	\$5,145,445	\$400,000	\$240,000	\$4,425,445	\$80,000											
Capital																
Project	Total Amount of Funds	5307 RS	FARE	LTF	STA PUC99313											
No Capital Projects																
Total Operating & Capital	\$5,145,445	\$400,000	\$240,000	\$4,425,445	\$80,000											
FY 2024/25 Projected Funding Details																
5307 RS	\$400,000															
FARE	\$240,000															
LTF	\$4,425,445															
STA PUC99313	\$80,000															
Total Estimated Operating Funding Request	\$5,145,445															
Total Funding Request	\$5,145,445															



Table 4.2 - Summary of Funding Requests - FY 2025/26

City of Riverside

Original

Operating																
Project	Total Amount of Funds	5307 RS	FARE	LTF	STA PUC99313											
Capitalized Preventative Maintenance FY2025-26	\$400,000	\$320,000			\$80,000											
Operating FY2025-26	\$5,000,000		\$300,000	\$4,700,000												
Sub-total Operating	\$5,400,000	\$320,000	\$300,000	\$4,700,000	\$80,000											

Capital																
Project	Total Amount of Funds	5307 RS	FARE	LTF	STA PUC99313											
No Capital Projects																
Total Operating & Capital	\$5,400,000	\$320,000	\$300,000	\$4,700,000	\$80,000											

FY 2025/26 Projected Funding Details																
5307 RS	\$320,000															
FARE	\$300,000															
LTF	\$4,700,000															
STA PUC99313	\$80,000															
Total Estimated Operating Funding Request	\$5,400,000															
Total Funding Request	\$5,400,000															

#### *4.3 Regulatory and Compliance Requirements*

Riverside Connect strives to remain compliant with all local, state, and federal regulations. Staff stays abreast of legislative information and regulatory developments by attending workshops, trainings, and conferences which are frequently offered free of charge to transit operators. Riverside Connect complies with FTA reporting requirements such as the submission of monthly and annual National Transit Database (NTD) reports. In December of 2021, Riverside Connect underwent its most recent TDA Triennial Performance Audit. The final report had three recommendations which staff is in the process of addressing. ***See Table 4.5 – Progress to Implement TDA Triennial Performance Audit Recommendations***

City of Riverside  
SHORT RANGE TRANSIT PLAN  
FY2023/2024 - FY2028/2029

**Table 4.5 TDA Triennial**

Audit Recommendations	Action Taken and Results
<p>1. Continue efforts toward implementing a strategic planning process.</p> <p>This recommendation is being carried forward for full implementation. In consideration of this recommendation, staff determined that in order to create a strategic plan that addresses all areas of concern, a thorough analysis of the operation would be necessary. As a result, it was decided that the City would hire a consultant to complete a Comprehensive Operational Analysis (COA). The City released an RFP for a COA to be conducted but only received one proposal which was ultimately rejected given the timing of the FTA Triennial Review. In anticipation of the FTA Triennial Review findings under development, STS is encouraged to resume efforts at facilitating a strategic planning process, whether itâ€™s through a COA or some other document, and/or coordinating with the RCTC on the procurement of professional services.</p>	<p>Riverside Connect will redevelop the scope of work for a Comprehensive Operational Analysis and possibly work with RCTC on assisting with the procurement of professional services to complete a COA by the next review period.</p> <p style="text-align: center;">In Progress</p>
<p>2. Continue leveraging TransTrack reporting capabilities.</p> <p>STS staff continue to review TransTrack capabilities and mine available data modules through upgrades pertinent to functional areas of operations. For example, staff has interest in pursuing upgrades to the preventative maintenance module of the software to enhance tracking and reporting of transit maintenance activities separately from the program used by the maintenance department that applies to all City-owned vehicles. The rebranding efforts require collection of data that impact daily operations as part of maintaining a high level of public visibility, followed by keen interpretation of results and implementation steps to maintain and improve upon service. Staff should prioritize those existing and new capabilities in TransTrack that provide meaningful data necessary for transit performance management and business analytics.</p>	<p>Special Transportation is currently in the process of completing its TransTrack upgrade. Once completed, staff will familiarize itself with the various modules and analytical tools to help Riverside Connect in its performance management and business analytics.</p> <p style="text-align: center;">In Progress</p>



4.6 Open Projects

As discussed in Section 3.5, Riverside Connect staff is primarily focused on closing out the open projects programmed in previous fiscal years and a new RFP for scheduling software. Although many projects have been completed in FY2022/23, there are still projects that are pending due to supply chain issues. The projects listed with a timeline as “to be determined” are being re-evaluated due to changing needs and priorities. Staff will determine whether to reprogram the funds or continue with the projects. **See Table 4.6– Open Projects Prior to FY 2023/2024**

**Table 4.6 Open Projects Prior to FY2023/2024**

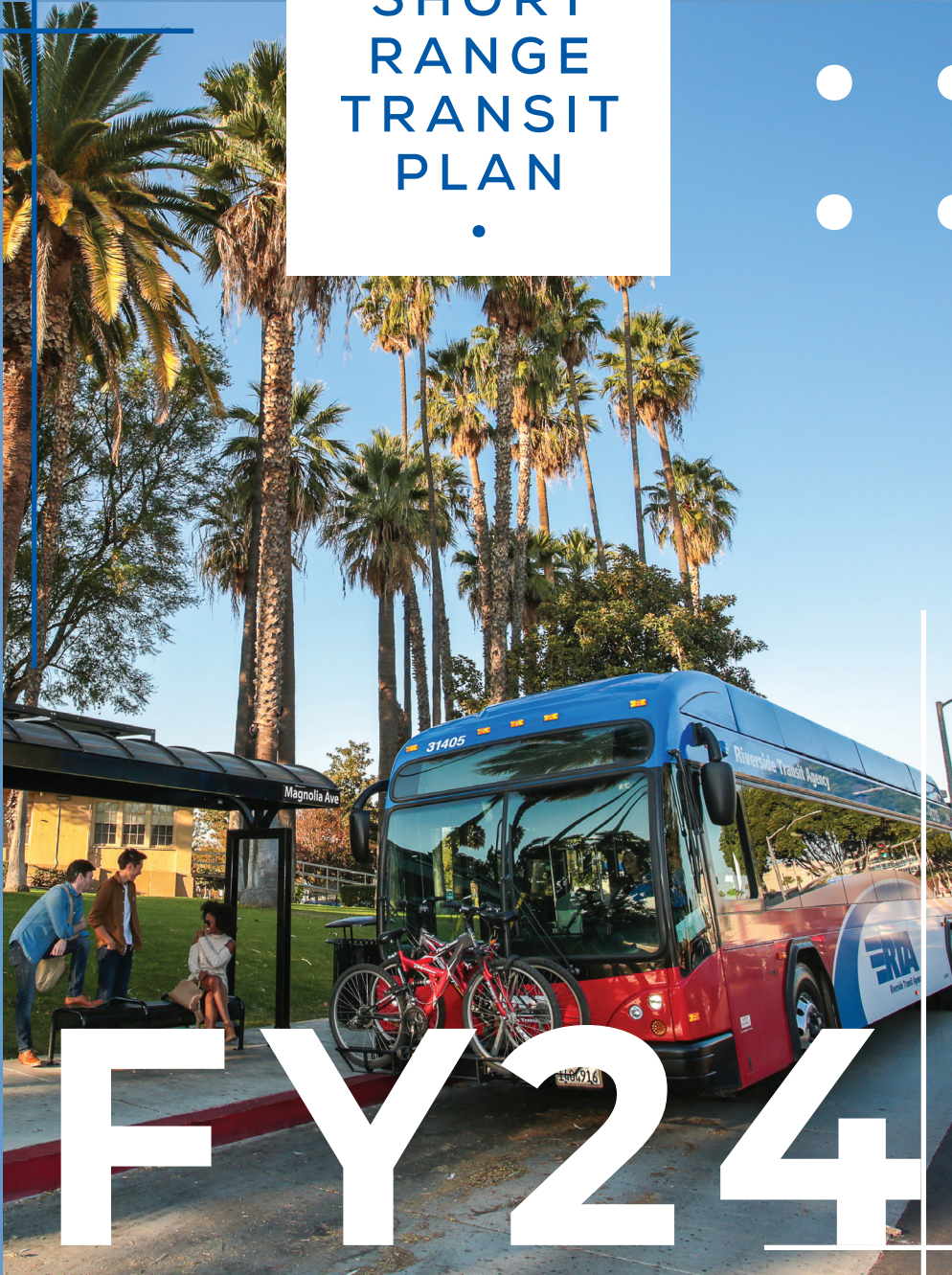
Project Name	SRTP Capital Project No's	Project Element	Funding Category	Beg to End - Project Timeline	Total Project Cost	Unfunded Balance
Vehicle Replacement (Sedan)	17-06	2	1	7/1/21 - 6/30/22	45,000	0
Surveillance System Replacement	19-01	3	1	7/1/21 - 6/30/22	138,842	0
Bus Replacement	20-01, 21-1	1	1	10/1/21 - 6/30/23	648,000	0
Video Servers	20-03	5	2	7/1/22 - 6/30/23	200,000	98,461
Dispatch Renovation	21-2	4	1	7/1/21 - 6/30/22	50,000	0
TransTrack Upgrade	21-3	5	1	7/1/21 - 6/30/22	80,380	0
Upgrade Radio Equipment	17-04	5	1	TBD	45,000	0
CNG Gas Detection Upgrade/Exterior Cameras	20-02	4	1	TBD	96,914	0
8					1,304,136	98,461

	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

•  
SHORT  
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...RIVERSIDE TRANSIT AGENCY

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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
AB149	Assembly Bill 149
ADA	Americans with Disabilities Act
A&E	Architectural and Engineering
ARCHES	Alliance for Renewable Clean Hydrogen Energy Systems
ATIS	Advanced Traveler Information System
CAP	Climate Action Plan
CARB	California Air Resources Board
CIC	Customer Information Center
CNG	Compressed Natural Gas
COA	Comprehensive Operational Analysis
COVID-19	Coronavirus
CSTAC	Citizens and Specialized Transit Advisory Committee
CTSA	Consolidated Transportation Services Agency
DAR	Dial-A-Ride paratransit services
DBE	Disadvantaged Business Enterprise
EEO	Equal Employment Opportunity
EV	Electric Vehicle
FCEB	Fuel Cell Electric Bus
FRR	Farebox Recovery Ratio
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
FY19	Fiscal Year 2019
FY21	Fiscal Year 2021
FY22	Fiscal Year 2022
FY23	Fiscal Year 2023
FY24	Fiscal Year 2024
FY25	Fiscal Year 2025
FY26	Fiscal Year 2026
GHG	Greenhouse Gas
Go-Pass	Community College Pass
ICT	Innovative Clean Transit
IIJA	Infrastructure Investment and Jobs Act
ITS	Intelligent Transportation System
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

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NCTD	North County Transit District
NTD	National Transit Database
OCTA	Orange County Transportation Authority
OPEB	Other Post-Employment Benefits
PPP	Public Private Partnership
PTASP	Public Transportation Agency Safety Plan
RCTC	Riverside County Transportation Commission
RFP	Request for Proposals
RFQ	Request for Qualifications
RINs	Renewable Identification Numbers
RTA	Riverside Transit Agency
RPU	Riverside Public Utilities
§	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
TOD	Transportation Oriented Development
TMD	Transportation Management & Design
TNC	Transportation Network Company
T-NOW	Transportation NOW
TTCA	Temecula Towne Center Associates
TTS	Timed Transfer System
TUMF	Transportation Uniform Mitigation Fee
UCR	University of California, Riverside
U-Pass	University Pass
U.S.C.	United States Code
USDOL	United States Department of Labor
UZA	Urbanized Area as defined by the U.S. Census Bureau
WRCOG	Western Riverside Council of Governments
ZEB	Zero-Emission Bus
ZEB Plan	ZEB Rollout and Implementation Plan

## EXECUTIVE SUMMARY

This Short Range Transit Plan (S RTP), updated annually, covers fiscal year 2024 (FY24) through fiscal year 2026 (FY26). The plan provides a description of Riverside Transit Agency's (RTA) services, regional transit needs and a look ahead at RTA's proposed service plans and capital projects.

With the effects of the pandemic beginning to wane, RTA is excited to push forward with newfound optimism and unwavering confidence in the fact that we could survive under the most difficult of circumstances.

During the past fiscal year, RTA welcomed back customers using a variety of promotions including 25-cent rides for youth, seniors, veterans, disabled and Medicare cardholders; special deals on 30-Day passes; and renewed agreements with participating area colleges to give college students unlimited free to low-cost rides. Construction continued on the Vine Street Mobility Hub, a brand-new transit center in Riverside. RTA also installed new and upgraded amenities throughout our service area and replaced outdated fareboxes with sleeker, modern ones that now accept additional forms of payment including tap-enabled credit and debit cards, and mobile ticketing. In the coming months, the new fareboxes will also accept reloadable smartcards as well as Apple Pay and Google Pay. RTA also launched GoMobile, the new all-in-one mobile ticketing app. Riders can buy passes, pay for their fares, plan their trip, view estimated bus arrival times and get service alerts all on their phone.

In January 2023, RTA officially launched GoMicro, an on-demand microtransit service that provides shared rides in the Hemet-San Jacinto microtransit zone. The launch of GoMicro coincided with the discontinuation of routes 32, 33 and 42, the truncation of routes 31, 74 and 79 in the microtransit zone and the implementation of the new Route 44 circulator which travels to and from Mount San Jacinto College (MSJC) and the Hemet Valley Mall. To prepare customers for this new way to travel, RTA launched GoMicro early in mid-December and offered free rides through January 7, 2023. RTA Ambassadors were on the streets at major bus stops in the area from December 2022 through January 2023. Ambassadors answered questions, provided information on GoMicro and helped passengers book rides. GoMicro performance has exceeded expectations with as many as 217 rides completed in one day. In FY24, the Agency will continue to monitor GoMicro ridership and examine ways to improve efficiencies to meet growing demand effectively and sustainably. Thanks to the various fare promotions and new services, RTA is experiencing the highest gains in ridership since the



onset of the pandemic three years ago. Despite those increases, ridership is still down compared to pre-pandemic levels for all transit agencies as can be seen from the table below.

Calendar Year (CY) to Calendar Year (CY) Fixed Route Unlinked Passenger Trips										
Agency	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
RTA	8,959,299	9,286,584	9,149,610	8,512,760	8,149,731	8,287,164	8,222,689	4,123,903	3,138,652	4,630,550
NCTD	8,363,039	8,147,895	7,821,113	7,144,265	6,557,310	6,497,023	6,336,029	3,529,707	3,374,758	4,293,271
Omnitrans	15,413,985	14,733,581	13,105,501	11,620,694	11,043,721	10,618,282	10,541,433	5,376,995	4,408,002	5,511,573
SunLine	4,564,667	4,777,304	4,526,442	4,242,481	4,047,368	3,959,472	4,048,831	2,418,205	2,008,944	2,389,946
Foothill	14,257,099	14,766,378	14,170,727	13,584,934	12,887,639	12,452,656	11,751,793	7,199,280	6,226,106	7,389,595
National Total	5,121,951,463	5,070,142,995	4,933,214,156	4,733,125,066	4,525,784,125	4,469,203,274	4,430,281,630	2,422,128,502	2,370,892,328	2,871,291,694

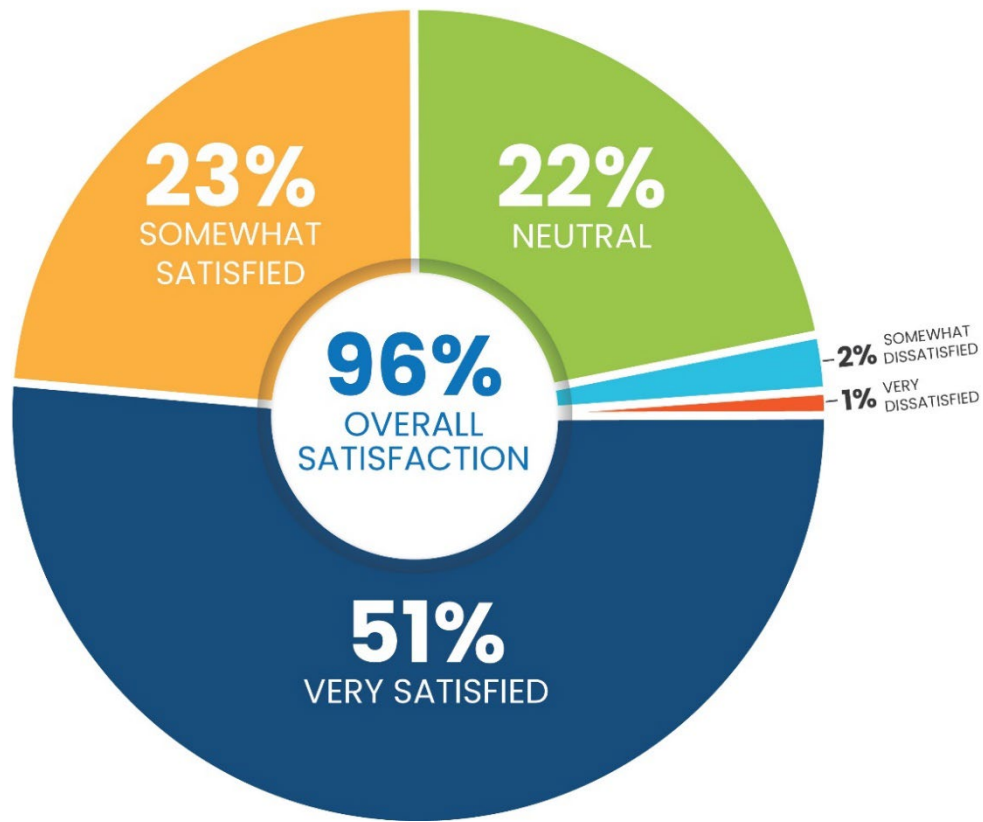
Percentage Change in Fixed Route Ridership Relative to Calendar Year (CY) 2013										
Agency	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
RTA	0.00%	3.65%	2.12%	-4.98%	-9.04%	-7.50%	-8.22%	-53.97%	-64.97%	-48.32%
NCTD	0.00%	-2.57%	-6.48%	-14.57%	-21.59%	-22.31%	-24.24%	-57.79%	-59.65%	-48.66%
Omnitrans	0.00%	-4.41%	-14.98%	-24.61%	-28.35%	-31.11%	-31.61%	-65.12%	-71.40%	-64.24%
SunLine	0.00%	4.66%	-0.84%	-7.06%	-11.33%	-13.26%	-11.30%	-47.02%	-55.99%	-47.64%
Foothill	0.00%	3.57%	-0.61%	-4.71%	-9.61%	-12.66%	-17.57%	-49.50%	-56.33%	-48.17%
National Total	0.00%	-1.01%	-3.68%	-7.59%	-11.64%	-12.74%	-13.50%	-52.71%	-53.71%	-43.94%

Source: FTA National Transit Database (Unlinked Motor Bus & Commuter Bus Passenger Trips)

Given the significant long-term impact of the COVID-19 pandemic, the Agency recently completed the Sustainable Service Plan (SSP). A comprehensive operational analysis with a shorter time frame, the SSP provides recommendations on how the Agency can build upon market opportunities and strengths, grow ridership, enhance the overall passenger experience and improve the system's financial sustainability across the next three years. To identify community need, multiple phases of outreach were completed as well as onboard rider surveys, non-rider surveys and stakeholder committee meetings. In fall 2022, over 1,000 onboard rider surveys were completed from all routes. The SSP Onboard Rider Survey found that 96 percent of all riders are satisfied with RTA services. Due to the rounding of numbers, the total does not add up to 100 percent on the chart.



SSP Pop-Up Meeting in Corona



Source: RTA SSP Onboard Rider Survey

The SSP also took into consideration the ongoing effects of the pandemic as well as the restructuring of certain routes due to hydrogen fuel cell electric bus (FCEB) range limitations. The SSP focused on maintaining core services, building efficiency and modifying routes to meet demand. In March 2023, the Board of Directors approved the SSP Recommendations. In terms of service, RTA plans to implement year one of the SSP, which takes into account feedback from stakeholders and customers to build a stronger system. As part of the plan, RTA expects to continue fiscal year 2023 (FY23) service levels into FY24, with modest modifications, which include improved access to shopping destinations on three routes and enhanced service to Metrolink stations. If ridership increases or more funding becomes available, additional service could be added in future years.

RTA is making investments in several key services and projects and will continue to focus on long-term improvements during FY24. The following is a summary of the most significant capital projects over the next year:

**The Vine Street Mobility Hub.** During fiscal year 2021 (FY21), the conceptual plan was completed and approved by the RTA Board of Directors. In fiscal year 2022 (FY22), the architectural and engineering (A&E) phase was completed and in September 2021, the Board of Directors approved the final design and authorized staff to begin the procurement of construction services. A construction contract was awarded for just over



\$12.5 million and a groundbreaking ceremony was held on April 8, 2022. Construction is estimated to be completed during FY24. This long-awaited transit hub will provide connectivity between buses, trains and other active transportation, forever transforming the way public transportation is delivered in Riverside County.

**Preparation and Implementation of Bus Stop Improvement Plan.** More than 100 bus shelters with benches and trash receptacles have been installed at bus stops throughout the RTA service area since this plan was adopted in 2015. Staff has identified additional stops that qualify for improvements during FY24.

**Purchase of New Compressed Natural Gas (CNG) Buses.** A fleet of brand-new 40-foot CNG buses are arriving at RTA as part of a massive effort to swap out our oldest, highest-mileage vehicles and replace them with newer models. In all, RTA plans to roll out 70 new buses by mid FY24, replacing roughly half of our current fleet of large buses that are nearing the end of their useful service life of 12 years or 500,000 miles per Federal Transit Administration (FTA) guidelines. Future bus orders will include some FCEBs as we inch toward our goal of phasing out CNG buses and replacing them with zero-emission, FCEBs beginning in 2026.

**Installation of Solar Panels.** In FY23, RTA was awarded nearly \$1.6 million in federal 5339(b) Buses and Bus Facilities competitive grant funding to purchase and install solar panels at RTA's Riverside and Hemet Facilities. A portion of the funding will also be used towards workforce development to properly train staff on the new technology. Installation of solar panels will significantly decrease costs and greenhouse gas (GHG) emissions and allow the Agency to produce clean, sustainable, renewable sources of energy.

The Agency continues to work towards the California Air Resources Board's (CARB) Innovative Clean Transit (ICT) regulation which requires all California transit agencies to gradually transition to a 100 percent zero-emission bus (ZEB) fleet with the goal of a full transition by the year 2040. Per RTA's Zero-Emission Bus 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 FCEBs. In FY23, RTA was awarded \$5.1 million in federal 5339(c) Low or No Emission competitive grant funding to purchase the first five FCEBs and to partially fund workforce development to properly train coach operators and mechanics on the new technology. This is a step in the right direction as the Agency continues to look for additional funding to help with the significant cost to transition to ZEBs. In March 2023, the Board authorized staff to join the Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES). ARCHES is a public-private hydrogen consortium whose purpose is to accelerate the development and deployment of clean, renewable hydrogen projects and infrastructure to reduce GHG emissions. Other partners include the University of California Office of the President, CARB, City of Riverside and many other state agencies, local governments, transit agencies, nonprofits, industry partners and organized labor. ARCHES serves as the applicant and organizer for a statewide hydrogen hub. With

significant federal funding available through the Infrastructure Investment and Jobs Act (IIJA), ARCHES will be applying to the Regional Clean Hydrogen Hubs funding opportunity. As a member of ARCHES, the Agency may be able to secure additional grant funding for the implementation of FCEBs. It will also help the Agency in obtaining a guaranteed supply of green, renewable hydrogen at a much lower, more affordable price than is currently available.

The Agency's FY24 – FY26 SRTP reflects compliance with the Farebox Recovery Ratio (FRR). To remain eligible for Local Transportation Funds (LTF) and State Transit Assistance (STA) funding, the Agency must meet or exceed a target ratio of fare revenue to operating expenses each year. This ratio is known as the FRR. In 2021, Governor Newsom signed into law State Assembly Bill 149 (AB149), which enacted various changes to the FRR calculation. The changes are beneficial to transit agencies and allow for the exclusion of certain costs, such as those related to demand response and microtransit services, security expenses, ticketing improvements, and government mandates. AB149 also includes additional provisions that allow for free and discounted fares to be valued at full fare and for the inclusion of all non-state grant revenue in the FRR calculation. For FY24, the Agency has incorporated several AB149 provisions into the calculation of the FRR to help meet requirements and to remain eligible for state funding.

This is a crucial time for RTA as we work on rebuilding ridership while pursuing ambitious capital projects and transitioning our fleet to ZEBs. In FY24, the Agency will work to achieve that by continuing fare promotions, constructing the Vine Street Mobility Hub and building hydrogen fueling stations for our future fleet, among other things.

The FY24 – FY26 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 FY24. Chapter 4 covers the financial and capital plans.

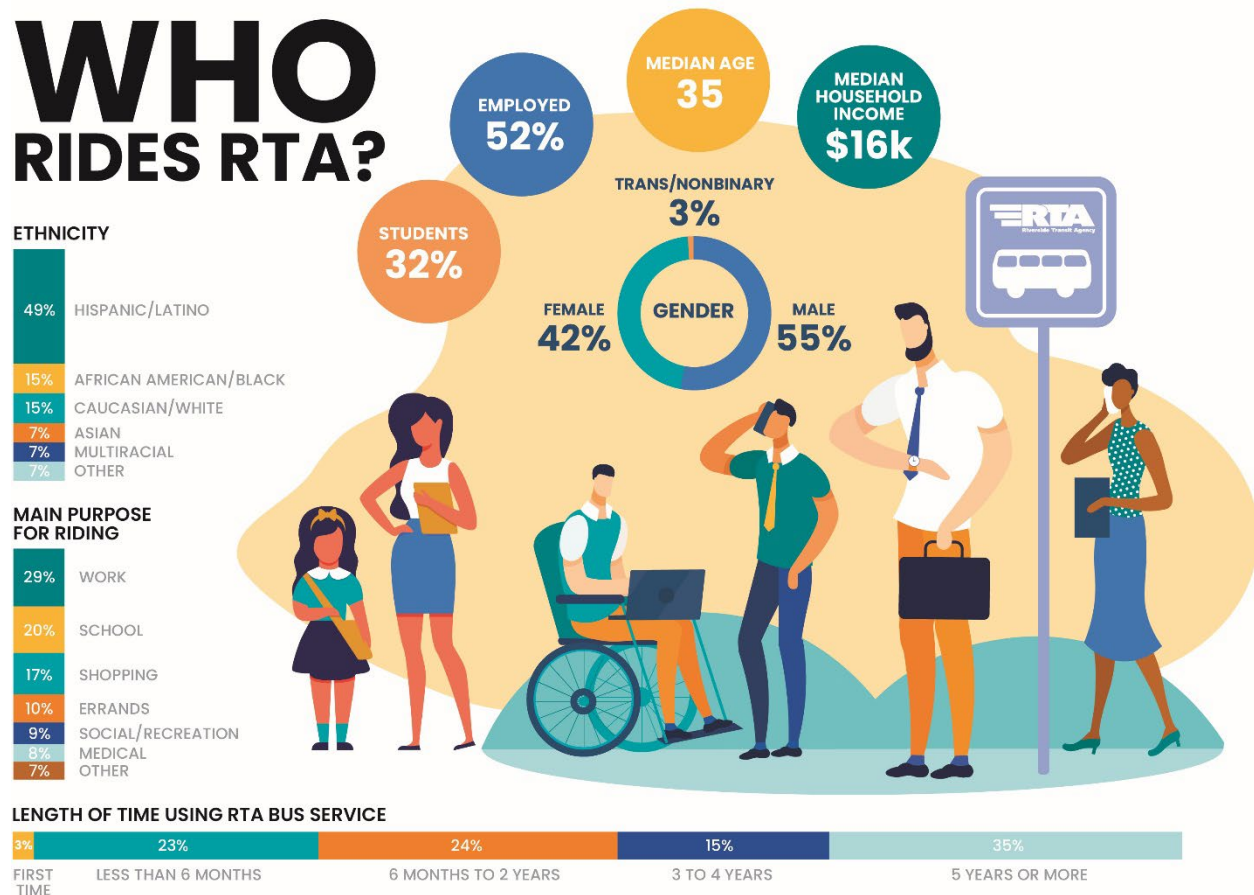
## 1.1 JURISDICTION

## 1.2 POPULATION PROFILE AND DEMOGRAPHIC PROJECTIONS

Because our customers' travel needs evolve over time, RTA continually plans and designs routes that are customer-oriented and financially sustainable. By studying the characteristics of our riders, a better understanding is gained to more appropriately plan for and meet the needs of the transit market. Moreover, it is key to determining the shifts or changes in ridership behavior following the COVID-19 pandemic. Rider characteristics, along with demographic and population changes, are used to shape and strategize how resources will be allocated in future years.

### Population Profile – Rider Characteristics

RTA passenger characteristics were collected from on-board surveys in November and December 2021 as part of the RTA 2021 Onboard Rider Survey. A demographic summary of RTA riders offered the following characteristics:



Source: RTA Fall 2021 Onboard Rider Survey.



## Population Profile

Deployment of future transit service will directly correspond to demographic and land use changes within the RTA service area, driven by population growth and buffered by the aforementioned ICT impacts.

The table below shows population changes between 2013 and 2022 based on California Department of Finance data as of May 2022. Between 2013 and 2022, population for the service area has grown by nine percent with growth experienced in most cities across this period. This growth represents potential future ridership possibilities for RTA.

WESTERN RIVERSIDE COUNTY												
Historical Populations, with 2020 Census Counts												
City	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Change 2013 - 2022	% Change
Banning	30,191	30,334	30,480	30,718	30,916	31,014	31,068	31,057	30,629	30,877	686	2%
Beaumont	40,450	41,591	43,202	44,868	46,217	48,013	49,913	51,731	54,313	54,690	14,240	35%
Calimesa	8,131	8,256	8,371	8,534	8,781	8,959	9,015	9,522	10,544	10,899	2,768	34%
Canyon Lake	10,762	10,794	10,856	10,917	10,979	10,990	11,021	11,018	11,147	11,056	294	3%
Corona	157,473	159,530	160,398	161,446	164,863	166,299	166,937	168,332	156,901	156,778	-695	-0.44%
Eastvale	57,719	59,613	61,012	63,417	64,721	65,509	65,735	66,535	70,444	69,929	12,210	21%
Hemet	81,825	82,465	83,082	83,551	84,095	84,126	84,354	84,391	89,823	89,646	7,821	10%
Jurupa Valley	97,387	97,786	98,763	100,170	102,405	104,645	106,056	107,000	105,415	105,384	7,997	8%
Lake Elsinore	55,540	56,823	58,489	60,488	61,644	62,622	63,270	63,591	70,891	71,615	16,075	29%
Menifee	83,273	84,686	86,280	88,120	90,157	92,110	94,710	97,094	103,617	106,627	23,354	28%
Moreno Valley	199,059	199,907	200,936	201,875	203,489	205,450	207,190	208,791	209,603	209,407	10,348	5%
Murrieta	106,535	106,997	108,322	108,922	111,323	112,352	113,207	114,541	111,671	111,183	4,648	4%
Norco	26,833	26,772	26,064	26,577	26,648	26,593	26,473	27,611	24,563	24,909	-1,924	-7%
Perris	72,167	73,372	74,153	75,245	76,995	77,649	78,095	78,575	79,327	78,890	6,723	9%
Riverside	314,271	316,019	318,466	321,423	323,995	325,916	327,076	328,766	312,789	317,847	3,576	1%
San Jacinto	46,180	46,596	46,923	47,299	47,739	48,536	49,655	50,207	54,503	54,593	8,413	18%
Temecula	105,549	106,833	109,317	110,360	111,556	112,243	112,561	112,512	110,394	109,925	4,376	4%
Wildomar	33,800	34,384	34,812	35,094	35,844	36,436	36,878	36,963	36,928	36,632	2,832	8%
Unincorporated	267,983	270,676	273,317	275,447	279,114	281,126	285,030	288,608	294,911	297,538	29,555	11%
Incorporated (City Totals)	1,527,145	1,542,758	1,559,926	1,579,024	1,602,367	1,619,462	1,633,214	1,648,237	1,643,502	1,650,887	123,742	8%
Grand Total	1,795,128	1,813,434	1,833,243	1,854,471	1,881,481	1,900,588	1,918,244	1,936,845	1,938,413	1,948,425	153,297	9%

\*Unincorporated estimate is based on 75% of all the County unincorporated, not just western Riverside County (as per WRCOG guidance).

Source: California Department of Finance

Riverside County Total Population Projections					
2010	2015	2020	2025	2030	2035
2,198,479	2,327,112	2,449,299	2,593,906	2,728,068	2,840,775
% Change	5.85%	5.25%	5.90%	5.17%	4.13%

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<sup>1</sup>. The highest concentration of jobs are in, around and between the cities of Riverside and Corona and in the Murrieta/Temecula area in western Riverside County.<sup>2</sup> The population and employment densities of these cities make public transit a more viable option for travel.

### 1.3 FIXED-ROUTE AND PARATRANSIT SERVICES

Following the COVID-19 pandemic, RTA has gradually increased service in response to growing ridership and demand. Service on RTA's top 10 performing routes was increased in FY22 and

<sup>1</sup> California Department of Finance, Demographic Research Unit (May 2019).

<sup>2</sup> RCTC Long Range Transportation Study (December 2019).

FY23, with the return to in-person sessions for grade schools and colleges. As of July 1, 2023, RTA will operate 32 local fixed routes, three CommuterLink express routes, GoMicro microtransit service in Hemet-San Jacinto and complementary demand response paratransit services. Routes in higher density urban areas with greater peak ridership are usually operated with larger vehicles, while routes in suburban and rural areas with lower ridership are usually operated with smaller- to medium-sized vehicles. Table 1 contains a complete listing of both directly operated and contract operated routes.

### Fixed-Route Services

RTA fixed-route services fall within two categories:

- Thirty-two local routes
- Three CommuterLink express routes

See Table 1 for a complete listing of routes and the areas they serve.

### On-Demand Microtransit Services

In the Hemet-San Jacinto area, RTA launched GoMicro, a new on-demand pilot microtransit program that offers shared rides within the zone. Riders can request a ride when they need it and get picked up within 60 minutes of their request. They can travel from bus stop to bus stop and connect to fixed route service within the zone.

### Paratransit Services

RTA offers complementary demand-response paratransit Dial-A-Ride (DAR) service to persons with disabilities and seniors (age 65 and older). DAR is an advanced-reservation service:

- DAR trips must begin/end within 0.75 miles of an active RTA fixed route (excluding express buses).
- DAR service operates at times equivalent to the local fixed-route bus services.
- Despite fixed route service decreases from the COVID-19 pandemic, DAR service availability remains intact to ensure essential trips are available to the vulnerable, transit-dependent passengers who utilize these services.

### **RTA has Three Types of DAR Services:**

- Americans with Disabilities Act (ADA) Priority DAR Service: RTA gives priority service to individuals who are certified under ADA law for trips throughout the RTA service area based on the above criteria.
- Senior and Disabled DAR Service: Seniors ages 65 and older and persons with disabilities are eligible for local DAR service for trips that begin/end within a single city based on the above criteria.

- **DAR Plus Service:** To provide service to those who live in rural areas that do not have access to public transportation, RTA began the DAR Plus Lifeline Service program in July 2015. This program extends the DAR service boundary around local fixed routes by an additional two miles (2.75-mile radius) to qualified applicants needing life-sustaining services. The program provides wheelchair accessible service to seniors aged 65 and older and to persons with disabilities for lifeline services such as doctor's appointments, medical treatments, trips to the pharmacy, grocery store and to the senior center to access hot meal services.

## 1.4 EXISTING FIXED-ROUTE AND DIAL-A-RIDE SERVICE

In FY23, RTA budgeted 613,974 revenue hours for the operation of 8,847,729 revenue miles system-wide:

- 493,434 revenue hours and 6,846,586 revenue miles budgeted for operation of 35 fixed routes
- 113,040 revenue hours and 1,918,530 revenue miles budgeted for operation of complementary DAR service
- 7,500 revenue hours and 82,613 revenue miles budgeted for operation of microtransit services in the Hemet and San Jacinto Valley

After an increase in ridership during fiscal year 2019 (FY19), ridership dropped dramatically at the onset of the COVID-19 pandemic in March of 2020. The Agency experienced a full year of decreased ridership in FY21 due to the ongoing effects of the pandemic. In FY22 and FY23, RTA increased service on the top 10 performing routes and began to see year over year increases in ridership as schools returned to in-person sessions, businesses reopened and various fare promotions were implemented. To date, ridership levels have not fully recovered and are still lower than pre-COVID numbers.

## 1.5 CURRENT FARE STRUCTURE

In October 2018, the Board authorized a contract award to conduct a fare study. In April 2019, the Board approved a fare increase that was implemented in July 2019. Prior to this increase, RTA had not increased fares for 10 years. In addition, the Board authorized a subsequent increase in fares effective July 2021. In February 2021, the Board unanimously approved delaying the July 2021 fare increase for one year until July 2022 due to the financial impacts of the COVID-19 pandemic. As conditions have dramatically changed since the last fare study was completed in 2018, the Board approved canceling the second fare increase that was scheduled to begin on July 1, 2022, in April of 2022. Furthermore, to fully understand post-pandemic ridership trends and demands, the Board approved staff to tentatively complete a new fare policy study in as early as FY24. With ridership levels still below pre-COVID levels and with the current economic

uncertainty, the Agency will postpone the study. The table below shows the current fare structure.

<b>FIXED-ROUTE/GOMICRO FARES</b>				
Fare Categories	Base Fares	Day Pass*	7-Day Pass*	30-Day Pass*
General	\$1.75	\$5.00	\$20.00	\$60.00
Youth (age 18 and younger)**	\$0.25***	\$5.00	\$20.00	\$45.00
Senior / Disabled**	\$0.25***	\$2.50	\$20.00	\$30.00
Medicare Card Holder**	\$0.25***	\$2.50	\$20.00	\$30.00
Veteran**	\$0.25***	\$2.50	\$20.00	\$30.00
Child (46" tall or under)	\$0.25***	N/A	N/A	N/A

<b>COMMUTERLINK FARES</b>		<b>COMMUTERLINK + LOCAL</b>	
Fare Categories	Base Fares	Day Pass	30-Day Pass
General	\$3.50	\$10.00	\$95.00
Youth (age 18 and under)**	\$0.25***	\$10.00	\$95.00
Senior / Disabled**	\$0.25***	\$7.00	\$70.00
Medicare Card Holder**	\$0.25***	\$7.00	\$70.00
Veteran**	\$0.25***	\$7.00	\$70.00
Child (46" tall or under)	\$0.25***	N/A	N/A

<b>DAR FARES   Not accepted on fixed-route buses</b>		
Fare Categories	Base Fares	10-Ticket Books
Senior / Disabled	\$3.50 - \$10.50	\$35.00
Medicare Card Holder	\$3.50 - \$10.50	\$35.00
Child (46" tall or under)	\$0.75	N/A

\*Accepted as base fare. CommuterLink trips require an additional \$2.00 (Senior, Disabled, Medicare, and Veteran) or \$1.75 (General) per trip.

\*\*Proper identification is required at time of boarding.

\*\*\*August 1, 2022 to June 30, 2023. Dates subject to change.

In addition to these fare categories, participating colleges returned to funding the U-Pass and Go-Pass programs. Eligible students get unlimited rides on any fixed route, including CommuterLink, and GoMicro service in the RTA network by downloading a pass on GoMobile, RTA's mobile ticketing application. 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 FY24, the following cooperative fare and subsidy programs are expected to continue:

- City of Temecula – Route 55 Temecula Trolley
- University of California, Riverside (UCR) – Route 51 Crest Cruiser and Route 56 Hunter Park/UCR Loop



Thanks to the popular Go-Pass and U-Pass programs, students at California Baptist University, La Sierra University, Moreno Valley College, 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.

## 1.6 REVENUE FLEET

As of March 31, 2023, RTA has a total active fleet of 299 buses:

- One hundred thirty-one 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. RTA is currently in the process of replacing 35 of these buses over the next year.
- Seventy-six 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 that 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. To better utilize the available office space at Riverside and Hemet, Contract Operations administrative staff was relocated to the Hemet facility in summer 2018. Currently, the Riverside facility has 344 active employees and the Hemet facility has 78 active employees.

In FY24, RTA's contracted fixed-route service will continue to be provided by Empire Transportation, operating from a facility they lease in the City of Perris. DAR service, including DAR Plus, is provided by First Transit 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 First Transit in September 2022 to provide microtransit software and transportation services for GoMicro, the microtransit pilot

program in Hemet-San Jacinto. Contractors are responsible for housing, operating and maintaining RTA-owned vehicles.

### Existing Passenger Transit Facilities

In addition to improvements to service frequency and expanding service, RTA has been focused on the creation of a timed transfer system (TTS) and enhancing support infrastructure, such as transit hubs, to improve efficiency and customer experience. It is neither feasible nor cost effective to run direct service from every trip origin to destination. Strategically placed transit hubs are essential to making a TTS work at its optimum.

Furthermore, transit hubs are more than just a place to make bus connections. They can be community-centered, multi-modal facilities where bus and rail customers share a selection of mobility choices. These modes of travel can include single-occupancy vehicles, carpools, vanpools, bicycles, pedestrian walkways, local and commuter express buses, light rail and regional rail networks. Transit hubs are generally owned by various public agencies and are well-situated for the advancement of public-private investment partnerships leading to transit-oriented commercial and residential development.

The following is a summary of the existing transit facilities in the RTA service area:



**Perris Station Transit Center:** This transit center in the City of Perris at C Street and 4<sup>th</sup> Street (SR-74) has eight bus bays served by eight RTA routes. The facility handles multi-modal transfers between Metrolink; RTA local, regional and express routes; RTA's DAR; and park-and-ride patrons in the southwest region. It is owned, operated and maintained by the Riverside County Transportation Commission (RCTC).

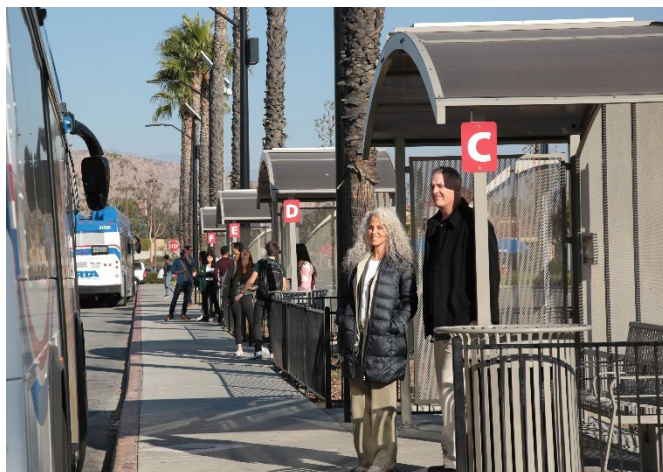


**Corona Transit Center:** This transit center is in the City of Corona off Grand Boulevard and North Main Street and includes eight bus bays served by three RTA bus routes, two Corona Cruiser routes and a pedestrian bridge to connect to trains at the North Main Corona Metrolink Station. This facility is owned, operated and maintained by RTA.



**Galleria at Tyler:** The demand for enhanced connections and improved bus stop amenities prompted RTA to improve the stops at the Galleria at Tyler Mall, which is served by seven routes. The upgrade was completed in October 2014 and nearly doubled the size of the facility, which now includes six bus bays with new passenger shelters equipped with solar lighting. The facility, which is located on mall property and maintained by RTA, includes customer amenities that comply with ADA design

standards. Reinforced concrete bus pads were installed to protect the roadway and increase the useful life of this facility. Further improvements were made in 2017 to add two additional stops on Magnolia Avenue to accommodate additional buses. In March of 2020, RTA completed construction of a new turnout for the westbound routes on Magnolia Avenue to avoid blocking the travel lanes.



**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.



**Promenade Mall Mobility Hub:** RTA and the City of Temecula worked together to identify a project site located at Promenade Mall in Temecula, which is owned and operated by Temecula Towne Center Associates (TTCA). Promenade Mall had a single bus stop that was served by seven RTA bus routes. RTA had outgrown this facility and passengers were often left in the elements waiting for their bus due to the lack of an adequate shade structure and waiting area.

RTA worked with TTCA on delivering this project as a public private partnership (PPP), with RTA providing construction funds and TTCA agreeing to own and maintain the hub. The project was completed on January 13, 2019 and placed into service. The new hub features five shelter areas/shade structures, nine benches, improved lighting, sidewalk upgrades, real-time passenger information and expanded room for up to five full-sized buses.



**La Sierra Metrolink Station:** An expansion project at the La Sierra Metrolink Station was completed in January 2019 and was delivered through a public-public partnership with RCTC. The La Sierra Metrolink Station is emerging as a major intermodal mobility hub that brings together rail, two RTA routes, plus first-mile-last-mile solutions including bikeways and pedestrian walkways and market-rate housing. The facility is owned, operated and maintained by RCTC. This station

expansion project supports RTA's goal of implementing timed transfer connections and intermodal connectivity between rail and bus and includes six bus bays with passenger amenities as well as a coach operator restroom facility.



**Canyon Crest Bus Stops:** UCR is one of the busiest transit destinations in the Agency's transit network. The Canyon Crest Bus Stop Improvements were completed in partnership with the City of Riverside in December 2021. The on-street bus stops were expanded and improved to include six bus bays with shelters, benches, trash cans and bus pads and is served by four RTA routes. The expanded stops have improved connectivity, enhanced safety, reduced congestion and will effectively

accommodate current and future service levels. Across the street from the bus stops is a modernized two-way bike lane built by the City of Riverside. The protected bike lanes improve safety and provide first-mile-last-mile connections.



**Other Transit Enhancements:** During FY23, seven stops were enhanced by adding or replacing shelters, benches and trash cans and improving the accessibility of the stops. These enhancements are made in accordance with the Board-adopted Bus Stop Strategic Policy and deployed based on ridership and geographic equity.

## 1.8 EXISTING COORDINATION BETWEEN TRANSIT AGENCIES

RTA is one of two designated Consolidated Transportation Services Agencies (CTSA) in Riverside County, the other being SunLine Transit Agency in the Coachella Valley. RTA's role as a CTSA is to assist RCTC in coordinating public transit throughout RTA's approximate 2,500-square-mile jurisdiction, support driver training and technical workshops and assist with preparing grant applications. RTA also certifies all eligible ADA passengers for western Riverside County. Passengers for Beaumont Transit, Banning Connect, City of Riverside and the City of Corona are certified through RTA and qualify for ADA services and reduced fares on all systems.

### Regional Coordination

RTA coordinates regional services with the cities of Corona, Beaumont and Banning. In the City of Riverside, RTA coordinates with Riverside Connect, which provides complementary ADA-

compliant service to RTA's fixed-routes. Additionally, RTA periodically meets with social service providers, including Blindness Support Services, bus riders and other advocates through forums such as RCTC's Citizens and Specialized Transit Advisory Committee (CSTAC), RTA's ADA meetings, Transportation NOW (T-NOW) chapters and surrounding regional transit operators.

As a CTSA, RTA continues to assist other agencies throughout western Riverside County by helping them to apply for federal and state funds such as the FTA § 5310 program. The projects funded through the 5310 program improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding available transportation options. In FY21, RTA also shared information throughout the region regarding the COVID-19 pandemic. Some of the information shared included sanitizing procedures, employee screening and capacity limitations to enforce social distancing. RTA also assisted the City of Corona with some questions regarding the use of federal funding for COVID-19 related expenses and Intelligent Transportation System (ITS) projects as well as funding for fare promotions. This year, RTA also helped MoVan, a senior DAR service provided by the City of Moreno Valley, look into FTA regulations related to contracted service and procurement requirements.

### Interregional Coordination and Transfer Agreements

While most trips are completed within RTA's jurisdiction, there is a demand to provide connectivity to areas outside of this area. As such, RTA has collaborated with other transit agencies on agreements for funding splits and/or jurisdictional overlap, to further interregional connectivity via public transportation.

As a result of these collaborations, RTA has transfer agreements with the following agencies: Metrolink, Omnitrans, Orange County Transportation Authority (OCTA), Corona Cruiser, Banning Connect, Beaumont Transit and SunLine. Metrolink tickets and passes are accepted on RTA fixed routes that serve Metrolink stations during the period from one hour before to one hour after Metrolink service hours and are valid on the day of travel. Fare media from Omnitrans, SunLine and Beaumont Transit are accepted at transfer locations at the equivalent base fare rate, excluding CommuterLink service, on the day of travel. Corona Cruiser fare media is accepted at transfer locations and adjacent stops. OCTA fare media is accepted for base fare on CommuterLink Route 200 at transfer locations in Orange County. Current and retired employees as well as dependents of Omnitrans and OCTA are eligible to ride at no cost on any local fixed-route, CommuterLink or GoMicro in the RTA service area.

In fiscal year 2018, as part of the introduction of new CommuterLink Route 200, RTA and Omnitrans reached an agreement to allow Route 200 to include a stop at the Downtown San Bernardino Transit Center. RTA also reached an agreement with OCTA and the City of Anaheim to allow Route 200 to serve stops in Anaheim including Harbor Boulevard at Disneyland. Omnitrans and RTA also coordinated on developing a new transfer point in South Fontana for RTA Route 49 and Omnitrans Route 82, as well as identified space for future Omnitrans service at the new Amazon Eastvale transit hub.

In FY23, RTA met with North County Transit District (NCTD), San Diego Association of Governments (SANDAG), Cal State University San Marcos, Palomar College and city and district representatives to discuss service between Riverside County and Escondido. Through the SSP, CommuterLink Route 217, which traveled between San Jacinto, Hemet, Temecula and Escondido, was permanently discontinued due to lack of funding and low ridership even before the COVID-19 pandemic. This meeting is the first of many to discuss demand, possible plans for a new route and most importantly shared costs and funding opportunities related to potential student ridership.

In FY24, RTA will continue to collaborate with these agencies to provide options for enhanced interregional connectivity via transfer and funding agreements and jurisdictional overlap.

## 1.9 RECENT STUDIES AND PLANS

RTA regularly conducts various studies to provide efficient, reliable, safe and accessible transportation that meets the needs of the community. These studies also lay out plans for RTA's future service, replacement and maintenance of capital equipment, financial projections and transition to ZEBs. Studies and plans are also completed to meet federal and local requirements to apply for grant funding. Listed below are the recent studies that have been completed and/or updated.

Title	Summary	Calendar Year of Completion/ Update	Location
Comprehensive Operational Analysis (COA)	A study that reviewed RTA's network structure, route performance, market conditions and service performance. Findings from the study led to the development of phased recommendations that will help maximize ridership and improve the overall passenger experience while improving the system's financial sustainability. The COA is meant to guide RTA's service planning decisions over the next decade.	2015	<a href="#">RTA Website</a>



Title	Summary	Calendar Year of Completion/ Update	Location
Transit Asset Management (TAM) Plan Update	The TAM Plan includes an inventory and condition assessment of RTA's assets as well as a plan to maintain the assets in a state of good repair. The plan forecasts when assets will need to be repaired or replaced and outlines future financial capital needs. Per FTA requirements, the plan must be updated in its entirety, at least once every four years. The TAM Plan update was completed in 2022.	2022	<a href="#">RTA Board of Directors Meeting Agenda June 2022</a>
Zero Emission Bus Analysis and Rollout Plan	This study analyzed RTA's current route profiles, service area, energy consumption needs and ridership to determine which type(s) of ZEB technology would be operationally feasible and cost effective for RTA. The ZEB Plan provides a detailed timeline and estimated cost for a phased transition to FCEBs that meets CARB requirements. The ZEB Plan is a fluid document and any updates made require Board approval.	2020	<a href="#">RTA ZEB Analysis Board of Directors Meeting Agenda November 2020</a>  <a href="#">RTA's CARB Approved Rollout Plan</a>
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.	2022	<a href="#">RTA Board of Directors Meeting Agenda June 2022</a>



Title	Summary	Calendar Year of Completion/ Update	Location
Contagious Virus Response Plan	This plan was developed in response to the COVID-19 pandemic. This plan details RTA's contingency plan if service reductions are needed due to increased staff absenteeism or as mandated by the Board of Directors or other governmental authority. The reduction of service is presented in increasing tiers with the final third tier being a complete suspension of service.	2020	<a href="#">RTA Board of Directors Meeting Agenda March 2020</a>
RTA Service Reduction Plan	In response to the COVID-19 pandemic and resulting decrease in ridership and revenues, RTA contracted Transportation Management & Design, Inc. (TMD) to evaluate RTA's service network and operations to create a more efficient and sustainable system through the reduction of underperforming routes. The recommended changes, cost savings calculation and Title VI analysis are summarized in the Service Reduction Plan.	2021	Appendix B
Title VI Program 2022 Update	As a recipient of federal funding, RTA must show compliance with FTA Title VI requirements by submitting a Title VI Program to their FTA regional civil rights officer once every three years.	2022	<a href="#">RTA Website</a>
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.	Ongoing	Appendix C

Title	Summary	Calendar Year of Completion/ Update	Location
RTA Climate Action Plan – Pathway to Zero-Emissions	As part of the FTA’s Sustainable Transit for a Healthy Planet Challenge, the Agency submitted a Climate Action Plan (CAP) which outlines strategic and measurable actions the Agency can take to reduce its impact on climate change and work towards a sustainable, resilient transportation system that meets the needs of the community and improves environmental and public health. The foundation of the CAP is the Agency’s ZEB Plan and includes the Agency’s Rollout Plan for the transition to FCEBs. The CAP builds upon these plans, calculates current GHG emission levels and identifies five goals to help reduce emissions.	2022	<a href="#">RTA Board of Directors Meeting Agenda March 2022</a>
Fall 2021 Onboard Rider Survey	The Fall 2021 Onboard Rider Survey helped determine shifts or changes in ridership behavior due to the COVID-19 pandemic and identify potential customer-centric solutions. The survey provided valuable insight into rider demographics, behavior shifts, needs, wants, preferences and satisfaction levels of current riders. The survey results help the Agency understand the current perceptions of its audiences and steer strategic planning and operations going forward.	2022	<a href="#">RTA Board of Directors Meeting Agenda March 2022</a>

Title	Summary	Calendar Year of Completion/ Update	Location
Sustainable Service Plan (SSP)	The SSP was commissioned to realign RTA's service delivery with the mobility needs of the region following the pandemic. The SSP examined current routes, unmet travel needs, emerging travel patterns and evolving demands for service. The SSP will also evaluate the Agency's Service Standards and Warrants, develop a vehicle plan to lower the spare ratio and restructure routes as needed for the operation of FCEBs.	Ongoing	<a href="#">RTA Board of Directors Meeting Agenda March 2023</a>

## 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. RTA's Service Standards and Warrants metrics are currently being re-evaluated as part of the SSP. Any recommended changes to the current Service Standards and Warrants will be presented to the Board for their consideration.

#### Service Standards and Warrants

The Service Standards and Warrants guidelines are design standards that set the requirements for a minimum level of service that respects service quality characteristics such as route structure, service area coverage, operating hours and on-time performance. There are several factors that are typically considered when objectively measuring service performance. These factors, used in conjunction with the Annual State of Public Transit Report, help determine whether service is cost effective.

SUMMARY OF SERVICE STANDARDS AND WARRANTS	
<i>Population Density</i>	Density is determined by the number of people housed per square mile or the number of employees per square mile. RTA aims to provide at least 85 percent of all residences, places of work, high schools, colleges and shopping centers with access to bus service.
<i>Route Classifications</i>	RTA service can be classified into three fixed-route service types: local, RapidLink limited stops and CommuterLink express. Complementary to the fixed-route service is DAR. See Table 1 for the route classification of each route.
<i>Span of Service</i>	The span of service or the hours of operation refers to the start and end time of a route. The span of service will vary based on the demand in the community and the classification of the route.
<i>Bus Stop Spacing and Amenities</i>	Depending on the population density, bus stop spacing in urban areas usually averages about 1,500 ft. (0.28 miles) to 2,500 ft. (0.47 miles). As service approaches more suburban and rural areas, bus stop spacing may be limited to locations with accessible curb and gutters and sidewalks suitable for ADA compliance. The new bus stop spacing standards allows spacing of 0.25 to 0.33 miles to support local, regional and community feeder routes; 0.25 to 0.5 miles for frequent key corridor local service; and 0.5 mile stop spacing for RapidLink service. Bus stops with 10 or more average weekday boardings may qualify for a shelter and stops with five or more boardings may qualify for a bench, subject to funding availability that is determined in the annual budget process. These standards were adopted in the Bus Stop Strategic Policy (2015).
<i>On-Time Performance</i>	RTA requires that no bus shall leave a time point early and should arrive at a time point no later than six minutes after the scheduled arrival time. This limit is appropriate for RTA's service area due to the average distance traveled by each route and the combined rural and urban areas.

<i>Headways (Frequency)</i>	Headways are the timed intervals between each scheduled trip within a fixed-route bus (e.g., the bus runs every 30 minutes). Headways range anywhere from every 15 minutes to every 120 minutes depending on the density and are aimed at operating in 15-minute increments for frequent key corridors supporting local and regional connector tiers. Community feeders and CommuterLink routes may vary depending on demand.
<i>Transfer Wait Time</i>	Transfer Wait Time refers to the amount of time a passenger has to wait when transferring from one mode of transportation to the next, whether it is bus or rail. In denser UZAs such as downtown Riverside, average transfer wait times should not be longer than approximately 20 minutes. In smaller urbanized and even in rural areas, the average transfer wait time can reach up to 30 to 45 minutes depending on the frequencies of the routes in the area.
<i>Load Factor (Maximum Vehicle Loads)</i>	Depending on the bus, the maximum number of passengers should not exceed 150 percent of the seating capacity or the legal weight limit of the bus. DAR vehicles should not exceed 100 percent of the seated capacity.

Source: RTA's Service Standards and Warrants (2012), Bus Stop Strategic Policy (2015)

## Productivity vs. Coverage Target

The Transportation Development Act (TDA) of 1971 established fiscal performance requirements of 20 percent farebox recovery in urbanized areas and 10 percent in rural areas. To help remain in compliance with this state mandate, and to improve effectiveness and efficiency, RTA has adopted the following policy for service deployment:

- Sixty percent of fixed-route service should be deployed in areas with higher population and employment densities where transit is able to meet productivity standards, and
- Forty percent of fixed-route service should be to maintain coverage in areas where lower population and employment densities limit transit service productivity.

The 60/40 split establishes a benchmark for RTA to meet mandatory farebox recovery. By state mandate, new or significantly modified service is exempt from meeting the required criteria for up to two years plus the year of commencement. The objective is to give these routes time to perform up to standards. Other key metrics monitored are operating cost per revenue hour, passenger per revenue hour and mile and other key subsidy measurements. These key metrics are noted by route in Table 2.3.

## 2.2 SRTP PERFORMANCE REPORT

Since the onset of the COVID-19 pandemic, RTA has gradually increased service in response to growing ridership and demand. With ridership levels still trailing pre-pandemic levels, RTA plans to continue FY23 weekday/weekend service levels with select CommuterLink peak service into FY24 with a few exceptions. On March 23, 2023, following several weeks of public outreach, surveys, data analysis, research and a public hearing, the RTA Board of Directors approved the Agency's SSP, a blueprint for transit enhancements over the next three years. These changes aim to upgrade service to popular destinations, increase frequency and improve connections between bus routes and Metrolink trains. In addition, routes and route segments that were

temporarily discontinued due to the COVID-19 pandemic were approved to be permanently discontinued. In all, more than a dozen routes have been tagged for upgrades over the next three years with the first changes coming in September of 2023 when several routes will be adjusted and improved. Proposed adjustments for years two and three of the SSP are contingent on ridership growth and available funding. Detailed information on the service improvements to be made can be found in Chapter 3. DAR service availability will remain consistent with pre-pandemic levels as the Agency strives to serve the most vulnerable population. For FY24, RTA projects 670,016 revenue hours for the operation of 9,926,620 revenue miles systemwide. Ridership is projected to be 5,210,145, an increase from FY23 in response to SSP year one service improvements. Table 2.3 shows detailed information on the FY24 Performance Report.

## 2.3 SRTTP SERVICE SUMMARY

For FY24, the projected systemwide revenue miles and hours are distributed as follows:

- 367,588 revenue hours and 4,977,157 revenue miles budgeted for directly operated routes.
- 133,594 revenue hours and 2,019,627 revenue miles budgeted for contract operated routes.
- 151,554 revenue hours and 2,739,497 revenue miles budgeted for operation of DAR and DAR Plus service.
- 17,280 revenue hours and 190,339 revenue miles budgeted for operation of GoMicro microtransit service.

For FY24, of the miles and hours budgeted, 203,053 revenue hours and 2,504,701 revenue miles are being delivered by routes that qualify for an exclusion from the farebox recovery ratio calculation. Table 2.3 provides detailed information on RTA's FY24 projected service and Table 2.2A lists the excluded routes and dates they will expire.

## 2.4 SERVICE PERFORMANCE

On April 5, 2020, due to the COVID-19 pandemic, RTA reduced service to a seven-day schedule, akin to a Sunday schedule, with additional CommuterLink peak service on weekdays. This continued in FY21 with additional cuts made during the May 2021 Service Change as recommended by RTA's Service Reduction Plan. In FY22, RTA increased service on the top five performing routes as businesses reopened and schools returned to in-person sessions. Services were reinstated to facilities that reopened during the fiscal year, and subsidized routes that were temporarily discontinued were placed back into service. With only modest gains in ridership and with sudden decreases following the Omicron surge, no further frequency improvements were made in FY22 and the implementation of the microtransit pilot program in Hemet-San Jacinto was postponed. During FY23, RTA increased service on the next top five performing routes bringing the Agency's top 10 routes to approximately 80 percent of pre-COVID service levels. RTA also launched new service with the Route 44 and GoMicro microtransit service in Hemet and San

Jacinto. The Agency also kicked off Route 56 connecting Hunter Park Metrolink Station with UCR. During the past year, RTA had strong ridership gains but numbers were still well short of what they were pre-pandemic. Looking ahead to FY24, RTA plans to make several changes to existing routes to boost service to Metrolink stations, improve frequency and enhance on-time performance. The total projected revenue miles and hours are provided in route level detail in Table 2.3. Estimated number of passengers, passenger miles, revenue hours and miles, operating costs and passenger revenue information are provided for each route including DAR which is summarized by UZA. The FY24 projections are based on the SSP which takes into account the effects of the COVID-19 pandemic on travel patterns, ridership, service levels, operational capacity and revenue.

## 2.5 PRODUCTIVITY IMPROVEMENT EFFORTS

RTA continually monitors key service performance metrics such as farebox recovery and passengers per hour or trip. These metrics are key factors in evaluating the performance of individual routes and trips. In September 2022, 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. The FY24 service improvements are based on year one 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 populations. RTA also continues to make every effort to coordinate transit service with K-12 school bell schedules and boundaries.

GoMicro microtransit service began operating in the Hemet and San Jacinto area in December 2022. GoMicro replaced under-performing fixed-route transit service and the goal of the service is to continue to provide meaningful mobility to Hemet and San Jacinto residents while reducing

operating costs for RTA to ensure financial sustainability. Before launch, the Marketing Department implemented a marketing and communications campaign to inform our current customers and the community about the new service. The department will continue efforts to promote the new service.

The SSP, which included extensive community outreach and rider and non-rider surveys, points to the ongoing need for service improvements concentrated on six core themes:

1. Service Frequency: Key improvement required for RTA services to attract new and more frequent ridership.
2. Span of Service: Add early morning service for major employment centers and to connect with Metrolink trains.
3. Lower Cost: Defer fare increases and continue to offer promotional fares.
4. Expand Routes and Locations Served: Provide service to destinations not currently served.
5. Connectivity: Better coordination between RTA services at key connection points.
6. Streamlining: Focus routes on major streets/corridors, reduce circuitous and overlapping routing of service, improve travel times, on-time performance, safety and ease of understanding of the service network.

RTA will continue to explore service changes that address these key service attributes in order to retain existing customers as well as gain new ones.

## 2.7 RECENT SERVICE CHANGES

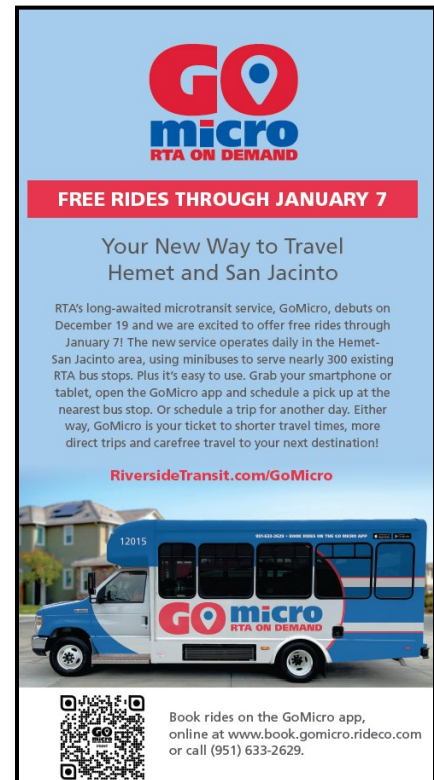
Key service changes implemented in FY23 are listed below:

- GoMicro: RTA's new on-demand service offers shared rides in the Hemet-San Jacinto area. A map of the GoMicro zone can be found on Page 29.
- Increased service on routes 12, 14, 20 and 49 to approximately 80 percent of January 2020 (pre-COVID) service levels.
- Schedules were adjusted for the following routes to improve on-time performance, overall efficiency and connections with other routes, trains and school bell times: 1, 3, 8, 9, 10, 11, 12, 13, 14, 15, 16, 18, 19, 20, 21, 22, 23, 24, 27, 28, 29, 30, 31, 32, 33, 41, 42, 49, 51, 55, 61, 74, 79, 200, 204 and 206.
- Route 10: Two new weekday westbound trips departing Big Springs and Watkins at 7:45 a.m. and 3:30 p.m. were added to meet demand.
- Route 22: This route was rerouted and no longer serves bus stop #1830 on University and Brockton.
- Route 31: The portion of the route between MSJC and the Hemet Valley Mall was discontinued and replaced by the new Route 44.
- Routes 32 and 42: These routes, which served Hemet and San Jacinto, were discontinued and replaced by GoMicro.

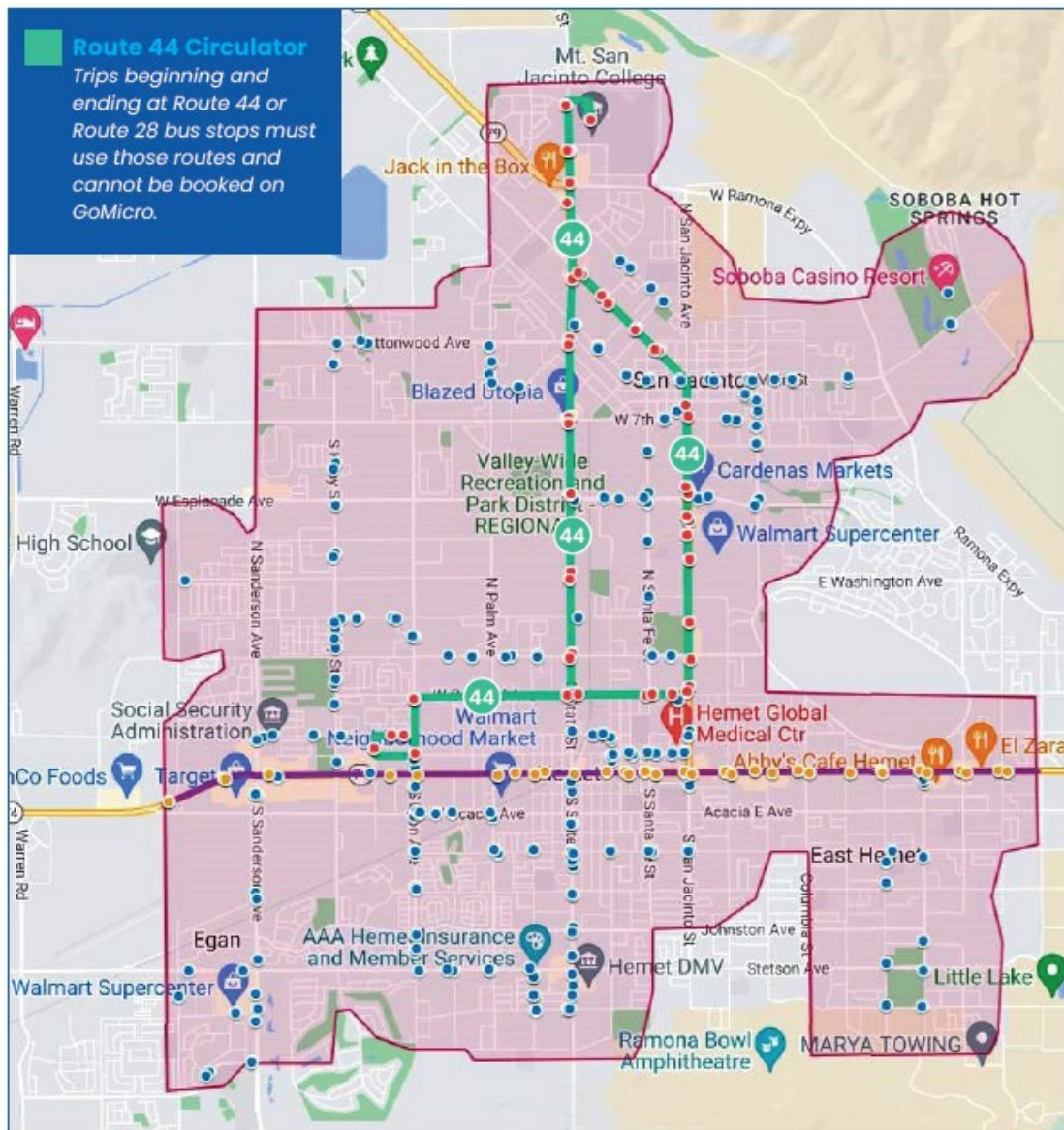


- Route 33: This route, which served Hemet, was discontinued and replaced by GoMicro.
- Route 44: This new circulator connects the Hemet Valley Mall and MSJC.
- Route 55: The 6:15 a.m., 8:20 a.m. and 3:15 p.m. trips departing Harveston Village Center were discontinued. Two trips were added departing Harveston Village Center at 4 p.m. and 4:20 p.m.
- Route 56: This new weekday route connects the Hunter Park Metrolink Station with UCR.
- Route 61: A new weekday northbound trip departing the Quail Valley Fire Station at 7:30 a.m. and a new weekday southbound trip departing Encanto and McCall at 3:28 p.m. was added to meet demand.
- Routes 74 and 79: The section of the routes between MSJC and the Hemet Valley Mall were discontinued and replaced by the new Route 44.
- Route 205/206: Route 205 was eliminated, and all its trips were combined under the Route 206 schedule.
- Route 206: This route was adjusted to travel along Jefferson Ave. instead of Madison Ave. to serve the new park-and-ride location.

The most significant service change in FY23 was the launch of GoMicro, the new microtransit pilot program in Hemet-San Jacinto. These changes were the last recommendations to be implemented from the Service Reduction Plan which was approved by the Board in January 2021. The Service Reduction Plan evaluated RTA's transit network and created a more efficient and sustainable system by modifying underperforming and/or duplicative routes and trips. GoMicro officially launched on January 8, 2023. To better prepare riders for the significant changes taking place, RTA debuted GoMicro early on December 19, 2022, and offered free GoMicro rides until January 7, 2023. RTA ambassadors were on the streets at major stops from December 7, 2022, through January 20, 2023. They answered questions, provided information on GoMicro and helped passengers sign up and book rides. Targeted outreach was done at middle schools and high schools that were in the microtransit zone to prepare students for the changes. Ridership on GoMicro has exceeded expectations. RTA will continue to monitor GoMicro and examine ways to improve efficiencies and meet growing demand.



GoMicro Flyer



Map of the GoMicro Zone in Hemet-San Jacinto

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

### 3.1 PLANNED SERVICE CHANGES

Preparation of the FY24 service plan began with the SSP which included a performance review of all fixed-route bus service. The study takes into account the pandemic's effect on travel demand and charts the path forward for the next three years. As approved by the Board, year one service improvements from the SSP will be implemented in FY24. Service changes include adjustments to multiple routes to improve service reliability and efficiency while increasing ridership and access to major destinations.

The following service changes are planned for FY24. Implementation is contingent on ridership demand and funding availability.

- September 2023 service changes:
  - Route 1: Improve frequency to every 15 minutes between 6 a.m. and 6 p.m.
  - Route 8: Discontinue Railroad Canyon deviation and provide timed transfer connections with Route 9.
  - Route 9: Provide timed transfer connections with Route 8.
  - Route 11: Discontinue deviation to Perris Blvd. and improve frequency from 70 to 60 minutes.
  - Route 12: Discontinue service to Center St. and shorten the northern turnaround via Chase Road.
  - Route 13: Reroute from Colorado Ave. and Monroe St. to Van Buren Blvd.
  - Route 16: Improve frequency to every 15 minutes between 6 a.m. and 6 p.m.
  - Route 18: Extend route to Corporate Center Place and change frequency from 50 to 60 minutes.
  - Route 19: Improve frequency to every 15 minutes between 6 a.m. and 6 p.m.
  - Route 21: Add additional early AM service to connect to Metrolink trains at Jurupa Valley/Pedley Metrolink Station.
  - Route 30: Add additional early AM service to connect to Metrolink at Perris Station Transit Center.
  - Route 41: Discontinue weekend service.
  - Route 61: Reroute to serve Haun Rd. instead of Bradley Rd.
  - Route 74: Discontinue service north of Sun City and improve all week frequency to every 70 minutes.
  - Route 79: End the route at Promenade Mall and improve all-week frequency.

- January 2024 service changes:
  - Route 44: Improve frequency on San Jacinto Ave. from every 60 to 70 minutes to every 40 minutes.

Significant community outreach was completed during the SSP in two phases. Phase one consisted of rider and non-rider surveys, two virtual public meetings and one virtual stakeholder



*SSP Pop-Up Event in Moreno Valley*

meeting. Based on feedback from Phase One along with research and data analyses, a set of recommendations were developed that aim to meet demand, grow ridership and ensure financial sustainability. In January 2023, the Board approved seeking public comments on the draft recommendations from the SSP. Phase Two outreach consisted of a survey, one in-person public meeting, one virtual public meeting, seven pop-up events throughout RTA's service area and one virtual stakeholder meeting. Overall, the response to the draft plan was positive with 61 percent of respondents saying they would ride more often and 28 percent saying they would ride the same amount. In March 2023, the SSP Service Recommendations were approved with year one

changes being implemented in FY24. In April 2023, outreach for the FY24-26 SRTP was done online through the website, RTA Reader, Rider News, press releases and social media. Customers were invited to comment on the proposals by phone, email, traditional mail or by attending the May 2023 Board of Directors meeting.

In partnership with Metrolink rail service, RTA usually operates 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 event occurs this winter, RTA will work with Metrolink on an agreement to fund the Route 54 shuttle.

There are three routes that are normally subsidized by agency partners. Route 51 and the new Route 56 are funded by UCR. Route 55 is partially funded by the City of Temecula. All three routes are currently operating and are included in the FY24 budget. New funding agreements are currently being finalized for FY24 and will need to be approved by the Board.

### 3.2 MODIFICATIONS TO PARATRANSIT SERVICE

RTA will continue its mobility management assistance for seniors, disabled persons and veterans using the Customer Information Center (CIC) located at Division II in Hemet. Passengers will be



given step-by-step training on how to travel using RTA's fixed route system and will benefit from receiving instructions through phone calls and emails. As appropriate, RTA will continue to encourage transition from DAR to fixed-route through classroom presentations, train-the-trainer programs and trip planning through the CIC. Expenses related to phone assistance and mobility training are reimbursed through a 5310 Grant. RTA Planning and Marketing staff are also available for select presentations and will be working to train affordable housing residents in the coming years on how to use public transportation thanks to the Affordable Housing and Sustainable Communities (AHSC) grant. RTA, Wakeland, the affordable housing developer, and the City of Riverside partnered together and were awarded an AHSC grant which integrates affordable housing, transit and green transportation improvements and neighborhood-driven beautification projects in Riverside.

The Medi-Cal Reimbursement Program was implemented in early 2012 and was developed in cooperation with the State Medi-Cal Program for paratransit trips taken to and from qualifying medical facilities. This program provides a percentage-based reimbursement of the net expense associated with these trips and provides access to alternative sources of state and federal funding for DAR services. The current reimbursement rate for this program is calculated by the total Medi-Cal beneficiary eligible trips divided by the total number of individuals actually served to determine the percentage of net expenses eligible for reimbursement less 50 percent of the eligible net expense. To date, the Agency's total cost savings through participation in this program is \$3,274,934.

### 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 FY24 efforts will address customer service; community and government relations; allocate resources to increase the awareness of RTA's services; promote the increased use of those services as well as to develop a positive relationship between the Agency and the people we serve. More specifically, the Marketing Department seeks to address the following areas:

- Increasing fixed-route ridership and awareness of RTA services
- Encouraging trial and repeat use among residents who currently do not ride the bus
- Enhancing a positive image among riders, potential riders, community leaders and elected officials
- Ensuring public awareness and education for new and expanded bus service
- Educating the public on the benefits of public transportation
- Coordinating timely updates to RTA's website: [RiversideTransit.com](https://www.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 will continue to focus on communicating safety measures as more people return to work and school.

The department has identified objectives, target markets and strategies that can result in maximum impact both now and for years to come. The coming year provides a variety of opportunities for the department, including the promotion of new mobility hubs, and continued efforts to push mobile ticketing as well as popular free- or reduced-fare ride programs for area college students.

**Service Adjustments:** Marketing promotes information regarding service adjustments through a variety of advertising methods to reach customers including email rider alerts, website information, brochures, newspaper ads, on-bus information, newsletters and social media.

**Customer Information Materials:** RTA aims to make the transit system easier to understand and use through enhanced passenger information and signage. Materials are developed for both novice riders and experienced users to read and understand. Informational documents are readily available and designed to attractively promote RTA services to new users, while maintaining interest and engagement from existing riders.

**Public Speaking Opportunities:** Presentations are customized for a variety of market segments. Outreach to business and community leaders is used to educate these groups about the economic benefits that transit provides to the RTA community, while presentations for social service agencies or other gatekeeper organizations are tailored to educate these groups on how transit can enhance personal mobility and how they can help to promote its usage. Presentations also occur at senior centers, colleges and school orientation programs that focus on how those populations can use the bus to accomplish their various tasks.

**Community Relations:** Many of RTA's strategies rely on working through local organizations and businesses to direct specific promotional messages to constituencies with realistic potential for using RTA's transit services. Community-based marketing and partnerships with local businesses and public agencies of this kind are cost-effective. A way RTA builds upon these relationships is by participating in community events such as expos and parades, which provide the opportunity to attract potential new users and promote RTA as an active community partner.

**Website and Social Media:** RTA's website is used to publish up-to-date information about Agency services, policies and publications. RTA also utilizes social media, including Facebook, Twitter, TikTok, YouTube, Instagram, LinkedIn and iAlerts. Social media is a relatively inexpensive

advertising format that allows RTA to provide information quickly and easily to users while raising RTA's profile and brand.

**Customer Information Center:** The 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 always available to assist callers. For other language requirements, both written and verbal, RTA uses the service of LanguageLine Solutions which provides interpretation and translation in more than 200 languages.

**Transportation NOW:** T-NOW was formed in 1992 as a grassroots advocacy group comprised of public transit advocates. Members of T-NOW range from elected officials and community activists to everyday transit users who are committed not only to addressing regional transportation issues but meeting the needs of individual communities. There are six T-NOW chapters throughout the service area that include Greater Riverside, Hemet/San Jacinto Area, Northwest, Moreno Valley/Perris, San Geronio Pass Area and Southwest. Each chapter meets monthly and sets goals and objectives relevant to their communities.

**U-Pass and Go-Pass Programs:** The Agency partners with local colleges and universities to provide students with unlimited free or reduced-fare rides on all RTA local fixed route, CommuterLink and GoMicro buses. The Go-Pass program will be financed by student fees during the fall, spring and summer terms and include students at the Riverside Community College District, which includes Moreno Valley College, Norco College and Riverside City College, and students at MSJC. The U-Pass program, which includes Cal Baptist University, La Sierra University and UCR, will be financed by the universities that pay on discounted a per-boarding basis. At UCR, the program also includes faculty and staff.

**FY24 Implementation of Fare Promotions Program:** From June 1 to August 31, 2023, RTA will run a 25-cent fare promo for all riders on all fixed route and GoMicro services. From September 2023 through the end of June 2024, RTA will run Free Fare Fridays for all riders on all fixed routes and GoMicro services. In addition, the Agency will run free promo days on the following days:

- Car Free Day - September 22, 2023
- California Clean Air Day - October 4, 2023
- Election Day - November 7, 2023
- New Year's Eve after 2:30 p.m. - December 31, 2023
- Transit Equity Day - February 4, 2024
- Earth Day - April 22, 2024
- Dump the Pump Day - June 20, 2024

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 and help promote farebox recovery following the prolonged effect of the COVID-19 pandemic. The FY24 Implementation of Fare Promotions Program is funded through the Low Carbon Transit Operations Program (LCTOP).

### 3.4 PROJECTED RIDERSHIP GROWTH (FY24-26)

During FY23, RTA's ridership climbed 34 percent from the previous year. Not surprisingly, as life slowly returns to normal following the pandemic, more people are getting back on board the bus in Riverside County. During FY23 through March, RTA buses have carried more than 3.8 million passengers, compared to 2.9 million during this same time last year. A flurry of special promotions that allowed customers to ride for 30 days for just \$5, and youth, seniors, veterans, disabled and Medicare cardholders to ride for just a quarter also contributed to the increased ridership. The trend is encouraging, given the fact that ridership was down as much as 70 percent during the pandemic. To date, ridership remains down roughly 40 percent from pre-pandemic levels, showing RTA was making good on its efforts to slowly close the gap. The projected ridership for FY24 shows a 15 percent increase over the FY23 budget at 5,210,145. RTA is taking a conservative approach and projecting modest gains in ridership from the FY23 actual riders.

### 3.5 PROPOSED FARE STRUCTURE CHANGES

In April 2019, after completing a comprehensive fare policy study that included public outreach, equity analysis, fare comparisons with other regional transit agencies, ridership sensitivity and consideration of farebox recovery requirements, the Board approved a two-phase fare increase. The first phase was implemented in July 2019. The second fare increase was scheduled to be implemented in July 2021. However, on February 25, 2021, the Board unanimously approved delaying the July 2021 fare increase for one year until July 2022 due to the financial impacts of the COVID-19 pandemic. Given the significant changes that took place since completing the fare policy study in 2019 and with ridership still down when compared to pre-pandemic levels, the Board approved cancelling the July 1, 2022 increase in fares. Furthermore, the Board authorized staff to complete a new fare policy study to examine pricing, help fully understand post-pandemic ridership trends and demands and consider other options such as fare capping. The fare policy study will be scheduled in the future when ridership stabilizes.

### 3.6 CAPITAL IMPROVEMENT PLANNING

Capital improvements to the transit system are necessary to maintain vehicles, facilities and equipment in a state of good repair, reduce costly repairs and ensure the safety and security of the public. Moreover, capital projects, such as improvements to stops and installation of passenger amenities, can lead to an increase in ridership. Listed below are RTA's upcoming projects pending available funding. These projects are estimated to begin within the next few fiscal years.



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## Revenue Vehicles

RTA purchases revenue vehicles to replace older vehicles that have reached their minimum useful life in years or mileage as defined by the FTA. Projections on when vehicles will need to be replaced are based on service levels and are outlined in RTA's TAM Plan. Future purchases of replacement revenue vehicles will follow the ZEB Rollout Plan and meet CARB's ICT mandate. Revenue CNG vehicles and DAR vehicles projected to be purchased in FY24 are fully funded within this SRTP. Per the Agency's Board approved Rollout Plan, the first FCEBs are estimated to be delivered in 2026 with the next deliveries estimated to take place in 2028 and 2030. These dates may change depending on ridership growth and demand in the post-pandemic environment which may warrant increases in service. The Agency was awarded FY22 5339(c) Low or No Emission competitive grant funds to purchase the first five FCEBs and complete workforce development training. All future FCEBs hereafter are currently unfunded. The Agency will continue to pursue grant funding to help purchase additional FCEBs.

## Equipment and Passenger Amenities

**Moreno Valley Mall Bus Stop Improvements:** In January 2020, two additional bus stops were added at the Moreno Valley Mall Transit Center to ease bus congestion. RTA staff plans to add passenger amenities and bus pads to protect the roadway. This project is currently unfunded. RTA has continued discussions with mall ownership and city staff on possibly partnering on future improvements.

## CHAPTER 4: FINANCIAL PLANNING

The FY24 Operating and Capital Budgets reflect the Agency's plan to continue the transition into the post-pandemic and ZEB business model. The proposed budgets are developed to support overall Agency goals of providing safe and reliable public bus transportation in western Riverside County, providing excellent customer service and preserving and regaining ridership – all within estimated fiscal constraints. It should be noted that significant adjustments – positive or negative – to the requested budgets are possible after the commencement of FY24.

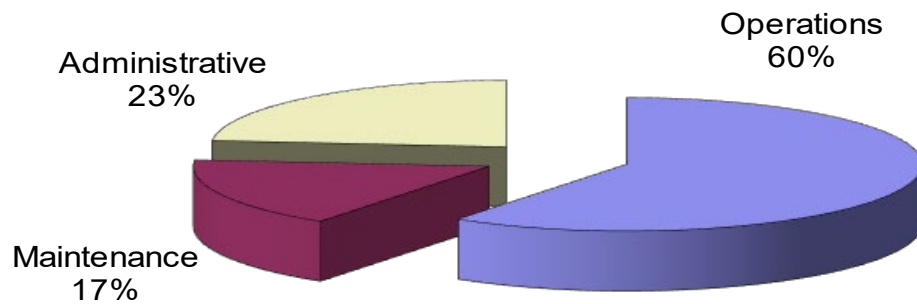
### 4.1 OPERATING AND CAPITAL BUDGET FOR FY24

The Agency's FY24 Operating Budget reflects a fixed route service plan, in terms of revenue service hours, that is relatively flat compared to FY23. The Agency plans to implement the recommendations from the SSP approved by the Board. Those plans include discontinuing various routes and route segments, while adjusting the frequencies and trip path on certain existing routes for efficiencies and connectivity improvements. This will also be the first full year of routes that began in FY23, such as routes 44, 56 and GoMicro, the Hemet-San Jacinto microtransit service. Finally, the Agency plans to welcome back a greater number of seniors and customers with disabilities. As such, DAR revenue service hours are slated to increase 34 percent as compared to the FY23 budget. Overall, revenue service hours are expected to increase 9 percent compared to FY23. The Agency believes this is a service level that balances forecasted fiscal constraints, safety of the public and our employees and the varied profile of the service area. The Agency remains fully committed to exploring all service and financial alternatives necessary to meeting the public transit needs of the citizens of western Riverside County.

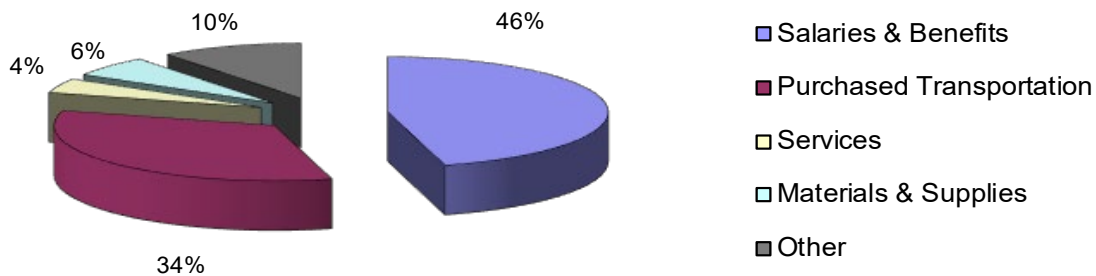
With that in mind, the total proposed FY24 Budget for the Agency is \$121,097,038. This includes \$102,028,908 for operating expenses and \$19,068,130 for capital projects. The \$102,028,908 FY24 Operating Budget reflects an increase of \$8,783,686, or nine percent, from the FY23 budget. The increase is largely driven by the increase in DAR and GoMicro microtransit services. The Operating Budget covers planned revenue service provided on both directly operated and contracted fixed routes, as well as DAR and GoMicro. The budget also covers administrative costs to support operations and maintenance.

The \$19,068,130 FY24 Capital Budget reflects an increase of \$3,150,766, or 20 percent, compared to the current FY23 Capital Budget. The large increase is primarily driven by programming for hydrogen buses as well as additional funding for the construction of the hydrogen fueling stations in Riverside and Hemet. Capital funding also includes DAR vehicle replacements, part of which will be funded by reprogramming funds previously slated for contract fixed route buses. The Agency also sets aside funding for major information technology projects on the horizon. Finally, the FY24 Capital Budget also includes funding for vehicle and facilities maintenance as well as bus stop amenities.

### Operating Budget Profile:



The proposed Operating Budget totals \$102,028,908. Operations, at 60 percent, constitutes the largest component of the proposed Operating Budget. Maintenance represents another 17 percent of the total. Together, Operations and Maintenance equate to 77 percent of the Agency Operating Budget. Administrative functions combine for the remaining 23 percent of the Operating Budget.



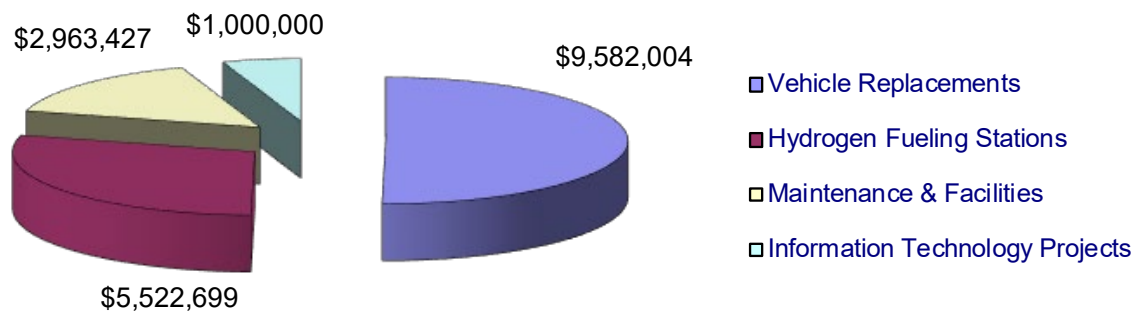
The Operating Budget contains five major cost elements. The elements are:

- Salaries and Benefits (46 percent) are comprised of employee wages/salaries and fringe benefits including, but not limited to, medical, pension, workers' compensation and other post-employment benefits (OPEB).
- Purchased Transportation (34 percent) represents the resources required for contracted transportation services for certain fixed routes, DAR and GoMicro.
- Services (four percent) includes external auditing, legal counsel, legislative support, marketing, outside maintenance, custodial, armored transport, actuarial services, insurance brokerage and towing.
- Materials and Supplies (six percent) consists primarily of fuel, parts and lubricants for the operation, repair and maintenance of Agency vehicles.
- Other Expenses (10 percent) consists of insurance, utilities, printing and publications, advertising and promotion, dues and subscriptions and other miscellaneous expenses.

### Capital Budget Profile:

The proposed FY24 Capital Budget totals \$19,068,130. Capital funding will be used for the purchase of critical items to maintain existing operations and service levels.

The FY24 Capital Budget profile by project element is shown below:

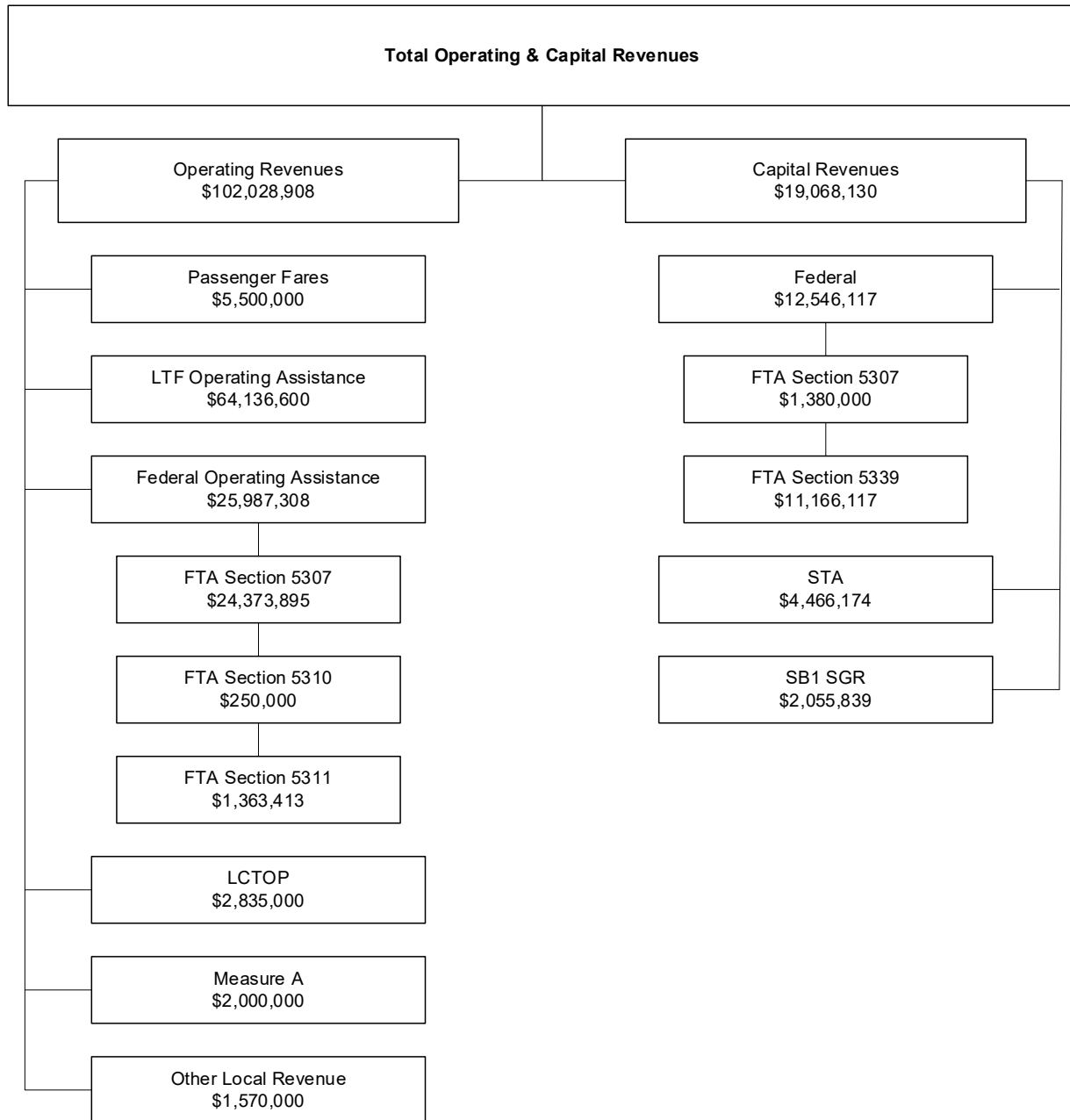


Notable capital projects included in the proposed FY24 Capital Budget are:

- Funding for the Agency's first five zero emission hydrogen buses
- Additional funding for design and construction of hydrogen fueling stations
- Solar Panel Project
- DAR vehicle replacements
- Associated Transit Improvements
- Information Technology projects
- Funding for bus parts and general maintenance programs

## 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 FY24.



Funding for the fiscal year 2025 (FY25) and FY26 Operating and Capital Budgets are 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 level of service with the same staffing levels and contract providers. For planning, a year-over-year inflation factor was used starting with FY24. Once the estimated budget was established under these assumptions, funding sources were reviewed for viability and expectation. As necessary, revenue sources were adjusted.

With respect to the Capital Budget, these amounts are based on estimated needs over a longer time horizon based on today's expectation of the future. When the succeeding fiscal year's budgets are prepared, the capital needs and plans will be re-addressed for current and expected circumstances.

### 4.3 TUMF PROGRAM

The Western Riverside Council of Governments (WRCOG) Transportation Uniform Mitigation Fee (TUMF) Program ensures that a new development pays its fair share for the increased traffic that it creates. As identified in the WRCOG TUMF Administrative Plan, RTA is currently allocated three percent of every TUMF dollar collected for use on projects of regional significance located in the TUMF network. Below is the comprehensive list of RTA's projects included in the 2016 TUMF Nexus Study. In the upcoming Nexus Study Update, the Vine Street Mobility Hub is proposed to be reclassified as a Transit Center 2.

PROJECT NAME	CATEGORY	UNIT COST	# OF UNITS	COST	TUMF SHARE
Riverside Mobility Hub at Vine Street	Transit Center 1	\$6,000,000	1	\$6,000,000	\$3,630,000
Moreno Valley Mobility Hub(s)	Transit Center 2	\$9,000,000	1	\$9,000,000	\$5,445,000
Jurupa Valley Mobility Hub(s)	Transit Center 2	\$9,000,000	1	\$9,000,000	\$5,445,000
Banning Mobility Hub(s)	Transit Center 2	\$9,000,000	1	\$9,000,000	\$5,445,000
Lake Elsinore / Canyon Lake Mobility Hub(s)	Transit Center 2	\$9,000,000	1	\$9,000,000	\$5,445,000
Transit Enhancements in Temecula / Murrieta	Transit Center 2	\$9,000,000	1	\$9,000,000	\$5,445,000
Hemet Mobility Hub	Transit Center 2	\$9,000,000	1	\$9,000,000	\$5,445,000
San Jacinto Mobility Hub	Transit Center 2	\$9,000,000	1	\$9,000,000	\$5,445,000
MSJC Mobility Hub	Transfer Facility	\$1,000,000	1	\$1,000,000	\$605,000
Regional Operations and Maintenance Facility	O and M Facility	\$50,000,000	1	\$50,000,000	\$30,251,000
Annual Transit Enhancements Program	Bus Stop	\$40,000	290	\$11,600,000	\$7,018,000
Central Corridor RapidLink Implementation	BRT Service Capital	\$60,000	42	\$2,520,000	\$1,525,000
Vehicle Fleet Medium Buses	Vehicle Fleet 1	\$155,000	7	\$1,085,000	\$656,000
Vehicle Fleet Large Buses	Vehicle Fleet 2	\$585,000	29	\$16,965,000	\$10,264,000
COA Study	COA Study	\$950,000	1	\$950,000	\$575,000
<b>TOTALS:</b>				<b>\$153,120,000</b>	<b>\$92,639,000</b>

Source: TUMF Nexus Study – 2016 Program Update, Page 51.

The Nexus Study is a planning document, and programming of TUMF funds is subject to funding availability and done through the TUMF Project Expenditure Plan. Table 5 contains RTA's FY24 – FY28 TUMF Expenditure Plan effective July 1, 2023.

#### 4.4 REGULATORY AND COMPLIANCE REQUIREMENTS

As a recipient of state and federal funding, RTA is required to comply with regulatory policies and procedures that are reviewed and audited regularly.

##### SUMMARY OF REGULATORY AND COMPLIANCE REQUIREMENTS

**TDA Triennial Audit:** Under the State of California, TDA provides two major sources of funding for public transportation: LTF and STA funds. These funds are for the development and support of public transportation needs that exist in California and are allocated to areas of each county based on population, taxable sales and transit performance.

*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 in November 2019 with no deficiencies found in any of the areas of review. RTA is in the middle of completing the FFY19-22 FTA Quadrennial Review. A virtual site visit is scheduled to occur in May 2023.*

**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.*

**Disadvantaged Business Enterprise (DBE) Program:** The federal DBE Program seeks to ensure nondiscrimination in the award and administration of FTA's Department of Transportation-assisted contracts in the Department's highway, transit and airport financial assistance programs and to create a level playing field on which DBEs can compete fairly for Department of Transportation-assisted contracts.

*In accordance with U.S. Department of Transportation regulations found at 49 C.F.R. § 26.45, a new 3-year DBE goal was submitted for review to the FTA and became effective on October 1, 2021. RTA's DBE program will remain in effect through September 30, 2024.*



**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 the Executive Order 13166 to all transit operators to establish LEP policies and procedures that ensures that RTA publications are issued in English and any other languages used by a significant number of the general population in the service area as determined by periodic demographic assessments.

*RTA's updated LEP policy and plan was submitted with the Title VI Program in 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 monthly and annual NTD reports. The last annual safety report was submitted in February 2023 and the last annual operations report was submitted in October 2022.*

## 4.5 OPEN PROJECTS

Listed below are a few of RTA’s current projects. Capital projects help to increase the safety, efficiency and reliability of the transit system and can lead to a growth in ridership. 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.

### Sustainable Service Plan

In September 2022, a contract was awarded to TMD to complete the SSP. The study is the foundation for RTA’s short-term service planning decisions in the uncertain post-pandemic environment. The plan provides recommendations on how the Agency can build upon market opportunities and strengths, grow ridership and improve the overall passenger experience and the system’s financial sustainability across the next three years. The three-year service plan was approved by the Board in March 2023. Year one recommendations will be implemented in September 2023. The SSP also includes an evaluation of current and future fleet needs and will determine a plan of action for reducing the spare ratio to a level accepted by the FTA. The plan will also identify routes or segments that can be adjusted to reduce mileage, making for an easier transition to FCEBs. Range limitations are a key concern when transitioning to a ZEB fleet, especially when the service area RTA operates in is so large. TMD will also evaluate the Agency’s Service Standards and Warrants and recommend changes. The Service Standards and Warrants were last updated in 2012 and need to be updated to consider new GoMicro services and changes in travel patterns due to the pandemic. This project is fully funded within this SRTP.

### Planned Passenger Transit Facilities

**Hemet Mobility Hub:** Today, about 150,000 people reside in the Hemet and San Jacinto Valley, 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.<sup>3</sup> Population growth will result in an increased demand for transit service in the area.

The City of Hemet developed a Downtown Specific Plan in April 2017. The city's Downtown Specific Plan has identified a need for an intermodal mobility hub to meet the projected demand for local and regional transit services such as bus, rail, car, bike sharing and transportation network companies (TNCs) such as Uber and Lyft. The intermodal mobility hub will also serve as a park-and-ride facility and include solar power and electric vehicle (EV) charging stations to support emerging EV technologies. Furthermore, the potential extension of commuter rail service from the City of Perris to Hemet and San Jacinto could also benefit from the intermodal mobility hub. According to RCTC's Next Generation Rail Study which was completed in 2019, the Perris to San Jacinto rail corridor is one of three corridors that are recommended to be included as potential future rail service in RCTC's Long Range Transportation Study.

The plan identifies a city owned 14.5-acre site as the transportation oriented development (TOD) and includes plans for a multi-modal mobility hub. The hub will be central to the Hemet Civic Center to the south, the County Administrative Center to the north and the Hemet Valley Hospital complex to the east. A substantial portion of this site will be available to transit supportive land uses that could be developed through a PPP. The plan envisions a transit-oriented development that will include housing, retail, office, public spaces and entertainment venues that will include energy-efficient sustainable design features to fully activate the mobility hub to be a thriving community activity center. The vision for the project creates an opportunity to use cap-and-trade funding.

The proposed Hemet Mobility Hub will address current and future mobility, sustainability and efficiency needs of the City of Hemet and RTA. It will have the capacity to anchor RTA routes 28, 31, 74 and 79 that currently serve the Hemet and San Jacinto Valley. Moreover, with the launch of the GoMicro Microtransit Pilot Program in FY23, the mobility hub will become a key destination for riders to get picked up and dropped off.

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 for A&E in April 2017 to PSOMAS. Site selection, conceptual planning and initial design were completed in April 2018. In FY19, RTA had the project modeled by 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.

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<sup>3</sup> SCAG 2020-2045 RTP/SCS, Demographics and Growth Forecast.

The City of Hemet received funding for an SB2 grant which includes funding for a Market Analysis and a Project Manager for the TOD portion. A Project Manager was hired in spring of 2020 and a MOU between RTA and the City of Hemet is being finalized. In FY22, the City of Hemet released an RFP to complete a Market Analysis study to identify the mixed land use/development potential for the land surrounding the Hub and completed an updated CEQA document for the project area. The Agency was not included in the Market Analysis as a key stakeholder or partner. The City of Hemet completed the Market Analysis in April 2022. It is RTA's understanding that the analysis identified workforce housing and limited retail for this area, which is not what RTA had discussed with the City Council or community during the conceptual planning phase. RTA remains a dedicated partner to the City and hopes to move the project forward with proper community involvement. RTA and City staff are 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 A&E phase for the Hemet Mobility Hub. An RFP will be issued for the selection of a qualified builder to develop the entire TOD site.

**Vine Street Mobility Hub:** The City of Riverside's General Plan 2025 identified Vine Street as one of the preferred locations within downtown Riverside for a new mobility hub due to its proximity to major employment centers, county and city government centers, UCR, Riverside City College, the Convention Center, multiple entertainment venues and urban housing complexes. Thus, the Vine Street Mobility Hub will function as a regional multi-modal transportation hub that supports connectivity between multiple transit agencies such as RTA and Omnitrans, the public transit provider in San Bernardino County; and Metrolink, the commuter rail service provider for Southern California.

The Vine Street Mobility Hub is located on land across from the Riverside-Downtown Metrolink Station on Vine Street. The mobility hub was designed and developed with emerging technologies, renewable energy sources and mobility solutions in mind. RTA has constructed an interim on-street layover facility at Vine Street to accommodate the buses operating throughout downtown Riverside. RTA currently owns 4.5 acres on Vine Street and in FY22 acquired one additional parcel from the Riverside Public Utilities (RPU). This center parcel, which had a vacated underground well, was originally not available. With the additional parcel, RTA is now able to construct a larger, more contiguous mobility hub. RTA granted an easement to RPU on the southern end of the project site so that they can install a new well when they have funding.

The conceptual design for the Vine Street Mobility Hub was completed and approved by the RTA Board of Directors in July 2020. Extensive community outreach and feedback was completed in early 2020 and was incorporated into the design. The design was shared with the community via a virtual meeting in June 2020 for additional feedback and approval. During FY21 and FY22, RTA completed the A&E phase which included virtual community outreach due to the ongoing pandemic. The Board approved the final design in September 2021 and a construction contract was awarded in February 2022. A



*Vine Street Mobility Hub Groundbreaking Ceremony*

groundbreaking ceremony was held on April 8, 2022 with more than 50 people in attendance. There have been delays with construction related to inclement weather and supply chain and contractor issues. RTA is working with legal and the contractor to ensure the project continues to move forward and is completed in a reasonable time frame.



The Vine Street Mobility Hub will include 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, community plaza, shade structures and greenspace. The hub will also include 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 will also include solar panels and lighting to minimize energy demand.





The hub will also feature a community park and a Veteran's Memorial. As requested during community outreach, community artwork will also be incorporated. Additional outreach will be completed in the coming year to determine the local artist and type of artwork the community would like to be installed. Construction is estimated to be completed in FY24.

### Equipment and Passenger Amenities

**Advanced Traveler Information System (ATIS):** RTA has also introduced the ATIS technology with LED signage, which relays real-time arrival information on display at major transfer points. As part of the ITS upgrade program, new real-time displays were installed at mobility hubs in the cities of Perris, Corona and Temecula. Additional real-time displays will be installed at the Hemet Mobility Hub and Vine Street Mobility Hub when these projects are constructed. The ATIS project included querying and alerting of bus arrivals via text messaging, which was recently completed with the upgraded ITS program. Mobile application development is also part of this project, which allows passengers to lookup real-time arrival information for all RTA fixed routes. Passengers may also lookup real-time arrival information via RTA's BusWatch website and mobile application, GoMobile and SMS.

**EV Charging Stations:** RTA installed six electric chargers at Riverside Division I to charge electric support vehicles in FY21. Due to the COVID-19 pandemic and resulting safety measures and decreased service levels, support vehicles have not been used as much as anticipated. As a result, installation of the remaining 8 electric chargers has been postponed until usage of non-revenue vehicles increases. This project is fully funded.

**Farebox Replacement with Contactless Payment Capability:** RTA installed new Genfare fareboxes in late 2022 on all fixed route buses. These modern fareboxes now accept additional forms of payment including tap-enabled credit and debit cards and mobile passes that connect with RTA's new mobile ticketing app, GoMobile. The new fareboxes, which were fully funded, will soon accept Apple Pay and Google Pay, a feature that only 11 transit properties in the nation currently offer. Smartcards are also currently under production.



**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. And 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. Construction is estimated to begin in 2024 at the Hemet and Riverside Divisions. In preparation for the arrival of the first FCEBs in 2026, the Agency released a Request for Qualifications (RFQ) in April 2023. The Design-Build RFP is estimated to be released in summer of 2023. 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. Construction is estimated to be completed in fall 2025. Completing construction for both facilities will allow training to take place at both locations to better prepare staff for the upcoming changes.

**Installation of Solar Panels – Riverside and Hemet Facilities:** RTA is already committed to providing safe, clean and sustainable public transportation and is on the path to gradually transition to a 100 percent zero-emission FCEB fleet. To further reduce public transportation's carbon footprint, the Agency will work towards achieving greener, cleaner facilities by installing solar panels. Installation of solar panels will significantly decrease costs and GHG emissions and allow the Agency to utilize clean, sustainable, renewable sources of energy. The solar panels will result in cost savings that can be used towards improving service, amenities and buses. In FY23, RTA was awarded nearly \$1.6 million in federal 5339(b) Buses and Bus Facilities competitive grant funding to purchase and install solar panels at RTA's Riverside and Hemet Facilities and to complete workforce development to properly train staff on the new technology. The RFQ was issued in March of 2023 and the RFP to design and build RTA's solar photovoltaic system will be released in late spring of 2023. Design and installation of the solar panels is estimated to take place in FY24. 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. The Agency is in the process of receiving 35, 40-foot heavy duty CNG buses to replace those that have exceeded their useful life per FTA requirements. These buses will partially replace the current CNG fleet prior to purchasing FCEBs, giving the technology a chance to mature and costs to come down. This procurement is in line with the ZEB Rollout Plan. 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 have reached their minimum useful life in years or mileage as defined by the FTA. Due to the pandemic, support vehicles have not been used as much as anticipated. Procurement of the remaining 27 EVs has been postponed until service levels increase and support vehicles

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are needed. RTA is currently in the process of replacing old maintenance trucks that have met their useful life per FTA requirements. This project is fully funded.

Additional open projects can be found in Table in 4.4.





RIVERSIDE TRANSIT AGENCY  
SHORT RANGE TRANSIT PLAN  
FY2023/2024 - FY2025/2026  
SUMMARY

Comparative Statistics: FY2023 Budget vs. Proposed FY2024 SRTP

	Unlinked Passengers		Revenue Hours		Revenue Miles		Fare Revenue		Operating Expenses	
	FY2023	FY2024	FY2023	FY2024	FY2023	FY2024	FY2023	FY2024	FY2023	FY2024
<b>Direct Operated Routes</b>										
1	1,098,921	1,280,266	71,165	72,579	805,175	808,969	\$ 392,780	\$ 1,050,000	\$ 11,576,760	\$ 12,402,803
3D	-	-	-	-	-	-	\$ -	\$ -	\$ -	\$ -
10	67,533	95,796	10,502	10,976	117,644	125,081	\$ 69,770	\$ 55,000	\$ 1,708,436	\$ 1,875,593
11	46,611	49,095	7,791	8,188	84,629	84,307	\$ 51,758	\$ 35,000	\$ 1,267,386	\$ 1,399,147
12	144,521	152,915	16,231	16,822	182,873	193,765	\$ 107,828	\$ 138,091	\$ 2,640,344	\$ 2,874,744
13	97,606	110,821	13,286	13,107	146,516	152,938	\$ 88,264	\$ 97,588	\$ 2,161,276	\$ 2,239,743
14	97,793	142,214	14,188	15,837	176,243	201,285	\$ 94,255	\$ 115,000	\$ 2,307,979	\$ 2,706,317
15	231,279	244,253	21,106	21,155	243,813	246,163	\$ 140,216	\$ 200,000	\$ 3,433,415	\$ 3,615,040
16	291,748	304,699	29,156	29,499	321,860	333,055	\$ 193,698	\$ 200,000	\$ 4,742,997	\$ 5,040,988
18	42,250	49,138	5,264	5,403	70,863	72,815	\$ 34,972	\$ 30,000	\$ 856,353	\$ 923,243
19	525,146	582,073	47,559	48,563	599,274	621,214	\$ 294,550	\$ 350,000	\$ 7,736,761	\$ 8,298,855
20	127,434	135,297	17,381	18,108	249,472	270,768	\$ 115,467	\$ 135,000	\$ 2,827,397	\$ 3,094,511
21	32,482	35,485	4,547	4,959	46,875	52,655	\$ 30,210	\$ 30,000	\$ 739,739	\$ 847,465
22	168,517	201,433	19,036	17,371	283,103	282,628	\$ 126,465	\$ 125,000	\$ 3,096,690	\$ 2,968,413
27	96,612	106,521	13,016	12,576	238,140	242,217	\$ 86,470	\$ 103,232	\$ 2,117,365	\$ 2,149,041
28	241,381	287,971	27,323	27,470	453,182	461,160	\$ 181,522	\$ 225,000	\$ 4,444,850	\$ 4,694,359
29	87,741	96,807	11,271	11,367	152,942	154,370	\$ 74,877	\$ 75,000	\$ 1,833,476	\$ 1,942,490
41D	-	-	-	-	-	-	\$ -	\$ -	\$ -	\$ -
49	138,959	151,488	11,825	11,383	141,673	127,116	\$ 78,562	\$ 130,000	\$ 1,923,706	\$ 1,945,195
54F	4,111	7,911	455	455	2,275	2,275	\$ 3,023	\$ 75,000	\$ 74,018	\$ 77,754
200	100,486	129,377	15,611	16,141	413,074	413,319	\$ 103,708	\$ 175,000	\$ 2,539,457	\$ 2,758,295
204D	13,950	13,016	2,750	2,718	60,389	59,371	\$ 18,269	\$ 20,000	\$ 447,342	\$ 464,438
205	3,908	-	895	-	21,490	-	\$ 5,947	\$ -	\$ 145,630	\$ -
206D	7,232	12,141	2,086	2,913	48,710	71,686	\$ 13,858	\$ 20,000	\$ 339,339	\$ 497,715
<b>Total Directly Operated Routes</b>	<b>3,666,221</b>	<b>4,188,714</b>	<b>362,443</b>	<b>367,588</b>	<b>4,860,214</b>	<b>4,977,157</b>	<b>\$ 2,306,471</b>	<b>\$ 3,383,911</b>	<b>\$ 58,960,716</b>	<b>\$ 62,816,149</b>
% Change - FY23 vs. FY24		14.25%		1.42%		2.41%		46.71%		6.54%
<b>Contracted Fixed Routes</b>										
3	50,601	54,019	10,521	10,709	119,778	118,886	\$ 69,897	\$ 60,000	\$ 1,301,383	\$ 1,311,123
8	90,553	101,903	13,606	14,022	209,820	208,877	\$ 90,394	\$ 75,000	\$ 1,683,020	\$ 1,716,600
9	31,367	39,760	5,228	5,403	98,681	99,842	\$ 34,730	\$ 40,000	\$ 646,630	\$ 661,444
19C	236	-	38	-	1,146	-	\$ 253	\$ -	\$ 4,707	\$ -
23	59,862	55,506	12,553	12,871	178,528	176,659	\$ 83,394	\$ 55,000	\$ 1,552,687	\$ 1,575,691
24	42,060	43,907	11,127	10,598	121,788	121,794	\$ 73,924	\$ 25,000	\$ 1,376,369	\$ 1,297,417
30	29,378	30,141	5,039	5,406	62,994	73,652	\$ 33,478	\$ 18,000	\$ 623,314	\$ 661,821
31	44,473	64,461	12,445	14,190	270,118	309,027	\$ 82,676	\$ 75,000	\$ 1,539,310	\$ 1,737,173
32	8,551	-	2,157	-	21,712	-	\$ 14,330	\$ -	\$ 266,811	\$ -
33	2,498	-	1,139	-	13,548	-	\$ 7,564	\$ -	\$ 140,830	\$ -
41C	30,597	33,358	4,834	3,813	89,778	68,615	\$ 32,113	\$ 28,000	\$ 597,910	\$ 466,792
42	4,238	-	750	-	10,029	-	\$ 4,982	\$ -	\$ 92,761	\$ -
44	34,061	86,447	9,086	13,127	108,820	142,012	\$ 60,363	\$ 45,000	\$ 1,123,872	\$ 1,607,038
51	15,999	17,299	1,730	1,780	18,055	18,767	\$ 200,000	\$ 175,000	\$ 214,038	\$ 217,913
55	16,304	7,015	989	1,031	10,074	8,796	\$ 24,478	\$ 20,500	\$ 122,390	\$ 126,224
56	-	4,012	-	3,302	-	29,325	\$ -	\$ 225,000	\$ -	\$ 404,236
61	61,015	68,457	15,473	15,111	263,827	258,099	\$ 102,797	\$ 85,000	\$ 1,913,950	\$ 1,849,913
74	44,822	52,574	10,152	10,523	184,443	183,115	\$ 67,443	\$ 85,000	\$ 1,255,691	\$ 1,288,245
79	51,899	56,639	14,123	11,706	203,232	202,162	\$ 93,828	\$ 85,000	\$ 1,746,961	\$ 1,432,967
204	-	-	-	-	-	-	\$ -	\$ -	\$ -	\$ -
<b>Total Contracted Fixed Routes</b>	<b>618,516</b>	<b>715,498</b>	<b>130,991</b>	<b>133,594</b>	<b>1,986,372</b>	<b>2,019,627</b>	<b>\$ 1,076,645</b>	<b>\$ 1,096,500</b>	<b>\$ 16,202,634</b>	<b>\$ 16,354,597</b>
% Change - FY23 vs. FY24		15.68%		1.99%		1.67%		1.84%		0.94%
<b>Total Fixed Routes</b>	<b>4,284,738</b>	<b>4,904,211</b>	<b>493,434</b>	<b>501,182</b>	<b>6,846,586</b>	<b>6,996,784</b>	<b>\$ 3,383,116</b>	<b>\$ 4,480,411</b>	<b>\$ 75,163,350</b>	<b>\$ 79,170,746</b>
% Change - FY23 vs. FY24		14.46%		1.57%		2.19%		32.43%		5.33%
<b>Dial-A-Ride Routes</b>										
Riv-San UZA	99,602	151,852	71,713	90,449	1,216,470	1,634,967	\$ 406,897	\$ 630,000	\$ 10,910,407	\$ 12,103,118
Murr-Tem-Men UZA	32,235	65,091	23,209	38,771	382,963	700,827	\$ 151,106	\$ 200,000	\$ 3,531,027	\$ 5,187,991
Hemet UZA	22,511	36,771	16,208	21,902	280,727	395,909	\$ 80,525	\$ 135,545	\$ 2,465,883	\$ 2,930,782
Non-UZA	2,652	724	1,909	431	38,371	7,795	\$ 12,430	\$ 3,500	\$ 290,476	\$ 57,705
<b>Total Dial-A-Ride Routes</b>	<b>157,000</b>	<b>254,438</b>	<b>113,040</b>	<b>151,554</b>	<b>1,918,530</b>	<b>2,739,497</b>	<b>\$ 650,958</b>	<b>\$ 969,045</b>	<b>\$ 17,197,793</b>	<b>\$ 20,279,596</b>
% Change - FY23 vs. FY24		62.06%		34.07%		42.79%		48.86%		17.92%
<b>Microtransit</b>										
GoMicro	80,001	51,495	7,500	17,280	82,613	190,339	\$ 29,826	\$ 50,544	\$ 884,079	\$ 2,578,566
<b>Total Microtransit</b>	<b>80,001</b>	<b>51,495</b>	<b>7,500</b>	<b>17,280</b>	<b>82,613</b>	<b>190,339</b>	<b>\$ 29,826</b>	<b>\$ 50,544</b>	<b>\$ 884,079</b>	<b>\$ 2,578,566</b>
% Change - FY23 vs. FY24		-36.25%	-33.33%	120.00%	-1.40%	128.79%	-1.40%	48.86%		190.00%
<b>GRAND TOTAL</b>	<b>4,521,739</b>	<b>5,210,145</b>	<b>613,974</b>	<b>670,015</b>	<b>8,847,729</b>	<b>9,926,621</b>	<b>\$ 4,063,900</b>	<b>\$ 5,500,000</b>	<b>\$ 93,245,222</b>	<b>\$ 102,028,908</b>
% Change - FY23 vs. FY24		15.22%		9.13%		12.19%		35.34%		9.42%



RIVERSIDE TRANSIT AGENCY  
SHORT RANGE TRANSIT PLAN  
FY2023/2024 - FY2025/2026

**Table 1: FY2023/24 Individual Route Descriptions as of July 1, 2023**

Route #	Route Class	Route Description	Cities/Communities Served	Connections
<b>Directly Operated Fixed Routes</b>				
1	Regional	From UCR and downtown Riverside to Galleria at Tyler and Corona primarily via University Ave. and Magnolia Ave.	Riverside, Home Gardens, Corona	Metrolink, Corona Cruiser, Omnitrans
10	Local	From Big Springs Rd. on Riverside's Northside to Galleria at Tyler primarily via Blaine St., Third St., Victoria Ave. and Lincoln Ave.	Riverside	Omnitrans
11	Local	Circulator between Moreno Valley Mall and March Air Reserve Base primarily via Frederick St., Ironwood Ave., Heacock St. and JFK Dr.	Moreno Valley, March Joint Powers Authority	
12	Local	From Stephens Ave. and Center St. on Riverside's Northside, through downtown, then to Corona Hills Plaza via Jurupa Ave., California Ave., Magnolia Ave., Collett Ave. and Promenade Ave.	Riverside, Corona, Highgrove	Omnitrans, Corona Cruiser
13	Local	From Hunter Park Metrolink Station to Galleria at Tyler in Riverside via Chicago Ave., MLK Blvd., Magnolia Ave., Central Ave., Arlington Ave., Colorado Ave. and Tyler St.	Riverside	Metrolink, Omnitrans
14	Regional	From Galleria at Tyler to downtown Riverside via Indiana Ave. and Brockton Ave., then University Ave. and Iowa Ave. and Center St then to Loma Linda VA Hospital via Mount Vernon Ave. and Barton Rd.	Riverside, Highgrove, Loma Linda	Omnitrans, 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 Blaine St.	Moreno Valley, Riverside	
18	Local	From Moreno Valley Mall to Heacock and Manzanita via Pigeon Pass Rd., Sunnymead Ranch Pkwy. and Perris Blvd.	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., Clarke St., Wood Rd., Alessandro Blvd., Chicago Ave. and University Ave.	Riverside, Woodcrest, Mead Valley, Perris	Metrolink, Omnitrans
27	Regional	From Perris Station Transit Center to Galleria at Tyler in Riverside via I-215 Fwy and Van Buren Blvd.	Riverside, Woodcrest, Orange Crest, 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	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, VVTA, Beaumont Transit, Mountain Transit, ATN, LA Metro
204	Express	From UCR to Montclair TransCenter via downtown Riverside, Country Village and Ontario Mills Mall	Country Village, Riverside, Jurupa Valley, Ontario, Montclair	Metrolink, Omnitrans, Foothill Transit
206	Express	From the Promenade Mall in Temecula to Corona via I-15 and SR-91 Fwys with stops in Murrieta, Lake Elsinore, Temescal Valley, Dos Lagos and Corona Transit Center	Temecula, Murrieta, Lake Elsinore, Temescal Valley, Corona	Metrolink, Corona Cruiser



RIVERSIDE TRANSIT AGENCY  
SHORT RANGE TRANSIT PLAN  
FY2023/2024 - FY2025/2026

**Table 1: FY2023/24 Individual Route Descriptions as of July 1, 2023**

Route #	Route Class	Route Description	Cities/Communities Served	Connections
<b>Contracted Fixed Routes</b>				
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 on Railroad Canyon Rd. and Lakeland Village via Lakeshore Dr., Mission Trail, Grand Ave. and Riverside Dr.	Lake Elsinore, Lakeland Village, Wildomar	
9	Local	From Lake Elsinore Outlet Center to Perris Station Transit Center via Hwy 74, Theda St. and Ellis Ave.	Perris, Good Hope, Meadowbrook, Lake Elsinore	Metrolink
23	Local	From Central & Palomar St. in Wildomar through Murrieta to County Center Dr. in Temecula	Wildomar, Murrieta, Temecula	
24	Local	Temecula service with stops at County Center Dr., Old Town, Pechanga Resort and Temecula Valley Hospital	Temecula	
30	Local	Perris local circulator serving the Perris Transit Center, Walmart 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 County Center Dr.	Perris, Menifee, Murrieta, Temecula	Metrolink
74	Regional	From Hemet to Menifee and Perris, serving Hemet Valley Mall, Winchester, MSJC Menifee campus and Perris Station Transit Center	Hemet, Winchester, Menifee, Perris	Metrolink
79	Regional	From the Hemet Valley Mall to Old Town Temecula via Winchester Rd. (State Hwy 79). Also serves County Center Dr., Promenade Mall, Temecula City Hall, French Valley and Southwest Justice Center	Hemet, Winchester, French Valley, Temecula	
GoMicro	Local	On-demand microtransit service in the Hemet-San Jacinto Valley area. Riders can travel from bus stop to bus stop within the microtransit zone.	Hemet, San Jacinto	
<b>Contracted Paratransit Routes</b>				
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	

**Table 1.1 - Fleet Inventory**  
**FY 2023/24 Short Range Transit Plan**  
**Riverside Transit Agency**

**Bus (Motorbus) / Directly Operated**

<b>Year Built</b>	<b>Mfg. Code</b>	<b>Model Code</b>	<b>Seating Capacity</b>	<b>Lift and Ramp Equipped</b>	<b>Vehicle Length</b>	<b>Fuel Type Code</b>	<b># of Active Vehicles FY 2022/ 23</b>	<b># of Contingency Vehicles FY 2022/23</b>	<b>Life to Date Vehicle Miles Prior Year End FY 2021/22</b>	<b>Life to Date Vehicle Miles through March FY 2022/23</b>	<b>Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2022/23</b>
2013	GIL	G27D102N4	38	57	42	CN	57		34,030,327	36,328,795	637,347
2014	GIL	G27D102N4	38	20	42	CN	20		8,566,432	9,343,777	467,188
2016	GIL	G27D102N4	38	30	42	CN	30		6,772,475	7,533,640	251,121
<b>Totals:</b>			114	107			107		49,369,234	53,206,212	497,254

**Table 1.1 - Fleet Inventory**  
**FY 2023/24 Short Range Transit Plan**  
Riverside 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 2022/23	# of Contingency Vehicles FY 2022/23	Life to Date Vehicle Miles Prior Year End FY 2021/22	Life to Date Vehicle Miles through March FY 2022/23	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2022/23
2018	GLV	Entourage	28	29	33	CN	29		4,983,492	5,970,985	205,896
2019	GLV	Entourage	28	4	33	CN	4		420,300	550,446	137,611
2020	GLV	Entourage	28	30	33	CN	30		2,569,173	3,657,615	121,920
2018	SPC	Senator II	12	4	32	CN	4		634,322	657,469	164,367
2017	ZZZ	Villager	28	3	32	CN	3		177,899	195,499	65,166
2018	ZZZ	Villager	28	2	32	CN	2		98,243	115,021	57,510
<b>Totals:</b>			152	72			72		8,883,429	11,147,035	154,820

**Table 1.1 - Fleet Inventory**  
**FY 2023/24 Short Range Transit Plan**  
Riverside Transit Agency

**Commuter Bus / Directly Operated**

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2022/23	# of Contingency Vehicles FY 2022/23	Life to Date Vehicle Miles Prior Year End FY 2021/22	Life to Date Vehicle Miles through March FY 2022/23	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2022/23
2013	GIL	G27D102N4	38	15	42	CN	15		6,307,611	6,620,612	441,374
2014	GIL	G27D102N4	38	2	42	CN	2		581,816	591,890	295,945
2016	GIL	G27D102N4	38	7	42	CN	7		1,855,365	2,032,919	290,417
<b>Totals:</b>			114	24			24		8,744,792	9,245,421	385,226

**Table 1.1 - Fleet Inventory**  
**FY 2023/24 Short Range Transit Plan**  
Riverside Transit Agency

**Commuter Rail / Purchased Transportation**

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2022/ 23	# of Contingency Vehicles FY 2022/23	Life to Date Vehicle Miles Prior Year End FY 2021/22	Life to Date Vehicle Miles through March FY 2022/23	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2022/23
2018	GLV	Entourage	28	4	33	CN	4		556,189	556,189	139,047
<b>Totals:</b>			28	4			4		556,189	556,189	139,047

**Table 1.1 - Fleet Inventory**  
**FY 2023/24 Short Range Transit Plan**  
 Riverside Transit Agency

**Demand Response / Purchased Transportation**

<b>Year Built</b>	<b>Mfg. Code</b>	<b>Model Code</b>	<b>Seating Capacity</b>	<b>Lift and Ramp Equipped</b>	<b>Vehicle Length</b>	<b>Fuel Type Code</b>	<b># of Active Vehicles FY 2022/ 23</b>	<b># of Contingency Vehicles FY 2022/23</b>	<b>Life to Date Vehicle Miles Prior Year End FY 2021/22</b>	<b>Life to Date Vehicle Miles through March FY 2022/23</b>	<b>Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2022/23</b>
2015	EDN	AeroTch220	12	4	23	GA	0		642,184	642,184	
2017	GLV	Universal	12	16	24	GA	16		4,332,982	4,841,947	302,621
2018	SPC	Senator II	12	39	22	GA	39		3,452,566	4,403,478	112,909
2020	SPC	Senator II	12	37	23	GA	37		946,906	1,412,119	38,165
<b>Totals:</b>			48	96			92		9,374,638	11,299,728	122,823





RIVERSIDE TRANSIT AGENCY  
SHORT RANGE TRANSIT PLAN  
FY2023/2024 - FY2025/2026

**Table 2.2A Excluded Routes**

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

Route #	Mode (FR/MT/DAR)	Service Type (DO/CO)	Route Description	Date of Implementation	Exemption End Date
1	FR	DO	University of California, Riverside (UCR) to downtown Riverside and Corona	9/12/2021	6/30/2024
4 <sup>1</sup>	FR	CO	New route from Amazon Eastvale to Corona Transit Center via Archibald Ave. and River Rd. through Eastvale, Norco and Corona	---	---
14	FR	DO	Galleria at Tyler Mall to downtown Riverside and Loma Linda VA Hospital	9/11/2022	6/30/2025
15	FR	DO	Downtown Riverside to Merced and Magnolia via Arlington Ave.	9/12/2021	6/30/2024
20	FR	DO	Riverside (Magnolia & Elizabeth) to Riverside University Medical Center, Kaiser, and Moreno Valley College	9/11/2022	6/30/2025
28	FR	DO	From Florida Ave. and Lincoln Ave. in east Hemet to Perris Station Transit Center	9/12/2021	6/30/2024
44	FR	CO	New circulator that connects Hemet Valley Mall with Mount San Jacinto College	1/8/2023	6/30/2025
49	FR	DO	Downtown Riverside to Jurupa Valley (Country Villag) and Fontana	9/11/2022	6/30/2025
51	FR	CO	UCR Crest Cruiser to Canyon Crest Towne Center	8/1/2021	6/30/2024
55	FR	CO	From Promenade Mall to Harveston	9/12/2021	6/30/2024
56	FR	CO	New route (loop) from Hunter Park Metrolink Station to UCR	1/8/2023	6/30/2025
GoMicro	MT	CO	New on-demand microtransit service offering shared rides in the Hemet - San Jacinto microtransit zone	1/8/2023	6/30/2025

<sup>1</sup> Route 4 implementation has been postponed due to the COVID-19 pandemic.

**Table 2.3 - SRTP Route Statistics**
**Riverside Transit Agency -- 7**
**FY 2023/24**
**All Routes**
**Data Elements**

Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Measure-A Revenue	LCTOP Revenue
RTA-0	All Days										\$0	
RTA-1	All Days	16	1,280,265	8,389,245	72,579	79,581	808,968	996,337	\$12,402,803	\$2,133,282	\$0	\$0
RTA-10	All Days	2	95,796	627,264	10,976	11,864	125,081	144,503	\$1,875,593	\$322,602	\$0	\$0
RTA-11	All Days	2	49,094	321,362	8,188	8,536	84,307	94,560	\$1,399,147	\$240,653	\$0	\$0
RTA-12	All Days	3	152,915	1,002,839	16,822	17,394	193,765	210,075	\$2,874,744	\$494,456	\$0	\$0
RTA-13	All Days	1	110,821	725,703	13,107	13,492	152,938	160,217	\$2,239,743	\$385,236	\$0	\$0
RTA-14	All Days	5	142,214	930,031	15,837	16,707	201,285	226,048	\$2,706,317	\$465,487	\$0	\$0
RTA-15	All Days	4	244,253	1,596,413	21,155	21,783	246,163	258,070	\$3,615,040	\$621,787	\$0	\$0
RTA-16/16E	All Days	10	304,699	1,993,872	29,499	31,742	333,055	393,406	\$5,040,988	\$867,050	\$0	\$0
RTA-18	All Days	1	49,138	320,355	5,403	5,513	72,815	76,176	\$923,243	\$158,798	\$0	\$0
RTA-19	All Days	10	582,072	3,814,662	48,563	53,656	621,214	764,460	\$8,298,855	\$1,427,403	\$0	\$0
RTA-19C	All Days	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0
RTA-20	All Days	3	135,297	885,193	18,108	19,041	270,768	297,105	\$3,094,511	\$532,256	\$0	\$0
RTA-200	All Days	3	129,377	3,953,093	16,141	17,912	413,319	445,802	\$2,758,295	\$474,427	\$0	\$0
RTA-204D	All Days	3	13,016	384,610	2,718	3,018	59,371	61,659	\$464,438	\$79,883	\$0	\$0
RTA-206D	All Days	1	12,141	358,762	2,913	5,203	71,686	156,690	\$497,715	\$85,607	\$0	\$0
RTA-21	All Days	3	35,485	232,935	4,959	5,532	52,655	69,536	\$847,465	\$145,764	\$0	\$0
RTA-22	All Days	6	201,433	1,317,087	17,371	20,332	282,628	335,893	\$2,968,413	\$510,567	\$0	\$0
RTA-23	All Days	4	55,506	562,468	12,871	16,666	176,659	295,255	\$1,575,691	\$271,019	\$0	\$0
RTA-24	All Days	4	43,907	449,296	10,598	12,225	121,794	175,047	\$1,297,417	\$223,156	\$0	\$0
RTA-27	All Days	4	106,521	699,410	12,576	13,692	242,217	278,297	\$2,149,041	\$369,635	\$0	\$0
RTA-28	All Days	5	287,971	1,887,521	27,470	29,132	461,160	497,798	\$4,694,359	\$807,430	\$0	\$0
RTA-29	All Days	2	96,807	634,467	11,367	12,096	154,370	174,780	\$1,942,490	\$334,108	\$0	\$0
RTA-3	All Days	5	54,019	535,646	10,709	13,870	118,886	223,434	\$1,311,123	\$225,513	\$0	\$0
RTA-30	All Days	3	30,141	302,081	5,406	6,316	73,652	90,950	\$661,821	\$113,833	\$0	\$0
RTA-31	All Days	5	64,461	650,591	14,190	17,204	309,027	382,484	\$1,737,173	\$298,794	\$0	\$0
RTA-41C	All Days	2	33,358	331,385	3,813	5,212	68,615	102,424	\$466,792	\$80,288	\$0	\$0
RTA-44	All Days	6	86,447	779,656	13,127	17,110	142,012	235,676	\$1,607,038	\$276,411	\$0	\$0
RTA-49	All Days	2	151,488	992,623	11,383	11,942	127,116	146,549	\$1,945,195	\$334,574	\$0	\$0
RTA-51	All Days	2	17,299	167,973	1,780	2,287	18,767	30,333	\$217,913	\$37,481	\$0	\$0
RTA-54	All Days	1	7,911	68,766	455	605	2,275	2,470	\$77,754	\$13,374	\$0	\$0
RTA-55	All Days	1	7,015	68,120	1,031	1,826	8,796	32,749	\$126,224	\$21,711	\$0	\$0
RTA-56	All Days	2	4,012	38,959	3,302	4,225	29,325	51,092	\$404,236	\$69,529	\$0	\$0
RTA-61	All Days	5	68,457	690,833	15,111	17,941	258,099	333,174	\$1,849,913	\$318,185	\$0	\$0
RTA-74	All Days	3	52,574	534,719	10,523	12,696	183,115	226,544	\$1,288,245	\$221,578	\$0	\$0
RTA-79	All Days	3	56,639	572,073	11,706	14,760	202,162	277,136	\$1,432,967	\$246,470	\$0	\$0

**Table 2.3 - SRTP Route Statistics**

**Riverside Transit Agency -- 7**

**FY 2023/24**

**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-8	All Days	4	101,903	1,032,283	14,022	15,797	208,877	254,365	\$1,716,600	\$295,255	\$0	\$0
RTA-9	All Days	1	39,760	404,997	5,403	6,856	99,842	127,748	\$661,444	\$113,768	\$0	\$0
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	36,771	452,652	21,902	25,448	395,909	481,283	\$2,930,782	\$504,095	\$0	\$0
RTA-MICRO	All Days	4	51,495	465,155	17,280	21,514	190,339	292,651	\$2,578,566	\$443,513	\$0	\$0
RTA-MTMDAR	All Days	0	65,091	801,272	38,771	45,001	700,827	850,674	\$5,187,991	\$892,334	\$0	\$0
RTA-NonDAR	All Days	0	724	8,912	431	479	7,795	8,512	\$57,705	\$9,925	\$0	\$0
RTA-RSBDAR	All Days	0	151,852	1,869,296	90,449	105,622	1,634,967	1,981,099	\$12,103,118	\$2,081,736	\$0	\$0
		141	5,210,145	41,854,580	670,015	761,828	9,926,621	12,243,061	\$102,028,908	\$17,548,972	\$0	\$0

**Table 2.3 - SRTP Route Statistics**

Riverside Transit Agency -- 7

FY 2023/24

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-0	All Days											
RTA-1	All Days	\$10,269,521	\$170.89	\$15.33	\$9.69	17.20%	\$8.02	\$1.22	\$141.49	\$12.69	17.64	1.58
RTA-10	All Days	\$1,552,991	\$170.88	\$15.00	\$19.58	17.20%	\$16.21	\$2.48	\$141.49	\$12.42	8.73	0.77
RTA-11	All Days	\$1,158,494	\$170.88	\$16.60	\$28.50	17.19%	\$23.60	\$3.60	\$141.49	\$13.74	6.00	0.58
RTA-12	All Days	\$2,380,288	\$170.89	\$14.84	\$18.80	17.20%	\$15.57	\$2.37	\$141.50	\$12.28	9.09	0.79
RTA-13	All Days	\$1,854,507	\$170.88	\$14.64	\$20.21	17.20%	\$16.73	\$2.56	\$141.49	\$12.13	8.46	0.72
RTA-14	All Days	\$2,240,830	\$170.89	\$13.45	\$19.03	17.19%	\$15.76	\$2.41	\$141.49	\$11.13	8.98	0.71
RTA-15	All Days	\$2,993,253	\$170.88	\$14.69	\$14.80	17.20%	\$12.25	\$1.87	\$141.49	\$12.16	11.55	0.99
RTA-16/16E	All Days	\$4,173,938	\$170.89	\$15.14	\$16.54	17.20%	\$13.70	\$2.09	\$141.49	\$12.53	10.33	0.91
RTA-18	All Days	\$764,445	\$170.88	\$12.68	\$18.79	17.20%	\$15.56	\$2.39	\$141.49	\$10.50	9.09	0.67
RTA-19	All Days	\$6,871,452	\$170.89	\$13.36	\$14.26	17.20%	\$11.81	\$1.80	\$141.50	\$11.06	11.99	0.94
RTA-19C	All Days	\$0										
RTA-20	All Days	\$2,562,255	\$170.89	\$11.43	\$22.87	17.19%	\$18.94	\$2.89	\$141.50	\$9.46	7.47	0.50
RTA-200	All Days	\$2,283,868	\$170.89	\$6.67	\$21.32	17.20%	\$17.65	\$0.58	\$141.49	\$5.53	8.02	0.31
RTA-204D	All Days	\$384,555	\$170.87	\$7.82	\$35.68	17.20%	\$29.54	\$1.00	\$141.48	\$6.48	4.79	0.22
RTA-206D	All Days	\$412,108	\$170.86	\$6.94	\$40.99	17.20%	\$33.94	\$1.15	\$141.47	\$5.75	4.17	0.17
RTA-21	All Days	\$701,701	\$170.89	\$16.09	\$23.88	17.20%	\$19.77	\$3.01	\$141.50	\$13.33	7.16	0.67
RTA-22	All Days	\$2,457,846	\$170.88	\$10.50	\$14.74	17.20%	\$12.20	\$1.87	\$141.49	\$8.70	11.60	0.71
RTA-23	All Days	\$1,304,672	\$122.42	\$8.92	\$28.39	17.19%	\$23.51	\$2.32	\$101.37	\$7.39	4.31	0.31
RTA-24	All Days	\$1,074,261	\$122.42	\$10.65	\$29.55	17.19%	\$24.47	\$2.39	\$101.36	\$8.82	4.14	0.36
RTA-27	All Days	\$1,779,406	\$170.88	\$8.87	\$20.17	17.19%	\$16.70	\$2.54	\$141.49	\$7.35	8.47	0.44
RTA-28	All Days	\$3,886,929	\$170.89	\$10.18	\$16.30	17.20%	\$13.50	\$2.06	\$141.50	\$8.43	10.48	0.62
RTA-29	All Days	\$1,608,382	\$170.89	\$12.58	\$20.07	17.20%	\$16.61	\$2.54	\$141.50	\$10.42	8.52	0.63
RTA-3	All Days	\$1,085,610	\$122.43	\$11.03	\$24.27	17.20%	\$20.10	\$2.03	\$101.37	\$9.13	5.04	0.45
RTA-30	All Days	\$547,988	\$122.42	\$8.99	\$21.96	17.19%	\$18.18	\$1.81	\$101.37	\$7.44	5.58	0.41
RTA-31	All Days	\$1,438,379	\$122.42	\$5.62	\$26.95	17.20%	\$22.31	\$2.21	\$101.37	\$4.65	4.54	0.21
RTA-41C	All Days	\$386,504	\$122.42	\$6.80	\$13.99	17.19%	\$11.59	\$1.17	\$101.36	\$5.63	8.75	0.49
RTA-44	All Days	\$1,330,627	\$122.42	\$11.32	\$18.59	17.20%	\$15.39	\$1.71	\$101.37	\$9.37	6.59	0.61
RTA-49	All Days	\$1,610,621	\$170.89	\$15.30	\$12.84	17.20%	\$10.63	\$1.62	\$141.49	\$12.67	13.31	1.19
RTA-51	All Days	\$180,432	\$122.42	\$11.61	\$12.60	17.20%	\$10.43	\$1.07	\$101.37	\$9.61	9.72	0.92
RTA-54	All Days	\$64,380	\$170.89	\$34.18	\$9.83	17.20%	\$8.14	\$0.94	\$141.50	\$28.30	17.39	3.48
RTA-55	All Days	\$104,513	\$122.43	\$14.35	\$17.99	17.20%	\$14.90	\$1.53	\$101.37	\$11.88	6.80	0.80
RTA-56	All Days	\$334,707	\$122.42	\$13.78	\$100.76	17.19%	\$83.43	\$8.59	\$101.37	\$11.41	1.22	0.14
RTA-61	All Days	\$1,531,728	\$122.42	\$7.17	\$27.02	17.20%	\$22.38	\$2.22	\$101.37	\$5.93	4.53	0.27
RTA-74	All Days	\$1,066,667	\$122.42	\$7.04	\$24.50	17.20%	\$20.29	\$1.99	\$101.37	\$5.83	5.00	0.29
RTA-79	All Days	\$1,186,497	\$122.41	\$7.09	\$25.30	17.19%	\$20.95	\$2.07	\$101.36	\$5.87	4.84	0.28

**Table 2.3 - SRTP Route Statistics**

**Riverside Transit Agency -- 7  
FY 2023/24  
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-8	All Days	\$1,421,345	\$122.42	\$8.22	\$16.85	17.20%	\$13.95	\$1.38	\$101.37	\$6.80	7.27	0.49
RTA-9	All Days	\$547,676	\$122.42	\$6.62	\$16.64	17.20%	\$13.77	\$1.35	\$101.37	\$5.49	7.36	0.40
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	\$2,426,688	\$133.81	\$7.40	\$79.70	17.19%	\$65.99	\$5.36	\$110.80	\$6.13	1.68	0.09
RTA-MICRO	All Days	\$2,135,053	\$149.22	\$13.55	\$50.07	17.19%	\$41.46	\$4.59	\$123.56	\$11.22	2.98	0.27
RTA-MTMDAR	All Days	\$4,295,657	\$133.81	\$7.40	\$79.70	17.19%	\$65.99	\$5.36	\$110.80	\$6.13	1.68	0.09
RTA-NonDAR	All Days	\$47,780	\$133.89	\$7.40	\$79.70	17.20%	\$65.99	\$5.36	\$110.86	\$6.13	1.68	0.09
RTA-RSBDAR	All Days	\$10,021,382	\$133.81	\$7.40	\$79.70	17.20%	\$65.99	\$5.36	\$110.80	\$6.13	1.68	0.09
		\$84,479,936	\$152.28	\$10.28	\$19.58	17.20%	\$16.21	\$2.02	\$126.09	\$8.51	7.78	0.52



**RIVERSIDE TRANSIT AGENCY  
SHORT RANGE TRANSIT PLAN  
FY2023/2024 - FY2025/2026**

**Table 3 Highlights**

Type	FY2019/2020 Audited	FY2020/2021 Audited	FY2021/2022 Audited	FY2022/2023 Estimated	FY2023/2024 Planned
System-Wide Ridership	6,977,955	3,015,606	4,110,465	5,045,194	5,210,145
Operating cost per revenue hours	\$97.25	\$151.37	\$134.32	\$148.94	\$152.28

**Recent Trends:**

Since the onset of the COVID-19 pandemic, RTA has gradually increased service in response to growing ridership and demand. In FY23, RTA increased service on the next top five performing routes bringing the Agency's top 10 routes to approximately 80 percent of pre-COVID service levels. RTA also launched new service with the Route 44 and GoMicro microtransit service in Hemet and San Jacinto. The Agency also kicked off Route 56 connecting Hunter Park Metrolink Station with UCR. During the past year, RTA had strong ridership gains but numbers were still well short of what they were pre-pandemic.

FY23 saw the following service changes:

- GoMicro: RTA's new on-demand service offers shared rides in the Hemet-San Jacinto area.
- Increased service on routes 12, 14, 20 and 49 to approximately 80 percent of January 2020 (pre-COVID) service levels.
- Schedules were adjusted for the following routes to improve on-time performance, overall efficiency and connections with other routes, trains and school bell times: 1, 3, 8, 9, 10, 11, 12, 13, 14, 15, 16, 18, 19, 20, 21, 22, 23, 24, 27, 28, 29, 30, 31, 32, 33, 41, 42, 49, 51, 55, 61, 74, 79, 200, 204 and 206.
- Route 10: Two new weekday westbound trips departing Big Springs and Watkins at 7:45 a.m. and 3:30 p.m. were added to meet demand.
- Route 22: This route was rerouted and no longer serves bus stop #1830 on University and Brockton.
- Route 31: The portion of the route between MSJC and the Hemet Valley Mall was discontinued and replaced by the new Route 44.
- Routes 32 and 42: These routes, which served Hemet and San Jacinto, were discontinued and replaced by GoMicro.
- Route 33: This route, which served Hemet, was discontinued and replaced by GoMicro.
- Route 44: This new circulator connects the Hemet Valley Mall and MSJC with service frequency between 30 and 80 minutes.
- Route 55: The 6:15 a.m., 8:20 a.m. and 3:15 p.m. trips departing Harveston Village Center were discontinued. Two trips were added departing Harveston Village Center at 4 p.m. and 4:20 p.m.
- Route 56: This new weekday route connects the Hunter Park Metrolink Station with UCR.
- Route 61: A new weekday northbound trip departing the Quail Valley Fire Station at 7:30 a.m. and a new weekday southbound trip departing Encanto and McCall at 3:28 p.m. was added to meet demand.
- Routes 74 and 79: The section of the routes between MSJC and the Hemet Valley Mall were discontinued and replaced by the new Route 44.
- Route 205/206: Route 205 was eliminated, and all its trips were combined under the Route 206 schedule.
- Route 206: This route was adjusted to travel along Jefferson Ave. instead of Madison Ave. to serve the new park-and-ride location.

**Proposed Service Changes for FY24:**

With ridership levels still trailing pre-pandemic levels, RTA plans to continue FY23 weekday/weekend service levels with select CommuterLink peak service into FY24 with a few exceptions. On March 23, 2023, following several weeks of public outreach, surveys, data analysis, research and a public hearing, the RTA Board of Directors approved the Agency's SSP, a blueprint for transit enhancements over the next three years. These changes aim to upgrade service to popular destinations, increase frequency and improve connections between bus routes and Metrolink trains.

The following service changes listed below are planned for FY24. Implementation of these service changes is contingent on ridership demand and funding availability.

- September 2023 service changes:
  - Route 1: Improve frequency to every 15 minutes between 6 a.m. and 6 p.m.
  - Route 8: Discontinue Railroad Canyon deviation and provide timed transfer connections with Route 9.
  - Route 9: Provide timed transfer connections with Route 8.
  - Route 11: Discontinue deviation to Perris Blvd. and improve frequency from 70 to 60 minutes.
  - Route 12: Discontinue service to Center St. and shorten the northern turnaround via Chase Road.
  - Route 13: Reroute from Colorado Ave. and Monroe St. to Van Buren Blvd.
  - Route 16: Improve frequency to every 15 minutes between 6 a.m. and 6 p.m.
  - Route 18: Extend route to Corporate Center Place and change frequency from 50 to 60 minutes.



RIVERSIDE TRANSIT AGENCY  
SHORT RANGE TRANSIT PLAN  
FY2023/2024 - FY2025/2026

**Table 3 Highlights**

- o Route 19: Improve frequency to every 15 minutes between 6 a.m. and 6 p.m.
- o Route 21: Add additional early AM service to connect to Metrolink trains at Jurupa Valley/Pedley Metrolink Station.
- o Route 30: Add additional early AM service to connect to Metrolink at Perris Station Transit Center.
- o Route 41: Discontinue weekend service.
- o Route 61: Reroute to serve Haun Rd. instead of Bradley Rd.
- o Route 74: Discontinue service north of Sun City and improve all week frequency to every 70 minutes.
- o Route 79: End the route at Promenade Mall and improve all-week frequency.

• January 2024 service changes:

- o Route 44: Improve frequency on San Jacinto Ave. from every 60 to 70 minutes to every 40 minutes.

**Operating Budget (\$102,028,908):**

• Increase of 9% over FY23 budget. Variance analysis by major cost element is provided below:

- o Salaries and Benefits - 5% increase due to wage and benefits growth.
- o Purchased Transportation - 21% increase due to increase in demand for DAR service and increased costs in the new DAR contract.
- o Services - Relatively flat compared to FY23.
- o Insurance - 7% increase due to increases in insurance premiums.
- o Materials & Supplies - 4% increase due to increased fuel and lube expenses.

**Capital Budget (\$19,068,130):**

• Increase of 20% over FY23 budget. Capital projects included in this year's budget are provided below:

- o Funding for new vehicles - \$9.6 million
- o Re-programming of Facilities Projects - (\$3.4) million
- o Additional funding for hydrogen fueling stations- \$5.5 million
- o Solar Panels Project - \$2.1 million
- o Information Technology Projects- \$1.0 million



Table 4.0 - Summary of Funding Requests - FY 2023/24

Riverside Transit Agency

Original

Operating																
Project	Total Amount of Funds	5307 HS	5307 MTM	5307 RS	5310 OB	5311	5311 ARPA	5339 COMP	5339 HS	5339 LALB	5339 MTM	5339 RS	5339 RS OB	FARE	INT	LCTOP OB
ADA Complementary Paratransit Service	\$2,250,000		\$1,800,000													
AHSC Fare/Training	\$83,900													\$63,900		
Bus Stop Consolidation Plan	\$60,000															
Call Center	\$250,000				\$250,000											
Capital Cost of Contracting	\$10,885,673		\$7,708,538	\$1,000,000												
Capitalized Preventive Maintenance	\$11,647,901			\$9,318,321												
CNG Sales	\$150,000															
CommuterLink	\$1,000,000															
General Farebox Revenue	\$5,436,100													\$5,436,100		
Investment Income	\$750,000														\$750,000	
LCFS Credits	\$150,000															
LCTOP Project	\$2,700,000															
Mobile Ticketing	\$60,000															\$60,000
Operating Assistance	\$66,030,334	\$4,547,036				\$695,773	\$667,640									
RINs Credits	\$500,000															
Route 28 Frequency Improvements	\$75,000															\$75,000
Sub-total Operating	\$102,028,908	\$4,547,036	\$9,508,538	\$10,318,321	\$250,000	\$695,773	\$667,640	\$0	\$0	\$0	\$0	\$0	\$0	\$5,500,000	\$750,000	\$135,000

Capital																
Project	Total Amount of Funds	5307 HS	5307 MTM	5307 RS	5310 OB	5311	5311 ARPA	5339 COMP	5339 HS	5339 LALB	5339 MTM	5339 RS	5339 RS OB	FARE	INT	LCTOP OB
CFR Buses - FY23-4	\$-6,000,000															
Facility, Fuel Stn, Vehicle Enhance/Upgrades - FY2 4-8	\$2,055,839															
FY16-15 - FY16-15	\$-460,410															
FY21-7 Canyon Crest Bus Turnouts - FY21-7	\$-959,544												\$-741,462			
FY24-1 Information Technology Projects - FY24-1	\$1,000,000															
FY24-2 Capital Parts - FY24-2	\$625,000			\$500,000												
FY24-3 Associated Transit Improvements - FY24-3	\$600,000			\$480,000												
FY24-4 DAR Vehicle Replacements - FY24-4	\$8,000,000															
FY24-5 Hydrogen Buses and Workforce Development - FY24-5	\$7,082,004							\$5,153,594								
FY24-6 Maintenance Support Vehicles - FY24-6	\$500,000			\$400,000												
FY24-7 Solar Panels and Workforce Development - FY24-7	\$2,074,789							\$1,594,364								
Hydrogen Fueling Station Construction - FY24-10	\$5,522,699								\$765,693	\$41,597	\$1,122,365	\$2,488,504				
O&M Facility 17-09 - FY17-9	\$-1,931,791															
Vine Street Mobility Hub - FY24-9	\$959,544												\$741,462			
Sub-total Capital	\$19,068,130	\$0	\$0	\$1,380,000	\$0	\$0	\$0	\$6,747,958	\$765,693	\$41,597	\$1,122,365	\$2,488,504	\$0	\$0	\$0	\$0
Total Operating & Capital	\$121,097,038	\$4,547,036	\$9,508,538	\$11,698,321	\$250,000	\$695,773	\$667,640	\$6,747,958	\$765,693	\$41,597	\$1,122,365	\$2,488,504	\$0	\$5,500,000	\$750,000	\$135,000





Table 4.0 - Summary of Funding Requests - FY 2023/24

Riverside Transit Agency

Original

Operating																
Project	Total Amount of Funds	LCTOP PUC99313	LCTOP PUC99314	LTF	LTF-OB	MA CTSA	MA IB	OTHR LCL	SGR PUC99313	SGR PUC99314	STA - OB	STA PUC99313	STA PUC99314			
ADA Complementary Paratransit Service	\$2,250,000			\$450,000												
AHSC Fare/Training	\$83,900							\$20,000								
Bus Stop Consolidation Plan	\$60,000			\$60,000												
Call Center	\$250,000															
Capital Cost of Contracting	\$10,885,673			\$2,177,135												
Capitalized Preventive Maintenance	\$11,647,901			\$2,329,580												
CNG Sales	\$150,000							\$150,000								
CommuterLink	\$1,000,000						\$1,000,000									
General Farebox Revenue	\$5,436,100															
Investment Income	\$750,000															
LCFS Credits	\$150,000							\$150,000								
LCTOP Project	\$2,700,000	\$2,390,503	\$309,497													
Mobile Ticketing	\$60,000															
Operating Assistance	\$66,030,334			\$59,119,885		\$1,000,000										
RINs Credits	\$500,000							\$500,000								
Route 28 Frequency Improvements	\$75,000															
Sub-total Operating	\$102,028,908	\$2,390,503	\$309,497	\$64,136,600	\$0	\$1,000,000	\$1,000,000	\$820,000	\$0	\$0	\$0	\$0	\$0			

Capital																
Project	Total Amount of Funds	LCTOP PUC99313	LCTOP PUC99314	LTF	LTF-OB	MA CTSA	MA IB	OTHR LCL	SGR PUC99313	SGR PUC99314	STA - OB	STA PUC99313	STA PUC99314			
CFR Buses - FY23-4	\$-6,000,000										\$-6,000,000					
Facility, Fuel Stn, Vehicle Enhance/Upgrades - FY24-8	\$2,055,839								\$1,861,148	\$194,691						
FY16-15 - FY16-15	\$-460,410				\$-460,410											
FY21-7 Canyon Crest Bus Turnouts - FY21-7	\$-959,544										\$-218,082					
FY24-1 Information Technology Projects - FY24-1	\$1,000,000				\$1,000,000											
FY24-2 Capital Parts - FY24-2	\$625,000											\$125,000				
FY24-3 Associated Transit Improvements - FY24-3	\$600,000											\$120,000				
FY24-4 DAR Vehicle Replacements - FY24-4	\$8,000,000										\$6,000,000	\$135,011	\$1,864,989			
FY24-5 Hydrogen Buses and Workforce Development - FY24-5	\$7,082,004				\$1,000,000							\$928,410				
FY24-6 Maintenance Support Vehicles - FY24-6	\$500,000				\$100,000											
FY24-7 Solar Panels and Workforce Development - FY24-7	\$2,074,789				\$292,201							\$188,224				
Hydrogen Fueling Station Construction - FY24-10	\$5,522,699											\$1,104,540				
O&M Facility 17-09 - FY17-9	\$-1,931,791				\$-1,931,791											
Vine Street Mobility Hub - FY24-9	\$959,544										\$218,082					
Sub-total Capital	\$19,068,130	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,861,148	\$194,691	\$0	\$2,601,185	\$1,864,989			
Total Operating & Capital	\$121,097,038	\$2,390,503	\$309,497	\$64,136,600	\$0	\$1,000,000	\$1,000,000	\$820,000	\$1,861,148	\$194,691	\$0	\$2,601,185	\$1,864,989			



Table 4.0 - Summary of Funding Requests - FY 2023/24

Riverside Transit Agency

Original

FY 2023/24 Projected Funding Details		
5307 HS	\$4,547,036	
5307 MTM	\$9,508,538	
5307 RS	\$10,318,321	
5310 OB	\$250,000	
5311	\$695,773	
5311 ARPA	\$667,640	
FARE	\$5,500,000	
INT	\$750,000	
LCTOP OB	\$135,000	
LCTOP PUC99313	\$2,390,503	
LCTOP PUC99314	\$309,497	
LTF	\$64,136,600	
MA CTSA	\$1,000,000	
MA IB	\$1,000,000	
OTHR LCL	\$820,000	
Total Estimated Operating Funding Request	\$102,028,908	
5307 MTM	\$0	
5307 RS	\$1,380,000	
5339 COMP	\$6,747,958	
5339 HS	\$765,693	
5339 LALB	\$41,597	
5339 MTM	\$1,122,365	
5339 RS	\$2,488,504	
5339 RS OB	\$0	
LTF-OB	\$0	
SGR PUC99313	\$1,861,148	
SGR PUC99314	\$194,691	
STA - OB	\$0	
STA PUC99313	\$2,601,185	
STA PUC99314	\$1,864,989	
Total Estimated Capital Funding Request	\$19,068,130	
Total Funding Request	\$121,097,038	



**FY 2023/24 SRTP**  
**Riverside Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** FY24-1

**FTIP No:** Not Assigned - New Project

**Project Name:** FY24-1 Information Technology Projects

**Category:** Communication and ITS

**Sub-Category:** Upgrade

**Fuel Type:** N/A

**Project Description:** Various IT related projects with primary project being cloud upgrade to Agency's ERP system (Oracle)

**Project Justification:** Agency's current version of Oracle is becoming dated. Further, Oracle is continuing to move off of supporting non-cloud based versions. To stay current and efficient, Agency must transition to cloud based architecture.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
LTF-OB	FY 2023/24	\$1,000,000
Total		\$1,000,000

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

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



**FY 2023/24 SRTP**  
**Riverside Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** FY24-2

**FTIP No:** Not Assigned - New Project

**Project Name:** FY24-2 Capital Parts

**Category:** Vehicle Systems and Equipment

**Sub-Category:** Parts

**Fuel Type:** CNG

**Project Description:** To purchase bus parts for maintenance program.

**Project Justification:** Periodic maintenance, including parts replacements, are critical to the Agency's primary directives of safety and reliability.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
5307 RS	FY 2023/24	\$500,000
STA PUC99313	FY 2023/24	\$125,000
Total		\$625,000

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

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



**FY 2023/24 SRTP**  
**Riverside Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** FY24-3

**FTIP No:** Not Assigned - New Project

**Project Name:** FY24-3 Associated Transit Improvements

**Category:** Bus Stop and Amenities

**Sub-Category:** Rehabilitation/Improvement

**Fuel Type:** N/A

**Project Description:** Ongoing program to update, replace, improve bus stops and ensure ADA compliance.

**Project Justification:** Maintaining the safety and quality of our bus stops, including adherence to ADA rules, ensures the safety of our customers.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
5307 RS	FY 2023/24	\$480,000
STA PUC99313	FY 2023/24	\$120,000
Total		\$600,000

**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 2023/24 SRTP**  
**Riverside Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** FY24-4

**FTIP No:** Not Assigned - New Project

**Project Name:** FY24-4 DAR Vehicle Replacements

**Category:** Bus

**Sub-Category:** Replacement

**Fuel Type:** Gas

**Project Description:** Replacement of Dial A Ride vans reaching the end of life.

**Project Justification:** Ensuring that vehicles are replaced timely is critical to safety, reliability, and image.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA - OB	FY 2023/24	\$6,000,000
STA PUC99313	FY 2023/24	\$135,011
STA PUC99314	FY 2023/24	\$1,864,989
Total		\$8,000,000

**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 2023/24 SRTP**  
**Riverside Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** FY24-5

**FTIP No:** Not Assigned - New Project

**Project Name:** FY24-5 Hydrogen Buses and Workforce Development

**Category:** Bus

**Sub-Category:** Replacement

**Fuel Type:** Hydrogen

**Project Description:** Programming of competitive grant awarded for the replacement of 5 CNG buses with 5 Hydrogen buses.

**Project Justification:** Hydrogen bus purchase is required to ensure Agency maintains compliance with ICT timelines .

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
5339 COMP	FY 2023/24	\$5,153,594
LTF-OB	FY 2023/24	\$1,000,000
STA PUC99313	FY 2023/24	\$928,410
Total		\$7,082,004

**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 2023/24 SRTP**  
**Riverside Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** FY24-6

**FTIP No:** Not Assigned - New Project

**Project Name:** FY24-6 Maintenance Support Vehicles

**Category:** Support Vehicles

**Sub-Category:** Replacement

**Fuel Type:** Gas

**Project Description:** Replacement of maintenance trucks.

**Project Justification:** Required to ensure support vehicles are safe and reliable to support Agency service .

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
5307 RS	FY 2023/24	\$400,000
LTF-OB	FY 2023/24	\$100,000
Total		\$500,000

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

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





**FY 2023/24 SRTTP**  
**Riverside Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** FY24-7

**FTIP No:** Not Assigned - New Project

**Project Name:** FY24-7 Solar Panels and Workforce Development

**Category:** Buildings and Facilities

**Sub-Category:** Upgrade

**Fuel Type:** N/A

**Project Description:** To program competitive award for installing solar panels to power Agency's office spaces.

**Project Justification:** This project will help reduce Agency's operating costs related to utilities as well as reduce the Agency's carbon footprint.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
5339 COMP	FY 2023/24	\$1,594,364
LTF-OB	FY 2023/24	\$292,201
STA PUC99313	FY 2023/24	\$188,224
Total		\$2,074,789

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

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



**FY 2023/24 SRTP**  
**Riverside Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** FY24-8

**FTIP No:** Not Assigned - New Project

**Project Name:** Facility, Fuel Stn, Vehicle Enhance/Upgrades

**Category:** Buildings and Facilities

**Sub-Category:** Rehabilitation/Improvement

**Fuel Type:** N/A

**Project Description:** SGR Funds to keep facilities and equipment in a state of good repair.

**Project Justification:** SGR Funds to keep facilities and equipment in a state of good repair.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2023/24	\$1,861,148
SGR PUC99314	FY 2023/24	\$194,691
Total		\$2,055,839

**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
		FY23-7	



**FY 2023/24 SRTP**  
**Riverside Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** FY24-9

**FTIP No:** Not Assigned - New Project

**Project Name:** Vine Street Mobility Hub

**Category:** Buildings and Facilities

**Sub-Category:** Rehabilitation/Improvement

**Project Description:** Funds necessary to continue to develop and ultimately build the Vine Street Mobility Hub .

**Project Justification:** The Vine Street Mobility Hub will be a critical transfer point and key piece to the Agency's service plan in the Downtown Riverside area for years to come.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
5339 RS OB	FY 2023/24	\$741,462
STA - OB	FY 2023/24	\$218,082
Total		\$959,544

**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
		FY22-6	



**FY 2023/24 SRTP**  
**Riverside Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** FY24-10

**FTIP No:** Not Assigned - New Project

**Project Name:** Hydrogen Fueling Station Construction

**Category:** Buildings and Facilities

**Sub-Category:** Modification

**Fuel Type:** Hydrogen

**Project Description:** Funding to build Hydrogen Fueling Stations.

**Project Justification:** Building fueling stations will be necessary to comply with ICT mandate .

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
5339 HS	FY 2023/24	\$765,693
5339 LALB	FY 2023/24	\$41,597
5339 MTM	FY 2023/24	\$1,122,365
5339 RS	FY 2023/24	\$2,488,504
STA PUC99313	FY 2023/24	\$1,104,540
Total		\$5,522,699

**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
		FY23-8	



RIVERSIDE TRANSIT AGENCY  
SHORT RANGE TRANSIT PLAN  
FY2023/2024 - FY2025/2026

**Table 4B Fare Revenue Calculation**

#	Revenue Sources included in Farebox Calculation	Actuals from FY2021/22 Audit	FY2022/23 Estimated*	FY2023/24 Plan*
1	Passenger Fares	4,216,068	6,000,000	5,500,000
2	Measure A	4,000,000	4,000,000	2,000,000
3	Federal Operating	0	0	25,987,308
4	Sale of CNG	311,455	250,000	150,000
5	RINs/LCFS Revenue	1,654,225	1,700,000	650,000
6	Gain/(Loss) on Assets	(3,638)	0	0
7	Investment Income	32,588	1,000,000	750,000
8	Lease Revenue	71,643	12,000	0
9	Bridge Service, Other	48,208	38,000	20,000
10	Discounted Fares Value	2,729,168	3,000,000	2,700,000
11	Exempt Routes	(2,143,057)	(3,000,000)	(2,646,171)
	<b>Total Revenue (1-11)</b>	<b>\$10,916,660</b>	<b>\$13,000,000</b>	<b>\$35,111,137</b>
	<b>Net Operating Expense</b>	<b>\$45,200,127</b>	<b>\$50,245,222</b>	<b>\$47,822,814</b>
	<b>Farebox Recovery Ratio</b>	<b>24.15%</b>	<b>25.87%</b>	<b>73.42%</b>



Table 4.1 - Summary of Funding Requests - FY 2024/25

Riverside Transit Agency

Original

Operating																
Project	Total Amount of Funds	5307 HS	5307 MTM	5307 RS	5310 OB	5311	FARE	INT	LCTOP OB	LTF	MA IB	MA SPT	OTHR LCL			
ADA Complementary Paratransit Service	\$1,800,000		\$1,800,000													
AHSC Fare/Training	\$63,900						\$63,900									
Call Center	\$250,000				\$250,000											
Capital Cost of Contracting	\$8,000,000		\$8,000,000													
Capitalized Preventive Maintenance	\$10,000,000			\$10,000,000												
CNG Sales	\$100,000												\$100,000			
CommuterLink	\$2,000,000										\$2,000,000					
General Farebox Revenue	\$6,000,000						\$6,000,000									
Investment Income	\$750,000							\$750,000								
Mobile Ticketing	\$60,000								\$60,000							
Operating Assistance	\$77,100,000	\$3,500,000				\$600,000				\$71,000,000		\$2,000,000				
RINs Credits	\$200,000												\$200,000			
Sub-total Operating	\$106,323,900	\$3,500,000	\$9,800,000	\$10,000,000	\$250,000	\$600,000	\$6,063,900	\$750,000	\$60,000	\$71,000,000	\$2,000,000	\$2,000,000	\$300,000			

Capital																
Project	Total Amount of Funds	5307 HS	5307 MTM	5307 RS	5310 OB	5311	FARE	INT	LCTOP OB	LTF	MA IB	MA SPT	OTHR LCL			
FY25-1 - FY25-1	\$15,000,000									\$15,000,000						
FY25-2 - FY25-2	\$5,000,000									\$5,000,000						
Sub-total Capital	\$20,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000,000	\$0	\$0	\$0			
Total Operating & Capital	\$126,323,900	\$3,500,000	\$9,800,000	\$10,000,000	\$250,000	\$600,000	\$6,063,900	\$750,000	\$60,000	\$91,000,000	\$2,000,000	\$2,000,000	\$300,000			

FY 2024/25 Projected Funding Details																
5307 HS	\$3,500,000															
5307 MTM	\$9,800,000															
5307 RS	\$10,000,000															
5310 OB	\$250,000															
5311	\$600,000															
FARE	\$6,063,900															
INT	\$750,000															
LCTOP OB	\$60,000															
LTF	\$71,000,000															
MA IB	\$2,000,000															
MA SPT	\$2,000,000															
OTHR LCL	\$300,000															
Total Estimated Operating Funding Request	\$106,323,900															
LTF	\$20,000,000															
Total Estimated Capital Funding Request	\$20,000,000															
Total Funding Request	\$126,323,900															



Table 4.2 - Summary of Funding Requests - FY 2025/26

Riverside Transit Agency

Original

Operating																
Project	Total Amount of Funds	5307 HS	5307 MTM	5307 RS	5310 OB	5311	FARE	INT	LCTOP OB	LCTOP PUC99313	LTF	MA CTSA	MA IB	OTHR LCL	STA PUC99313	
ADA Complementary Paratransit Service	\$2,000,000			\$2,000,000												
Call Center	\$250,000				\$250,000											
Capital Cost of Contracting	\$10,000,000		\$10,000,000													
Capitalized Preventive Maintenance	\$10,000,000			\$10,000,000												
CNG Sales	\$200,000													\$200,000		
CommuterLink	\$2,000,000												\$2,000,000			
General Farebox Revenue	\$7,000,000						\$7,000,000									
Investment Income	\$750,000							\$750,000								
LCTOP Project	\$1,500,000									\$1,500,000						
Mobile Ticketing	\$60,000								\$60,000							
Operating Assistance	\$76,600,000	\$4,000,000				\$600,000					\$70,000,000	\$2,000,000				
Sub-total Operating	\$110,360,000	\$4,000,000	\$10,000,000	\$12,000,000	\$250,000	\$600,000	\$7,000,000	\$750,000	\$60,000	\$1,500,000	\$70,000,000	\$2,000,000	\$2,000,000	\$200,000	\$0	

Capital																
Project	Total Amount of Funds	5307 HS	5307 MTM	5307 RS	5310 OB	5311	FARE	INT	LCTOP OB	LCTOP PUC99313	LTF	MA CTSA	MA IB	OTHR LCL	STA PUC99313	
FY26-1 Vehicles - FY26-1	\$20,000,000										\$20,000,000					
FY26-2 Maintenance - FY26-2	\$5,000,000														\$5,000,000	
Sub-total Capital	\$25,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000,000	\$0	\$0	\$0	\$5,000,000	
Total Operating & Capital	\$135,360,000	\$4,000,000	\$10,000,000	\$12,000,000	\$250,000	\$600,000	\$7,000,000	\$750,000	\$60,000	\$1,500,000	\$90,000,000	\$2,000,000	\$2,000,000	\$200,000	\$5,000,000	

FY 2025/26 Projected Funding Details																
5307 HS	\$4,000,000															
5307 MTM	\$10,000,000															
5307 RS	\$12,000,000															
5310 OB	\$250,000															
5311	\$600,000															
FARE	\$7,000,000															
INT	\$750,000															
LCTOP OB	\$60,000															
LCTOP PUC99313	\$1,500,000															
LTF	\$70,000,000															
MA CTSA	\$2,000,000															
MA IB	\$2,000,000															
OTHR LCL	\$200,000															
Total Estimated Operating Funding Request	\$110,360,000															
LTF	\$20,000,000															
STA PUC99313	\$5,000,000															
Total Estimated Capital Funding Request	\$25,000,000															
Total Funding Request	\$135,360,000															



RIVERSIDE TRANSIT AGENCY  
SHORT RANGE TRANSIT PLAN  
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**Table 4.3 FY16-18 FTA Triennial Review and FY19-21 TDA Triennial Audit\***

*\*RTA's FTA FFY19-22 Triennial Review was originally scheduled for FFY22 but due to the pandemic, was postponed until FFY23 and is currently in progress.*

Agency	Audit Recommendations	Action Taken and Results
FTA	RTA was found compliant across the 21 sections of review. No deficiencies were found in any of the areas of review.	N/A
TDA	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  
FY2023/2024 - FY2025/2026

**Table 4.4 Open Projects Prior to FY2023/2024**

Project Name	SRTP Capital Project No's	Project Element	Funding Category	Beg to End - Project Timeline	Total Project Cost	Programmed Funds	FY24 Programmed Funds	Unfunded Balance
Vine St. Mobility Hub	12-9, 15-11, 16-12, 19-9, 20-1, 22-6, 24-11	4	1	08/2019 - 12/2023	17,618,703	16,659,159	959,544	0
Hemet Mobility Hub	16-11, 18-9, 19-8	4	1	01/2017- 12/2026	7,774,611	7,774,611	0	0
Ops&Maint Facility	16-15, 17-9, 19-9	4	2	05/2019 - 06/2024	0	2,392,201	(2,392,201)	0
Hydrogen Fueling Stations	23-2, 23-8, 24-12	4	1	07/2022-06/2026	15,674,179	10,151,480	5,522,699	0
Maint Spare Components	24-2	9	1	07/2023- 06/2024	625,000	0	625,000	0
Scheduling Software	19-7	5	1	05/2020 - 10/2023	1,388,970	1,388,970	0	0
Associated Transit Improvements	16-11, 20-7, 22-2, 23-01, 24-3, 24-10	6	1	09/2016 - 12/2024	1,471,463	1,831,007	(359,544)	0
Fareboxes	15-5, 22-08	3	1	03/2019 - 06/2024	6,396,600	6,396,600	0	0
Facility Improvements	16-8, 17-7, 18-7, 19-6, 24-7	4	1	04/2019 - 6/2025	6,295,346	4,220,557	2,074,789	0
Information System	18-8, 19-7, 24-1	5	1	02/2019 - 12/2024	2,554,694	1,554,694	1,000,000	0
Misc Support Equipment	17-6, 18-6	9	1	07/2019 - 06/2024	77,249	77,249	0	0
Tire Lease	21-5, 22-01, 23-5	9	1	07/2019 - 06/2024	980,821	980,821	0	0
DAR Vehicles	17-2, 18-2, 20-3, 24-19-1, 19-9, 20-2, 22-03, 23-4, 24-13	1	1	08/2019 - 12/2026	13,144,291	5,144,291	8,000,000	0
COFR Vehicles	19-11, 20-1, 22-4, 23-3, 24-5	1	1	10/2019 - 12/2026	21,050,117	27,050,117	(6,000,000)	0
DO Revenue Vehicles 40ft Bus	20-4, 21-1, 24-6	1	1	01/2020 - 8/2026	70,181,754	63,099,750	7,082,004	0
Support Vehicles	19-10, 20-1, 21-8, 22-3, 23-7, 24-8	2	1	Various	1,924,755	1,424,755	500,000	0
SGR		4	1		11,340,697	9,284,858	2,055,839	0
					<b>178,499,250</b>	<b>159,431,120</b>	<b>19,068,130</b>	<b>0</b>

**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  
FY2023/2024 - FY2025/2026

Table 5 Riverside Transit Agency FY2024 - 2028 TUMF Expenditure Plan

Fiscal Year		Prior Years Expenditures	FY 22-23 Expenditures through 6/30 (estimate)	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	Current Programmed Phase Balance	Total Programmed Payments/Exp	Original Programmed Phase Cost
Forecast Revenues <sup>1</sup>			\$ 2,391,833	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 28,232,236	\$ 2,962,644	\$ 52,661,425
Estimated Carryover (as of 6/30)			\$ 19,418,891	\$ 20,732,235	\$ 17,828,642	\$ 16,328,642	\$ 14,387,888	\$ 8,037,888	TIP Amended June 2017		
									5-Year Avail Forecast/Cash	5-Year Programmed	5-Year Delta
Available Revenues			\$ 21,810,724	\$ 22,232,235	\$ 19,328,642	\$ 17,828,642	\$ 15,887,888	\$ 9,537,888	\$ 28,232,235	\$ 28,232,236	\$ (0)
Funded Expenditures											
	Phase	Project Amount									
RTA-0001	Hemet Mobility Hub	ALL \$4,275,988	\$185,234	\$ 500,000	\$ 1,500,000	\$ 1,590,754	\$ 500,000	\$ -	\$ 4,090,754	\$ (185,234)	\$ 4,275,988
RTA-0004	Associated Transit Enhancements Program	ENH \$1,940,437	\$172,654	\$ -	\$ 300,000	\$ 300,000	\$ 350,000	\$ 350,000	\$ 467,783	\$ 1,767,783	\$ 1,940,437
RTA-0005	Long Range Planning	ENH \$600,000	\$188,035	\$ 411,965	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600,000
RTA-0007	Vine Street Mobility Hub <sup>2</sup>	ALL \$3,630,000	\$1,338,233	\$ 666,523	\$ 3,603,594	\$ -	\$ -	\$ -	\$ 3,603,594	\$ (2,004,756)	\$ 5,608,350
RTA-0009	HQTC Improvements (former RapidLink Blue Line)	ENH \$1,500,000	\$0	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ 500,000	\$ 1,500,000	\$ -	\$ 1,500,000
RTA-0010	Regional Operations & Maintenance Facility	ALL \$30,251,000	\$0	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	\$ 1,500,000	\$ 3,306,105	\$ 6,806,105	\$ 6,806,105
RTA-0011	San Jacinto Mobility Hub	ALL \$200,000	\$0	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000
RTA-0012	Revenue Vehicle Purchase - ZEBs	ALL \$10,264,000	\$0	\$ -	\$ -	\$ -	\$ 5,000,000	\$ 5,264,000	\$ 10,264,000	\$ -	\$ 10,264,000
Total Programmed Capital Improvements									\$ 28,232,236	\$ (2,962,644)	\$ 31,194,880
Annual Capital Funded Expenditure			\$52,661,425	\$1,884,156	\$ 1,078,488	\$ 4,403,594	\$ 3,000,000	\$ 3,440,754	\$ 7,850,000	\$ 9,537,888	
Projected Funded Balance carryover				\$ 20,732,235	\$ 17,828,642	\$ 16,328,642	\$ 14,387,888	\$ 8,037,888	\$ (0)		

Summary Table								
Fiscal Year	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	5-Year Avail Forecast/Cash	5-Year Programmed	5-Year Balance
Available Revenue	\$ 22,232,235	\$ 19,328,642	\$ 17,828,642	\$ 15,887,888	\$ 9,537,888			
Programmed Phases	\$ 4,403,594	\$ 3,000,000	\$ 3,440,754	\$ 7,850,000	\$ 9,537,888	\$28,232,235	\$28,232,236	\$0
Carryover Balance	\$ 17,828,642	\$ 16,328,642	\$ 14,387,888	\$ 8,037,888	\$ (0)			

Notes:

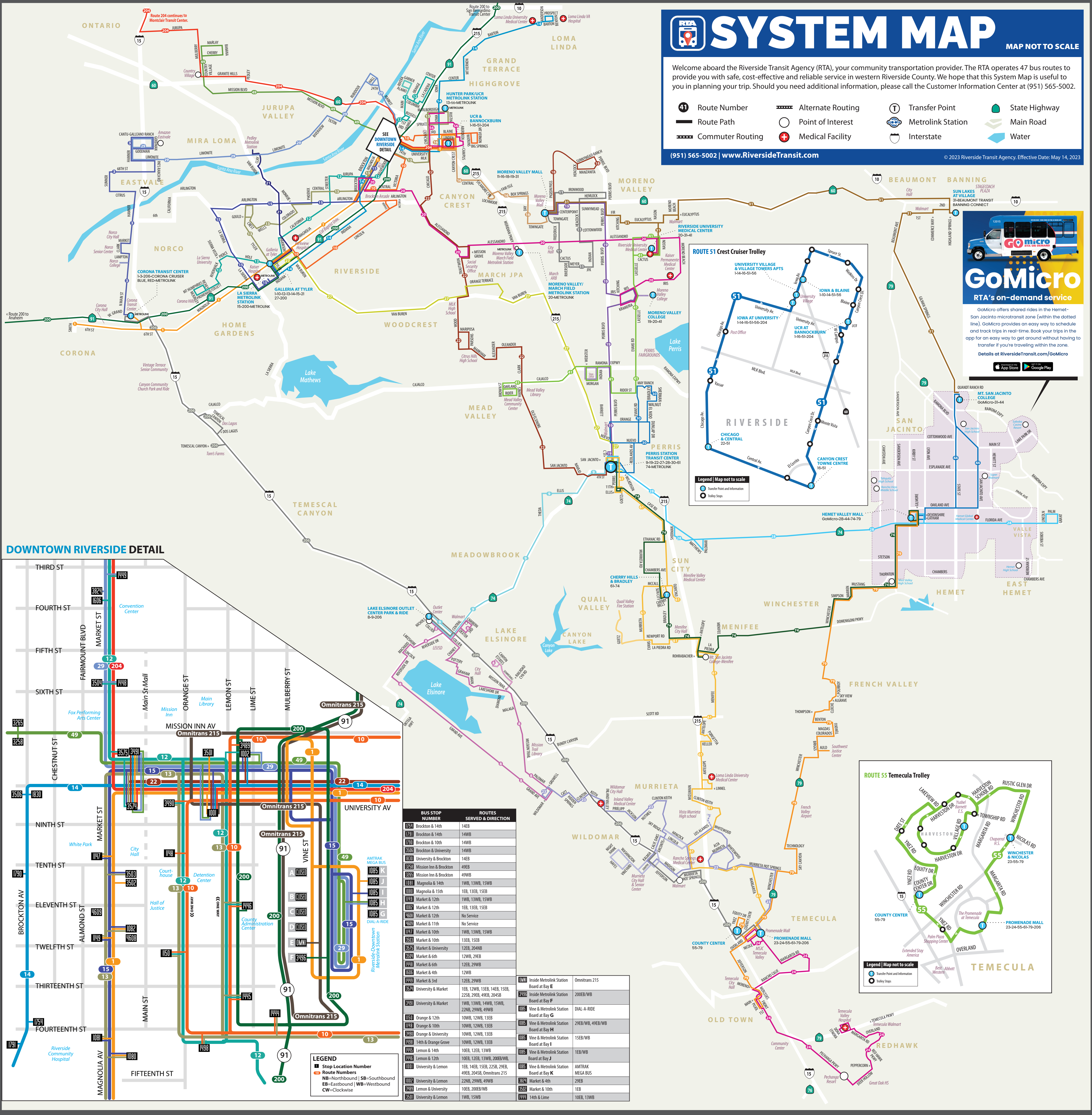
1) Revenue increase to 3% for RTA due to Nexus Study, flat revenues for FY24 through FY28.

2) The Vine Street Mobility Hub is proposed to be reclassified as a Transit Center 2 in the next TUMF Nexus Update. The maximum TUMF share for the project is estimated to be \$5,608,350 which includes a 3% Construction Cost Index (CCI) increase which was approved at the WRCOG Executive Committee Meeting on July 12, 2021. The project is still within the allowed TUMF amount.

## **Appendix A:**

### **RTA SYSTEM MAP AND FIXED-ROUTE MAPS**





# SYSTEM MAP

MAP NOT TO SCALE

Welcome aboard the Riverside Transit Agency (RTA), your community transportation provider. The RTA operates 47 bus routes to provide you with safe, cost-effective and reliable service in western Riverside County. We hope that this System Map is useful to you in planning your trip. Should you need additional information, please call the Customer Information Center at (951) 565-5002.

41

Route Number

—

Route Path

—

Commuter Routing

—

Alternate Routing

○

Point of Interest

+

Medical Facility

T

Transfer Point

Ⓜ

Metrolink Station

Ⓜ

Interstate

⬆

State Highway

—

Main Road

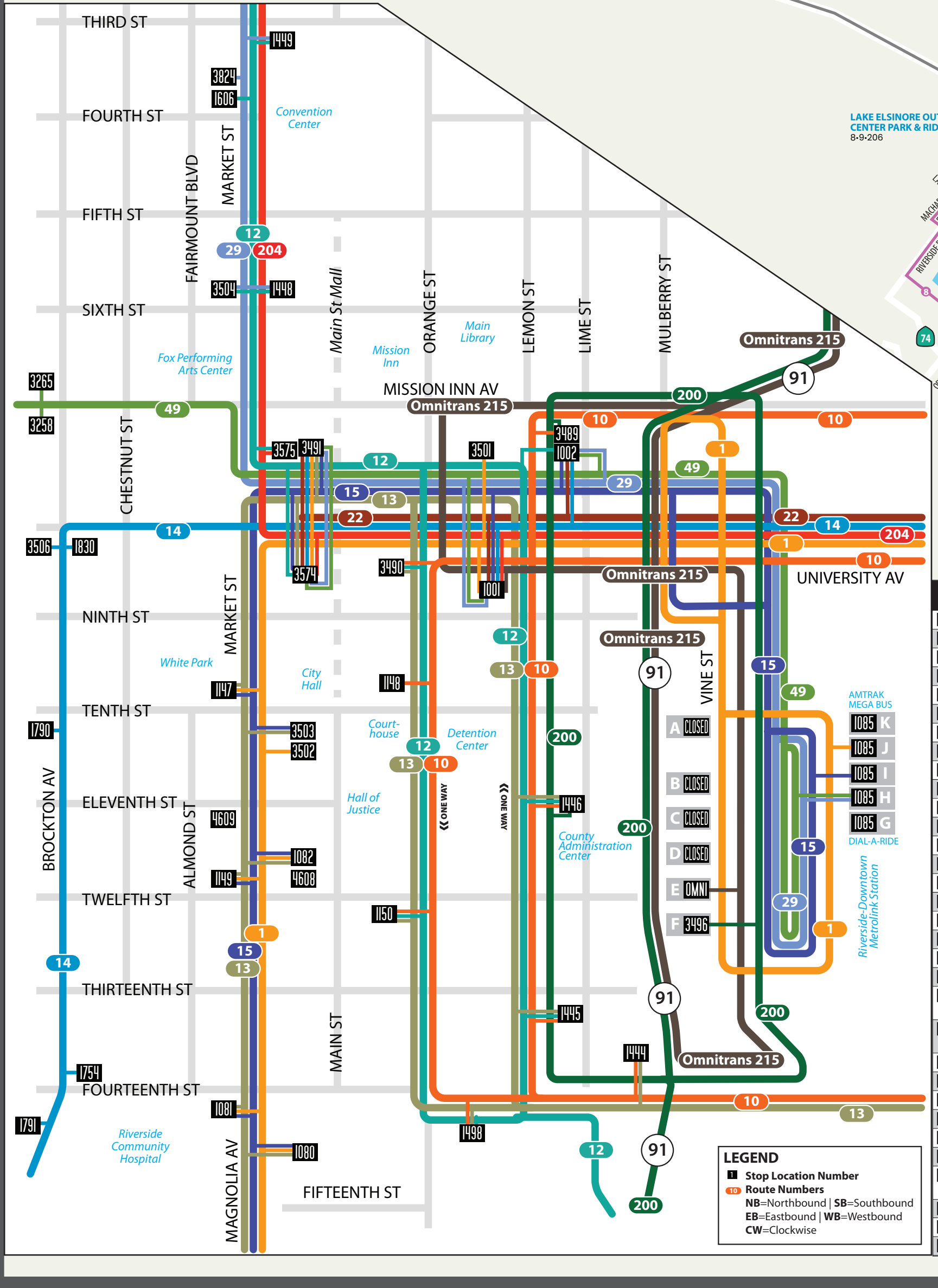
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Water

(951) 565-5002 | [www.RiversideTransit.com](http://www.RiversideTransit.com)

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## DOWNTOWN RIVERSIDE DETAIL



BUS STOP NUMBER		ROUTES SERVED & DIRECTION	
1754	Brocton & 14th	14EB	
1741	Brocton & 14th	14WB	
1751	Brocton & 10th	14WB	
2505	Brocton & University	14WB	
1030	University & Brocton	14EB	
2458	Mission Inn & Brocton	49EB	
2455	Mission Inn & Brocton	49WB	
1181	Magnolia & 14th	1WB, 13WB, 15WB	
1180	Magnolia & 15th	1EB, 13EB, 15EB	
1119	Market & 12th	1WB, 13WB, 15WB	
1024	Market & 12th	1EB, 13EB, 15EB	
1439	Market & 12th	No Service	
1438	Market & 11th	No Service	
1167	Market & 10th	1WB, 13WB, 15WB	
8503	Market & 10th	13EB, 15EB	
3575	Market & University	12EB, 204WB	
3506	Market & 6th	12WB, 29EB	
1118	Market & 6th	12EB, 29WB	
1030	Market & 4th	12WB	
1463	Market & 3rd	12EB, 29WB	
2574	University & Market	1EB, 12WB, 13EB, 14EB, 15EB, 22SB, 29EB, 49EB, 204SB	
3431	University & Market	1WB, 13WB, 14WB, 15WB, 22NB, 29WB, 49WB	
1185	Orange & 12th	10WB, 12WB, 13EB	
1118	Orange & 10th	10WB, 12WB, 13EB	
2450	Orange & University	10WB, 12WB, 13EB	
1430	14th & Orange Grove	10WB, 12WB, 13EB	
1435	Lemon & 14th	10EB, 12EB, 13WB	
1436	Lemon & 12th	10EB, 12EB, 13WB, 200EB/WB	
1031	University & Lemon	1EB, 14EB, 15EB, 22SB, 29EB, 49EB, 204SB, Omnitrans 215	
1032	University & Lemon	22NB, 29WB, 49WB	
3430	Lemon & University	10EB, 200EB/WB	
3510	University & Lemon	1WB, 15WB	

■

Stop Location Number

—

Route Numbers

NB=Northbound | SB=Southbound

EB=Eastbound | WB=Westbound

CW=Clockwise

0100

Inside Metrolink Station Board at Bay E

Omnitrans 215

0105

Inside Metrolink Station Board at Bay F

200EB/WB

1008

Vine & Metrolink Station Board at Bay G

DIAL-A-RIDE

1008

Vine & Metrolink Station Board at Bay H

29EB/WB, 49EB/WB

1008

Vine & Metrolink Station Board at Bay I

15EB/WB

1008

Vine & Metrolink Station Board at Bay J

1EB/WB

1008

Vine & Metrolink Station Board at Bay K

AMTRAK MEGA BUS

3520

Market & 4th

29EB

3520

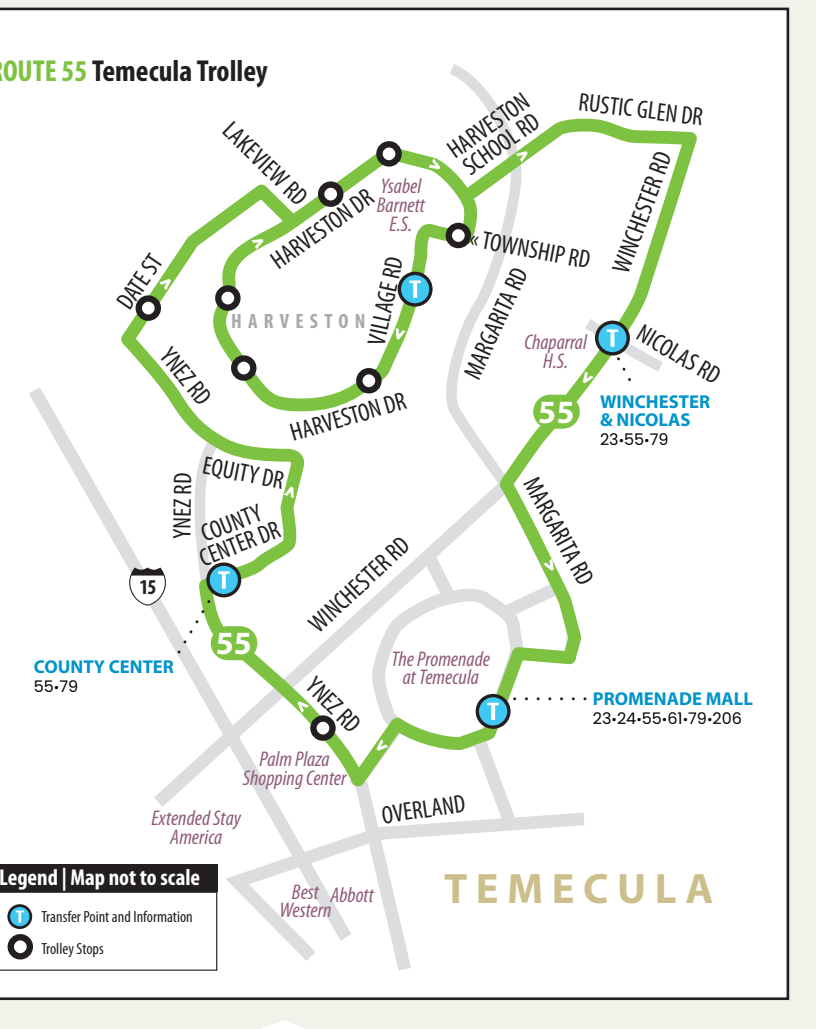
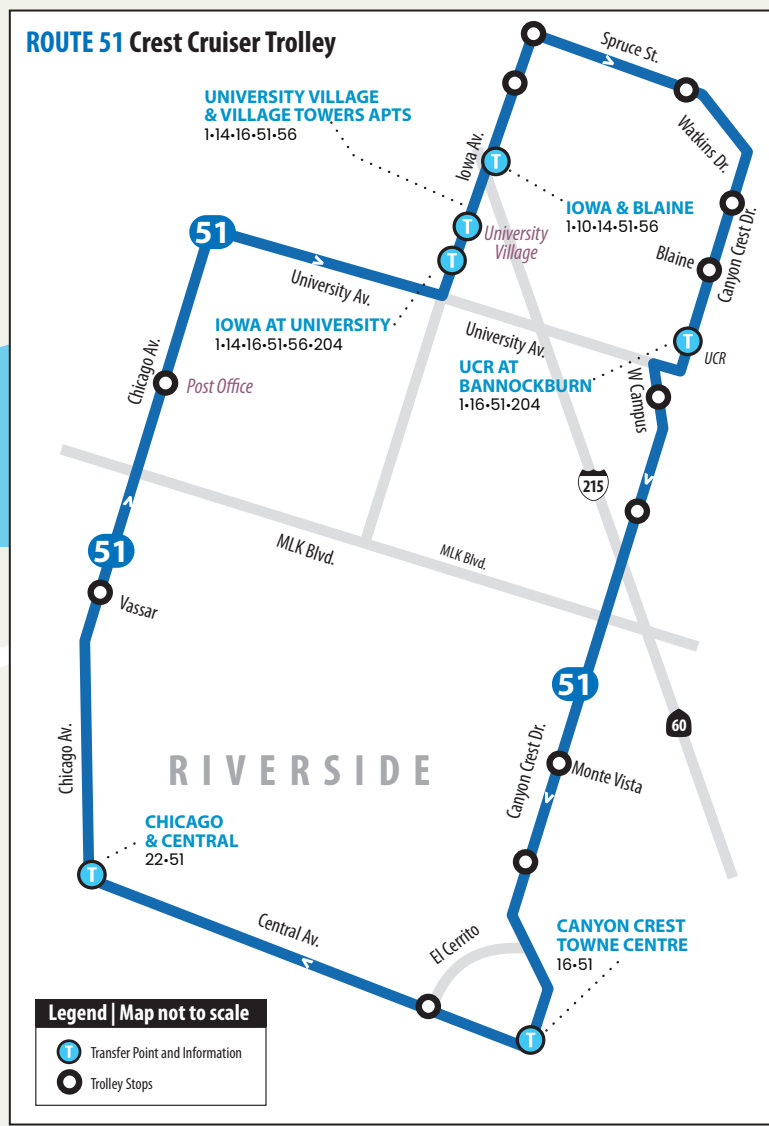
Market & 10th

1EB

1444

14th & Lime

10EB, 13WB







# RIDE GUIDE

EFFECTIVE MAY 14 – SEPTEMBER 9, 2023 | EFECTIVO A PARTIR 14 DE MAYO – 9 DE SEPTIEMBRE, 2023

# GO



**ENJOY LIFE.**  
We'll get you there.

**25¢**  
RIDES  
all summer long, June 1-August 30

**go**

(951) 565-5002 | [RiversideTransit.com](https://www.RiversideTransit.com)

23-0514a

**gomobile**  
RIVERSIDE TRANSIT AGENCY

All buses are accessible to persons with disabilities.  
Todos los autobuses son accesibles a las personas incapacitadas.



# gomobile

RIVERSIDE TRANSIT AGENCY



- buy passes
- pay your fare
- plan your trip
- get arrival times
- get service alerts

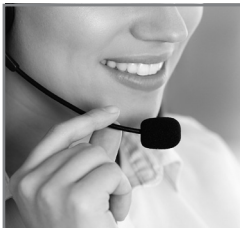
## all on your phone!

Details at [RiversideTransit.com/GoMobile](https://RiversideTransit.com/GoMobile)

# WELCOME ABOARD!

## BIENVENIDOS ABORDO!

### WHAT'S NEW THIS SERVICE CHANGE — [PAGE 164](#)



Customer Information Center - [\(951\) 565-5002](tel: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](tel: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](http://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](http://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](#), [Twitter](#), [LinkedIn](#), [Instagram](#), [YouTube](#), [TikTok](#) - Join us. | Únete a nosotros.

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**NO SERVICE ON MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY,  
CHRISTMAS DAY AND NEW YEAR'S DAY.**

# PHONE NUMBER INDEX

## **CUSTOMER INFORMATION CENTER**.....(951) 565-5002

Information about bus routes, schedules, fares and to make a comment.

Hours: weekdays 6 a.m. - 10 p.m., weekends 8 a.m. - 10 p.m.

Deaf and Hard of Hearing TTY Bus Information.....1-800-800-7825

California Relay.....1-800-735-2929

**LOST AND FOUND:** RTA Lost and Found/Business Office, 1825 Third St.,  
Riverside 92507.....(951) 565-5000

## **RTA DIAL-A-RIDE SERVICES**.....1-800-795-7887

Type of Dial-A-Ride service varies by city. Please call or visit our website at  
RiversideTransit.com for availability of service in your city.

Hours: weekdays 7 a.m. - 6 p.m., weekends 8 a.m. - 5 p.m.

Deaf and Hard of Hearing TTY Dial-A-Ride.....1-800-369-3610

California Relay.....1-800-735-2929

Trip Cancellations.....(866) 543-4782

After Hours ETA Hotline (Toll free).....(866) 543-4782

## **GoMicro**.....(951) 633-2629

Monday through Friday, 5:30 a.m. - 7:30 p.m. and Saturday and Sunday, 6 a.m. - 8 p.m.

## **OTHER DIAL-A-RIDE SERVICES**

Banning Connect Dial-A-Ride.....(951) 922-3252

Beaumont Transit Dial-A-Ride.....(951) 769-8532

Care-A-Van (Hemet, San Jacinto).....(951) 791-3572

Corona Dial-A-Ride.....(951) 734-7220

MoVan.....(800) 351-6571

Norco Senior Bus.....(951) 270-5647

Riverside Connect.....(951) 687-8080

## **OTHER FIXED-ROUTE SERVICES**

Amtrak (Nationwide Rail Passenger Service).....1-800-872-7245

Coaster (Rail service in San Diego County).....1-800-COASTER

Corona Cruiser (City of Corona bus service).....(951) 734-9418

Foothill Transit (San Gabriel Valley).....1-800-743-3463

Greyhound (Nationwide service).....1-800-231-2222

Metrolink (Rail Passenger Service).....1-800-371-5465

Los Angeles Metro (Red Line, Blue Line, MTA, etc.).....(323) GO METRO

MTS (San Diego County bus service).....(619) 557-4555

North County Transit District (North San Diego County).....(760) 966-6500

OCTA (Orange County).....1-800-636-7433

Omnitrans (Western San Bernardino County).....1-800-966-6428

Palo Verde Valley Transit (City of Blythe).....(760) 922-1140

Beaumont Transit (Beaumont, Cherry Valley, Calimesa, Banning).....(951) 769-8530

Banning Connect Transit (Banning, Cabazon, Beaumont).....(951) 922-3243

SunLine Transit Agency (Palm Springs and Coachella Valley).....(800) 347-8628

**NOTE:** RTA operators can only provide RTA information. Please call the appropriate services with questions regarding other transportation services. RTA cannot be responsible for changed phone numbers.

## RTA INFORMATION

### CUSTOMER INFORMATION CENTER

RTA's Customer Information Center is staffed with friendly clerks ready to assist you with information about bus schedules, routes, fares and pass outlet locations. The center also takes reports of bus stops that need cleaning or repairs and they document customer complaints and commendations. Please note that some complaints may need to be submitted in writing by postal mail, e-mail or via RTA's website, [RiversideTransit.com](http://RiversideTransit.com). The center is open 6 a.m. to 10 p.m. weekdays and 8 a.m. to 10 p.m. weekends. Call the Customer Information Center at [\(951\) 565-5002](tel: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 to confirm at [\(951\) 565-5000](tel:951-565-5000).

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](http://RiversideTransit.com) or through the [GoMobile](#) app.

### LOST AND FOUND

RTA's Lost and Found is located at the RTA business office at 1825 Third Street, Riverside, or call [\(951\) 565-5000](tel: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.
- Shirts and shoes must be worn at all times.
- Shopping carts and strollers should be folded prior to boarding the bus. Walkers should be folded prior to taking your seat. Customers seated in the front of the bus who are unable to collapse their foldable shopping carts may be asked to move to another area of the bus to keep aisles, doors and steps clear to facilitate safe boardings and wheelchair tie-downs.

## **WHEELCHAIRS**

To ensure proper fastening of the chair during travel, please limit the number of carry-on bags stowed in the back of the chair. To avoid injury to yourself and other customers, please remove any protruding objects such as flag poles and reflectors with sharp points. Be aware that RTA buses deploy a wheelchair ramp/lift for easy boarding and alighting. When the ramp/lift is deployed, the bus will emit a beeping sound. When exiting the rear doors, listen for the beeping sound and be observant of the ramp to avoid injuries. Wheelchairs and electric mobility scooters are allowed on the bus as long as they do not exceed 30 inches wide and 51 inches long and the combined weight does not exceed 800 pounds. For your safety, please

turn off the power to your mobility device while the driver fastens the safety harness and during the entire trip. Refrain from removing wheelchair or scooter securement until you reach your destination and the bus comes to a complete stop. Please use the bus seats whenever possible.

## 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 Geronimo Pass and Southwest. For more information or to join a chapter, call RTA at [\(951\) 565-5176](tel:9515655176) or email at [comments@riversidetransit.com](mailto:comments@riversidetransit.com).

## BIKE AND RIDE

Every RTA fixed-route and GoMicro bus has a bicycle rack capable of handling at least two bikes with standard bike tires. Bikes are accepted on a first-come, first-served basis. Passengers wishing to transport bikes should first notify the coach operator that they are loading or unloading a bike before approaching the bike rack.

**NOTE:** For your safety, loading and unloading of bicycles should be done from the curbside of the bus.

When loading your bicycle in the bike rack:

- Wait for the bus to come to a complete stop before loading your bicycle.
- Bicycles must not exceed 55lbs.
- Loose articles must be removed from bicycle before being placed on the bike rack.

- Bicycle handlebars or baskets must not obstruct driver's view.
- Foldable bicycles (non-motorized) no larger than 28" X 20" X 11" are allowed on board (under the seat).
- The coach operator has the discretion to deny foldable bicycles and items which cannot be reasonably and safely stored under the seat or safely on the exterior bike rack.
- Tandem and tri-cycle bikes are not allowed.
- Please remember, you are responsible for the loading and unloading of your bicycle.
- When departing the bus, exit through the front door, and let the coach operator know you're removing your bicycle from the rack.
- RTA is not responsible for loss or damage to bicycles.

Battery-powered bicycles and scooters are allowed on RTA buses:

- Customers are allowed to place electric bicycles with sealed gel, lithium Ion or NiCad batteries in the bike rack as long as they fit safely in the bike rack and have standard tires. Must also meet the bicycle requirements listed above.
- Customers are allowed to carry on the bus electric scooters with sealed gel, lithium Ion or NiCad batteries as long as they can be folded and fit under your seat or on your lap.

The following items are not allowed on RTA buses:

- Customers are not allowed to bring on board the bus items such as used gasoline cans, car batteries, hover boards, gas-powered vehicles, or objects too large to fit under passenger seats.
- Electric bikes with liquid lead acid batteries are not permitted in the bike rack nor are gas-powered bikes.

## **SURFBOARDS/BOOGIE BOARDS**

Surfboards and boogie boards no longer than six feet and with a maximum 4" skeg are permitted on buses, provided they are enclosed in a bag, can be positioned in front of the customer while the bus is in motion and do not take up an additional seat.

## **JURY/GRAND JURORS DUTY**

All jurors summoned to serve in Riverside County courthouses are able to ride for free on all RTA buses while on active jury duty by showing their current and valid juror summons badge to the coach operator.

## **METROLINK PASSES**

RTA will accept valid Metrolink passes or tickets for the full fare on routes that serve Metrolink stations during the period from one hour before to one hour after Metrolink's service hours. The Metrolink pass or tickets must be valid on the day of travel and pass-holders must disembark at a Metrolink station.

## **WI-FI SERVICE**

Free wireless Internet access (Wi-Fi) is available to RTA customers on all fixed-route and GoMicro buses. The availability, reliability, uptime and speed of the services are not guaranteed by RTA.

## **NO SMOKING OF ANY KIND ABOARD RTA BUSES**

All Riverside Transit Agency buses and stations are entirely non-smoking. This includes cigarettes, cigars and electronic smoking devices such as electronic cigarettes. The smoking of marijuana or ingestion of cannabis products for any purpose is also prohibited, and sealed containers are

required for the transportation of any cannabis-related product.

## **REASONABLE MODIFICATION POLICY**

The Riverside Transit Agency is committed to providing safe, reliable, courteous, accessible and user-friendly services to its customers. To ensure equality and fairness, RTA is committed to making reasonable modifications to its policies, practices and procedures to avoid discrimination and ensure programs and services are accessible to individuals with disabilities. Requests for modifications can be made by calling RTA at [\(951\) 565-5002](tel:9515655002) or emailing [comments@riversidetransit.com](mailto:comments@riversidetransit.com).

## **NOTIFICATION OF PUBLIC RIGHTS UNDER TITLE VI OF THE CIVIL RIGHTS ACT OF 1964**

The Riverside Transit Agency operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act of 1964. Any person who believes they have been aggrieved by any unlawful discriminatory practice under the Title VI may file a complaint. For more information on the Riverside Transit Agency's civil rights program and the procedures to file a complaint, contact [\(951\) 565-5002](tel:9515655002), email [comments@riversidetransit.com](mailto:comments@riversidetransit.com), or visit our administrative office at 1825 Third Street, Riverside, CA 92507. If information is needed in another language, contact [\(951\) 565-5002](tel:9515655002).

# FARES, PASSES, TICKETS and IDS

## DEFINITIONS OF FARE CATEGORIES AND IDENTIFICATION

### **General**

All customers except those who meet the qualifications for youth, senior, disabled, veteran or child fare categories. No identification is required for General fares.

### **Youth**

Appropriate ID must be shown each time you board a bus to receive the Youth fare. School-issued picture ID cards are appropriate identification. RTA also offers Youth identification cards. A Youth ID card costs \$2. Call [\(951\) 565-5002](tel: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](http://RiversideTransit.com) or by calling our Customer Information Center at [\(951\) 565-5002](tel: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](tel: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 the assistance of a personal care attendant, the attendant may ride for free. To become ADA certified, you are required to complete an application and provide a Healthcare Professional Verification form. This ID must be renewed every four years. For more information, call [\(951\) 565-5002](tel: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 Plus+Pass which may be used on both local fixed routes and CommuterLink express routes.

### **TYPES OF PASSES**

RTA uses electronic fareboxes in all buses and standard fareboxes in Dial-A-Ride buses. The electronic fareboxes accept coins, cash and paper tickets and passes, as well as mobile tickets and passes. Passes are the size of a credit card, printed on sturdy paper with a magnetic stripe on the back. Rather than showing your pass to the driver, you will dip your pass in the farebox similar to using an ATM card. For cash fares, please use exact fare only. No change will be issued from either the fareboxes or the drivers. To avoid delays, use quarters instead of smaller coins.

1-Day, 7-Day and 30-Day passes are available through the mail, at RTA headquarters, on the [GoMobile](#) app, at some pass outlets or at [RiversideTransit.com](http://RiversideTransit.com). 1-Day passes may also be purchased on the bus.

### **1-Day Pass**

1-Day passes are designed for the occasional rider who needs to transfer often. Customers may purchase a Local 1-Day Pass, valid on local fixed routes only, or a Local+CommuterLink 1-Day Pass valid on all local and commuter routes. The 1-Day Pass is good for unlimited travel on the day the pass is first used. Your 1-Day Pass will be validated by the farebox and the effective date will be printed on the back of the pass. Please verify that the correct date has been printed. 1-Day passes are not transferable to another day and there are no refunds or exchanges for lost or stolen passes. Use of a Senior/Disabled/Medicare or Veteran 1-Day Pass requires proper identification each time you board a bus. 1-Day Passes are not accepted on Dial-A-Ride.

### **7-Day Pass**

The 7-Day Pass is designed to provide an affordable alternative to RTA's monthly pass. Customers may purchase a Local 7-Day Pass, valid on local fixed routes only. The 7-Day Pass must be used over a consecutive seven-day period beginning after first use. The 7-Day Pass is not sold on the bus and is only available by presale. 7-Day passes are not valid on Dial-A-Ride or CommuterLink services.

### **30-Day Pass**

30-Day passes are ideal for customers who travel often on the RTA bus system. Customers may purchase a Local 30-Day Pass, valid on local fixed routes, or a Local+CommuterLink 30-Day Pass valid on all local and commuter routes. The 30-Day Pass must be used over a consecutive 30-day period beginning after first use. The 30-Day Pass is not sold on the bus and is only available by presale.

## **Dial-A-Ride Tickets**

Dial-A-Ride tickets are sold in books of ten. You will be required to present a ticket each time you board a Dial-A-Ride bus. Some trips may require more than one ticket. Dial-A-Ride tickets are only valid on RTA Dial-A-Ride buses and not valid on local fixed route, CommuterLink or other transit agency buses.

## **BUYING AND ACTIVATING YOUR PASS**

7-Day and 30-Day passes are not sold on the bus. They may be purchased at a number of outlets throughout the county, through the mail, securely at [RiversideTransit.com](https://www.RiversideTransit.com) and on the [GoMobile](#) app. For the location of a pass sales outlet near you call [\(951\) 565-5002](tel:9515655002) or visit [RiversideTransit.com](https://www.RiversideTransit.com). Remember, passes are not refundable and are not accepted on Dial-A-Ride. When you purchase your 1-Day, 7-Day or 30-Day Pass, it will not be activated. You must activate the pass on the bus the first time you use it. To activate, insert the pass (printed side facing you with the arrow pointing down) in the activation slot on the top left side of the farebox. The farebox will print the effective dates on the back of the pass. Then, all you have to do is use your pass on all other buses you board and ride.

## **GOMOBILE**

GoMobile is the Riverside Transit Agency official transit app and your partner for riding the bus. GoMobile is an all-in-one mobile app where you can buy passes, pay your fare on your phone, plan your trip, view estimated bus arrival times and get service alerts. Plus, you can log into a personalized web portal to manage your account. If your school is a U-Pass or Go-Pass partner, you will

find your mobile pass on the app. You can create, log into and manage your GoMobile account from any computer or tablet using the personalized web portal. There you can purchase mobile tickets and passes, and add funds. You can also view your purchase history. Log into your account at [RiversideTransit.com/GoMobileWebPortal](https://www.RiversideTransit.com/GoMobileWebPortal).

## **FAREBOXES**

RTA traded its fareboxes for sleeker, modern ones that offer more payment options. We installed Genfare Fast Fare fareboxes on all fixed-route buses. They are similar to the old fareboxes and customers will continue to pay as they did in the past, using cash and paper passes. The only change is mobile ticketing will be done on the GoMobile app. In addition to mobile ticketing, the new fareboxes now accept all kinds of payment types including contactless tap-enabled credit and debit cards.

LOCAL FIXED-ROUTE/GoMicro FARES				
Fare Categories	Base Fares	Day Pass*	7-Day Pass*	30-Day Pass*
General	\$1.75 25¢††	\$5	\$20	\$60
Youth (age 18 and younger)**	\$1.75 25¢†	\$5	\$20	\$45
Senior/Disabled**	75¢ 25¢†	\$2.50	\$20	\$30
Medicare Card Holder**	75¢ 25¢†	\$2.50	\$20	\$30
Veteran**	75¢ 25¢†	\$2.50	\$20	\$30
Child (46" tall or under)	50¢ 25¢†	N/A	N/A	N/A
COMMUTERLINK FARES		COMMUTERLINK + LOCAL		
Fare Categories	Base Fares	Day Passes	30-Day Pass	
General	\$3.50 25¢††	\$10	\$95	
Youth (age 18 and younger)**	\$3.50 25¢†	\$10	\$95	
Senior/Disabled**	\$2.75 25¢†	\$7	\$70	
Medicare Card Holder**	\$2.75 25¢†	\$7	\$70	
Veteran**	\$2.75 25¢†	\$7	\$70	
Child (46" tall or under)	\$2.75 25¢†	N/A	N/A	
U-Pass, Go-Pass, Active Jurors, Active Duty Military, Police, Fire Personnel   RIDE FREE				
U-Pass: UC Riverside, Cal Baptist University, La Sierra University using GoMobile				
Go-Pass: Moreno Valley College, Mt. San Jacinto College, Norco College, Riverside City College using GoMobile				
DIAL-A-RIDE FARES   Not accepted on fixed-route buses				
Fare Categories	Base Fares	10-Ticket Books		
Senior/Disabled	\$3.50 - \$10.50	\$35		
Medicare Card Holder	\$3.50 - \$10.50	\$35		
Child (46" tall or under)	75¢	N/A		

\* Accepted as base fare. CommuterLink trips require an additional \$2 (senior/disabled) or \$1.75 (general) per trip.  
 \*\* If you plan to use a senior, disabled, Medicare, veteran or youth discounted fare, you must show proper ID each time you board the bus. You must also show proper ID to purchase discounted passes at retail outlets. For a list of accepted forms of identification, see Page 24.

† August 1, 2022 to August 30, 2023. Dates subject to change.

†† June 1 through August 30, 2023.

# INFORMACIÓN SOBRE RTA

## CENTRO DE INFORMACIÓN AL CLIENTE

El Centro de Información al Cliente de RTA cuenta con personal amable que están listos para ayudarlo con información sobre los horarios de autobús, rutas, tarifas y ubicaciones de centros de venta de pases. El centro también recibe reportes sobre las paradas de autobús que necesitan limpieza o reparaciones y documentan las quejas y elogios de los pasajeros. Tenga en cuenta que algunas quejas tienen que ser sometidas por escrito y mandadas por correo postal, correo electrónico o por el sitio web de RTA, [RiversideTransit.com](https://www.RiversideTransit.com). El centro está abierto de 6 a.m. a 10 p.m. entre semana y de 8 a.m. a 10 p.m. los fines de semana. Llame al Centro de Información al Cliente al [\(951\) 565-5002](tel: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](tel: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](https://www.RiversideTransit.com) o a través de la aplicación [GoMobile](#).

## OBJETOS PERDIDOS/ ENCONTRADOS

El Departamento de Objetos Perdidos/ Encontrados está ubicado en la oficina administrativa de RTA en 1825 Third Street, en Riverside, o llame al [\(951\) 565-5000](tel: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 contruidos de manera que no se pueda salir el material de cama o desechos de mascotas.
- El animal no debe interferir, interrumpir o perturbar ningún animal de servicio o guía en el vehículo.

### **CONSEJOS DE SEGURIDAD**

- Por razones de seguridad, los autobuses de RTA no pueden parar en paradas bajo construcción o paradas de autobús que no estén designadas.
- Al salir del autobús, utilice la banqueta y el paso de peatones siempre que sea posible. Nunca cruce la calle directamente enfrente del autobús.

### **DATOS PARA SU VIAJE**

- Llegue a su parada de autobús al menos 10 minutos antes.
- No se permite comer, beber, fumar (incluyendo e-cigarrillos), escuchar música con volumen alto o cambiarse de ropa o pañales.
- Límite el número de bolsas a tres y deben de caber en sus piernas y no en el pasillo.
- Por favor absténgase de gritar, usar lenguaje ofensivo o hablar con el Operador mientras el autobús este en movimiento.
- No se permite grafiti, alcohol, drogas o armas de cualquier tipo en el autobús.
- Todos los pasajeros deben permanecer sentados hasta que el autobús pare completamente.
- Si es posible, por favor salga por la puerta de atrás para acelerar el abordaje de los pasajeros.
- Los asientos plegables y los asientos directamente detrás del Operador están destinados para personas de tercera edad y los pasajeros con discapacidades.
- Mantenga sus autobuses y paradas de autobús limpios usando el recipiente de basura.
- Por favor no suba los pies en los asientos.
- Se deben de usar camisas y zapatos en todo momento.
- Los carritos de compras y las carriolas deben doblarse antes de subir al autobús. Los andadores se deben doblar antes de tomar su asiento. Los 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.

## 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 eléctricos de movilidad se permiten en el autobús siempre y cuando no excedan 30 pulgadas de ancho y 51 pulgadas de largo y el peso combinado no exceda 800 libras. Para su seguridad, apague el dispositivo móvil mientras el Operador abrocha el enganche de seguridad y durante todo el viaje. No quite la seguridad de la silla de ruedas o scooter hasta que llegue a su destino y el autobús pare completamente. Por favor use los asientos del autobús siempre que sea posible.

## TRANSPORTE NOW

Desde su creación en 1992, Transporte NOW ha sido un representante orgulloso y entusiasta aliado del transporte público en el Condado de Riverside. Los miembros del público están invitados a asistir a cualquiera de los grupos de los seis capítulos: Gran Riverside, Hemet/San Jacinto Area, Moreno Valley/Perris, Noroeste, San Geronio Pass y Suroeste. Para más información o para unirse a un capítulo, llame a RTA al [\(951\) 565-5176](tel:951-565-5176) o al correo electrónico [comments@riversidetransit.com](mailto: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 período de una hora antes y una hora después de las horas de operación de Metrolink. Los pases o boletos de Metrolink tienen que estar vigentes con el día del viaje y los pasajeros deben bajarse en la estación de Metrolink.

### **SERVICIO INALÁMBRICO (WI-FI)**

Acceso gratis a Internet Inalámbrico (Wi-Fi) está disponible para los pasajeros de RTA en los autobuses. La disponibilidad, confiabilidad, tiempo de funcionamiento y velocidad de los servicios no están garantizados por RTA.

### **NO SE FUMA DE NINGÚN TIPO A BORDO DE AUTOBUSES DE RTA**

Todos los autobuses y estaciones de RTA son totalmente libres de humo. Esto incluye cigarrillos, cigarros y dispositivos electrónicos para fumar. Fumar marihuana o la ingestión de productos de cannabis para cualquier propósito también está prohibido, y se requieren contenedores sellados para transportar cualquier producto relacionado con el cannabis.



## PÓLIZA DE MODIFICACIÓN RAZONABLE

Riverside Transit Agency se compromete a proporcionar servicios seguros, confiables, amables, accesibles y fácil de usar para sus pasajeros. Para garantizar la igualdad y la equidad, RTA se compromete a hacer modificaciones razonables a sus pólizas, prácticas y procedimientos para evitar la discriminación y asegurar que los programas y servicios sean accesibles para las personas con discapacidades. Las solicitudes para modificaciones se pueden hacer llamando a RTA al [\(951\) 565-5002](tel:(951)565-5002) o enviando un correo electrónico a [comments@riversidetransit.com](mailto:comments@riversidetransit.com).

## NOTIFICACIÓN DE LOS DERECHOS PÚBLICOS BAJO EL TÍTULO VI DE LA LEY DE DERECHOS CIVILES DEL ACTO DE 1964

Riverside Transit Agency opera sus programas y servicios sin distinción de raza, color, y origen nacional de acuerdo con el Título VI de la Ley de Derechos Civiles del Acto de 1964. Las personas que creen que han sido perjudicadas por una práctica discriminatoria ilegal bajo el Título VI, pueden presentar una queja. Para más información sobre el programa de derechos civiles de Riverside Transit Agency y los procedimientos para presentar una queja, llame al [\(951\) 565-5002](tel:(951)565-5002), o mande un email a [comments@riversidetransit.com](mailto: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](tel:(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**

Los menores de 18 años viajan gratis. Se requiere identificación apropiada al abordar el autobús para recibir la tarifa con descuento. Identificaciones escolares con fotografía se consideran apropiadas. El costo de la identificación es de \$2. Llame al [\(951\) 565-5002](tel:(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](tel:951-565-5002). Las aplicaciones están disponibles en la oficina administrativa de RTA, en nuestro sitio web en [RiversideTransit.com](http://RiversideTransit.com) o llamando al Centro de Información al Cliente al [\(951\) 565-5002](tel: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](tel: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**

La tarjeta de identificación de RTA de La Ley de Americanos con Discapacidades (ADA) es para personas que han sido especialmente certificadas por el proceso de Certificación de ADA de RTA. Esta identificación puede calificarlo para servicio de prioridad en cualquier servicio Dial-A-Ride de RTA, servicio Dial-A-Ride de Corona, Servicios Especiales de Transportación de Riverside y servicio Dial-A-Ride de Beaumont. Si su tarjeta de ADA indica que necesita la asistencia de un asistente de cuidado personal, el asistente puede viajar gratis. Para ser certificado bajo ADA, tiene que llenar una aplicación y proveer una forma de verificación de un profesional de salud. Esta identificación debe

renovarse cada cuatro años. Para más información, llame al [\(951\) 565-5002](tel: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 “Plus+Pass” que puede usarse tanto en rutas fijas como en las rutas CommuterLink exprés.

## TIPOS DE PASES

RTA utiliza cajas de tarifas electrónicas en todos los autobuses y cajas de tarifas estándar en los autobuses Dial-A-Ride. Las cajas de tarifas aceptan monedas, dinero efectivo y boletos y pases de papel, así como boletos y pases móviles. Los pases son del tamaño de una tarjeta de crédito, impresos en papel firme con una banda magnética en la parte de atrás. En lugar de enseñar su pase al Operador, pasará el pase en la caja de igual manera como lo hace con su tarjeta de ATM. Por favor use cambio exacto cuando pague en efectivo. El Operador o la caja de tarifas no tienen la capacidad de darle cambio. Para evitar demoras, use monedas de 25 centavos en lugar de monedas de menos denominación. Pases de 1-día, 7-días y 30-días están disponibles por correo, en la oficina administrativa de RTA, en [GoMobile](#) app, en nuestro sitio web en [RiversideTransit.com](http://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](http://RiversideTransit.com). Para la ubicación del centro de distribución de pases más cercano a usted llame al [\(951\) 565-5002](tel:951-565-5002). Recuerde, los pases no son reembolsables y no se aceptan en Dial-A-Ride. Cuando compre su pase de 1-Día, 7-Días o 30-Días, no estarán activados. El pase se debe de activar a bordo del autobús cuando se use por primera vez. Para activar, meta el pase (el lado impreso mirando hacia usted con la flecha apuntando hacia abajo) en la ranura de activación en el lado izquierdo de la caja de tarifas. La caja de tarifas imprimirá las fechas de vigencias al reverso del pase. Después, todo lo que tiene que hacer es deslizar el pase abordo de todos los autobuses en que viaje.

## GOMOBILE

GoMobile es la aplicación oficial de transporte público de Riverside Transit Agency (RTA) y su compañero para viajar en autobús. GoMobile es una aplicación móvil todo en uno en la que puede comprar pases, pagar su tarifa

en su teléfono, planificar su viaje, ver las horas estimadas de llegada de los autobuses y recibir alertas de servicio. Además, puede acceder a un portal web personalizado para administrar su cuenta. Si su escuela es parte de U-Pass o Go-Pass, encontrará su pase móvil en la aplicación. Puede crear, iniciar sesión y manejar su cuenta GoMobile desde cualquier computadora o tableta utilizando el portal web personalizado. Allí puede comprar boletos y pases móviles, y anadir fondos.. También puede ver su historial de compras. Inicie sesión en su cuenta en [RiversideTransit.com/GoMobileWebPortal](http://RiversideTransit.com/GoMobileWebPortal).

## CAJAS DE TARIFA

RTA ha cambiado sus cajas de tarifa por otras más elegantes y modernas que ofrecen más opciones de pago. Instalamos cajas de tarifa Genfare Fast Fare en todos los autobuses de ruta fija. Son similares a las antiguadas cajas de tarifa y los clients seguirán pagandom como lo hacian en el pasado usando dinero en efectivo y pases de papel. El único cambio es que ahora puede comprar y usar los pases de autobús en so teléfono “mobile ticketing” en la aplicación GoMobile. Además de la venta de pases, las nuevas cajas de tarifa aceptan todo tipo de pagos, incluyendo las tarjetas de crédito y débito sin contacto.

## TARIFAS DE RUTA FIJA/GoMicro

Categorías de Tarifas	Tarifa Básica	Pase Diario*	Pase de 7-días*	Pase de 30-Días*
General	\$1.75 25¢††	\$5	\$20	\$60
Jóvenes (18 años o menos)**	\$1.75 25¢†	\$5	\$20	\$45
Personas de Tercera Edad**	75¢ 25¢†	\$2.50	\$20	\$30
Personas Discapacitadas**	75¢ 25¢†	\$2.50	\$20	\$30
Personas con Tarjeta de Medicare**	75¢ 25¢†	\$2.50	\$20	\$30
Veterano**	75¢ 25¢†	\$2.50	\$20	\$30
Niños (46 pulgadas de altura o menos)	50¢ 25¢†	N/A	N/A	N/A

## TARIFAS DE COMMUTERLINK

Categorías de Tarifas	Tarifa Básica	Pase Diario	Pase de 30-Días
General	\$3.50 25¢††	\$10	\$95
Jóvenes (18 años o menos)**	\$3.50 25¢†	\$10	\$95
Personas de Tercera Edad**	\$2.75 25¢†	\$7	\$70
Personas Discapacitadas**	\$2.75 25¢†	\$7	\$70
Personas con Tarjeta de Medicare**	\$2.75 25¢†	\$7	\$70
Veterano**	\$2.75 25¢†	\$7	\$70
Niños (46 pulgadas de altura o menos)	\$2.75 25¢†	N/A	N/A

## Jurados activos, servicio militar activo, policía, bomberos | VIAJEN GRATIS

U-Pass: UC Riverside, Cal Baptist University, La Sierra University con GoMobile  
 Go-Pass: Moreno Valley College, Mt. San Jacinto College, Norco College, Riverside City College con GoMobile

## TARIFAS DIAL-A-RIDE (DAR) | No se aceptan en los autobuses de ruta fija.

Categorías de Tarifas	Tarifa Básica	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 requerirá \$2 adicional (Personas de Tercera Edad/Discapacitadas) o \$1.75 (general) por viaje.  
 \*\* Si planea usar las tarifas de descuento para personas de la tercera edad, discapacitadas, persona con tarjeta de Medicare, Veteranos o jóvenes, debe mostrar identificación adecuada cada vez que aborde el autobús. También debe mostrar una identificación adecuada para comprar pases de descuentos en los centros de distribución de pases. Para obtener una lista de las clases de identificación aceptables, vea la Página 24.

† 1 de agosto de 2022 al 30 de agosto de 2023. Fechas sujetas a cambios.  
 †† 1 de junio al 30 de agosto de 2023.

# Reduced Fare Identification

## Identificación para Tarifas Reducidas

To qualify for a reduced fare, customers must show proper ID each time they board the bus and when they purchase discounted passes. Below are the accepted forms of ID:

**Senior:** RTA issued Senior ID card, CA Driver License or ID card or Medicare card.

**Youth:** RTA issued Youth ID card or school issued (age 18 and younger) picture ID with current school year validation.

**Disabled:** RTA issued disabled ID card, RTA ADA card, Medicare card, Veteran's Service connected ID card or Braille Institute ID card.

**Veteran:** RTA-issued Veteran ID cards, U.S. Department of Veterans Affairs issued ID card or a U.S. Uniformed Services ID card indicating retired status.

**Medicare Card:** Medicare Card is eligible for a reduced fare on all RTA fixed-route and GoMicro services.

Para calificar para una tarifa reducida, los clientes deben mostrar una identificación adecuada cada vez que abordan el autobús y cuando compran pases con descuento. A continuación se muestran las formas de identificación aceptadas:

**Personas de la Tercera Edad:** Tarjeta de identificación para personas de la tercera edad expedida por RTA, licencia de conducir o identificación de California o la tarjeta Medicare.

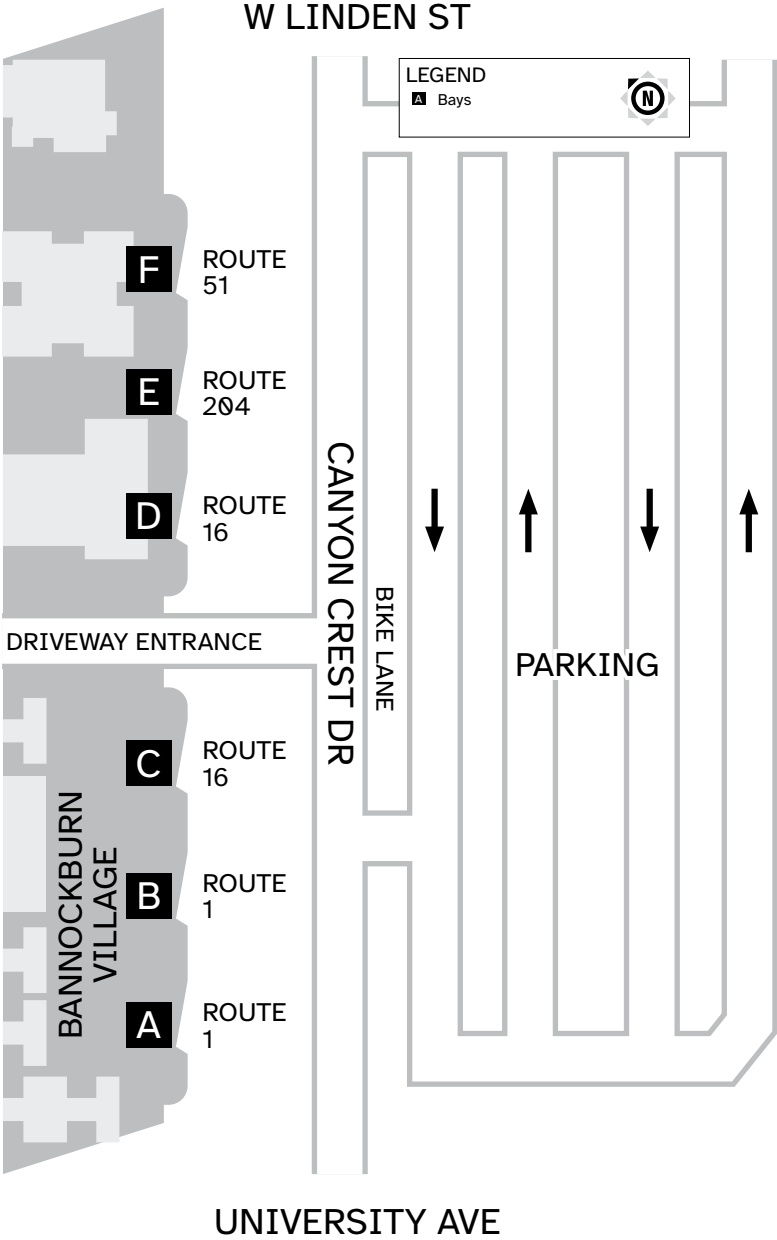
**Jóvenes:** Tarjeta de identificación de Jóvenes con fotografía expedida por RTA o por las escuelas (18 años o menos ) con validación actual del año escolar.

**Personas Discapacitadas:** Tarjeta de identificación para personas discapacitadas expedida por RTA, tarjeta ADA de RTA, tarjeta Medicare, tarjeta de identificación del Servicio de Veteranos o tarjeta de identificación del instituto Braille.

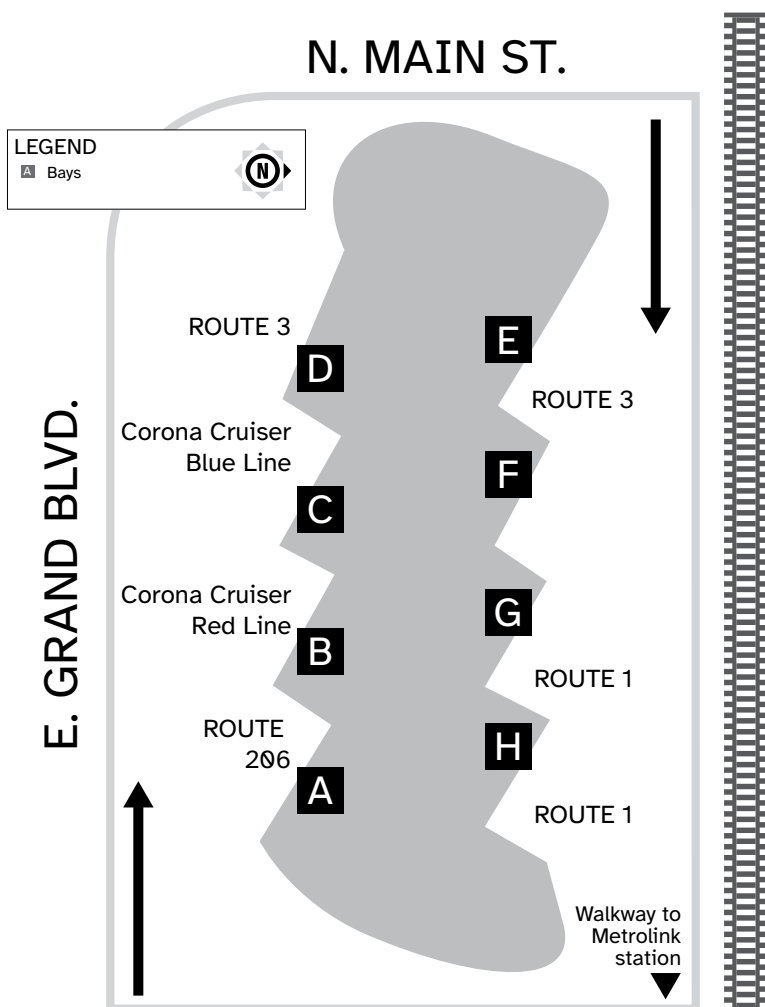
**Veterano:** Las tarjetas de identificación Veterano emitida por RTA, Departamento de Asuntos de Veteranos de EE.UU. o una tarjeta de identificación de Servicios Uniformados de EE.UU. que indica el estado retirado.

**Personas con Tarjeta de Medicare:** Cualquier persona que muestre tarjeta valida de Medicare es elegible para las tarifas de descuento en todas las rutas fijas de RTA.

# BOARDING DIAGRAM



# BOARDING DIAGRAM



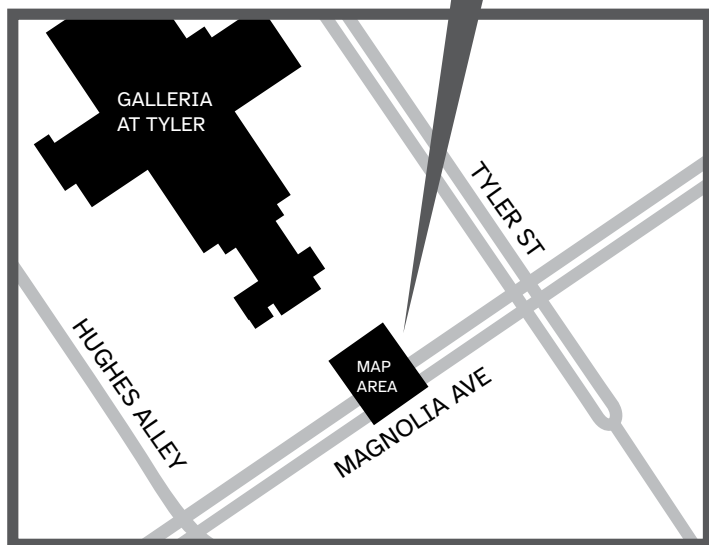
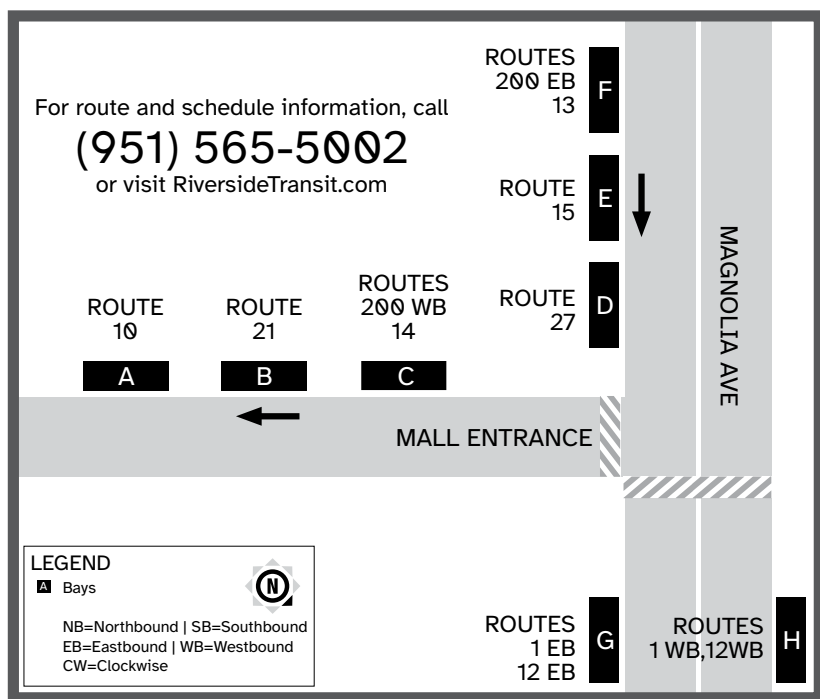
For route and schedule information call

**(951) 565-5002**

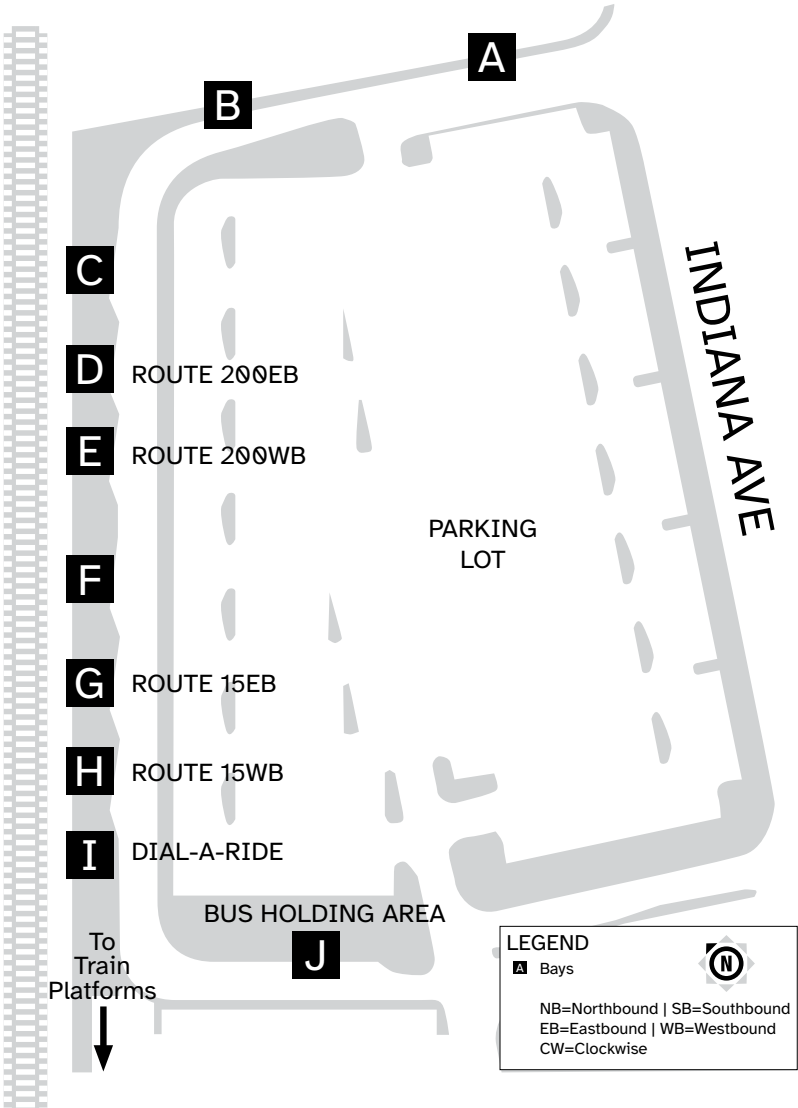
or visit [RiversideTransit.com](http://RiversideTransit.com)



# BOARDING DIAGRAM



# BOARDING DIAGRAM



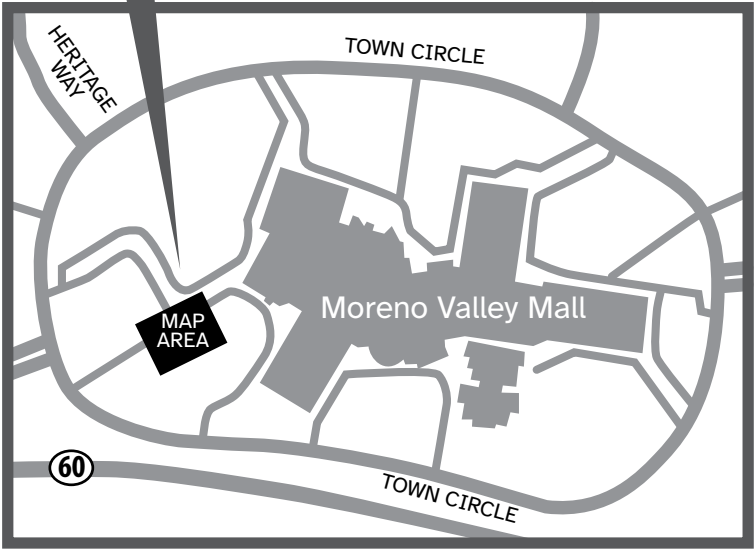
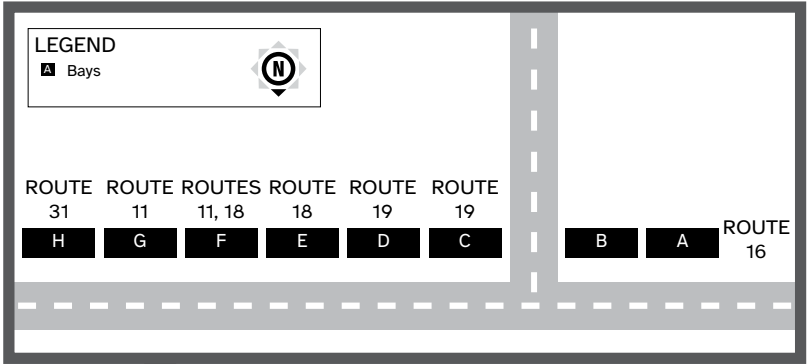
For route and schedule information call

**(951) 565-5002**

or visit [RiversideTransit.com](https://www.RiversideTransit.com)

Moreno Valley Mall Transit Center

BOARDING DIAGRAM

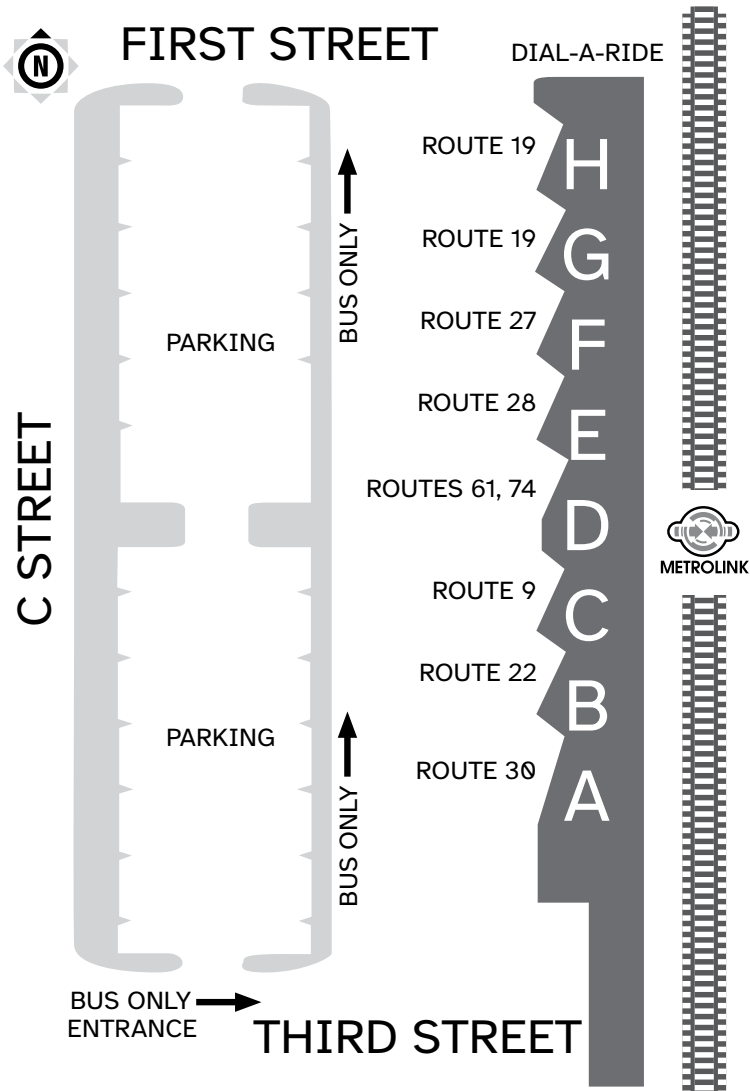


For route and schedule information call

(951) 565-5002

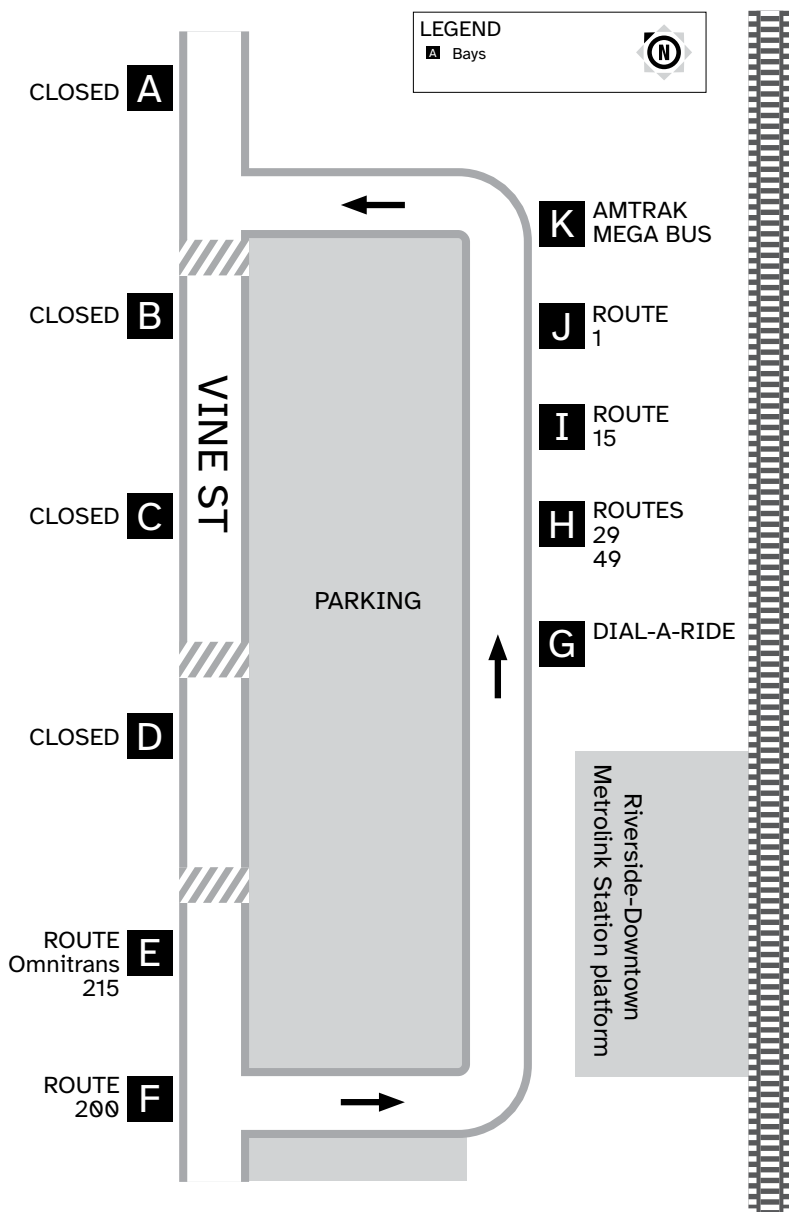
or visit [RiversideTransit.com](http://RiversideTransit.com)

# BOARDING DIAGRAM



For route and schedule information call  
**(951) 565-5002**  
or visit [RiversideTransit.com](https://www.RiversideTransit.com)

# BOARDING DIAGRAM



## 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, 74, Amtrak Thruway, Greyhound
Quail Valley	RTA 61
Riverside	RTA 1, 10, 12, 13, 14, 15, 16, 20, 21, 22, 27, 29, 49, 51, 56, 200, 204, Riverside Special Transportation, Amtrak Thruway, Metrolink, Omnitrans, Amtrak
Rubidoux	RTA 29, 49
San Bernardino	RTA 200, Omnitrans, SunLine Transit Agency, VVTA, Mountain Transit, Beaumont Transit, Metrolink
San Jacinto	RTA GoMicro, 31, 44
Temecula	RTA 23, 24, 55, 61, 79, 206, Greyhound
Temescal Valley	RTA 206
Wildomar	RTA 8, 23
Winchester	RTA 74, 79
Woodcrest	RTA 22, 27



# **EVERYONE RIDES FOR 25¢ ALL SUMMER LONG**

**USE THE GOMOBILE APP OR DROP A QUARTER IN THE  
FAREBOX — IT'S THAT EASY.**

**25¢ rides include all local bus routes,  
CommuterLink and GoMicro.**

**So get off the couch, find a quarter and go enjoy life.  
WE'LL GET YOU THERE.**

Cash, coin and GoMobile app ([RiversideTransit.com/GoMobile](https://www.RiversideTransit.com/GoMobile)) payment accepted. Visit [RiversideTransit.com](https://www.RiversideTransit.com) or call us at (951) 565-5002 for more information or to plan your trip.



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](https://book.gomicro.rideco.com). Visit [RiversideTransit.com/GoMicro](https://RiversideTransit.com/GoMicro) for more details.





# GoMicro

## RTA's on-demand service

GoMicro offers shared rides in the Hemet-San Jacinto microtransit zone. GoMicro provides an easy way to schedule and track trips in real-time. Book your trips in the app for an easy way to get around if you're traveling within the zone. Trips will be booked on-demand in real-time so you can get to your destination quicker.

**Details at [RiversideTransit.com/GoMicro](https://RiversideTransit.com/GoMicro)**



Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.



RTA and Corona Cruiser honor each other's 1-Day and 30-Day passes at shared stops.

**UNIVERSITY & LEMON**  
1-10-14-15-22-29-49  
200-204-OMNITRANS 215

**MARKET & UNIVERSITY**  
1-12-13-14-15-22-29-49  
204

**RIVERSIDE - DOWNTOWN  
METROLINK STATION**  
1-15-29-49-200  
OMNITRANS 215  
METROLINK-AMTRAK  
*Boarding diagram pg 31*

**MAGNOLIA  
& 15TH**  
1-13-15

**BROCKTON  
ARCADE**  
1-10-14-15

RIVERSIDE

**GALLERIA AT TYLER**  
1-10-12-13-14-15-21  
27-200  
*Boarding diagram pg 27*

**CORONA TRANSIT CENTER**  
1-3-206-CORONA CRUISER  
BLUE, RED-METROLINK  
*Boarding diagram pg 26*

**SMITH & 6TH**  
1-CORONA CRUISER RED

**6TH & MAIN**  
1-CORONA CRUISER RED

**MCKINLEY ST**  
Home Gardens Library

**GRAND BLVD**

**2** Corona Park-And-Ride  
Corona City Hall

**1** SIXTH ST

**91**

**MAIN ST**

**CORONA**

**IOWA & UNIVERSITY**  
1-14-16-51-56-204

**IOWA & BLAINE**  
1-10-14-51-56

**UCR AT  
BANNOCKBURN**  
1-16-51-204  
*Boarding diagram pg 25*

**CHICAGO &  
UNIVERSITY**  
1-13-14-22

#### Legend | Map not to scale

- 1** Time and/or Transfer Point
- Alternate Routing
- Transfer Point

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

SMITH & 6TH	CORONA TRANSIT CENTER	MAGNOLIA & MCKINLEY	GALLERIA AT TYLER	MAGNOLIA & ADAMS	BROCKTON ARCADE	RIVERSIDE CITY COLLEGE	UNIVERSITY & LEMON	RIVERSIDE-DOWNTOWN METROLINK STATION	UCR AT BANNOCKBURN
1	2	3	4	5	6	7	8	9	10
3:19	3:29	3:40	3:51	4:00	4:06	4:11	4:16	4:20	4:34
4:05	4:17	4:28	4:39	4:48	4:54	4:59	5:04	5:10	5:24
4:34	4:45	4:56	5:07	5:16	5:22	5:27	5:32	5:36	5:50
4:49	5:00	5:11	5:22	5:31	5:37	5:42	5:47	5:51	6:05
5:05	5:15	5:26	5:37	5:46	5:52	5:57	6:02	6:06	6:20
5:25	5:37	5:48	5:59	6:08	6:14	6:20	6:25	6:29	6:43
5:57	6:09	6:20	6:31	6:40	6:46	6:52	6:57	7:01	7:17
6:12	6:24	6:35	6:46	6:55	7:01	7:07	7:12	7:16	7:33
6:27	6:39	6:49	7:02	7:12	7:18	7:25	7:31	7:35	7:53
6:42	6:54	7:06	7:20	7:33	7:41	7:48	7:53	7:57	8:12
6:57	7:11	7:23	7:37	7:50	7:57	8:04	8:10	—	8:27
7:13	7:27	7:40	7:55	8:06	8:12	8:19	8:25	—	8:43
7:30	7:44	7:57	8:11	8:22	8:31	8:38	8:46	—	9:05
7:46	8:00	8:13	8:27	8:38	8:44	8:51	8:57	—	9:15
8:03	8:17	8:29	8:43	8:52	8:58	9:05	9:11	—	9:30
8:18	8:32	8:44	8:58	9:08	9:14	9:21	9:27	—	9:48
8:33	8:47	8:59	9:13	9:23	9:30	9:36	9:42	—	10:03
8:48	9:02	9:14	9:28	9:39	9:46	9:53	10:00	—	10:20
9:03	9:17	9:29	9:43	9:54	10:01	10:08	10:15	—	10:35
9:18	9:32	9:44	9:59	10:11	10:18	10:26	10:33	—	10:53
9:33	9:47	9:59	10:14	10:26	10:33	10:41	10:48	—	11:08
9:48	10:02	10:14	10:30	10:41	10:48	10:56	11:03	—	11:23
10:03	10:17	10:29	10:45	10:56	11:03	11:11	11:18	—	11:37
10:18	10:32	10:44	11:00	11:12	11:19	11:27	11:35	—	11:53
10:33	10:47	10:59	11:15	11:27	11:34	11:42	11:50	—	12:09
10:48	11:04	11:16	11:32	11:44	11:51	11:59	12:07	—	12:26
11:03	11:17	11:29	11:45	11:56	12:03	12:12	12:20	—	12:39
11:18	11:32	11:44	12:00	12:13	12:20	12:29	12:37	—	12:56
11:35	11:50	12:02	12:19	12:32	12:39	12:48	12:56	—	1:15
11:50	12:05	12:17	12:34	12:48	12:55	1:03	1:11	—	1:30
12:04	12:19	12:32	12:49	1:02	1:09	1:17	1:25	—	1:44
12:19	12:33	12:46	1:03	1:15	1:22	1:30	1:38	—	1:57
12:34	12:48	1:01	1:18	1:30	1:37	1:45	1:53	—	2:12
12:49	1:03	1:16	1:33	1:46	1:53	2:01	2:09	—	2:28
1:03	1:17	1:30	1:47	2:00	2:07	2:15	2:23	—	2:42
1:18	1:31	1:44	2:01	2:14	2:21	2:30	2:38	—	2:59
1:33	1:47	2:00	2:20	2:35	2:44	2:52	3:00	—	3:21
1:48	2:02	2:15	2:31	2:45	2:54	3:02	3:10	—	3:31
2:01	2:14	2:30	2:49	3:03	3:12	3:20	3:28	—	3:49
2:14	2:30	2:46	3:05	3:19	3:30	3:39	3:47	—	4:08
2:30	2:46	3:02	3:22	3:36	3:44	3:52	4:00	—	4:21
2:45	3:01	3:17	3:37	3:50	3:57	4:05	4:13	—	4:34
3:00	3:16	3:32	3:50	4:03	4:11	4:19	4:27	—	4:48
3:15	3:31	3:47	4:05	4:18	4:26	4:34	4:42	—	5:04
3:35	3:53	4:09	4:28	4:41	4:49	4:58	5:06	5:11	5:34
3:55	4:12	4:28	4:47	5:01	5:09	5:18	5:26	5:31	5:52
4:16	4:33	4:49	5:08	5:22	5:30	5:39	5:47	5:52	6:13
4:35	4:52	5:07	5:25	5:38	5:46	5:54	6:02	6:07	6:27
5:02	5:19	5:34	5:51	6:03	6:10	6:17	6:25	6:30	6:51
5:20	5:35	5:50	6:07	6:19	6:26	6:33	6:40	6:45	7:06
5:39	5:56	6:09	6:26	6:38	6:45	6:52	6:59	7:04	7:22
5:58	6:12	6:25	6:41	6:52	6:59	7:06	7:12	7:17	7:35
6:20	6:34	6:47	7:03	7:15	7:22	7:29	7:35	7:40	7:58
6:40	6:55	7:07	7:22	7:33	7:39	7:46	7:52	7:57	8:15
7:25	7:40	7:52	8:07	8:18	8:24	8:31	8:37	8:42	9:01
7:58	8:12	8:24	8:38	8:48	8:54	9:01	9:07	9:12	9:30
8:30	8:43	8:55	9:09	9:19	9:25	9:32	9:38	9:43	10:01
9:10	9:22	9:34	9:48	9:58	10:04	10:11	10:17	10:22	10:39
10:06	10:16	10:28	10:42	10:51	10:57	11:03	11:09	11:14	11:28

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

UCK AT BANNOCKBURN	RIVERSIDE- DOWNTOWN METROLINK STATION	UNIVERSITY & LEMON	RIVERSIDE CITY COLLEGE	BROCKTON ARCADE	MAGNOLIA & ADAMS	GALLERIA AT TYLER	MAGNOLIA & MCKINLEY	CORONA TRANSIT CENTER	SMITH & 6TH
10	9	8	7	6	5	4	3	2	1
4:25	4:37	4:41	4:46	4:52	4:58	5:06	5:19	5:33	5:45
5:00	5:12	5:16	5:21	5:27	5:34	5:43	5:56	6:10	6:22
5:34	5:46	5:50	5:55	6:01	6:07	6:15	6:28	6:42	6:55
6:01	6:13	6:17	6:23	6:29	6:35	6:44	6:57	7:14	7:27
6:17	6:29	6:33	6:39	6:45	6:51	7:00	7:13	7:28	7:41
6:38	6:50	6:54	7:01	7:07	7:15	7:25	7:42	7:57	8:11
6:53	—	7:04	7:11	7:17	7:28	7:38	7:54	8:08	8:22
7:08	—	7:19	7:26	7:33	7:44	7:56	8:11	8:25	8:39
7:23	—	7:35	7:42	7:49	7:58	8:10	8:25	8:39	8:53
7:38	—	7:50	7:57	8:04	8:17	8:27	8:42	8:56	9:10
7:53	—	8:05	8:12	8:19	8:27	8:37	8:52	9:07	9:21
8:08	—	8:20	8:27	8:34	8:41	8:51	9:06	9:21	9:35
8:23	—	8:35	8:41	8:48	8:55	9:06	9:21	9:36	9:50
8:37	—	8:49	8:56	9:03	9:11	9:23	9:38	9:53	10:15
8:53	—	9:05	9:13	9:20	9:28	9:40	9:55	10:10	10:30
9:06	—	9:18	9:25	9:32	9:40	9:52	10:07	10:22	10:40
9:19	—	9:30	9:37	9:44	9:52	10:04	10:19	10:34	10:52
9:32	—	9:44	9:51	9:58	10:06	10:18	10:33	10:49	11:17
9:50	—	10:02	10:09	10:16	10:24	10:36	10:51	11:08	11:24
10:05	—	10:22	10:30	10:37	10:45	10:57	11:12	11:27	11:46
10:23	—	10:37	10:45	10:52	11:00	11:12	11:28	11:44	12:10
10:38	—	10:50	10:57	11:04	11:12	11:24	11:39	11:54	12:20
10:53	—	11:06	11:14	11:22	11:30	11:42	11:59	12:17	12:34
11:08	—	11:21	11:29	11:37	11:45	11:58	12:15	12:30	12:53
11:23	—	11:36	11:44	11:52	12:00	12:13	12:30	12:45	1:09
11:38	—	11:53	12:01	12:09	12:17	12:30	12:47	1:02	1:20
11:53	—	12:06	12:14	12:22	12:30	12:43	1:00	1:15	1:32
12:08	—	12:25	12:34	12:42	12:50	1:04	1:21	1:36	1:54
12:23	—	12:39	12:47	12:55	1:03	1:17	1:34	1:50	2:08
12:38	—	12:54	1:02	1:10	1:18	1:32	1:49	2:04	2:21
12:53	—	1:09	1:17	1:25	1:33	1:47	2:04	2:19	2:36
1:08	—	1:26	1:34	1:42	1:50	2:02	2:19	2:37	2:54
1:25	—	1:43	1:52	2:00	2:08	2:20	2:37	2:53	3:10
1:40	—	1:55	2:03	2:11	2:19	2:33	2:50	3:06	3:23
1:54	—	2:08	2:16	2:24	2:33	2:48	3:05	3:21	3:37
2:10	—	2:29	2:37	2:45	2:55	3:09	3:26	3:42	3:58
2:26	—	2:43	2:51	2:59	3:09	3:25	3:43	3:59	4:16
2:40	—	2:57	3:05	3:13	3:25	3:41	3:59	4:15	4:30
2:54	—	3:11	3:20	3:28	3:39	3:55	4:13	4:28	4:43
3:11	3:23	3:28	3:36	3:44	3:53	4:07	4:24	4:39	4:58
3:30	3:42	3:47	3:55	4:03	4:12	4:24	4:41	4:56	5:15
3:45	4:01	4:06	4:14	4:22	4:31	4:45	5:02	5:17	5:36
4:00	4:18	4:23	4:31	4:39	4:48	5:01	5:18	5:33	5:57
4:18	4:34	4:39	4:48	4:56	5:04	5:17	5:34	5:49	6:05
4:33	4:49	4:54	5:02	5:10	5:19	5:32	5:49	6:04	6:22
4:46	5:02	5:07	5:15	5:23	5:32	5:45	6:02	6:17	6:40
5:01	5:17	5:22	5:30	5:38	5:46	5:58	6:15	6:30	6:52
5:16	5:33	5:38	5:46	5:53	6:01	6:13	6:30	6:45	7:07
5:44	6:00	6:04	6:12	6:19	6:27	6:39	6:56	7:10	7:24
6:02	6:18	6:22	6:30	6:37	6:45	6:57	7:11	7:25	7:39
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

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

SMITH & 6TH	CORONA TRANSIT CENTER	MAGNOLIA & MCKINLEY	GALLERIA AT TYLER	MAGNOLIA & ADAMS	BROCKTON ARCADE	RIVERSIDE CITY COLLEGE	UNIVERSITY & LEMON	RIVERSIDE- DOWNTOWN METROLINK STATION	UCR AT BANNOCKBURN
1	2	3	4	5	6	7	8	9	10
5:44	5:56	6:06	6:16	6:24	6:30	6:35	6:41	—	6:54
6:10	6:22	6:32	6:42	6:51	6:57	7:02	7:08	7:12	7:25
6:51	7:06	7:17	7:28	7:37	7:43	7:48	7:54	—	8:07
7:25	7:40	7:51	8:02	8:11	8:17	8:23	8:29	8:33	8:47
7:55	8:10	8:21	8:32	8:41	8:47	8:53	8:59	9:03	9:17
8:25	8:40	8:51	9:02	9:11	9:17	9:24	9:31	—	9:47
8:49	9:07	9:20	9:32	9:44	9:50	9:57	10:04	—	10:20
9:11	9:29	9:42	9:54	10:06	10:13	10:20	10:28	—	10:46
9:35	9:53	10:06	10:18	10:30	10:37	10:44	10:52	—	11:10
10:02	10:20	10:33	10:45	10:57	11:04	11:11	11:19	—	11:37
10:15	10:33	10:46	10:58	11:10	11:17	11:24	11:32	—	11:50
10:27	10:45	10:58	11:13	11:25	11:32	11:39	11:47	—	<b>12:05</b>
10:42	11:00	11:13	11:28	11:40	11:47	11:54	<b>12:02</b>	—	<b>12:20</b>
10:59	11:17	11:30	11:45	11:57	<b>12:04</b>	<b>12:11</b>	<b>12:19</b>	—	<b>12:37</b>
11:12	11:30	11:43	11:58	<b>12:10</b>	<b>12:17</b>	<b>12:24</b>	<b>12:32</b>	—	<b>12:50</b>
11:29	11:47	<b>12:00</b>	<b>12:15</b>	<b>12:27</b>	<b>12:34</b>	<b>12:41</b>	<b>12:49</b>	—	<b>1:07</b>
11:42	<b>12:00</b>	<b>12:13</b>	<b>12:28</b>	<b>12:40</b>	<b>12:47</b>	<b>12:54</b>	<b>1:02</b>	—	<b>1:20</b>
11:57	<b>12:15</b>	<b>12:28</b>	<b>12:43</b>	<b>12:55</b>	<b>1:02</b>	<b>1:09</b>	<b>1:17</b>	—	<b>1:35</b>
<b>12:12</b>	<b>12:30</b>	<b>12:43</b>	<b>12:58</b>	<b>1:10</b>	<b>1:17</b>	<b>1:24</b>	<b>1:32</b>	—	<b>1:50</b>
<b>12:28</b>	<b>12:46</b>	<b>12:59</b>	<b>1:14</b>	<b>1:26</b>	<b>1:33</b>	<b>1:40</b>	<b>1:48</b>	—	<b>2:06</b>
<b>12:43</b>	<b>1:01</b>	<b>1:14</b>	<b>1:29</b>	<b>1:41</b>	<b>1:48</b>	<b>1:55</b>	<b>2:03</b>	—	<b>2:21</b>
<b>12:58</b>	<b>1:16</b>	<b>1:29</b>	<b>1:44</b>	<b>1:56</b>	<b>2:03</b>	<b>2:10</b>	<b>2:18</b>	—	<b>2:38</b>
<b>1:13</b>	<b>1:31</b>	<b>1:44</b>	<b>1:59</b>	<b>2:11</b>	<b>2:18</b>	<b>2:25</b>	<b>2:33</b>	—	<b>2:53</b>
<b>1:30</b>	<b>1:48</b>	<b>2:01</b>	<b>2:16</b>	<b>2:28</b>	<b>2:35</b>	<b>2:42</b>	<b>2:50</b>	—	<b>3:10</b>
<b>1:45</b>	<b>2:03</b>	<b>2:16</b>	<b>2:31</b>	<b>2:43</b>	<b>2:50</b>	<b>2:57</b>	<b>3:05</b>	—	<b>3:25</b>
<b>2:00</b>	<b>2:18</b>	<b>2:31</b>	<b>2:46</b>	<b>2:58</b>	<b>3:05</b>	<b>3:12</b>	<b>3:20</b>	—	<b>3:40</b>
<b>2:13</b>	<b>2:31</b>	<b>2:44</b>	<b>2:59</b>	<b>3:11</b>	<b>3:18</b>	<b>3:25</b>	<b>3:33</b>	—	<b>3:53</b>
<b>2:33</b>	<b>2:51</b>	<b>3:04</b>	<b>3:19</b>	<b>3:31</b>	<b>3:38</b>	<b>3:45</b>	<b>3:53</b>	—	<b>4:10</b>
<b>2:48</b>	<b>3:06</b>	<b>3:19</b>	<b>3:34</b>	<b>3:46</b>	<b>3:53</b>	<b>4:00</b>	<b>4:08</b>	—	<b>4:28</b>
<b>3:05</b>	<b>3:23</b>	<b>3:36</b>	<b>3:51</b>	<b>4:03</b>	<b>4:10</b>	<b>4:17</b>	<b>4:25</b>	—	<b>4:45</b>
<b>3:18</b>	<b>3:36</b>	<b>3:49</b>	<b>4:03</b>	<b>4:15</b>	<b>4:22</b>	<b>4:29</b>	<b>4:37</b>	—	<b>4:57</b>
<b>3:32</b>	<b>3:50</b>	<b>4:03</b>	<b>4:17</b>	<b>4:29</b>	<b>4:36</b>	<b>4:43</b>	<b>4:51</b>	<b>4:56</b>	<b>5:14</b>
<b>3:47</b>	<b>4:05</b>	<b>4:18</b>	<b>4:32</b>	<b>4:44</b>	<b>4:51</b>	<b>4:58</b>	<b>5:06</b>	<b>5:11</b>	<b>5:29</b>
<b>4:03</b>	<b>4:21</b>	<b>4:34</b>	<b>4:48</b>	<b>5:00</b>	<b>5:07</b>	<b>5:14</b>	<b>5:22</b>	—	<b>5:37</b>
<b>4:19</b>	<b>4:37</b>	<b>4:50</b>	<b>5:04</b>	<b>5:16</b>	<b>5:23</b>	<b>5:30</b>	<b>5:38</b>	—	<b>5:56</b>
<b>4:39</b>	<b>4:57</b>	<b>5:09</b>	<b>5:22</b>	<b>5:33</b>	<b>5:39</b>	<b>5:46</b>	<b>5:54</b>	—	<b>6:12</b>
<b>4:55</b>	<b>5:13</b>	<b>5:25</b>	<b>5:38</b>	<b>5:49</b>	<b>5:55</b>	<b>6:02</b>	<b>6:10</b>	—	<b>6:28</b>
<b>5:33</b>	<b>5:51</b>	<b>6:03</b>	<b>6:16</b>	<b>6:27</b>	<b>6:33</b>	<b>6:40</b>	<b>6:48</b>	<b>6:53</b>	<b>7:11</b>
<b>5:58</b>	<b>6:16</b>	<b>6:28</b>	<b>6:41</b>	<b>6:52</b>	<b>6:58</b>	<b>7:05</b>	<b>7:13</b>	—	<b>7:31</b>
<b>6:30</b>	<b>6:46</b>	<b>6:58</b>	<b>7:10</b>	<b>7:21</b>	<b>7:27</b>	<b>7:34</b>	<b>7:41</b>	—	<b>7:59</b>
<b>6:52</b>	<b>7:08</b>	<b>7:20</b>	<b>7:32</b>	<b>7:43</b>	<b>7:49</b>	<b>7:56</b>	<b>8:03</b>	—	<b>8:21</b>
<b>7:23</b>	<b>7:39</b>	<b>7:51</b>	<b>8:03</b>	<b>8:14</b>	<b>8:20</b>	<b>8:27</b>	<b>8:34</b>	—	<b>8:52</b>
<b>7:46</b>	<b>8:02</b>	<b>8:14</b>	<b>8:26</b>	<b>8:37</b>	<b>8:43</b>	<b>8:49</b>	<b>8:55</b>	<b>9:00</b>	<b>9:15</b>
<b>8:46</b>	<b>9:01</b>	<b>9:13</b>	<b>9:25</b>	<b>9:36</b>	<b>9:42</b>	<b>9:48</b>	<b>9:54</b>	—	<b>10:07</b>

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UCR AT BANNOCKBURN	RIVERSIDE- DOWNTOWN METROLINK STATION	UNIVERSITY & LEMON	RIVERSIDE CITY COLLEGE	BROCKTON ARCADE	MAGNOLIA & ADAMS	GALLERIA AT TYLER	MAGNOLIA & MCKINLEY	CORONA TRANSIT CENTER	SMITH & 6TH
10	9	8	7	6	5	4	3	2	1
5:48	—	5:56	6:02	6:08	6:14	6:23	6:35	6:45	6:56
6:18	—	6:26	6:33	6:39	6:45	6:54	7:06	7:16	7:27
6:43	6:55	6:59	7:06	7:12	7:18	7:27	7:39	7:50	8:01
7:20	7:34	7:38	7:45	7:51	7:58	8:10	8:25	8:36	8:47
7:48	—	8:01	8:08	8:14	8:21	8:33	8:48	9:00	9:11
8:22	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	<b>12:08</b>
10:47	—	11:00	11:08	11:15	11:24	11:40	11:56	<b>12:10</b>	<b>12:23</b>
11:02	—	11:15	11:23	11:30	11:39	11:55	<b>12:11</b>	<b>12:25</b>	<b>12:38</b>
11:17	—	11:30	11:38	11:45	11:54	<b>12:10</b>	<b>12:26</b>	<b>12:40</b>	<b>12:53</b>
11:32	—	11:47	11:55	<b>12:02</b>	<b>12:11</b>	<b>12:27</b>	<b>12:43</b>	<b>12:57</b>	<b>1:10</b>
11:47	—	<b>12:02</b>	<b>12:10</b>	<b>12:17</b>	<b>12:26</b>	<b>12:42</b>	<b>12:58</b>	<b>1:12</b>	<b>1:25</b>
<b>12:02</b>	—	<b>12:17</b>	<b>12:25</b>	<b>12:32</b>	<b>12:41</b>	<b>12:57</b>	<b>1:13</b>	<b>1:27</b>	<b>1:40</b>
<b>12:17</b>	—	<b>12:32</b>	<b>12:40</b>	<b>12:47</b>	<b>12:56</b>	<b>1:12</b>	<b>1:28</b>	<b>1:42</b>	<b>1:55</b>
<b>12:32</b>	—	<b>12:47</b>	<b>12:55</b>	<b>1:03</b>	<b>1:12</b>	<b>1:28</b>	<b>1:46</b>	<b>2:00</b>	<b>2:13</b>
<b>12:47</b>	—	<b>1:02</b>	<b>1:10</b>	<b>1:18</b>	<b>1:27</b>	<b>1:43</b>	<b>2:01</b>	<b>2:15</b>	<b>2:28</b>
<b>1:02</b>	—	<b>1:17</b>	<b>1:25</b>	<b>1:33</b>	<b>1:42</b>	<b>1:58</b>	<b>2:16</b>	<b>2:30</b>	<b>2:43</b>
<b>1:17</b>	—	<b>1:32</b>	<b>1:40</b>	<b>1:48</b>	<b>1:57</b>	<b>2:13</b>	<b>2:31</b>	<b>2:45</b>	<b>2:58</b>
<b>1:32</b>	—	<b>1:47</b>	<b>1:55</b>	<b>2:03</b>	<b>2:12</b>	<b>2:27</b>	<b>2:45</b>	<b>2:59</b>	<b>3:12</b>
<b>1:47</b>	—	<b>2:02</b>	<b>2:10</b>	<b>2:18</b>	<b>2:27</b>	<b>2:42</b>	<b>3:00</b>	<b>3:14</b>	<b>3:27</b>
<b>2:02</b>	—	<b>2:17</b>	<b>2:26</b>	<b>2:34</b>	<b>2:43</b>	<b>2:58</b>	<b>3:16</b>	<b>3:30</b>	<b>3:43</b>
<b>2:18</b>	—	<b>2:33</b>	<b>2:42</b>	<b>2:50</b>	<b>2:59</b>	<b>3:14</b>	<b>3:32</b>	<b>3:46</b>	<b>3:59</b>
<b>2:33</b>	—	<b>2:48</b>	<b>2:57</b>	<b>3:05</b>	<b>3:14</b>	<b>3:29</b>	<b>3:47</b>	<b>4:01</b>	<b>4:14</b>
<b>2:50</b>	—	<b>3:05</b>	<b>3:14</b>	<b>3:22</b>	<b>3:31</b>	<b>3:46</b>	<b>4:04</b>	<b>4:18</b>	<b>4:31</b>
<b>3:05</b>	—	<b>3:20</b>	<b>3:29</b>	<b>3:37</b>	<b>3:46</b>	<b>4:01</b>	<b>4:19</b>	<b>4:33</b>	<b>4:43</b>
<b>3:22</b>	—	<b>3:37</b>	<b>3:46</b>	<b>3:54</b>	<b>4:03</b>	<b>4:18</b>	<b>4:36</b>	<b>4:50</b>	<b>5:03</b>
<b>3:37</b>	—	<b>3:52</b>	<b>4:01</b>	<b>4:09</b>	<b>4:18</b>	<b>4:33</b>	<b>4:51</b>	<b>5:05</b>	<b>5:18</b>
<b>3:52</b>	—	<b>4:07</b>	<b>4:16</b>	<b>4:24</b>	<b>4:33</b>	<b>4:48</b>	<b>5:06</b>	<b>5:20</b>	<b>5:33</b>
<b>4:25</b>	—	<b>4:40</b>	<b>4:49</b>	<b>4:57</b>	<b>5:06</b>	<b>5:21</b>	<b>5:39</b>	<b>5:53</b>	<b>6:06</b>
<b>4:43</b>	<b>4:59</b>	<b>5:03</b>	<b>5:12</b>	<b>5:20</b>	<b>5:29</b>	<b>5:44</b>	<b>6:02</b>	<b>6:16</b>	<b>6:29</b>
<b>5:09</b>	<b>5:25</b>	<b>5:29</b>	<b>5:38</b>	<b>5:46</b>	<b>5:55</b>	<b>6:09</b>	<b>6:25</b>	<b>6:37</b>	<b>6:49</b>
<b>5:26</b>	—	<b>5:41</b>	<b>5:49</b>	<b>5:56</b>	<b>6:04</b>	<b>6:18</b>	<b>6:34</b>	<b>6:46</b>	<b>6:58</b>
<b>5:52</b>	—	<b>6:05</b>	<b>6:13</b>	<b>6:20</b>	<b>6:28</b>	<b>6:41</b>	<b>6:56</b>	<b>7:07</b>	<b>7:19</b>
<b>6:12</b>	—	<b>6:25</b>	<b>6:33</b>	<b>6:40</b>	<b>6:47</b>	<b>7:00</b>	<b>7:15</b>	<b>7:26</b>	<b>7:38</b>
<b>6:51</b>	<b>7:05</b>	<b>7:09</b>	<b>7:17</b>	<b>7:24</b>	<b>7:31</b>	<b>7:44</b>	<b>7:59</b>	<b>8:10</b>	<b>8:22</b>
<b>7:43</b>	—	<b>7:56</b>	<b>8:04</b>	<b>8:11</b>	<b>8:18</b>	<b>8:30</b>	<b>8:45</b>	<b>8:56</b>	<b>9:08</b>
<b>8:25</b>	—	<b>8:38</b>	<b>8:46</b>	<b>8:53</b>	<b>9:00</b>	<b>9:12</b>	<b>9:27</b>	<b>9:38</b>	<b>9:50</b>
<b>9:04</b>	<b>9:18</b>	<b>9:22</b>	<b>9:30</b>	<b>9:37</b>	<b>9:44</b>	<b>9:56</b>	<b>10:11</b>	<b>10:22</b>	<b>10:34</b>



## **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

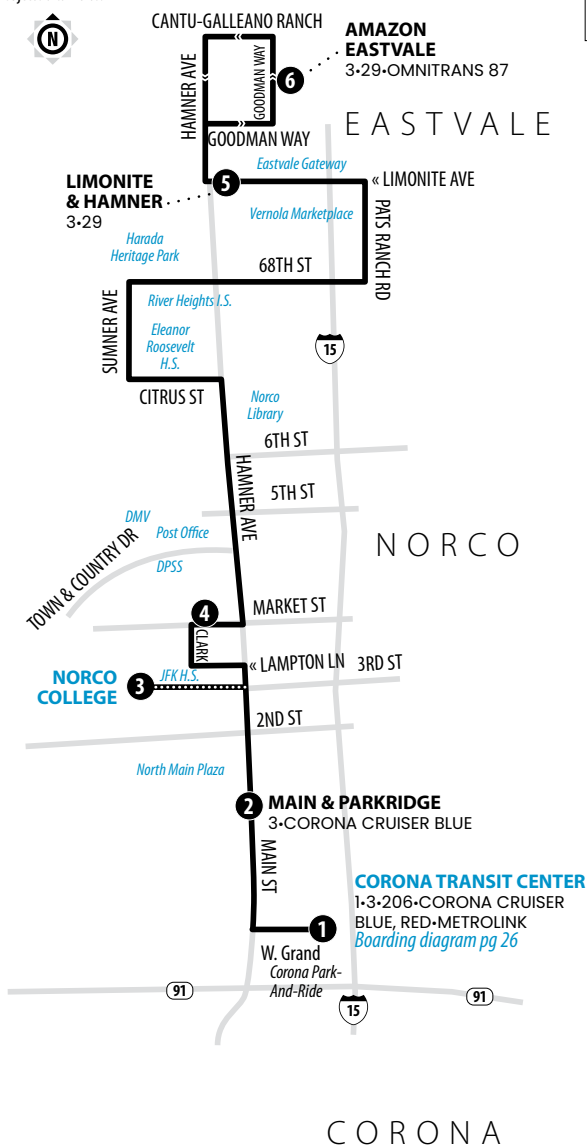
## EASTVALE - NORCO - CORONA

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.



### Legend | Map not to scale

- ① Time and/or Transfer Point
- ..... Alternate Routing



RTA and Corona Cruiser honor each other's 1-Day and 30-Day passes at shared stops.



## 3

## NORTHBOUND TO EASTVALE | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

CORONA TRANSIT CENTER	MAIN & PARKRIDGE	NORCO COLLEGE	MARKET & CLARK	LIMONITE & HAMNER	AMAZON EASTVALE
1	2	3	4	5	6
6:30	6:34	6:46	6:52	7:21	7:34
7:43	7:47	8:00	8:06	8:31	8:44
9:06	9:10	9:23	9:30	9:53	10:06
10:15	10:19	10:32	10:39	11:04	11:17
11:23	11:27	11:40	11:47	<b>12:14</b>	<b>12:27</b>
<b>12:40</b>	<b>12:44</b>	<b>12:59</b>	<b>1:06</b>	<b>1:33</b>	<b>1:48</b>
<b>2:08</b>	<b>2:12</b>	<b>2:28</b>	<b>2:35</b>	<b>3:02</b>	<b>3:17</b>
<b>3:14</b>	<b>3:18</b>	<b>3:34</b>	<b>3:42</b>	<b>4:15</b>	<b>4:30</b>
<b>4:59</b>	<b>5:03</b>	<b>5:18</b>	<b>5:25</b>	<b>5:53</b>	<b>6:08</b>
<b>6:11</b>	<b>6:15</b>	<b>6:27</b>	<b>6:34</b>	<b>7:04</b>	<b>7:19</b>
<b>7:31</b>	<b>7:35</b>	<b>7:47</b>	<b>7:54</b>	<b>8:24</b>	<b>8:39</b>
<b>8:42</b>	<b>8:46</b>	<b>8:57</b>	<b>9:03</b>	<b>9:26</b>	<b>9:41</b>
<b>9:57</b>	<b>10:01</b>	<b>10:12</b>	<b>10:18</b>	<b>10:41</b>	<b>10:56</b>

## 3

## SOUTHBOUND TO CORONA | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

AMAZON EASTVALE	LIMONITE & HAMNER	MARKET & CLARK	NORCO COLLEGE	MAIN & PARKRIDGE	CORONA TRANSIT CENTER
6	5	4	3	2	1
6:20	6:28	6:51	6:58	7:08	7:18
7:48	7:58	8:27	8:35	8:45	8:58
9:00	9:10	9:36	9:44	9:54	10:07
10:13	10:23	10:45	10:53	11:03	11:16
11:25	11:35	<b>12:00</b>	<b>12:08</b>	<b>12:18</b>	<b>12:31</b>
<b>12:38</b>	<b>12:48</b>	<b>1:14</b>	<b>1:21</b>	<b>1:33</b>	<b>1:46</b>
<b>2:17</b>	<b>2:27</b>	<b>2:57</b>	<b>3:05</b>	<b>3:15</b>	<b>3:29</b>
<b>3:28</b>	<b>3:40</b>	<b>4:10</b>	<b>4:18</b>	<b>4:28</b>	<b>4:42</b>
<b>4:40</b>	<b>4:50</b>	<b>5:16</b>	<b>5:24</b>	<b>5:34</b>	<b>5:48</b>
<b>6:17</b>	<b>6:27</b>	<b>6:50</b>	<b>6:56</b>	<b>7:05</b>	<b>7:21</b>
<b>7:30</b>	<b>7:40</b>	<b>8:03</b>	<b>8:09</b>	<b>8:18</b>	<b>8:34</b>
<b>8:47</b>	<b>8:57</b>	<b>9:20</b>	<b>9:25</b>	<b>9:33</b>	<b>9:45</b>
<b>10:00</b>	<b>10:10</b>	<b>10:33</b>	<b>10:38</b>	<b>10:46</b>	<b>10:58</b>

## 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 & HAMNER	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
<b>1:09</b>	<b>1:13</b>	<b>1:22</b>	<b>1:49</b>	<b>1:57</b>
<b>3:07</b>	<b>3:11</b>	<b>3:20</b>	<b>3:47</b>	<b>3:55</b>
<b>5:15</b>	<b>5:19</b>	<b>5:27</b>	<b>5:54</b>	<b>6:02</b>
<b>7:15</b>	<b>7:19</b>	<b>7:27</b>	<b>7:51</b>	<b>7:59</b>

## 3

## SOUTHBOUND TO CORONA | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

AMAZON EASTVALE	LIMONITE & HAMNER	MARKET & CLARK	MAIN & PARKRIDGE	CORONA TRANSIT CENTER
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
<b>12:00</b>	<b>12:10</b>	<b>12:36</b>	<b>12:44</b>	<b>12:52</b>
<b>2:07</b>	<b>2:17</b>	<b>2:43</b>	<b>2:51</b>	<b>2:59</b>
<b>4:05</b>	<b>4:15</b>	<b>4:37</b>	<b>4:45</b>	<b>4:53</b>
<b>6:15</b>	<b>6:24</b>	<b>6:44</b>	<b>6:52</b>	<b>7:00</b>



# 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.

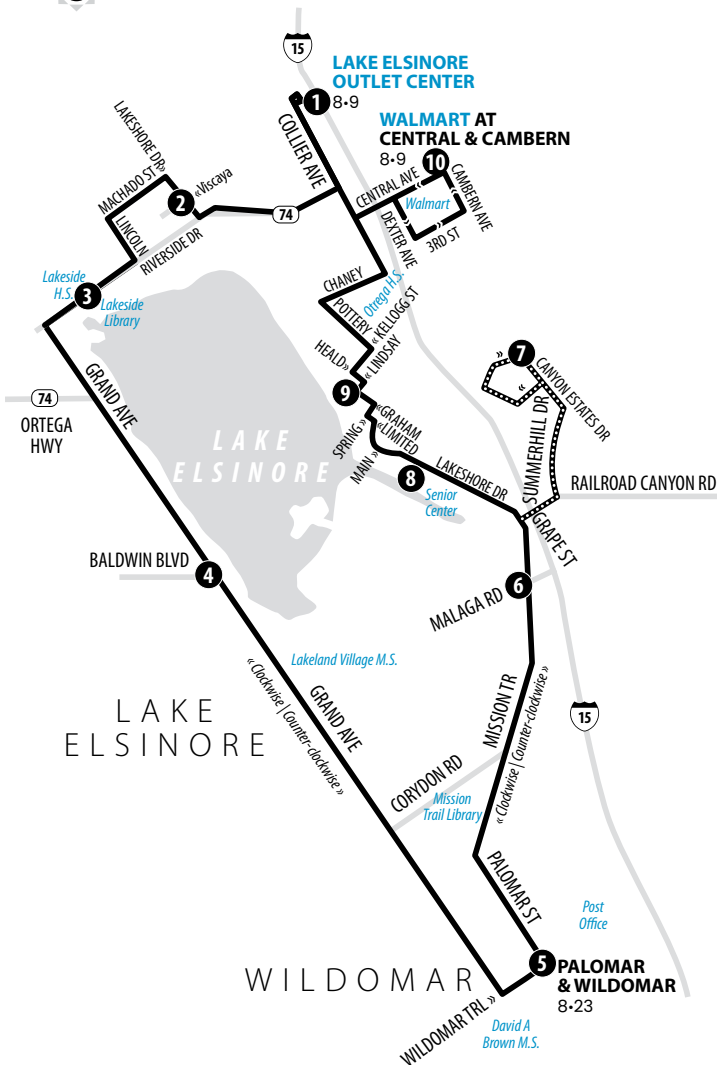
Rutas designadas y horarios  
son sujetos a cambios.



Legend | Map not to scale

1 Time and/or Transfer Point

..... Alternate Routing



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

\* Inside Senior Center \*\* At Central and Cambern

LAKE ELSINORE OUTLET CENTER	LAKESHORE & VISCAYA	LAKESIDE HIGH SCHOOL	GRAND & BALDWIN	PALOMAR & WILDOMAR	MISSION TRAIL & MALAGA	CANYON ESTATE & SADDLE RIDGE	*LAKEPOINT PARK	GRAHAM & LANGSTAFF	**WALMART	LAKE ELSINORE OUTLET CENTER
1	2	3	4	5	6	7	8	9	10	1
6:20	6:28	6:36	6:44	7:01	7:11	7:19	7:24	7:31	7:44	7:54
7:35	7:43	7:51	7:59	8:16	8:26	—	8:32	8:39	8:52	9:02
8:42	8:50	8:58	9:06	9:23	9:33	—	9:39	9:46	9:59	10:09
9:55	10:03	10:13	10:22	10:39	10:49	—	10:56	11:03	11:18	11:28
11:02	11:11	11:21	11:30	11:47	11:57	—	<b>12:04</b>	<b>12:11</b>	<b>12:26</b>	<b>12:36</b>
<b>12:30</b>	<b>12:39</b>	<b>12:49</b>	<b>12:58</b>	<b>1:15</b>	<b>1:25</b>	—	<b>1:32</b>	<b>1:39</b>	<b>1:54</b>	<b>2:04</b>
<b>1:35</b>	<b>1:44</b>	<b>1:54</b>	<b>2:03</b>	<b>2:20</b>	<b>2:30</b>	—	<b>2:37</b>	<b>2:44</b>	<b>2:59</b>	<b>3:12</b>
<b>2:35</b>	<b>2:44</b>	<b>2:55</b>	<b>3:04</b>	<b>3:21</b>	<b>3:31</b>	—	<b>3:38</b>	<b>3:45</b>	<b>4:00</b>	<b>4:13</b>
<b>3:50</b>	<b>3:59</b>	<b>4:08</b>	<b>4:17</b>	<b>4:34</b>	<b>4:44</b>	—	<b>4:51</b>	<b>4:58</b>	<b>5:13</b>	<b>5:26</b>
<b>5:00</b>	<b>5:09</b>	<b>5:18</b>	<b>5:27</b>	<b>5:45</b>	<b>5:55</b>	<b>6:05</b>	<b>6:12</b>	<b>6:19</b>	<b>6:34</b>	<b>6:44</b>
<b>6:10</b>	<b>6:19</b>	<b>6:28</b>	<b>6:37</b>	<b>6:55</b>	—	—	—	—	—	—
<b>7:35</b>	<b>7:44</b>	<b>7:53</b>	<b>8:02</b>	<b>8:20</b>	—	—	—	—	—	—

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

\*\* At Central and Cambern

LAKE ELSINORE OUTLET CENTER	**WALMART	GRAHAM & LANGSTAFF	CANYON ESTATE & SADDLE RIDGE	MISSION TRAIL & MALAGA	PALOMAR & WILDOMAR	GRAND & BALDWIN	LAKESIDE HIGH SCHOOL	LAKESHORE & VISCAYA	LAKE ELSINORE OUTLET CENTER
1	10	9	7	6	5	4	3	2	1
5:55	6:08	6:17	—	6:23	6:40	6:52	6:59	7:10	7:17
6:35	6:48	6:57	7:09	7:15	7:32	7:44	7:51	8:02	8:09
7:55	8:08	8:19	—	8:25	8:41	8:53	9:00	9:11	9:19
9:15	9:28	9:39	—	9:47	10:03	10:15	10:22	10:33	10:41
10:25	10:40	10:52	—	11:00	11:16	11:28	11:35	11:46	11:54
11:35	11:51	<b>12:04</b>	—	<b>12:12</b>	<b>12:28</b>	<b>12:40</b>	<b>12:48</b>	<b>12:59</b>	<b>1:07</b>
<b>1:05</b>	<b>1:21</b>	<b>1:34</b>	—	<b>1:42</b>	<b>1:58</b>	<b>2:10</b>	<b>2:18</b>	<b>2:29</b>	<b>2:37</b>
<b>1:50</b>	<b>2:06</b>	<b>2:19</b>	—	<b>2:27</b>	<b>2:43</b>	<b>2:55</b>	<b>3:03</b>	<b>3:14</b>	<b>3:22</b>
<b>3:10</b>	<b>3:26</b>	<b>3:39</b>	—	<b>3:47</b>	<b>4:03</b>	<b>4:15</b>	<b>4:23</b>	<b>4:34</b>	<b>4:42</b>
<b>4:20</b>	<b>4:36</b>	<b>4:49</b>	—	<b>4:57</b>	<b>5:13</b>	<b>5:25</b>	<b>5:33</b>	<b>5:44</b>	<b>5:52</b>
<b>5:36</b>	<b>5:52</b>	<b>6:05</b>	<b>6:19</b>	<b>6:27</b>	<b>6:43</b>	<b>6:55</b>	<b>7:03</b>	<b>7:14</b>	<b>7:22</b>
<b>6:55</b>	<b>7:11</b>	<b>7:24</b>	—	<b>7:32</b>	<b>7:48</b>	<b>8:00</b>	<b>8:08</b>	<b>8:19</b>	<b>8:27</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

\*\* At Central and Cambern

LAKE ELSINORE OUTLET CENTER	LAKESHORE & VISCAYA	LAKESIDE HIGH SCHOOL	GRAND & BALDWIN	PALOMAR & WILDOMAR	MISSION TRAIL & MALAGA	GRAHAM & LANGSTAFF	**WALMART	LAKE ELSINORE OUTLET CENTER
1	2	3	4	5	6	9	10	1
6:30	6:38	6:45	6:52	7:08	7:18	7:25	7:37	7:47
7:57	8:05	8:13	8:20	8:36	8:46	8:54	9:06	9:17
9:00	9:08	9:16	9:23	9:39	9:49	9:57	10:10	10:21
10:03	10:11	10:21	10:29	10:45	10:55	11:03	11:18	11:31
11:06	11:15	11:25	11:33	11:49	11:59	<b>12:07</b>	<b>12:22</b>	<b>12:36</b>
<b>12:20</b>	<b>12:29</b>	<b>12:38</b>	<b>12:46</b>	<b>1:02</b>	<b>1:12</b>	<b>1:20</b>	<b>1:35</b>	<b>1:49</b>
<b>1:31</b>	<b>1:40</b>	<b>1:49</b>	<b>1:57</b>	<b>2:14</b>	<b>2:24</b>	<b>2:32</b>	<b>2:47</b>	<b>3:01</b>
<b>2:46</b>	<b>2:55</b>	<b>3:04</b>	<b>3:12</b>	<b>3:29</b>	<b>3:39</b>	<b>3:47</b>	<b>4:02</b>	<b>4:15</b>
<b>4:01</b>	<b>4:10</b>	<b>4:18</b>	<b>4:26</b>	<b>4:43</b>	<b>4:53</b>	<b>5:01</b>	<b>5:16</b>	<b>5:29</b>
<b>5:03</b>	<b>5:12</b>	<b>5:20</b>	<b>5:28</b>	<b>5:45</b>	<b>5:55</b>	<b>6:03</b>	<b>6:18</b>	<b>6:29</b>
<b>6:18</b>	<b>6:27</b>	<b>6:35</b>	<b>6:43</b>	<b>7:00</b>	—	—	—	—

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

\*\* At Central and Cambern

LAKE ELSINORE OUTLET CENTER	**WALMART	GRAHAM & LANGSTAFF	MISSION TRAIL & MALAGA	PALOMAR & WILDOMAR	GRAND & BALDWIN	LAKESIDE HIGH SCHOOL	LAKESHORE & VISCAYA	LAKE ELSINORE OUTLET CENTER
1	10	9	6	5	4	3	2	1
6:20	6:32	6:40	6:46	7:03	7:14	7:21	7:31	7:41
7:18	7:30	7:40	7:46	8:03	8:14	8:21	8:31	8:43
8:23	8:35	8:45	8:53	9:10	9:21	9:28	9:38	9:53
9:27	9:39	9:49	9:57	10:13	10:24	10:31	10:41	10:56
10:37	10:51	11:02	11:10	11:26	11:37	11:45	11:56	<b>12:10</b>
11:48	<b>12:03</b>	<b>12:15</b>	<b>12:23</b>	<b>12:39</b>	<b>12:50</b>	<b>12:58</b>	<b>1:09</b>	<b>1:21</b>
<b>1:03</b>	<b>1:18</b>	<b>1:30</b>	<b>1:38</b>	<b>1:54</b>	<b>2:05</b>	<b>2:13</b>	<b>2:24</b>	<b>2:36</b>
<b>2:18</b>	<b>2:33</b>	<b>2:45</b>	<b>2:53</b>	<b>3:09</b>	<b>3:20</b>	<b>3:28</b>	<b>3:39</b>	<b>3:51</b>
<b>3:21</b>	<b>3:36</b>	<b>3:48</b>	<b>3:56</b>	<b>4:12</b>	<b>4:23</b>	<b>4:31</b>	<b>4:41</b>	<b>4:53</b>
<b>4:37</b>	<b>4:52</b>	<b>5:04</b>	<b>5:12</b>	<b>5:28</b>	<b>5:39</b>	<b>5:47</b>	<b>5:57</b>	<b>6:08</b>
<b>5:37</b>	<b>5:52</b>	<b>6:04</b>	<b>6:12</b>	<b>6:28</b>	<b>6:39</b>	<b>6:47</b>	<b>6:57</b>	<b>7:07</b>

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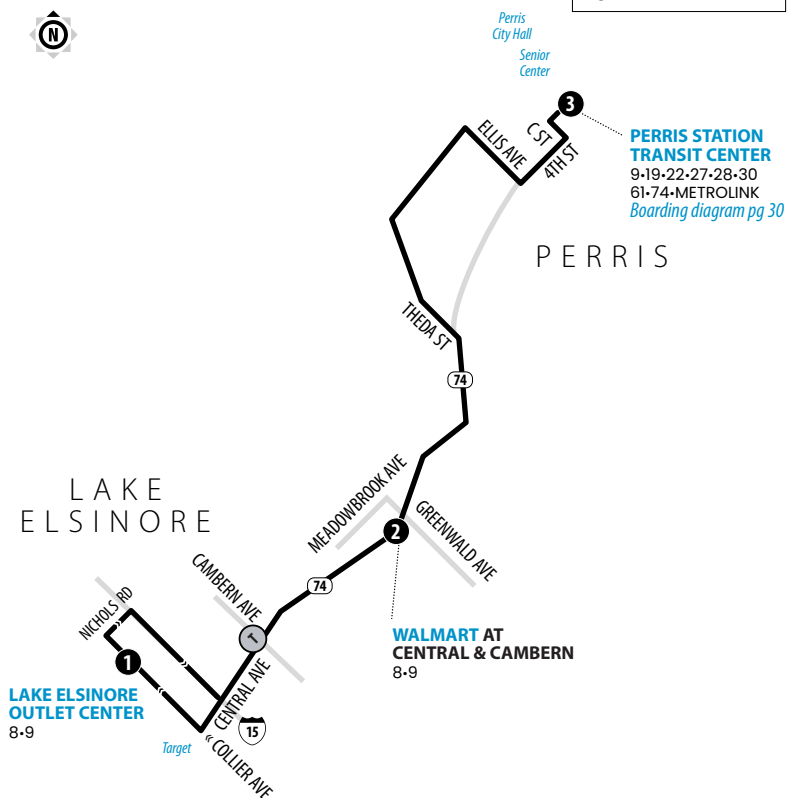
# PERRIS STATION TRANSIT CENTER - LAKE ELSINORE OUTLET CENTER

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.



## Legend | Map not to scale

- ① Time and/or Transfer Point
- ① Transfer Point





A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

NORTHBOUND TO PERRIS STATION TRANSIT CENTER		
LAKE ELSINORE OUTLET CENTER	HWY. 74 & MEADOWBROOK	PERRIS STATION TRANSIT CENTER
1	2	3
5:50	6:01	6:21
7:25	7:36	7:56
8:40	8:52	9:12
9:38	9:50	10:10
10:55	11:07	11:27
<b>12:05</b>	<b>12:18</b>	<b>12:38</b>
<b>1:15</b>	<b>1:30</b>	<b>1:50</b>
<b>2:20</b>	<b>2:35</b>	<b>2:55</b>
<b>3:30</b>	<b>3:45</b>	<b>4:05</b>
<b>4:50</b>	<b>5:03</b>	<b>5:23</b>
<b>6:00</b>	<b>6:14</b>	<b>6:34</b>
<b>7:20</b>	<b>7:34</b>	<b>7:52</b>

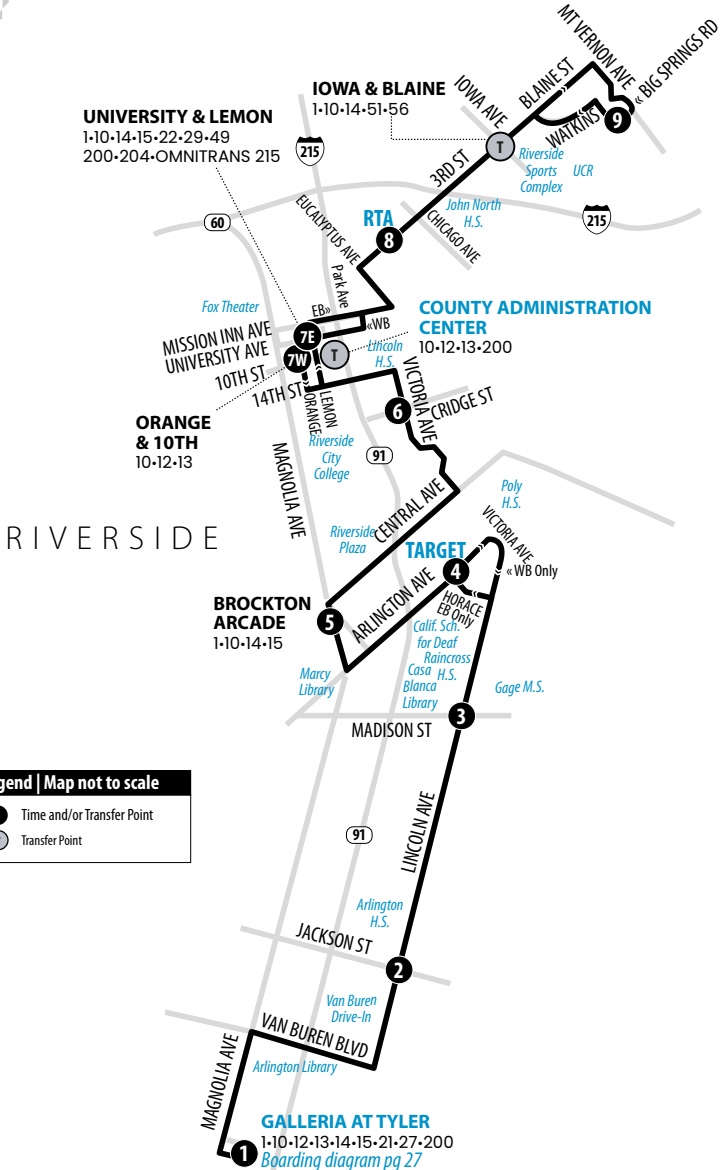
SOUTHBOUND TO LAKE ELSINORE OUTLET CENTER		
PERRIS STATION TRANSIT CENTER	HWY. 74 & MEADOWBROOK	LAKE ELSINORE OUTLET CENTER
3	2	1
6:50	7:03	7:17
8:05	8:18	8:32
9:20	9:33	9:47
10:17	10:34	10:48
11:35	11:48	<b>12:03</b>
<b>12:45</b>	<b>12:59</b>	<b>1:14</b>
<b>1:55</b>	<b>2:09</b>	<b>2:24</b>
<b>3:10</b>	<b>3:24</b>	<b>3:40</b>
<b>4:15</b>	<b>4:32</b>	<b>4:51</b>
<b>5:30</b>	<b>5:45</b>	<b>6:01</b>
<b>6:43</b>	<b>6:58</b>	<b>7:12</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

NORTHBOUND TO PERRIS STATION TRANSIT CENTER		
LAKE ELSINORE OUTLET CENTER	HWY. 74 & MEADOWBROOK	PERRIS STATION TRANSIT CENTER
1	2	3
6:38	6:48	7:03
7:50	8:00	8:15
9:26	9:37	9:52
10:36	10:47	11:02
11:45	11:56	<b>12:13</b>
<b>12:46</b>	<b>12:59</b>	<b>1:16</b>
<b>1:59</b>	<b>2:12</b>	<b>2:29</b>
<b>3:11</b>	<b>3:24</b>	<b>3:41</b>
<b>4:21</b>	<b>4:34</b>	<b>4:51</b>
<b>5:36</b>	<b>5:48</b>	<b>6:05</b>
<b>6:37</b>	<b>6:49</b>	<b>7:04</b>

SOUTHBOUND TO LAKE ELSINORE OUTLET CENTER		
PERRIS STATION TRANSIT CENTER	HWY. 74 & MEADOWBROOK	LAKE ELSINORE OUTLET CENTER
3	2	1
6:45	6:57	7:08
7:50	8:02	8:13
8:45	8:57	9:08
10:07	10:19	10:31
11:15	11:28	11:40
<b>12:25</b>	<b>12:38</b>	<b>12:50</b>
<b>1:34</b>	<b>1:47</b>	<b>1:59</b>
<b>2:37</b>	<b>2:50</b>	<b>3:02</b>
<b>3:59</b>	<b>4:12</b>	<b>4:24</b>
<b>5:02</b>	<b>5:15</b>	<b>5:27</b>
<b>6:14</b>	<b>6:27</b>	<b>6:39</b>

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.



## 10

## EASTBOUND TO BIG SPRINGS &amp; WATKINS | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

S = Operates when school is in session only.

	GALLERIA AT TYLER	LINCOLN & JACKSON	LINCOLN & MADISON	ARLINGTON AT TARGET	BROCKTON ARCADE	VICTORIA & CRIDGE	LEMON & UNIVERSITY	RTA OFFICES	BIG SPRINGS & WATKINS
	1	2	3	4	5	6	7E	8	9
	7:03	7:13	7:20	7:28	7:34	7:45	7:53	8:02	8:17
S	7:30	7:41	7:48	7:56	8:02	8:15	8:23	8:32	8:47
	8:28	8:38	8:45	8:53	8:59	9:09	9:17	9:29	9:44
	10:01	10:11	10:18	10:26	10:32	10:44	10:52	11:02	11:17
	11:35	11:48	11:55	12:03	12:09	12:21	12:29	12:39	12:54
	1:04	1:17	1:24	1:32	1:38	1:51	1:59	2:12	2:27
	2:46	2:59	3:08	3:17	3:23	3:41	3:50	4:00	4:17
S	3:25	3:38	3:47	3:56	4:02	4:15	4:24	4:34	4:49
	4:20	4:33	4:40	4:47	4:53	5:06	5:15	5:25	5:40
	6:00	6:13	6:20	6:27	6:33	6:46	6:54	7:03	7:18
	7:16	7:26	7:33	7:40	7:46	7:59	8:07	8:16	8:33

## 10

## WESTBOUND TO GALLERIA AT TYLER | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

S = Operates when school is in session only.

	BIG SPRINGS & WATKINS	RTA OFFICES	ORANGE & 10TH	VICTORIA & CRIDGE	BROCKTON ARCADE	ARLINGTON AT TARGET	LINCOLN & MADISON	LINCOLN & JACKSON	GALLERIA AT TYLER
	9	8	7W	6	5	4	3	2	1
	6:55	7:04	7:13	7:21	7:33	7:40	7:54	8:04	8:18
S	7:35	7:46	7:55	8:03	8:17	8:24	8:32	8:38	8:52
	8:28	8:37	8:46	8:54	9:05	9:12	9:20	9:28	9:44
	10:01	10:13	10:24	10:32	10:44	10:51	11:01	11:09	11:25
	11:28	11:40	11:52	12:00	12:12	12:19	12:29	12:37	12:53
	1:13	1:26	1:35	1:44	1:56	2:03	2:13	2:21	2:37
	2:37	2:47	2:57	3:06	3:18	3:26	3:38	3:45	4:01
S	3:30	3:40	3:50	3:59	4:11	4:19	4:30	4:37	4:53
	4:27	4:36	4:46	4:55	5:07	5:15	5:26	5:33	5:49
	5:53	6:02	6:11	6:20	6:31	6:37	6:45	6:52	7:04
	7:30	7:39	7:48	7:57	8:07	8:13	8:21	8:27	8:39

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

GALLERIA AT TYLER	LINCOLN & JACKSON	LINCOLN & MADISON	ARLINGTON AT TARGET	BROCKTON ARCADE	VICTORIA & CRIDGE	LEMON & UNIVERSITY	RTA OFFICES	BIG SPRINGS & WATKINS
1	2	3	4	5	6	7E	8	9
8:03	8:14	8:21	8:28	8:34	8:44	8:52	9:01	9:14
9:34	9:47	9:54	10:02	10:08	10:20	10:28	10:38	10:51
10:56	11:11	11:18	11:26	11:32	11:44	11:52	<b>12:05</b>	<b>12:18</b>
<b>12:32</b>	<b>12:47</b>	<b>12:54</b>	<b>1:02</b>	<b>1:08</b>	<b>1:20</b>	<b>1:28</b>	<b>1:38</b>	<b>1:51</b>
<b>1:58</b>	<b>2:13</b>	<b>2:20</b>	<b>2:27</b>	<b>2:33</b>	<b>2:45</b>	<b>2:53</b>	<b>3:03</b>	<b>3:16</b>
<b>3:29</b>	<b>3:44</b>	<b>3:51</b>	<b>3:58</b>	<b>4:04</b>	<b>4:16</b>	<b>4:24</b>	<b>4:34</b>	<b>4:47</b>
<b>4:54</b>	<b>5:09</b>	<b>5:16</b>	<b>5:23</b>	<b>5:29</b>	<b>5:41</b>	<b>5:49</b>	<b>5:59</b>	<b>6:12</b>
<b>6:26</b>	<b>6:39</b>	<b>6:46</b>	<b>6:53</b>	<b>6:59</b>	<b>7:11</b>	<b>7:19</b>	<b>7:28</b>	<b>7:41</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

BIG SPRINGS & WATKINS	RTA OFFICES	ORANGE & 10TH	VICTORIA & CRIDGE	BROCKTON ARCADE	ARLINGTON AT TARGET	LINCOLN & MADISON	LINCOLN & JACKSON	GALLERIA AT TYLER
9	8	7W	6	5	4	3	2	1
8:09	8:18	8:27	8:37	8:48	8:55	9:04	9:10	9:24
9:28	9:37	9:46	9:56	10:08	10:15	10:24	10:31	10:46
11:01	11:13	11:22	11:32	11:44	11:51	<b>12:00</b>	<b>12:07</b>	<b>12:22</b>
<b>12:28</b>	<b>12:37</b>	<b>12:46</b>	<b>12:56</b>	<b>1:08</b>	<b>1:15</b>	<b>1:24</b>	<b>1:31</b>	<b>1:46</b>
<b>2:01</b>	<b>2:10</b>	<b>2:19</b>	<b>2:29</b>	<b>2:41</b>	<b>2:48</b>	<b>2:57</b>	<b>3:04</b>	<b>3:19</b>
<b>3:26</b>	<b>3:35</b>	<b>3:44</b>	<b>3:54</b>	<b>4:06</b>	<b>4:13</b>	<b>4:22</b>	<b>4:29</b>	<b>4:44</b>
<b>4:57</b>	<b>5:06</b>	<b>5:15</b>	<b>5:25</b>	<b>5:37</b>	<b>5:44</b>	<b>5:53</b>	<b>5:59</b>	<b>6:14</b>
<b>6:24</b>	<b>6:33</b>	<b>6:42</b>	<b>6:52</b>	<b>7:02</b>	<b>7:08</b>	<b>7:16</b>	<b>7:22</b>	<b>7:36</b>

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# 11

## MORENO VALLEY MALL - MARCH ARB LOOP ROUTE

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.

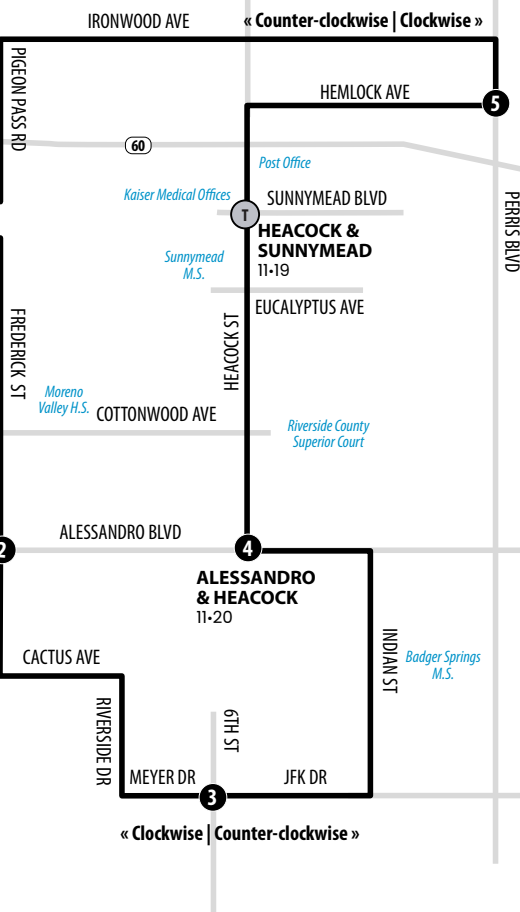


**MORENO VALLEY MALL**  
11-16-18-19-31  
*Boarding diagram pg 29*

**1** CENTERPOINT  
TOWN CIR  
HERITAGE  
TOWNGATE BLVD

MORENO  
VALLEY

**FREDERICK &  
ALESSANDRO**  
11-20  
*City Hall*



### Legend | Map not to scale

- 1** Time and/or Transfer Point
- T** Transfer Point

*March ARB*

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	PERRIS & HEMLOCK	ALESSANDRO & HEACOCK	MEYER DR & 6TH ST	FREDERICK & ALESSANDRO	MORENO VALLEY MALL
1	5	4	3	2	1
7:20	7:33	7:45	7:54	8:00	8:17
8:30	8:43	8:55	9:04	9:10	9:27
9:40	9:53	10:05	10:14	10:20	10:37
10:50	11:03	11:15	11:24	11:30	11:47
<b>12:00</b>	<b>12:13</b>	<b>12:25</b>	<b>12:35</b>	<b>12:41</b>	<b>12:58</b>
<b>1:10</b>	<b>1:23</b>	<b>1:35</b>	<b>1:45</b>	<b>1:51</b>	<b>2:08</b>
<b>2:20</b>	<b>2:33</b>	<b>2:45</b>	<b>2:55</b>	<b>3:01</b>	<b>3:18</b>
<b>3:30</b>	<b>3:43</b>	<b>3:55</b>	<b>4:05</b>	<b>4:11</b>	<b>4:28</b>
<b>4:40</b>	<b>4:53</b>	<b>5:05</b>	<b>5:15</b>	<b>5:21</b>	<b>5:38</b>
<b>6:15</b>	<b>6:28</b>	<b>6:40</b>	<b>6:50</b>	<b>6:56</b>	<b>7:11</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	FREDERICK & ALESSANDRO	MEYER DR & 6TH ST	ALESSANDRO & HEACOCK	PERRIS & HEMLOCK	MORENO VALLEY MALL
1	2	3	4	5	1
8:50	8:59	9:05	9:17	9:30	9:49
10:00	10:09	10:15	10:27	10:40	10:59
11:10	11:19	11:25	11:37	11:50	<b>12:09</b>
<b>12:20</b>	<b>12:29</b>	<b>12:35</b>	<b>12:47</b>	<b>1:00</b>	<b>1:19</b>
<b>1:30</b>	<b>1:39</b>	<b>1:45</b>	<b>1:57</b>	<b>2:10</b>	<b>2:29</b>
<b>2:40</b>	<b>2:49</b>	<b>2:55</b>	<b>3:07</b>	<b>3:20</b>	<b>3:39</b>
<b>3:50</b>	<b>3:59</b>	<b>4:05</b>	<b>4:17</b>	<b>4:30</b>	<b>4:49</b>
<b>5:00</b>	<b>5:09</b>	<b>5:15</b>	<b>5:27</b>	<b>5:40</b>	<b>5:59</b>
<b>6:10</b>	<b>6:19</b>	<b>6:25</b>	<b>6:37</b>	<b>6:50</b>	<b>7:09</b>
<b>7:20</b>	<b>7:29</b>	<b>7:35</b>	<b>7:47</b>	<b>8:00</b>	<b>8:14</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	PERRIS & HEMLOCK	ALESSANDRO & HEACOCK	MEYER DR & 6TH ST	FREDERICK & ALESSANDRO	MORENO VALLEY MALL
1	5	4	3	2	1
9:29	9:42	9:54	10:03	10:09	10:21
10:31	10:44	10:56	11:06	11:12	11:24
11:34	11:47	11:59	<b>12:09</b>	<b>12:15</b>	<b>12:27</b>
<b>12:37</b>	<b>12:50</b>	<b>1:02</b>	<b>1:12</b>	<b>1:18</b>	<b>1:30</b>
<b>1:40</b>	<b>1:53</b>	<b>2:05</b>	<b>2:15</b>	<b>2:21</b>	<b>2:33</b>
<b>2:43</b>	<b>2:56</b>	<b>3:08</b>	<b>3:18</b>	<b>3:24</b>	<b>3:36</b>
<b>3:46</b>	<b>3:59</b>	<b>4:11</b>	<b>4:21</b>	<b>4:27</b>	<b>4:39</b>
<b>4:49</b>	<b>5:02</b>	<b>5:14</b>	<b>5:24</b>	<b>5:30</b>	<b>5:42</b>
<b>5:52</b>	<b>6:05</b>	<b>6:17</b>	<b>6:27</b>	<b>6:33</b>	<b>6:41</b>

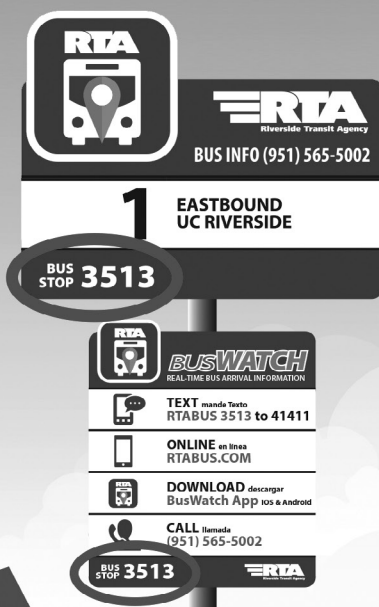
A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	FREDERICK & ALESSANDRO	MEYER DR & 6TH ST	ALESSANDRO & HEACOCK	PERRIS & HEMLOCK	MORENO VALLEY MALL
1	2	3	4	5	1
10:00	10:09	10:15	10:27	10:40	10:55
11:05	11:14	11:20	11:32	11:45	<b>12:00</b>
<b>12:10</b>	<b>12:19</b>	<b>12:25</b>	<b>12:37</b>	<b>12:50</b>	<b>1:05</b>
<b>1:15</b>	<b>1:24</b>	<b>1:30</b>	<b>1:42</b>	<b>1:55</b>	<b>2:10</b>
<b>2:20</b>	<b>2:29</b>	<b>2:35</b>	<b>2:47</b>	<b>3:00</b>	<b>3:15</b>
<b>3:25</b>	<b>3:34</b>	<b>3:40</b>	<b>3:52</b>	<b>4:05</b>	<b>4:20</b>
<b>4:30</b>	<b>4:39</b>	<b>4:45</b>	<b>4:57</b>	<b>5:10</b>	<b>5:25</b>
<b>5:35</b>	<b>5:44</b>	<b>5:50</b>	<b>6:02</b>	<b>6:15</b>	<b>6:30</b>
<b>6:40</b>	<b>6:49</b>	<b>6:55</b>	<b>7:07</b>	<b>7:20</b>	<b>7:35</b>



# WHAT'S YOUR NUMBER?

Wondering when your bus will arrive? Get instant arrival times on your mobile device. Simply text us at 41411. In the message area, type "rtabus" and add a space, then the four-digit stop number. Then bam! You'll get an instant message telling you when your ride will arrive.



TEXT THE FOUR-DIGIT BUS STOP ID NUMBER  
**FOR REAL-TIME BUS ARRIVAL INFORMATION**

# 12

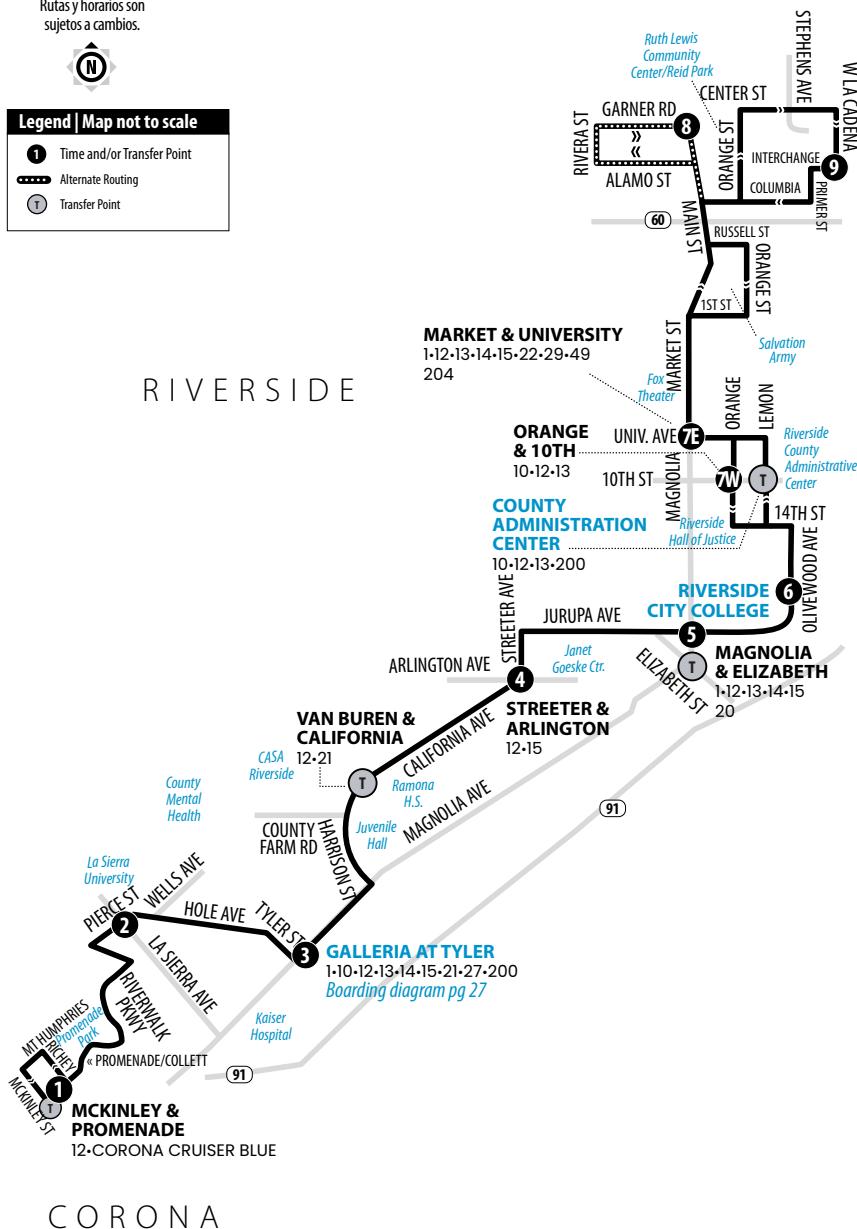
## LA CADENA & INTERCHANGE - DOWNTOWN RIVERSIDE - CORONA HILLS PLAZA

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.



### Legend | Map not to scale

- 1** Time and/or Transfer Point
- Alternate Routing
- T** Transfer Point



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

\* Trip will end service at Primer and Columbia bus stop.

PROMENADE & MCKINLEY	PIERCE & LA SIERRA	GALLERIA AT TYLER	ARLINGTON & STREETER	JURUPA & MAGNOLIA	OLIVEWOOD & RCC	UNIVERSITY & MARKET	MAIN & GARNER	LA CADENA & INTERCHANGE
1	2	3	4	5	6	7E	8	9
5:05	5:16	5:23	5:36	5:44	5:49	5:59	—	6:17
5:55	6:06	6:13	6:26	6:34	6:39	6:49	7:02	7:13
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	<b>12:02</b>	—	<b>12:28</b>
<b>12:03</b>	<b>12:15</b>	<b>12:24</b>	<b>12:40</b>	<b>12:50</b>	<b>12:55</b>	<b>1:05</b>	—	<b>1:33</b>
<b>1:09</b>	<b>1:21</b>	<b>1:30</b>	<b>1:46</b>	<b>1:59</b>	<b>2:04</b>	<b>2:14</b>	—	<b>2:39</b>
<b>2:14</b>	<b>2:26</b>	<b>2:35</b>	<b>2:52</b>	<b>3:06</b>	<b>3:11</b>	<b>3:21</b>	<b>3:34</b>	<b>3:45</b>
<b>3:19</b>	<b>3:32</b>	<b>3:41</b>	<b>3:58</b>	<b>4:08</b>	<b>4:13</b>	<b>4:23</b>	—	<b>4:54</b>
<b>4:27</b>	<b>4:39</b>	<b>4:48</b>	<b>5:05</b>	<b>5:15</b>	<b>5:20</b>	<b>5:30</b>	—	<b>5:58</b>
<b>5:32</b>	<b>5:44</b>	<b>5:53</b>	<b>6:09</b>	<b>6:19</b>	<b>6:24</b>	<b>6:34</b>	—	<b>7:02</b>
<b>6:38</b>	<b>6:50</b>	<b>6:59</b>	<b>7:15</b>	<b>7:25</b>	<b>7:29</b>	<b>7:39</b>	—	<b>8:02</b>
<b>7:41</b>	<b>7:53</b>	<b>8:02</b>	<b>8:18</b>	<b>8:27</b>	<b>8:31</b>	<b>8:41</b>	—	<b>9:00</b>
<b>8:41</b>	<b>8:53</b>	<b>9:02</b>	<b>9:18</b>	<b>9:27</b>	<b>9:31</b>	<b>9:41</b>	—	<b>10:00</b>
<b>9:42</b>	<b>9:54</b>	<b>10:03</b>	<b>10:19</b>	<b>10:28</b>	<b>10:32</b>	<b>10:42</b>	—	<b>11:01*</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

LA CADENA & INTERCHANGE	ORANGE & 10TH	OLIVEWOOD & RCC	JURUPA & MAGNOLIA	ARLINGTON & STREETER	GALLERIA AT TYLER	PIERCE & LA SIERRA	PROMENADE & MCKINLEY
9	7W	6	5	4	3	2	1
5:38	5:54	5:58	6:01	6:10	6:23	6:30	6:50
The 5:38 a.m. trip will start service at the first stop on Orange St. north of Columbia Ave. at approximately 5:30 a.m.							
6:36	6:52	6:56	6:59	7:08	7:21	7:28	7:48
7:23	7:40	7:45	7:48	7:59	8:12	8:18	8:38
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	11:24	11:33	11:53
11:36	11:54	11:59	<b>12:03</b>	<b>12:13</b>	<b>12:30</b>	<b>12:39</b>	<b>12:59</b>
<b>12:38</b>	<b>12:56</b>	<b>1:01</b>	<b>1:08</b>	<b>1:18</b>	<b>1:35</b>	<b>1:44</b>	<b>2:04</b>
<b>1:43</b>	<b>2:01</b>	<b>2:06</b>	<b>2:13</b>	<b>2:23</b>	<b>2:40</b>	<b>2:49</b>	<b>3:09</b>
<b>2:49</b>	<b>3:10</b>	<b>3:15</b>	<b>3:19</b>	<b>3:29</b>	<b>3:48</b>	<b>3:57</b>	<b>4:17</b>
<b>3:55</b>	<b>4:14</b>	<b>4:19</b>	<b>4:26</b>	<b>4:36</b>	<b>4:53</b>	<b>5:02</b>	<b>5:22</b>
<b>5:04</b>	<b>5:22</b>	<b>5:28</b>	<b>5:32</b>	<b>5:42</b>	<b>5:59</b>	<b>6:08</b>	<b>6:28</b>
<b>6:08</b>	<b>6:26</b>	<b>6:31</b>	<b>6:35</b>	<b>6:45</b>	<b>7:02</b>	<b>7:11</b>	<b>7:31</b>
<b>7:13</b>	<b>7:30</b>	<b>7:35</b>	<b>7:38</b>	<b>7:48</b>	<b>8:03</b>	<b>8:11</b>	<b>8:31</b>
<b>8:12</b>	<b>8:28</b>	<b>8:33</b>	<b>8:39</b>	<b>8:49</b>	<b>9:04</b>	<b>9:12</b>	<b>9:32</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

\* Trip will end service at Primer and Columbia bus stop.

PROMENADE & MCKINLEY	PIERCE & LA SIERRA	GALLERIA AT TYLER	ARLINGTON & STREETER	JURUPA & MAGNOLIA	OLIVEWOOD & RCC	UNIVERSITY & MARKET	LA CADENA & INTERCHANGE
1	2	3	4	5	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
8:22	8:36	8:43	8:57	9:07	9:11	9:21	9:40
9:21	9:35	9:42	9:56	10:06	10:10	10:20	10:39
10:20	10:35	10:43	10:57	11:10	11:14	11:24	11:45
11:20	11:35	11:43	11:57	<b>12:10</b>	<b>12:14</b>	<b>12:24</b>	<b>12:45</b>
<b>12:22</b>	<b>12:37</b>	<b>12:46</b>	<b>1:02</b>	<b>1:13</b>	<b>1:17</b>	<b>1:27</b>	<b>1:48</b>
<b>1:28</b>	<b>1:43</b>	<b>1:52</b>	<b>2:08</b>	<b>2:19</b>	<b>2:23</b>	<b>2:33</b>	<b>2:54</b>
<b>2:28</b>	<b>2:43</b>	<b>2:52</b>	<b>3:08</b>	<b>3:19</b>	<b>3:23</b>	<b>3:33</b>	<b>3:54</b>
<b>3:32</b>	<b>3:47</b>	<b>3:56</b>	<b>4:12</b>	<b>4:23</b>	<b>4:27</b>	<b>4:37</b>	<b>4:58</b>
<b>4:35</b>	<b>4:50</b>	<b>4:59</b>	<b>5:15</b>	<b>5:26</b>	<b>5:30</b>	<b>5:40</b>	<b>6:01</b>
<b>5:36</b>	<b>5:51</b>	<b>5:59</b>	<b>6:15</b>	<b>6:26</b>	<b>6:30</b>	<b>6:40</b>	<b>7:01</b>
<b>6:40</b>	<b>6:55</b>	<b>7:03</b>	<b>7:19</b>	<b>7:28</b>	<b>7:32</b>	<b>7:42</b>	<b>8:03*</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

LA CADENA & INTERCHANGE	ORANGE & 10TH	OLIVEWOOD & RCC	JURUPA & MAGNOLIA	ARLINGTON & STREETER	GALLERIA AT TYLER	PIERCE & LA SIERRA	PROMENADE & MCKINLEY
9	7W	6	5	4	3	2	1
7:04	7:17	7:22	7:26	7:34	7:49	7:55	8:12
The 7:04 a.m. trip will start service at the first stop on Orange St. north of Columbia Ave. at approximately 6:55 a.m.							
7:58	8:13	8:18	8:22	8:32	8:47	8:54	9:11
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	<b>12:12</b>
11:55	<b>12:14</b>	<b>12:19</b>	<b>12:23</b>	<b>12:35</b>	<b>12:53</b>	<b>1:00</b>	<b>1:18</b>
<b>12:55</b>	<b>1:14</b>	<b>1:19</b>	<b>1:23</b>	<b>1:35</b>	<b>1:53</b>	<b>2:00</b>	<b>2:18</b>
<b>1:58</b>	<b>2:15</b>	<b>2:20</b>	<b>2:27</b>	<b>2:39</b>	<b>2:57</b>	<b>3:04</b>	<b>3:22</b>
<b>3:04</b>	<b>3:21</b>	<b>3:26</b>	<b>3:30</b>	<b>3:42</b>	<b>4:00</b>	<b>4:07</b>	<b>4:25</b>
<b>4:04</b>	<b>4:21</b>	<b>4:26</b>	<b>4:30</b>	<b>4:42</b>	<b>5:00</b>	<b>5:08</b>	<b>5:26</b>
<b>5:08</b>	<b>5:25</b>	<b>5:30</b>	<b>5:34</b>	<b>5:46</b>	<b>6:04</b>	<b>6:12</b>	<b>6:30</b>
<b>6:13</b>	<b>6:30</b>	<b>6:35</b>	<b>6:39</b>	<b>6:51</b>	<b>7:09</b>	<b>7:17</b>	<b>7:35</b>
<b>7:13</b>	<b>7:28</b>	<b>7:33</b>	<b>7:37</b>	<b>7:49</b>	<b>8:04</b>	<b>8:12</b>	<b>8:30</b>

**HUNTER PARK/UCR METROLINK STATION -  
DOWNTOWN RIVERSIDE - GALLERIA AT TYLER**



- 1 Time and/or Transfer Point
- T Transfer Point

Map of the route from Marlborough to Chicago & 12th. The route is shown as a thick black line with numbered stops 7, 8, 9, and 6. Stop 7 is at Marlborough, Stop 8 is at Boston, Stop 9 is at Spruce St, and Stop 6 is at Chicago Ave. Other landmarks include 3rd St, Blaine St, John North H.S., Post Office, University Ave, Library, Stratton Community Center, Riverside County Administrative Center, and College. The route ends at Chicago & 12th, 13-22-51.



**RIVERSIDE  
CITY COLLEGE**

**COUNTY  
ADMINISTRATION  
CENTER**  
10.12.13.200

RIVERSIDE

CENTRAL AV

Riverside

**ARLINGTON  
& MONROE**  
13•15

**COLORADO & VAN BUREN**  
3.21

**ARLINGTON  
& TYLER**  
13.15

**GALLERIA AT TYLER**  
1·10·12·13·14·15·21·27·200  
*Boarding diagram pg 27*

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

\* If required, bus will take passengers to the bus stop on Market St. far side University Ave.

GALLERIA AT TYLER	COLORADO & VAN BUREN	PHOENIX & ARLINGTON	RIVERSIDE CITY COLLEGE	MARKET & 11TH	CHICAGO & UNIVERSITY	CHICAGO & MARLBOROUGH	HUNTER PARK/UCR METROLINK STATION
1	2	3	4	5E	6	7	8
6:30	6:47	6:56	7:09	7:12	7:25	7:30	7:38
7:25	7:44	7:55	8:08	8:11	8:26	8:31	8:39
8:44	9:02	9:12	9:27	9:30	9:45	9:49	9:57
9:25	9:43	9:53	10:06	10:10	10:25	10:29	10:37
10:35	10:53	11:03	11:17	11:21	11:37	11:41	11:49
11:30	11:48	11:58	12:12	12:16	12:32	12:37	12:45
<b>12:30</b>	<b>12:48</b>	<b>12:58</b>	<b>1:13</b>	<b>1:17</b>	<b>1:33</b>	<b>1:38</b>	<b>1:46</b>
<b>1:30</b>	<b>1:48</b>	<b>1:58</b>	<b>2:13</b>	<b>2:17</b>	<b>2:35</b>	<b>2:40</b>	<b>2:48</b>
<b>2:31</b>	<b>2:51</b>	<b>3:02</b>	<b>3:17</b>	<b>3:21</b>	<b>3:39</b>	<b>3:44</b>	<b>3:52</b>
<b>3:40</b>	<b>4:00</b>	<b>4:11</b>	<b>4:26</b>	<b>4:30</b>	<b>4:49</b>	<b>4:54</b>	<b>5:02</b>
<b>4:57</b>	<b>5:17</b>	<b>5:27</b>	<b>5:41</b>	<b>5:45</b>	<b>6:03</b>	<b>6:08</b>	<b>6:16</b>
<b>5:42</b>	<b>6:01</b>	<b>6:10</b>	<b>6:23</b>	<b>6:27</b>	<b>6:42</b>	<b>6:46</b>	<b>6:54</b>
<b>6:35</b>	<b>6:54</b>	<b>7:03</b>	<b>7:14</b>	<b>7:16*</b>	—	—	—

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	COLORADO & VAN BUREN	GALLERIA AT TYLER
8	9	6	5W	4	3	2	1
7:10	7:15	7:21	7:34	7:38	7:53	8:01	8:26
7:55	8:00	8:07	8:20	8:24	8:35	8:44	9:06
8:58	9:03	9:10	9:24	9:28	9:42	9:51	10:13
10:08	10:13	10:20	10:35	10:39	10:53	11:02	11:24
11:00	11:07	11:14	11:29	11:33	11:47	11:56	<b>12:18</b>
<b>12:04</b>	<b>12:09</b>	<b>12:16</b>	<b>12:31</b>	<b>12:35</b>	<b>12:49</b>	<b>12:58</b>	<b>1:23</b>
<b>1:00</b>	<b>1:08</b>	<b>1:15</b>	<b>1:30</b>	<b>1:34</b>	<b>1:48</b>	<b>1:57</b>	<b>2:22</b>
<b>2:12</b>	<b>2:17</b>	<b>2:24</b>	<b>2:39</b>	<b>2:43</b>	<b>2:58</b>	<b>3:07</b>	<b>3:32</b>
<b>3:00</b>	<b>3:05</b>	<b>3:13</b>	<b>3:28</b>	<b>3:32</b>	<b>3:47</b>	<b>3:57</b>	<b>4:22</b>
<b>4:05</b>	<b>4:10</b>	<b>4:18</b>	<b>4:33</b>	<b>4:37</b>	<b>4:51</b>	<b>5:01</b>	<b>5:26</b>
<b>5:20</b>	<b>5:25</b>	<b>5:33</b>	<b>5:47</b>	<b>5:51</b>	<b>6:04</b>	<b>6:13</b>	<b>6:38</b>
<b>6:27</b>	<b>6:32</b>	<b>6:39</b>	<b>6:53</b>	<b>6:56</b>	<b>7:09</b>	<b>7:18</b>	<b>7:43</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

\* If required, bus will take passengers to the bus stop on Market St. far side University Ave.

GALLERIA AT TYLER	COLORADO & VAN BUREN	PHOENIX & ARLINGTON	RIVERSIDE CITY COLLEGE	MARKET & 11TH	CHICAGO & UNIVERSITY	CHICAGO & MARLBOROUGH	HUNTER PARK/ UCR METROLINK STATION
1	2	3	4	5E	6	7	8
6:28	6:47	6:55	7:06	7:08	7:21	7:25	7:33
7:37	7:56	8:05	8:16	8:18	8:31	8:35	8:43
8:40	8:59	9:09	9:22	9:26	9:41	9:45	9:52
9:35	9:56	10:06	10:19	10:23	10:39	10:43	10:50
10:40	11:01	11:11	11:25	11:29	11:45	11:49	11:56
11:41	<b>12:02</b>	<b>12:12</b>	<b>12:26</b>	<b>12:30</b>	<b>12:46</b>	<b>12:50</b>	<b>12:57</b>
<b>12:50</b>	1:11	1:21	1:35	1:39	1:55	1:59	2:06
1:50	2:11	2:21	2:35	2:39	2:55	2:59	3:06
3:02	3:23	3:33	3:47	3:51	4:07	4:11	4:18
3:53	4:14	4:24	4:37	4:41	4:57	5:01	5:08
5:08	5:29	5:37	5:49	5:53	6:08	6:12	6:19
6:00	6:21	6:29	6:40	6:42*	—	—	—

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	COLORADO & VAN BUREN	GALLERIA AT TYLER
8	9	6	5W	4	3	2	1
7:10	7:14	7:20	7:31	7:34	7:44	7:52	8:12
7:58	8:04	8:11	8:23	8:26	8:36	8:45	9:06
9:02	9:08	9:15	9:30	9:33	9:47	9:56	10:18
10:02	10:08	10:15	10:30	10:34	10:48	10:57	11:21
11:03	11:09	11:16	11:31	11:35	11:49	11:58	<b>12:22</b>
<b>12:06</b>	<b>12:12</b>	<b>12:19</b>	<b>12:34</b>	<b>12:38</b>	<b>12:52</b>	<b>1:01</b>	<b>1:25</b>
1:07	1:13	1:20	1:35	1:38	1:52	2:01	2:25
2:16	2:22	2:29	2:44	2:47	3:01	3:11	3:35
3:20	3:25	3:32	3:47	3:50	4:03	4:13	4:37
4:32	4:37	4:44	4:59	5:02	5:15	5:24	5:47
5:22	5:27	5:34	5:48	5:51	6:04	6:13	6:36





# **EVERYONE RIDES FOR 25¢ ALL SUMMER LONG**

**USE THE GOMOBILE APP OR DROP A QUARTER IN THE  
FAREBOX — IT'S THAT EASY.**

**25¢ rides include all local bus routes,  
CommuterLink and GoMicro.**

**So get off the couch, find a quarter and go enjoy life.  
WE'LL GET YOU THERE.**

Cash, coin and GoMobile app ([RiversideTransit.com/GoMobile](https://www.RiversideTransit.com/GoMobile)) payment accepted. Visit [RiversideTransit.com](https://www.RiversideTransit.com) or call us at (951) 565-5002 for more information or to plan your trip.

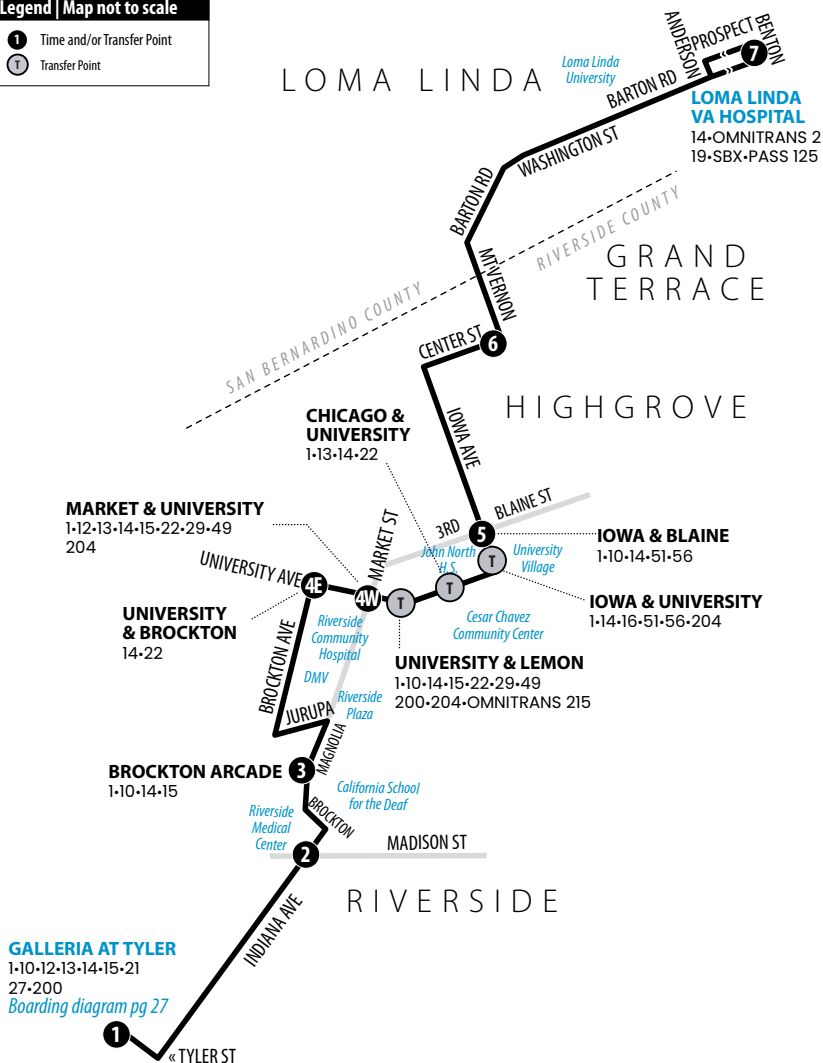
**GALLERIA AT TYLER - DOWNTOWN  
RIVERSIDE - LOMA LINDA VA HOSPITAL**

**Routing and timetables  
subject to change.**  
Rutas y horarios son  
sujetos a cambios.



- 1 Time and/or Transfer Point  
T Transfer Point

**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	5:09	5:14	5:24	5:39	5:50	6:10
5:50	6:04	6:09	6:19	6:34	6:45	7:05
6:55	7:09	7:14	7:25	7:40	7:52	8:11
7:55	8:09	8:14	8:26	8:41	8:53	9:11
8:42	8:56	9:01	9:12	9:29	9:41	10:01
9:50	10:04	10:11	10:22	10:41	10:53	11:13
10:50	11:04	11:11	11:23	11:39	11:50	12:11
11:50	12:04	12:11	12:23	12:43	12:56	1:19
12:50	1:04	1:11	1:23	1:44	1:57	2:21
1:50	2:05	2:12	2:25	2:43	2:56	3:20
2:44	2:59	3:06	3:19	3:39	3:56	4:20
3:45	4:01	4:08	4:21	4:43	4:56	5:20
4:45	5:00	5:07	5:20	5:42	5:55	6:19
5:50	6:04	6:10	6:21	6:40	6:51	7:15
6:50	7:04	7:10	7:21	7:40	7:51	8:15

## 14

## WESTBOUND TO GALLERIA AT TYLER | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

LOMA LINDA VA HOSPITAL	CENTER & MICHIGAN	IOWA & BLAINE	UNIVERSITY & MARKET	BROCKTON ARCADE	INDIANA & MADISON	GALLERIA AT TYLER
7	6	5	4W	3	2	1
5:35	5:50	6:04	6:16	6:29	6:36	6:52
6:45	7:01	7:15	7:27	7:40	7:47	8:03
7:35	7:53	8:09	8:21	8:34	8:41	8:57
8:35	8:53	9:07	9:19	9:32	9:39	9:55
9:30	9:46	10:03	10:16	10:30	10:37	10:53
10:30	10:46	11:04	11:19	11:33	11:40	11:56
11:30	11:46	12:04	12:20	12:34	12:41	12:57
12:30	12:47	1:08	1:24	1:38	1:46	2:02
1:30	1:47	2:03	2:19	2:33	2:40	2:56
2:31	2:48	3:05	3:19	3:33	3:40	3:56
3:30	3:50	4:07	4:21	4:36	4:43	4:59
4:30	4:52	5:08	5:22	5:35	5:43	5:59
5:30	5:56	6:10	6:24	6:37	6:44	7:00
6:30	6:51	7:05	7:19	7:32	7:39	7:55
7:30	7:51	8:08	8:22	8:35	8:42	8:58

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	11:14	11:24	11:42
11:26	11:42	11:47	11:58	<b>12:15</b>	<b>12:25</b>	<b>12:43</b>
<b>12:29</b>	<b>12:45</b>	<b>12:50</b>	<b>1:01</b>	<b>1:18</b>	<b>1:28</b>	<b>1:46</b>
<b>1:31</b>	<b>1:48</b>	<b>1:53</b>	<b>2:04</b>	<b>2:24</b>	<b>2:34</b>	<b>2:52</b>
<b>2:36</b>	<b>2:53</b>	<b>2:58</b>	<b>3:09</b>	<b>3:26</b>	<b>3:36</b>	<b>3:54</b>
<b>3:43</b>	<b>4:00</b>	<b>4:05</b>	<b>4:16</b>	<b>4:33</b>	<b>4:43</b>	<b>5:01</b>
<b>4:43</b>	<b>4:58</b>	<b>5:03</b>	<b>5:14</b>	<b>5:31</b>	<b>5:41</b>	<b>5:59</b>
<b>5:46</b>	<b>6:01</b>	<b>6:06</b>	<b>6:17*</b>	—	—	—

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
—	—	—	8:41	8:53	8:59	9:14
8:58	9:16	9:29	9:40	9:53	9:59	10:16
9:56	10:14	10:27	10:40	10:53	10:59	11:16
10:59	11:17	11:30	11:43	11:56	<b>12:02</b>	<b>12:19</b>
<b>12:01</b>	<b>12:19</b>	<b>12:32</b>	<b>12:45</b>	<b>12:58</b>	<b>1:04</b>	<b>1:21</b>
<b>1:06</b>	<b>1:24</b>	<b>1:37</b>	<b>1:50</b>	<b>2:03</b>	<b>2:09</b>	<b>2:26</b>
<b>2:10</b>	<b>2:28</b>	<b>2:44</b>	<b>2:57</b>	<b>3:10</b>	<b>3:16</b>	<b>3:33</b>
<b>3:13</b>	<b>3:31</b>	<b>3:44</b>	<b>3:57</b>	<b>4:10</b>	<b>4:16</b>	<b>4:33</b>
<b>4:16</b>	<b>4:34</b>	<b>4:47</b>	<b>5:00</b>	<b>5:13</b>	<b>5:19</b>	<b>5:36</b>
<b>5:11</b>	<b>5:29</b>	<b>5:42</b>	<b>5:55</b>	<b>6:08</b>	<b>6:14</b>	<b>6:31</b>



## **NEVER WALK IN FRONT OF A BUS TO CROSS THE STREET**

Stay safe by using a crosswalk whenever possible and waiting until you can clearly see traffic.

## **NUNCA CAMINE EN FRENTE DE UN AUTOBÚS PARA CRUZAR LA CALLE**

Manténgase seguro utilizando el paso de peatones siempre que sea posible y esperando hasta que pueda ver claramente el tráfico.

# 15

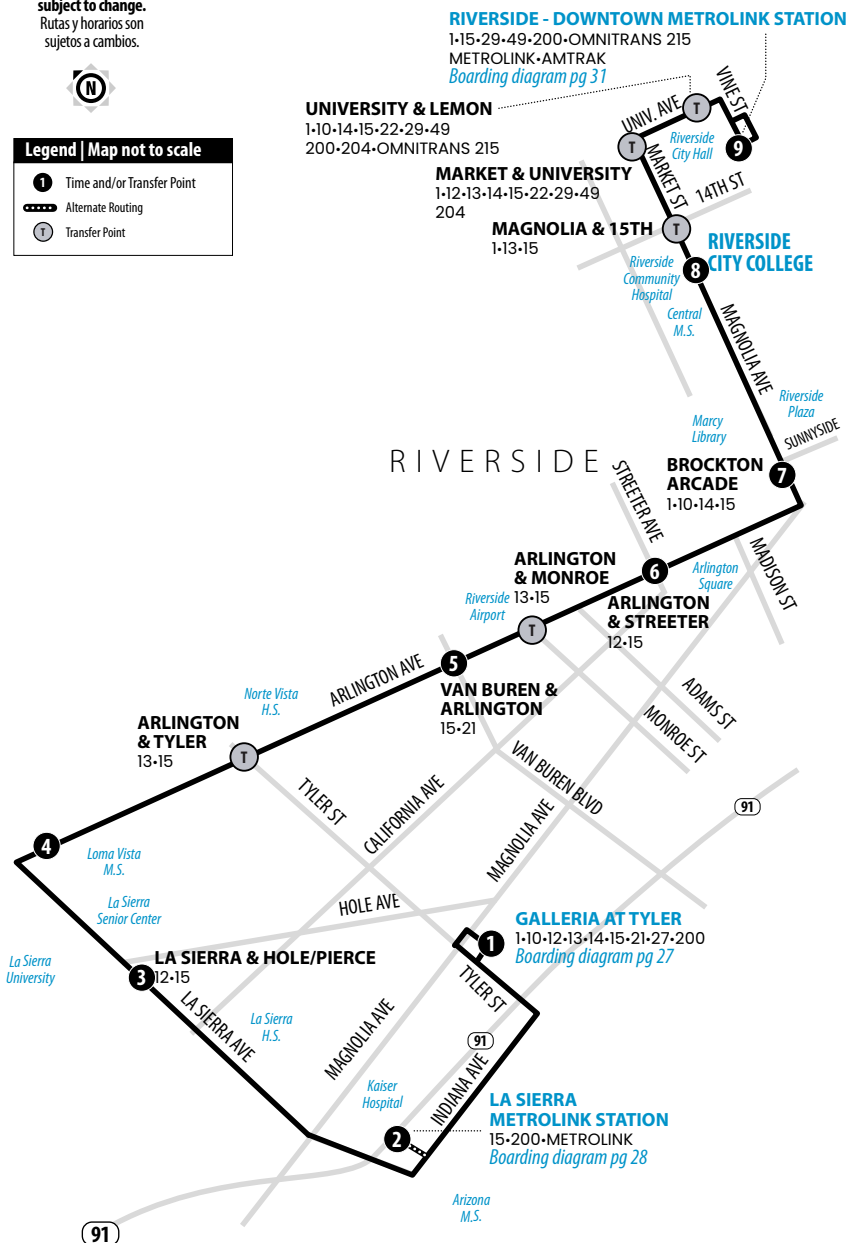
## DOWNTOWN RIVERSIDE - MERCED & MAGNOLIA

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.



### Legend | Map not to scale

- 1** Time and/or Transfer Point
- ..... Alternate Routing
- T** Transfer Point



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

GALLERIA AT TYLER	LA SIERRA METROLINK STATION	LA SIERRA & HOLE/PIERCE	ARLINGTON & LA SIERRA	VAN BUREN & ARLINGTON	ARLINGTON & STREETER	BROCKTON ARCADE	RIVERSIDE CITY COLLEGE	RIVERSIDE-DOWNTOWN METROLINK STATION
1	2	3	4	5	6	7	8	9
4:50	4:55	5:02	5:07	5:15	5:21	5:26	5:31	5:50
5:25	5:30	5:37	5:42	5:50	5:56	6:01	6:06	6:19
6:00	6:05	6:12	6:17	6:27	6:33	6:38	6:44	6:55
6:50	6:55	7:04	7:11	7:23	7:31	7:37	7:45	7:56
7:31	7:36	7:46	7:55	8:07	8:15	8:20	8:27	8:38
8:00	—	8:15	8:21	8:31	8:38	8:43	8:50	9:01
8:50	—	9:01	9:07	9:17	9:24	9:29	9:36	9:47
9:33	—	9:45	9:51	10:01	10:08	10:13	10:20	10:31
10:00	—	10:12	10:18	10:28	10:35	10:40	10:47	10:58
10:43	—	10:55	11:01	11:11	11:18	11:23	11:30	11:41
11:20	—	11:32	11:38	11:49	11:56	<b>12:02</b>	<b>12:09</b>	<b>12:21</b>
<b>12:00</b>	—	<b>12:12</b>	<b>12:18</b>	<b>12:29</b>	<b>12:37</b>	<b>12:43</b>	<b>12:50</b>	<b>1:02</b>
<b>12:40</b>	—	<b>12:53</b>	<b>12:59</b>	<b>1:10</b>	<b>1:18</b>	<b>1:24</b>	<b>1:31</b>	<b>1:43</b>
<b>1:16</b>	—	<b>1:29</b>	<b>1:35</b>	<b>1:46</b>	<b>1:54</b>	<b>2:00</b>	<b>2:07</b>	<b>2:19</b>
<b>2:00</b>	—	<b>2:14</b>	<b>2:20</b>	<b>2:32</b>	<b>2:42</b>	<b>2:48</b>	<b>2:56</b>	<b>3:08</b>
<b>2:40</b>	—	<b>2:54</b>	<b>3:01</b>	<b>3:16</b>	<b>3:25</b>	<b>3:32</b>	<b>3:40</b>	<b>3:52</b>
<b>3:30</b>	—	<b>3:47</b>	<b>3:54</b>	<b>4:07</b>	<b>4:15</b>	<b>4:21</b>	<b>4:29</b>	<b>4:41</b>
<b>4:11</b>	—	<b>4:25</b>	<b>4:31</b>	<b>4:43</b>	<b>4:51</b>	<b>4:57</b>	<b>5:05</b>	<b>5:17</b>
<b>4:51</b>	<b>4:58</b>	<b>5:09</b>	<b>5:15</b>	<b>5:27</b>	<b>5:35</b>	<b>5:41</b>	<b>5:49</b>	<b>6:01</b>
<b>5:40</b>	<b>5:47</b>	<b>5:58</b>	<b>6:04</b>	<b>6:15</b>	<b>6:22</b>	<b>6:27</b>	<b>6:33</b>	<b>6:45</b>
<b>6:25</b>	<b>6:32</b>	<b>6:42</b>	<b>6:47</b>	<b>6:57</b>	<b>7:04</b>	<b>7:09</b>	<b>7:15</b>	<b>7:27</b>
<b>7:00</b>	<b>7:06</b>	<b>7:16</b>	<b>7:21</b>	<b>7:31</b>	<b>7:37</b>	<b>7:42</b>	<b>7:48</b>	<b>8:00</b>
<b>7:35</b>	—	<b>7:47</b>	<b>7:52</b>	<b>8:01</b>	<b>8:07</b>	<b>8:12</b>	<b>8:18</b>	<b>8:30</b>
<b>8:31</b>	<b>8:37</b>	<b>8:45</b>	<b>8:50</b>	<b>8:59</b>	<b>9:05</b>	<b>9:10</b>	<b>9:16</b>	<b>9:28</b>
<b>9:05</b>	—	<b>9:15</b>	<b>9:20</b>	<b>9:29</b>	<b>9:35</b>	<b>9:40</b>	<b>9:46</b>	<b>9:58</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

RIVERSIDE-DOWNTOWN METROLINK STATION	RIVERSIDE CITY COLLEGE	BROCKTON ARCADE	ARLINGTON & STREETER	VAN BUREN & ARLINGTON	ARLINGTON & LA SIERRA	LA SIERRA & HOLE/PIERCE	LA SIERRA METROLINK STATION	GALLERIA AT TYLER
9	8	7	6	5	4	3	2	1
4:00	4:08	4:13	4:17	4:22	4:31	4:37	4:56	5:09
4:29	4:37	4:42	4:46	4:51	5:00	5:06	5:25	5:38
5:30	5:38	5:43	5:47	5:52	6:01	6:07	6:26	6:39
6:00	6:08	6:14	6:18	6:23	6:32	6:38	6:57	7:10
6:29	6:37	6:43	6:47	6:52	7:01	7:08	7:25	7:38
7:15	7:24	7:30	7:35	7:42	7:56	8:04	—	8:22
8:20	8:29	8:35	8:40	8:46	8:57	9:04	—	9:20
8:50	8:59	9:05	9:10	9:16	9:25	9:32	—	9:48
9:24	9:33	9:39	9:44	9:50	9:59	10:06	—	10:22
10:05	10:15	10:22	10:27	10:33	10:42	10:49	—	11:05
10:44	10:54	11:01	11:07	11:13	11:22	11:29	—	11:45
11:21	11:31	11:38	11:44	11:50	11:59	12:06	—	12:22
11:56	12:08	12:15	12:21	12:27	12:36	12:43	—	12:59
12:39	12:51	12:58	1:05	1:13	1:24	1:31	—	1:49
1:16	1:28	1:36	1:43	1:51	2:02	2:09	—	2:27
2:06	2:18	2:26	2:33	2:41	2:52	2:59	—	3:17
2:46	2:57	3:05	3:12	3:20	3:32	3:39	—	3:57
3:27	3:38	3:46	3:53	4:01	4:13	4:21	—	4:39
4:05	4:16	4:24	4:31	4:39	4:51	4:59	5:11	5:24
4:52	5:03	5:11	5:18	5:25	5:35	5:43	5:55	6:08
5:32	5:43	5:51	5:58	6:05	6:15	6:22	6:34	6:47
6:11	6:20	6:27	6:33	6:40	6:50	6:57	7:07	7:20
7:07	7:16	7:23	7:30	7:36	7:46	7:53	8:03	8:16
7:45	7:53	8:00	8:05	8:11	8:20	8:26	8:36	8:49
8:20	8:28	8:35	8:40	8:46	8:55	9:01	—	9:13



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

GALLERIA AT TYLER	LA SIERRA METROLINK STATION	LA SIERRA & HOLE/PIERCE	ARLINGTON & LA SIERRA	VAN BUREN & ARLINGTON	ARLINGTON & STREETER	BROCKTON ARCADE	RIVERSIDE CITY COLLEGE	RIVERSIDE- DOWNTOWN METROLINK STATION
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	<b>12:02</b>	<b>12:07</b>	<b>12:13</b>	<b>12:23</b>
<b>12:12</b>	—	<b>12:28</b>	<b>12:34</b>	<b>12:44</b>	<b>12:51</b>	<b>12:56</b>	<b>1:02</b>	<b>1:12</b>
<b>12:55</b>	—	<b>1:11</b>	<b>1:17</b>	<b>1:28</b>	<b>1:35</b>	<b>1:40</b>	<b>1:46</b>	<b>1:56</b>
<b>1:49</b>	—	<b>2:05</b>	<b>2:11</b>	<b>2:22</b>	<b>2:29</b>	<b>2:34</b>	<b>2:40</b>	<b>2:50</b>
<b>2:38</b>	—	<b>2:54</b>	<b>3:00</b>	<b>3:11</b>	<b>3:18</b>	<b>3:23</b>	<b>3:29</b>	<b>3:39</b>
<b>3:22</b>	—	<b>3:38</b>	<b>3:44</b>	<b>3:54</b>	<b>4:01</b>	<b>4:06</b>	<b>4:12</b>	<b>4:22</b>
<b>4:17</b>	—	<b>4:33</b>	<b>4:39</b>	<b>4:49</b>	<b>4:56</b>	<b>5:01</b>	<b>5:07</b>	<b>5:17</b>
<b>5:10</b>	<b>5:19</b>	<b>5:29</b>	<b>5:35</b>	<b>5:45</b>	<b>5:52</b>	<b>5:57</b>	<b>6:03</b>	<b>6:13</b>
<b>5:52</b>	—	<b>6:08</b>	<b>6:14</b>	<b>6:23</b>	<b>6:30</b>	<b>6:35</b>	<b>6:41</b>	<b>6:51</b>
<b>6:52</b>	<b>7:01</b>	<b>7:11</b>	<b>7:17</b>	<b>7:26</b>	<b>7:33</b>	<b>7:38</b>	<b>7:44</b>	<b>7:54</b>
<b>7:40</b>	—	<b>7:56</b>	<b>8:02</b>	<b>8:11</b>	<b>8:18</b>	<b>8:23</b>	<b>8:29</b>	<b>8:39</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

RIVERSIDE - DOWNTOWN METROLINK STATION	RIVERSIDE CITY COLLEGE	BROCKTON ARCADE	ARLINGTON & STREETER	VAN BUREN & ARLINGTON	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	—	<b>12:02</b>
11:39	11:50	11:57	<b>12:02</b>	<b>12:11</b>	<b>12:19</b>	<b>12:27</b>	—	<b>12:45</b>
<b>12:33</b>	<b>12:44</b>	<b>12:51</b>	<b>12:56</b>	<b>1:05</b>	<b>1:13</b>	<b>1:21</b>	—	<b>1:39</b>
<b>1:22</b>	<b>1:33</b>	<b>1:40</b>	<b>1:45</b>	<b>1:54</b>	<b>2:02</b>	<b>2:10</b>	—	<b>2:28</b>
<b>2:06</b>	<b>2:17</b>	<b>2:24</b>	<b>2:29</b>	<b>2:38</b>	<b>2:46</b>	<b>2:54</b>	—	<b>3:12</b>
<b>3:00</b>	<b>3:12</b>	<b>3:19</b>	<b>3:24</b>	<b>3:33</b>	<b>3:41</b>	<b>3:49</b>	—	<b>4:07</b>
<b>3:51</b>	<b>4:03</b>	<b>4:10</b>	<b>4:15</b>	<b>4:24</b>	<b>4:32</b>	<b>4:40</b>	<b>4:50</b>	<b>5:00</b>
<b>4:32</b>	<b>4:44</b>	<b>4:51</b>	<b>4:56</b>	<b>5:05</b>	<b>5:14</b>	<b>5:22</b>	<b>5:32</b>	<b>5:42</b>
<b>5:33</b>	<b>5:45</b>	<b>5:52</b>	<b>5:57</b>	<b>6:05</b>	<b>6:14</b>	<b>6:22</b>	<b>6:32</b>	<b>6:42</b>
<b>6:23</b>	<b>6:35</b>	<b>6:42</b>	<b>6:47</b>	<b>6:55</b>	<b>7:03</b>	<b>7:10</b>	<b>7:20</b>	<b>7:30</b>
<b>7:03</b>	<b>7:14</b>	<b>7:20</b>	<b>7:24</b>	<b>7:32</b>	<b>7:40</b>	<b>7:47</b>	—	<b>8:05</b>



# YOU'LL LIKE IT!

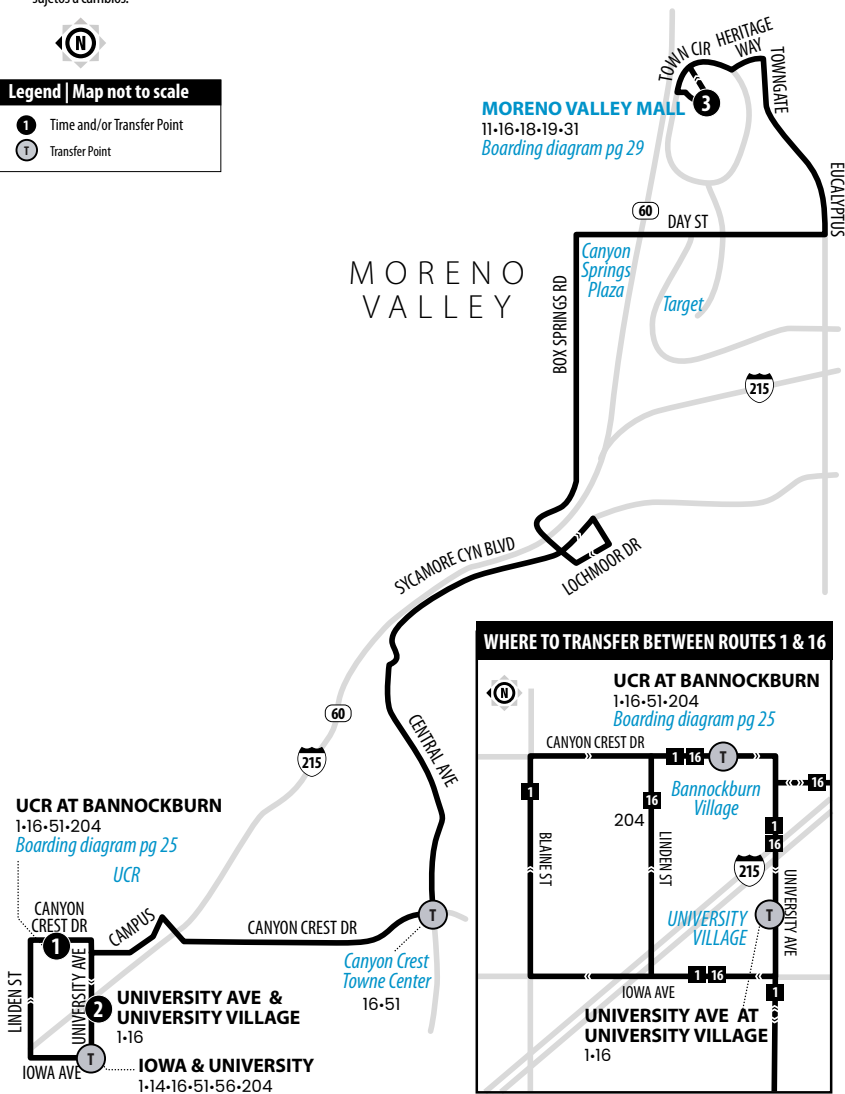
Join the Riverside Transit Agency on social media.



## MORENO VALLEY MALL TO UCR



**T** Transfer Point



RIVERSIDE

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

EASTBOUND TO MORENO VALLEY MALL	
UCR AT BANNOCKBURN	MORENO VALLEY MALL
1	3
5:40	6:06
6:12	6:39
7:12	7:42
7:51	8:21
8:31	9:01
8:55	9:25
9:10	9:40
9:25	9:55
9:40	10:10
9:55	10:25
10:08	10:40
10:22	10:54
10:36	11:08
10:51	11:23
11:06	11:39
11:22	<b>12:00</b>
11:36	<b>12:09</b>
11:51	<b>12:24</b>
<b>12:06</b>	<b>12:43</b>
<b>12:21</b>	<b>12:58</b>
<b>12:36</b>	<b>1:13</b>
<b>12:51</b>	<b>1:25</b>
<b>1:08</b>	<b>1:42</b>
<b>1:23</b>	<b>1:57</b>
<b>1:38</b>	<b>2:12</b>
<b>1:53</b>	<b>2:27</b>
<b>2:08</b>	<b>2:44</b>
<b>2:23</b>	<b>2:59</b>
<b>2:38</b>	<b>3:14</b>
<b>2:53</b>	<b>3:29</b>
<b>3:08</b>	<b>3:44</b>
<b>3:22</b>	<b>4:01</b>
<b>3:40</b>	<b>4:15</b>
<b>3:55</b>	<b>4:30</b>
<b>4:10</b>	<b>4:47</b>
<b>4:25</b>	<b>5:00</b>
<b>4:38</b>	<b>5:13</b>
<b>4:55</b>	<b>5:32</b>
<b>5:10</b>	<b>5:47</b>
<b>5:25</b>	<b>6:02</b>
<b>5:40</b>	<b>6:15</b>
<b>5:55</b>	<b>6:30</b>
<b>6:10</b>	<b>6:44</b>
<b>6:25</b>	<b>6:59</b>
<b>6:40</b>	<b>7:12</b>
<b>6:55</b>	<b>7:27</b>
<b>7:10</b>	<b>7:42</b>
<b>7:25</b>	<b>7:57</b>
<b>7:40</b>	<b>8:12</b>
<b>7:55</b>	<b>8:27</b>
<b>8:18</b>	<b>8:50</b>
<b>8:55</b>	<b>9:27</b>
<b>9:31</b>	<b>10:00</b>
<b>10:12</b>	<b>10:41</b>

WESTBOUND TO UCR		
MORENO VALLEY MALL	UNIVERSITY AVE & UNIVERSITY VILLAGE	UCR AT BANNOCKBURN
3	2	1
4:55	5:16	5:24
5:27	5:54	6:02
6:25	6:52	7:01
6:58	7:32	7:41
7:35	8:12	8:21
8:00	8:33	8:42
8:16	8:49	8:58
8:31	9:00	9:09
8:46	9:15	9:24
9:01	9:35	9:44
9:16	9:46	9:55
9:31	10:01	10:10
9:46	10:16	10:25
10:01	10:31	10:40
10:16	10:46	10:56
10:31	11:02	11:12
10:46	11:16	11:26
11:01	11:31	11:41
11:16	11:46	11:56
11:31	<b>12:01</b>	<b>12:11</b>
11:46	<b>12:16</b>	<b>12:26</b>
<b>12:02</b>	<b>12:31</b>	<b>12:41</b>
<b>12:17</b>	<b>12:46</b>	<b>12:56</b>
<b>12:32</b>	<b>1:01</b>	<b>1:11</b>
<b>12:47</b>	<b>1:16</b>	<b>1:26</b>
<b>1:02</b>	<b>1:31</b>	<b>1:41</b>
<b>1:17</b>	<b>1:46</b>	<b>1:56</b>
<b>1:32</b>	<b>2:02</b>	<b>2:12</b>
<b>1:47</b>	<b>2:17</b>	<b>2:27</b>
<b>2:02</b>	<b>2:32</b>	<b>2:42</b>
<b>2:17</b>	<b>2:47</b>	<b>2:57</b>
<b>2:32</b>	<b>3:02</b>	<b>3:12</b>
<b>2:49</b>	<b>3:20</b>	<b>3:30</b>
<b>3:02</b>	<b>3:33</b>	<b>3:43</b>
<b>3:17</b>	<b>3:48</b>	<b>3:58</b>
<b>3:32</b>	<b>4:03</b>	<b>4:13</b>
<b>3:47</b>	<b>4:18</b>	<b>4:28</b>
<b>4:02</b>	<b>4:34</b>	<b>4:44</b>
<b>4:17</b>	<b>4:49</b>	<b>4:59</b>
<b>4:32</b>	<b>5:04</b>	<b>5:14</b>
<b>4:47</b>	<b>5:19</b>	<b>5:29</b>
<b>5:02</b>	<b>5:34</b>	<b>5:44</b>
<b>5:17</b>	<b>5:47</b>	<b>5:57</b>
<b>5:32</b>	<b>6:02</b>	<b>6:12</b>
<b>5:47</b>	<b>6:17</b>	<b>6:27</b>
<b>6:02</b>	<b>6:31</b>	<b>6:41</b>
<b>6:17</b>	<b>6:46</b>	<b>6:56</b>
<b>6:32</b>	<b>7:01</b>	<b>7:11</b>
<b>6:47</b>	<b>7:13</b>	<b>7:23</b>
<b>7:02</b>	<b>7:28</b>	<b>7:38</b>
<b>7:17</b>	<b>7:43</b>	<b>7:53</b>
<b>7:32</b>	<b>7:58</b>	<b>8:08</b>
<b>7:47</b>	<b>8:13</b>	<b>8:23</b>
<b>8:09</b>	<b>8:35</b>	<b>8:45</b>
<b>8:45</b>	<b>9:11</b>	<b>9:21</b>
<b>9:29</b>	<b>9:52</b>	<b>10:02</b>
<b>10:15</b>	<b>10:37</b>	<b>10:47</b>

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
8:58	9:27
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	<b>12:13</b>
11:56	<b>12:28</b>
<b>12:09</b>	<b>12:41</b>
<b>12:25</b>	<b>12:57</b>
<b>12:41</b>	<b>1:13</b>
<b>12:56</b>	<b>1:28</b>
<b>1:11</b>	<b>1:43</b>
<b>1:26</b>	<b>1:58</b>
<b>1:41</b>	<b>2:13</b>
<b>1:56</b>	<b>2:28</b>
<b>2:11</b>	<b>2:43</b>
<b>2:26</b>	<b>2:58</b>
<b>2:42</b>	<b>3:14</b>
<b>2:57</b>	<b>3:29</b>
<b>3:12</b>	<b>3:44</b>
<b>3:27</b>	<b>3:59</b>
<b>3:44</b>	<b>4:16</b>
<b>4:01</b>	<b>4:33</b>
<b>4:16</b>	<b>4:48</b>
<b>4:31</b>	<b>5:03</b>
<b>4:46</b>	<b>5:18</b>
<b>5:01</b>	<b>5:33</b>
<b>5:18</b>	<b>5:50</b>
<b>5:31</b>	<b>6:03</b>
<b>6:03</b>	<b>6:35</b>
<b>6:25</b>	<b>6:57</b>
<b>7:34</b>	<b>8:06</b>
<b>8:37</b>	<b>9:07</b>
<b>10:13</b>	<b>10:39</b>

WESTBOUND TO UCR		
MORENO VALLEY MALL	UNIVERSITY AVE & UNIVERSITY VILLAGE	UCR AT BANNOCKBURN
3	2	1
7:11	7:36	7:44
7:55	8:20	8:28
8:38	9:06	9:14
9:07	9:35	9:43
9:36	10:04	10:12
10:04	10:32	10:40
10:19	10:47	10:55
10:34	11:02	11:10
10:49	11:17	11:25
11:04	11:32	11:40
11:19	11:47	11:55
11:34	<b>12:02</b>	<b>12:10</b>
11:48	<b>12:17</b>	<b>12:25</b>
<b>12:02</b>	<b>12:32</b>	<b>12:40</b>
<b>12:17</b>	<b>12:47</b>	<b>12:55</b>
<b>12:32</b>	<b>1:02</b>	<b>1:10</b>
<b>12:47</b>	<b>1:17</b>	<b>1:25</b>
<b>1:02</b>	<b>1:32</b>	<b>1:40</b>
<b>1:17</b>	<b>1:47</b>	<b>1:55</b>
<b>1:34</b>	<b>2:04</b>	<b>2:12</b>
<b>1:47</b>	<b>2:17</b>	<b>2:25</b>
<b>2:02</b>	<b>2:32</b>	<b>2:40</b>
<b>2:17</b>	<b>2:47</b>	<b>2:55</b>
<b>2:32</b>	<b>3:02</b>	<b>3:10</b>
<b>2:50</b>	<b>3:20</b>	<b>3:28</b>
<b>3:05</b>	<b>3:35</b>	<b>3:43</b>
<b>3:20</b>	<b>3:50</b>	<b>3:58</b>
<b>3:35</b>	<b>4:05</b>	<b>4:13</b>
<b>3:52</b>	<b>4:22</b>	<b>4:30</b>
<b>4:07</b>	<b>4:37</b>	<b>4:45</b>
<b>4:22</b>	<b>4:52</b>	<b>5:00</b>
<b>4:47</b>	<b>5:17</b>	<b>5:25</b>
<b>5:07</b>	<b>5:37</b>	<b>5:45</b>
<b>5:22</b>	<b>5:52</b>	<b>6:00</b>
<b>5:37</b>	<b>6:07</b>	<b>6:15</b>
<b>5:51</b>	<b>6:20</b>	<b>6:27</b>
<b>6:09</b>	<b>6:37</b>	<b>6:45</b>
<b>6:39</b>	<b>7:07</b>	<b>7:15</b>
<b>7:07</b>	<b>7:35</b>	<b>7:43</b>
<b>7:39</b>	<b>8:07</b>	<b>8:15</b>
<b>8:25</b>	<b>8:53</b>	<b>9:01</b>
<b>9:19</b>	<b>9:47</b>	<b>9:55</b>

# gomobile

RIVERSIDE TRANSIT AGENCY



- buy passes
- pay your fare
- plan your trip
- get arrival times
- get service alerts

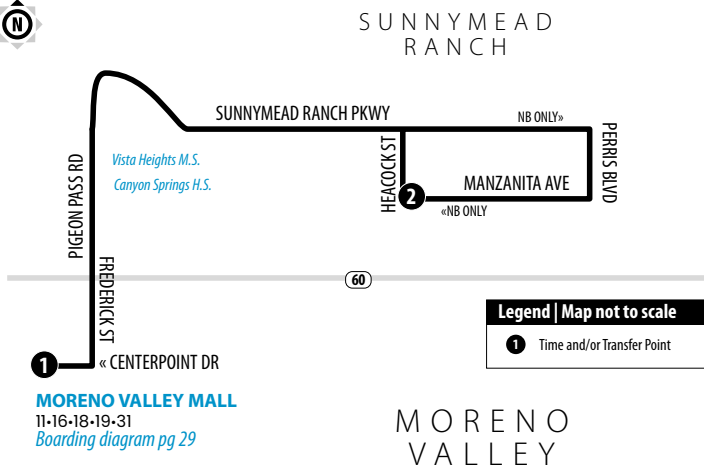
## all on your phone!

Details at [RiversideTransit.com/GoMobile](https://RiversideTransit.com/GoMobile)

# 18

## SUNNYMEAD RANCH - MORENO VALLEY MALL

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.





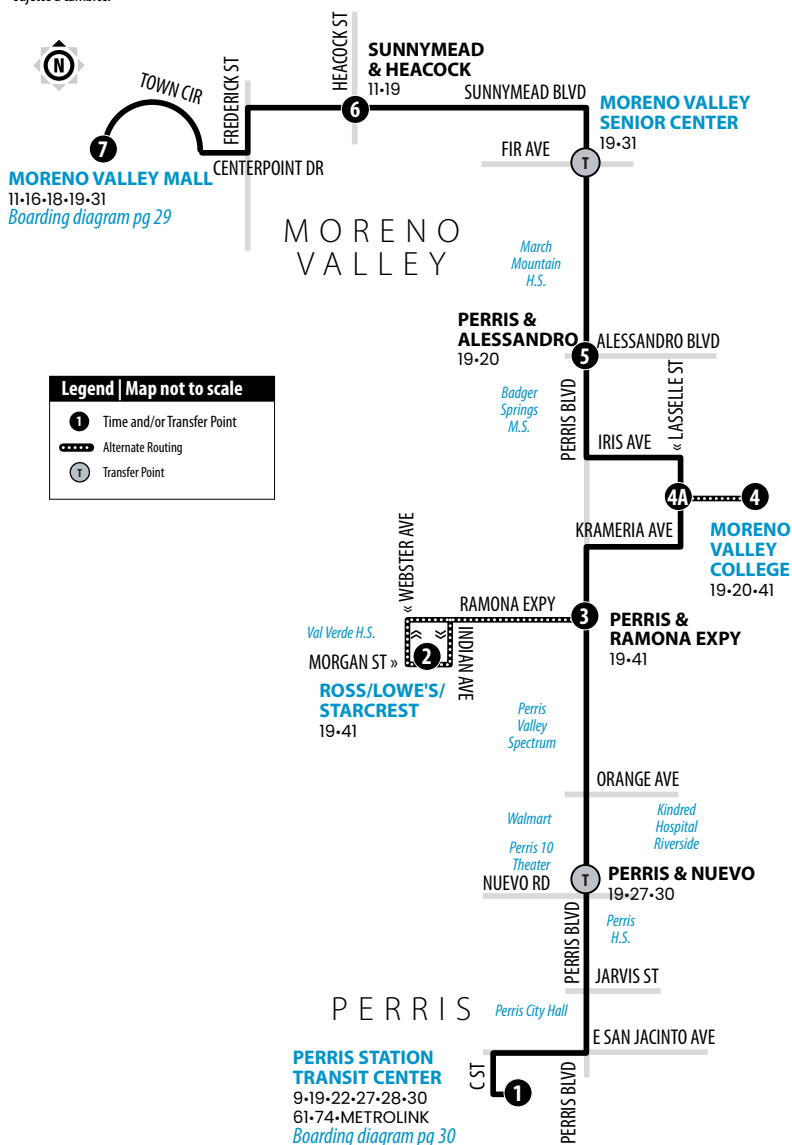
A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	HEACOCK & MANZANITA	MORENO VALLEY MALL
1	2	1
6:19	6:41	7:03
7:08	7:30	7:52
7:57	8:19	8:41
8:46	9:08	9:30
9:35	9:57	10:20
10:25	10:47	11:10
11:15	11:37	12:00
12:05	12:27	12:50
12:55	1:17	1:40
1:45	2:07	2:30
2:45	3:07	3:30
3:35	3:57	4:20
4:25	4:47	5:10
5:15	5:37	5:59
6:05	6:27	6:49
6:55	7:17	7:39
7:45	8:07	8:29
8:35	8:57	9:19

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	HEACOCK & MANZANITA	MORENO VALLEY MALL
1	2	1
6:40	7:02	7:19
7:30	7:52	8:09
8:20	8:42	8:59
9:10	9:32	9:50
10:00	10:22	10:40
10:50	11:12	11:30
11:40	12:02	12:20
12:30	12:52	1:10
1:20	1:42	2:00
2:10	2:32	2:50
3:00	3:22	3:40
3:50	4:12	4:30
4:40	5:02	5:19
5:30	5:52	6:09
6:20	6:42	6:59
7:10	7:32	7:49
8:00	8:22	8:39

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	ROSS/LOWE'S/ STARCREST	PERRIS & RAMONA EXPWY	MORENO VALLEY COLLEGE	PERRIS & ALESSANDRO	SUNNYMEAD & HEACOCK	MORENO VALLEY MALL
1	2	3	4	5	6	7
5:06	5:23	5:29	5:43	5:55	6:05	6:14
5:38	5:56	6:02	6:14	6:27	6:37	6:46
6:38	6:57	7:04	7:17	7:34	7:47	7:56
6:58	7:17	7:24	7:37	7:53	8:06	8:15
7:16	7:35	7:42	7:58	8:14	8:27	8:36
7:28	7:48	7:55	8:10	8:24	8:36	8:45
7:43	8:04	8:09	8:21	8:35	8:46	8:55
8:13	—	8:30	8:42	8:56	9:07	9:16
8:25	—	8:42	8:53	9:07	9:19	9:28
8:40	—	8:55	9:06	9:20	9:32	9:41
8:56	—	9:12	9:23	9:37	9:49	9:58
9:10	—	9:26	9:37	9:51	10:03	10:14
9:25	—	9:41	9:52	10:06	10:18	10:29
9:40	—	9:56	10:08	10:22	10:34	10:44
9:58	—	10:14	10:26	10:41	10:53	11:03
10:10	—	10:26	10:41	10:56	11:08	11:18
10:25	—	10:41	10:53	11:07	11:19	11:30
10:40	—	10:56	11:08	11:22	11:34	11:44
10:55	—	11:11	11:23	11:37	11:49	11:59
11:10	—	11:26	11:38	11:52	12:04	12:14
11:25	—	11:41	11:54	12:08	12:20	12:30
11:40	—	11:59	12:11	12:26	12:38	12:48
11:55	—	12:11	12:23	12:38	12:51	1:01
12:10	—	12:29	12:41	12:56	1:09	1:20
12:25	—	12:41	12:53	1:08	1:21	1:31
12:40	—	12:56	1:08	1:23	1:36	1:46
12:55	—	1:11	1:24	1:39	1:52	2:02
1:10	—	1:29	1:41	1:56	2:09	2:20
1:24	—	1:42	1:58	2:14	2:29	2:39
1:40	—	2:00	2:13	2:28	2:41	2:51
1:55	—	2:12	2:28	2:44	2:57	3:07
2:16	2:37	2:44	3:00	3:16	3:30	3:40
2:32	2:53	3:00	3:12	3:28	3:41	3:51
2:47	3:08	3:15	3:27	3:43	3:56	4:06
3:02	3:24	3:31	3:45	4:02	4:15	4:25
3:18	3:40	3:47	4:01	4:18	4:31	4:41
3:36	3:58	4:04	4:17	4:34	4:46	4:56
3:52	4:14	4:20	4:33	4:50	5:02	5:12
4:10	4:31	4:38	4:51	5:06	5:18	5:28
4:27	4:49	4:56	5:08	5:23	5:35	5:45
4:43	5:04	5:11	5:23	5:38	5:50	6:00
4:58	5:19	5:26	5:38	5:53	6:05	6:15
5:14	5:35	5:42	5:54	6:08	6:20	6:30
5:34	5:56	6:03	6:15	6:30	6:41	6:52
5:51	6:13	6:20	6:32	6:46	6:57	7:07
6:08	6:30	6:37	6:49	7:03	7:14	7:24
7:05	—	7:22	7:34	7:48	7:59	8:07
8:01	—	8:16	8:28	8:42	8:52	9:00
8:55	—	9:10	9:23	9:35	9:45	9:53
9:42	—	9:57	10:07	10:19	10:28	10:36

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	SUNNYMEAD & HEACOCK	PERRIS & ALESSANDRO	MORENO VALLEY COLLEGE	ROSS/LOWE'S/STARCREST	PERRIS & RAMONA EXPWY	PERRIS STATION TRANSIT CENTER
7	6	5	4	2	3	1
4:15	4:24	4:32	4:42	4:57	5:02	5:20
5:20	5:26	5:34	5:45	6:00	6:05	6:23
5:58	6:10	6:19	6:30	6:45	6:50	7:06
6:25	6:31	6:40	6:53	7:08	7:13	7:29
6:49	6:55	7:07	7:23	7:42	7:47	8:03
7:15	7:21	7:33	7:47	8:02	8:07	8:23
7:58	8:05	8:16	8:28	—	8:39	8:55
8:13	8:20	8:31	8:43	—	8:54	9:10
8:31	8:38	8:49	9:01	—	9:13	9:29
8:49	8:56	9:07	9:20	—	9:32	9:48
9:01	9:08	9:19	9:32	—	9:44	10:00
9:14	9:21	9:32	9:45	—	9:57	10:13
9:35	9:43	9:54	10:07	—	10:19	10:35
9:50	9:58	10:09	10:22	—	10:34	10:50
10:05	10:13	10:24	10:39	—	10:52	11:08
10:20	10:27	10:38	10:51	—	11:03	11:19
10:35	10:42	10:53	11:04	—	11:16	11:32
10:50	10:57	11:08	11:22	—	11:35	11:51
11:05	11:13	11:25	11:41	—	11:54	<b>12:10</b>
11:20	11:28	11:40	11:54	—	<b>12:07</b>	<b>12:23</b>
11:35	11:43	11:55	<b>12:09</b>	—	<b>12:22</b>	<b>12:38</b>
11:50	<b>12:02</b>	<b>12:14</b>	<b>12:30</b>	—	<b>12:44</b>	<b>1:00</b>
<b>12:10</b>	<b>12:18</b>	<b>12:30</b>	<b>12:45</b>	—	<b>12:58</b>	<b>1:14</b>
<b>12:20</b>	<b>12:28</b>	<b>12:40</b>	<b>12:55</b>	—	<b>1:12</b>	<b>1:30</b>
<b>12:35</b>	<b>12:45</b>	<b>12:57</b>	<b>1:11</b>	—	<b>1:27</b>	<b>1:45</b>
<b>12:53</b>	<b>1:01</b>	<b>1:13</b>	<b>1:27</b>	—	<b>1:43</b>	<b>2:01</b>
<b>1:08</b>	<b>1:20</b>	<b>1:32</b>	<b>1:46</b>	—	<b>2:00</b>	<b>2:18</b>
<b>1:23</b>	<b>1:31</b>	<b>1:43</b>	<b>1:58</b>	—	<b>2:13</b>	<b>2:31</b>
<b>1:37</b>	<b>1:45</b>	<b>1:57</b>	<b>2:12</b>	—	<b>2:26</b>	<b>2:44</b>
<b>1:52</b>	<b>2:00</b>	<b>2:12</b>	<b>2:27</b>	—	<b>2:41</b>	<b>2:59</b>
<b>2:07</b>	<b>2:18</b>	<b>2:30</b>	<b>2:45</b>	<b>3:03</b>	<b>3:08</b>	<b>3:26</b>
<b>2:22</b>	<b>2:30</b>	<b>2:43</b>	<b>2:58</b>	<b>3:16</b>	<b>3:21</b>	<b>3:39</b>
<b>2:37</b>	<b>2:45</b>	<b>2:58</b>	<b>3:17</b>	<b>3:35</b>	<b>3:40</b>	<b>4:00</b>
<b>2:54</b>	<b>3:03</b>	<b>3:17</b>	<b>3:36</b>	<b>3:54</b>	<b>3:59</b>	<b>4:17</b>
<b>3:09</b>	<b>3:18</b>	<b>3:32</b>	<b>3:48</b>	<b>4:06</b>	<b>4:11</b>	<b>4:29</b>
<b>3:24</b>	<b>3:33</b>	<b>3:46</b>	<b>4:01</b>	<b>4:19</b>	<b>4:24</b>	<b>4:42</b>
<b>3:39</b>	<b>3:48</b>	<b>4:01</b>	<b>4:16</b>	<b>4:34</b>	<b>4:39</b>	<b>4:57</b>
<b>3:52</b>	<b>4:01</b>	<b>4:14</b>	<b>4:29</b>	<b>4:45</b>	<b>4:50</b>	<b>5:08</b>
<b>4:11</b>	<b>4:20</b>	<b>4:33</b>	<b>4:48</b>	<b>5:04</b>	<b>5:09</b>	<b>5:27</b>
<b>4:26</b>	<b>4:35</b>	<b>4:48</b>	<b>5:03</b>	<b>5:19</b>	<b>5:24</b>	<b>5:42</b>
<b>4:43</b>	<b>4:52</b>	<b>5:05</b>	<b>5:19</b>	<b>5:35</b>	<b>5:40</b>	<b>6:02</b>
<b>5:00</b>	<b>5:09</b>	<b>5:22</b>	<b>5:36</b>	<b>5:52</b>	<b>5:57</b>	<b>6:15</b>
<b>5:18</b>	<b>5:27</b>	<b>5:40</b>	<b>5:54</b>	<b>6:10</b>	<b>6:15</b>	<b>6:40</b>
<b>5:45</b>	<b>5:54</b>	<b>6:06</b>	<b>6:20</b>	<b>6:35</b>	<b>6:40</b>	<b>6:56</b>
<b>6:00</b>	<b>6:08</b>	<b>6:20</b>	<b>6:34</b>	—	<b>6:46</b>	<b>7:01</b>
<b>6:44</b>	<b>6:52</b>	<b>7:04</b>	<b>7:17</b>	—	<b>7:30</b>	<b>7:45</b>
<b>7:39</b>	<b>7:47</b>	<b>7:58</b>	<b>8:11</b>	—	<b>8:24</b>	<b>8:38</b>
<b>8:29</b>	<b>8:37</b>	<b>8:48</b>	<b>9:00</b>	—	<b>9:13</b>	<b>9:27</b>
<b>9:37</b>	<b>9:43</b>	<b>9:51</b>	<b>10:00</b>	—	<b>10:11</b>	<b>10:23</b>
<b>10:52</b>	<b>10:58</b>	<b>11:06</b>	<b>11:15</b>	—	<b>11:26</b>	<b>11:38</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

\* Weekends only

PERRIS STATION TRANSIT CENTER	PERRIS & RAMONA EXPWY	MORENO VALLEY COLLEGE	PERRIS & ALESSANDRO	SUNNYMEAD & HEACOCK	MORENO VALLEY MALL
1	3	4A*	5	6	7
5:11	5:29	5:39	5:51	6:00	6:09
6:00	6:18	6:28	6:40	6:49	6:59
6:44	7:02	7:12	7:24	7:35	7:45
7:27	7:45	7:55	8:07	8:18	8:28
7:55	8:13	8:23	8:36	8:47	8:57
8:22	8:40	8:50	9:04	9:16	9:26
8:50	9:08	9:18	9:32	9:44	9:54
9:20	9:38	9:48	10:02	10:14	10:24
9:35	9:53	10:03	10:17	10:29	10:39
9:50	10:08	10:18	10:32	10:44	10:54
10:04	10:22	10:32	10:47	10:59	11:09
10:19	10:37	10:47	11:02	11:14	11:24
10:32	10:50	11:00	11:15	11:28	11:38
10:46	11:04	11:14	11:29	11:42	11:52
11:00	11:18	11:28	11:43	11:56	<b>12:07</b>
11:15	11:33	11:43	11:58	<b>12:11</b>	<b>12:22</b>
11:30	11:48	11:58	<b>12:13</b>	<b>12:26</b>	<b>12:37</b>
11:45	<b>12:03</b>	<b>12:13</b>	<b>12:28</b>	<b>12:41</b>	<b>12:52</b>
<b>12:00</b>	<b>12:18</b>	<b>12:28</b>	<b>12:43</b>	<b>12:56</b>	<b>1:07</b>
<b>12:17</b>	<b>12:35</b>	<b>12:45</b>	<b>1:00</b>	<b>1:13</b>	<b>1:24</b>
<b>12:30</b>	<b>12:48</b>	<b>12:58</b>	<b>1:13</b>	<b>1:26</b>	<b>1:37</b>
<b>12:45</b>	<b>1:03</b>	<b>1:13</b>	<b>1:28</b>	<b>1:41</b>	<b>1:52</b>
<b>1:00</b>	<b>1:18</b>	<b>1:28</b>	<b>1:43</b>	<b>1:56</b>	<b>2:07</b>
<b>1:16</b>	<b>1:34</b>	<b>1:44</b>	<b>1:59</b>	<b>2:11</b>	<b>2:22</b>
<b>1:34</b>	<b>1:52</b>	<b>2:02</b>	<b>2:17</b>	<b>2:29</b>	<b>2:40</b>
<b>1:50</b>	<b>2:08</b>	<b>2:18</b>	<b>2:32</b>	<b>2:44</b>	<b>2:55</b>
<b>2:05</b>	<b>2:23</b>	<b>2:33</b>	<b>2:47</b>	<b>2:59</b>	<b>3:10</b>
<b>2:20</b>	<b>2:38</b>	<b>2:48</b>	<b>3:02</b>	<b>3:14</b>	<b>3:25</b>
<b>2:37</b>	<b>2:55</b>	<b>3:05</b>	<b>3:19</b>	<b>3:31</b>	<b>3:42</b>
<b>2:53</b>	<b>3:11</b>	<b>3:21</b>	<b>3:35</b>	<b>3:47</b>	<b>3:57</b>
<b>3:08</b>	<b>3:26</b>	<b>3:36</b>	<b>3:50</b>	<b>4:02</b>	<b>4:12</b>
<b>3:38</b>	<b>3:56</b>	<b>4:06</b>	<b>4:20</b>	<b>4:32</b>	<b>4:42</b>
<b>3:53</b>	<b>4:11</b>	<b>4:21</b>	<b>4:35</b>	<b>4:47</b>	<b>4:57</b>
<b>4:08</b>	<b>4:26</b>	<b>4:36</b>	<b>4:50</b>	<b>5:02</b>	<b>5:12</b>
<b>4:23</b>	<b>4:41</b>	<b>4:51</b>	<b>5:05</b>	<b>5:17</b>	<b>5:27</b>
<b>4:37</b>	<b>4:55</b>	<b>5:05</b>	<b>5:19</b>	<b>5:31</b>	<b>5:41</b>
<b>4:54</b>	<b>5:12</b>	<b>5:22</b>	<b>5:36</b>	<b>5:48</b>	<b>5:58</b>
<b>5:25</b>	<b>5:42</b>	<b>5:52</b>	<b>6:06</b>	<b>6:17</b>	<b>6:27</b>
<b>6:09</b>	<b>6:26</b>	<b>6:36</b>	<b>6:50</b>	<b>7:01</b>	<b>7:11</b>
<b>6:27</b>	<b>6:44</b>	<b>6:54</b>	<b>7:08</b>	<b>7:19</b>	<b>7:29</b>
<b>7:13</b>	<b>7:30</b>	<b>7:40</b>	<b>7:54</b>	<b>8:05</b>	<b>8:15</b>
<b>8:10</b>	<b>8:27</b>	<b>8:37</b>	<b>8:50</b>	<b>9:00</b>	<b>9:09</b>
<b>9:23</b>	<b>9:40</b>	<b>9:50</b>	<b>10:03</b>	<b>10:12</b>	<b>10:21</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

\* Weekends only

MORENO VALLEY MALL	SUNNYMEAD & HEACOCK	PERRIS & ALESSANDRO	MORENO VALLEY COLLEGE	PERRIS & RAMONA EXPWY	PERRIS STATION TRANSIT CENTER
7	6	5	4A*	3	1
6:19	6:25	6:33	6:42	6:52	7:08
6:46	6:53	7:03	7:13	7:23	7:40
7:17	7:24	7:34	7:44	7:54	8:11
8:09	8:16	8:26	8:36	8:46	9:03
8:57	9:04	9:15	9:26	9:36	9:54
9:37	9:45	9:56	10:07	10:17	10:35
9:52	10:00	10:11	10:22	10:32	10:50
10:07	10:15	10:26	10:37	10:47	11:05
10:22	10:30	10:41	10:52	11:02	11:20
10:37	10:45	10:56	11:07	11:17	11:35
10:52	11:00	11:11	11:22	11:32	11:50
11:09	11:17	11:28	11:39	11:49	<b>12:07</b>
11:21	11:29	11:40	11:52	<b>12:02</b>	<b>12:20</b>
11:36	11:44	11:55	<b>12:07</b>	<b>12:17</b>	<b>12:35</b>
11:50	11:58	<b>12:09</b>	<b>12:21</b>	<b>12:32</b>	<b>12:50</b>
<b>12:06</b>	<b>12:14</b>	<b>12:25</b>	<b>12:37</b>	<b>12:48</b>	<b>1:06</b>
<b>12:23</b>	<b>12:32</b>	<b>12:43</b>	<b>12:55</b>	<b>1:06</b>	<b>1:24</b>
<b>12:38</b>	<b>12:47</b>	<b>12:58</b>	<b>1:10</b>	<b>1:21</b>	<b>1:39</b>
<b>12:53</b>	<b>1:02</b>	<b>1:14</b>	<b>1:26</b>	<b>1:37</b>	<b>1:55</b>
<b>1:07</b>	<b>1:16</b>	<b>1:29</b>	<b>1:41</b>	<b>1:52</b>	<b>2:10</b>
<b>1:23</b>	<b>1:32</b>	<b>1:45</b>	<b>1:57</b>	<b>2:08</b>	<b>2:26</b>
<b>1:38</b>	<b>1:47</b>	<b>2:00</b>	<b>2:12</b>	<b>2:23</b>	<b>2:41</b>
<b>1:53</b>	<b>2:02</b>	<b>2:15</b>	<b>2:27</b>	<b>2:38</b>	<b>2:56</b>
<b>2:08</b>	<b>2:17</b>	<b>2:30</b>	<b>2:42</b>	<b>2:53</b>	<b>3:11</b>
<b>2:23</b>	<b>2:32</b>	<b>2:45</b>	<b>2:57</b>	<b>3:08</b>	<b>3:26</b>
<b>2:38</b>	<b>2:47</b>	<b>3:00</b>	<b>3:12</b>	<b>3:23</b>	<b>3:41</b>
<b>2:53</b>	<b>3:02</b>	<b>3:15</b>	<b>3:27</b>	<b>3:38</b>	<b>3:56</b>
<b>3:08</b>	<b>3:17</b>	<b>3:30</b>	<b>3:42</b>	<b>3:53</b>	<b>4:11</b>
<b>3:24</b>	<b>3:33</b>	<b>3:46</b>	<b>3:58</b>	<b>4:09</b>	<b>4:27</b>
<b>3:39</b>	<b>3:48</b>	<b>4:01</b>	<b>4:13</b>	<b>4:24</b>	<b>4:42</b>
<b>3:54</b>	<b>4:03</b>	<b>4:16</b>	<b>4:28</b>	<b>4:40</b>	<b>4:58</b>
<b>4:09</b>	<b>4:18</b>	<b>4:31</b>	<b>4:43</b>	<b>4:55</b>	<b>5:13</b>
<b>4:26</b>	<b>4:35</b>	<b>4:48</b>	<b>5:00</b>	<b>5:12</b>	<b>5:30</b>
<b>4:43</b>	<b>4:52</b>	<b>5:05</b>	<b>5:17</b>	<b>5:29</b>	<b>5:47</b>
<b>4:58</b>	<b>5:07</b>	<b>5:20</b>	<b>5:32</b>	<b>5:44</b>	<b>6:02</b>
<b>5:13</b>	<b>5:22</b>	<b>5:34</b>	<b>5:46</b>	<b>5:58</b>	<b>6:16</b>
<b>5:28</b>	<b>5:37</b>	<b>5:49</b>	<b>6:01</b>	<b>6:13</b>	<b>6:31</b>
<b>5:43</b>	<b>5:52</b>	<b>6:04</b>	<b>6:16</b>	<b>6:28</b>	<b>6:46</b>
<b>6:00</b>	<b>6:09</b>	<b>6:21</b>	<b>6:33</b>	<b>6:45</b>	<b>7:03</b>
<b>6:13</b>	<b>6:22</b>	<b>6:34</b>	<b>6:46</b>	<b>6:58</b>	<b>7:10</b>
<b>6:45</b>	<b>6:54</b>	<b>7:06</b>	<b>7:17</b>	<b>7:28</b>	<b>7:44</b>
<b>7:26</b>	<b>7:34</b>	<b>7:45</b>	<b>7:56</b>	<b>8:07</b>	<b>8:23</b>
<b>8:16</b>	<b>8:24</b>	<b>8:35</b>	<b>8:46</b>	<b>8:57</b>	<b>9:13</b>
<b>9:19</b>	<b>9:25</b>	<b>9:33</b>	<b>9:42</b>	<b>9:52</b>	<b>10:07</b>
<b>10:41</b>	<b>10:47</b>	<b>10:55</b>	<b>11:04</b>	<b>11:14</b>	<b>11:27</b>



# **EVERYONE RIDES FOR 25¢ ALL SUMMER LONG**

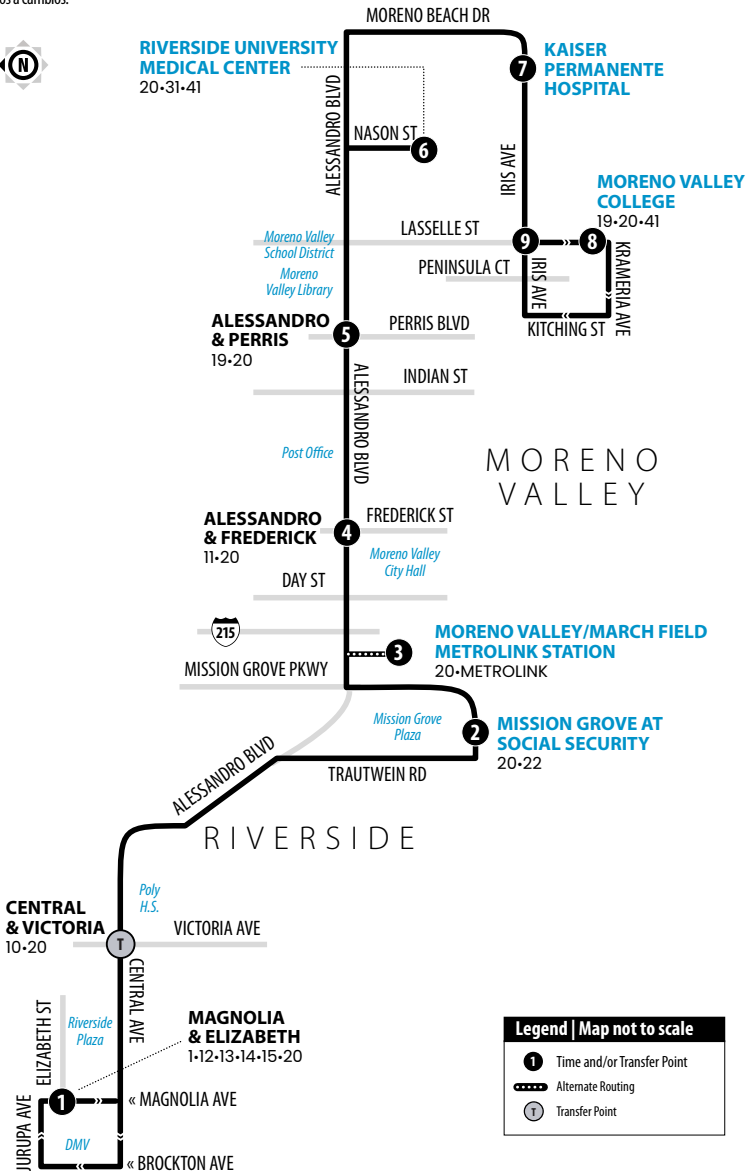
**USE THE GOMOBILE APP OR DROP A QUARTER IN THE  
FAREBOX — IT'S THAT EASY.**

**25¢ rides include all local bus routes,  
CommuterLink and GoMicro.**

**So get off the couch, find a quarter and go enjoy life.  
WE'LL GET YOU THERE.**

Cash, coin and GoMobile app ([RiversideTransit.com/GoMobile](https://www.RiversideTransit.com/GoMobile))  
payment accepted. Visit [RiversideTransit.com](https://www.RiversideTransit.com) or call us at  
(951) 565-5002 for more information or to plan your trip.

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.





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MAGNOLIA & ELIZABETH	MISSION GROVE AT SOCIAL SECURITY	MORENO VALLEY MARCH FIELD METROLINK STATION	ALESSANDRO & FREDERICK	PERRIS & ALESSANDRO	RIVERSIDE UNIVERSITY MEDICAL CENTER	IRIS AT KAISER PERMANENTE HOSPITAL	MORENO VALLEY COLLEGE	IRIS & LASSELLE
1	2	3	4	5	6	7	8	9
4:20	4:36	4:48	4:55	5:03	5:11	5:21	5:27	5:38
5:22	5:38	5:49	5:56	6:04	6:16	6:26	6:31	6:42
6:36	6:53	7:04	7:13	7:21	7:30	7:41	7:48	7:59
7:33	7:54	8:04	8:13	8:21	8:30	8:40	8:46	8:57
8:38	8:56	9:06	9:14	9:22	9:31	9:41	9:47	9:58
9:43	10:01	10:11	10:19	10:27	10:36	10:46	10:52	11:03
10:45	11:04	11:14	11:22	11:30	11:39	11:49	11:55	<b>12:06</b>
11:36	11:59	<b>12:08</b>	<b>12:17</b>	<b>12:26</b>	<b>12:35</b>	<b>12:45</b>	<b>12:51</b>	<b>1:02</b>
<b>12:44</b>	<b>1:05</b>	<b>1:14</b>	<b>1:23</b>	<b>1:32</b>	<b>1:41</b>	<b>1:51</b>	<b>1:57</b>	<b>2:08</b>
<b>1:45</b>	<b>2:07</b>	<b>2:16</b>	<b>2:26</b>	<b>2:36</b>	<b>2:46</b>	<b>2:56</b>	<b>3:02</b>	<b>3:13</b>
<b>2:48</b>	<b>3:11</b>	<b>3:20</b>	<b>3:30</b>	<b>3:40</b>	<b>3:50</b>	<b>4:00</b>	<b>4:06</b>	<b>4:17</b>
<b>3:49</b>	<b>4:16</b>	<b>4:25</b>	<b>4:35</b>	<b>4:45</b>	<b>4:55</b>	<b>5:05</b>	<b>5:11</b>	<b>5:22</b>
<b>5:00</b>	<b>5:26</b>	<b>5:36</b>	<b>5:45</b>	<b>5:54</b>	<b>6:04</b>	<b>6:13</b>	<b>6:19</b>	<b>6:29</b>
<b>5:58</b>	<b>6:22</b>	<b>6:32</b>	<b>6:40</b>	<b>6:49</b>	<b>6:58</b>	<b>7:08</b>	<b>7:13</b>	<b>7:24</b>
<b>7:03</b>	<b>7:22</b>	<b>7:31</b>	<b>7:39</b>	<b>7:47</b>	<b>7:56</b>	<b>8:05</b>	<b>8:10</b>	<b>8:21</b>
<b>8:13</b>	<b>8:30</b>	<b>8:39</b>	<b>8:47</b>	<b>8:55</b>	<b>9:04</b>	<b>9:13</b>	<b>9:18</b>	<b>9:29</b>
<b>8:57</b>	<b>9:14</b>	<b>9:23</b>	<b>9:31</b>	<b>9:39</b>	<b>9:48</b>	<b>9:57</b>	<b>10:02</b>	<b>10:13</b>
<b>9:54</b>	<b>10:10</b>	<b>10:19</b>	<b>10:27</b>	<b>10:35</b>	<b>10:44</b>	<b>10:53</b>	<b>10:58</b>	<b>11:09</b>

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	PERRIS & ALESSANDRO	ALESSANDRO & FREDERICK	MORENO VALLEY MARCH FIELD METROLINK STATION	MISSION GROVE AT SOCIAL SECURITY	MAGNOLIA & ELIZABETH
<b>9</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>
4:00	4:03	4:13	4:24	4:31	4:39	4:49	5:12
5:10	5:13	5:23	5:34	5:41	5:53	6:03	6:26
5:55	5:58	6:11	6:22	6:29	6:40	6:50	7:19
6:54	6:57	7:10	7:23	7:32	7:43	7:53	8:22
8:09	8:12	8:24	8:35	8:44	8:55	9:04	9:33
9:12	9:15	9:27	9:38	9:46	9:57	10:06	10:35
10:08	10:11	10:23	10:34	10:42	10:52	11:01	11:26
11:13	11:16	11:28	11:39	11:47	<b>12:00</b>	<b>12:09</b>	<b>12:34</b>
<b>12:16</b>	<b>12:19</b>	<b>12:31</b>	<b>12:43</b>	<b>12:51</b>	<b>1:01</b>	<b>1:10</b>	<b>1:35</b>
<b>1:12</b>	<b>1:15</b>	<b>1:27</b>	<b>1:39</b>	<b>1:47</b>	<b>1:57</b>	<b>2:06</b>	<b>2:35</b>
<b>2:18</b>	<b>2:21</b>	<b>2:33</b>	<b>2:45</b>	<b>2:53</b>	<b>3:03</b>	<b>3:14</b>	<b>3:39</b>
<b>3:23</b>	<b>3:26</b>	<b>3:39</b>	<b>3:51</b>	<b>3:59</b>	<b>4:09</b>	<b>4:20</b>	<b>4:46</b>
<b>4:27</b>	<b>4:30</b>	<b>4:43</b>	<b>4:54</b>	<b>5:02</b>	<b>5:12</b>	<b>5:22</b>	<b>5:48</b>
<b>5:32</b>	<b>5:35</b>	<b>5:48</b>	<b>5:59</b>	<b>6:07</b>	<b>6:17</b>	<b>6:27</b>	<b>6:53</b>
<b>6:44</b>	<b>6:47</b>	<b>6:58</b>	<b>7:08</b>	<b>7:16</b>	<b>7:26</b>	<b>7:35</b>	<b>8:01</b>
<b>7:34</b>	<b>7:37</b>	<b>7:47</b>	<b>7:57</b>	<b>8:05</b>	<b>8:14</b>	<b>8:24</b>	<b>8:47</b>
<b>8:31</b>	<b>8:34</b>	<b>8:44</b>	<b>8:54</b>	<b>9:02</b>	<b>9:11</b>	<b>9:21</b>	<b>9:44</b>
<b>9:39</b>	<b>9:42</b>	<b>9:52</b>	<b>10:02</b>	<b>10:10</b>	<b>10:19</b>	<b>10:29</b>	<b>10:52</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MAGNOLIA & ELIZABETH	MISSION GROVE AT SOCIAL SECURITY	MORENO VALLEY MARCH FIELD METROLINK STATION	ALESSANDRO & FREDERICK	PERRIS & ALESSANDRO	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	—	<b>12:03</b>	<b>12:13</b>	<b>12:21</b>	<b>12:31</b>	<b>12:36</b>	<b>12:45</b>
<b>12:31</b>	<b>12:50</b>	—	<b>1:03</b>	<b>1:13</b>	<b>1:21</b>	<b>1:31</b>	<b>1:36</b>	<b>1:45</b>
<b>1:34</b>	<b>1:53</b>	—	<b>2:06</b>	<b>2:16</b>	<b>2:24</b>	<b>2:34</b>	<b>2:39</b>	<b>2:48</b>
<b>2:36</b>	<b>2:55</b>	—	<b>3:08</b>	<b>3:18</b>	<b>3:26</b>	<b>3:36</b>	<b>3:41</b>	<b>3:50</b>
<b>3:36</b>	<b>3:55</b>	—	<b>4:08</b>	<b>4:18</b>	<b>4:26</b>	<b>4:36</b>	<b>4:41</b>	<b>4:50</b>
<b>4:31</b>	<b>4:50</b>	—	<b>5:03</b>	<b>5:13</b>	<b>5:21</b>	<b>5:31</b>	<b>5:36</b>	<b>5:45</b>
<b>5:22</b>	<b>5:41</b>	<b>5:51</b>	<b>5:59</b>	<b>6:09</b>	<b>6:17</b>	<b>6:27</b>	<b>6:32</b>	<b>6:41</b>
<b>6:28</b>	<b>6:47</b>	—	<b>6:59</b>	<b>7:07</b>	<b>7:15</b>	<b>7:25</b>	<b>7:30</b>	<b>7:39</b>
<b>7:26</b>	<b>7:44</b>	—	<b>7:56</b>	<b>8:04</b>	<b>8:11</b>	<b>8:21</b>	<b>8:26</b>	<b>8:35</b>

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	PERRIS & ALESSANDRO	ALESSANDRO & FREDERICK	MORENO VALLEY MARCH FIELD METROLINK STATION	MISSION GROVE AT SOCIAL SECURITY	MAGNOLIA & ELIZABETH
9	7	6	5	4	3	2	1
7:05	7:09	7:19	7:30	7:37	7:47	7:57	8:18
8:16	8:20	8:30	8:41	8:48	—	9:00	9:21
9:05	9:09	9:20	9:32	9:40	—	9:54	10:17
9:49	9:53	10:04	10:16	10:24	—	10:38	11:01
10:53	10:57	11:08	11:20	11:28	—	11:42	<b>12:05</b>
11:55	11:59	<b>12:10</b>	<b>12:22</b>	<b>12:30</b>	—	<b>12:44</b>	<b>1:07</b>
<b>12:55</b>	<b>12:59</b>	<b>1:10</b>	<b>1:22</b>	<b>1:30</b>	—	<b>1:44</b>	<b>2:07</b>
<b>1:55</b>	<b>1:59</b>	<b>2:10</b>	<b>2:22</b>	<b>2:30</b>	—	<b>2:44</b>	<b>3:07</b>
<b>2:58</b>	<b>3:02</b>	<b>3:13</b>	<b>3:25</b>	<b>3:33</b>	—	<b>3:47</b>	<b>4:10</b>
<b>4:00</b>	<b>4:04</b>	<b>4:15</b>	<b>4:27</b>	<b>4:35</b>	—	<b>4:49</b>	<b>5:12</b>
<b>5:00</b>	<b>5:04</b>	<b>5:15</b>	<b>5:27</b>	<b>5:35</b>	<b>5:45</b>	<b>5:55</b>	<b>6:18</b>
<b>6:05</b>	<b>6:09</b>	<b>6:20</b>	<b>6:32</b>	<b>6:39</b>	—	<b>6:53</b>	<b>7:16</b>
<b>7:00</b>	<b>7:04</b>	<b>7:15</b>	<b>7:27</b>	<b>7:34</b>	—	<b>7:45</b>	<b>8:06</b>

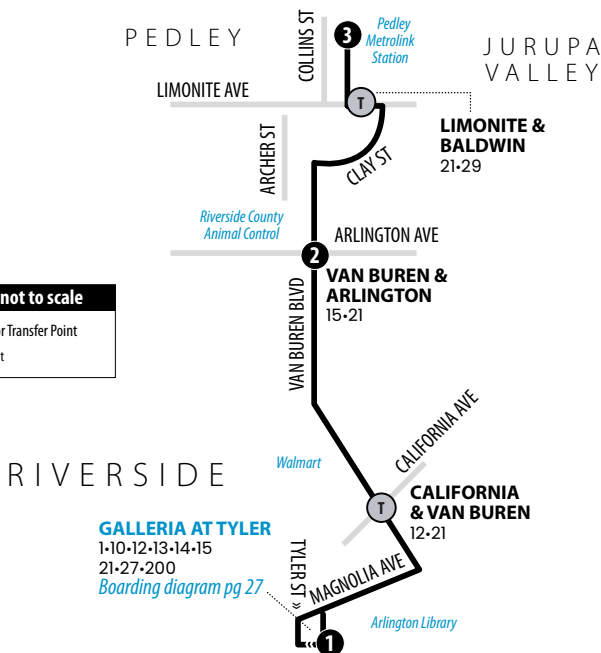
Routing and timetables  
subject to change.

Rutas y horarios son  
sujetos a cambios.



## Legend | Map not to scale

- 1** Time and/or Transfer Point
- T** Transfer Point



## 21

## WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

NORTHBOUND TO PEDLEY METROLINK STATION		
GALLERIA AT TYLER	VAN BUREN & ARLINGTON	JURUPA VALLEY/ PEDLEY METROLINK STATION
1	2	3
7:40	7:52	8:06
9:04	9:16	9:30
10:19	10:31	10:45
11:32	11:47	<b>12:01</b>
<b>12:54</b>	<b>1:13</b>	<b>1:27</b>
<b>2:17</b>	<b>2:33</b>	<b>2:47</b>
<b>3:44</b>	<b>4:00</b>	<b>4:14</b>
<b>5:11</b>	<b>5:26</b>	<b>5:40</b>
<b>6:48</b>	<b>7:01</b>	<b>7:15</b>
<b>8:05</b>	<b>8:18</b>	<b>8:32</b>

SOUTHBOUND TO GALLERIA AT TYLER		
JURUPA VALLEY/ PEDLEY METROLINK STATION	VAN BUREN & ARLINGTON	GALLERIA AT TYLER
3	2	1
8:25	8:36	8:52
9:40	9:51	10:07
10:55	11:06	11:22
<b>12:15</b>	<b>12:26</b>	<b>12:44</b>
<b>1:38</b>	<b>1:49</b>	<b>2:07</b>
<b>3:00</b>	<b>3:14</b>	<b>3:32</b>
<b>4:25</b>	<b>4:43</b>	<b>5:01</b>
<b>6:03</b>	<b>6:19</b>	<b>6:37</b>
<b>7:26</b>	<b>7:37</b>	<b>7:55</b>
<b>8:46</b>	<b>8:57</b>	<b>9:15</b>

## 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
<b>12:08</b>	<b>12:27</b>	<b>12:38</b>
<b>1:22</b>	<b>1:41</b>	<b>1:52</b>
<b>2:37</b>	<b>2:56</b>	<b>3:07</b>
<b>3:52</b>	<b>4:11</b>	<b>4:22</b>
<b>5:07</b>	<b>5:25</b>	<b>5:36</b>
<b>6:19</b>	<b>6:35</b>	<b>6:45</b>

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	<b>12:03</b>
<b>12:48</b>	<b>12:59</b>	<b>1:17</b>
<b>2:02</b>	<b>2:14</b>	<b>2:32</b>
<b>3:17</b>	<b>3:29</b>	<b>3:47</b>
<b>4:32</b>	<b>4:44</b>	<b>5:02</b>
<b>5:46</b>	<b>5:57</b>	<b>6:14</b>
<b>6:55</b>	<b>7:06</b>	<b>7:23</b>

# 22

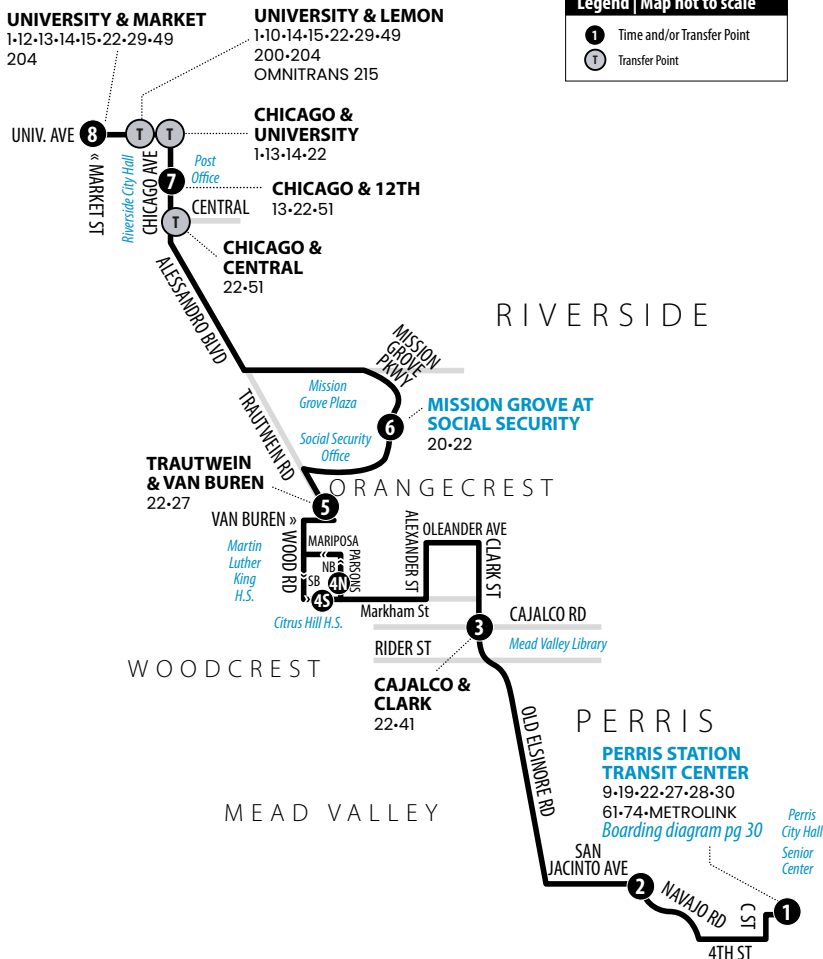
## DOWNTOWN RIVERSIDE - PERRIS STATION TRANSIT CENTER

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.



Legend | Map not to scale

- 1** Time and/or Transfer Point
- T** Transfer Point



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	SAN JACINTO & NAVAJO	CLARK & CAJALCO	PARSONS & MARKHAM	TRAUTWEIN & VAN BUREN	MISSION GROVE AT SOCIAL SECURITY	CHICAGO & 12TH	UNIVERSITY & MARKET
1	2	3	4N	5	6	7	8
5:20	5:25	5:38	5:52	6:01	6:09	6:26	6:36
6:25	6:31	6:43	6:56	7:05	7:13	7:34	7:44
7:07	7:13	7:27	7:44	7:56	8:04	8:22	8:32
8:00	8:06	8:18	8:31	8:39	8:45	9:00	9:10
8:55	9:01	9:13	9:26	9:34	9:40	9:55	10:06
9:40	9:46	9:57	10:10	10:19	10:25	10:40	10:52
10:24	10:30	10:41	10:54	11:03	11:09	11:24	11:36
11:05	11:11	11:22	11:35	11:43	11:49	<b>12:04</b>	<b>12:16</b>
<b>12:00</b>	<b>12:06</b>	<b>12:17</b>	<b>12:30</b>	<b>12:38</b>	<b>12:44</b>	<b>12:59</b>	<b>1:11</b>
<b>12:47</b>	<b>12:53</b>	<b>1:05</b>	<b>1:18</b>	<b>1:26</b>	<b>1:34</b>	<b>1:50</b>	<b>2:02</b>
<b>1:30</b>	<b>1:36</b>	<b>1:48</b>	<b>2:01</b>	<b>2:11</b>	<b>2:19</b>	<b>2:35</b>	<b>2:47</b>
<b>2:15</b>	<b>2:22</b>	<b>2:34</b>	<b>2:47</b>	<b>2:57</b>	<b>3:05</b>	<b>3:21</b>	<b>3:33</b>
<b>3:08</b>	<b>3:15</b>	<b>3:27</b>	<b>3:40</b>	<b>3:50</b>	<b>3:56</b>	<b>4:13</b>	<b>4:25</b>
<b>4:02</b>	<b>4:11</b>	<b>4:24</b>	<b>4:37</b>	<b>4:47</b>	<b>4:53</b>	<b>5:09</b>	<b>5:21</b>
<b>4:58</b>	<b>5:07</b>	<b>5:20</b>	<b>5:33</b>	<b>5:43</b>	<b>5:49</b>	<b>6:04</b>	<b>6:16</b>
<b>5:45</b>	<b>5:51</b>	<b>6:03</b>	<b>6:15</b>	<b>6:25</b>	<b>6:31</b>	<b>6:46</b>	<b>6:58</b>
<b>6:35</b>	<b>6:41</b>	<b>6:53</b>	<b>7:05</b>	<b>7:12</b>	<b>7:18</b>	<b>7:33</b>	<b>7:45</b>
<b>7:30</b>	<b>7:36</b>	<b>7:48</b>	<b>8:00</b>	<b>8:07</b>	<b>8:13</b>	<b>8:28</b>	<b>8:38</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

UNIVERSITY & MARKET	CHICAGO & 12TH	MISSION GROVE AT SOCIAL SECURITY	TRAUTWEIN & VAN BUREN	MARKHAM & PARSONS	CLARK & CAJALCO	SAN JACINTO & NAVAJO	PERRIS STATION TRANSIT CENTER
8	7	6	5	4S	3	2	1
5:42	5:51	6:05	6:12	6:24	6:36	6:47	6:57
6:30	6:39	6:55	7:02	7:14	7:26	7:37	7:47
7:15	7:26	7:42	7:49	7:59	8:11	8:22	8:32
8:15	8:26	8:42	8:49	8:57	9:09	9:20	9:30
9:00	9:11	9:25	9:32	9:40	9:52	10:03	10:13
9:40	9:51	10:05	10:12	10:20	10:32	10:43	10:53
10:35	10:46	11:00	11:07	11:15	11:28	11:39	11:49
11:22	11:33	11:47	11:54	<b>12:02</b>	<b>12:15</b>	<b>12:26</b>	<b>12:36</b>
<b>12:05</b>	<b>12:16</b>	<b>12:30</b>	<b>12:37</b>	<b>12:45</b>	<b>12:58</b>	<b>1:09</b>	<b>1:20</b>
<b>12:45</b>	<b>12:56</b>	<b>1:12</b>	<b>1:19</b>	<b>1:28</b>	<b>1:41</b>	<b>1:52</b>	<b>2:03</b>
<b>1:40</b>	<b>1:51</b>	<b>2:07</b>	<b>2:14</b>	<b>2:23</b>	<b>2:36</b>	<b>2:47</b>	<b>2:58</b>
<b>2:30</b>	<b>2:41</b>	<b>2:57</b>	<b>3:05</b>	<b>3:14</b>	<b>3:27</b>	<b>3:38</b>	<b>3:49</b>
<b>3:17</b>	<b>3:29</b>	<b>3:46</b>	<b>3:54</b>	<b>4:06</b>	<b>4:25</b>	<b>4:37</b>	<b>4:48</b>
<b>4:05</b>	<b>4:17</b>	<b>4:39</b>	<b>4:48</b>	<b>5:00</b>	<b>5:13</b>	<b>5:24</b>	<b>5:35</b>
<b>4:57</b>	<b>5:09</b>	<b>5:31</b>	<b>5:40</b>	<b>5:49</b>	<b>6:02</b>	<b>6:13</b>	<b>6:24</b>
<b>5:54</b>	<b>6:06</b>	<b>6:28</b>	<b>6:37</b>	<b>6:46</b>	<b>6:59</b>	<b>7:10</b>	<b>7:20</b>
<b>6:49</b>	<b>7:01</b>	<b>7:17</b>	<b>7:23</b>	<b>7:32</b>	<b>7:45</b>	<b>7:56</b>	<b>8:06</b>
<b>7:30</b>	<b>7:40</b>	<b>7:55</b>	<b>8:01</b>	<b>8:09</b>	<b>8:20</b>	<b>8:30</b>	<b>8:40</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	SAN JACINTO & NAVAJO	CLARK & CAJALCO	PARSONS & MARKHAM	TRAUTWEIN & VAN BUREN	MISSION GROVE AT SOCIAL SECURITY	CHICAGO & 12TH	UNIVERSITY & MARKET
1	2	3	4N	5	6	7	8
5:30	5:35	5:46	5:58	6:04	6:10	6:21	6:30
6:40	6:45	6:56	7:08	7:14	7:20	7:31	7:40
7:15	7:20	7:31	7:43	7:49	7:55	8:08	8:17
8:25	8:30	8:41	8:53	8:59	9:05	9:18	9:28
9:30	9:35	9:46	9:58	10:04	10:10	10:23	10:33
10:10	10:15	10:26	10:38	10:44	10:50	11:03	11:13
10:40	10:45	10:56	11:08	11:14	11:20	11:33	11:43
11:30	11:35	11:46	11:58	<b>12:04</b>	<b>12:10</b>	<b>12:23</b>	<b>12:33</b>
<b>12:30</b>	<b>12:35</b>	<b>12:46</b>	<b>12:58</b>	<b>1:04</b>	<b>1:10</b>	<b>1:23</b>	<b>1:33</b>
<b>1:40</b>	<b>1:46</b>	<b>1:57</b>	<b>2:09</b>	<b>2:15</b>	<b>2:21</b>	<b>2:34</b>	<b>2:44</b>
<b>2:40</b>	<b>2:46</b>	<b>2:57</b>	<b>3:09</b>	<b>3:15</b>	<b>3:21</b>	<b>3:34</b>	<b>3:44</b>
<b>4:00</b>	<b>4:06</b>	<b>4:17</b>	<b>4:29</b>	<b>4:35</b>	<b>4:41</b>	<b>4:54</b>	<b>5:04</b>
<b>5:08</b>	<b>5:14</b>	<b>5:26</b>	<b>5:38</b>	<b>5:44</b>	<b>5:50</b>	<b>6:03</b>	<b>6:12</b>
<b>6:15</b>	<b>6:21</b>	<b>6:33</b>	<b>6:44</b>	<b>6:50</b>	<b>6:56</b>	<b>7:07</b>	<b>7:16</b>
<b>7:11</b>	<b>7:17</b>	<b>7:28</b>	<b>7:39</b>	<b>7:45</b>	<b>7:51</b>	<b>8:02</b>	<b>8:11</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

UNIVERSITY & MARKET	CHICAGO & 12TH	MISSION GROVE AT SOCIAL SECURITY	TRAUTWEIN & VAN BUREN	MARKHAM & PARSONS	CLARK & CAJALCO	SAN JACINTO & NAVAJO	PERRIS STATION TRANSIT CENTER
8	7	6	5	4S	3	2	1
7:00	7:10	7:24	7:30	7:37	7:49	8:00	8:10
8:10	8:20	8:34	8:40	8:47	8:59	9:10	9:20
8:45	8:55	9:10	9:16	9:23	9:35	9:46	9:56
10:00	10:10	10:25	10:32	10:39	10:51	11:02	11:12
11:05	11:15	11:30	11:37	11:44	11:56	<b>12:07</b>	<b>12:17</b>
<b>12:15</b>	<b>12:25</b>	<b>12:40</b>	<b>12:47</b>	<b>12:54</b>	<b>1:06</b>	<b>1:17</b>	<b>1:27</b>
<b>1:05</b>	<b>1:15</b>	<b>1:30</b>	<b>1:37</b>	<b>1:44</b>	<b>1:56</b>	<b>2:07</b>	<b>2:17</b>
<b>2:05</b>	<b>2:15</b>	<b>2:31</b>	<b>2:38</b>	<b>2:45</b>	<b>2:57</b>	<b>3:08</b>	<b>3:18</b>
<b>2:30</b>	<b>2:40</b>	<b>2:56</b>	<b>3:04</b>	<b>3:11</b>	<b>3:23</b>	<b>3:33</b>	<b>3:43</b>
<b>3:15</b>	<b>3:25</b>	<b>3:41</b>	<b>3:49</b>	<b>3:56</b>	<b>4:08</b>	<b>4:18</b>	<b>4:28</b>
<b>3:40</b>	<b>3:50</b>	<b>4:06</b>	<b>4:14</b>	<b>4:21</b>	<b>4:33</b>	<b>4:43</b>	<b>4:53</b>
<b>4:15</b>	<b>4:25</b>	<b>4:41</b>	<b>4:49</b>	<b>4:56</b>	<b>5:08</b>	<b>5:18</b>	<b>5:28</b>
<b>4:50</b>	<b>5:00</b>	<b>5:16</b>	<b>5:24</b>	<b>5:31</b>	<b>5:43</b>	<b>5:53</b>	<b>6:03</b>
<b>5:40</b>	<b>5:50</b>	<b>6:05</b>	<b>6:12</b>	<b>6:19</b>	<b>6:31</b>	<b>6:41</b>	<b>6:51</b>
<b>6:40</b>	<b>6:50</b>	<b>7:05</b>	<b>7:12</b>	<b>7:19</b>	<b>7:31</b>	<b>7:41</b>	<b>7:51</b>





# **EVERYONE RIDES FOR 25¢ ALL SUMMER LONG**

**USE THE GOMOBILE APP OR DROP A QUARTER IN THE  
FAREBOX — IT'S THAT EASY.**

**25¢ rides include all local bus routes,  
CommuterLink and GoMicro.**

**So get off the couch, find a quarter and go enjoy life.  
WE'LL GET YOU THERE.**

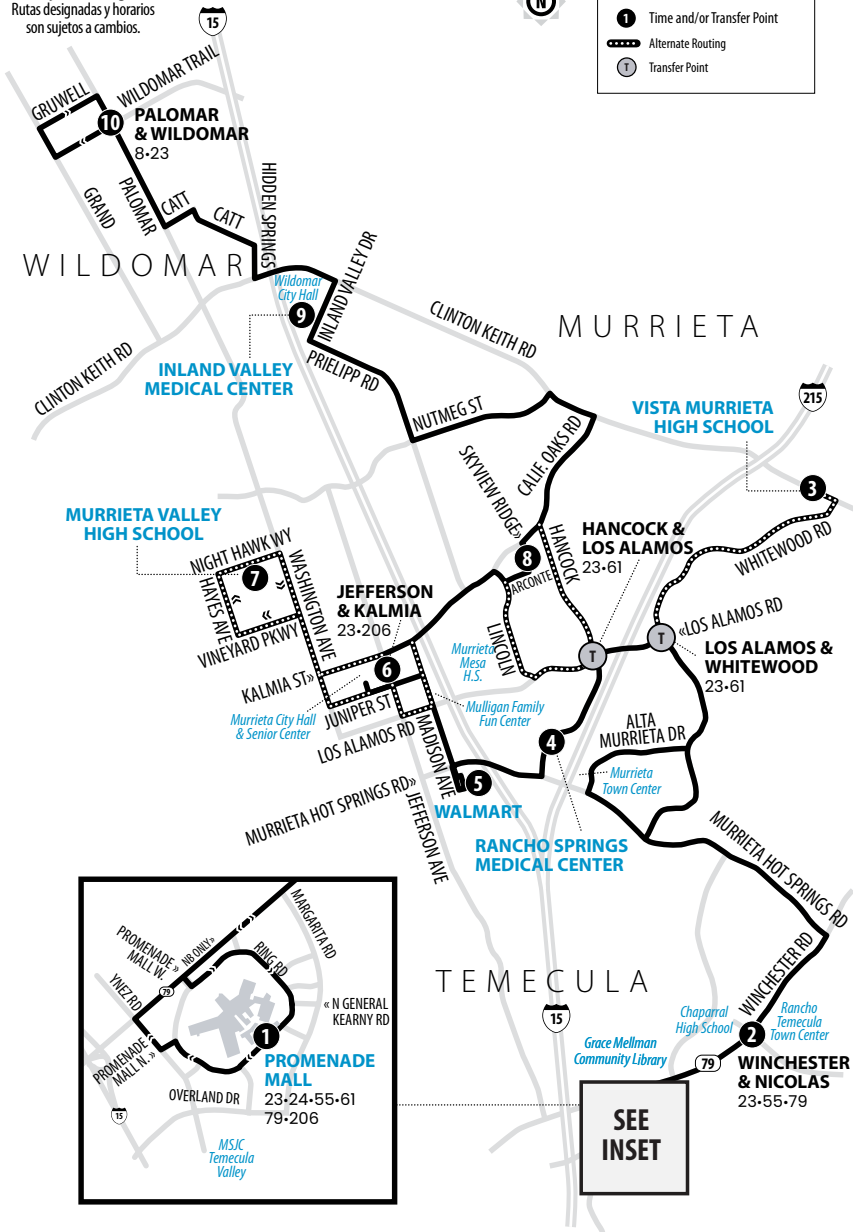
Cash, coin and GoMobile app ([RiversideTransit.com/GoMobile](https://www.RiversideTransit.com/GoMobile)) payment accepted. Visit [RiversideTransit.com](https://www.RiversideTransit.com) or call us at (951) 565-5002 for more information or to plan your trip.

Routing and timetables  
subject to change.  
Rutas designadas y horarios  
son sujetos a cambios.



### Legend | Map not to scale

- 1** Time and/or Transfer Point
- ...** Alternate Routing
- T** Transfer Point



## 23

## NORTHBOUND TO WILDOMAR | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

A = Alternate routing from Murrieta Valley High School, operates when school is in session.

	PROMENADE MALL	WINCHESTER & NICOLAS	RANCHO SPRINGS MEDICAL CENTER	MURRIETA WALMART	JEFFERSON & KALMIA	MURRIETA VALLEY HIGH SCHOOL	SKYVIEW RIDGE AMANDA APTS	INLAND VALLEY MEDICAL CENTER	PALOMAR & WILDOMAR
	1	2	4	5	6	7	8	9	10
	7:05	7:14	7:36	7:42	7:50	—	7:58	8:06	8:30
	8:20	8:29	8:52	8:58	9:08	—	9:14	9:24	9:39
	9:30	9:39	10:03	10:09	10:19	—	10:25	10:35	10:51
	10:30	10:40	11:05	11:11	11:21	—	11:28	11:38	11:54
	11:50	12:01	12:31	12:37	12:48	—	12:55	1:05	1:25
	1:00	1:11	1:40	1:46	1:56	—	2:04	2:14	2:28
	2:10	2:21	2:49	2:55	3:05	—	3:13	3:22	3:36
A	—	—	—	—	—	3:42	—	4:25	—
	3:35	3:46	4:14	4:20	4:31	—	4:39	4:49	5:05
	4:55	5:06	5:34	5:40	5:50	—	5:57	6:07	6:24
	5:50	6:01	6:30	6:36	6:46	—	6:53	7:03	—
	7:00	7:11	7:39	7:45	7:54	—	8:01	8:11	8:27

## 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
	6:09	6:20	6:31	—	6:39	6:48	6:53	—	7:14	7:22
	7:08	7:21	7:31	—	7:40	7:48	7:53	—	8:13	8:21
B	—	7:43	7:54	8:08	—	—	—	—	—	—
	8:44	8:56	9:07	—	9:16	9:27	9:32	—	9:53	10:03
	9:54	10:06	10:17	—	10:26	10:38	10:43	—	11:04	11:14
	11:04	11:16	11:28	—	11:37	11:47	11:52	—	12:13	12:23
	12:14	12:26	12:37	—	12:46	12:57	1:03	—	1:25	1:35
	1:20	1:32	1:43	—	1:52	2:02	2:08	—	2:30	2:40
	2:30	2:43	2:54	—	3:03	3:15	3:21	—	3:42	3:51
C	—	—	—	—	—	—	—	3:43	4:08	4:17
	3:44	3:56	4:07	—	4:16	4:26	4:32	—	4:53	5:02
	5:15	5:27	5:38	—	5:47	5:57	6:03	—	6:23	6:32
	6:34	6:46	6:56	—	7:05	7:15	7:21	—	7:41	7:50

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	<b>12:05</b>	<b>12:12</b>	<b>12:22</b>	<b>12:37</b>
<b>12:25</b>	<b>12:37</b>	<b>1:05</b>	<b>1:11</b>	<b>1:21</b>	<b>1:28</b>	<b>1:38</b>	<b>1:55</b>
<b>1:39</b>	<b>1:51</b>	<b>2:19</b>	<b>2:25</b>	<b>2:35</b>	<b>2:42</b>	<b>2:51</b>	<b>3:08</b>
<b>2:44</b>	<b>2:56</b>	<b>3:24</b>	<b>3:30</b>	<b>3:40</b>	<b>3:47</b>	<b>3:56</b>	<b>4:13</b>
<b>3:56</b>	<b>4:08</b>	<b>4:36</b>	<b>4:42</b>	<b>4:52</b>	<b>4:59</b>	<b>5:09</b>	<b>5:26</b>
<b>5:06</b>	<b>5:18</b>	<b>5:46</b>	<b>5:52</b>	<b>6:02</b>	<b>6:09</b>	<b>6:19</b>	<b>6:34</b>
<b>6:10</b>	<b>6:22</b>	<b>6:50</b>	<b>6:56</b>	<b>7:04</b>	<b>7:11</b>	<b>7:26</b>	—

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	<b>12:04</b>
11:52	<b>12:05</b>	<b>12:15</b>	<b>12:24</b>	<b>12:34</b>	<b>12:40</b>	<b>1:00</b>	<b>1:09</b>
<b>1:05</b>	<b>1:18</b>	<b>1:28</b>	<b>1:37</b>	<b>1:47</b>	<b>1:53</b>	<b>2:13</b>	<b>2:22</b>
<b>2:17</b>	<b>2:29</b>	<b>2:39</b>	<b>2:48</b>	<b>2:58</b>	<b>3:04</b>	<b>3:24</b>	<b>3:33</b>
<b>3:32</b>	<b>3:44</b>	<b>3:54</b>	<b>4:03</b>	<b>4:13</b>	<b>4:19</b>	<b>4:39</b>	<b>4:48</b>
<b>4:46</b>	<b>4:58</b>	<b>5:08</b>	<b>5:17</b>	<b>5:27</b>	<b>5:33</b>	<b>5:53</b>	<b>6:02</b>
<b>5:46</b>	<b>5:58</b>	<b>6:08</b>	<b>6:16</b>	<b>6:26</b>	<b>6:32</b>	<b>6:52</b>	<b>7:01</b>

# gomobile

RIVERSIDE TRANSIT AGENCY

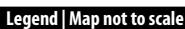


- buy passes
- pay your fare
- plan your trip
- get arrival times
- get service alerts

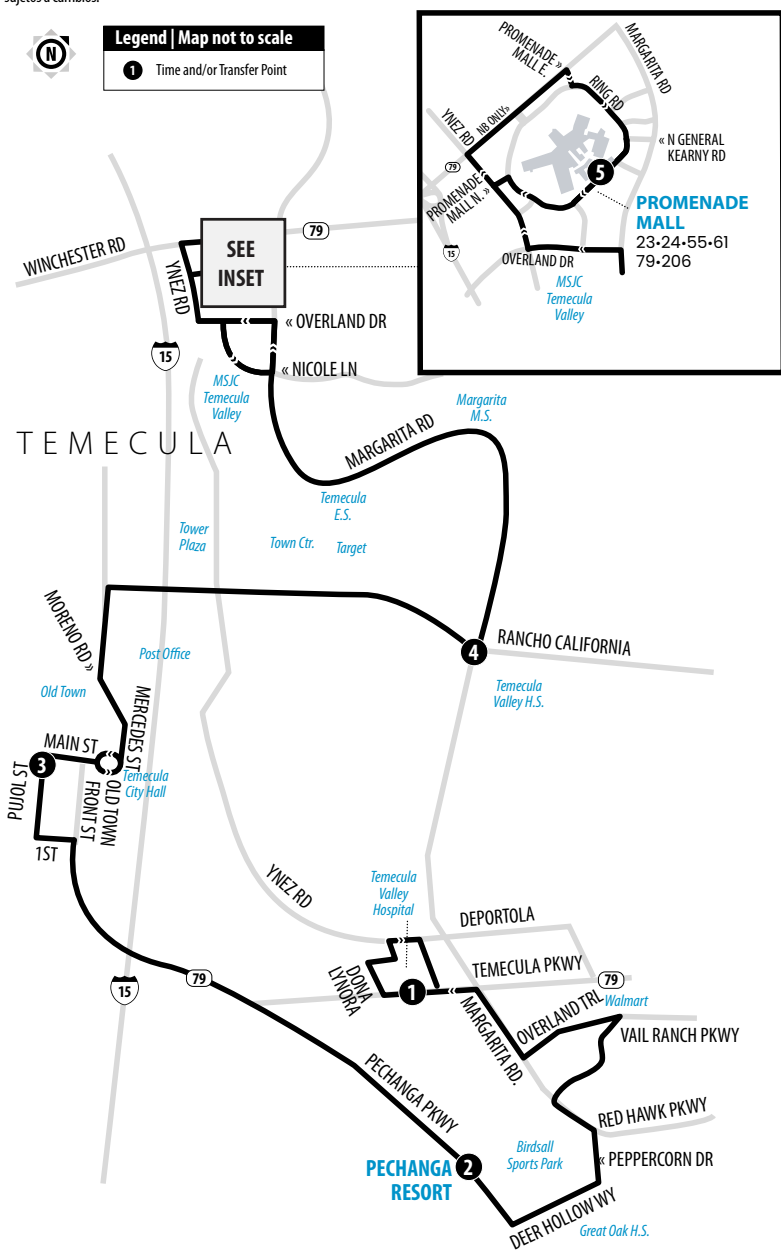
## all on your phone!

Details at [RiversideTransit.com/GoMobile](https://www.RiversideTransit.com/GoMobile)

**Routing and timetables  
subject to change.**  
Rutas y horarios son  
sujetos a cambios.



**1 Time and/or Transfer Point**



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

TEMECULA VALLEY HOSPITAL	PECHANGA RESORT	PUJOL & MAIN	MARGARITA & RANCHO CALIFORNIA	PROMENADE MALL
1	2	3	4	5
6:50	7:16	7:29	7:44	8:03
8:00	8:26	8:43	8:58	9:17
9:00	9:26	9:43	9:58	10:18
10:20	10:46	11:01	11:16	11:36
11:30	11:59	<b>12:14</b>	<b>12:29</b>	<b>12:52</b>
<b>12:40</b>	<b>1:09</b>	<b>1:24</b>	<b>1:39</b>	<b>2:02</b>
<b>1:50</b>	<b>2:19</b>	<b>2:33</b>	<b>2:48</b>	<b>3:11</b>
<b>3:20</b>	<b>3:49</b>	<b>4:07</b>	<b>4:23</b>	<b>4:46</b>
<b>4:15</b>	<b>4:44</b>	<b>4:59</b>	<b>5:15</b>	<b>5:37</b>
<b>5:25</b>	<b>5:54</b>	<b>6:08</b>	<b>6:20</b>	<b>6:41</b>
<b>6:40</b>	<b>7:09</b>	<b>7:23</b>	<b>7:35</b>	<b>7:53</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PROMENADE MALL	MARGARITA & RANCHO CALIFORNIA	PUJOL & MAIN	PECHANGA RESORT	TEMECULA VALLEY HOSPITAL
5	4	3	2	1
6:40	6:51	7:02	7:12	7:34
7:30	7:45	7:56	8:06	8:28
9:00	9:15	9:30	9:43	10:06
10:10	10:25	10:42	10:55	11:18
11:28	11:44	<b>12:03</b>	<b>12:16</b>	<b>12:39</b>
<b>12:30</b>	<b>12:46</b>	<b>1:02</b>	<b>1:15</b>	<b>1:38</b>
<b>1:55</b>	<b>2:12</b>	<b>2:28</b>	<b>2:41</b>	<b>3:04</b>
<b>2:50</b>	<b>3:07</b>	<b>3:22</b>	<b>3:35</b>	<b>3:58</b>
<b>4:00</b>	<b>4:17</b>	<b>4:32</b>	<b>4:45</b>	<b>5:07</b>
<b>5:15</b>	<b>5:32</b>	<b>5:47</b>	<b>6:00</b>	<b>6:22</b>
<b>6:40</b>	<b>6:57</b>	<b>7:12</b>	<b>7:25</b>	<b>7:47</b>

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	<b>12:02</b>	<b>12:17</b>
<b>12:19</b>	<b>12:48</b>	<b>1:01</b>	<b>1:16</b>	<b>1:31</b>
<b>1:23</b>	<b>1:52</b>	<b>2:05</b>	<b>2:21</b>	<b>2:36</b>
<b>2:33</b>	<b>3:02</b>	<b>3:15</b>	<b>3:31</b>	<b>3:46</b>
<b>3:45</b>	<b>4:14</b>	<b>4:27</b>	<b>4:43</b>	<b>4:56</b>
<b>4:55</b>	<b>5:24</b>	<b>5:37</b>	<b>5:49</b>	<b>6:00</b>
<b>6:10</b>	<b>6:39</b>	<b>6:52</b>	<b>7:04</b>	<b>7:13</b>

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	<b>12:11</b>
<b>12:12</b>	<b>12:28</b>	<b>12:44</b>	<b>12:57</b>	<b>1:15</b>
<b>1:19</b>	<b>1:36</b>	<b>1:52</b>	<b>2:05</b>	<b>2:23</b>
<b>2:32</b>	<b>2:49</b>	<b>3:04</b>	<b>3:17</b>	<b>3:35</b>
<b>3:43</b>	<b>4:00</b>	<b>4:15</b>	<b>4:28</b>	<b>4:45</b>
<b>4:58</b>	<b>5:15</b>	<b>5:30</b>	<b>5:43</b>	<b>6:00</b>
<b>6:12</b>	<b>6:29</b>	<b>6:44</b>	<b>6:57</b>	<b>7:14</b>





## **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.

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.



### Legend | Map not to scale

- 1** Time and/or Transfer Point
- T** Transfer Point

**GALLERIA AT TYLER**  
1-10-12-13-14-15-21-27-200  
*Boarding diagram pg 27*

RIVERSIDE

MOCKINGBIRD  
CANYON RD

WASHINGTON ST

WOODCREST

**TRAUTWEIN  
& VAN BUREN**  
22-27

ORANGECREST

*Riverside  
National  
Cemetery*

PERRIS

**PERRIS STATION  
TRANSIT CENTER**  
9-19-22-27-28-30  
61-74-METROLINK  
*Boarding diagram pg 30*

C ST  
SAN JACINTO AVE  
NUEVO RD  
PERRIS BLVD

**PERRIS & NUEVO**  
19-27-30  
*Perris  
High School*



TYLER ST  
MAGNOLIA AVE  
91

*Van Buren  
Drive-In Theater  
California Citrus  
State Historic Park*

WOOD RD  
TRAUTWEIN RD

ORANGE TERRACE PKWY

VAN BUREN AVE

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	TRAUTWEIN & VAN BUREN	VAN BUREN & WASHINGTON	GALLERIA AT TYLER
4	3	2	1
5:23	5:49	5:55	6:15
6:27	6:53	7:00	7:20
7:27	8:00	8:12	8:33
8:30	8:58	9:06	9:26
9:28	9:56	10:04	10:24
10:20	10:50	10:58	11:18
11:20	11:51	11:59	12:19
<b>12:20</b>	<b>12:52</b>	<b>1:00</b>	<b>1:20</b>
<b>1:20</b>	<b>1:52</b>	<b>2:00</b>	<b>2:21</b>
<b>2:23</b>	<b>2:55</b>	<b>3:06</b>	<b>3:27</b>
<b>3:43</b>	<b>4:15</b>	<b>4:25</b>	<b>4:46</b>
<b>4:31</b>	<b>5:03</b>	<b>5:12</b>	<b>5:31</b>
<b>5:25</b>	<b>5:56</b>	<b>6:05</b>	<b>6:24</b>
<b>6:27</b>	<b>6:57</b>	<b>7:05</b>	<b>7:23</b>
<b>7:25</b>	<b>7:53</b>	<b>7:59</b>	<b>8:16</b>
<b>8:25</b>	<b>8:52</b>	<b>8:58</b>	<b>9:15</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

GALLERIA AT TYLER	VAN BUREN & WASHINGTON	TRAUTWEIN & VAN BUREN	PERRIS STATION TRANSIT CENTER
1	2	3	4
6:25	6:41	6:48	7:17
7:15	7:31	7:40	8:09
8:15	8:36	8:49	9:18
9:15	9:33	9:40	10:09
10:10	10:31	10:39	11:08
11:10	11:31	11:39	12:08
<b>12:10</b>	<b>12:31</b>	<b>12:40</b>	<b>1:09</b>
<b>1:10</b>	<b>1:31</b>	<b>1:41</b>	<b>2:13</b>
<b>2:24</b>	<b>2:45</b>	<b>2:56</b>	<b>3:30</b>
<b>3:14</b>	<b>3:35</b>	<b>3:47</b>	<b>4:21</b>
<b>4:09</b>	<b>4:30</b>	<b>4:41</b>	<b>5:15</b>
<b>5:09</b>	<b>5:31</b>	<b>5:43</b>	<b>6:17</b>
<b>6:10</b>	<b>6:31</b>	<b>6:42</b>	<b>7:12</b>
<b>7:10</b>	<b>7:30</b>	<b>7:39</b>	<b>8:07</b>
<b>8:10</b>	<b>8:28</b>	<b>8:36</b>	<b>9:03</b>

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
5:45	6:11	6:15	6:30
6:40	7:06	7:12	7:27
7:41	8:07	8:13	8:30
8:35	9:01	9:07	9:25
9:34	10:02	10:08	10:26
10:35	11:05	11:12	11:31
11:42	<b>12:12</b>	<b>12:19</b>	<b>12:40</b>
<b>12:41</b>	<b>1:11</b>	<b>1:17</b>	<b>1:38</b>
<b>1:55</b>	<b>2:25</b>	<b>2:31</b>	<b>2:52</b>
<b>2:46</b>	<b>3:16</b>	<b>3:22</b>	<b>3:43</b>
<b>4:01</b>	<b>4:31</b>	<b>4:37</b>	<b>4:58</b>
<b>4:56</b>	<b>5:26</b>	<b>5:32</b>	<b>5:50</b>
<b>6:09</b>	<b>6:39</b>	<b>6:44</b>	<b>6:58</b>
<b>7:10</b>	<b>7:36</b>	<b>7:41</b>	<b>7:58</b>
<b>7:55</b>	<b>8:21</b>	<b>8:26</b>	<b>8:43</b>

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
6:43	6:58	7:03	7:31
7:34	7:50	7:55	8:25
8:28	8:46	8:51	9:21
9:23	9:45	9:51	10:23
10:28	10:50	10:56	11:28
11:31	11:53	11:59	<b>12:31</b>
<b>12:36</b>	<b>12:58</b>	<b>1:04</b>	<b>1:36</b>
<b>1:36</b>	<b>1:58</b>	<b>2:04</b>	<b>2:36</b>
<b>2:45</b>	<b>3:07</b>	<b>3:13</b>	<b>3:45</b>
<b>3:45</b>	<b>4:07</b>	<b>4:14</b>	<b>4:46</b>
<b>4:57</b>	<b>5:19</b>	<b>5:26</b>	<b>5:58</b>
<b>6:03</b>	<b>6:23</b>	<b>6:28</b>	<b>7:00</b>
<b>6:46</b>	<b>7:06</b>	<b>7:11</b>	<b>7:41</b>
<b>8:08</b>	<b>8:26</b>	<b>8:31</b>	<b>8:59</b>



# GoMicro

## RTA's on-demand service

GoMicro offers shared rides in the Hemet-San Jacinto microtransit zone. GoMicro provides an easy way to schedule and track trips in real-time. Book your trips in the app for an easy way to get around if you're traveling within the zone. Trips will be booked on-demand in real-time so you can get to your destination quicker.

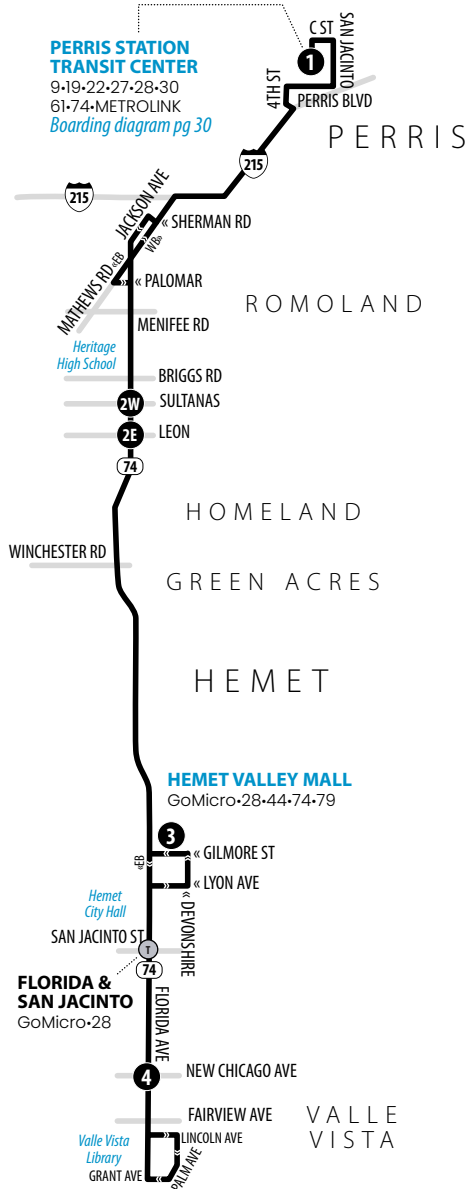
**Details at [RiversideTransit.com/GoMicro](https://RiversideTransit.com/GoMicro)**



Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.


**Legend | Map not to scale**

- 1** Time and/or Transfer Point
- T** Transfer Point



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

\* Trip will end at Florida Ave. & State St. bus stop at 12:22 a.m.

PERRIS STATION TRANSIT CENTER	HWY 74 & LEON	HEMET VALLEY MALL	FLORIDA & NEW CHICAGO
1	2E	3	4
4:25	4:43	5:00	5:30
5:15	5:33	5:50	6:20
5:55	6:14	6:35	7:05
6:35	6:56	7:17	7:51
7:15	7:36	7:57	8:31
7:45	8:09	8:30	9:04
8:42	9:03	9:28	10:02
9:25	9:46	10:09	10:49
10:00	10:21	10:44	11:19
10:35	10:56	11:19	11:54
11:05	11:26	11:55	12:35
11:45	12:07	12:33	1:13
12:30	12:52	1:18	1:58
1:08	1:30	1:59	2:39
1:43	2:07	2:36	3:16
2:18	2:42	3:08	3:48
2:58	3:22	3:48	4:28
3:40	4:08	4:35	5:15
4:20	4:44	5:11	5:51
4:50	5:14	5:38	6:14
5:25	5:47	6:11	6:47
6:05	6:27	6:51	7:27
6:45	7:07	7:31	8:07
7:20	7:42	8:04	8:38
8:00	8:19	8:41	9:15
9:00	9:19	9:44	10:18
10:00	10:19	10:41	11:15
11:43	11:59	12:16*	—

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

\* Trip begins 8 minutes earlier at Lincoln & Palm.

FLORIDA & NEW CHICAGO	HEMET VALLEY MALL	HWY 74 & SULTANAS	PERRIS STATION TRANSIT CENTER
4	3	2W	1
—	3:41	3:54	4:14
—	4:31	4:44	5:04
4:48*	5:08	5:23	5:43
5:25*	5:45	6:00	6:22
6:00	6:21	6:38	7:00
6:35	6:56	7:13	7:35
7:20	7:45	8:04	8:26
8:05	8:30	8:49	9:11
8:42	9:07	9:24	9:46
9:20	9:45	10:02	10:24
9:45*	10:11	10:30	10:52
10:20	10:46	11:05	11:27
11:00	11:29	11:51	<b>12:18</b>
11:35	<b>12:04</b>	<b>12:26</b>	<b>12:53</b>
<b>12:10</b>	<b>12:39</b>	<b>1:05</b>	<b>1:32</b>
<b>12:45</b>	<b>1:11</b>	<b>1:32</b>	<b>1:59</b>
<b>1:25</b>	<b>1:54</b>	<b>2:15</b>	<b>2:42</b>
<b>2:10</b>	<b>2:37</b>	<b>2:57</b>	<b>3:24</b>
<b>2:50</b>	<b>3:17</b>	<b>3:41</b>	<b>4:08</b>
<b>3:26</b>	<b>3:53</b>	<b>4:13</b>	<b>4:38</b>
<b>4:00</b>	<b>4:25</b>	<b>4:45</b>	<b>5:10</b>
<b>4:40</b>	<b>5:05</b>	<b>5:25</b>	<b>5:50</b>
<b>5:25</b>	<b>5:50</b>	<b>6:10</b>	<b>6:35</b>
<b>6:03</b>	<b>6:28</b>	<b>6:48</b>	<b>7:10</b>
<b>6:35</b>	<b>6:56</b>	<b>7:14</b>	<b>7:36</b>
<b>7:05</b>	<b>7:26</b>	<b>7:44</b>	<b>8:04</b>
<b>7:40</b>	<b>8:01</b>	<b>8:19</b>	<b>8:39</b>
<b>8:50</b>	<b>9:09</b>	<b>9:27</b>	<b>9:47</b>
<b>9:34</b>	<b>9:53</b>	<b>10:08</b>	<b>10:28</b>
<b>10:34</b>	<b>10:51</b>	<b>11:06</b>	<b>11:26</b>



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

\* Trip will end at Florida Ave. & State St. bus stop at 12:13 a.m.

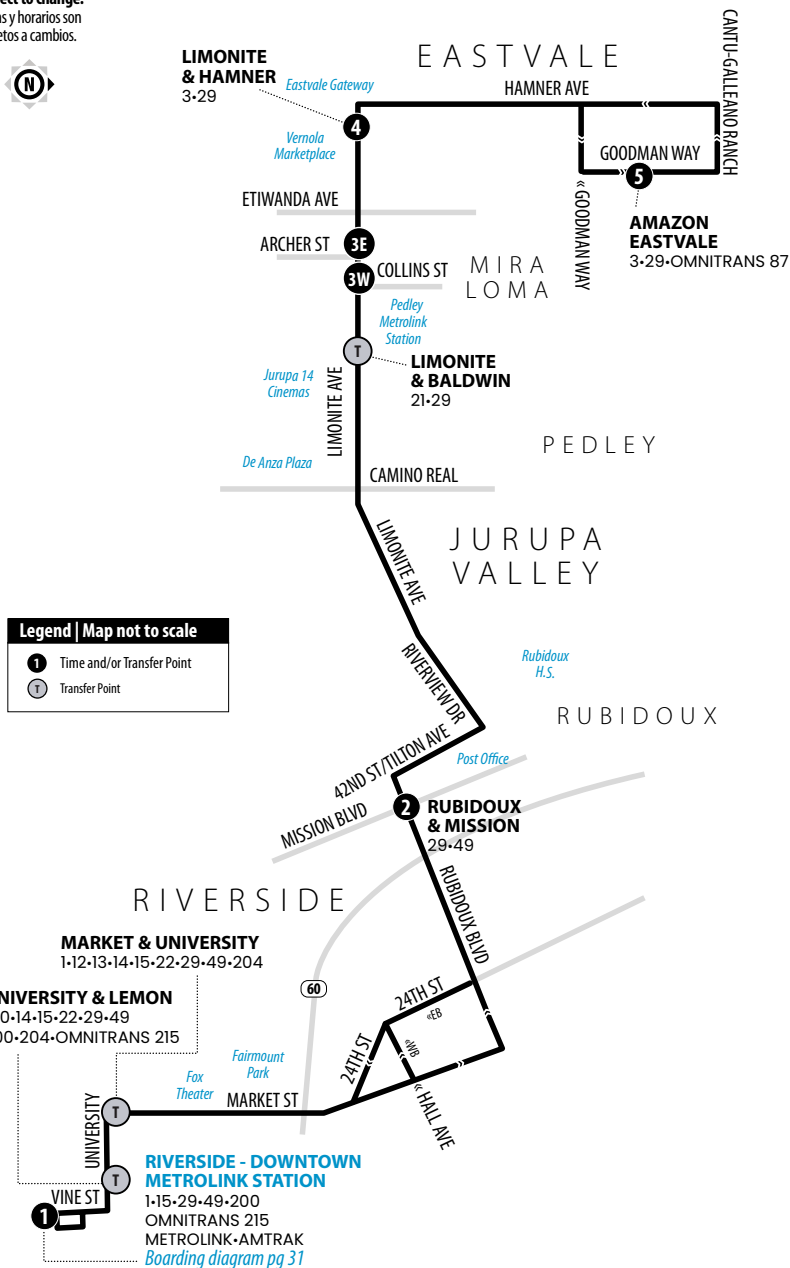
PERRIS STATION TRANSIT CENTER	HWY 74 & LEON	HEMET VALLEY MALL	FLORIDA & NEW CHICAGO
1	2E	3	4
6:20	6:38	6:56	7:26
7:08	7:26	7:45	8:15
7:35	7:53	8:12	8:42
8:15	8:33	8:54	9:27
8:55	9:13	9:34	10:11
9:40	10:00	10:23	11:00
10:25	10:46	11:09	11:46
11:12	11:33	11:56	12:33
11:45	12:06	12:31	1:08
12:40	1:01	1:26	2:03
1:25	1:46	2:11	2:48
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
6:40	7:01	7:24	7:59
7:15	7:34	7:57	8:32
8:00	8:19	8:42	9:17
9:25	9:44	10:05	10:40
9:55	10:14	10:35	11:02
11:37	11:53	12:10*	—

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

\* Trip begins 8 minutes earlier at Lincoln & Palm.

FLORIDA & NEW CHICAGO	HEMET VALLEY MALL	HWY 74 & SULTANAS	PERRIS STATION TRANSIT CENTER
4	3	2W	1
—	4:29	4:43	5:01
5:38*	5:58	6:14	6:32
6:08*	6:30	6:46	7:04
7:03*	7:25	7:43	8:01
7:40	8:02	8:20	8:39
8:25	8:49	9:07	9:26
9:00	9:24	9:44	10:03
9:50	10:17	10:40	11:02
10:25	10:49	11:10	11:32
11:15	11:45	12:06	12:28
12:00	12:27	12:48	1:10
12:45	1:12	1:37	1:59
1:25	1:55	2:20	2:42
2:20	2:50	3:11	3:31
3:00	3:30	3:51	4:11
3:43	4:08	4:29	4:49
4:35	4:59	5:19	5:39
5:20	5:44	6:04	6:24
6:00	6:24	6:44	7:02
6:45	7:06	7:25	7:42
8:10	8:31	8:50	9:07
8:45	9:06	9:23	9:40

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

AMAZON EASTVALE	LIMONITE & HAMNER	LIMONITE & ARCHER	RUBIDOUX & MISSION	RIVERSIDE- DOWNTOWN METROLINK STATION
5	4	3E	2	1
5:00	5:09	5:19	5:33	5:56
6:15	6:24	6:34	6:48	7:11
7:28	7:38	7:51	8:07	8:29
8:55	9:05	9:17	9:33	9:58
10:08	10:19	10:31	10:47	11:12
11:28	11:40	11:52	<b>12:08</b>	<b>12:33</b>
<b>12:46</b>	<b>12:58</b>	<b>1:12</b>	<b>1:28</b>	<b>1:53</b>
<b>2:04</b>	<b>2:16</b>	<b>2:32</b>	<b>2:49</b>	<b>3:14</b>
<b>3:25</b>	<b>3:37</b>	<b>3:53</b>	<b>4:10</b>	<b>4:35</b>
<b>4:55</b>	<b>5:07</b>	<b>5:23</b>	<b>5:40</b>	<b>6:05</b>
<b>6:25</b>	<b>6:37</b>	<b>6:51</b>	<b>7:06</b>	<b>7:29</b>
<b>7:42</b>	<b>7:52</b>	<b>8:06</b>	<b>8:21</b>	<b>8:44</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

RIVERSIDE- DOWNTOWN METROLINK STATION	RUBIDOUX & MISSION	LIMONITE & COLLINS	LIMONITE & HAMNER	AMAZON EASTVALE
1	2	3W	4	5
5:10	5:31	5:44	5:54	6:04
6:20	6:42	6:56	7:07	7:17
7:30	7:55	8:09	8:21	8:31
8:55	9:20	9:36	9:48	9:58
10:09	10:34	10:50	11:02	11:12
11:25	11:50	<b>12:06</b>	<b>12:18</b>	<b>12:28</b>
<b>12:43</b>	<b>1:13</b>	<b>1:31</b>	<b>1:43</b>	<b>1:53</b>
<b>2:03</b>	<b>2:33</b>	<b>2:51</b>	<b>3:05</b>	<b>3:15</b>
<b>3:32</b>	<b>4:00</b>	<b>4:18</b>	<b>4:32</b>	<b>4:42</b>
<b>5:00</b>	<b>5:28</b>	<b>5:46</b>	<b>5:59</b>	<b>6:09</b>
<b>6:28</b>	<b>6:53</b>	<b>7:09</b>	<b>7:22</b>	<b>7:32</b>
<b>7:58</b>	<b>8:23</b>	<b>8:37</b>	<b>8:50</b>	<b>9:00</b>
<b>9:17</b>	<b>9:42</b>	<b>9:56</b>	<b>10:08</b>	<b>10:18</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

AMAZON EASTVALE	LIMONITE & HAMNER	LIMONITE & ARCHER	RUBIDOUX & MISSION	RIVERSIDE- DOWNTOWN METROLINK STATION
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	<b>12:11</b>	<b>12:34</b>
<b>12:46</b>	<b>12:56</b>	<b>1:10</b>	<b>1:26</b>	<b>1:49</b>
<b>2:04</b>	<b>2:14</b>	<b>2:30</b>	<b>2:46</b>	<b>3:09</b>
<b>3:13</b>	<b>3:23</b>	<b>3:39</b>	<b>3:55</b>	<b>4:18</b>
<b>4:33</b>	<b>4:43</b>	<b>4:59</b>	<b>5:15</b>	<b>5:38</b>
<b>5:41</b>	<b>5:51</b>	<b>6:05</b>	<b>6:21</b>	<b>6:42</b>
<b>7:00</b>	<b>7:10</b>	<b>7:24</b>	<b>7:40</b>	<b>8:01</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

RIVERSIDE- DOWNTOWN METROLINK STATION	RUBIDOUX & MISSION	LIMONITE & COLLINS	LIMONITE & HAMNER	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	<b>12:14</b>	<b>12:28</b>	<b>12:36</b>
<b>12:44</b>	<b>1:10</b>	<b>1:26</b>	<b>1:40</b>	<b>1:48</b>
<b>1:59</b>	<b>2:25</b>	<b>2:41</b>	<b>2:55</b>	<b>3:03</b>
<b>3:19</b>	<b>3:45</b>	<b>4:01</b>	<b>4:15</b>	<b>4:23</b>
<b>4:28</b>	<b>4:54</b>	<b>5:10</b>	<b>5:23</b>	<b>5:31</b>
<b>5:48</b>	<b>6:13</b>	<b>6:29</b>	<b>6:42</b>	<b>6:50</b>
<b>6:52</b>	<b>7:17</b>	<b>7:30</b>	<b>7:43</b>	<b>7:51</b>
<b>8:11</b>	<b>8:36</b>	<b>8:49</b>	<b>9:01</b>	<b>9:09</b>

**Now you can receive rider alerts, RTA news, meeting and special events information instantly via email.**



**[Sign up at RiversideTransit.com](https://www.riversidetransit.com)**

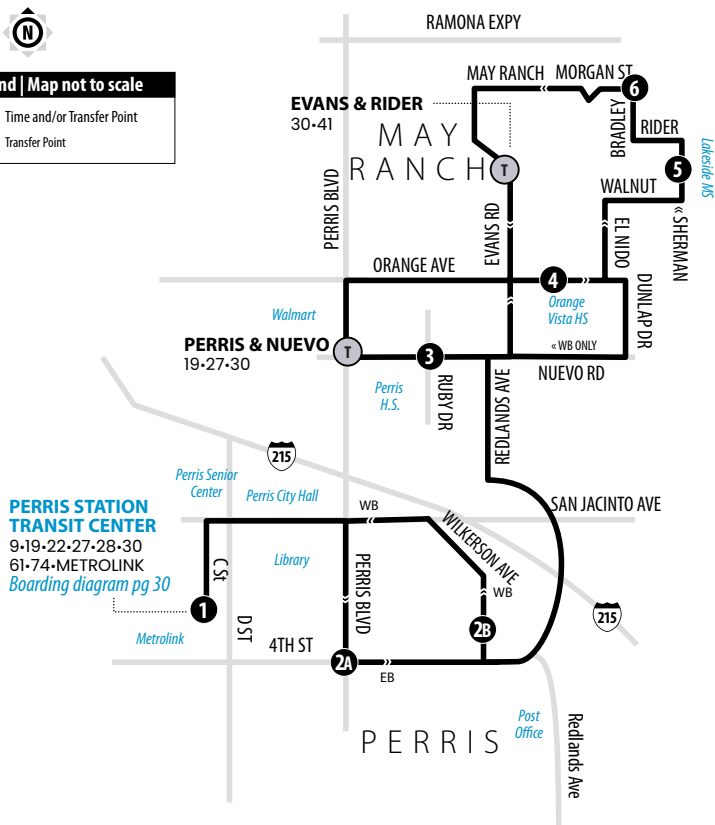
## PERRIS STATION TRANSIT CENTER - MAY RANCH

**Routing and timetables  
subject to change.**  
Rutas y horarios son  
sujetos a cambios.



**Legend | Map not to scale**

- 1 Time and/or Transfer Point
- T Transfer Point



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
	6:50	6:53	7:02	7:14	7:19	7:25	7:36	7:57	8:04	8:12
	8:30	8:33	8:42	8:54	8:59	9:05	9:14	9:35	9:43	9:51
	9:58	10:01	10:10	10:22	10:27	10:31	10:40	11:01	11:09	11:17
	11:28	11:31	11:42	11:53	11:58	<b>12:02</b>	<b>12:10</b>	<b>12:31</b>	<b>12:39</b>	<b>12:47</b>
	<b>12:55</b>	<b>12:58</b>	<b>1:08</b>	<b>1:19</b>	<b>1:24</b>	<b>1:28</b>	<b>1:36</b>	<b>1:57</b>	<b>2:05</b>	<b>2:13</b>
	<b>2:38</b>	<b>2:41</b>	<b>2:51</b>	<b>3:02</b>	<b>3:08</b>	<b>3:14</b>	<b>3:24</b>	<b>3:46</b>	<b>3:54</b>	<b>4:02</b>
S	—	—	<b>3:45</b>	<b>3:58</b>	<b>4:03</b>	<b>4:08</b>	<b>4:17</b>	<b>4:41</b>	—	—
	<b>3:55</b>	<b>3:58</b>	<b>4:08</b>	<b>4:18</b>	<b>4:22</b>	<b>4:26</b>	<b>4:34</b>	<b>4:55</b>	<b>5:03</b>	<b>5:11</b>
	<b>5:25</b>	<b>5:28</b>	<b>5:38</b>	<b>5:49</b>	<b>5:52</b>	<b>5:56</b>	<b>6:05</b>	<b>6:26</b>	<b>6:34</b>	<b>6:42</b>
	<b>6:50</b>	<b>6:53</b>	<b>7:03</b>	<b>7:14</b>	<b>7:18</b>	<b>7:22</b>	<b>7:31</b>	<b>7:50</b>	<b>7:58</b>	<b>8:06</b>
	<b>8:15</b>	<b>8:18</b>	<b>8:26</b>	<b>8:37</b>	<b>8:41</b>	<b>8:45</b>	<b>8:54</b>	<b>9:15</b>	<b>9:23</b>	<b>9:31</b>

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
	<b>12:13</b>	<b>12:17</b>	<b>12:25</b>	<b>12:35</b>	<b>12:40</b>	<b>12:44</b>	<b>12:53</b>	<b>1:15</b>	<b>1:23</b>	<b>1:30</b>
	<b>1:40</b>	<b>1:44</b>	<b>1:52</b>	<b>2:02</b>	<b>2:07</b>	<b>2:11</b>	<b>2:20</b>	<b>2:42</b>	<b>2:50</b>	<b>2:57</b>
	<b>3:05</b>	<b>3:09</b>	<b>3:17</b>	<b>3:27</b>	<b>3:32</b>	<b>3:36</b>	<b>3:45</b>	<b>4:07</b>	<b>4:15</b>	<b>4:22</b>
	<b>4:29</b>	<b>4:33</b>	<b>4:41</b>	<b>4:51</b>	<b>4:56</b>	<b>5:00</b>	<b>5:09</b>	<b>5:30</b>	<b>5:38</b>	<b>5:45</b>
	<b>5:53</b>	<b>5:57</b>	<b>6:05</b>	<b>6:15</b>	<b>6:20</b>	<b>6:24</b>	<b>6:33</b>	<b>6:54</b>	<b>7:02</b>	<b>7:09</b>

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.





A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

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	<b>12:09</b>	<b>12:22</b>	<b>12:35</b>	<b>12:51</b>
<b>12:25</b>	<b>12:46</b>	<b>12:52</b>	<b>1:15</b>	<b>1:28</b>	<b>1:41</b>	<b>1:57</b>
<b>2:05</b>	<b>2:25</b>	<b>2:31</b>	<b>2:54</b>	<b>3:07</b>	<b>3:20</b>	<b>3:36</b>
<b>2:50</b>	<b>3:11</b>	<b>3:16</b>	<b>3:41</b>	<b>3:54</b>	<b>4:07</b>	<b>4:23</b>
<b>4:10</b>	<b>4:30</b>	<b>4:36</b>	<b>5:01</b>	<b>5:14</b>	<b>5:27</b>	<b>5:43</b>
<b>5:39</b>	<b>5:59</b>	<b>6:04</b>	<b>6:29</b>	<b>6:42</b>	<b>6:55</b>	<b>7:09</b>
<b>6:28</b>	<b>6:47</b>	<b>6:51</b>	<b>7:16</b>	<b>7:29</b>	<b>7:42</b>	<b>7:55</b>

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	<b>12:19</b>
<b>12:00</b>	<b>12:11</b>	<b>12:24</b>	<b>12:33</b>	<b>1:01</b>	<b>1:07</b>	<b>1:33</b>
<b>1:00</b>	<b>1:11</b>	<b>1:25</b>	<b>1:34</b>	<b>2:02</b>	<b>2:07</b>	<b>2:33</b>
<b>2:15</b>	<b>2:26</b>	<b>2:40</b>	<b>2:49</b>	<b>3:17</b>	<b>3:23</b>	<b>3:51</b>
<b>3:50</b>	<b>4:01</b>	<b>4:15</b>	<b>4:24</b>	<b>4:52</b>	<b>4:58</b>	<b>5:26</b>
<b>4:30</b>	<b>4:41</b>	<b>4:54</b>	<b>5:03</b>	<b>5:31</b>	<b>5:36</b>	<b>6:06</b>
<b>5:50</b>	<b>6:01</b>	<b>6:13</b>	<b>6:22</b>	<b>6:50</b>	<b>6:55</b>	<b>7:18</b>
<b>7:20</b>	<b>7:31</b>	<b>7:45</b>	<b>7:54</b>	<b>8:22</b>	<b>8:27</b>	<b>8:50</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MT. SAN JACINTO COLLEGE SAN JACINTO	BEAUMONT WALMART	SUN LAKES AT VILLAGE	SUPER WALMART AT MORENO BEACH DR	RIVERSIDE UNIVERSITY MEDICAL CENTER	MORENO VALLEY SENIOR CENTER	MORENO VALLEY MALL
1	2	3	4	5	6	7
7:33	7:51	7:54	8:22	8:34	8:46	9:06
8:41	8:59	9:02	9:32	9:44	9:56	10:16
10:00	10:18	10:21	10:51	11:03	11:15	11:35
11:04	11:22	11:25	11:55	<b>12:07</b>	<b>12:19</b>	<b>12:39</b>
<b>12:15</b>	<b>12:33</b>	<b>12:36</b>	<b>1:06</b>	<b>1:18</b>	<b>1:30</b>	<b>1:50</b>
<b>1:19</b>	<b>1:37</b>	<b>1:40</b>	<b>2:10</b>	<b>2:22</b>	<b>2:34</b>	<b>2:54</b>
<b>2:35</b>	<b>2:53</b>	<b>2:56</b>	<b>3:26</b>	<b>3:38</b>	<b>3:50</b>	<b>4:10</b>
<b>3:42</b>	<b>4:00</b>	<b>4:03</b>	<b>4:33</b>	<b>4:45</b>	<b>4:57</b>	<b>5:17</b>
<b>4:53</b>	<b>5:11</b>	<b>5:14</b>	<b>5:44</b>	<b>5:56</b>	<b>6:08</b>	<b>6:28</b>
<b>5:59</b>	<b>6:16</b>	<b>6:19</b>	<b>6:49</b>	<b>7:01</b>	<b>7:13</b>	<b>7:33</b>

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
9:29	9:41	9:53	10:02	10:31	10:36	10:56
10:33	10:45	10:57	11:06	11:35	11:40	<b>12:00</b>
11:46	11:58	<b>12:10</b>	<b>12:19</b>	<b>12:48</b>	<b>12:53</b>	<b>1:13</b>
<b>12:56</b>	<b>1:08</b>	<b>1:20</b>	<b>1:29</b>	<b>1:58</b>	<b>2:03</b>	<b>2:23</b>
<b>2:07</b>	<b>2:19</b>	<b>2:31</b>	<b>2:40</b>	<b>3:09</b>	<b>3:14</b>	<b>3:34</b>
<b>3:08</b>	<b>3:20</b>	<b>3:32</b>	<b>3:41</b>	<b>4:10</b>	<b>4:15</b>	<b>4:35</b>
<b>4:22</b>	<b>4:34</b>	<b>4:46</b>	<b>4:55</b>	<b>5:24</b>	<b>5:29</b>	<b>5:49</b>
<b>5:34</b>	<b>5:46</b>	<b>5:58</b>	<b>6:07</b>	<b>6:35</b>	<b>6:39</b>	<b>6:58</b>
<b>6:52</b>	<b>7:04</b>	<b>7:16</b>	<b>7:25</b>	<b>7:53</b>	<b>7:57</b>	<b>8:16</b>



# GoMicro

## RTA's on-demand service

GoMicro offers shared rides in the Hemet-San Jacinto microtransit zone. GoMicro provides an easy way to schedule and track trips in real-time. Book your trips in the app for an easy way to get around if you're traveling within the zone. Trips will be booked on-demand in real-time so you can get to your destination quicker.

**Details at [RiversideTransit.com/GoMicro](https://RiversideTransit.com/GoMicro)**



# 41

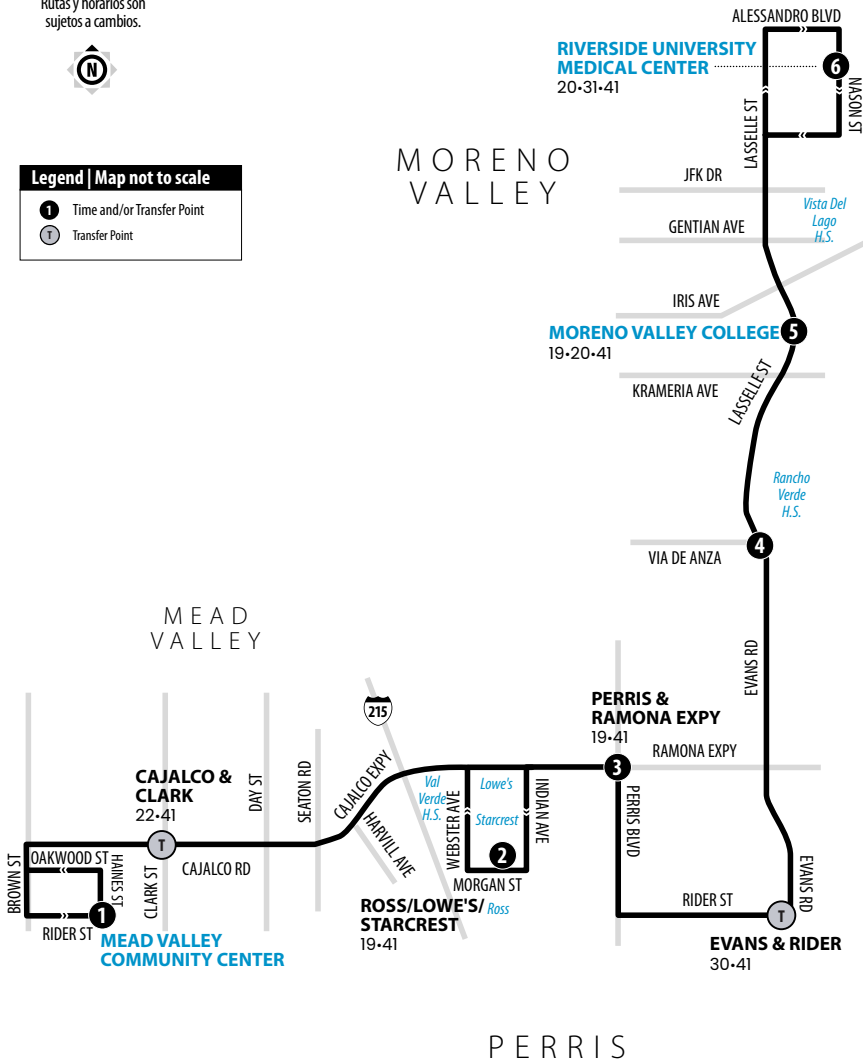
## MEAD VALLEY COMMUNITY CENTER- MORENO VALLEY COLLEGE - RUMC

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.



### Legend | Map not to scale

- 1 Time and/or Transfer Point
- T Transfer Point



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 EXPY	LASSELLE & VIA DE ANZA	MORENO VALLEY COLLEGE	RIVERSIDE UNIVERSITY MEDICAL CENTER
	1	2	3	4	5	6
	6:20	6:32	6:37	6:48	6:52	7:04
S	7:30	7:45	7:50	8:01	8:05	8:19
	8:15	8:29	8:33	8:44	8:48	9:02
	10:05	10:19	10:23	10:34	10:38	10:51
	11:55	12:11	12:16	12:26	12:30	12:43
	1:40	1:57	2:02	2:13	2:17	2:30
S	—	—	—	4:03	4:07	4:20
	3:35	3:49	3:54	4:05	4:09	4:22
	5:31	5:44	5:49	6:00	6:04	6:17

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

RIVERSIDE UNIVERSITY MEDICAL CENTER	MORENO VALLEY COLLEGE	LASSELLE & VIA DE ANZA	PERRIS & RAMONA EXPY	ROSS / LOWE'S / STARCREST	MEAD VALLEY COMMUNITY CENTER
6	5	4	3	2	1
7:20	7:29	7:34	7:47	7:51	8:08
9:10	9:19	9:24	9:37	9:42	9:57
11:00	11:09	11:14	11:28	11:32	11:47
12:40	12:49	12:54	1:08	1:12	1:30
2:38	2:47	2:52	3:05	3:09	3:27
4:30	4:39	4:44	4:57	5:01	5:18
6:25	6:34	6:39	6:52	6:56	7:12

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MEAD VALLEY COMMUNITY CENTER	ROSS / LOWE'S / STARCREST	PERRIS & RAMONA EXPY	LASSELLE & VIA DE ANZA	MORENO VALLEY COLLEGE	RIVERSIDE UNIVERSITY MEDICAL CENTER
1	2	3	4	5	6
6:55	7:08	7:13	7:23	7:27	7:38
8:41	8:54	8:59	9:09	9:13	9:24
10:27	10:40	10:45	10:55	10:59	11:10
<b>12:13</b>	<b>12:26</b>	<b>12:31</b>	<b>12:41</b>	<b>12:45</b>	<b>12:56</b>
<b>1:59</b>	<b>2:12</b>	<b>2:17</b>	<b>2:27</b>	<b>2:31</b>	<b>2:42</b>
<b>3:45</b>	<b>3:58</b>	<b>4:03</b>	<b>4:13</b>	<b>4:17</b>	<b>4:28</b>
<b>5:31</b>	<b>5:44</b>	<b>5:49</b>	<b>5:59</b>	<b>6:03</b>	<b>6:14</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

RIVERSIDE UNIVERSITY MEDICAL CENTER	MORENO VALLEY COLLEGE	LASSELLE & VIA DE ANZA	PERRIS & RAMONA EXPY	ROSS / LOWE'S / STARCREST	MEAD VALLEY COMMUNITY CENTER
6	5	4	3	2	1
7:48	7:57	8:02	8:15	8:18	8:31
9:34	9:43	9:48	10:01	10:04	10:17
11:20	11:29	11:34	11:47	11:50	<b>12:03</b>
<b>1:06</b>	<b>1:15</b>	<b>1:20</b>	<b>1:33</b>	<b>1:36</b>	<b>1:49</b>
<b>2:52</b>	<b>3:01</b>	<b>3:06</b>	<b>3:19</b>	<b>3:22</b>	<b>3:35</b>
<b>4:38</b>	<b>4:47</b>	<b>4:52</b>	<b>5:05</b>	<b>5:08</b>	<b>5:21</b>
<b>6:24</b>	<b>6:33</b>	<b>6:38</b>	<b>6:51</b>	<b>6:54</b>	<b>7:07</b>



**25¢**  
**RIDES**

*all summer long, June 1-August 30*

# **EVERYONE RIDES FOR 25¢ ALL SUMMER LONG**

**USE THE GOMOBILE APP OR DROP A QUARTER IN THE  
FAREBOX — IT'S THAT EASY.**

**25¢ rides include all local bus routes,  
CommuterLink and GoMicro.**

**So get off the couch, find a quarter and go enjoy life.  
WE'LL GET YOU THERE.**

Cash, coin and GoMobile app ([RiversideTransit.com/GoMobile](https://www.RiversideTransit.com/GoMobile)) payment accepted. Visit [RiversideTransit.com](https://www.RiversideTransit.com) or call us at (951) 565-5002 for more information or to plan your trip.

# 44

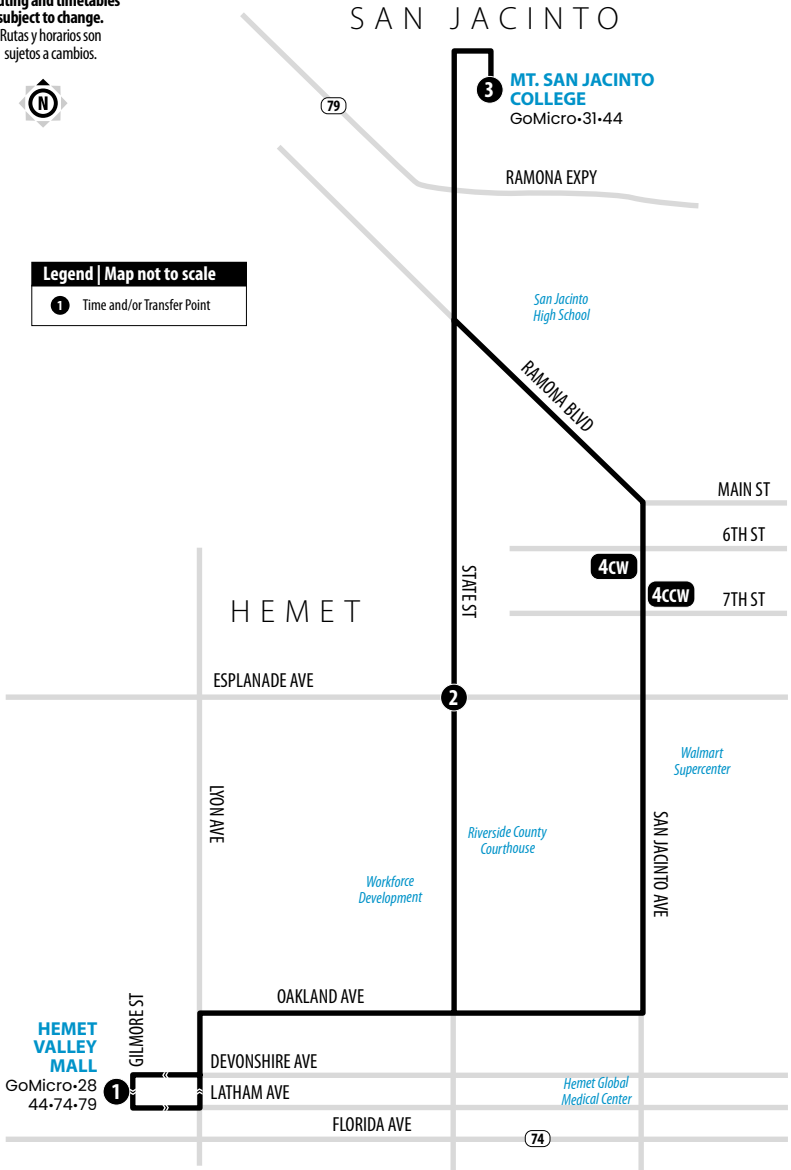
## HEMET VALLEY MALL - MT. SAN JACINTO COLLEGE CIRCULATOR

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.



### Legend | Map not to scale

① Time and/or Transfer Point



Trips beginning and ending on Route 44 stops must use Route 44 and cannot be booked on GoMicro.



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

HEMET VALLEY MALL	STATE & ESPLANADE	MT. SAN JACINTO COLLEGE SAN JACINTO	SAN JACINTO & SIXTH	HEMET VALLEY MALL
1	2	3	4CW	1
4:55	5:08	5:21	5:34	5:55
6:05	6:18	6:31	6:44	7:05
7:15	7:28	7:41	7:54	8:15
8:28	8:41	8:54	9:07	9:28
9:35	9:48	10:01	10:14	10:35
10:45	10:58	11:11	11:24	11:45
11:55	<b>12:08</b>	<b>12:21</b>	<b>12:34</b>	<b>12:55</b>
<b>1:10</b>	<b>1:23</b>	<b>1:36</b>	<b>1:49</b>	<b>2:10</b>
<b>2:20</b>	<b>2:33</b>	<b>2:46</b>	<b>2:59</b>	<b>3:20</b>
<b>3:30</b>	<b>3:43</b>	<b>3:56</b>	<b>4:09</b>	<b>4:30</b>
<b>4:40</b>	<b>4:53</b>	<b>5:06</b>	<b>5:19</b>	<b>5:40</b>
<b>5:50</b>	<b>6:03</b>	<b>6:16</b>	<b>6:29</b>	<b>6:50</b>
<b>7:00</b>	<b>7:13</b>	<b>7:26</b>	<b>7:39</b>	<b>8:00</b>
<b>8:20</b>	<b>8:33</b>	<b>8:46</b>	<b>8:59</b>	<b>9:20</b>
<b>9:30</b>	<b>9:43</b>	<b>9:56</b>	<b>10:09</b>	<b>10:30</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MT. SAN JACINTO COLLEGE SAN JACINTO	STATE & ESPLANADE	HEMET VALLEY MALL	SAN JACINTO & SEVENTH	MT. SAN JACINTO COLLEGE SAN JACINTO
3	2	1	4CCW	3
5:00	5:15	5:27	5:47	6:00
6:10	6:25	6:37	6:57	7:10
7:18	7:33	7:45	8:05	8:18
8:46	9:01	9:13	9:33	9:46
9:59	10:14	10:26	10:46	10:59
11:09	11:24	11:36	11:56	<b>12:09</b>
<b>12:35</b>	<b>12:50</b>	<b>1:02</b>	<b>1:22</b>	<b>1:35</b>
<b>2:00</b>	<b>2:15</b>	<b>2:27</b>	<b>2:47</b>	<b>3:00</b>
<b>3:05</b>	<b>3:20</b>	<b>3:32</b>	<b>3:52</b>	<b>4:05</b>
<b>4:15</b>	<b>4:30</b>	<b>4:42</b>	<b>5:02</b>	<b>5:15</b>
<b>5:28</b>	<b>5:43</b>	<b>5:55</b>	<b>6:15</b>	<b>6:28</b>
<b>6:35</b>	<b>6:50</b>	<b>7:02</b>	<b>7:22</b>	<b>7:35</b>
<b>7:45</b>	<b>8:00</b>	<b>8:12</b>	<b>8:32</b>	<b>8:45</b>
<b>8:55</b>	<b>9:10</b>	<b>9:22</b>	<b>9:42</b>	<b>9:55</b>
<b>10:00</b>	<b>10:15</b>	<b>10:27</b>	<b>10:47</b>	<b>11:00</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

HEMET VALLEY MALL	STATE & ESPLANADE	MT. SAN JACINTO COLLEGE SAN JACINTO	SAN JACINTO & SIXTH	HEMET VALLEY MALL
1	2	3	4CW	1
5:35	5:46	5:57	6:08	6:27
6:40	6:51	7:02	7:13	7:32
7:45	7:56	8:07	8:18	8:37
8:50	9:01	9:12	9:23	9:42
9:55	10:06	10:17	10:28	10:47
11:00	11:11	11:22	11:33	11:52
<b>12:05</b>	<b>12:16</b>	<b>12:27</b>	<b>12:38</b>	<b>12:57</b>
<b>1:10</b>	<b>1:21</b>	<b>1:32</b>	<b>1:43</b>	<b>2:02</b>
<b>2:15</b>	<b>2:26</b>	<b>2:37</b>	<b>2:48</b>	<b>3:07</b>
<b>3:20</b>	<b>3:31</b>	<b>3:42</b>	<b>3:53</b>	<b>4:12</b>
<b>4:25</b>	<b>4:36</b>	<b>4:47</b>	<b>4:58</b>	<b>5:17</b>
<b>5:30</b>	<b>5:41</b>	<b>5:52</b>	<b>6:03</b>	<b>6:22</b>
<b>6:35</b>	<b>6:46</b>	<b>6:57</b>	<b>7:08</b>	<b>7:27</b>
<b>7:40</b>	<b>7:51</b>	<b>8:02</b>	<b>8:13</b>	<b>8:32</b>
<b>8:45</b>	<b>8:56</b>	<b>9:07</b>	<b>9:18</b>	<b>9:37</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MT. SAN JACINTO COLLEGE SAN JACINTO	STATE & ESPLANADE	HEMET VALLEY MALL	SAN JACINTO & SEVENTH	MT. SAN JACINTO COLLEGE SAN JACINTO
3	2	1	4CCW	3
5:35	5:48	5:58	6:16	6:27
6:40	6:53	7:03	7:21	7:32
7:45	7:58	8:08	8:26	8:37
8:50	9:03	9:13	9:31	9:42
9:55	10:08	10:18	10:36	10:47
11:00	11:13	11:23	11:41	11:52
<b>12:05</b>	<b>12:18</b>	<b>12:28</b>	<b>12:46</b>	<b>12:57</b>
<b>1:10</b>	<b>1:23</b>	<b>1:33</b>	<b>1:51</b>	<b>2:02</b>
<b>2:15</b>	<b>2:28</b>	<b>2:38</b>	<b>2:56</b>	<b>3:07</b>
<b>3:20</b>	<b>3:33</b>	<b>3:43</b>	<b>4:01</b>	<b>4:12</b>
<b>4:25</b>	<b>4:38</b>	<b>4:48</b>	<b>5:06</b>	<b>5:17</b>
<b>5:30</b>	<b>5:43</b>	<b>5:53</b>	<b>6:11</b>	<b>6:22</b>
<b>6:35</b>	<b>6:48</b>	<b>6:58</b>	<b>7:16</b>	<b>7:27</b>
<b>7:40</b>	<b>7:53</b>	<b>8:03</b>	<b>8:21</b>	<b>8:32</b>
<b>8:45</b>	<b>8:58</b>	<b>9:08</b>	<b>9:26</b>	<b>9:37</b>



# GoMicro

## RTA's on-demand service

GoMicro offers shared rides in the Hemet-San Jacinto microtransit zone. GoMicro provides an easy way to schedule and track trips in real-time. Book your trips in the app for an easy way to get around if you're traveling within the zone. Trips will be booked on-demand in real-time so you can get to your destination quicker.

**Details at [RiversideTransit.com/GoMicro](https://RiversideTransit.com/GoMicro)**



Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.



### RIVERSIDE - DOWNTOWN METROLINK STATION

1-15-29-49-200-OMNITRANS 215  
METROLINK-AMTRAK  
Boarding diagram pg 31

**UNIVERSITY & LEMON**  
1-10-14-15-22-29-49  
200-204-OMNITRANS 215

**UNIVERSITY & MARKET**  
1-12-13-14-15-22-29-49-204

**MISSION & RUBIDOUX**  
29-49

RUBIDOUX

**BANANA & CHERRY**  
49  
ONIMTRANS 82

**COUNTRY VILLAGE**  
49-204

FONTANA

RIVERSIDE

JURUPA VALLEY

GLEN AVON

### Legend | Map not to scale

- 1** Time and/or Transfer Point
- T** Transfer Point

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

BANANA & CHERRY	MISSION & PEDLEY	MISSION & VALLEY	MISSION & RUBIDOUX	RIVERSIDE-DOWNTOWN METROLINK STATION
1	2	3	4	5
4:40	4:51	4:58	5:06	5:19
5:40	5:52	5:59	6:07	6:23
6:35	6:48	6:57	7:06	7:22
7:35	7:51	8:02	8:12	8:28
8:57	9:11	9:19	9:29	9:45
9:57	10:10	10:18	10:28	10:44
10:57	11:10	11:18	11:29	11:47
11:57	<b>12:10</b>	<b>12:18</b>	<b>12:29</b>	<b>12:47</b>
<b>1:00</b>	<b>1:14</b>	<b>1:22</b>	<b>1:33</b>	<b>1:51</b>
<b>2:08</b>	<b>2:22</b>	<b>2:32</b>	<b>2:43</b>	<b>3:01</b>
<b>3:37</b>	<b>3:53</b>	<b>4:08</b>	<b>4:21</b>	<b>4:39</b>
<b>4:37</b>	<b>4:51</b>	<b>5:01</b>	<b>5:12</b>	<b>5:30</b>
<b>5:54</b>	<b>6:08</b>	<b>6:17</b>	<b>6:28</b>	<b>6:46</b>
<b>6:51</b>	<b>7:03</b>	<b>7:11</b>	<b>7:19</b>	<b>7:37</b>
<b>8:00</b>	<b>8:12</b>	<b>8:20</b>	<b>8:27</b>	<b>8:43</b>
<b>8:44</b>	<b>8:55</b>	<b>9:03</b>	<b>9:10</b>	<b>9:26</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

RIVERSIDE-DOWNTOWN METROLINK STATION	MISSION & RUBIDOUX	MISSION & VALLEY	MISSION & PEDLEY	BANANA & CHERRY
5	4	3	2	1
5:40	5:51	5:59	6:05	6:22
6:40	6:51	6:59	7:05	7:22
7:45	7:59	8:10	8:19	8:36
8:55	9:09	9:18	9:24	9:41
9:55	10:10	10:19	10:25	10:42
10:55	11:10	11:20	11:26	11:43
11:57	<b>12:15</b>	<b>12:25</b>	<b>12:32</b>	<b>12:49</b>
<b>12:57</b>	<b>1:19</b>	<b>1:29</b>	<b>1:36</b>	<b>1:53</b>
<b>2:06</b>	<b>2:26</b>	<b>2:37</b>	<b>2:44</b>	<b>3:04</b>
<b>3:25</b>	<b>3:42</b>	<b>3:53</b>	<b>4:00</b>	<b>4:20</b>
<b>4:49</b>	<b>5:06</b>	<b>5:17</b>	<b>5:24</b>	<b>5:44</b>
<b>5:48</b>	<b>6:06</b>	<b>6:16</b>	<b>6:23</b>	<b>6:40</b>
<b>7:00</b>	<b>7:18</b>	<b>7:26</b>	<b>7:33</b>	<b>7:50</b>
<b>7:47</b>	<b>8:02</b>	<b>8:10</b>	<b>8:17</b>	<b>8:34</b>
<b>8:53</b>	<b>9:08</b>	<b>9:15</b>	<b>9:21</b>	<b>9:38</b>
<b>9:36</b>	<b>9:51</b>	<b>9:58</b>	<b>10:04</b>	<b>10:21</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

BANANA & CHERRY	MISSION & PEDLEY	MISSION & VALLEY	MISSION & RUBIDOUX	RIVERSIDE-DOWNTOWN METROLINK STATION
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
<b>12:22</b>	<b>12:35</b>	<b>12:43</b>	<b>12:54</b>	<b>1:09</b>
<b>1:17</b>	<b>1:30</b>	<b>1:38</b>	<b>1:49</b>	<b>2:04</b>
<b>2:13</b>	<b>2:26</b>	<b>2:34</b>	<b>2:45</b>	<b>3:00</b>
<b>3:09</b>	<b>3:22</b>	<b>3:30</b>	<b>3:41</b>	<b>3:56</b>
<b>4:05</b>	<b>4:18</b>	<b>4:26</b>	<b>4:36</b>	<b>4:51</b>
<b>5:01</b>	<b>5:14</b>	<b>5:22</b>	<b>5:32</b>	<b>5:47</b>
<b>6:03</b>	<b>6:16</b>	<b>6:24</b>	<b>6:32</b>	<b>6:47</b>
<b>6:53</b>	<b>7:06</b>	<b>7:14</b>	<b>7:21</b>	<b>7:34</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

RIVERSIDE-DOWNTOWN METROLINK STATION	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
<b>12:24</b>	<b>12:40</b>	<b>12:49</b>	<b>12:54</b>	<b>1:07</b>
<b>1:19</b>	<b>1:35</b>	<b>1:44</b>	<b>1:49</b>	<b>2:03</b>
<b>2:14</b>	<b>2:32</b>	<b>2:40</b>	<b>2:45</b>	<b>2:59</b>
<b>3:10</b>	<b>3:28</b>	<b>3:36</b>	<b>3:41</b>	<b>3:55</b>
<b>4:06</b>	<b>4:24</b>	<b>4:32</b>	<b>4:37</b>	<b>4:51</b>
<b>5:08</b>	<b>5:26</b>	<b>5:34</b>	<b>5:39</b>	<b>5:53</b>
<b>5:57</b>	<b>6:15</b>	<b>6:23</b>	<b>6:29</b>	<b>6:42</b>
<b>6:57</b>	<b>7:14</b>	<b>7:22</b>	<b>7:28</b>	<b>7:41</b>
<b>7:44</b>	<b>8:00</b>	<b>8:07</b>	<b>8:13</b>	<b>8:26</b>



# FOR YOUR SAFETY

## PARA SU SEGURIDAD

**Your safety is our number-one priority. Thank you for following these simple tips for a safe travel.**

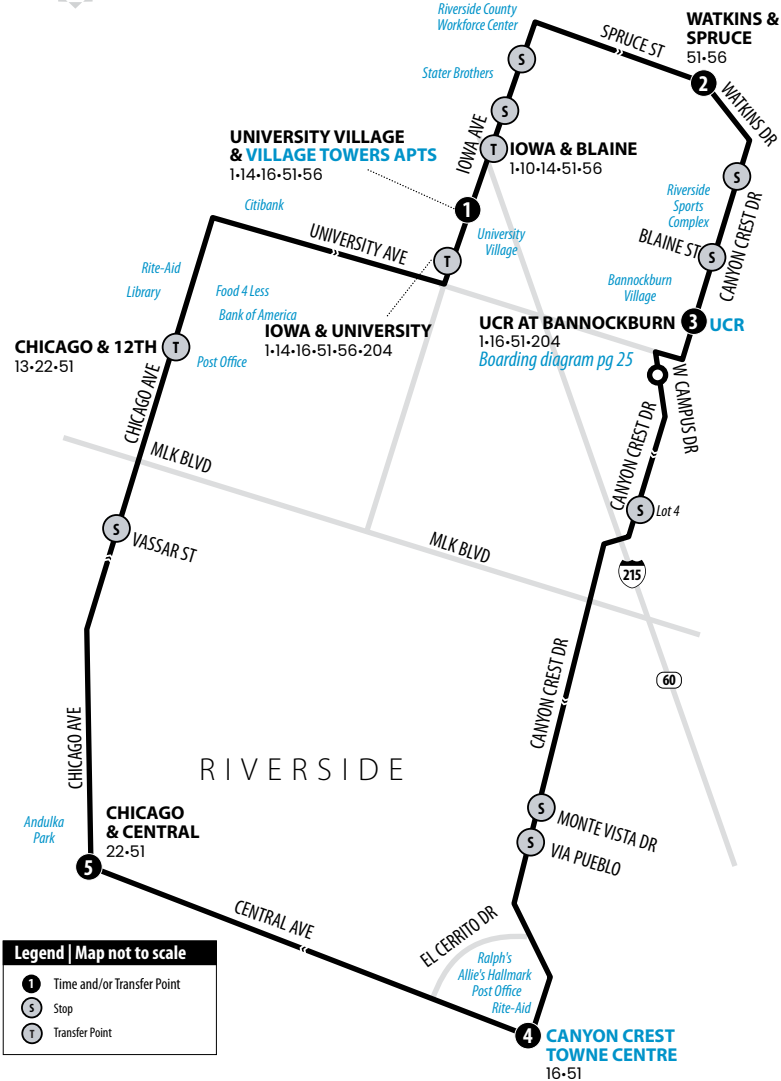
- **When exiting the bus, use sidewalks and crosswalks whenever possible. Never cross the street directly in front of the bus.**
- **Thank you for keeping the aisle clear. Shopping carts and strollers should be folded prior to boarding the bus, and walkers should be folded prior to taking your seat.**
- **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.

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.

**No service on weekends or:** Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day or days when UCR is not in session.





A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

UNIVERSITY VILLAGE & VILLAGE TOWER APARTMENTS	WATKINS & SPRUCE	UCR AT BANNOCKBURN	CANYON CREST TOWNE CENTRE	CHICAGO & CENTRAL	UNIVERSITY VILLAGE & VILLAGE TOWER APARTMENTS
1	2	3	4	5	1
7:29	7:35	7:39	7:49	7:52	8:01
8:09	8:15	8:19	8:29	8:32	8:41
8:49	8:55	8:59	9:10	9:13	9:22
9:29	9:35	9:39	9:50	9:53	10:02
10:09	10:15	10:19	10:30	10:33	10:42
10:49	10:55	10:59	11:10	11:13	11:22
11:29	11:35	11:39	11:50	11:53	<b>12:02</b>
<b>12:09</b>	<b>12:15</b>	<b>12:19</b>	<b>12:30</b>	<b>12:33</b>	<b>12:42</b>
<b>12:49</b>	<b>12:55</b>	<b>12:59</b>	<b>1:10</b>	<b>1:13</b>	<b>1:22</b>
<b>1:29</b>	<b>1:35</b>	<b>1:39</b>	<b>1:50</b>	<b>1:53</b>	<b>2:02</b>
<b>2:09</b>	<b>2:15</b>	<b>2:19</b>	<b>2:30</b>	<b>2:33</b>	<b>2:42</b>
<b>2:49</b>	<b>2:55</b>	<b>2:59</b>	<b>3:10</b>	<b>3:13</b>	<b>3:22</b>
<b>3:29</b>	<b>3:35</b>	<b>3:39</b>	<b>3:50</b>	<b>3:53</b>	<b>4:02</b>
<b>4:09</b>	<b>4:15</b>	<b>4:19</b>	<b>4:30</b>	<b>4:33</b>	<b>4:42</b>
<b>4:49</b>	<b>4:55</b>	<b>4:59</b>	<b>5:12</b>	<b>5:15</b>	<b>5:24</b>
<b>5:29</b>	<b>5:35</b>	<b>5:39</b>	<b>5:50</b>	<b>5:53</b>	<b>6:02</b>

#### OUT OF SERVICE DATES

Route will not operate on weekends or the following weekdays:

#### 2023

May 29

Memorial Day

June 19 through September 22

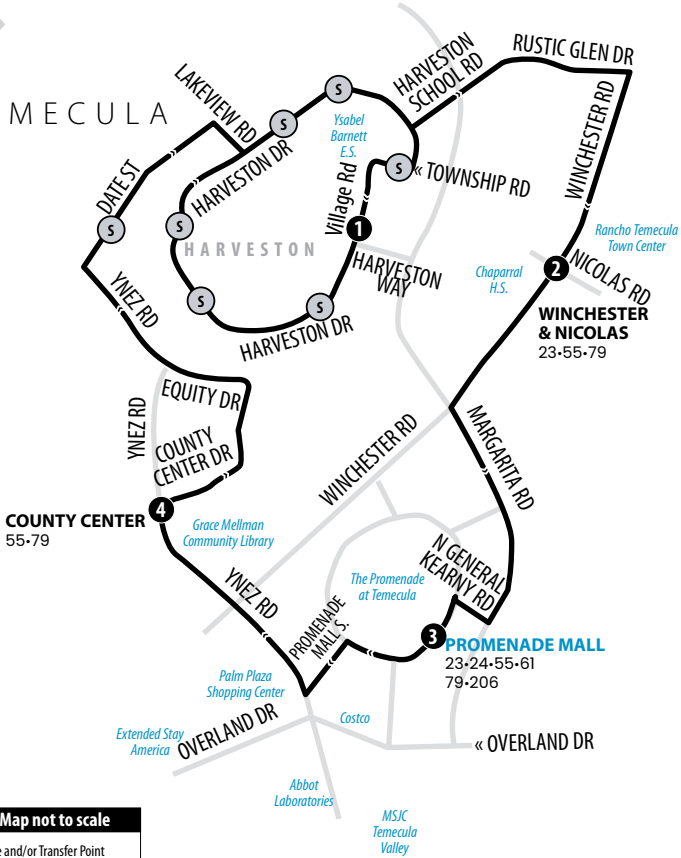
Summer Vacation

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.

**No service on weekends or:** Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day or days when school is not in session.



TEMECULA



#### Legend | Map not to scale

- 1** Time and/or Transfer Point
- S** Stop

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

\* If required by passengers, bus may continue after Village & Harveston timepoint to end trip at Lakeview Rd.

HARVESTON VILLAGE CENTER	WINCHESTER & NICOLAS	PROMENADE MALL	COUNTY CENTER	HARVESTON VILLAGE CENTER
1	2	3	4	1
6:55	7:05	7:14	7:21	7:35
7:40	7:48	7:57	8:02	8:16
<b>2:30</b>	<b>2:39</b>	<b>2:49</b>	<b>2:56</b>	<b>3:10</b>
<b>2:45</b>	<b>2:54</b>	<b>3:06</b>	<b>3:13</b>	<b>3:30</b>
<b>3:35</b>	<b>3:44</b>	<b>3:51</b>	<b>3:58</b>	<b>4:12</b>
<b>4:00</b>	<b>4:09</b>	<b>4:16</b>	<b>4:23</b>	<b>4:37*</b>
<b>4:20</b>	<b>4:29</b>	<b>4:36</b>	<b>4:43</b>	<b>4:57*</b>

#### OUT OF SERVICE DATES

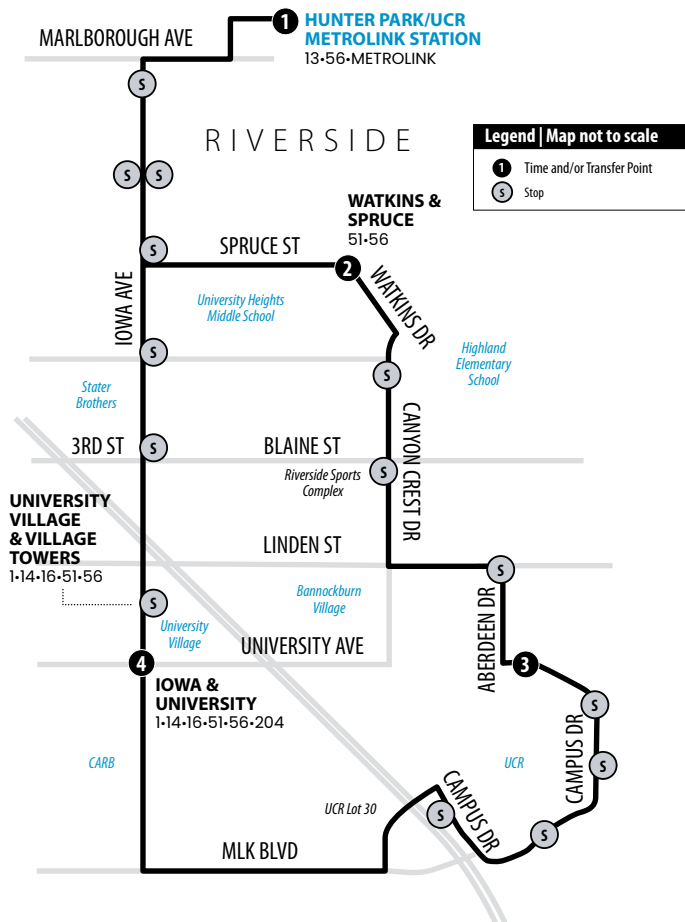
Route will not operate on weekends or the following weekdays:

#### 2023

May 29	Memorial Day
June 12 through August 11	Summer Vacation
September 4	Labor Day

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.

**No service on weekends or:** Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.



A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate.

HUNTER PARK/UCR METROLINK STATION	WATKINS & SPRUCE	N. CAMPUS & ABERDEEN	IOWA & UNIVERSITY	HUNTER PARK/UCR METROLINK STATION
1	2	3	4	1
6:00	6:07	6:16	6:29	6:40
6:45	6:52	7:01	7:14	7:25
7:30	7:37	7:46	7:59	8:10
8:15	8:22	8:31	8:44	8:55
9:15	9:22	9:31	9:44	9:55
10:00	10:07	10:16	10:29	10:40
10:45	10:52	11:01	11:14	11:25
11:30	11:37	11:46	11:59	<b>12:10</b>
<b>12:15</b>	<b>12:22</b>	<b>12:31</b>	<b>12:44</b>	<b>12:55</b>
<b>1:00</b>	<b>1:07</b>	<b>1:16</b>	<b>1:29</b>	<b>1:40</b>
<b>1:45</b>	<b>1:52</b>	<b>2:01</b>	<b>2:14</b>	<b>2:25</b>
<b>2:30</b>	<b>2:37</b>	<b>2:46</b>	<b>2:59</b>	<b>3:10</b>
<b>3:15</b>	<b>3:22</b>	<b>3:31</b>	<b>3:44</b>	<b>3:55</b>
<b>4:00</b>	<b>4:07</b>	<b>4:16</b>	<b>4:29</b>	<b>4:40</b>
<b>4:45</b>	<b>4:52</b>	<b>5:01</b>	<b>5:14</b>	<b>5:25</b>
<b>5:30</b>	<b>5:37</b>	<b>5:46</b>	<b>5:59</b>	<b>6:10</b>
<b>6:15</b>	<b>6:22</b>	<b>6:31</b>	<b>6:44</b>	<b>6:55</b>

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.

## PERRIS STATION TRANSIT CENTER

9-19-22-27-28-30  
61-74-METROLINK  
*Boarding diagram pg 30*

## QUAIL VALLEY FIRE STATION

## CHERRY HILLS & BRADLEY

61-74

## MT. SAN JACINTO COLLEGE MENIFEE

61-74

## HANCOCK & LOS ALAMOS

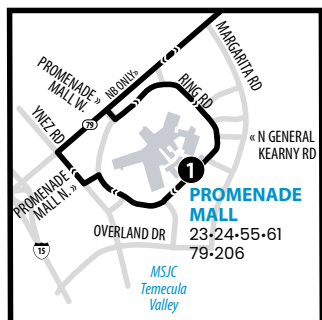
23-61

## PROMENADE MALL

23-24-55-61  
79-206

### Legend | Map not to scale

- 1 Time and/or Transfer Point
- Alternate Routing



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	4:47	4:57	5:19	—	5:43	5:51	6:14
	5:47	6:04	6:13	6:34	—	6:59	7:07	7:30
S	—	—	—	—	7:30	7:56	8:02	—
	7:15	7:32	7:44	8:08	—	8:33	8:41	9:04
	8:30	8:51	9:04	9:27	—	9:52	10:00	10:23
	9:55	10:18	10:31	10:54	—	11:19	11:27	11:52
	11:10	11:33	11:46	12:09	—	12:36	12:44	1:09
	12:10	12:33	12:46	1:09	—	1:36	1:44	2:07
	1:45	2:08	2:21	2:44	—	3:11	3:19	3:47
	3:01	3:29	3:49	4:13	—	4:44	4:51	5:19
	4:35	5:03	5:23	5:47	—	6:12	6:19	6:42
	6:15	6:37	6:50	7:12	—	7:36	7:43	8:04

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

S = Operates when school is in session only

	PERRIS STATION TRANSIT CENTER	ENCANTO & MCCALL	CHERRY HILLS & BRADLEY	QUAIL VALLEY FIRE STATION	MT. SAN JACINTO COLLEGE MENIFEE	MCELWAIN AT SUPER TARGET	HANCOCK & LOS ALAMOS	PROMENADE MALL
	8	7	6	5	4	3	2	1
	6:35	6:53	7:01	—	7:26	7:50	8:05	8:24
	7:55	8:13	8:22	—	8:48	9:11	9:24	9:45
	9:05	9:24	9:33	—	9:59	10:22	10:35	10:56
	10:30	10:48	10:57	—	11:25	11:48	12:01	12:22
	11:55	12:13	12:22	—	12:51	1:14	1:27	1:48
	1:05	1:23	1:32	—	2:01	2:26	2:43	3:04
	2:30	2:49	3:01	—	3:33	3:58	4:13	4:36
S	—	3:28	3:37	3:59	—	—	—	—
	4:05	4:23	4:31	—	5:00	5:22	5:36	5:55
	5:30	5:48	5:56	—	6:22	6:44	6:55	7:14
	7:07	7:25	7:33	—	8:00	8:22	8:33	8:49

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PROMENADE MALL	HANCOCK & LOS ALAMOS	MCELWAIN AT SUPER TARGET	MT. SAN JACINTO COLLEGE MENIFEE	CHERRY HILLS & BRADLEY	ENCANTO & MCCALL	PERRIS STATION TRANSIT CENTER
1	2	3	4	6	7	8
6:27	6:44	6:53	7:13	7:37	7:44	8:06
8:11	8:28	8:37	8:57	9:22	9:29	9:52
9:28	9:45	9:55	10:15	10:40	10:47	11:10
10:52	11:14	11:24	11:44	<b>12:09</b>	<b>12:16</b>	<b>12:39</b>
<b>12:05</b>	<b>12:27</b>	<b>12:37</b>	<b>12:57</b>	<b>1:22</b>	<b>1:29</b>	<b>1:51</b>
<b>1:21</b>	<b>1:45</b>	<b>1:56</b>	<b>2:18</b>	<b>2:43</b>	<b>2:50</b>	<b>3:12</b>
<b>2:50</b>	<b>3:14</b>	<b>3:25</b>	<b>3:47</b>	<b>4:12</b>	<b>4:19</b>	<b>4:41</b>
<b>4:06</b>	<b>4:30</b>	<b>4:41</b>	<b>5:02</b>	<b>5:27</b>	<b>5:34</b>	<b>5:56</b>
<b>5:39</b>	<b>6:02</b>	<b>6:13</b>	<b>6:34</b>	<b>6:59</b>	<b>7:05</b>	<b>7:26</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	ENCANTO & MCCALL	CHERRY HILLS & BRADLEY	MT. SAN JACINTO COLLEGE MENIFEE	MCELWAIN AT SUPER TARGET	HANCOCK & LOS ALAMOS	PROMENADE MALL
8	7	6	4	3	2	1
7:34	7:52	8:00	8:25	8:47	8:58	9:16
8:52	9:11	9:19	9:45	10:07	10:19	10:40
10:07	10:26	10:34	11:00	11:22	11:34	11:55
11:24	11:43	11:51	<b>12:17</b>	<b>12:39</b>	<b>12:50</b>	<b>1:11</b>
<b>12:49</b>	<b>1:08</b>	<b>1:16</b>	<b>1:42</b>	<b>2:04</b>	<b>2:15</b>	<b>2:36</b>
<b>2:03</b>	<b>2:22</b>	<b>2:30</b>	<b>2:56</b>	<b>3:18</b>	<b>3:29</b>	<b>3:50</b>
<b>3:23</b>	<b>3:42</b>	<b>3:50</b>	<b>4:16</b>	<b>4:37</b>	<b>4:48</b>	<b>5:09</b>
<b>5:07</b>	<b>5:26</b>	<b>5:34</b>	<b>6:00</b>	<b>6:21</b>	<b>6:32</b>	<b>6:53</b>



# gomobile

RIVERSIDE TRANSIT AGENCY



- buy passes
- pay your fare
- plan your trip
- get arrival times
- get service alerts

## all on your phone!

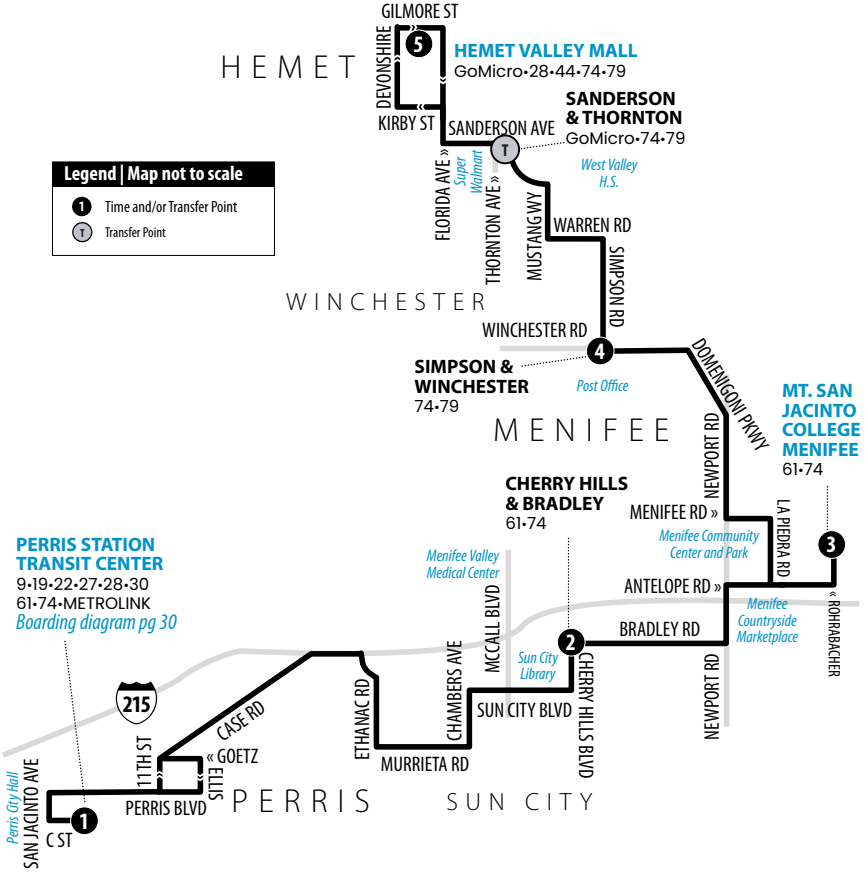
Details at [RiversideTransit.com/GoMobile](https://RiversideTransit.com/GoMobile)

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.



### Legend | Map not to scale

- 1** Time and/or Transfer Point
- T** Transfer Point



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	CHERRY HILLS & BRADLEY	MT. SAN JACINTO COLLEGE MENIFEE	SIMPSON & WINCHESTER	HEMET VALLEY MALL
1	2	3	4	5
5:05	5:25	5:39	5:54	6:17
6:35	6:56	7:10	7:29	7:54
7:44	8:08	8:23	8:39	9:06
9:15	9:40	9:56	10:12	10:37
10:40	11:02	11:19	11:36	12:03
<b>12:05</b>	<b>12:27</b>	<b>12:43</b>	<b>1:00</b>	<b>1:28</b>
<b>12:55</b>	<b>1:17</b>	<b>1:33</b>	<b>1:50</b>	<b>2:19</b>
<b>2:30</b>	<b>2:52</b>	<b>3:10</b>	<b>3:31</b>	<b>4:02</b>
<b>4:00</b>	<b>4:24</b>	<b>4:42</b>	<b>4:58</b>	<b>5:26</b>
<b>5:25</b>	<b>5:47</b>	<b>6:03</b>	<b>6:18</b>	<b>6:45</b>

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	PERRIS STATION TRANSIT CENTER
5	4	3	2	1
5:05	5:24	5:40	5:51	6:17
6:20	6:41	6:57	7:11	7:40
7:35	7:59	8:15	8:29	8:58
9:00	9:22	9:38	9:52	10:21
10:20	10:44	11:00	11:16	11:46
11:45	<b>12:10</b>	<b>12:26</b>	<b>12:42</b>	<b>1:12</b>
<b>1:10</b>	<b>1:35</b>	<b>1:51</b>	<b>2:06</b>	<b>2:36</b>
<b>2:32</b>	<b>2:57</b>	<b>3:13</b>	<b>3:27</b>	<b>3:57</b>
<b>3:45</b>	<b>4:09</b>	<b>4:25</b>	<b>4:39</b>	<b>5:09</b>
<b>5:15</b>	<b>5:40</b>	<b>5:56</b>	<b>6:11</b>	<b>6:39</b>
<b>6:35</b>	<b>6:57</b>	<b>7:13</b>	<b>7:27</b>	<b>7:53</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	CHERRY HILLS & BRADLEY	MT. SAN JACINTO COLLEGE MENIFEE	SIMPSON & WINCHESTER	HEMET VALLEY MALL
1	2	3	4	5
6:46	7:09	7:21	7:35	7:57
7:56	8:19	8:31	8:47	9:09
9:29	9:52	10:06	10:22	10:44
10:35	10:58	11:12	11:28	11:53
11:56	<b>12:19</b>	<b>12:33</b>	<b>12:49</b>	<b>1:16</b>
<b>1:23</b>	<b>1:46</b>	<b>2:01</b>	<b>2:17</b>	<b>2:44</b>
<b>2:51</b>	<b>3:14</b>	<b>3:29</b>	<b>3:45</b>	<b>4:13</b>
<b>4:23</b>	<b>4:46</b>	<b>5:01</b>	<b>5:16</b>	<b>5:43</b>
<b>5:27</b>	<b>5:50</b>	<b>6:05</b>	<b>6:20</b>	<b>6:46</b>

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	PERRIS STATION TRANSIT CENTER
5	4	3	2	1
6:31	6:49	7:02	7:14	7:38
8:07	8:25	8:38	8:52	9:19
9:10	9:29	9:42	9:56	10:23
10:30	10:53	11:07	11:23	11:50
11:57	<b>12:20</b>	<b>12:34</b>	<b>12:50</b>	<b>1:18</b>
<b>1:07</b>	<b>1:30</b>	<b>1:44</b>	<b>2:00</b>	<b>2:28</b>
<b>2:27</b>	<b>2:50</b>	<b>3:04</b>	<b>3:20</b>	<b>3:48</b>
<b>3:57</b>	<b>4:20</b>	<b>4:34</b>	<b>4:50</b>	<b>5:18</b>
<b>5:30</b>	<b>5:53</b>	<b>6:07</b>	<b>6:23</b>	<b>6:50</b>
<b>6:52</b>	<b>7:15</b>	<b>7:29</b>	<b>7:44</b>	<b>8:08</b>



## **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.

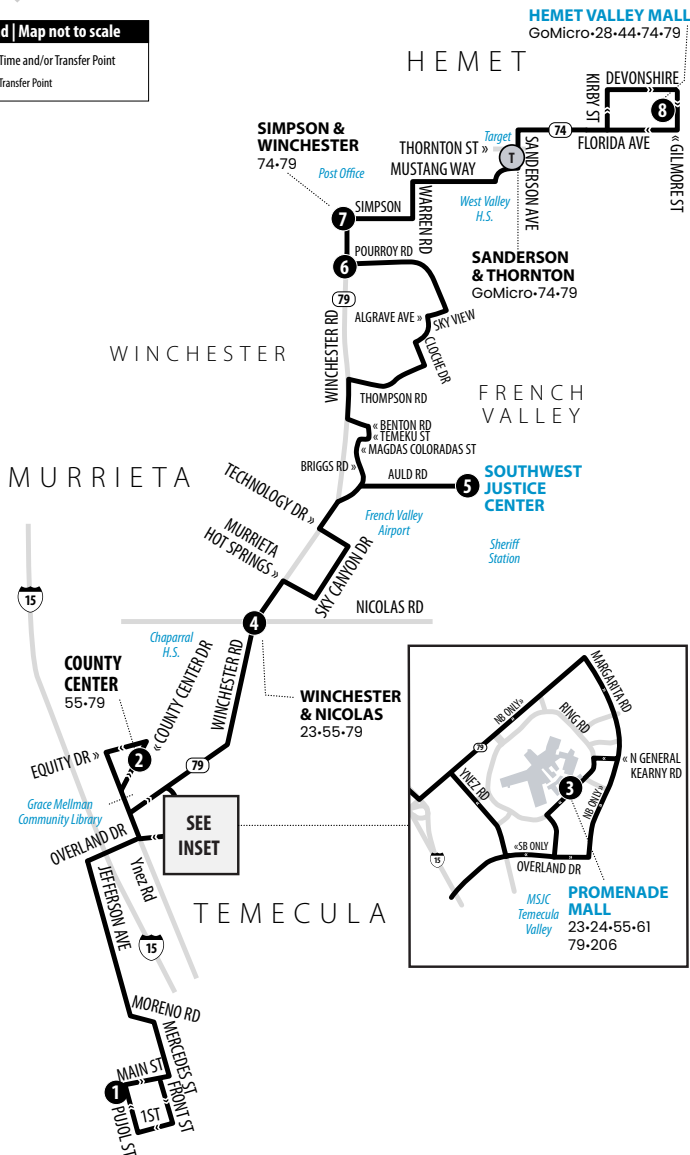
## **NUNCA CAMINE EN FRENTE DE UN AUTOBÚS PARA CRUZAR LA CALLE**

Manténgase seguro utilizando el paso de peatones siempre que sea posible y esperando hasta que pueda ver claramente el tráfico.



## Legend | Map not to scale

- ① Time and/or Transfer Point
- ② Transfer Point



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

S = Operates when school is in session only.

	PUJOL & MAIN	COUNTY CENTER	PROMENADE MALL	WINCHESTER & NICOLAS	SOUTHWEST JUSTICE CENTER	WINCHESTER & POURROY	SIMPSON & WINCHESTER	HEMET VALLEY MALL
	1	2	3	4	5	6	7	8
	—	6:02	6:14	6:21	6:32	6:45	6:55	7:18
	6:55	7:07	7:19	7:26	7:37	7:50	8:00	8:24
	8:30	8:42	8:54	9:02	9:13	9:26	9:36	10:01
	10:00	10:13	10:25	10:33	10:45	10:58	11:08	11:33
	11:20	11:35	11:49	11:59	12:11	12:24	12:35	1:01
	12:30	12:46	1:00	1:10	1:22	1:35	1:46	2:12
	1:50	2:06	2:21	2:32	2:44	2:58	3:09	3:35
S	—	—	3:00	3:11	3:24	3:39	3:50	4:19
	3:15	3:31	3:46	3:57	4:10	4:26	4:37	5:07
	4:30	4:46	5:01	5:12	5:25	5:41	5:52	6:17
	6:15	6:31	6:46	6:55	7:07	7:22	7:33	7:58
	7:35	7:51	8:06	8:15	8:27	8:42	8:53	9:18

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	COUNTY CENTER	PUJOL & MAIN
8	7	6	5	4	3	2	1
5:05	5:24	5:35	5:49	6:06	6:12	6:21	6:46
6:25	6:47	6:58	7:13	7:28	7:36	7:45	8:10
8:05	8:28	8:39	8:53	9:07	9:15	9:24	9:49
9:24	9:47	9:58	10:12	10:26	10:34	10:43	11:08
10:57	11:21	11:33	11:48	12:02	12:10	12:19	12:44
11:55	12:19	12:31	12:45	12:59	1:07	1:16	1:41
1:10	1:35	1:47	2:01	2:15	2:26	2:35	3:00
2:35	3:00	3:12	3:26	3:41	3:49	3:58	4:23
4:12	4:36	4:48	5:02	5:18	5:25	5:34	6:01
5:39	6:01	6:12	6:26	6:41	6:52	7:00	7:20
7:05	7:26	7:38	7:52	8:07	8:16	8:25	8:38

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

COUNTY CENTER	PROMENADE MALL	WINCHESTER & NICOLAS	SOUTHWEST JUSTICE CENTER	WINCHESTER & POURROY	SIMPSON & WINCHESTER	HEMET VALLEY MALL
2	3	4	5	6	7	8
7:33	7:43	7:50	8:01	8:11	8:21	8:43
8:30	8:40	8:47	8:58	9:09	9:19	9:41
10:06	10:16	10:23	10:34	10:45	10:55	11:20
11:18	11:32	11:41	11:52	<b>12:04</b>	<b>12:14</b>	<b>12:41</b>
<b>12:41</b>	<b>12:55</b>	<b>1:04</b>	<b>1:15</b>	<b>1:27</b>	<b>1:37</b>	<b>2:04</b>
<b>2:08</b>	<b>2:22</b>	<b>2:31</b>	<b>2:43</b>	<b>2:55</b>	<b>3:05</b>	<b>3:33</b>
<b>3:37</b>	<b>3:51</b>	<b>4:00</b>	<b>4:12</b>	<b>4:24</b>	<b>4:34</b>	<b>5:02</b>
<b>4:49</b>	<b>5:03</b>	<b>5:13</b>	<b>5:25</b>	<b>5:37</b>	<b>5:47</b>	<b>6:13</b>
<b>6:08</b>	<b>6:20</b>	<b>6:30</b>	<b>6:42</b>	<b>6:54</b>	<b>7:04</b>	<b>7:30</b>

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	COUNTY CENTER
8	7	6	5	4	3	2
6:54	7:12	7:22	7:34	7:47	7:52	8:00
8:40	9:00	9:10	9:23	9:36	9:43	9:51
9:50	10:13	10:25	10:38	10:51	11:00	11:08
11:08	11:31	11:41	11:54	<b>12:09</b>	<b>12:18</b>	<b>12:26</b>
<b>12:35</b>	<b>12:58</b>	<b>1:08</b>	<b>1:21</b>	<b>1:36</b>	<b>1:45</b>	<b>1:53</b>
<b>1:47</b>	<b>2:10</b>	<b>2:20</b>	<b>2:33</b>	<b>2:48</b>	<b>2:57</b>	<b>3:05</b>
<b>3:10</b>	<b>3:33</b>	<b>3:43</b>	<b>3:56</b>	<b>4:11</b>	<b>4:20</b>	<b>4:28</b>
<b>4:39</b>	<b>5:02</b>	<b>5:13</b>	<b>5:27</b>	<b>5:41</b>	<b>5:50</b>	<b>5:58</b>
<b>6:08</b>	<b>6:31</b>	<b>6:42</b>	<b>6:56</b>	<b>7:10</b>	<b>7:19</b>	<b>7:27</b>



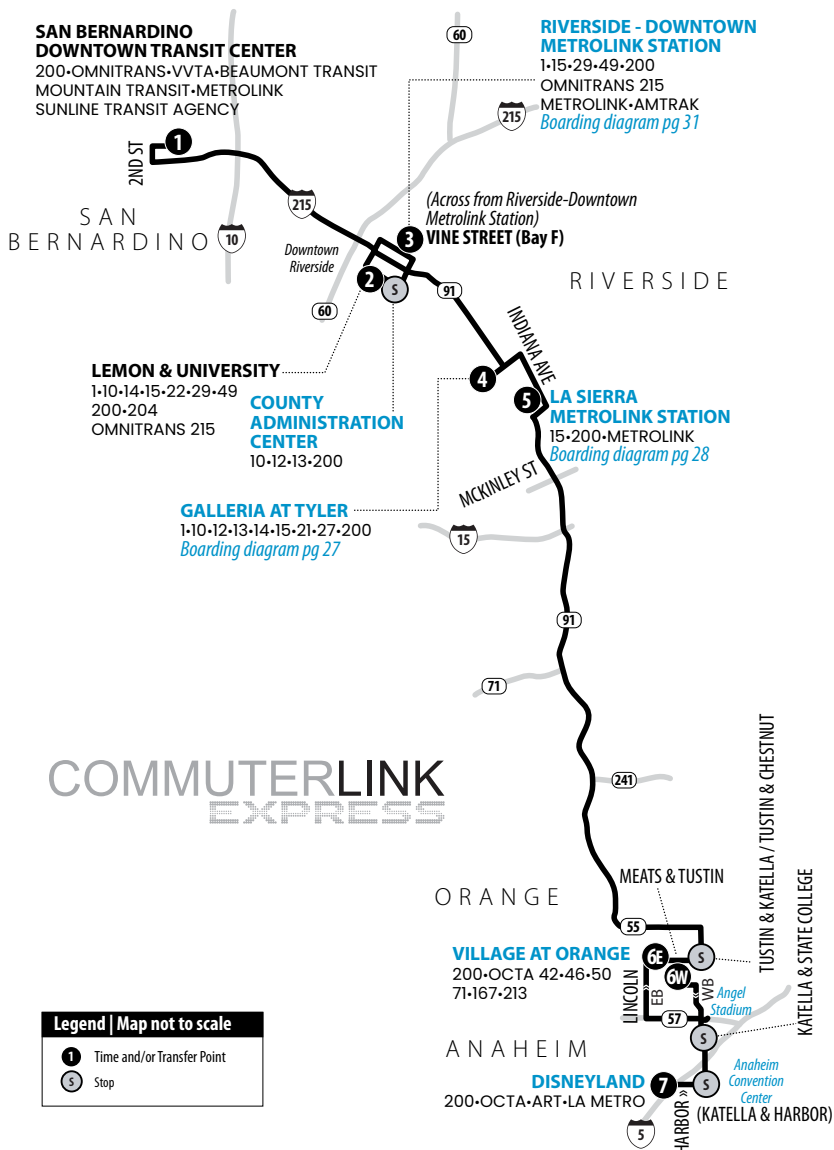


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sujetos a cambios.



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SAN BERNARDINO DOWNTOWN TRANSIT CENTER	LEMON & UNIVERSITY (DOWNTOWN RIVERSIDE)	RIVERSIDE- DOWNTOWN METROLINK STATION (VINE ST BAY F)	GALLERIA AT TYLER	LA SIERRA METROLINK STATION	MEATS & TUSTIN	DISNEYLAND
1	2	3	4	5	6W	7
5:20	5:37	5:40	5:55	6:05	6:41	7:05
6:40	6:59	7:02	7:15	7:27	8:11	8:35
8:20	8:39	8:42	8:55	9:07	9:41	10:04
9:37	9:55	10:01	10:21	10:31	11:05	11:28
11:18	11:36	11:39	11:56	<b>12:06</b>	<b>12:41</b>	<b>1:11</b>
<b>12:38</b>	<b>12:56</b>	<b>12:59</b>	<b>1:19</b>	<b>1:28</b>	<b>2:03</b>	<b>2:35</b>
<b>2:13</b>	<b>2:40</b>	<b>2:43</b>	<b>3:01</b>	<b>3:10</b>	<b>3:45</b>	<b>4:15</b>
<b>4:11</b>	<b>4:33</b>	<b>4:36</b>	<b>4:57</b>	<b>5:06</b>	<b>5:42</b>	<b>6:07</b>
<b>5:48</b>	<b>6:08</b>	<b>6:11</b>	<b>6:30</b>	<b>6:39</b>	<b>7:13</b>	<b>7:38</b>
<b>7:18</b>	<b>7:36</b>	<b>7:39</b>	<b>7:55</b>	<b>8:04</b>	<b>8:36</b>	<b>9:03</b>
<b>8:10</b>	<b>8:27</b>	<b>8:30</b>	<b>8:44</b>	<b>8:53</b>	<b>9:24</b>	<b>9:49</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate.

DISNEYLAND	VILLAGE AT ORANGE	LA SIERRA METROLINK STATION	GALLERIA AT TYLER	LEMON & UNIVERSITY (DOWNTOWN RIVERSIDE)	RIVERSIDE- DOWNTOWN METROLINK STATION (VINE ST BAY F)	SAN BERNARDINO DOWNTOWN TRANSIT CENTER
7	6E	5	4	2	3	1
7:40	8:06	8:42	8:49	9:07	9:10	9:27
9:10	9:36	10:12	10:19	10:37	10:43	11:04
10:35	11:01	11:37	11:44	<b>12:03</b>	<b>12:09</b>	<b>12:26</b>
<b>12:05</b>	<b>12:32</b>	<b>1:09</b>	<b>1:16</b>	<b>1:37</b>	<b>1:43</b>	<b>2:00</b>
<b>1:45</b>	<b>2:12</b>	<b>2:58</b>	<b>3:06</b>	<b>3:30</b>	<b>3:36</b>	<b>4:01</b>
<b>3:07</b>	<b>3:35</b>	<b>4:35</b>	<b>4:43</b>	<b>5:06</b>	<b>5:11</b>	<b>5:34</b>
<b>4:45</b>	<b>5:16</b>	<b>6:12</b>	<b>6:20</b>	<b>6:40</b>	<b>6:43</b>	<b>7:00</b>
<b>6:36</b>	<b>7:03</b>	<b>7:45</b>	<b>7:52</b>	<b>8:11</b>	<b>8:14</b>	<b>8:31</b>
<b>8:12</b>	<b>8:35</b>	<b>9:10</b>	<b>9:17</b>	<b>9:35</b>	<b>9:38</b>	<b>9:55</b>
<b>9:35</b>	<b>9:58</b>	<b>10:36</b>	<b>10:43</b>	<b>11:00</b>	<b>11:03</b>	<b>11:20</b>
<b>10:28</b>	<b>10:49</b>	<b>11:23</b>	<b>11:29</b>	<b>11:44</b>	<b>11:47</b>	12:03

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate.

SAN BERNARDINO DOWNTOWN TRANSIT CENTER	LEMON & UNIVERSITY (DOWNTOWN RIVERSIDE)	RIVERSIDE- DOWNTOWN METROLINK STATION (VINE ST BAY F)	GALLERIA AT TYLER	LA SIERRA METROLINK STATION	MEATS & TUSTIN	DISNEYLAND
1	2	3	4	5	6W	7
6:00	6:22	6:25	6:45	6:53	7:25	7:47
7:36	7:58	8:01	8:21	8:29	9:04	9:26
9:11	9:33	9:36	9:56	10:04	10:39	11:01
10:45	11:07	11:11	11:31	11:39	<b>12:17</b>	<b>12:41</b>
<b>12:20</b>	<b>12:42</b>	<b>12:49</b>	<b>1:09</b>	<b>1:17</b>	<b>1:55</b>	<b>2:19</b>
<b>2:15</b>	<b>2:37</b>	<b>2:41</b>	<b>3:01</b>	<b>3:09</b>	<b>3:47</b>	<b>4:11</b>
<b>3:30</b>	<b>3:52</b>	<b>3:55</b>	<b>4:15</b>	<b>4:23</b>	<b>4:59</b>	<b>5:23</b>
<b>5:30</b>	<b>5:52</b>	<b>5:55</b>	<b>6:15</b>	<b>6:23</b>	<b>6:57</b>	<b>7:21</b>
<b>7:30</b>	<b>7:52</b>	<b>7:55</b>	<b>8:13</b>	<b>8:21</b>	<b>8:53</b>	<b>9:15</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate.

DISNEYLAND	VILLAGE AT ORANGE	LA SIERRA METROLINK STATION	GALLERIA AT TYLER	LEMON & UNIVERSITY (DOWNTOWN RIVERSIDE)	RIVERSIDE- DOWNTOWN METROLINK STATION (VINE ST BAY F)	SAN BERNARDINO DOWNTOWN TRANSIT CENTER
7	6E	5	4	2	3	1
8:28	8:56	9:32	9:39	9:59	10:02	10:20
10:07	10:35	11:11	11:19	11:39	11:42	<b>12:00</b>
11:42	<b>12:10</b>	<b>12:46</b>	<b>12:55</b>	<b>1:15</b>	<b>1:18</b>	<b>1:36</b>
<b>1:12</b>	<b>1:40</b>	<b>2:18</b>	<b>2:27</b>	<b>2:47</b>	<b>2:53</b>	<b>3:11</b>
<b>2:53</b>	<b>3:21</b>	<b>3:59</b>	<b>4:08</b>	<b>4:28</b>	<b>4:31</b>	<b>4:49</b>
<b>4:48</b>	<b>5:16</b>	<b>5:54</b>	<b>6:02</b>	<b>6:22</b>	<b>6:28</b>	<b>6:46</b>
<b>6:04</b>	<b>6:29</b>	<b>7:07</b>	<b>7:15</b>	<b>7:35</b>	<b>7:38</b>	<b>7:56</b>
<b>8:15</b>	<b>8:40</b>	<b>9:14</b>	<b>9:21</b>	<b>9:41</b>	<b>9:44</b>	<b>10:02</b>
<b>10:15</b>	<b>10:40</b>	<b>11:13</b>	<b>11:19</b>	<b>11:35</b>	<b>11:38</b>	<b>11:56</b>

# gomobile

RIVERSIDE TRANSIT AGENCY



- buy passes
- pay your fare
- plan your trip
- get arrival times
- get service alerts

## all on your phone!

Details at [RiversideTransit.com/GoMobile](https://RiversideTransit.com/GoMobile)

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.

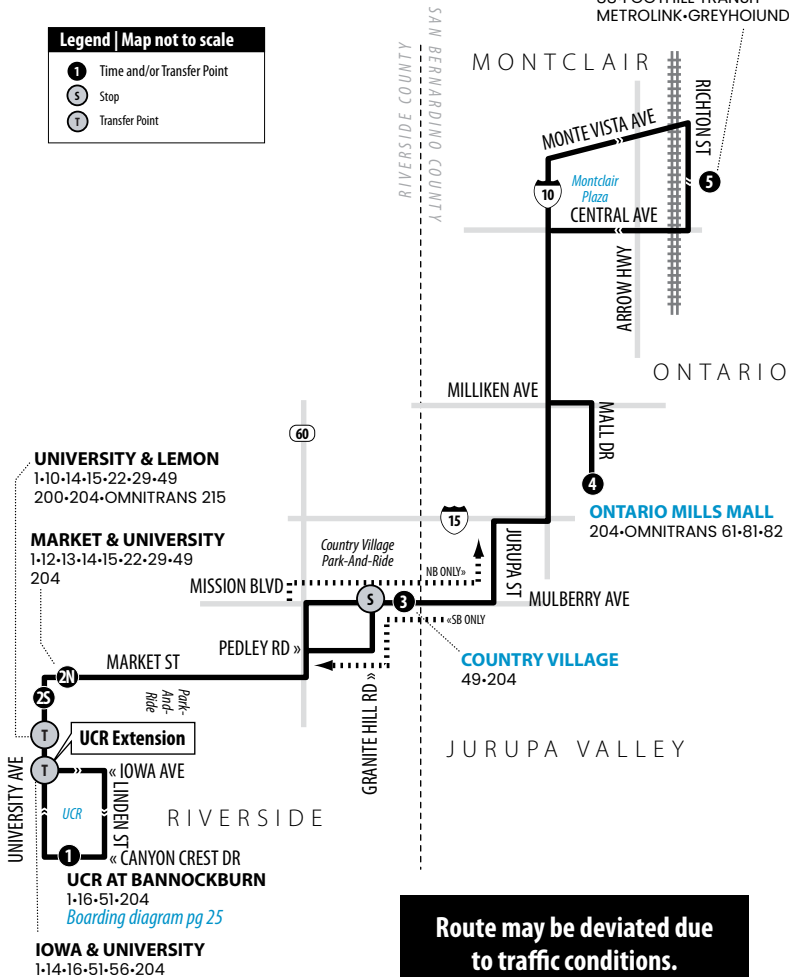
**No service on weekends or:** Memorial Day, Independence Day, Labor Day, Thanksgiving Day,  
Christmas Day and New Year's Day.



### Legend | Map not to scale

- 1 Time and/or Transfer Point
- S Stop
- T Transfer Point

**MONTCLAIR  
TRANSCENTER**  
204-OMNITRANS 66-85  
88-FOOTHILL TRANSIT  
METROLINK-GREYHOUND



**Route may be deviated due  
to traffic conditions.**

COMMUTERLINK  
EXPRESS

204

NORTHBOUND TO ONTARIO MILLS MALL & MONTCLAIR TRANSCENTER |  
WEEKDAYS ONLY

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

UCR AT BANNOCKBURN	MARKET & UNIVERSITY	COUNTRY VILLAGE	ONTARIO MILLS MALL	MONTCLAIR TRANSCENTER
1	2N	3	4	5
—	5:13	5:27	5:43	6:04
6:17	6:27	6:41	6:58	7:21
<b>2:29</b>	<b>2:43</b>	<b>2:59</b>	<b>3:20</b>	<b>3:43</b>
<b>5:46</b>	<b>6:00</b>	<b>6:16</b>	<b>6:34</b>	<b>6:56</b>

204

## SOUTHBOUND TO DOWNTOWN RIVERSIDE &amp; UCR | WEEKDAYS ONLY

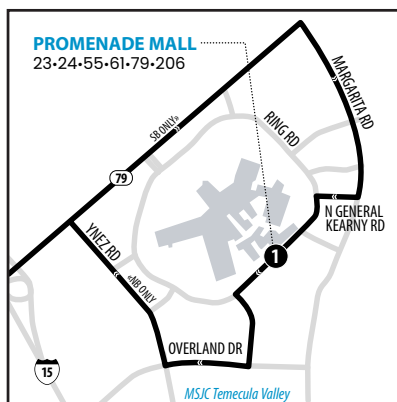
A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MONTCLAIR TRANSCENTER	ONTARIO MILLS MALL	COUNTRY VILLAGE	UNIVERSITY & LEMON	UCR AT BANNOCKBURN
5	4	3	2S	1
6:23	6:42	7:01	7:20	7:32
7:31	7:54	8:16	8:39	8:51
<b>3:53</b>	<b>4:24</b>	<b>4:47</b>	<b>5:20</b>	<b>5:36</b>
<b>7:06</b>	<b>7:28</b>	<b>7:47</b>	<b>8:06</b>	<b>8:18</b>

For Metrolink information, go to [metrolinktrains.com](http://metrolinktrains.com) or call 800-371-5465.

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.

**No service on weekends or:** Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.



**LAKE ELSINORE OUTLET  
CENTER PARK & RIDE**  
8-9-206

**CORONA TRANSIT CENTER**  
1-3-206-CORONA CRUISER  
BLUE, RED-METROLINK  
*Boarding diagram pg 26*



COMMUTERLINK  
EXPRESS



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PROMENADE MALL	JEFFERSON & KALMIA	LAKE ELSINORE OUTLET CENTER PARK-AND-RIDE	TOM'S FARMS	DOS LAGOS	CORONA TRANSIT CENTER
1	2	3	4	5	6
3:56	4:07	4:27	4:41	—	5:01
4:36	4:47	5:07	5:23	—	5:45
—	—	5:35	5:50	6:02	6:25
—	—	6:08	6:23	6:38	7:05
<b>3:45</b>	<b>4:02</b>	<b>4:25</b>	<b>4:40</b>	<b>4:49</b>	<b>5:09</b>

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
<b>5:00</b>	—	<b>5:32</b>	<b>5:50</b>	<b>6:10</b>	<b>6:27</b>
The 5:00 p.m. trip will wait for the 4:28 p.m., 4:45 p.m. and 4:56 p.m. trains, but not later than 5:10 p.m. before departing the Metrolink Station.					
<b>6:10</b>	<b>6:37</b>	<b>6:46</b>	<b>7:05</b>	<b>7:25</b>	<b>7:40</b>
The 6:10 p.m. trip will wait for the 5:26 p.m. and 5:52 p.m. trains, but not later than 6:20 p.m. before departing the Metrolink Station.					
<b>6:50</b>	—	<b>7:16</b>	<b>7:33</b>	<b>7:53</b>	<b>8:18</b>
The 6:50 p.m. trip will wait for the 6:37 p.m. train, but not later than 7:00 p.m. before departing the Metrolink Station.					

# WHAT'S NEW

**Affected Routes/Rutas Afectadas:** 8, 30, 61 and 74.

On May 14, RTA enhanced a handful of routes with better connections and improved on-time performance. This guide is designed to give you an overview of those changes.

**ROUTE 8:** To improve connections with school bell times, the Route 8 clockwise weekday trips departing the Lake Elsinore Outlet Center at 6:53 a.m. and 8:05 a.m. were adjusted to depart at 6:35 a.m. and 7:55 a.m., respectively. The counterclockwise weekday trips departing the Lake Elsinore Outlet Center at 12:07 p.m. and 1:22 p.m. were adjusted to depart at 12:30 p.m. and 1:35 p.m., respectively.

**ROUTE 30:** To improve connections with school bell times, the Route 30 weekday trip departing the Perris Station Transit Center at 2:25 p.m. was adjusted to depart at 2:38 p.m.

**ROUTE 61:** The Route 61 weekday schedule in both directions was adjusted to maintain on-time performance.

**ROUTE 74:** To improve connections with other routes, the Route 74 westbound weekday trip departing the Hemet Valley Mall at 1:05 p.m. was adjusted to depart at 1:10 p.m. The eastbound weekend trip departing the Perris Station Transit Center at 9:24 a.m. was adjusted to depart at 9:29 a.m. The westbound weekend trip departing the Hemet Valley Mall at 8:02 a.m. was adjusted to depart at 8:07 a.m.

## This image shows a full page of blank handwriting practice paper. It features approximately 20 evenly spaced horizontal black lines across the entire page, providing a guide for letter height and placement. The background is plain white, and there are no margins, text, or other markings present.

[illegible]

[illegible]

[illegible]



# GoMicro

## RTA's on-demand service

GoMicro offers shared rides in the Hemet-San Jacinto microtransit zone. GoMicro provides an easy way to schedule and track trips in real-time. Book your trips in the app for an easy way to get around if you're traveling within the zone. Trips will be booked on-demand in real-time so you can get to your destination quicker.

**Details at [RiversideTransit.com/GoMicro](https://RiversideTransit.com/GoMicro)**





# **EVERYONE RIDES FOR 25¢ ALL SUMMER LONG**

**USE THE GOMOBILE APP OR DROP A QUARTER IN THE  
FAREBOX — IT'S THAT EASY.**

**25¢ rides include all local bus routes,  
CommuterLink and GoMicro.**

**So get off the couch, find a quarter and go enjoy life.  
WE'LL GET YOU THERE.**

Cash, coin and GoMobile app ([RiversideTransit.com/GoMobile](https://RiversideTransit.com/GoMobile))  
payment accepted. Visit [RiversideTransit.com](https://RiversideTransit.com) or call us at  
(951) 565-5002 for more information or to plan your trip.



## **Appendix B:**

### RTA Service Reduction Plan



# SERVICE REDUCTION PLAN

Riverside Transit Agency, January 2021

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## Introduction

On April 5, 2020 RTA reduced service levels across the network in response to the COVID-19 pandemic. All routes moved to a Sunday schedule, and service was suspended on low-performing Local and CommuterLink routes. State-mandated stay-at-home orders diminished student and commuter transit markets and social distancing guidelines limited maximum vehicle capacity. As a result, ridership declined by more than two-thirds year-over-year from 2019.

RTA's challenge moving forward is ensuring financial sustainability in the face of decreased revenue. While optimistic about the future, no one knows how travel patterns will change as Riverside County emerges from the pandemic. People may continue to work from home reducing commute travel demand, and they may make new decisions about where to live if commuting is not a consideration. It is impossible to tell how and when ridership will return to RTA's routes. In order to ensure financial sustainability, RTA must optimize its service, operating with greater efficiency and running all routes as effectively as possible.

This Service Reduction Plan, approved by the RTA Board of Directors on January 28, 2021 and illustrated in Table 1, outlines \$3.3 million in potential resource savings affecting routes across the network based on 2020 costs and service levels. This document includes the reasoning behind the Service Reduction Plan, rider impacts, alternative service options, and an assessment of Title VI implications.

*Table 1: Summary of Recommended Route Changes*

Route	Description of Change	Annual Revenue Hour Savings	Annual Cost Savings
1	Discontinue service west of Smith & 6 <sup>th</sup>	2,728	\$210,087
15	Discontinue service west of La Sierra Metrolink Station	0	\$0
18	Discontinue service south of Moreno Valley Mall	4,380	\$337,245
21	Discontinue service north of Pedley Metrolink Station	3,733	\$287,410
26	Do not restore service after April 2020 COVID-19 service cuts	-	\$0
31	Tailor service to demand; discontinue south of Mount San Jacinto College and replace with Microtransit zone	7,324	\$679,484
32	Replace with Microtransit zone	8,293	\$769,415
33	Replace with Microtransit zone	3,841	\$356,396
40	Discontinue due to low performance	4,129	\$383,042
42	Replace with Microtransit zone	3,626	\$336,411
74	Discontinue north of Hemet Valley Mall and replace with Hemet Circulator	3,662	\$339,742
79	Discontinue north of Hemet Valley Mall and replace with Hemet Circulator	3,123	\$289,780
202	Do not restore service after April 2020 COVID-19 service cuts	-	\$0
204	Tailor service levels to market demand	2,780	\$214,022
205/206	Tailor service levels to market demand; discontinue service to Orange County	4,947	\$380,919
208	Discontinue due to low performance	6,885	\$530,145
210	Do not restore service after April 2020 COVID-19 service cuts	-	\$0
217	Do not restore service after April 2020 COVID-19 service cuts	-	\$0
Hemet Circulator	Introduce new circulator between Hemet Valley Mall and Mount San Jacinto College	-11,280	-\$1,046,558
Microtransit	Introduce new Microtransit zone in Hemet and San Jacinto	-8,616	-\$799,392
Total		39,554	\$3,268,146

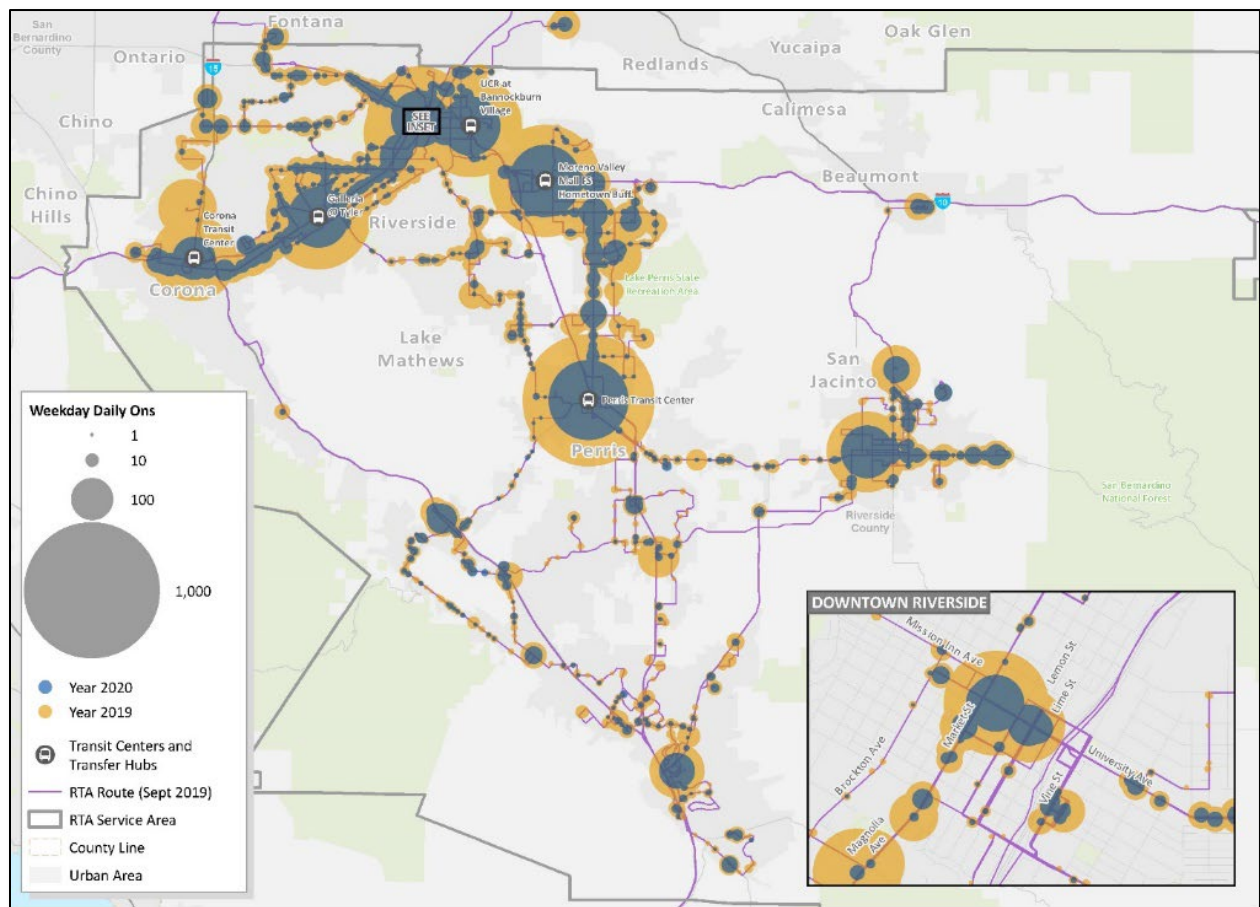
## Data Sources

Ridership and revenue hour data for this analysis was taken from September 2019 and September 2020 Ridecheck Plus Ridership by Route and Trip and Ridership by Route and Stop reports.

## COVID-19 Ridership Response

Between September 2019 and September 2020, ridership across RTA's system declined by 67 percent. As shown in the map below, the declines spanned the entire system and were especially pronounced at school sites where remote learning reduced travel demand. All routes saw at least a 46 percent ridership decline between September 2019 and September 2020.

Figure 1: Ridership Decline by Stop

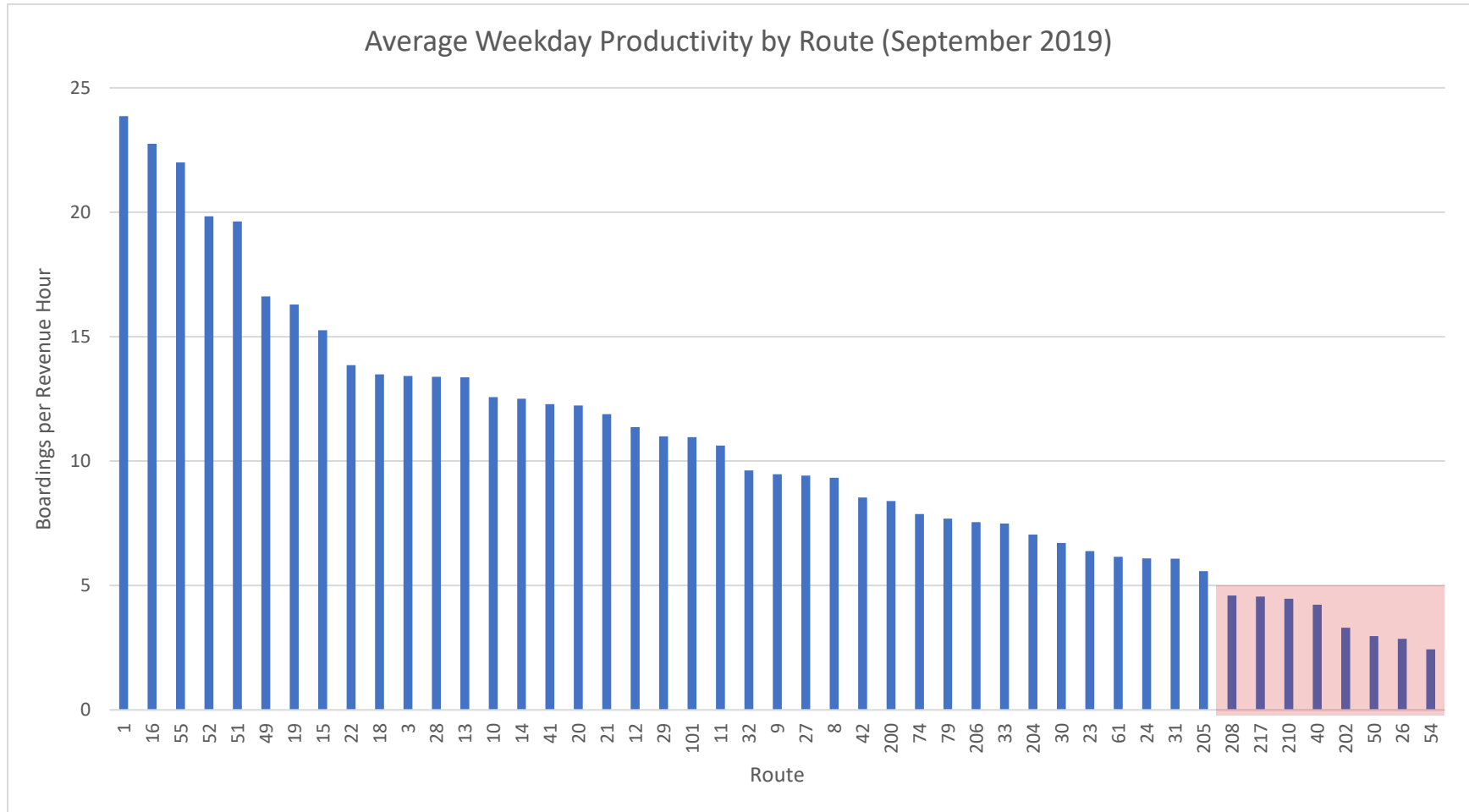


## Service Reduction Strategies

The approach to identifying service reduction opportunities was both data-driven and based on maintaining overall network integrity. With residents already facing significant hardships from the pandemic, the goal was to minimize the number of riders affected by these changes. RTA service is already streamlined on many routes with little “low-hanging fruit”. Many routes operate less than once an hour, so decreasing frequency would make the service virtually unusable. Many routes already only operate with one vehicle, so the only cost-saving opportunities without discontinuing the service altogether are to have the service start later in the day or end earlier at night. For these routes, traditional cost-cutting measures of streamlining to reduce running times will improve frequencies but will not actually realize any cost savings. The following guiding principles were applied in the process of identifying potential service changes:

- **Maintain the integrity of the core network.** Do not downgrade frequency on high-performing routes. Lowering service levels on high-performing routes will have spiraling network effects, as it reduces the ease of transferring and limits travel flexibility for higher volumes of riders. Furthermore, with new social distancing requirements limiting the number of people who can be on the bus at any one time to ten, downgrading frequencies on high-ridership routes would result in many riders being left behind.
- **Maintain lifeline transit coverage for those who rely on RTA for mobility.** Where possible, minimize creating new geographic gaps in coverage and identify alternative mobility solutions for those who rely on transit. Again, do not significantly reduce frequencies on routes already running lifeline service levels (less than once an hour).
- **Ensure each route serves a unique role in the network.** The RTA network has a lot of overlapping route segments with multiple routes providing connections between the same two destinations on similar or identical alignments. Splitting service between multiple routes is inefficient and leads to competition for riders. By eliminating overlapping segments, some riders may have to walk a little farther to access a different route, but this is better than losing access to service altogether.
- **Adhere to established service standards.** Routes that continuously fail to meet performance standards were some of the first candidates for review. For this analysis, the focus was on routes that fall below the five passenger per hour productivity threshold before the pandemic. Figure 2, Weekday Productivity by Route Chart, illustrates how performance compares across the system based on pre-pandemic (September 2019) service. Routes 26, 40, 50, 54, 202, 208, 210, and 217 all fall below the five passengers per hour threshold and are automatic candidates for review when there is a need to reduce service.

Figure 2: Weekday Productivity by Route

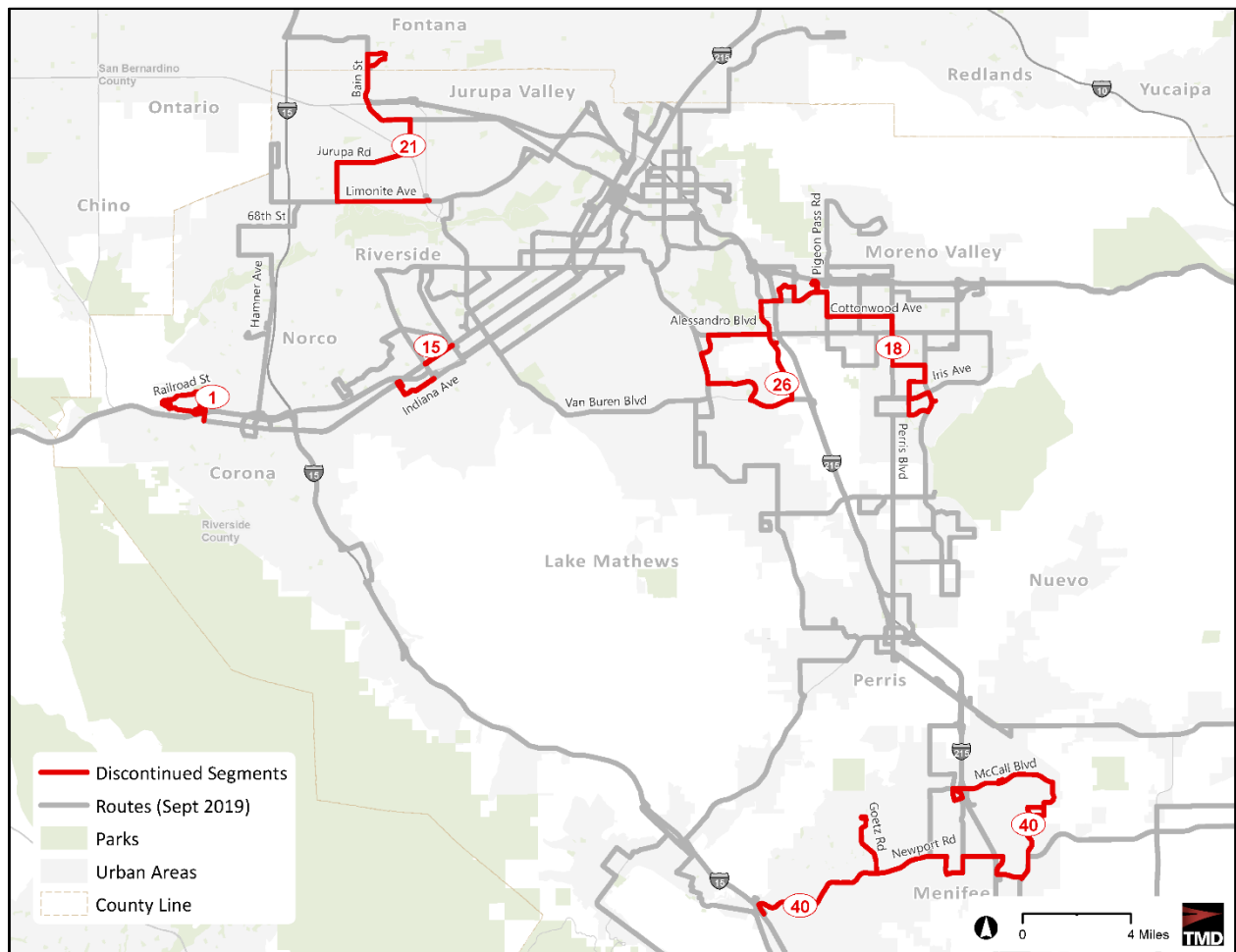


## Local Route Recommendations

Local route recommendations were proposed to maintain a strong core network and avoid the degradation of consistently utilized more productive routes. The map below highlights the recommended changes for the local route network. The recommendations fall into three categories:

- Discontinuing low-performing routes
- Discontinuing low-performing route tails
- Discontinuing segments to reduce overlap between routes

Figure 3: Map of Recommended Local Route Changes





## Discontinue Low-Performing Routes

The following recommendations are for discontinuing routes that fail to meet established performance standards.

### Route 26

*Recommendation: Discontinue Route 26 due to low performance.*

Route 26 is a shuttle circulator connecting Moreno Valley Mall and the Moreno Valley Metrolink Station. In September 2019, it carried 38 passengers and 2.9 passengers per revenue hour, failing to meet the 5 passengers per hour threshold. It also significantly overlaps with Routes 20, 22, and 27. Service was discontinued in April 2020 as part of the response to reduced demand from COVID-19.

### Route 40

*Recommendation: Discontinue Route 40 due to low performance.*

Route 40 connects Lake Elsinore and Menifee. In September 2019, it carried 99 passengers and 4.2 passengers per revenue hour, failing to meet the 5 passengers per hour threshold. It is consistently the lowest-performing non-CommuterLink non-Trolley route in the system.

## Discontinue Low-Performing Route Tails

The following recommendations discontinue low-performing route tails on select routes. These route tails have lower performance than the route as a whole and require RTA to invest additional resources into route operation. Discontinuing these segments will allow RTA to schedule the remainder of the route more efficiently, making better use of limited resources.

### Route 1

*Recommendation: Discontinue service west of Smith & 6<sup>th</sup>.*

Route 1 is the top ridership route in the RTA system, carrying 5,994 boardings in 2019. Select trips extend beyond Smith & 6<sup>th</sup> in Corona to serve the West Corona Metrolink Station. This extension takes 16 minutes of running time, requiring RTA to add at least two vehicles to the route to maintain 15-minute frequency. Since not all trips operate the extension, this results in inefficiencies in scheduling that add resources and costs to the route. Riders wishing to ride Metrolink can still access Metrolink at the Corona Transit Station served by all Route 1 trips. A second change will be to shorten the western terminal loop to follow S. Smith Ave., W. 6<sup>th</sup> St., and S. Sherman Ave. This will save 1.5 miles and 7 minutes of running time on each roundtrip.

### Route 15

*Recommendation: Discontinue service west of La Sierra Metrolink Station.*

Route 15 service will be discontinued west of La Sierra Metrolink Station. The route will be realigned to serve La Sierra Ave and Indiana Ave on its way into Galleria at Tyler instead of Magnolia Ave. Depending on how the route is ultimately scheduled, this change may not save revenue hours, but it will save some revenue mile cost and create a stronger anchor point for the end of the route. The segment between Galleria at Tyler to La Sierra Metrolink Station was preserved to maintain access to the Metrolink station as well as senior apartments along Indiana Ave.

## Reduce Overlap between Routes

The following recommendations work to reduce overlap between routes, ensuring that each route serves a unique role in the network. Reducing costs invested in duplication helps RTA keep enough resources available to maintain geographic coverage.

### Route 18

*Recommendation: Discontinue service south of Moreno Valley Mall.*

While Route 18 is a productive route, the portion south of Moreno Valley Mall is duplicative with Routes 11, 19, and 20. Both Routes 18 and 19 connect Moreno Valley Mall with Moreno Valley College. By discontinuing Route 18 south of Moreno Valley Mall, RTA can cut the route's resources in half. No current rider is more than a half mile away from a stop on a different route.

### Route 21

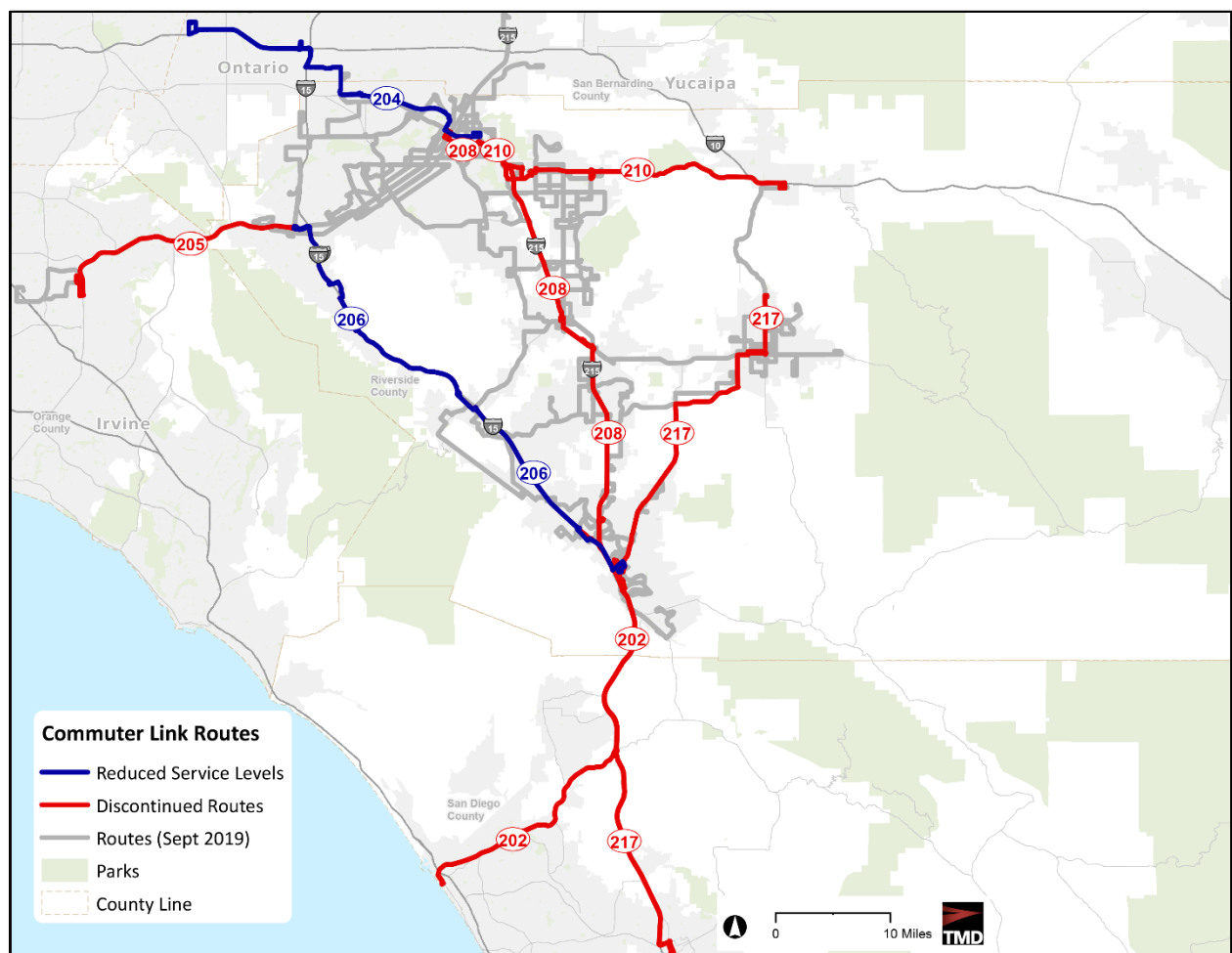
*Recommendation: Discontinue service north of Pedley Metrolink Station.*

Route 21 north of Pedley Metrolink Station duplicates Routes 29 and 49 on Limonite Ave and Mission Blvd, respectively. This segment uses half of the route's revenue hours (13), and in September 2019 carried 122 boardings. However, only 45 of these boardings were outside a quarter-mile walk of another route, meaning that these 13 revenue hours were being deployed to carry an additional 45 riders for an effective productivity of 3.5.

## CommuterLink Route Recommendations

CommuterLink routes saw a significant drop in demand during the pandemic as state-mandated stay-at-home orders and social distancing guidelines shutdown schools and professional workspaces. On average, CommuterLink routes saw an 82 percent decrease from September 2019 to September 2020 compared to the 67 percent systemwide average. CommuterLink routes are naturally more resource intensive for local fixed-route service. They travel very long distances with little opportunity for ridership turnover. Service concentrated during peak periods results in a bigger strain on peak vehicle requirements and inefficient driver shifts which can increase costs. Where routes were not proposed for complete discontinuation, there are recommendations for revised schedules to reduce peak vehicle requirements. The map below highlights the recommended changes for the CommuterLink network.

Figure 4: Map of Recommended CommuterLink Route Changes



## Discontinue Service on Low-Performing Routes

### Route 202

*Recommendation: Discontinue Route 202 due to low performance.*

Route 202 from Temecula to Oceanside carried an average of 3.3 boardings per revenue hour in September 2019 falling below the 5 passengers per revenue hour threshold. Service was suspended as part of the April 2020 COVID-19 service changes.

### Route 217

*Recommendation: Discontinue Route 217 due to low performance.*

Route 217 from San Jacinto to Escondido carried an average of 4.6 boardings per revenue hour in September 2019 falling below the 5 passengers per revenue hour threshold. Service was suspended as part of the April 2020 COVID-19 service changes.

## Discontinue Service on Duplicative Routes

### Route 208

*Recommendation: Discontinue Route 208 due to low performance and duplication with alternative local services.*

Route 208 from Temecula to Riverside carried an average of 4.6 boardings per revenue hour in September 2019 falling below the 5 passengers per revenue hour threshold. Riders can still travel between Temecula, Menifee, Perris, Moreno Valley, and Riverside on local services. Though not as direct a trip as on Route 208, riders still have available transit options.

### Route 210

*Recommendation: Discontinue Route 210 due to low performance and duplication with alternative local services.*

Route 210 from Riverside to Beaumont carried an average of 4.5 boardings per revenue hour in September 2019 falling below the 5 passengers per revenue hour threshold. It is duplicative with Route 31 which connects Moreno Valley with Beaumont. Service was suspended as part of the April 2020 COVID-19 service changes, and it was recommended for discontinuation as part of RTA's planned FY2021 service changes.

## Tailor Service Levels to Demand

### Route 204

*Recommendation: Reduce trips from 18 to 10 to consolidate riders onto fewer trips.*

In September 2019, Route 204 carried 174 daily riders for a productivity of 7 boardings per revenue hour. In September 2020, this had dropped to 93 daily riders for a productivity of 3.7 boardings per revenue hour, falling below the 5 passengers per revenue hour threshold. Since this route provides a unique connection between Riverside and Montclair Transit Center, discontinuing the route altogether

would leave these riders with no alternative option. Instead, the recommendation is to consolidate trips from 18 to 10, keeping the same timing of the first trip in the morning and last trip in the evening so riders have access to the same span of service. Where possible trips should continue to be timed with Metrolink trains. Consolidating trips will allow the route to be operated with fewer vehicles and save revenue hours.

*Table 2: Recommended Route 204 Trip Times*

UCR to Montclair	Montclair to UCR
5:15 AM	6:23 AM
6:45 AM	8:01 AM
2:00 PM	3:27 PM
2:55 PM	4:17 PM
5:08 PM	6:33 PM

## Route 205/206

*Recommendation: Discontinue Route 205 to Orange County. Reduce number of trips from 25 to 11 to consolidate riders onto fewer trips.*

In September 2019, Route 204 carried 214 daily riders for a productivity of 6.5 boardings per revenue hour. In September 2020, this had dropped to 131 daily riders for a productivity of 3.7 boardings per revenue hour, falling below the 5 passengers per revenue hour threshold. Since these routes provide a unique connection between Temecula and Corona, discontinuing the routes altogether would leave these riders with no alternative option. Instead, the recommendation is to consolidate trips from 25 to 11, keeping the same timing of the first trip in the morning and last trip in the evening so riders have access to the same span of service. Where possible trips should continue to be timed with Metrolink trains. Consolidating trips will allow the route to be operated with fewer vehicles and save revenue hours.

A second recommendations is to discontinue the branch on Route 205 that continues to Village at Orange. This segment is also served by Route 200 which continues to operate a full span of service.

*Table 3: Recommended Route 206 Trip Times*

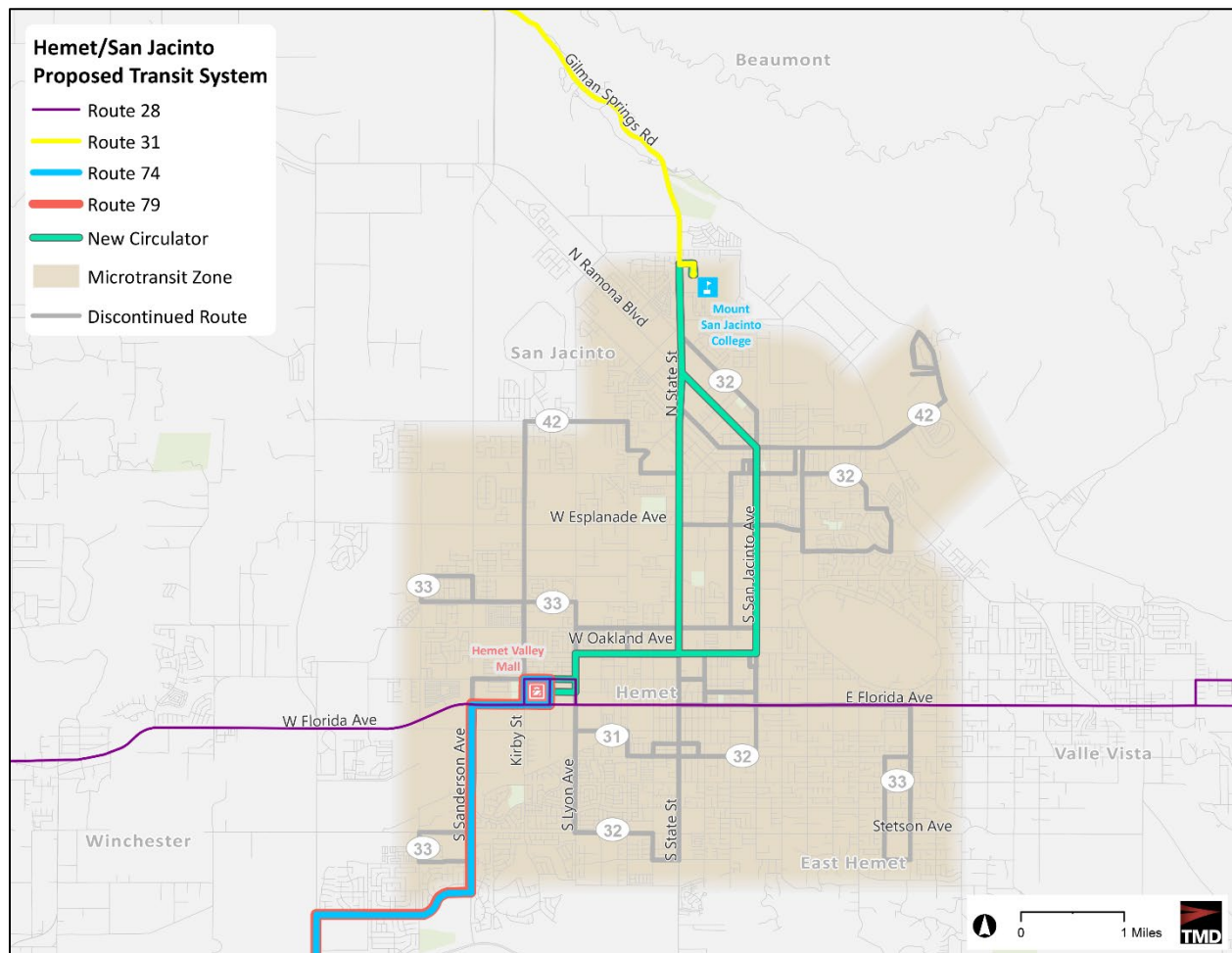
Temecula to Corona	Corona to Temecula
3:56 AM	--
5:09 AM	6:25 AM
5:48 AM	7:12 AM
--	4:31 PM
--	5:50 PM
4:41 PM	6:25 PM
6:30 PM	8:01 PM

## Hemet – San Jacinto Service Recommendations

Hemet-San Jacinto has always been a part of the RTA service area that is difficult to serve efficiently with fixed-route transit. The area has two major hubs – Hemet Valley Mall and Mount San Jacinto College – and four different routes connect these hubs along different alignments. ArcGIS analysis found that 80 percent of riders in this area are within a quarter-mile walk of the major east/west and north/south corridors – E Florida Ave, S San Jacinto Ave, and N State St.

In order to more efficiently serve this area with public mobility, the recommendation is to create a focused shuttle on major corridors between Hemet Valley Mall and Mount San Jacinto College and provide service to the rest of the area by introducing a Microtransit pilot program. The new circulator would operate every 30 minutes, an improvement over the roughly 80-minute frequencies that operate along this alignment under current conditions. The Microtransit zone would be staffed with two all-day vehicles, guaranteeing riders a maximum wait time of 60 minutes. The terminals of Routes 31, 74, and 79 would be adjusted to reduce overlap with the circulator.

Figure 5: Map of Recommended Hemet/San Jacinto Changes



### **Route 31**

*Description: Create a new southern terminus at Mount San Jacinto College and discontinue service to Hemet Valley Mall. Due to low performance, reduce service levels from 70-minute to 105-minute service.*

In September 2019, Route 31 carried 458 boardings, but it is extremely expensive to operate requiring four all-day vehicles, so it only averaged 6.1 passengers per revenue hour. Because this route overlaps with the proposed circulator, it is proposed to terminate at Mt San Jacinto College. Additionally, because this route is low-performing, frequency should be decreased from 70 to 105-minute service to allow RTA to operate serve with one fewer vehicle. With this changes, RTA will save 57 percent of the operating cost on Route 31.

### **Route 32**

*Description: Discontinue entirely and replace with Microtransit zone.*

Resources from Route 32 will be reinvested into the Microtransit zone. Riders will still be able to access transit at their current stop location and will be guaranteed a maximum 60-minute wait time.

### **Route 33**

*Description: Discontinue entirely and replace with Microtransit zone.*

Resources from Route 33 will be reinvested into the Microtransit zone. Riders will still be able to access transit at their current stop location and will be guaranteed a maximum 60-minute wait time.

### **Route 42**

*Description: Discontinue entirely and replace with Microtransit zone.*

Resources from Route 42 will be reinvested into the Microtransit zone. Riders will still be able to access transit at their current stop location and will be guaranteed a maximum 60-minute wait time.

### **Route 74**

*Description: Continue to operate segment between Hemet Valley Mall and Perris Transit Center. Remainder of the route will be served by new Hemet Circulator.*

Due to overlap with the proposed circulator, the new northern terminus for Route 74 will be Hemet Valley Mall. Frequency should be adjusted to 90 minutes on the remaining segment to ensure the route can operate with two all-day vehicles..

### **Route 79**

*Description: Continue to operate segment between Hemet Valley Mall and Promenade Mall in Temecula. Remainder of the route will be served by new Hemet Circulator.*

Due to overlap with the proposed circulator, the new northern terminus for Route 79 will be Hemet Valley Mall. Frequency should be adjusted to 90 minutes on the remaining segment to ensure the route can operate with two all-day vehicles.

## New Circulator

*Description: Create a new 30-minute service operating between Hemet Valley Mall and Mount San Jacinto College via San Jacinto Avenue and State Street.*

The proposed circulator will consolidate the routings of Routes 31, 32, 74, and 79 that currently operate between Hemet Valley Mall and Mount San Jacinto into a single alignment that operates every 30 minutes. This will provide a significant improvement over the current 70 to 90-minute frequencies on these routes today. This route, in coordination with Route 28 on Florida Ave, will serve 80 percent of boardings within Hemet and San Jacinto. It will operate with two all-day vehicles. RTA should monitor ridership and performance to ensure service levels are sufficient when Mt San Jacinto College reopens for in-person classes.

## Microtransit Pilot

*Description: Implement a Microtransit pilot zone to provide on-demand trips to replace fixed-route service in Hemet and San Jacinto.*

Microtransit provides transit agencies an alternative to fixed-route service that in some cases can reduce operating costs and allow service to operate more efficiently. Microtransit uses the software and algorithms of Transportation Network Companies (TNCs), e.g. Uber and Lyft, to efficiently schedule and dispatch on-demand trips within a fixed service area. In the past, point-to-point trips had to be scheduled 24 hours in advance, but with new technology, these trips can be requested and completed within a matter of minutes. But because Microtransit uses vetted drivers and official vehicles, it overcomes many of the equity and access barriers presented by traditional TNCs. All vehicles used for this pilot will be RTA paratransit vehicles, so they are all wheelchair-equipped and able to carry any passenger. The pilot will also allow riders to pay in cash and schedule trips over the phone, options not available on traditional TNCs.

Riders can request their trip through an app or over the phone. They can travel anywhere within the designated zone, with pick-up and drop-off locations at already-established RTA stops. They will still need to walk out to their current stop location (they will not be picked up at their door), but they will likely have a more direct trip to their destination since they do not have to follow the fixed-route alignment. While the pilot will guarantee a 60-minute response time, many riders may experience a shorter wait based on demand.

RTA saves money by investing fewer resources in the area. The recommended service changes save RTA four all-day vehicles. The Microtransit pilot will operate with two (maybe three) vehicles. Fewer vehicles are required because service only operates when there is demand, and vehicles move more efficiently between origins and destinations. As a result, RTA will save the resources of one to two all-day vehicles, while providing a better customer experience for many riders.



## Title VI Analysis

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. Table 4 shows the recommended changes for each route based on September 2020 revenue hours and miles. All routes with proposed changes, aside from Routes 1 and 15, will experience a greater than 25 percent change in either revenue hours or revenue miles.

*Table 4: Route-Level Service Change Percentages to Identify Major Service Changes*

Route	Change in Weekday Revenue Hours	Change in Weekday Revenue Miles
1	-1%	-5%
15	-21%	-24%
18	-50%	-61%
21	-47%	-62%
26	-100%	-100%
31	-43%	-37%
32	-100%	-100%
33	-100%	-100%
40	-100%	-100%
42	-100%	-100%
74	-27%	-23%
79	-24%	-29%
202	-100%	-100%
204	-44%	-44%
205/206	-55%	-54%
208	-100%	-100%
210	-100%	-100%
217	-100%	-100%

For the remaining routes, the next step is to determine whether each affected route serves a minority or low-income population that is higher than the service area average. For this analysis, a route's population is based on the population living within a half-mile buffer of the route. Work completed for RTA's 2019 Title VI Update found that, for the system as a whole, 69 percent of the population living within a half mile of an RTA route identifies as a minority. For low-income populations, the system average is 27 percent.

For routes that qualify as minority and low-income routes, there is only a disparate impact on minority populations and disproportionate burden on low-income populations if the route's population is 20 percent higher than the system average. This means a route would have to serve an 83 percent minority population and 32 percent low-income population to have a Title VI impact.

For these routes, there is the potential that low-income and minority populations will be disproportionately affected. RTA can move forward with the changes but must clearly outline justification for these service changes and identify mitigations for impacted riders. As shown in the table below,

populations served by Routes 18, 31, 32, 33, 42, 74, and 204 exceed 20 percent of the system average and require further analysis and identification of mitigations to justify the service change as outlined below.

*Table 5: Title VI Impacts on Routes with a Major Service Change*

Route	Minority Percentage	Disparate Impact?	Low-Income Percentage	Disproportionate Burden?
18	85%	Yes	32%	Yes
21	78%	No	31%	No
26	66%	No	17%	No
31	75%	No	35%	Yes
32	65%	No	46%	Yes
33	58%	No	39%	Yes
40	49%	No	18%	No
42	64%	No	41%	Yes
74	59%	No	33%	Yes
79	55%	No	19%	No
202	52%	No	22%	No
204	82%	No	36%	Yes
205/206	63%	No	27%	No
208	66%	No	27%	No
210	80%	No	30%	No
217	57%	No	25%	No

### Route 18

Route 18 is the only affected route where minority and low-income populations are both 20 percent greater than the system average. The southern half of the route is proposed to be discontinued because it is duplicative with surrounding service. However, all riders on this portion of the route are within a half mile walk of all-day service on another route serving similar destinations.

### Route 21

While Route 21 does not have a disparate impact or disproportionate burden, it is the route change that will leave the largest number of riders outside the walkshed of an alternative service option. The northern segment of Route 21 is proposed for discontinuation due to significant overlap with Routes 29 and 49. Of the 224 average weekday boardings in September 2020, 27 of them will be outside a half mile walk of either Route 29 or 49 when Route 21 is discontinued. Because of the size of this impact, further analysis was conducted to assess the impact on minority and low-income populations. On Route 21, there are 9,130 living along the proposed discontinued segment between Limonite Ave and Mission Ave. Of this population, 2,316 qualify as low-income, representing 25 percent of the population. This 25 percent is significantly lower than the route's overall average of 31 percent, indicating that this service change does not disproportionately affect lower income residents. Of this population 6,852 identify as a minority, representing 75 percent of the population which is lower than the route's overall average of 78 percent, so there is no disparate impact on minority residents.

### **Route 31**

Riders on Route 31 will still have access to transit service, and in some cases, their trips will be improved. South of Mount San Jacinto College the route will be replaced by a Microtransit zone and a circulator to Hemet Valley Mall. Currently, Route 31 operates every 70 minutes. The Microtransit zone will have a guaranteed response time of 60 minutes, and the circulator will operate every 30 minutes, both providing better frequencies than the current route. Riders will also benefit from a more direct trip to their destination with shorter overall travel times. The remainder of the route will operate between Riverside and Mount San Jacinto College every 105 minutes which does represent a reduction in service, but the service reduction is commensurate with demand.

### **Route 32**

Riders on Route 32 will see their route replaced with a Microtransit zone. Route 32 operates every 60 to 65 minutes, and the Microtransit pilot will have a guaranteed response time of 60 minutes, so there is no degradation of service levels. Riders will also benefit from a more direct trip to their destination with shorter overall travel times.

### **Route 33**

Riders on Route 33 will see their route replaced with a Microtransit zone. Route 33 operates every two hours, and the Microtransit pilot will have a guaranteed response time of 60 minutes, so riders will see an improvement in wait times and service availability. Riders will also benefit from a more direct trip to their destination with shorter overall travel times.

### **Route 42**

Riders on Route 42 will see their route replaced with a Microtransit zone. Route 42 operates every two hours, and the Microtransit pilot will have a guaranteed response time of 60 minutes, so riders will see an improvement in wait times and service availability. Riders will also benefit from a more direct trip to their destination with shorter overall travel times.

### **Route 74**

Riders on Route 74 will see their route replaced with a new circulator between Hemet Valley Mall and Mount San Jacinto College. Route 74 operates every 80-90 minutes, and the new circulator will operate every 30 minutes, providing significant frequency improvements. Riders on the portion of the route south of Hemet Valley Mall will see a slight reduction in frequency that is commensurate with demand.

### **Route 204**

Service levels on Route 204 will be reduced to accommodate a reduction in service demand as a result of the pandemic. In September 2020, ridership had dropped to 93 daily riders for a productivity of 3.7 boardings per revenue hour, falling below the 5 passengers per revenue hour threshold. While riders may have fewer trip options, they will still have access to service for the entire span of current service delivery.

## Next Steps

The proposed service changes were approved by the RTA Board of Directors on January 28, 2021. RTA will work to implement these changes in FY2022. Final cost savings will be determined once official timetables are developed and RTA works through the blocking and runcutting process. RTA will need to develop an RFP to procure software to operate the Microtransit pilot to receive help on implementation. RTA should also continue to monitor ridership and service performance as the county begins to return to “normal” operations, and people begin to return to work and classes are held in person. Some routes may see a resurgence in ridership back to 2019 levels, and some may never recover if riders’ travel patterns have permanently shifted. With periodic review, RTA can realign the network to make sure it continues to meet the needs of Riverside County residents, employees, and visitors.

## **Appendix C:**

### Title VI Analysis

## **Fiscal Year 2023 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 FY23, RTA increased service on the next top five performing routes bringing the Agency's top 10 routes to approximately 80 percent of pre-COVID service levels. RTA also launched new service with the Route 44 and GoMicro microtransit service in Hemet and San Jacinto. The Agency also kicked off Route 56 connecting Hunter Park Metrolink Station with UC Riverside. The service increases are necessary as they provide essential transportation to schools and colleges and provide customers with access to regional destinations and improved connections to rail and bus.

- The following routes had their schedules adjusted to increase frequencies, improve efficiencies and/or enhance connections: 1, 3, 8, 9, 10, 11, 12, 13, 14, 15, 16, 18, 19, 20, 21, 22, 23, 24, 27, 28, 29, 30, 31, 32, 33, 41, 42, 49, 51, 55, 61, 74, 79, 200, 204 and 206.
- Implementation of GoMicro: RTA's new on-demand service offers shared rides in the Hemet-San Jacinto area.
- Increased service on routes 12, 14, 20 and 49 to approximately 80 percent of January 2020 (pre-COVID) service levels.
- Route 31: The portion of the route between MSJC and the Hemet Valley Mall was discontinued and replaced by the new Route 44.
- Routes 32\* and 42\*: These routes, which served Hemet and San Jacinto, were discontinued and replaced by GoMicro.
- Route 33\*: This route, which served Hemet, was discontinued and replaced by GoMicro.
- Route 44: This new circulator connects the Hemet Valley Mall and MSJC.
- Route 56: This new weekday route connects the Hunter Park Metrolink Station with UCR.
- Routes 74 and 79: The section of the routes between MSJC and the Hemet Valley Mall were discontinued and replaced by the new Route 44.
- Route 205/206: Route 205 was eliminated, and all its trips were combined under the Route 206 schedule.

In September 2022 and January 2023, several routes hit the threshold of a major service change. In the Agency's May 2023 Service Change, no routes hit the threshold of a major service change. The tables below show the changes in revenue miles and hours for each service change by route. Routes 14, 20, 44, 56, 205 and 206 have a greater than 25 percent change in either revenue hours or revenue miles. All of those routes, except for routes 205/206, 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". None of the routes that reach the threshold of a major service change serve a disproportionately higher percentage of minority 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

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*\*Title VI Equity Analysis was previously completed with no disparate impacts or disproportionate burdens on minority or low-income populations.*



## **TITLE VI ANALYSIS**

### **FY23 Service Changes**

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.

CommuterLink Route 205 service was combined and renamed as CommuterLink Route 206. There was no discontinuation of service or change in the level of service. All Route 205 trips are now being served by Route 206. It is concluded that no disparate impact or disproportionate burden on minority or low-income populations will occur as a result of these changes.

RTA also completes public outreach as part of the approval process for RTA's Short Range Transit Plan. The SRTP contains detailed information on the upcoming year's planned service changes. RTA's outreach was predominantly done online through the website, RTA Reader, Rider News, press releases and social media. Customers were invited to comment on the proposals by phone, email, traditional mail or by attending the May Board of Directors meeting.



# TITLE VI ANALYSIS

## FY23 Service Changes

FY23 Service Changes - September 2022  
Route Level Changes to Identify Major Service Changes  
Daily Numbers\*

															Title VI Equity Analysis							
JULY 1, 2022- SEP 10, 2022				SEP 11, 2022 - JAN 7, 2023			Percent Change in RSH			JULY 1, 2022- SEP 10, 2022			SEP 11, 2022 - JAN 7, 2023			Percent Change in RSM			Minority %	Disparate Impact (Y/N)*	Low-income %	Disproportionate Burden (Y/N)*
Route #	Daily RSH Before Service Change			Daily RSH After Service Change						Daily RSM Before Service Change			Daily RSM After Service Change									
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday				
D/O Routes																						
1	214.72	156.73	156.73	217.37	157.13	157.13	1.23%	0.26%	0.26%	2,438.21	1,801.53	1,801.53	2,430.05	1,794.25	1,794.25	-0.33%	-0.40%	-0.40%				
10	31.33	23.23	23.23	32.82	23.23	23.23	4.73%	0.00%	0.00%	353.62	269.55	269.55	373.73	271.80	271.80	5.69%	0.84%	0.84%				
11	23.10	18.78	18.78	24.00	18.78	18.78	3.90%	0.00%	0.00%	242.48	218.23	218.23	246.02	221.41	221.41	1.46%	1.46%	1.46%				
12	40.35	39.40	39.40	49.18	39.40	39.40	21.89%	0.00%	0.00%	466.89	463.42	463.42	582.35	472.39	472.39	24.73%	1.94%	1.94%				
13	39.37	32.38	32.38	39.73	32.55	32.55	0.93%	0.51%	0.51%	419.07	385.12	385.12	435.64	400.33	400.33	3.96%	3.95%	3.95%				
14	34.73	29.83	29.83	47.17	29.23	29.23	35.80%	-2.01%	-2.01%	466.51	395.63	395.63	626.68	397.15	397.15	34.33%	0.38%	0.38%	74.04%	No	28.08%	No
15	65.65	41.23	41.23	66.22	41.43	41.43	0.86%	0.49%	0.49%	747.80	508.08	508.08	755.11	512.88	512.88	0.98%	0.95%	0.95%				
16	83.48	65.55	65.55	82.45	66.05	66.05	-1.24%	0.76%	0.76%	963.08	720.52	720.52	980.43	733.46	733.46	1.80%	1.80%	1.80%				
18	15.10	13.98	13.98	15.00	13.98	13.98	-0.66%	0.00%	0.00%	200.52	189.38	189.38	202.17	190.93	190.93	0.82%	0.82%	0.82%				
19	141.35	108.52	108.52	141.48	108.02	108.02	0.09%	-0.46%	-0.46%	1,772.33	1,433.83	1,433.83	1,739.29	1,433.30	1,433.30	-1.86%	-0.04%	-0.04%				
20	41.55	38.28	38.28	53.55	38.28	38.28	28.88%	0.00%	0.00%	628.10	587.81	587.81	818.06	594.16	594.16	30.24%	1.08%	1.08%	75.76%	No	21.92%	No
21	13.17	11.93	11.93	13.17	11.93	11.93	0.00%	0.00%	0.00%	128.62	128.62	128.62	126.21	126.21	126.21	-1.88%	-1.88%	-1.88%				
22	56.58	42.67	42.67	52.47	39.63	39.63	-7.28%	-7.11%	-7.11%	829.48	682.17	682.17	828.45	681.15	681.15	-0.12%	-0.15%	-0.15%				
27	38.72	31.37	31.37	38.33	31.42	31.42	-0.99%	0.16%	0.16%	675.85	632.25	632.25	680.41	636.52	636.52	0.68%	0.68%	0.68%				
28	82.40	60.92	60.92	82.22	61.50	61.50	-0.22%	0.96%	0.96%	1,352.01	1,051.65	1,051.65	1,366.05	1,070.22	1,070.22	1.04%	1.77%	1.77%				
29	31.63	28.80	28.80	31.55	28.80	28.80	-0.26%	0.00%	0.00%	426.86	426.86	426.86	428.81	428.81	428.81	0.46%	0.46%	0.46%				
49	28.50	26.43	26.43	32.47	26.43	26.43	13.92%	0.00%	0.00%	315.87	338.43	338.43	359.72	337.24	337.24	13.88%	-0.35%	-0.35%				
200	45.37	40.27	40.27	47.33	40.25	40.25	4.34%	-0.04%	-0.04%	1,214.16	993.40	993.40	1,213.05	992.49	992.49	-0.09%	-0.09%	-0.09%				
204D	10.70			10.70			0.00%			234.98			233.96			-0.43%						
205	3.65						-100.00%			83.62						-100.00%			63.86%	No	17.74%	No
206D	7.98			11.00			37.79%			189.53			277.82			46.58%			63.88%	No	17.74%	No
C/O Routes																						
3	35.43	13.45	13.45	36.17	13.45	13.45	2.07%	0.00%	0.00%	396.45	174.21	174.21	395.16	174.68	174.68	-0.33%	0.27%	0.27%				
8	38.93	35.30	35.30	38.95	35.30	35.30	0.04%	0.00%	0.00%	595.69	547.75	547.75	600.87	547.34	547.34	0.87%	-0.07%	-0.07%				
9	14.98	13.72	13.72	14.75	13.72	13.72	-1.56%	0.00%	0.00%	277.52	264.80	264.80	281.09	268.35	268.35	1.29%	1.34%	1.34%				
23	36.07	31.57	31.57	36.97	31.57	31.57	2.50%	0.00%	0.00%	520.05	448.31	448.31	503.91	439.77	439.77	-3.10%	-1.91%	-1.91%				
24	33.57	24.62	24.62	31.53	24.62	24.62	-6.06%	0.00%	0.00%	347.56	315.97	315.97	347.59	315.99	315.99	0.01%	0.01%	0.01%				
30	14.85	11.40	11.40	14.75	11.40	11.40	-0.67%	0.00%	0.00%	184.54	154.24	154.24	189.77	156.33	156.33	2.83%	1.36%	1.36%				
31	52.37	46.87	46.87	52.58	46.87	46.87	0.41%	0.00%	0.00%	1,068.51	933.92	933.92	1,083.65	947.92	947.92	1.42%	1.50%	1.50%				
32	34.02	23.02	23.02	33.78	23.02	23.02	-0.69%	0.00%	0.00%	329.82	264.32	264.32	336.88	272.53	272.53	2.14%	3.11%	3.11%				
33	18.68	10.70	10.70	17.25	10.70	10.70	-7.67%	0.00%	0.00%	219.03	136.24	136.24	215.74	138.34	138.34	-1.50%	1.54%	1.54%				
41	13.97	12.03	12.03	14.05	12.03	12.03	0.60%	0.00%	0.00%	257.25	233.48	233.48	251.27	228.17	228.17	-2.32%	-2.28%	-2.28%				
42	10.88	10.62	10.62	10.92	10.62	10.62	0.31%	0.00%	0.00%	143.34	143.34	143.34	143.99	143.99	143.99	0.46%	0.46%	0.46%				
51	10.30			10.30			0.00%			107.47			107.47			0.00%						
55	5.62			5.67			0.89%			55.66			48.33			-13.16%						
61	46.77	33.90	33.90	51.22	34.30	34.30	9.52%	1.18%	1.18%	795.51	588.25	588.25	829.25	604.73	604.73	4.24%	2.80%	2.80%				
74	35.98	36.97	36.97	38.63	36.97	36.97	7.36%	0.00%	0.00%	640.30	640.30	640.30	659.92	659.92	659.92	3.06%	3.06%	3.06%				
79	50.57	35.72	35.72	49.20	35.73	35.73	-2.70%	0.05%	0.05%	743.08	582.31	582.31	752.06	590.60	590.60	1.21%	1.42%	1.42%				

\*To have a disparate impact on minority populations and a disproportionate burden on low-income populations, a route's population must be 20% higher than the system average. For RTA, a route would have to serve an 87% minority population and 30% low-income population to have a Title VI impact (based on RTA's 2022 Title VI Update).





# TITLE VI ANALYSIS FY23 Service Changes

FY23 Service Changes - January 2023  
Route Level Changes to Identify Major Service Changes  
Daily Numbers\*

Route # D/O Routes	Revenue Service Hours (RSH)									Revenue Service Miles (RSM)									Title VI Equity Analysis			
	SEP 11, 2022 - JAN 7, 2023			JAN 8, 2023 - MAY 13, 2023			Percent Change in RSH			SEP 11, 2022 - JAN 7, 2023			JAN 8, 2023 - MAY 13, 2023			Percent Change in RSM			Minority %	Disparate Impact (Y/N)**	Low- income %	Disproportionate Burden (Y/N)**
	Daily RSH Before Service Change			Daily RSH After Service Change						Daily RSM Before Service Change			Daily RSM After Service Change									
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday				
1	217.37	157.13	157.13	217.72	155.23	155.23	0.16%	-1.21%	-1.21%	2,430.05	1,794.25	1,794.25	2,429.71	1,772.71	1,772.71	-0.01%	-1.20%	-1.20%				
10	32.82	23.23	23.23	33.55	23.15	23.15	2.23%	-0.36%	-0.36%	373.73	271.80	271.80	377.78	274.75	274.75	1.09%	1.09%	1.09%				
11	24.00	18.78	18.78	23.25	18.78	18.78	-3.13%	0.00%	0.00%	246.02	221.41	221.41	246.02	221.41	221.41	0.00%	0.00%	0.00%				
12	49.18	39.40	39.40	49.77	39.45	39.45	1.19%	0.13%	0.13%	582.35	472.39	472.39	584.99	472.08	472.08	0.45%	-0.07%	-0.07%				
13	39.73	32.55	32.55	38.02	32.55	32.55	-4.32%	0.00%	0.00%	435.64	400.33	400.33	435.22	399.94	399.94	-0.10%	-0.10%	-0.10%				
14	47.17	29.23	29.23	50.15	29.23	29.23	6.33%	0.00%	0.00%	626.68	397.15	397.15	626.71	397.17	397.17	0.01%	0.00%	0.00%				
15	66.22	41.43	41.43	66.05	41.30	41.30	-0.25%	-0.32%	-0.32%	755.11	512.88	512.88	755.11	512.88	512.88	0.00%	0.00%	0.00%				
16	82.45	66.05	66.05	89.77	65.13	65.13	8.87%	-1.39%	-1.39%	980.43	733.46	733.46	980.59	724.30	724.30	0.02%	-1.25%	-1.25%				
18	15.00	13.98	13.98	15.10	13.98	13.98	0.67%	0.00%	0.00%	202.17	190.93	190.93	202.17	190.93	190.93	0.00%	0.00%	0.00%				
19	141.48	108.02	108.02	136.93	106.70	106.70	-3.22%	-1.22%	-1.22%	1,739.29	1,433.30	1,433.30	1,755.37	1,417.16	1,417.16	0.92%	-1.13%	-1.13%				
20	53.55	38.28	38.28	55.32	38.28	38.28	3.30%	0.00%	0.00%	818.06	594.16	594.16	818.06	594.16	594.16	0.00%	0.00%	0.00%				
21	13.17	11.93	11.93	13.73	11.93	11.93	4.30%	0.00%	0.00%	126.21	126.21	126.21	133.10	133.10	133.10	5.46%	5.46%	5.46%				
22	52.47	39.63	39.63	52.13	38.95	38.95	-0.64%	-1.72%	-1.72%	828.45	681.15	681.15	828.45	681.15	681.15	0.00%	0.00%	0.00%				
27	38.33	31.42	31.42	36.40	31.42	31.42	-5.04%	0.00%	0.00%	680.41	636.52	636.52	685.86	641.60	641.60	0.80%	0.80%	0.80%				
28	82.22	61.50	61.50	82.50	61.47	61.47	0.34%	-0.05%	-0.05%	1,366.05	1,070.22	1,070.22	1,368.81	1,070.58	1,070.58	0.20%	0.03%	0.03%				
29	31.55	28.80	28.80	32.73	28.80	28.80	3.75%	0.00%	0.00%	428.81	428.81	428.81	428.81	428.81	428.81	0.00%	0.00%	0.00%				
49	32.47	26.43	26.43	33.78	26.43	26.43	4.06%	0.00%	0.00%	359.72	337.24	337.24	359.72	337.24	337.24	0.00%	0.00%	0.00%				
200	47.33	40.25	40.25	46.75	40.25	40.25	-1.23%	0.00%	0.00%	1,213.05	992.49	992.49	1,213.05	992.49	992.49	0.00%	0.00%	0.00%				
204D	10.70			10.70			0.00%			233.96			233.74			-0.09%						
206D	11.00			11.47			4.24%			277.82			282.23			1.59%						
C/O Routes																						
3	36.17	13.45	13.45	36.55	13.45	13.45	1.06%	0.00%	0.00%	395.16	174.68	174.68	395.16	174.68	174.68	0.00%	0.00%	0.00%				
8	38.95	35.30	35.30	40.38	35.52	35.52	3.68%	0.61%	0.61%	600.87	547.34	547.34	602.27	548.86	548.86	0.23%	0.28%	0.28%				
9	14.75	13.72	13.72	15.53	13.75	13.75	5.31%	0.24%	0.24%	281.09	268.35	268.35	281.09	268.35	268.35	0.00%	0.00%	0.00%				
23	36.97	31.57	31.57	37.50	31.57	31.57	1.44%	0.00%	0.00%	503.91	439.77	439.77	511.98	439.77	439.77	1.60%	0.00%	0.00%				
24	31.53	24.62	24.62	31.45	24.62	24.62	-0.26%	0.00%	0.00%	347.59	315.99	315.99	347.62	316.02	316.02	0.01%	0.01%	0.01%				
30	14.75	11.40	11.40	15.72	11.40	11.40	6.55%	0.00%	0.00%	189.77	156.33	156.33	209.32	156.33	156.33	10.30%	0.00%	0.00%				
31	52.58	46.87	46.87	40.98	35.67	35.67	-22.06%	-23.90%	-23.90%	1,083.65	947.92	947.92	891.33	779.52	779.52	-17.75%	-17.77%	-17.77%				
32*	33.78	23.02	23.02				-100.00%	-100.00%	-100.00%	336.88	272.53	272.53				-100.00%	-100.00%	-100.00%				
33*	17.25	10.70	10.70				-100.00%	-100.00%	-100.00%	215.74	138.34	138.34				-100.00%	-100.00%	-100.00%				
41	14.05	12.03	12.03	14.02	12.03	12.03	-0.24%	0.00%	0.00%	251.27	228.17	228.17	251.27	228.17	228.17	0.00%	0.00%	0.00%				
42*	10.92	10.62	10.62				-100.00%	-100.00%	-100.00%	143.99	143.99	143.99				-100.00%	-100.00%	-100.00%				
44 (Circulator)				34.73	31.63	31.63	100.00%	100.00%	100.00%				372.33	372.33	372.33	100.00%	100.00%	100.00%				
51	10.30			10.53			2.27%			107.47			111.05			3.33%						
55	5.67			5.67			0.00%			48.33			48.33			0.00%						
56				13.00			100.00%						115.45			100.00%						
61	51.22	34.30	34.30	45.15	34.37	34.37	-11.85%	0.19%	0.19%	829.25	604.73	604.73	763.89	604.44	604.44	-7.88%	-0.05%	-0.05%				
74	38.63	36.97	36.97	33.05	29.12	29.12	-14.45%	-21.24%	-21.24%	659.92	659.92	659.92	588.38	532.36	532.36	-10.84%	-19.33%	-19.33%				
79	49.20	35.73	35.73	42.82	28.53	28.53	-12.97%	-20.15%	-20.15%	752.06	590.60	590.60	688.44	476.02	476.02	-8.46%	-19.40%	-19.40%				

\*A Title VI Analysis for routes 32, 33 and 42 was previously completed in the Service Reduction Plan. These changes will not pose a disparate impact or disproportionate burden on minority or low-income populations.

\*\*To have a disparate impact on minority populations and a disproportionate burden on low-income populations, a route's population must be 20% higher than the system average. For RTA, a route would have to serve an 87% minority population and 30% low-income population to have a Title VI impact (based on RTA's 2022 Title VI Update).



# TITLE VI ANALYSIS FY23 Service Changes

FY23 Service Changes - May 2023\*  
Route Level Changes to Identify Major Service Changes  
Daily Numbers\*

		Revenue Service Hours (RSH)									Revenue Service Miles (RSM)									Title VI Equity Analysis				
Route #	JAN 8, 2023 - MAY 13, 2023			MAY 14, 2023 - JUNE 30, 2023			Percent Change in RSH			JAN 8, 2023 - MAY 13, 2023			MAY 14, 2023 - JUNE 30, 2023			Percent Change in RSM			Minority %	Disparate Impact (Y/N)**	Low-income %	Disproportionate Burden (Y/N)**		
	Daily RSH Before Service Change			Daily RSH After Service Change			Weekday	Saturday	Sunday	Daily RSM Before Service Change			Daily RSM After Service Change			Weekday	Saturday	Sunday						
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday				Weekday	Saturday	Sunday	Weekday	Saturday	Sunday								Weekday	Saturday
D/O Routes																								
1	217.72	155.23	155.23	217.72	155.23	155.23	0.00%	0.00%	0.00%	2,429.71	1,772.71	1,772.71	2,429.71	1,772.71	1,772.71	0.00%	0.00%	0.00%						
10	33.55	23.15	23.15	33.55	23.15	23.15	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	23.25	18.78	18.78	23.25	18.78	18.78	0.00%	0.00%	0.00%	246.02	221.41	221.41	246.02	221.41	221.41	0.00%	0.00%	0.00%						
12	49.77	39.45	39.45	49.77	39.45	39.45	0.00%	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	32.55	32.55	38.02	32.55	32.55	0.00%	0.00%	0.00%	435.22	399.94	399.94	435.22	399.94	399.94	0.00%	0.00%	0.00%						
14	50.15	29.23	29.23	50.15	29.23	29.23	0.00%	0.00%	0.00%	626.71	397.17	397.17	626.71	397.17	397.17	0.00%	0.00%	0.00%						
15	66.05	41.30	41.30	66.05	41.30	41.30	0.00%	0.00%	0.00%	755.11	512.88	512.88	755.11	512.88	512.88	0.00%	0.00%	0.00%						
16	89.77	65.13	65.13	89.77	65.03	65.03	0.00%	-0.15%	-0.15%	980.59	724.30	724.30	980.59	724.30	724.30	0.00%	0.00%	0.00%						
18	15.10	13.98	13.98	15.10	13.98	13.98	0.00%	0.00%	0.00%	202.17	190.93	190.93	202.17	190.93	190.93	0.00%	0.00%	0.00%						
19	136.93	106.70	106.70	136.93	106.70	106.70	0.00%	0.00%	0.00%	1,755.37	1,417.16	1,417.16	1,755.37	1,417.16	1,417.16	0.00%	0.00%	0.00%						
20	55.32	38.28	38.28	55.32	38.28	38.28	0.00%	0.00%	0.00%	818.06	594.16	594.16	818.06	594.16	594.16	0.00%	0.00%	0.00%						
21	13.73	11.93	11.93	13.73	11.93	11.93	0.00%	0.00%	0.00%	133.10	133.10	133.10	133.10	133.10	133.10	0.00%	0.00%	0.00%						
22	52.13	38.95	38.95	52.13	38.95	38.95	0.00%	0.00%	0.00%	828.45	681.15	681.15	828.45	681.15	681.15	0.00%	0.00%	0.00%						
27	36.40	31.42	31.42	36.40	31.42	31.42	0.00%	0.00%	0.00%	685.86	641.60	641.60	685.86	641.60	641.60	0.00%	0.00%	0.00%						
28	82.50	61.47	61.47	82.50	61.40	61.40	0.00%	-0.11%	-0.11%	1,368.81	1,070.58	1,070.58	1,368.81	1,070.58	1,070.58	0.00%	0.00%	0.00%						
29	32.73	28.80	28.80	32.73	28.80	28.80	0.00%	0.00%	0.00%	428.81	428.81	428.81	428.81	428.81	428.81	0.00%	0.00%	0.00%						
49	33.78	26.43	26.43	33.78	26.43	26.43	0.00%	0.00%	0.00%	359.72	337.24	337.24	359.72	337.24	337.24	0.00%	0.00%	0.00%						
200	46.75	40.25	40.25	46.75	40.25	40.25	0.00%	0.00%	0.00%	1,213.05	992.49	992.49	1,213.05	992.49	992.49	0.00%	0.00%	0.00%						
204D	10.70			10.70			0.00%			233.74			233.74			0.00%								
206D	11.47			11.47			0.00%			282.23			284.92			0.95%								
C/O Routes																								
3	36.55	13.45	13.45	36.65	13.45	13.45	0.27%	0.00%	0.00%	395.16	174.68	174.68	395.16	174.68	174.68	0.00%	0.00%	0.00%						
8	40.38	35.52	35.52	39.50	35.52	35.52	-2.19%	0.00%	0.00%	602.27	548.86	548.86	602.27	548.86	548.86	0.00%	0.00%	0.00%						
9	15.53	13.75	13.75	16.20	13.52	13.52	4.29%	-1.70%	-1.70%	281.09	268.35	268.35	281.09	268.35	268.35	0.00%	0.00%	0.00%						
23	37.50	31.57	31.57	36.38	31.57	31.57	-2.98%	0.00%	0.00%	511.98	439.77	439.77	511.98	439.77	439.77	0.00%	0.00%	0.00%						
24	31.45	24.62	24.62	31.35	24.62	24.62	-0.32%	0.00%	0.00%	347.62	316.02	316.02	347.62	316.02	316.02	0.00%	0.00%	0.00%						
30	15.72	11.40	11.40	15.75	11.40	11.40	0.21%	0.00%	0.00%	209.32	156.33	156.33	209.32	156.33	156.33	0.00%	0.00%	0.00%						
31	40.98	35.67	35.67	41.25	35.12	35.12	0.65%	-1.54%	-1.54%	891.33	779.52	779.52	891.33	779.52	779.52	0.00%	0.00%	0.00%						
41	14.02	12.03	12.03	14.02	12.03	12.03	0.00%	0.00%	0.00%	251.27	228.17	228.17	251.27	228.17	228.17	0.00%	0.00%	0.00%						
44 (Circulator)	34.73	31.63	31.63	34.65	31.63	31.63	-0.24%	0.00%	0.00%	372.33	372.33	372.33	372.33	372.33	372.33	0.00%	0.00%	0.00%						
51	10.53			10.53			0.00%			111.05			111.05			0.00%								
55	5.67			5.67			0.00%			48.33			48.33			0.00%								
56	13.00			13.00			0.00%			115.45			115.45			0.00%								
61	45.15	34.37	34.37	45.32	34.37	34.37	0.37%	0.00%	0.00%	763.89	604.44	604.44	763.89	604.44	604.44	0.00%	0.00%	0.00%						
74	33.05	29.12	29.12	34.37	29.15	29.15	3.98%	0.11%	0.11%	588.38	532.36	532.36	588.38	532.36	532.36	0.00%	0.00%	0.00%						
79	42.82	28.53	28.53	43.48	28.50	28.50	1.56%	-0.12%	-0.12%	688.44	476.02	476.02	688.44	476.02	476.02	0.00%	0.00%	0.00%						

\*May 23 Service Change statistics is up to date, as of 4/21/23. Statistics subject to change.

\*\*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 2024 Service Changes**

In order to comply with federal Title VI regulations, RTA must evaluate every service change to determine whether the changes are significant enough to warrant a Title VI review, and if so, whether the changes disproportionately affect low-income and minority communities. RTA defines a major service change as one that affects more than 25 percent of a route's revenue hours, revenue miles or alignment.

Given the significant long-term impact of the COVID-19 pandemic, RTA completed the Sustainable Service Plan (SSP). A comprehensive operational analysis with a shorter time frame, the SSP provides recommendations on how the Agency can build upon market opportunities and strengths, grow ridership, enhance the overall passenger experience and improve the system's financial sustainability across the next three years. The SSP included a performance review of all fixed-route bus service. As approved by the Board, year one service improvements from the SSP will be implemented in FY24. Service changes include adjustments to multiple routes to improve service reliability and efficiency while increasing ridership and access to major destinations. Pending Board approval of RTA's FY24 Short Range Transit Plan (SRTP), the following service changes are planned for FY24:

- September 2023 service changes:
  - Route 1: Improve frequency to every 15 minutes between 6 a.m. and 6 p.m.
  - Route 8: Discontinue Railroad Canyon deviation and provide timed transfer connections with Route 9.
  - Route 9: Provide timed transfer connections with Route 8.
  - Route 11: Discontinue deviation to Perris Blvd. and improve frequency from 70 to 60 minutes.
  - Route 12: Discontinue service to Center St. and shorten the northern turnaround via Chase Rd.
  - Route 13: Reroute from Colorado Ave. and Monroe St. to Van Buren Blvd.
  - Route 16: Improve frequency to every 15 minutes between 6 a.m. and 6 p.m.
  - Route 18: Extend route to Corporate Center Place and change frequency from 50 to 60 minutes.
  - Route 19: Improve frequency to every 15 minutes between 6 a.m. and 6 p.m.
  - Route 21: Add additional early AM service to connect to Metrolink trains at Jurupa Valley/Pedley Metrolink Station.
  - Route 30: Add additional early AM service to connect to Metrolink at Perris Station Transit Center.
  - Route 41: Discontinue weekend service.
  - Route 61: Reroute to serve Haun Rd. instead of Bradley Rd.
  - Route 74: Discontinue service north of Sun City and improve all week frequency to every 70 minutes.
  - Route 79: End the route at Promenade Mall and improve all-week frequency.
- January 2024 service changes:
  - Route 44: Improve frequency on San Jacinto Ave. from every 60 to 70 minutes to every 40 minutes.

The table below shows the changes in revenue miles and hours for each route before (January 2023) and after the service change. Only Route 41 has a greater than 25 percent change in revenue hours and/or revenue miles and serves a disproportionately higher percentage of minority populations.



## **TITLE VI ANALYSIS**

### **FY24 Service Changes**

Weekend service on Route 41 is the lowest performing in the network and the SSP redistributes these resources and improves service on other minority and/or low-income routes. Moreover, as part of the SSP, significant community outreach was completed including in-person and virtual meetings, surveys and pop-up events throughout the service area. Of the 514 surveys completed, only two comments were not in favor of the Route 41 changes. It is concluded that no disparate impact or disproportionate burden on minority or low-income populations will occur as a result of these changes.

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.

FY24 Service Changes Sustainable Service Plan									Title VI Equity Analysis			
Route	Current Revenue Hours	Annual Revenue Hours	Current Revenue Miles	Annual Revenue Miles	Change in Revenue Hours	Change in Revenue Miles	Percent Change in RH	Percent Change in RM	Minority %	Disparate Impact (Y/N)**	Low- income %	Disproportionate Burden (Y/N)**
1	72,083	73,176	815,359	820,194	1,092	4,835	1.52%	0.59%				
8	14,186	14,186	213,429	210,668	-	(2,760)	0.00%	-1.29%				
11	7,995	8,320	87,090	84,915	325	(2,175)	4.07%	-2.50%				
12	17,030	16,981	200,462	194,268	(50)	(6,194)	-0.29%	-3.09%				
13	13,275	13,320	155,126	155,180	45	54	0.34%	0.04%				
16	30,055	29,860	329,670	338,485	(196)	8,816	-0.65%	2.67%				
18	5,389	5,501	72,555	74,040	112	1,485	2.08%	2.05%				
19	46,655	49,732	594,814	625,852	3,077	31,038	6.60%	5.22%				
21	4,815	5,138	46,066	51,896	323	5,830	6.71%	12.66%				
28	27,799	27,926	466,658	466,658	128	-	0.46%	0.00%				
30	5,262	5,589	70,572	75,338	327	4,765	6.22%	6.75%				
41	4,898	3,574	89,173	64,075	(1,324)	(25,098)	-27.03%	-28.15%	90.28%	Yes	22.71%	No
44	12,337	14,445	135,900	152,901	2,108	17,001	17.09%	12.51%				
74	11,631	10,400	208,468	179,790	(1,231)	(28,678)	-10.58%	-13.76%				
79	14,057	11,420	224,833	196,061	(2,637)	(28,772)	-18.76%	-12.80%				

\*\*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).

### **Additional Forms of Payment**

In order to comply with federal Title VI regulations, RTA must evaluate fare changes to determine whether the changes disproportionately affect low-income and/or minority communities. In late 2022, RTA installed new Genfare fareboxes on all fixed route buses. These modern fareboxes now accept additional forms of payment including tap-enabled credit and debit cards and mobile passes that connect with RTA's mobile ticketing app, GoMobile. The new fareboxes will soon accept Apple Pay, Google Pay and smartcards. RTA did not remove any form of payment – all previous fare payment options remain the same. Passengers can still purchase their tickets at the same locations they previously did. Moreover, all fares are the same price across all forms of payment – there is no price difference. RTA is offering customers multiple ways to purchase tickets. RTA continues to accept all forms of payment including cash. There is no disparate impact on minority populations or disproportionate burden on low-income populations because passengers can still purchase their passes as they did previously – no forms of payment were removed.



## **TITLE VI ANALYSIS**

### **Implementation of Fare Promotions Program**

### **Implementation of Fare Promotions Program**

In fiscal year 2023 (FY23), RTA applied to the Low Carbon Transit Operations Program (LCTOP) to fund the Implementation of Fare Promotions Program in fiscal year 2024 (FY24). If awarded, this program will provide free rides every Friday from September 2023 through June 2024 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. Therefore, providing free fares on Fridays will greatly benefit minority and low-income populations in the service area. The Implementation of Fare Promotions in FY24, including the Free Fare Fridays 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.



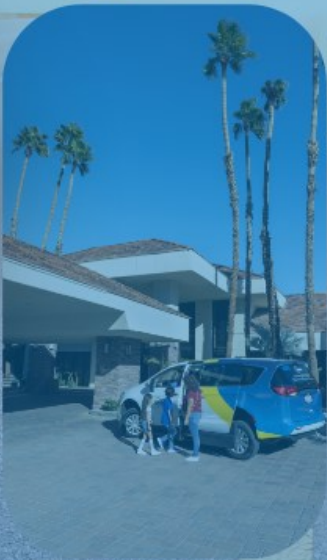




SHORT RANGE  
TRANSIT PLAN  
FY2024 - 2028

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**SunLine**  
Your Ride to the Future



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## Appendix

Appendix A: SunLine Existing Route Profiles

## Glossary of Common Acronyms

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5307	Formula grants for urbanized areas
5311	Formula grants for rural areas
5339	Formula grants for buses and bus facilities
ADA	Americans with Disabilities Act
ARPA	American Rescue Plan Act
CARB	California Air Resources Board
CDP	Census designated place
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CNG	Compressed natural gas
COVID-19	Coronavirus
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act
CSUSB	California State University, San Bernardino
DBE	Disadvantaged business enterprise
DPSS	Department of Public Social Services
EEO	Equal employment opportunity
FTA	Federal Transit Administration
FY	Fiscal year
ICT	Innovative Clean Transit
IVT	Imperial Valley Transit
IVTC	Imperial Valley Transportation Commission
JPA	Joint Powers Agreement
KPI	Key Performance Indicator
LCTOP	Low Carbon Transit Operations Program
LTF	Local Transportation Fund
mph	Miles per hour
NTD	National Transit Database
RCTC	Riverside County Transportation Commission
SBTC	San Bernardino Transit Center
SCAG	Southern California Association of Governments

SGR	State of Good Repair
SRTP	Short Range Transit Plan
STA	State Transit Assistance
TAP	Transit Ambassador Program
TSP	Transit signal priority
U-Pass	University Pass
ZEB	Zero-emission bus

## Definitions

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Financially Constrained Plan	Funded service improvements
Financially Unconstrained Plan	Unfunded service improvements
Microtransit	A form of demand response transit that offers flexible routing and/or flexible scheduling of minibus vehicles

## Board of Directors

SunLine was established under a Joint Powers Authority (JPA) on July 1, 1977, between Riverside County and the communities of the Coachella Valley, which at the time included the Cities of Coachella, Desert Hot Springs, Indio, Palm Desert, and Palm Springs. The JPA was later amended to include the Cities of Cathedral City, Indian Wells, La Quinta, and Rancho Mirage. The JPA's governing board consists of one elected official from each member entity and one county supervisor. SunLine is headquartered in Thousand Palms, California.

Cathedral City:	Nancy Ross
Coachella:	Denise Delgado
Desert Hot Springs:	Russell Betts
Indian Wells:	Ty Peabody
Indio:	Glenn Miller, Chair
La Quinta:	John Peña
Palm Desert:	Kathleen Kelly
Palm Springs:	Lisa Middleton, Vice Chair
Rancho Mirage:	Lynn Mallotto
Riverside County:	V. Manuel Perez

## SunLine Organizational Structure

Vacant	Chief Executive Officer/General Manager
Vacant	Chief Financial Officer
Vanessa Mora	Chief Safety Officer
Tamara Miles	Chief of Human Relations
Isabel Vizcarra	Chief Transportation Officer
Vacant	Chief of Staff
Ray Allen	Chief Maintenance Officer
Vacant	Chief of Public Affairs
Tina Hamel	Chief of Compliance/Labor Relations (DBELO/EEO)



## Chapter 1. System Overview and Service Profile

In 2019, SunLine Transit Agency completed a bold plan to recast its transit system. This plan to minimize transfers, reduce travel times, and realign routes to serve growing and more productive areas—SunLine Refueled—was prepared with guidance provided by the Board of Directors, input from transit riders, and a robust data analysis. As shown in Figure 1-1, SunLine rolled out the first two pillars of the Refueled initiative in January 2021: the Consolidated Fixed Route Network and SunRide. The start of the other two pillars was postponed because of the coronavirus (COVID-19) pandemic. The new 10 Commuter Link service was implemented in July 2021.

Since March 2020, the beginning of the COVID-19 pandemic, SunLine has been operating a reduced level of service because of the national labor shortage. Hiring 40-plus coach operators to fully implement the Refueled initiative remains SunLine’s highest priority.

The introduction of Route 1X was postponed again and is now on hold until the SunLine Refueled service plan is fully implemented. In the meantime, the frequency of Route 1EV is increased to every 15 minutes, coinciding with the opening of the Coachella Mobility Hub in fall 2024.

**Figure 1-1** SunLine Refueled Timeline



To meet the mobility needs of rapidly growing Coachella Valley, SunLine continues to research and establish innovative multimodal solutions incorporating easier transfers, connectivity, and reasonable walks to and from nearby bus stops and destinations. SunLine will continue to monitor the supply of labor, make necessary policy changes to attract new employees, and sustain them through this volatile economy. SunLine continues to expand SunRide, an on-demand rideshare service where customers may request an on-demand ride through the SunRide mobile phone app. During fiscal year (FY) 2023, SunRide service was expanded from four to seven zones by adding new zones in the cities of Palm Springs, Indio, and Cathedral City.

To hire the needed 40-plus coach operators, SunLine launched an innovative, multipronged campaign that included:

- Lowering the hiring age from 21 to 18
- Enhancing our advertising efforts by:
  - Securing ad space on the City of Cathedral City's digital billboard displaying "SunLine hiring Bus Operators"—located on East Palm Canyon near Cathedral Canyon
  - Putting up 9-foot flags with the message "Now Hiring" on the Thousand Palms Hub property that faces Varner
  - Securing ad space on the digital monitors at the Department of Motor Vehicles in Palm Springs, with a "Now Hiring" video awaiting approval by the State
- Participating in local career fairs/events:
  - March 2 – Attended career event at California State University, San Bernardino (CSUSB)
  - March 9 – Conducted on-the-spot hiring at the Workforce Development Center, where three contingent offers were made
  - March 14 – Conducted on-the-spot hiring at the Workforce Development Center, where four appointments for contingent offers were made
  - March 15 – Assisted Rancho Mirage High School with mock interviews
  - March 29 – Attended Coachella Valley High School Career Fair
  - April 5 – Attended Palm Desert High School Hiring Expo
  - April 7 – Attended Shadow Hills High School Hiring Expo
  - April 19 – Attended Amistad High School Career Day
- Launching a paid vocational English as a second language program to assist community members who are interested in working for SunLine as bus operators but may have a language barrier
- Partnering with the College of the Desert PaCE Program to conduct 36 hours of training
- Partnering with agencies to fill the need

This first chapter of the FY 2024–2028 Short Range Transit Plan (S RTP) provides an introduction to SunLine. It outlines the baseline service conditions and describes the service area, provides a rider profile, and summarizes the current public transit service.

## 1.1 Description of Service Area

The SunLine jurisdiction covers 1,120 square miles of the Coachella Valley (Figure 1-2). It extends from San Geronio Pass in the west to the Salton Sea in the southeast. Located 120 miles east of downtown Los Angeles and 60 miles east of Riverside and San Bernardino, SunLine's service area is in the Riverside County Supervisorial District 4. SunLine also provides commuter express service outside its service area connecting Coachella Valley to San Bernardino.

SunLine provides service to the following cities:

- Cathedral City
- Coachella
- Desert Hot Springs
- Indian Wells
- Indio
- La Quinta
- Palm Desert
- Palm Springs
- Rancho Mirage

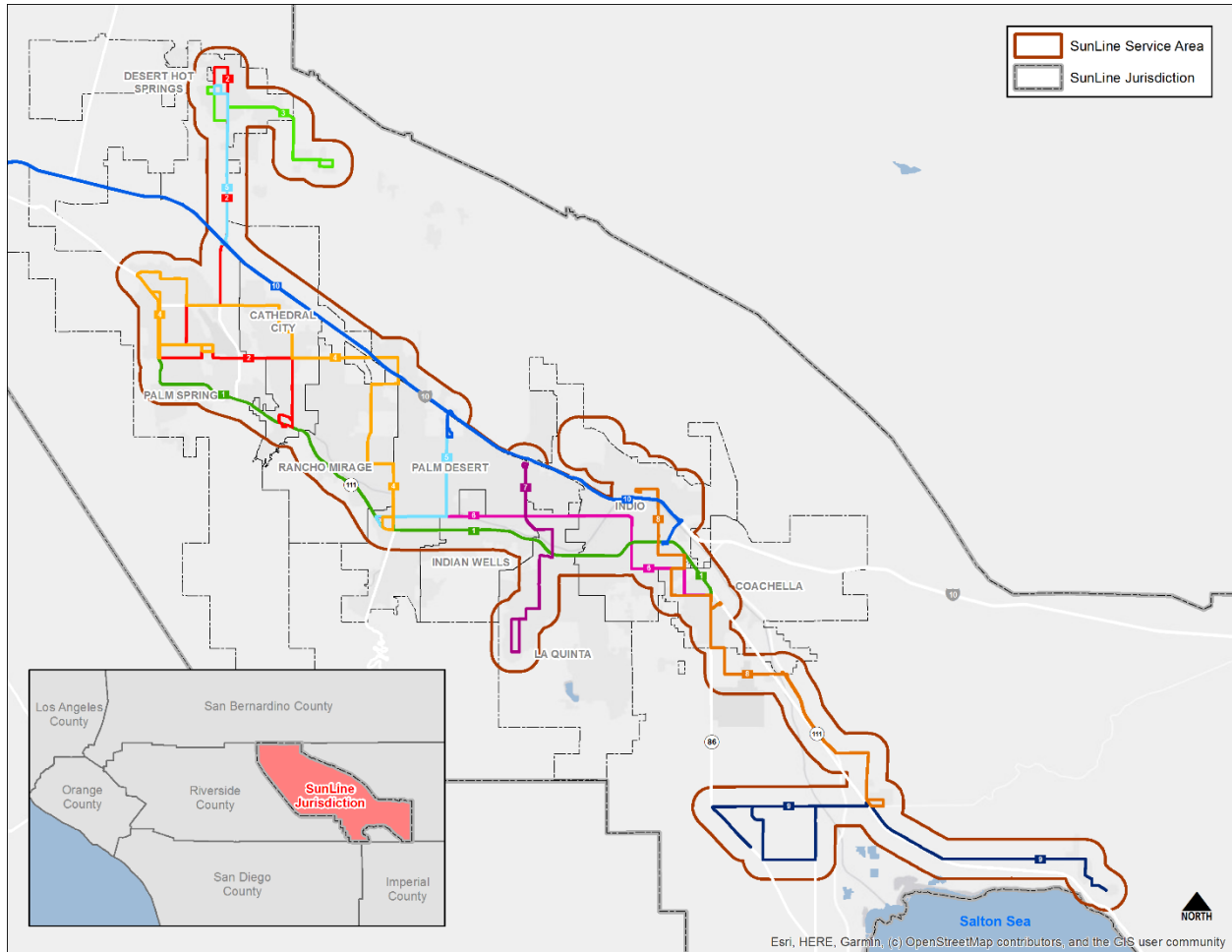
Service is also provided to the Riverside County unincorporated communities of Bermuda Dunes, Desert Edge, Mecca, North Shore, One Hundred Palms, Oasis, Thermal, and Thousand Palms. Within the Coachella Valley region, SunLine provides 150 square miles of fixed-route service coverage and 200 square miles of paratransit service coverage.<sup>1</sup>

Figure 1-3 shows population and employment estimates for the jurisdictions within the SunLine service area.

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<sup>1</sup> The Federal Transit Administration describes the service area as a measure of access to transit service in terms of population served and area covered. The service area is determined using the Americans with Disabilities Act of 1990 (ADA) to identify the corridor surrounding routes three-quarters of mile on either side. Source: <https://www.transit.dot.gov/ntd/national-transit-database-ntd-glossary>. Accessed March 16, 2023.

**Figure 1-2 SunLine Service Area**



**Figure 1-3 SunLine Service Area Socioeconomic Profile**

Geography	Total population	Minority population		Population with poverty status determined	Poverty population		Total households	Zero auto households		Total employment
	Number	Number	%	Number	Number	%	Number	Number	%	Number
<b>SunLine jurisdiction</b>	<b>443,976</b>	<b>263,098</b>	<b>59.3%</b>	<b>441,897</b>	<b>75,195</b>	<b>17.0%</b>	<b>182,919</b>	<b>8,413</b>	<b>4.6%</b>	<b>151,433</b>
Cathedral City	52,569	35,823	68.1%	52,510	9,893	18.8%	18,817	1,086	5.8%	9,925
Coachella	45,204	43,942	97.2%	45,130	8,664	19.2%	17,211	513	3.0%	8,973
Desert Hot Springs	27,829	20,372	73.2%	27,698	6,820	24.6%	9,707	824	8.5%	3,687
Indian Wells	7,054	1,465	20.8%	7,048	822	11.7%	3,446	46	1.3%	3,862
Indio	90,900	66,459	73.1%	89,958	15,639	17.4%	33,825	1,377	4.1%	20,767
La Quinta	40,510	18,429	45.5%	40,408	5,671	14.0%	16,054	424	2.6%	11,672
Palm Desert	51,009	16,782	32.9%	50,730	6,216	12.3%	23,580	1,137	4.8%	29,284
Palm Springs	49,651	19,719	39.7%	49,347	7,973	16.2%	25,155	1,722	6.8%	28,518
Rancho Mirage	17,913	3,749	20.9%	17,834	2,215	12.4%	9,327	341	3.7%	16,175
Unincorporated	61,337	36,358	59.3%	61,234	11,282	18.4%	25,797	943	3.7%	18,570

Source: American Community Survey 2020 5-year estimates; Longitudinal Employer-Household Dynamics 2019

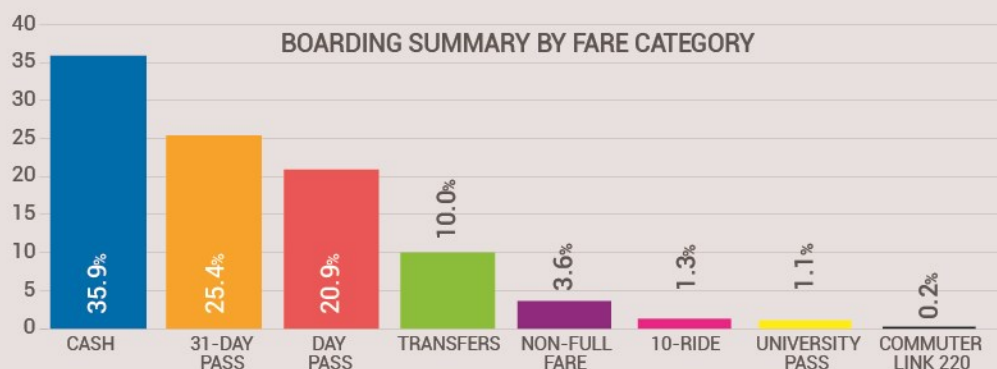
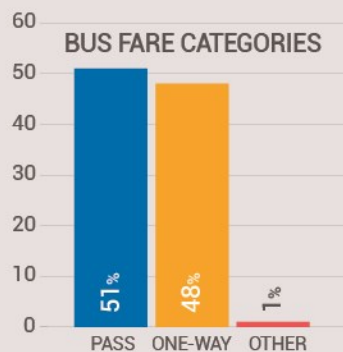
## 1.2 Population Profile and Demographics

The 2019 SunLine Transit Rider Survey was an important source of information for the plan. It gave SunLine staff a pre-COVID-19 ridership profile and described how riders used the transit system. The infographic on the next page shows the demographic characteristics of SunLine's riders before the pandemic. SunLine is preparing a new rider survey to assess changes resulting from the pandemic and the success of the Refueled Initiative.

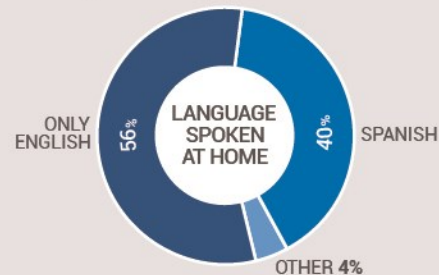
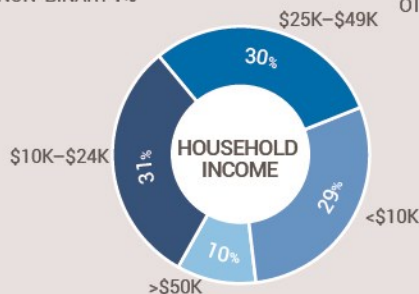
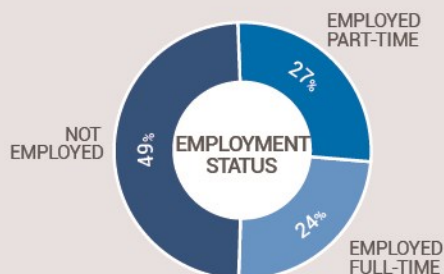
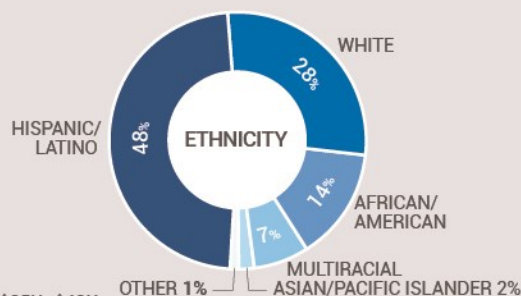
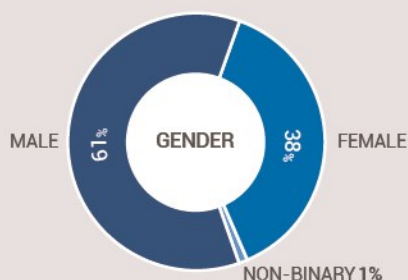
# POPULATION PROFILE and RIDER CHARACTERISTICS

The SunLine Transit Rider Survey provided a snapshot of passenger characteristics, as summarized here.

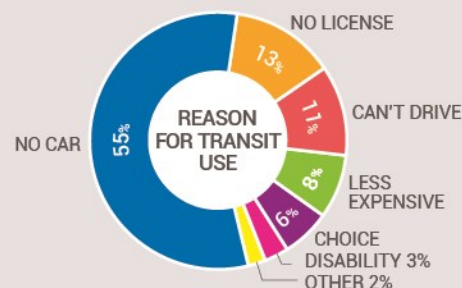
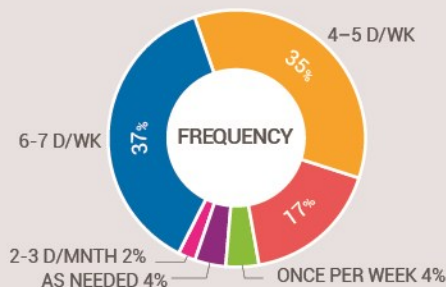
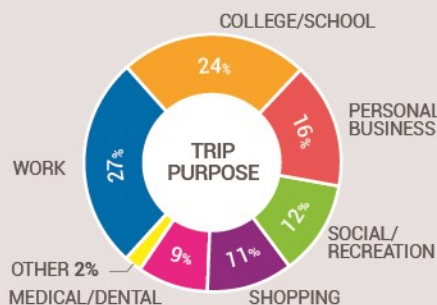
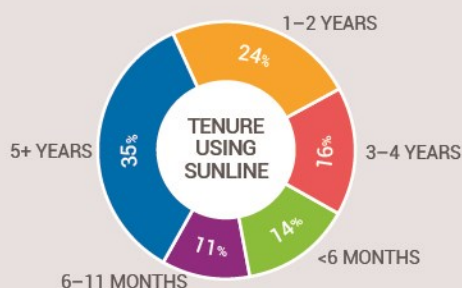
## BOARDING FARE



## DEMOGRAPHICS



## TRANSIT USE





### 1.2.1 Demographic Projections

Despite the recent ridership downturn related to the COVID-19 pandemic, population growth in Riverside County and the Coachella Valley will continue to drive demand for public transit services. The Refueled Initiative is aimed at connecting its residents with health care, jobs, schools, and a spectrum of other destinations. With straighter, more direct routes, the redesigned system will provide more permanent transit corridors to transit-supportive land uses, charting an ambitious and strategic path to push the agency in a new direction to attract choice riders, boost ridership, and create a brighter future.

Like other transit agencies nationwide, SunLine is faced with the challenge of maintaining core service, extending service to new developments, and addressing the financial challenges resulting from the COVID-19 pandemic. Additionally, a key objective of this restructuring is to streamline bus routes to address residents' requests for more direct and frequent bus service. With the massive amount of growth we are experiencing and limited funding, SunLine would be unable to provide direct service from every trip origin to every destination. However, with careful planning and more direct and streamlined bus routes, SunLine has established a system that incorporates easier transfers, connectivity, and reasonable walks to and from nearby bus stops to meet these sometimes-competing objectives.

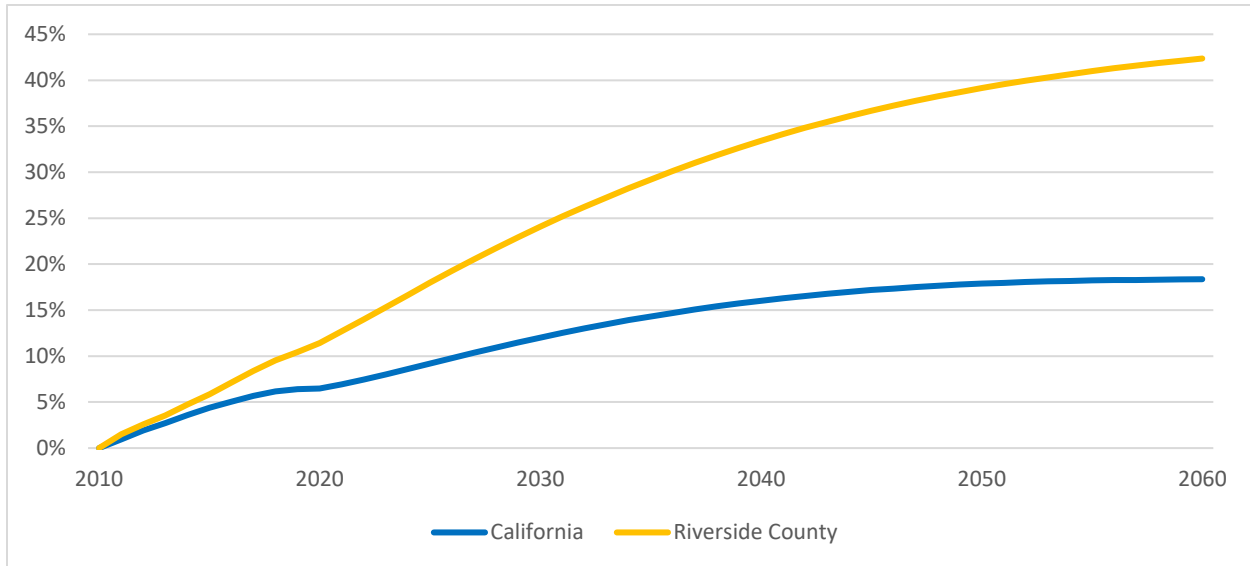
Extensive growth has prompted SunLine to work with the community to develop a new system that gives customers fewer transfers, better connectivity, and enhanced efficiency for years to come. Failure to restructure and make the transit system more efficient would deprive many residents of transit service.

The California Department of Finance estimates that the nine cities of the Coachella Valley had a population of just over 390,600 in January 2021. Riverside County has been growing faster than the state's population, and the Department of Finance projects this will continue through 2060, as shown in Figure 1-4. Within Riverside County, the Southern California Association of Governments (SCAG) projects that the nine cities of the Coachella Valley will grow faster than the county between 2016 and 2045, as shown in Figure 1-5.

Projections prepared by SCAG show that the Riverside County population is expected to grow by 37.6 percent from 2016 to 2045. This means an increase from 2.36 million people in 2016 to 3.25 million people in 2045. In contrast, the population in Coachella Valley cities is projected to grow even faster, increasing 55 percent over the same 29-year period, from 450,130 in 2016 to 697,690 in 2045, as shown in Figure 1-6. Growth percentages within the Coachella Valley vary by city. Coachella and Desert Hot Springs are among the cities projected to grow the fastest within the SCAG region, ranking first and third, respectively, among all SCAG cities by percentage growth over the next three decades.

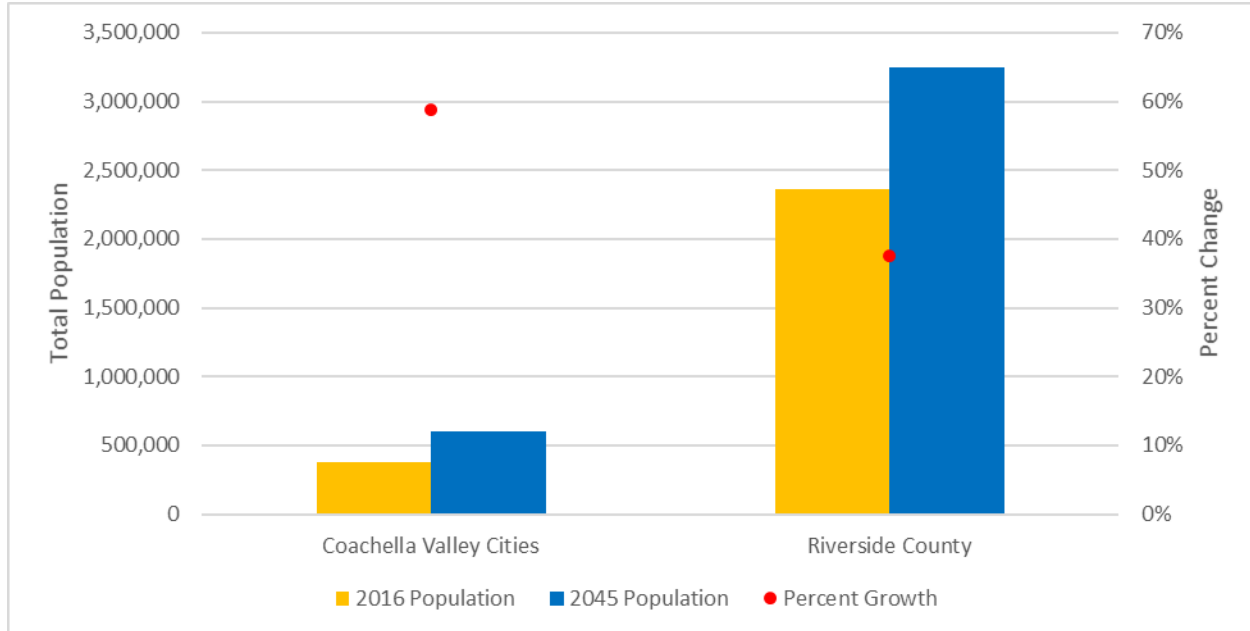


**Figure 1-4 Riverside County and California Population Growth Projections (Percent)**



Source: California Department of Finance, 2021, <https://www.dof.ca.gov/forecasting/demographics/projections/>

**Figure 1-5 Riverside County and Coachella Valley Population Projections (Total Population)**



**Figure 1-6 Population Growth Projections for Jurisdictions in the SunLine Service Area**

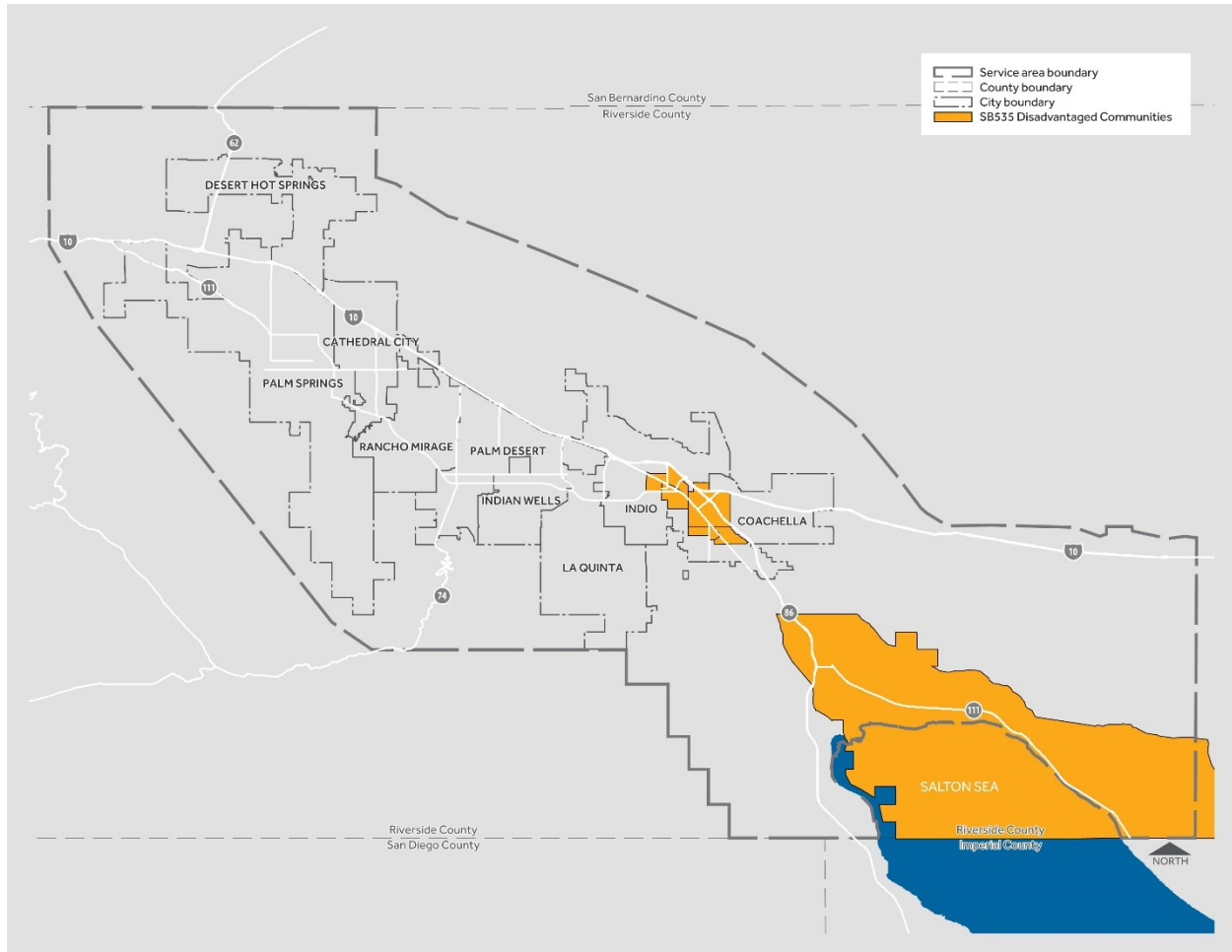
Location	SCAG 2016 estimates	SCAG 2045 estimates	Difference	% Difference
Bermuda Dunes Census Designated Place (CDP)	7,340	10,110	2,770	38%
Cathedral City	54,300	76,300	22,000	41%
Coachella city	45,300	129,300	84,000	185%
Desert Edge CDP	3,850	4,200	350	9%
Desert Hot Springs city	29,000	59,990	30,990	107%
Desert Palms CDP	6,940	6,990	50	1%
Garnet CDP	6,300	7,990	1,690	27%
Indian Wells city	5,400	6,400	1,000	19%
Indio city	88,100	129,300	41,200	47%
Indio Hills CDP	1,120	6,280	5,160	461%
La Quinta city	40,400	47,700	7,300	18%
Mecca CDP	8,860	11,840	2,980	34%
North Shore CDP	3,200	3,680	480	15%
Oasis CDP	4,370	4,500	130	3%
Palm Desert city	50,400	64,100	13,700	27%
Palm Springs city	47,100	61,600	14,500	31%
Rancho Mirage city	18,200	25,200	7,000	38%
Sky Valley CDP	2,570	7,080	4,510	175%
Thermal CDP	2,400	3,270	870	36%
Thousand Palms CDP	7,880	9,730	1,850	23%
Vista Santa Rosa CDP	3,780	3,950	170	4%
Whitewater CDP	820	980	160	20%
Other unincorporated areas	12,500	17,200	4,700	38%
<b>Service area total</b>	<b>450,130</b>	<b>697,690</b>	<b>247,560</b>	<b>55%</b>

Source: SCAG, 2020, [https://scaq.ca.gov/sites/main/files/file-attachments/0903fconnectsocal\\_demographics-and-growth-forecast.pdf](https://scaq.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf)

Disadvantaged communities in California are specifically targeted for investment of proceeds from the state's cap-and-trade program. Senate Bill 535 mandates that 25 percent of the proceeds from the Greenhouse Gas Reduction Fund go to projects that benefit disadvantaged communities. These investments are primarily aimed at improving public health, quality of life, and economic opportunity in the state's most burdened communities while also reducing pollution.

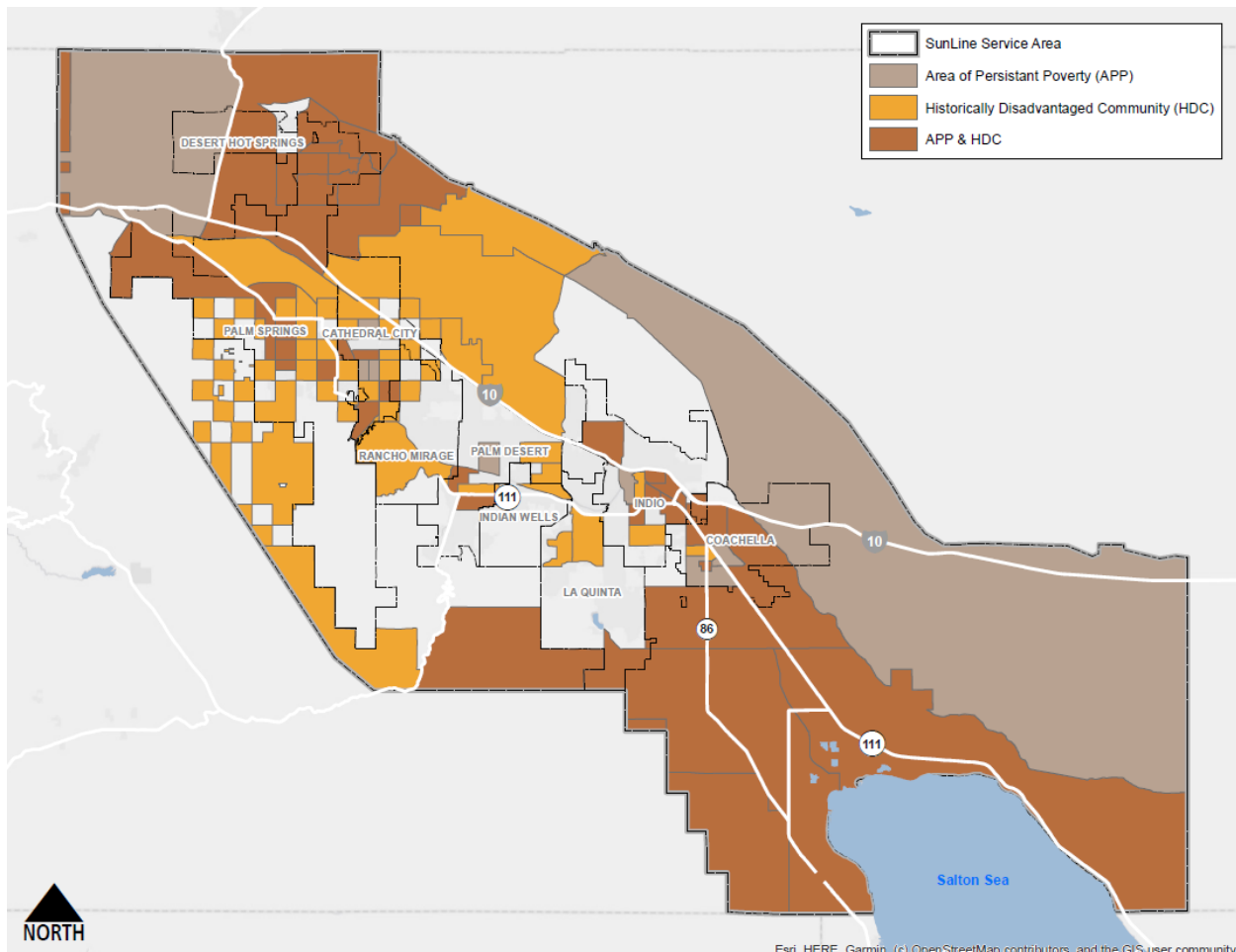
Disadvantaged communities are defined as the top 25 percent scoring census tracts from the California Environmental Health Screening Tool (CalEnviroScreen). The Senate Bill 535 disadvantaged communities within the SunLine service area are illustrated in Figure 1-7.

**Figure 1-7 Senate Bill 535 Disadvantaged Communities**



Several federal funding programs specifically target investment toward areas designated as Areas of Persistent Poverty or Historically Disadvantaged Communities. Areas of Persistent Poverty include census tracts with poverty rates of 20 percent or higher based on the 2014 to 2018 5-year American Community Survey, counties that have had poverty rates of 20 percent or higher in the 1900 and 2000 Decennial Censuses and the 2020 Small Area Income Poverty Estimates, and territories or possessions of the United States. Historically Disadvantaged Communities include census tracts identified based on six factors of socioeconomic disadvantage, tribal lands, and territories or possessions of the United States. Areas with these designations within the SunLine service area are shown in Figure 1-8.

**Figure 1-8 Areas of Persistent Poverty and Historically Disadvantaged Communities**



## 1.3 Description of Services

SunLine's existing transit service includes SunBus (local bus), Commuter Link (regional commuter), SunRide (microtransit), and SunDial (paratransit). Additionally, SunLine's taxi voucher, SolVan (vanpool), and rideshare programs provide additional transportation options to residents throughout the Coachella Valley. Each of these service types is described briefly in the following sections.

### 1.3.1 SunBus – Local Bus

SunLine currently operates nine local routes in its service area. The local bus network is broken down into trunk routes and connector or feeder routes. Trunk routes serve highly traveled corridors with more frequent headways and include Routes 1EV, 1WV, and 2. Connector/feeder routes operate in less dense areas and connect to trunk routes. These routes generally operate

at less frequent headways and include Routes 3 through 9. SRTP Table 1.0 (see the Tables section of the SRTP) shows a list of the routes and the areas they serve. Figure 1-9 illustrates fixed-route ridership trends over the last few years, including the impact of the COVID-19 pandemic service reductions and the subsequent recovery. Figure 1-10 shows the SunLine system map. Appendix A shows existing route profiles.

**Figure 1-9 Fixed Route Ridership**

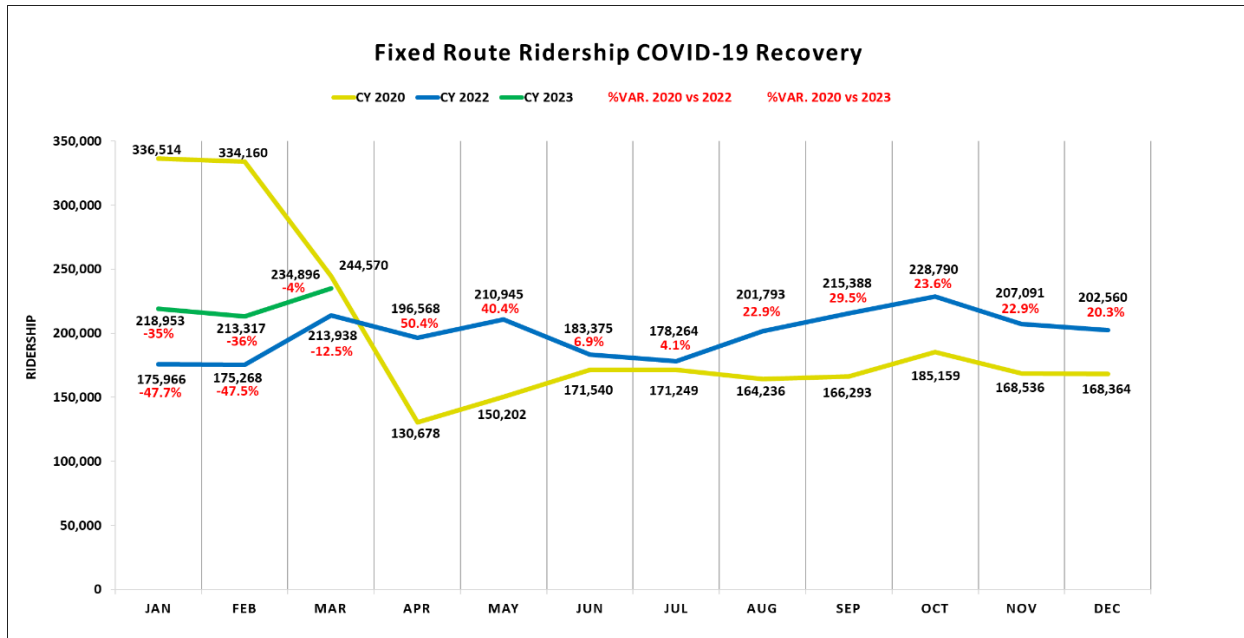
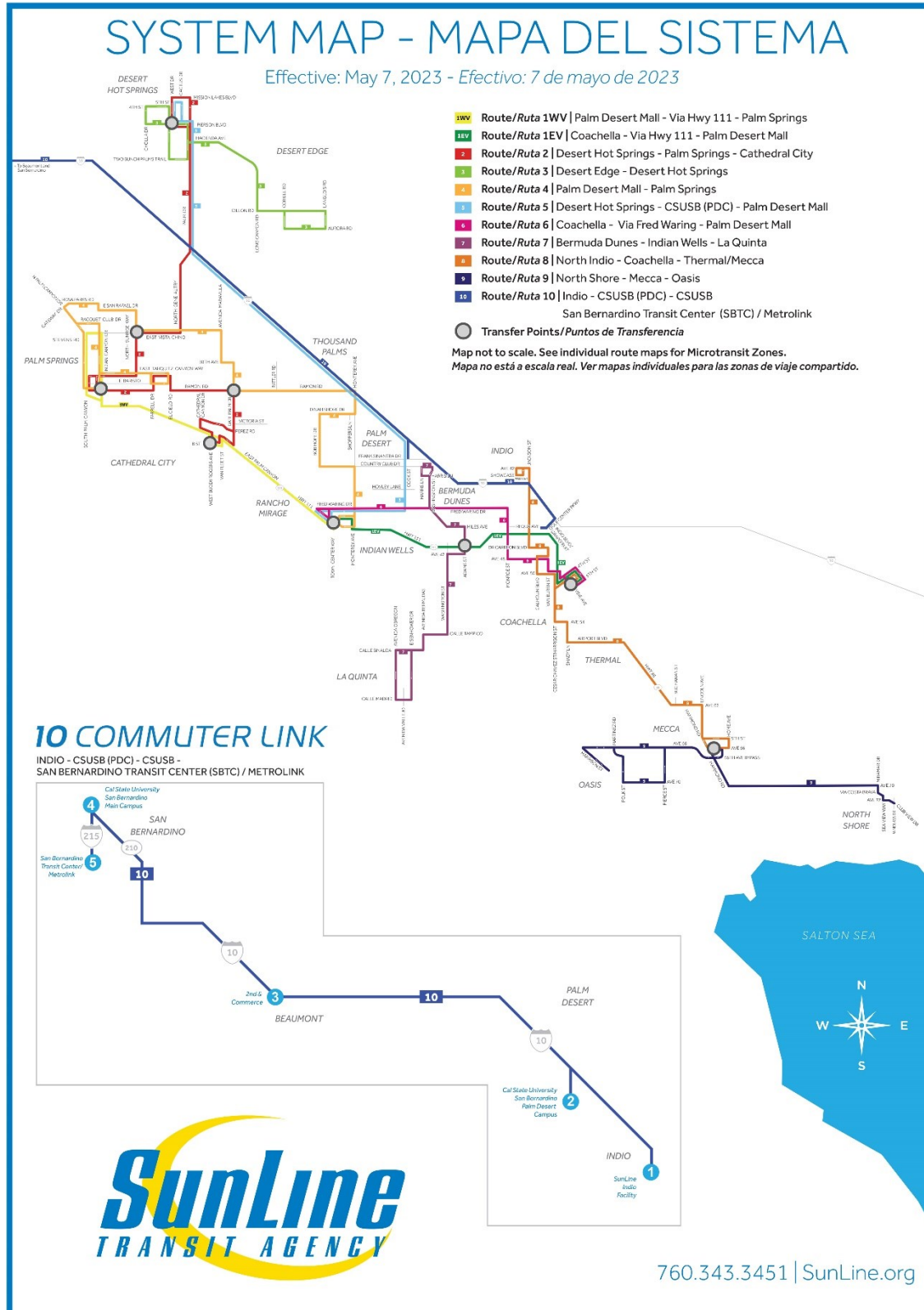


Figure 1-10 Fixed Route System Map





### 1.3.2 Commuter Link – Regional Commuter

The Route 10 Commuter Link is designed to improve regional service between the Coachella Valley and the Inland Empire. For students, the 10 Commuter Link provides a direct connection between CSUSB's campuses in Palm Desert and San Bernardino. It also provides service to the San Bernardino Transit Center (SBTC) for connections with Metrolink trains and routes served by the Riverside Transit Agency, Omnitrans, Victor Valley Transit Authority, and Mountain Transit. Although system-wide ridership declines and school closures related to the COVID-19 pandemic delayed its implementation, the Route 10 Commuter Link began revenue operations on July 12, 2021.

### 1.3.3 SunRide – Microtransit

Microtransit is an emerging transit mode that offers flexible and dynamic demand-driven transportation solutions to areas with limited transit access or where traditional fixed route service is simply not feasible. Microtransit is a shared-ride service that typically operates a fleet of smaller vehicles (for example, cutaway buses or vans—see Figure 1-11) in defined zones, with dynamic routing based on real-time demand. Similar to companies such as Uber and Lyft, users in designated areas specify the details of their trips on a mobile application and a vehicle is dispatched to deliver them to their destinations. Operating specifics such as service hours and coverage are tailored to meet the needs and/or resources of the agency (fleet availability, operating budget, etc.).

**Figure 1-11** Example of SunRide Vehicle



### *SunRide Operations*

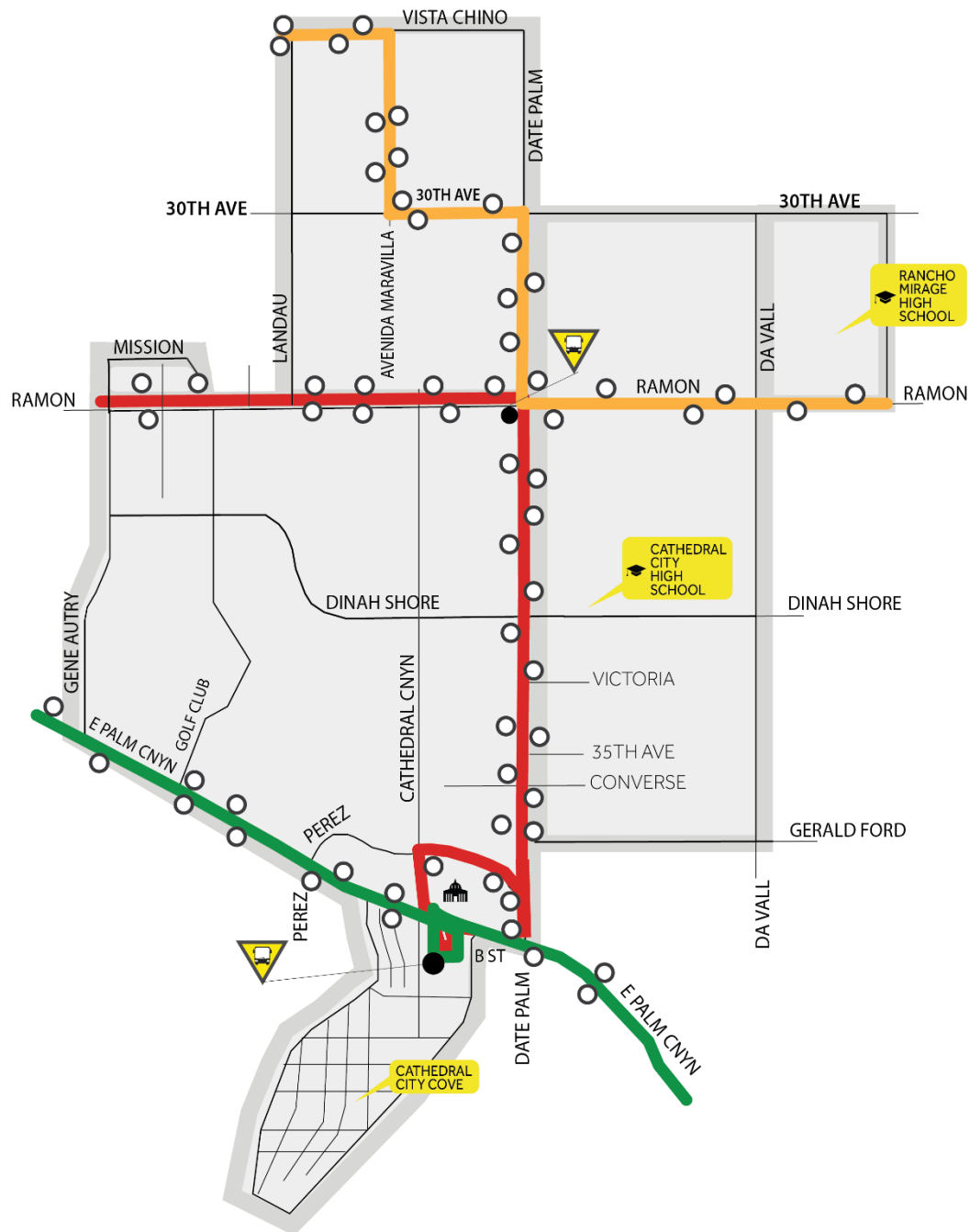
The microtransit service, known as SunRide, serves seven zones in the Coachella Valley—Cathedral City, Coachella, Desert Hot Springs (including the community of Desert Edge), Indio, Mecca-North Shore, Palm Desert, and Palm Springs (Figure 1-13 to Figure 1-19). This on-demand service bridges the gap between riders and the fixed route network or designated points of interest. Riders typically use the SunRide smartphone app to book their ride, which dispatches a SunRide vehicle to pick them up and drop them off at locations indicated within the designated geo-fenced zones. Riders without access to a smartphone may also book a trip by calling SunRide’s Customer Service number or through the SunRide web portal at: [book.sunride.rideco.com](https://book.sunride.rideco.com). The service is available Monday through Friday between 5:30 a.m. and 6:30 p.m.

The SunRide fare is \$3 per person, which includes a free transfer to/from the intersecting fixed bus routes. SunRide’s on-demand service allows a rider to book a trip within 15 minutes or to schedule a trip up to 7 days in advance. Riders may opt for contactless payment by choosing to pay using their credit or debit card. The app allows riders to store their credit or debit card information within the app for convenience when booking future rides. Riders may also choose to pay for their ride in cash by paying the SunRide driver directly when SunRide is the first leg of the trip or by purchasing a \$3 “SunRide Transfer Pass” on the fixed route bus when the rider boards the bus as the first leg of the trip.

### *Figure 1-12 March 2023 ridership (MISSING)*



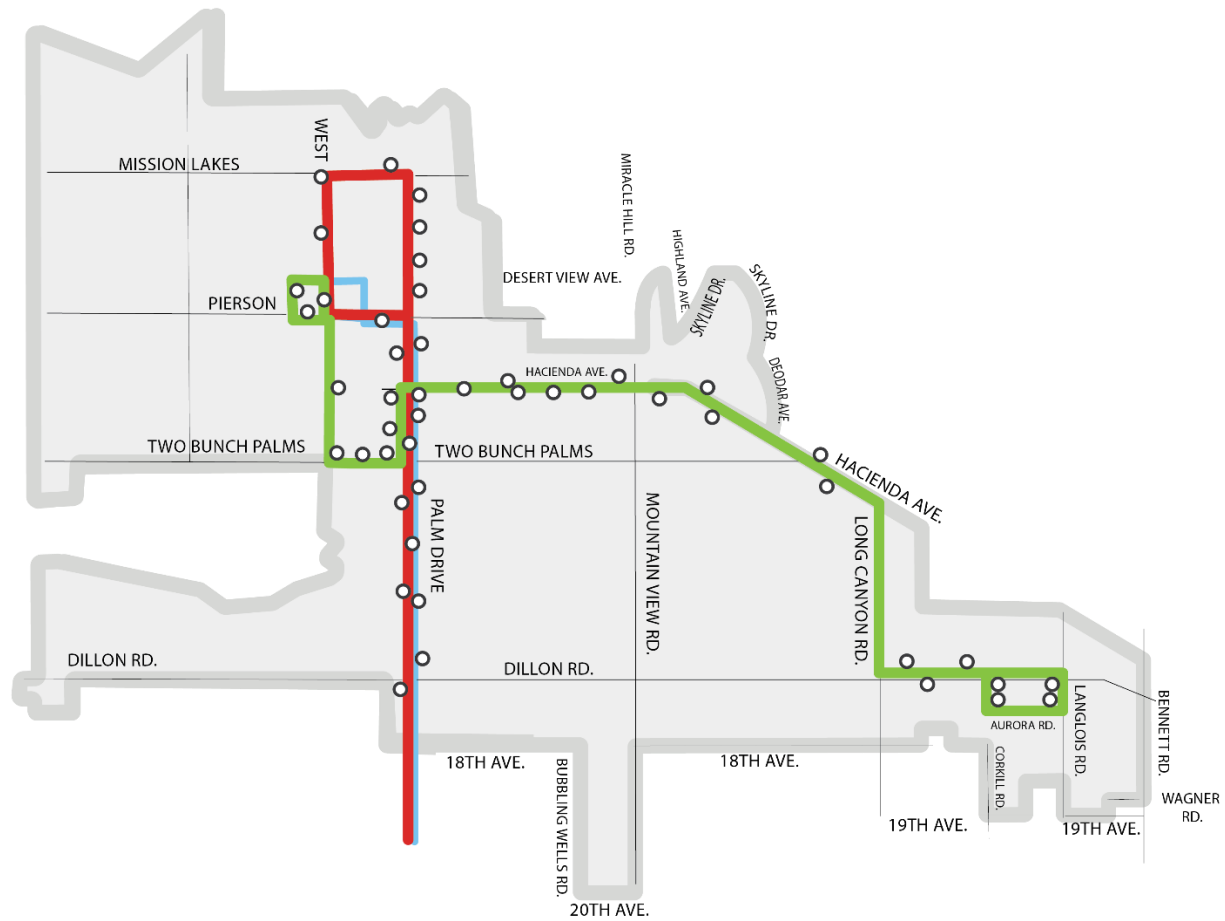
**Figure 1-13 SunRide Pilot Service Area – Cathedral City**



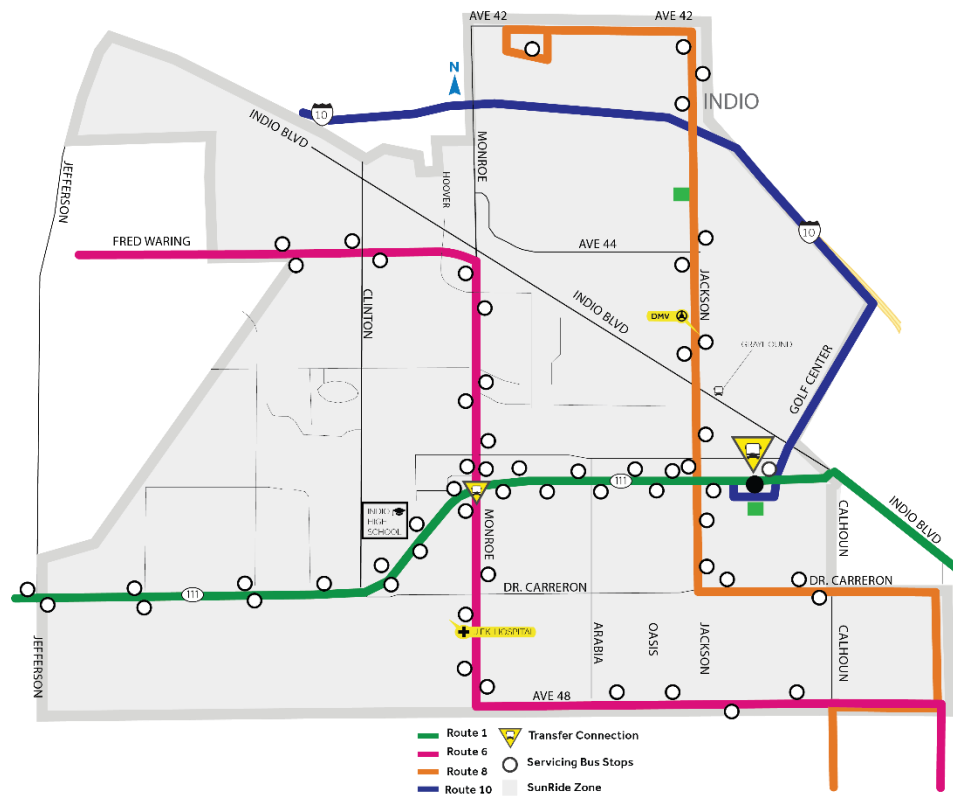
**Figure 1-14 SunRide Pilot Service Area – Coachella**



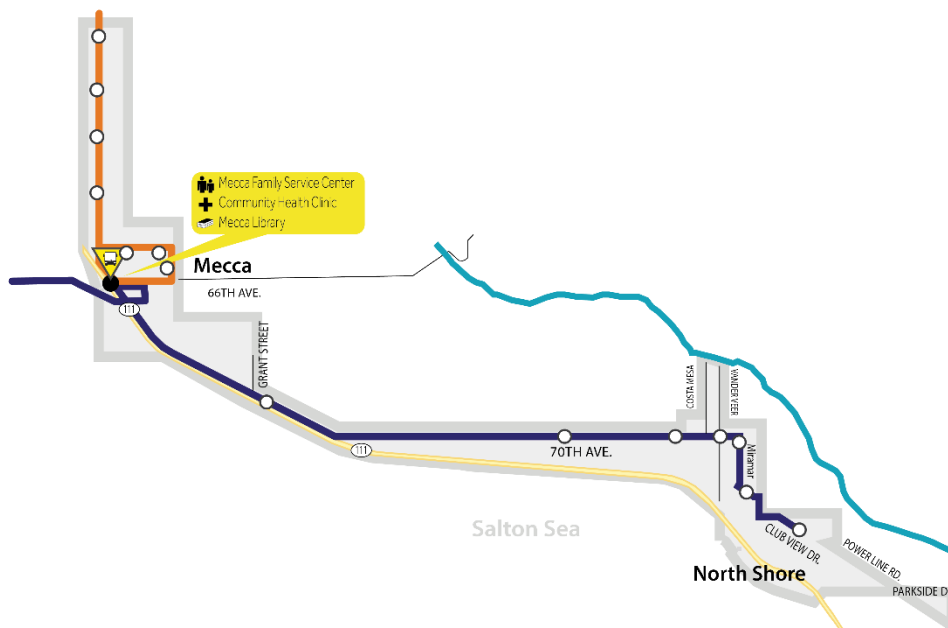
**Figure 1-15 SunRide Pilot Service Area – Desert Hot Springs – Desert Edge (formerly Desert Edge)**



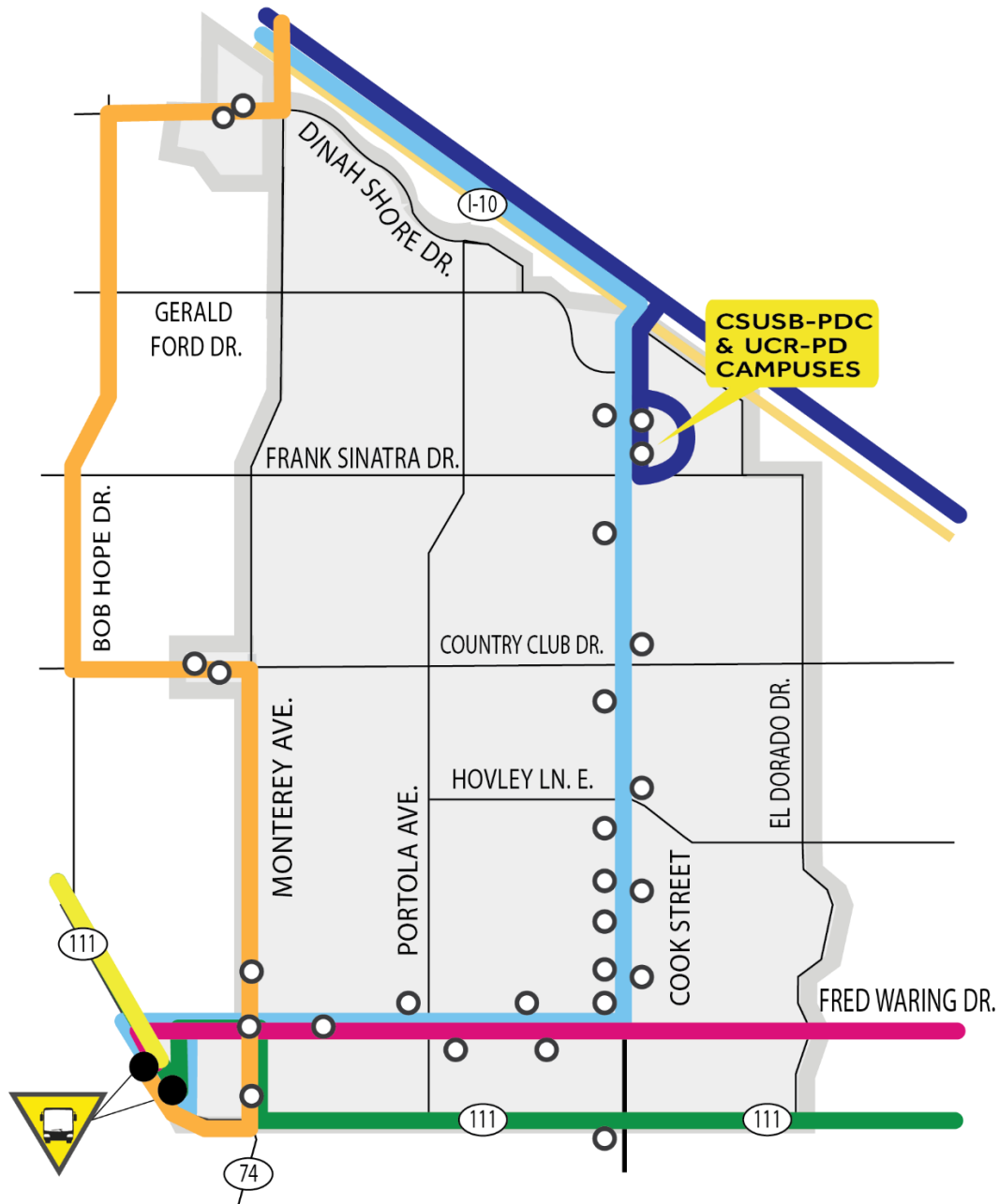
**Figure 1-16 SunRide Pilot Service Area – Indio**



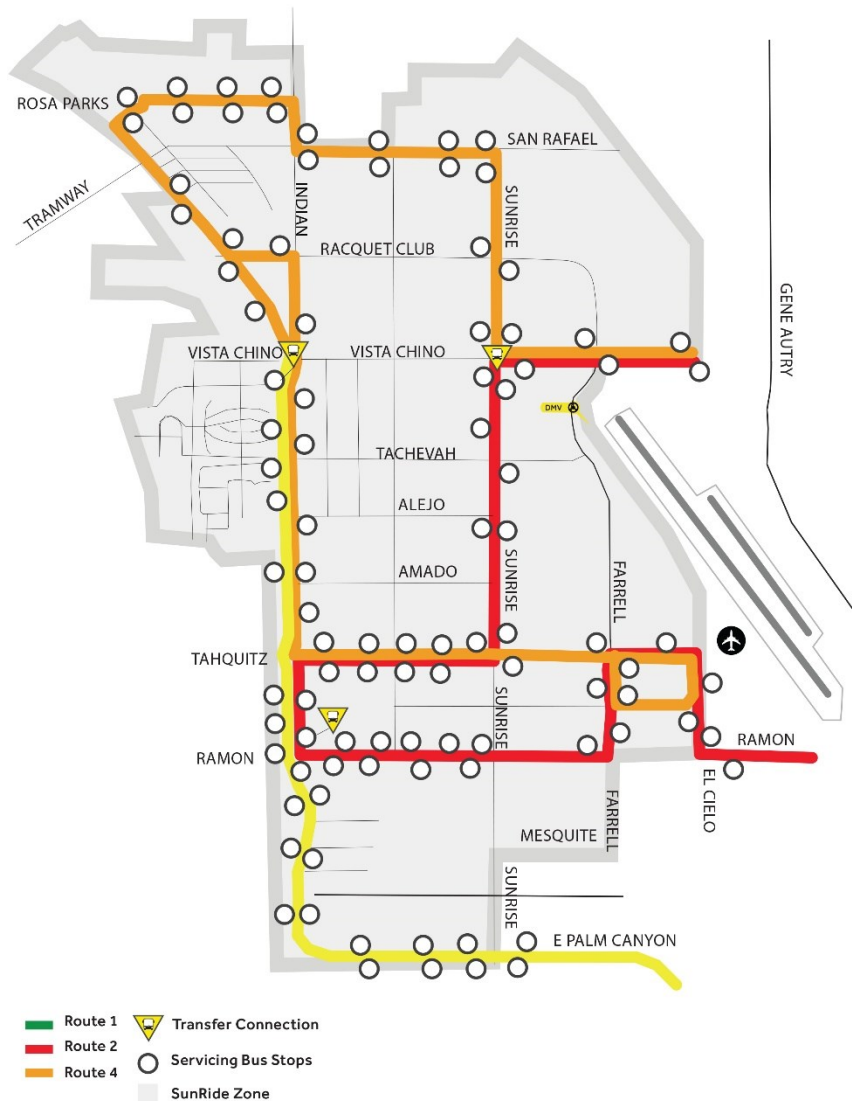
**Figure 1-17 SunRide Pilot Service Area – Mecca-North Shore**



**Figure 1-18 SunRide Pilot Service Area – Palm Desert (formerly Cook St Corridor)**



**Figure 1-19 SunRide Pilot Service Area – Palm Springs**



### **SunRide Technology Platform**

SunLine launched Phase III of the pilot program on January 10, 2022. Phase III introduced a new SunRide branded mobile application (Figure 1-20) developed by RideCo that offers additional features and functionality to enhance the user experience. Some of the new features and functionality include improved connections to the fixed route network, projected trip arrival times, and a five-star rider rating system. Putting ourselves in the shoes of our riders, SunLine has also added new stops at common points of interest within each geo-fence zone that serve as ride generators, providing new touchpoints for a choice rider experience. These points of interest include stops within a short walking distance of education, shopping, and medical

facilities, implementing further service flexibility and more mobility options that are inclusive of a larger demographic. An advanced back-end software platform features a robust reporting suite to assist in evaluating the program's performance metrics.

**Figure 1-20 SunRide Mobile App**



#### 1.3.4 SunDial – Paratransit

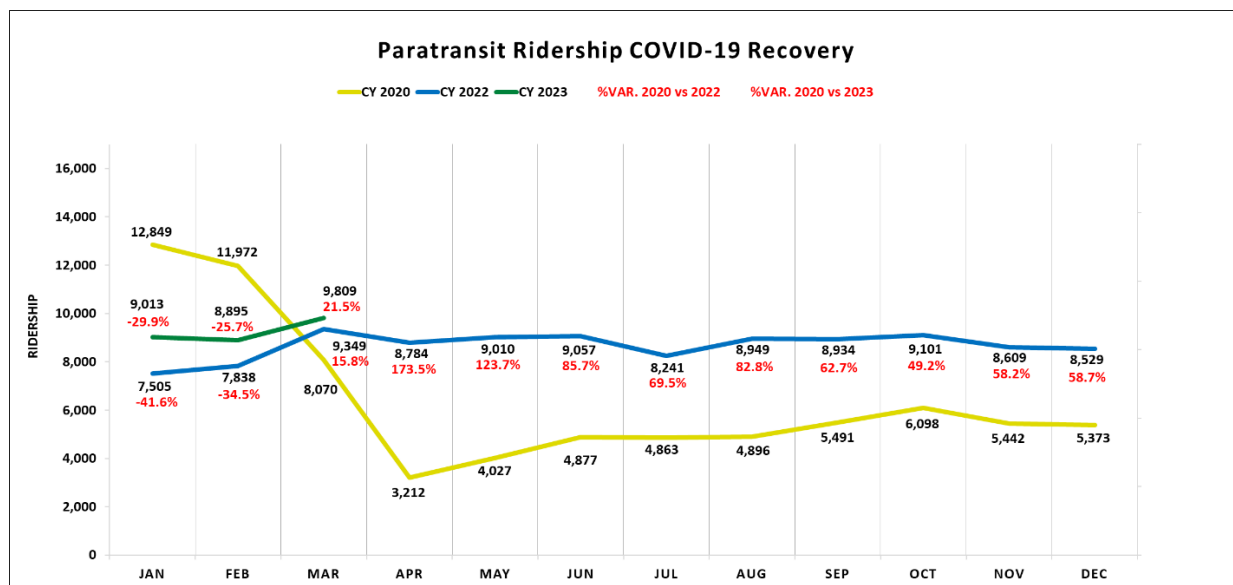
SunLine operates SunDial ADA paratransit to provide service to those certified under the ADA who cannot ride fixed route bus service. SunDial operates within three-quarters of a mile on either side of the SunBus route network and is available by advanced reservation only. Reservations may be made based on the service hours of the fixed routes serving passengers' origins and destinations and may be used only at the same times, days, and frequency as local fixed route service. SunDial service is an origin-to-destination, shared-ride transit service for persons who are functionally unable to use the fully accessible fixed route service either permanently or under certain conditions. Eligibility is not solely based on having a disability.

SunDial service is provided with a fleet of **39 vans** 7 days a week during the same hours and days as the fixed route network. Service is not provided on Thanksgiving and Christmas days. As an operator of bus service, SunLine is required under the ADA to ensure that paratransit service is provided to eligible individuals with disabilities. The level of service provided must be

comparable, in terms of hours and days of service and area served, to the service provided by the fixed route bus system.

To be eligible, all persons must complete an application, describing in detail the nature of their mental or physical disability that may prevent the individual from using regular fixed route service. Applicants must obtain an approved health care professional's statement and signature verifying the disability. Applicants are notified in writing of their application status within 21 days from receipt of a completed application. Riders who have the required ADA Certification Identification Card are eligible to use SunDial for their transportation needs, including medical appointments, shopping, and other social activities. Figure 1-21 shows the SunDial ridership trend for 2020 through early 2022.

**Figure 1-21 SunDial Ridership Trend**



### 1.3.5 SolVan – Vanpool

A vanpool is a group of people who commute to the same workplace or post-secondary education facility (college, trade school, etc.) regularly from the same community, riding together in a van or SUV provided by a vendor to share expenses. Vanpools typically carry 5 to 15 passengers and operate long distances, traveling between pick-up locations and a place of work/school.

Vanpools provide small-scale commuter ridership in scenarios where operator costs would otherwise be prohibitively high. Operating costs are lower than fixed route bus service because the passengers drive themselves. Ridership per platform hour is healthy. Vanpools are very demand-responsive; they can be quickly organized based on demand on a monthly basis. Once



ridership falls below a threshold, a vanpool can end, but new routes can be added easily based on need with minimal overhead. Vanpools can access office parking areas and other locations traditional SunLine fixed route buses cannot reach, allowing more convenient passenger drop-offs.

Vanpool programs can be administered in a variety of ways, allowing the employer to be fully involved or simply promote it. Employers can help employees form vanpools through rideshare matching. Rideshare matching helps potential vanpoolers locate others nearby with similar commutes. With technology advancements, on-demand vanpooling may help reduce coordination costs and increase ridership. As the region develops unevenly, vanpools will be an increasingly effective means to serve trips from low-density places to employment and education centers.

SunLine's Vanpool Program, SolVan, is operated through a third-party lease arrangement, known as "purchased transportation," by the Federal Transit Administration (FTA), where SunLine contracts with a consulting firm to competitively procure leasing vendors, who then provide a leased vehicle to vanpool groups. SolVan provides a subsidy of \$400 monthly (or \$500 if a zero-emission vehicle) for qualified vans that agree to report on daily riders, miles, hours, and expenses. A SolVan reporting system has been created to track each rider on each vanpool. The volunteer driver of the vanpool must be a participant in the vanpool program. Vanpool passengers will be responsible for paying the van's monthly lease cost minus the SolVan subsidy. Leases include insurance and maintenance. They also share the cost of gas, parking, and toll fees (if applicable). Vehicles for this type of service will be leased by one of the prequalified vendors to one of the commuters in the group, a company, or a third-party representative. SolVan has increased the number of approved vendors to a total of four vendors to increase vehicle type and lease cost choices.

SolVan materials and guides are posted on the [SolVan.org](https://solvan.org) website and include program guidelines, vanpool brochure, participation agreement, passenger manifest forms, quick facts, frequently asked questions, steps/instructions to apply, steps/instructions for monthly reporting, change form, and intake form. These materials help explain the SolVan program, how to apply for a vanpool subsidy, how to ultimately have vanpools approved for SolVan subsidy, and how to report commute details to receive the monthly subsidy.

### ***SolVan Performance/Service Area/Demographics***

During the past year, agricultural-related vanpools served farm workers living and working in the eastern Coachella Valley, including Thermal, Mecca, Coachella, and Indio. Around 20 vehicles have been provided during each key harvesting month. Non-farm, more traditional vanpools serve work sites all over eastern Riverside County. The number of vehicles serving these traditional work sites has varied from six to seven per month during the past year, with seven at present. The origin of these vanpools during this past year has been vanpoolers living primarily in

Indio, Beaumont, and La Quinta. The destination of these vanpoolers has primarily been to work sites in Blythe, Palm Springs, and Indio. Major employers served by most of the traditional vanpools are the Transportation Security Administration at Palm Springs Airport, U.S. Border Patrol sites, and state prisons.

### *SolVan Fares*

The cost for vanpoolers to ride varies wildly because fares are determined by many factors, including type and year of vehicle chosen, commute mileage, and number of riders who are splitting the monthly fare. The average number of vanpoolers in a vehicle is nine. The current vanpool monthly total lease cost ranges between \$1,050 and \$1,800 for traditional, non-farm destined vanpools. Gas cost is calculated and added to this cost.

The number of vanpool vendors under contract has doubled from two companies to four currently. With additional vendors providing more vehicle choices (such as hybrid or electric vehicles) and providing more competitive lease rates, it is possible that passenger out-of-pocket costs may decrease. Although SunLine procures for third-party leasing vendors through its contractor, the procurement is to ensure there is consistency and standard vehicle offerings among vendors—not to control vehicle pricing or fares. SunLine has no control over the passengers' out-of-pocket fares, only the amount of subsidy provided. In addition, after the lease costs the next highest out-of-pocket vanpool expense is fuel. Should electric or hybrid vehicles be introduced into the vehicle offerings, although the lease cost may be higher, many employers offer free electricity while charging at work and the at-home electric charging costs can be quite low (depending on electric provider and low rates to charge off peak). This may also result in lower fares for certain vanpool groups. Volatile gas prices in recent years will continue to have an unpredictable impact on fares for vanpool groups.

The other strategy for lowering fares is to assist vanpool groups in increasing occupancy. The more passengers that share the cost of the vanpools, the lower the fares per passenger. Although SolVan requires that vanpools maintain a minimum of 50 percent occupancy (ratio of passengers to the vanpool seats), SolVan works directly with vanpool groups that lose riders, struggle with occupancy, or are looking for part-time riders to increase occupancy and decrease passenger fares. SolVan staff assist with finding additional riders and filling seats in vanpools. Ultimately, SunLine cannot predict or determine whether vanpool fares will increase or decrease in the future; however, additional vendors and actions may result in lower fares and an even more cost-effective vanpool service.

### *SolVan Goals*

During the past year, SunLine's goal was to expand traditional vanpooling by at least three vehicles. Two new traditional vanpools were added that still operate today. One traditional

vanpool disbanded during the year on account of work shift changes. The goal for agricultural vanpools was to maintain the high level of farm vanpools, which was achieved.

### *SolVan Guidelines*

To receive a vanpool subsidy, the vanpool must meet the following criteria: either originate or travel to a work site within a ZIP Code in eastern Riverside County, commute at least 25 miles round-trip, commute a minimum of 12 or more days per month, and have at least five riders. Vehicles must also be at least seven-seat vehicles and can seat up to fifteen. Occupancy must be at least 70 percent to start and remain at least 50 percent. However, this occupancy requirement has been relaxed during the pandemic for existing vanpools. Guidelines also require that the vanpool lease a vehicle with one of the four SolVan-approved vendors and permit SunLine to advertise the vanpool and the route to the general public and accept additional riders to fill empty seats. SunLine contracts with WSP, which has entered agreements with four approved vendors to provide specific vehicles, lease pricing, and certain insurance coverage, among other requirements.

To be approved for SolVan subsidy, the vanpool group must visit the [SolVan.org](https://www.solvan.org) website and submit an application. SolVan staff then reviews the application to ensure it qualifies and meets all program guidelines—if so, the application is approved. The vanpool group is then directed to provide all details about the vanpool, including rider names, pick-up locations for each, drop-off locations for each, mileage and hours for each rider, work shift, commute days during the week, contact info for each rider, driver detail, start date, lease cost, copy of lease agreement, employer detail for each rider, participation agreement signatures, and manifest passenger form. Once approved, the vanpools are required to submit any changes, such as rider changes, work shift change, vehicle changes, etc. SolVan then confirms details with the vendor regarding the lease, vehicle detail, and lease cost. If a vanpool begins after the first day of a calendar month, the subsidy is prorated based on the commute days during that first month.

### *SolVan Reporting Procedure*

SolVan has a very detailed reporting procedure for each vanpool on a monthly basis. By the seventh of the next month's deadline, vanpools are required to report actual daily activity on that specific vanpool during that prior month, which includes who rides each way; any change to regular miles traveled or extra time due to detour, etc.; all costs such as gas, parking, and tolls; and the end-of-month odometer reading. Also, it is reported whether a loaner temporary vanpool vehicle is used during any day that month. TransTrack is the reporting system used by each vanpool driver, who is given a log-in name and password to report into the system. SolVan staff then reviews the daily detail for accuracy and approves subsidy when accurate and complete. Enterprise then submits a monthly invoice detailing each vanpool in operation, vehicle detail, and lease cost to get reimbursed for subsidy, which lowers the lease cost paid by the vanpool group. SolVan staff then runs reports from TransTrack to reveal month ridership, miles,

hours, and vehicles, and creates formulas to double-check all data are complete and accurate to meet FTA National Transit Database (NTD) requirements. SunLine staff is then sent this monthly reporting detail and source materials for review before entry into the NTD system.

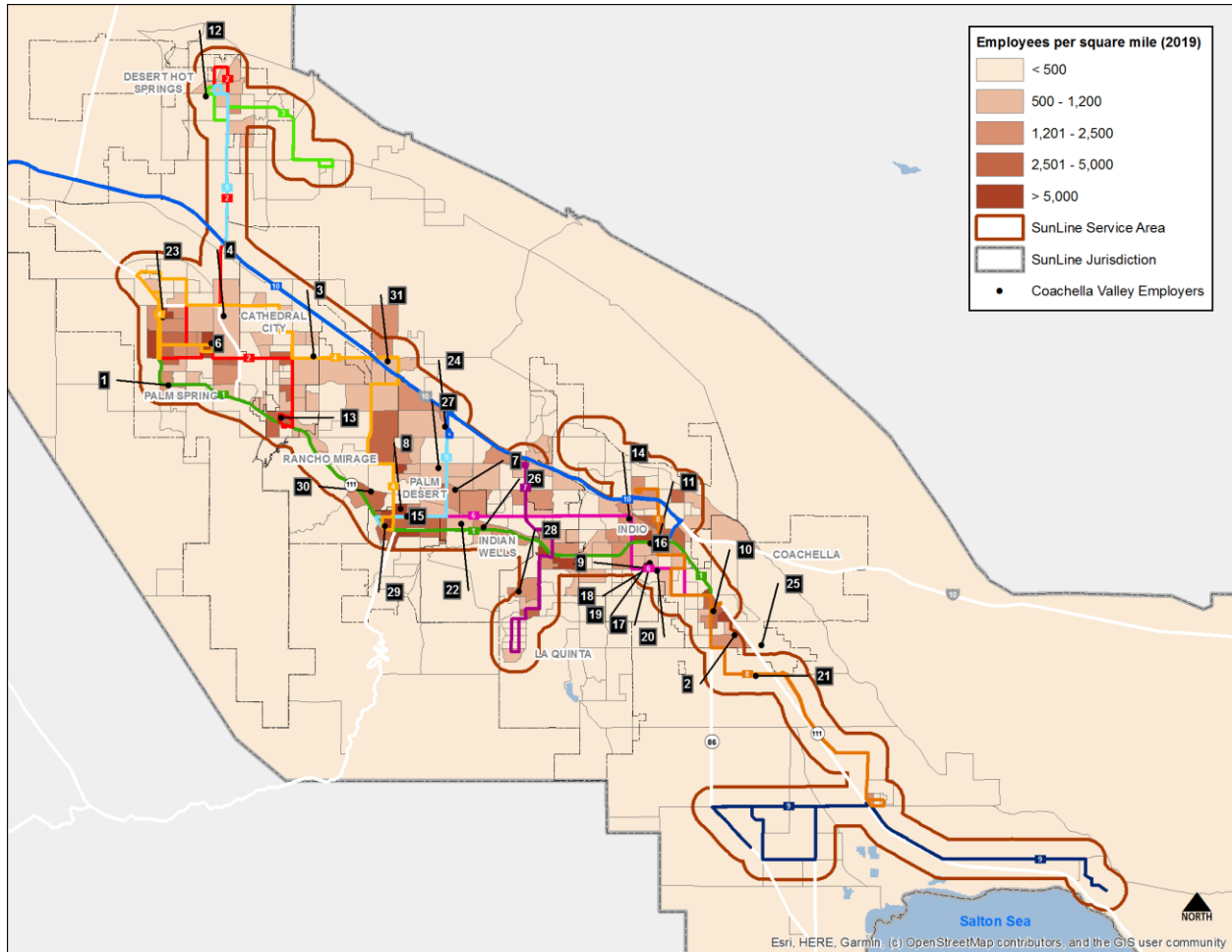
Farm vanpools operating with CalVans report differently. CalVans provides the farm-related vanpools, and most of those vehicles have not asked for a SolVan subsidy, but many operate in our territory. As a result, any FTA funding generated from the CalVans Eastern Riverside vanpool activity is entered into the NTD by CalVans directly as a joint powers authority, and funds are provided directly to SunLine. Public transit agencies that provide ongoing subsidies to third-party leased vanpools for the purpose of reducing the lease/capital costs of the vehicle may report their transportation data to the NTD. The benefit to reporting into the NTD is that public agencies realize a minimum of \$2 in additional FTA Section 5307 funding for every \$1 invested/expended toward the ongoing subsidy program, 2 years after the reporting year. Some programs nationwide have claimed up to a 3:1 return in funding.

#### **SolVan Target Audiences:**

1. Agriculture workers (primarily Spanish-speaking) in eastern Riverside County for the winter farming/harvest season
2. Farmers, growers, and contractors who employ or provide agricultural workers to agricultural work sites
3. Stakeholders, such as elected officials both regionally and locally, agency champions, board members, nonprofit agencies, human resources networks, community and business associations, and regional influencers
4. Adult students travelling to educational institutions in the region
5. Professional employment centers, such as government, hospitality, education, manufacturing, and medical
6. Employees that commute though or work within eastern Riverside County (Coachella Valley and Blythe)—examples include professional employment centers, government agencies, healthcare facilities, hospitality venues, higher education institutions, and industry/manufacturing sectors
7. Employers identified in Dunn and Bradstreet data

Employment is distributed throughout the service area but is concentrated adjacent to major roadways such as Highway 111. Palm Springs and Palm Desert have some of the highest levels of employment density. Figure 1-22 shows the locations of selected employers. Figure 1-23 lists these major employers and their estimated number of employees by map ID.

Figure 1-22 SunLine service area employment



**Figure 1-23 Coachella Valley major employers**

Map ID	Name	Employees
1	Ace Hotel and Swim Club – Palm Springs	232
2	Armtec Defense Technologies – Coachella	284
3	Canyon Springs Industries – Cathedral City	1,200
4	Carefusion – Palm Springs	280
5	City of Palm Desert	111
6	City of Palm Springs	454
7	Coachella Valley Water District – Palm Desert	548
8	College of the Desert – Palm Desert	806
9	County of Riverside – Department of Child Support Service	95
10	County of Riverside – Department of Public Social Services (DPSS)	169
11	County of Riverside – District Attorney Office	158
12	County of Riverside – DPSS – Desert Hot Springs	124
13	County of Riverside – DPSS – Cathedral City	104
14	County of Riverside – DPSS – Indio	120
15	County of Riverside – Family Care Center	183
16	County of Riverside – Indio Jail – Sheriff – Coroner	247
17	County of Riverside – Indio Juvenile Hall	78
18	County of Riverside – Mental Health	53
19	County of Riverside – Probation Department Field Services	53
20	County of Riverside – Riverside Child Protective Service	170
21	County of Riverside – Sheriff Station Thermal	132
22	Desert Horizons	100
23	Desert Oasis Healthcare – Cook Street	700
24	Desert Regional Medical Center – Palm Springs	2,300
25	Ernie Ball (Paladar Manufacturing) – Coachella	411
26	Hyatt Regency Indian Wells Resort & Spa – Indian Wells	290
27	JW Marriott Desert Springs Resort & Spa – Palm Desert	1,500
28	La Quinta Resort and Club – La Quinta	500
29	Macy’s – Palm Desert	301
30	Omni Rancho Las Palmas Resort & Spa – Rancho Mirage	600
31	SunLine Transit Agency – Thousand Palms	328

### 1.3.6 Taxi Administration

The SunLine Regulatory Administration is charged with licensing and regulating taxicab businesses and drivers in the Coachella Valley.

## 1.4 Current Fare Structure

In 2002, SunLine raised its base cash fare from 75 cents to \$1. In 2011, a SunLine fare study recommended both eliminating the 25-cent transfer fare and incrementally raising the base cash fare to \$1.50. These recommendations were not implemented. The SunLine Board of Directors has directed staff to explore fare-free operations.

Figure 1-24 shows the existing SunLine fare structure. This fare structure differentiates fares for specific transit customers and trip types, which shows how SunLine is targeting specific market segments with discounts to increase the system's ridership and revenue. For example, SunLine provides a discounted 31-day youth pass for students using transit.

### 1.4.1 Cash Fares

In addition to the \$1 fare for adult riders, SunLine enforces a 25-cent fee for transfers. The transfer pass is good for unlimited rides within 2 hours of purchase and is valid only on the day issued. Transfers are issued only upon boarding.

The base cash fare for seniors, which SunLine defines as individuals 60 years of age or older, is 50 cents on all fixed route services. Individuals who qualify for the ADA also pay a 50-cent base cash fare on all fixed route services. The fare complies with FTA's Half Fare rule, which requires agencies receiving federal funds to offer fares to persons 65 or over and disabled travelers at a level no more than half the base cash fare. Medicare cards, Department of Motor Vehicles driver's license or senior ID cards, ADA certification cards, or SunLine Half Fare ID cards are accepted as proof of age or disability.

A discounted youth fare of 85 cents is also available for children between the ages of 5 and 17. Children 4 years of age and younger ride free with a paid adult cash fare (maximum of two children). SunLine's fixed route fare structure is summarized in Figure 1-24.



**Figure 1-24 Fare Structure (UPDATE)**

<b>SunBus FARES &amp; PASSES</b>				
	Single Ride Fare	Day Pass	10-Ride Pass	31-Day Pass
ADULT	\$1.00	\$3.00	\$10.00	\$34.00
YOUTH	\$0.85	\$2.00	\$8.50	\$24.00
60+ YEARS/ DISABLED	\$0.50	\$1.50	\$5.00	\$17.00
TRANSFERS	\$0.25	INCLUDED	\$0.25	INCLUDED

<b>10 COMMUTER LINK FARE</b>			
	Single Ride	Day Pass	30-Day Pass
ADULT/YOUTH	\$6.00	\$14.00	\$150.00
60+ YEARS/ DISABLED	\$4.00	\$10.00	\$100.00
CSUSB STUDENTS, STAFF & FACULTY	Free w/ valid CSUSB ID		

<b>SunRide FARE</b>	
STANDARD FARE	\$3.00 ONE-WAY PER PERSON INCLUDES ONE TRANSFER

<b>SunDial FARE</b>	
MUST MEET SUNDIAL ELIGIBILITY CRITERIA	
TRAVEL WITHIN SAME CITY	\$1.50 ONE-WAY PER PERSON
TRAVEL WITHIN MULTIPLE CITIES	\$2.00 ONE-WAY PER PERSON

## 1.4.2 Fare Passes

SunLine currently issues three types of fare passes: the Day Pass, 31-day Pass, and 10-ride Pass. Daily and monthly passes are available for the 10 Commuter Link service as well but are priced and sold separately from the general fixed route passes. SunLine also partners with employers and schools to offer passes to employees and students, respectively.

### Day Pass

The SunLine Day Pass is available for \$3 and allows for unlimited rides on all fixed routes for the duration of 1 calendar day. In adherence to FTA's Half Fare rule, the Day Pass for seniors and disabled riders is available for \$1.50. The Day Pass for youth riders is \$2. The Day Pass for the 10 Commuter Link is \$14 for adults and \$10 for seniors.

### 31-day Pass

SunLine sells a pass valid for a rolling 31-day period from the date of first use. The 31-day Pass is available for \$34 for general adult riders, \$17 for seniors and disabled riders, and \$24 for youths. The monthly pass for the 10 Commuter Link is a 30-day pass available for \$150 (10 Commuter Link operates Monday through Friday only).

### Multiple Ride (10-ride)

A 10-ride pass is available for \$10 for general adult riders, \$5 for seniors and disabled riders, and \$8.50 for youths (ages 5 to 17). There is no discount from the base cash fare for this pass.



### *Employer Passes*

SunLine offers a 31-day Pass to businesses in the Coachella Valley with five or more employees interested in using transit. The pass can be used for unlimited rides on any of SunLine's fixed route services and is priced at \$24 a month. The pass is \$10 less than the 31-day adult pass and is designed to encourage greater use of alternative modes of transportation.

### *Haul Pass*

In August 2018, SunLine launched its Haul Pass Program to improve student access to Coachella Valley's colleges and university. Both the College of the Desert and the CSUSB Palm Desert Campus are partners. To ride SunLine, students at these schools can simply swipe their active student ID card through the SunBus card reader when they board. The program began after receiving a grant from California's Low Carbon Transit Operations Program (LCTOP) program. On August 1, 2021, the program expanded to provide free local service to all high school students in grades 9 to 12. High school students interested in the High School Haul Pass must submit an application form. Additional information is provided on the Haul Pass program page (<https://www.sunline.org/fares-passes/haul-pass>).

### *Token Transit*

SunLine riders also have the option to download the Token Transit application to their smartphone and use it to pay SunLine fares. It requires a credit, debit card, Google Pay, Apple Pay and other forms of digital payment to set up an account and purchase bus passes but includes the benefit of being compatible with other transit agencies across the country.

## **1.5 Revenue Fleet**

SunLine's fleet includes fixed route buses, paratransit vehicles, and support vehicles. SRTP Table 1.1 (see SRTP Tables) shows the characteristics of SunLine's fixed route and paratransit fleet. Figure 1-25 summarizes SunLine's fleet of support vehicles.

**Figure 1-25 SunLine Support Vehicle Summary**

Type of vehicle	Fuel type	Number of vehicles
Electric light vehicles	Electric	15
Compressed natural gas (CNG) light vehicles	CNG	12
CNG light-duty trucks	CNG	15
Hybrid/Gasoline light-duty vehicles	Hybrid	2
<b>Total</b>		<b>44</b>

## 1.6 Existing Transit Facilities and Bus Stop Amenities

SunLine operates administrative and bus operations facilities at two locations. Administrative headquarters and main bus operations are located at 32-505 Harry Oliver Trail in Thousand Palms. SunLine also operates a maintenance and fueling facility at 83-255 Highway 111 in Indio. Park-and-ride facilities are located at 78-420 Varner Road in Thousand Palms and at 83-255 Highway 111 in Indio.

SunLine's bus system has 577 stops with 372 shelters. In addition, there are 81 stops with stand-alone benches and 270 stops with waste containers. Figure 1-26 shows the number of stops and stops with shelters by city or district

**Figure 1-26 Bus Stop by City/District**

City/District	Total stops	Total shelters		Stops with 10+ boardings		Stops with shelters and 10+ boardings	
		Count	%	Count	%	Count	%
Cathedral City	61	50	82%	27	44%	27	100%
Coachella	34	21	62%	9	26%	7	78%
Desert Hot Springs	48	34	71%	26	54%	24	92%
Indian Wells	15	13	87%	1	7%	0	0%
Indio	87	39	45%	33	38%	25	76%
La Quinta	52	34	65%	19	37%	14	74%
Palm Desert	53	43	81%	28	53%	28	100%
Palm Springs	124	86	69%	55	44%	46	84%
Rancho Mirage	33	25	76%	11	33%	11	100%
Unincorporated Riverside County	70	27	39%	13	19%	11	85%
Thermal	8	2	25%	1	13%	1	100%
Oasis	10	2	20%	1	10%	1	100%
Mecca	20	9	45%	3	15%	3	100%
One Hundred Palms	3	2	67%	1	33%	1	100%
Thousand Palms	9	9	100%	5	56%	5	100%
North Shore	11	1	9%	0	0%	0	N/A
Desert Edge	7	0	0%	2	29%	0	0%
Bermuda Dunes	2	2	100%	0	0%	0	N/A
<b>Total</b>	<b>577</b>	<b>372</b>	<b>64%</b>	<b>222</b>	<b>38%</b>	<b>193</b>	<b>87%</b>

Figure 1-27 shows the top 10 stops served for weekday service and Figure 1-28 shows the top 10 weekend stops.

**Figure 1-27 Top 10 Stops**

Stop name	City	Average riders per day
B St/Buddy Rogers	Cathedral City	369
5th/Vine	Coachella	286
Town Center/Han East Side	Palm Desert	216
West/Pierson	Desert Hot Springs	152
Palm Canyon/Stevens	Palm Springs	141
Indian Canyon/Ramon	Palm Springs	137
66th/Mecca Family HC	Mecca	124
Town Center/Han West Side	Palm Desert	89
Hwy 111/Golf Center	Indio	80
Palm Canyon/Baristo	Palm Springs	76

*Source: APC Data March 1, 2022–February 28, 2023*

**Figure 1-28 Top 10 Weekend Stops**

Stop name	City	Average riders per day
B St/Buddy Rogers	Cathedral City	329
5th/Vine	Coachella	270
Town Center/Han East Side	Palm Desert	194
Palm Canyon/Stevens	Palm Springs	132
Indian Canyon/Ramon	Palm Springs	129
West/Pierson	Desert Hot Springs	125
Town Center/Han West Side	Palm Desert	88
66th/Mecca Family HC	Mecca	83
Ramon/Date Palm	Cathedral City	70
Palm Canyon/Baristo	Palm Springs	61

*Source: APC Data March 1, 2022–February 28, 2023*

## 1.7 Existing Coordination between Transit Agencies and Private Providers

As the designated consolidated transportation services agency, SunLine coordinates public transportation services throughout its service area. Staffers participate in meetings with social and human service agencies, consumers, and grassroots advocates through forums such as the Riverside County Transportation Commission (RCTC) Citizens and Specialized Transit Advisory Committee, SunLine's ACCESS Advisory Committee, San Geronio Pass Area – Transportation Now Coalition, and neighboring transit operators.

SunLine facilitates the ACCESS Advisory Committee. Staffers host regular meetings at the Thousand Palms administrative office. SunLine uses input from the committee to improve relationships with the community to address public transportation issues in the valley.

Additionally, staff members are actively involved in the regional transportation planning process through participation on RCTC and County committees. These committees include the Specialized Transit Advisory Committee, the Technical Advisory Committee, Aging & Disability Resource Connection of Riverside Long-term Services and Supports Coalition, Desert Valley Builders Association, and related committees to enhance coordination efforts with SunLine.

### **1.7.1 Coordination with Other Public Transportation Providers**

In addition to providing transit service throughout the Coachella Valley, SunLine offers transit connections to several adjacent transit operators. SunLine maintains interagency agreements between Riverside Transit Agency, Omnitrans, Metrolink, and California State University to coordinate the operation of 10 Commuter Link service, which connects Indio/Palm Desert to the CSUSB campus and the SBTC/Metrolink Station, with an intermediate bus stop in Beaumont.

SunLine also hosts the Morongo Basin Transit Authority's Routes 12 and 15 through a cooperative service agreement at its stops in downtown Palm Springs. The collaboration offers connections to Yucca Valley, Landers, Joshua Tree, and Twentynine Palms.

SunLine is collaborating with the Palo Verde Valley Transit Agency on its Rides to Wellness demonstration project, known as the Blythe Wellness Express service. This service, launched in July 2017, operates 3 days per week and travels to the Coachella Valley's three hospitals (Desert Regional Medical Center, Eisenhower Medical Center, and John F. Kennedy Memorial Hospital) within SunLine's service area.

Amtrak Thruway (operated by Amtrak bus contractors) transports rail passengers traveling between rail hubs at certain Amtrak stations and SunLine's bus stops in Palm Springs, Palm Desert, and La Quinta under an additional cooperative service agreement. Amtrak's Sunset Limited intercity train serves the Palm Springs Station on North Indian Canyon Drive. However, with rail service only serving Palm Springs three times a week in each direction and arriving in the middle of the night, it is currently impractical for SunLine to offer transit service to the station.

SunLine collaborates with the Imperial Valley Transportation Commission (IVTC) in an effort to find a future connection with Imperial Valley Transit (IVT). IVTC oversees the regional transportation services and programs provided by IVT in the Southern California areas of Brawley, Calexico, Imperial, West Shores, and El Centro.

In 2019, FlixBus initiated regional bus service at Palm Springs and Indio that connects to Los Angeles in the west and Phoenix, Arizona, in the east. SunLine maintains an interagency operating agreement with FlixBus.

## 1.8 Review of Previous Studies and Plans

The California Department of Transportation awarded SunLine its 2021 Excellence in Transportation Award in the Public Awareness Category in recognition for its Refueled initiative. The Refueled initiative started in 2019 when SunLine completed its *Transit Redesign and Network Analysis Study*. Prepared by HDR, this study took a comprehensive look at fixed route transit operations to make recommendations to optimize SunLine's service. SunLine also completed an on-board transit rider survey in 2019. This survey provided insight into rider preferences and needs to help guide the transit redesign. In 2022, SunLine retained HDR to conduct a *Before and After Study*, which evaluated the impact of the network redesign and how the needs of riders have changed through the pandemic. Completed in June 2022, the findings from that study have informed the development of this SRTP.

Other reports reviewed for the preparation of this SRTP include:

- *Bus Rider Survey Study* (February 2015)
- *SunLine Transit Feasibility Study Hydrogen Station Expansion* (January 2016)
- *SunLine Transit Facilities Master Plan* (November 2016)
- *SunLine Transit Agency Transit Asset Management* (September 2018)
- *Network Study Report SunLine Transit Redesign & Network Analysis* (February 2019)
- *Innovative Clean Transit (ICT) Plan*, presented to SunLine Board of Directors (May 2020)

## Chapter 2. Existing Service and Route Performance

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SunLine developed its Refueled plan through a holistic process that reflected guidance from the Board of Directors and input received from customers using a data-driven process drawing from existing transit market information such as stop- and route-level boarding data and origin-destination survey data.

The Refueled plan has been launched in phases, beginning in January 2021 with the new consolidated fixed route network, which streamlined and simplified routes and route numbers, and with the SunRide microtransit service, which serves parts of Desert Hot Springs, Palm Desert, Coachella, and Mecca North Shore. In July 2021, SunLine kicked off the 10 Commuter Link, an express service that connects Indio with San Bernardino via Interstate 10. Route 1X, which was proposed to begin in September 2022, has been postponed until the SunLine Refueled service plan is fully implemented, and the frequency of Route 1EV increased to every 15 minutes coinciding with the opening of the Coachella Mobility Hub in fall 2024.

In January 2023, the Board of Directors approved the revised SunLine Service Standards Policy to provide the agency staff with direction regarding the planning, operation, and management of transit service in the Coachella Valley. The Service Standards Policy and metrics are intended to:

- promote continuous improvement of transit service
- provide regular updates on service performance
- meet federal requirements for monitoring Title VI of the Civil Rights Act
- avoid uninformed decision-making regarding the provision of service

The Refueled FY21-23 SRTP included updated key performance indicators (KPIs) that further support these quantitative, community-based planning methods. As we emerge from the pandemic, it will be more important than ever for SunLine to grow ridership while making necessary adjustments based on ridership trends.

### 2.1 Service Standards

#### 2.1.1 Service Design Standards

Service frequency and span of service can be revised where sustainable (that is, where demand warrants increased frequency, where performance measures can still be met, and when funding can sustain the frequency and span of service).

New routes may be implemented based on a weekday-only service, typically between the hours of 6:00 A.M. and 7:00 P.M., usually when there is a peak demand. During the implementation of new service, a trial period is allocated from 12 to 18 months as an opportunity to provide for

service adjustments before deciding to retain, expand, or eliminate the service. Figure 2-1 lists the minimum service frequencies and spans.

**Figure 2-1 Service Frequency Standards**

Frequency and Span by Service Type	Frequency of Service		Span of Service	
	Weekday	Weekend	Weekday	Weekend
Trunk bus routes	20 minutes peak 30 minutes off-peak	30 minutes	5:00 A.M. – 11:00 P.M.	5:00 A.M. – 11:00 P.M.
Local bus routes	30 minutes peak 60 minutes off-peak	60 minutes	5:00 A.M. – 7:00 P.M.	9:00 A.M. – 6:00 P.M.
Market-based services	Based on demand	Based on demand	Based on demand	Based on demand

### *Network Role*

New services should be evaluated for their place in the overall transit network. Each new route in the network will have a unique role, whether it is facilitating transfers with existing services, introducing service coverage to a recent development, or providing connections between current routes and major destinations. While successful new routes connect with existing services, they should not duplicate existing service or compete for passengers.

### *Market Opportunities*

There is a strong correlation between service performance, surrounding population, and employment densities. In other words, the more people with access to a route, the higher the route's potential ridership. Population-dense areas tend to coincide with mixed-use neighborhoods, walkable environments, and higher populations of transit-friendly constituencies such as students, seniors, zero-vehicle households, and low-income populations. The minimum population and employment density for the introduction of new all-day fixed route transit service is an average of 10 people/jobs per acre within a half mile of the proposed route.

A minimum threshold is considered supportive of fixed route service and should not be subjected to further analysis. Areas in this category that have unmet needs may be served by alternative options to fixed route service.

### *Unmet Mobility Needs*

SunLine will strongly consider the mobility needs of transit-dependent populations when evaluating where to operate service. In assessing the area's demand for transit service, it is important to examine the presence of these demographic groups and identify any unmet needs.

### *Productivity vs. Coverage Target*

The SunLine Board of Directors' goal is to capture choice riders and new riders and to expand transit market share. The Board is committed to investing in new operating plans that improve productivity and, when necessary, improve coverage. This is consistent with the Transportation Development Act of 1971 that established fiscal performance requirements of 20 percent of farebox recovery in urbanized areas and 10 percent in rural areas. To comply with this state mandate, and to improve effectiveness and efficiency, SunLine recommends the following policy for service deployment:

- Seventy percent of fixed-route service should be deployed in areas with higher population and employment densities where transit is able to meet productivity standards.
- Thirty percent of fixed-route service should be deployed to maintain coverage in areas where lower population and employment densities limit transit service productivity.

### *Key Destinations*

Key destinations likely to generate higher demand for transit service include major area schools, colleges, universities, hospitals, retail/commercial/entertainment centers with more than 10 people/jobs per acre, open residential communities, and those with relatively lower income and vehicle ownership levels.

#### **2.1.2 Service Productivity Standards**

Passengers per revenue hour and passengers per revenue trip are KPIs that measure service effectiveness, or productivity, based on ridership (passenger boardings) generated for each hour of revenue service for local and trunk routes and boardings per trip for market-based services operated (see Figure 2-2).

**Figure 2-2 Passengers Per Revenue Hour/Revenue Trip Standards**

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 2021 was 99.4 percent of the approved Level 3 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.

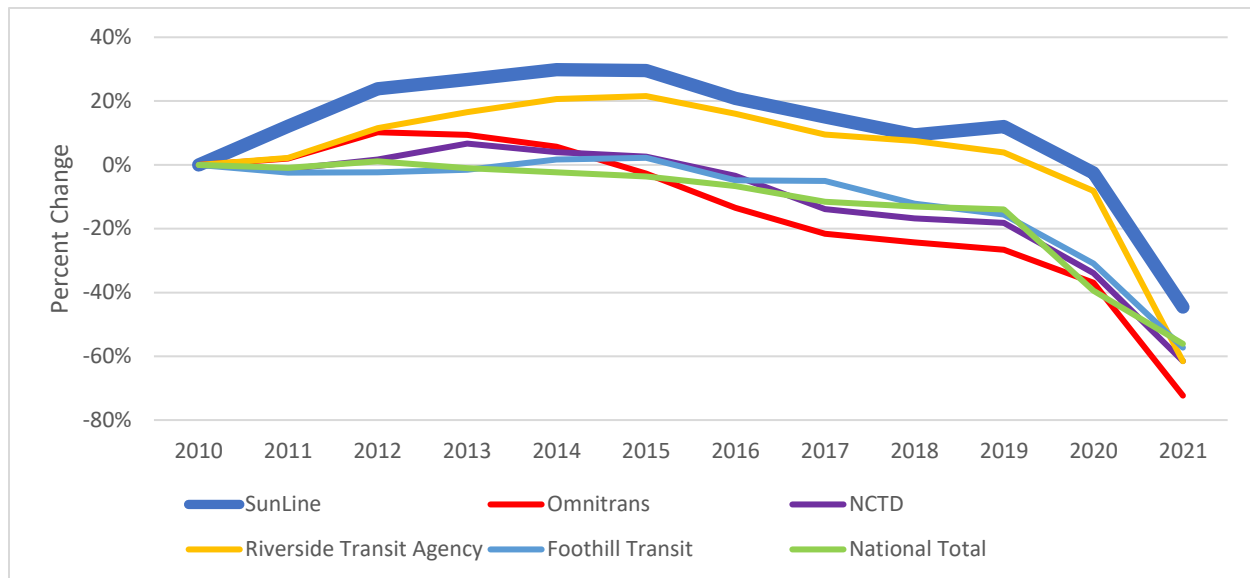
## **2.2 Service Performance**

### **2.2.1 Overall System Performance**

SunLine considers its Refueled transit redesign a success. Although the bus driver shortage has prevented SunLine from restoring full service, the Refueled network has shown remarkable resiliency with improved weekday productivity. We are working hard to generate new ridership thanks to programs such as the Haul Pass, which gives students free rides on SunLine buses. Continuing a trend established before the COVID-19 pandemic, SunLine had been enjoying an increase in transit use above that of its peers, both locally and nationally.

Figure 2-10 shows total SunLine fixed route ridership relative to 2010 and its peers.

**Figure 2-10 Percentage Change in SunLine Fixed Route Ridership Relative to 2010 and Peers**



### Service Design

Beginning with Refueled on January 3, 2021, SunLine operated eight fixed routes on Level 3 service, with Route 5 not in operation. The transit routes and the cities or communities they serve are listed in Figure 2-11. Figure 2-12 and Figure 2-13 show the frequency and service spans, respectively, for each route. As discussed further in Chapter 3, SunLine is currently operating a modified level of service in response to the COVID-19 pandemic.

**Figure 2-11 Summary of Fixed Route Transit Services**

Route	Cities/Communities Served
1WV	Palm Springs, Cathedral City, Rancho Mirage
1EV	Palm Desert, Indian Wells, La Quinta, Indio, and Coachella
2	Desert Hot Springs, Palm Springs, and Cathedral City
3	Desert Hot Springs and Desert Edge
4	Palm Springs, Cathedral City, Rancho Mirage, Thousand Palms, and Palm Desert
5	Desert Hot Springs and Palm Desert
6	Palm Desert, Indian Wells, La Quinta, Indio, and Coachella
7	La Quinta, Palm Desert, Indian Wells, and Bermuda Dunes
8	Indio, Coachella, Thermal, and Mecca
9	Mecca and North Shore
10	Indio, Palm Desert, Beaumont, and CSUSB

**Figure 2-12 Service Frequencies, in Minutes**

Route	Weekday Frequency		Weekend Frequency	
	Peak	All Day	Peak	All Day
1WV	20	30	20	30
1EV	20	30	20	30
2	20	40	20	40
3	60	60	60	60
4	40	60	60	60
5	60	60	—	—
6	45	60	60	60
7	45	90	90	90
8	40	60	60	60
9	60	60	60	60
10	Select trips	Select trips	—	—

**Figure 2-13 Service Spans**

Route	Weekday Span		Weekend Span	
	Start	Finish	Start	Finish
1WV	5:00 A.M.	10:14 P.M.	5:00 A.M.	10:14 P.M.
1EV	5:00 A.M.	10:48 P.M.	5:00 A.M.	10:48 P.M.
2	5:00 A.M.	10:56 P.M.	5:00 A.M.	10:56 P.M.
3	6:45 A.M.	8:35 P.M.	6:45 A.M.	8:35 P.M.
4	6:10 A.M.	9:50 P.M.	6:10 A.M.	9:50 P.M.
5 (AM)	6:10 A.M.	9:00 A.M.	—	—
5 (PM)	3:00 P.M.	6:51 P.M.	—	—
6	6:00 A.M.	8:50 P.M.	6:00 A.M.	8:50 P.M.
7	5:10 A.M.	9:20 P.M.	5:10 A.M.	9:20 P.M.
8	5:30 A.M.	10:57 P.M.	5:35 A.M.	10:57 P.M.
9	6:00 A.M.	9:45 P.M.	6:00 A.M.	9:45 P.M.
10 (AM)	5:20 A.M.	2:00 P.M.	—	—
10 (PM)	12:50 P.M.	8:00 P.M.	—	—

## Ridership

Ridership system-wide in FY 2021 for SunBus, SunDial, and SolVan was a total of 2,088,316 boardings, a decrease of 40.6 percent compared with FY 2020:

- SunBus ridership totaled 2,000,077, a decrease of 1,379,443 rides (-40.8 percent), in comparison with FY 2020.
- SunDial ridership totaled 71,129, a decrease of 50,997 rides (-41.8 percent), in comparison with FY 2020.



- SolVan ridership totaled 16,028, an increase of 405 rides (+2.6 percent), in comparison with FY 2020.
- SunRide ridership totaled 1,082 in the first 6 months of the program.

The effects of the COVID-19 pandemic were initially seen in March 2020, with a drop in ridership of 35.5 percent compared with 2019 and peaking in April 2020 with a 62.9 percent drop in ridership compared to the same time the previous year (Figure 2-14). Fixed route ridership was consistent throughout this fiscal year, finishing with a 50.5 percent drop in ridership compared with the pre-COVID FY 2019.

SunLine is taking action to continue to increase ridership. SunLine's Refueled initiative was launched in January 2021 with a consolidation of our fixed route system and SunRide microtransit zones. The Route 10 Commuter Link began in July 2021. To improve ridership on Route 10 Commuter Link, SunLine is implementing off-peak fares for reverse commute trips. The local fare structure will apply to morning trips from San Bernardino to Indio and afternoon trips from Indio to San Bernardino. The peak period fare will remain the same. The local fare structure will also apply in the summer and whenever California State University is not in general session.

The Haul Pass program was implemented in August 2018. It offers free rides to College of the Desert and CSUSB students and is subsidized by the colleges. However, with COVID-19 and the implementation of online learning and free fares from March 2020 to May 2021, ridership increases attributable to Haul Pass were not expected this fiscal year. The Haul Pass was expanded in 2022 to include local high school students.

**Figure 2-14 5-year Fixed Route Ridership Comparison**

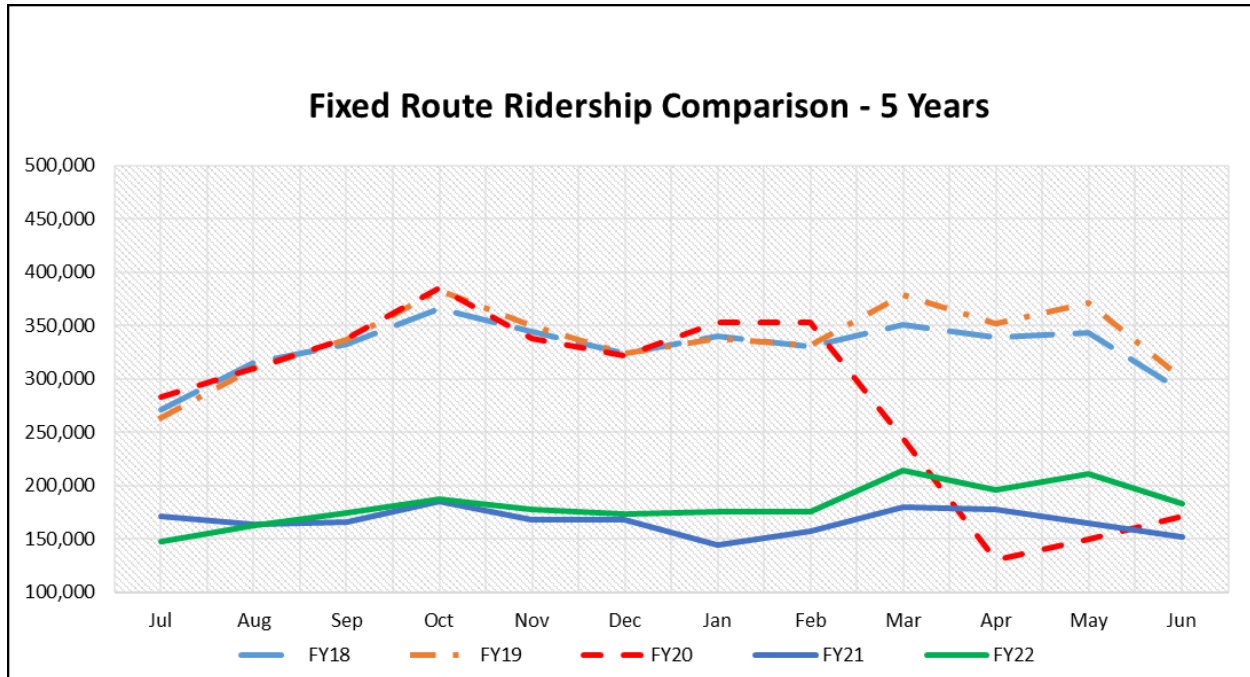
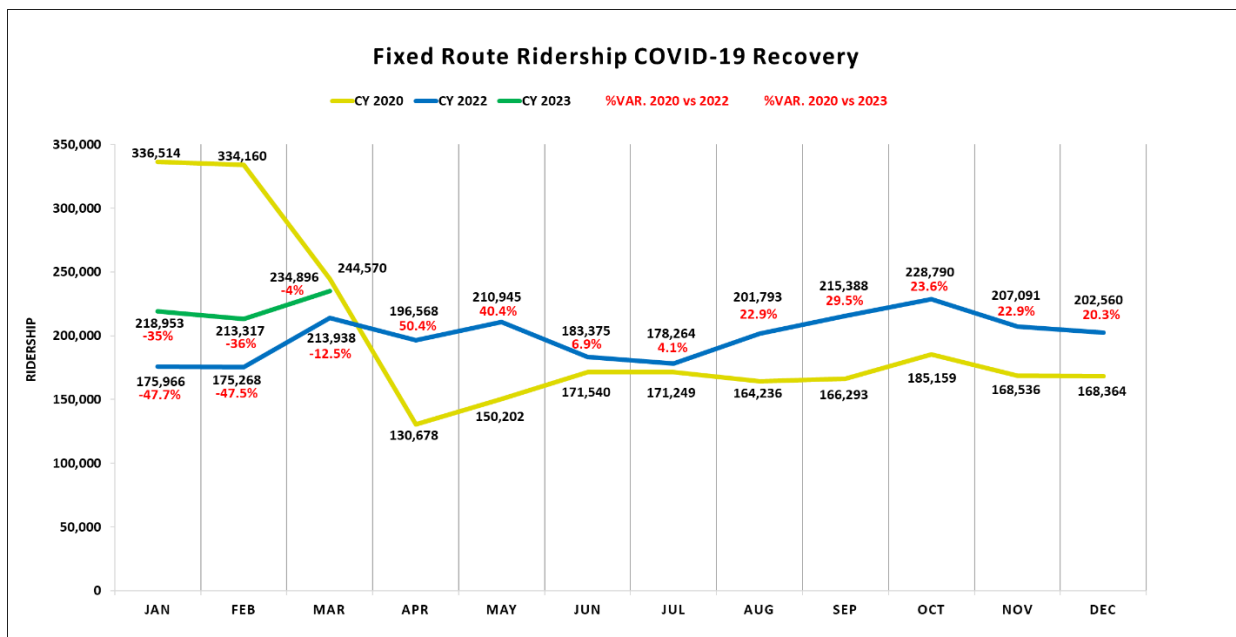


Figure 2-15 shows our COVID-19 recovery chart, showing detailed changes in ridership for the last 3 calendar years.

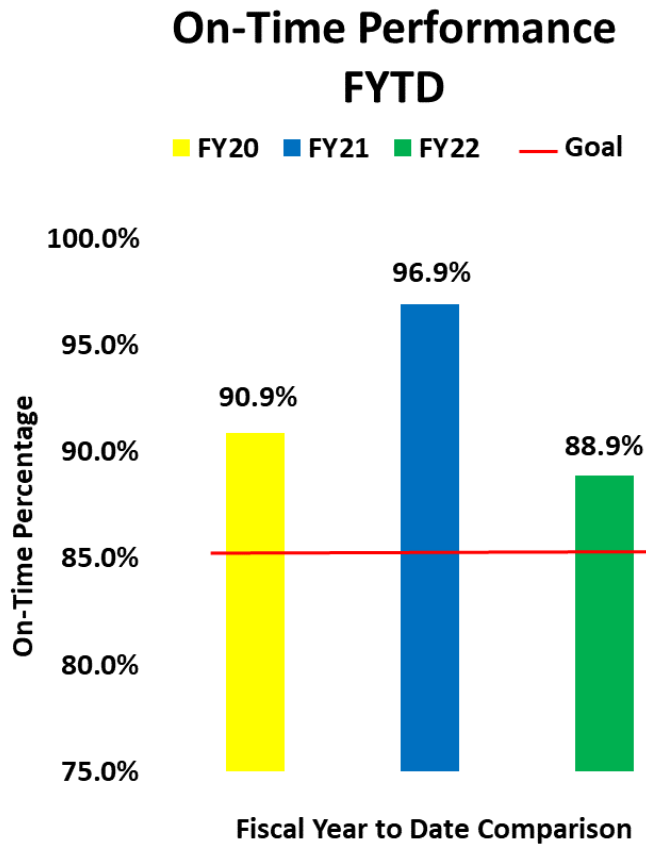
**Figure 2-15 COVID-19 Impact on Fixed Route Ridership**



### Paratransit Performance

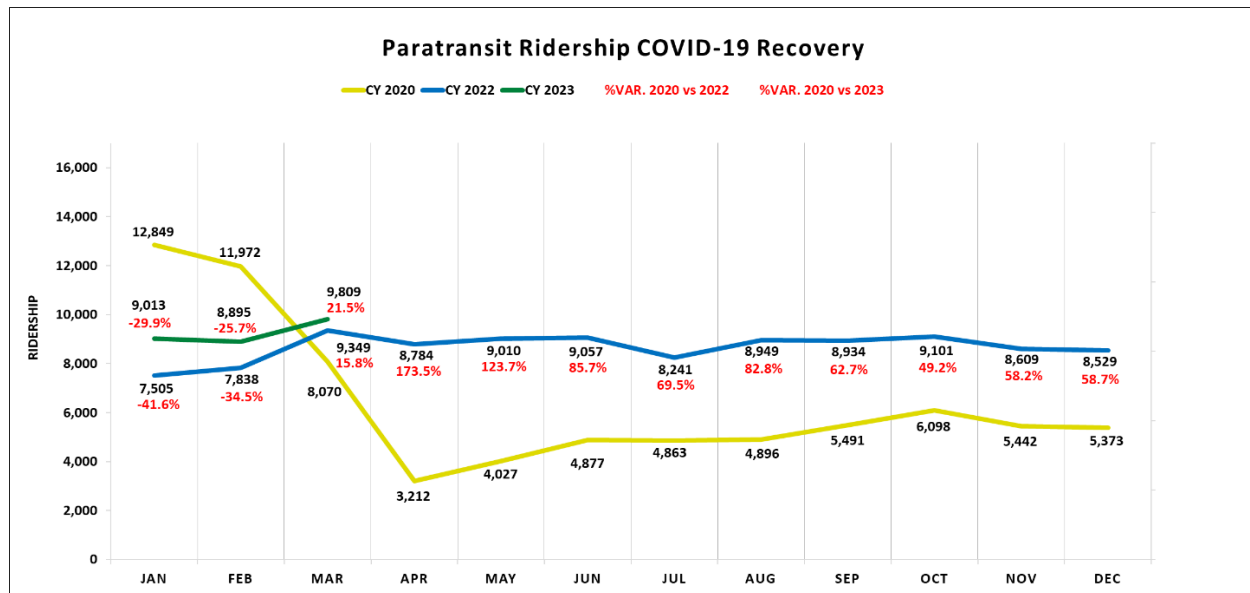
Figure 2-16 shows the SunDial on-time performance for FY 2020 to FY 2022.

**Figure 2-16 SunDial On-Time Performance for FY 2020 to FY 2022**



The effects of the COVID-19 pandemic were initially seen in March 2020 with a drop in ridership of 39.1 percent compared with 2019 and peaking in April with a 74.9 percent drop in ridership compared to the same time in 2019. Since then, a steady increase in ridership has occurred through FY 2021 (Figure 2-17).

**Figure 2-17 Paratransit Ridership COVID-19 Impact for FY 2022**



### *Taxi Administration*

The SunLine Regulatory Administration is charged with licensing and regulating taxicab businesses and drivers in the Coachella Valley. Figure 2-18 presents the current operating taxi businesses in the Coachella Valley, along with the number of vehicles operated by each company.

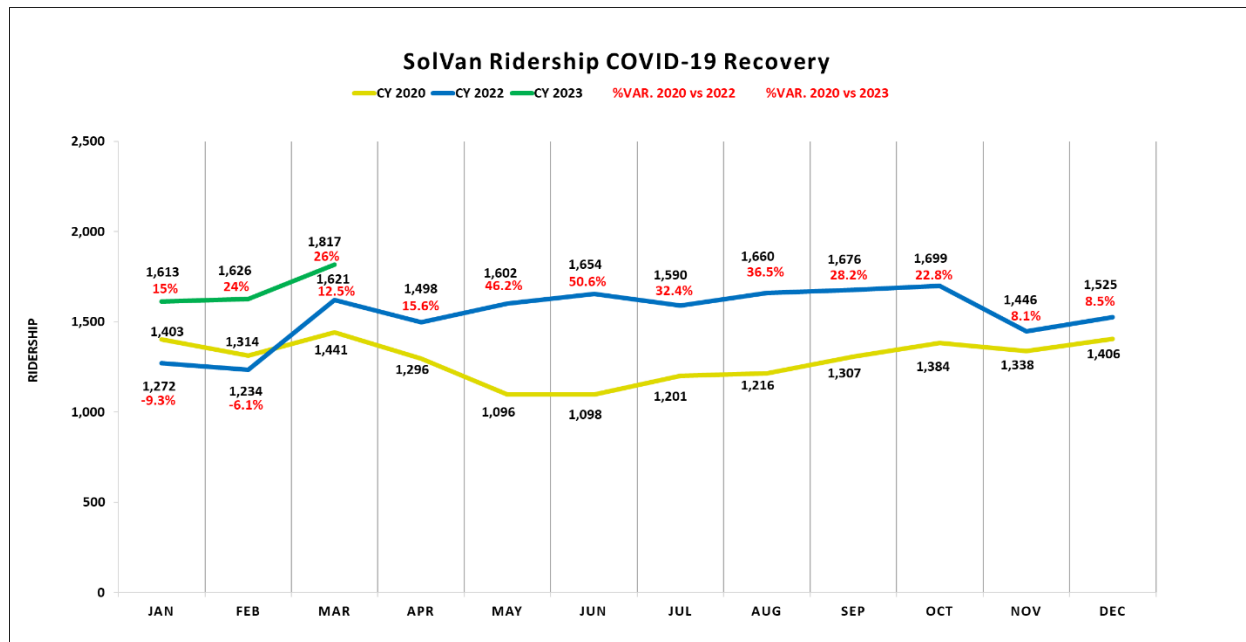
**Figure 2-18 Taxi Businesses**

Business	Vehicles
Coachella Valley Taxi	27
City Cab	29
Yellow Cab of the Desert	33

### *SolVan – Vanpool*

As the region develops unevenly, vanpools will be an increasingly effective means to serve trips from low-density places to employment and education centers. Figure 2-19 shows the ridership trend of SolVan.

**Figure 2-19 SolVan Ridership Trend**



### Major Trip Generators

The 2019 SunLine Transit Agency Rider Survey identified the main transit trip generators in the Coachella Valley. The top destinations for home-based work trips are Palm Springs, Palm Desert, and La Quinta. The College of the Desert and Palm Springs High School are top destinations for home-based other trips that include shopping, recreation, and education. SunLine's service design should focus on serving major trip generators and creating convenient, direct linkages between origins and destinations.

## 2.2.2 Route-level Performance

### Productivity

Figure 2-20 indicates that neither of the two Refueled trunk routes (Routes 1 and 2) met their performance standards.

**Figure 2-20 Refueled Trunk Routes Average**

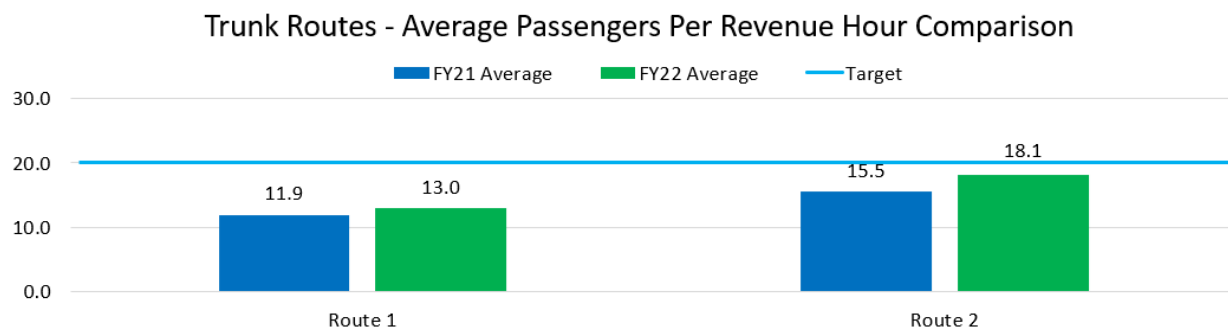
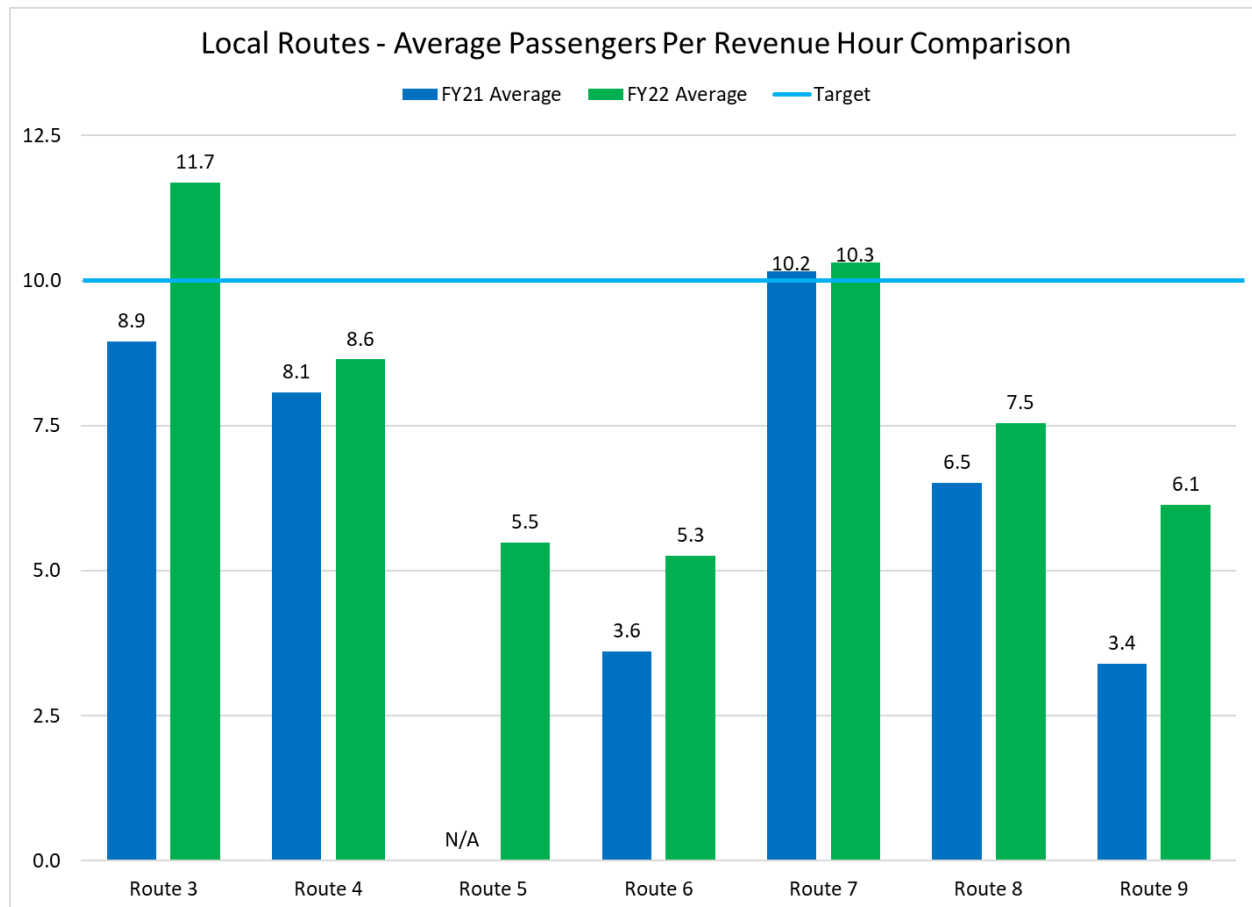


Figure 2-21 indicates that two out of the seven local routes met their performance standards goal:

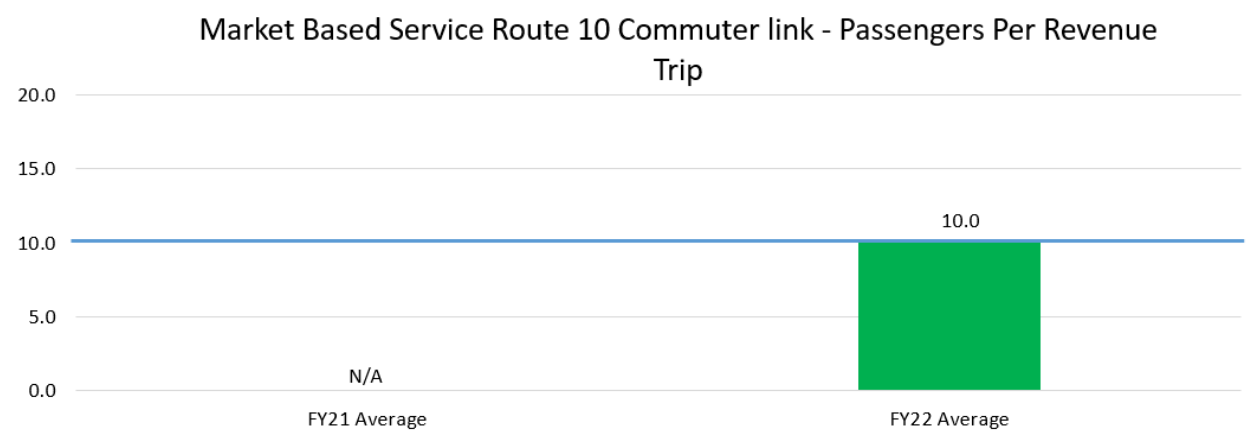
- For FY21-22, Route 3 and Route 7 met the PPRH goal of 10 passengers per revenue hour
- For FY21-22, Routes 4, 5, 6, 8 & 9 failed to meet the target of 10 PPRH
- Route 5 did not operate previous fiscal year

**Figure 2-21 Refueled 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 2-22).

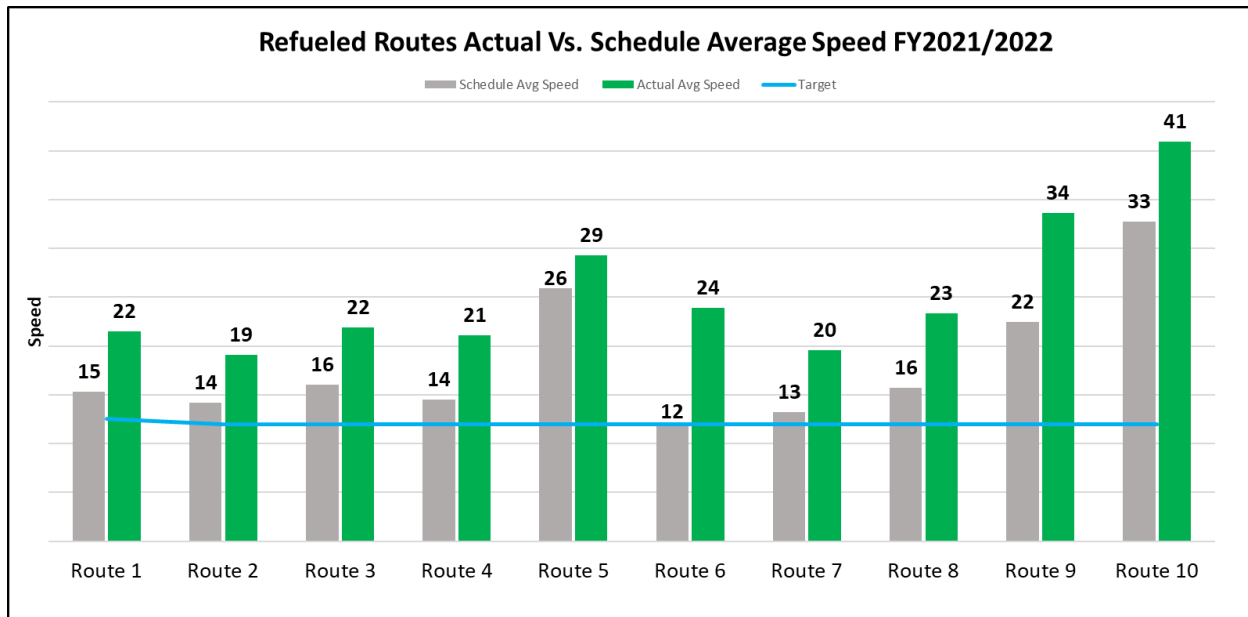
**Figure 2-22 Market Based Service Average**



## Service Quality

**Service Scheduled Speed:** The SunLine system is currently scheduled at an average speed of 18 mph, above the target scheduled speed of 12.5 mph (Figure 2-23).

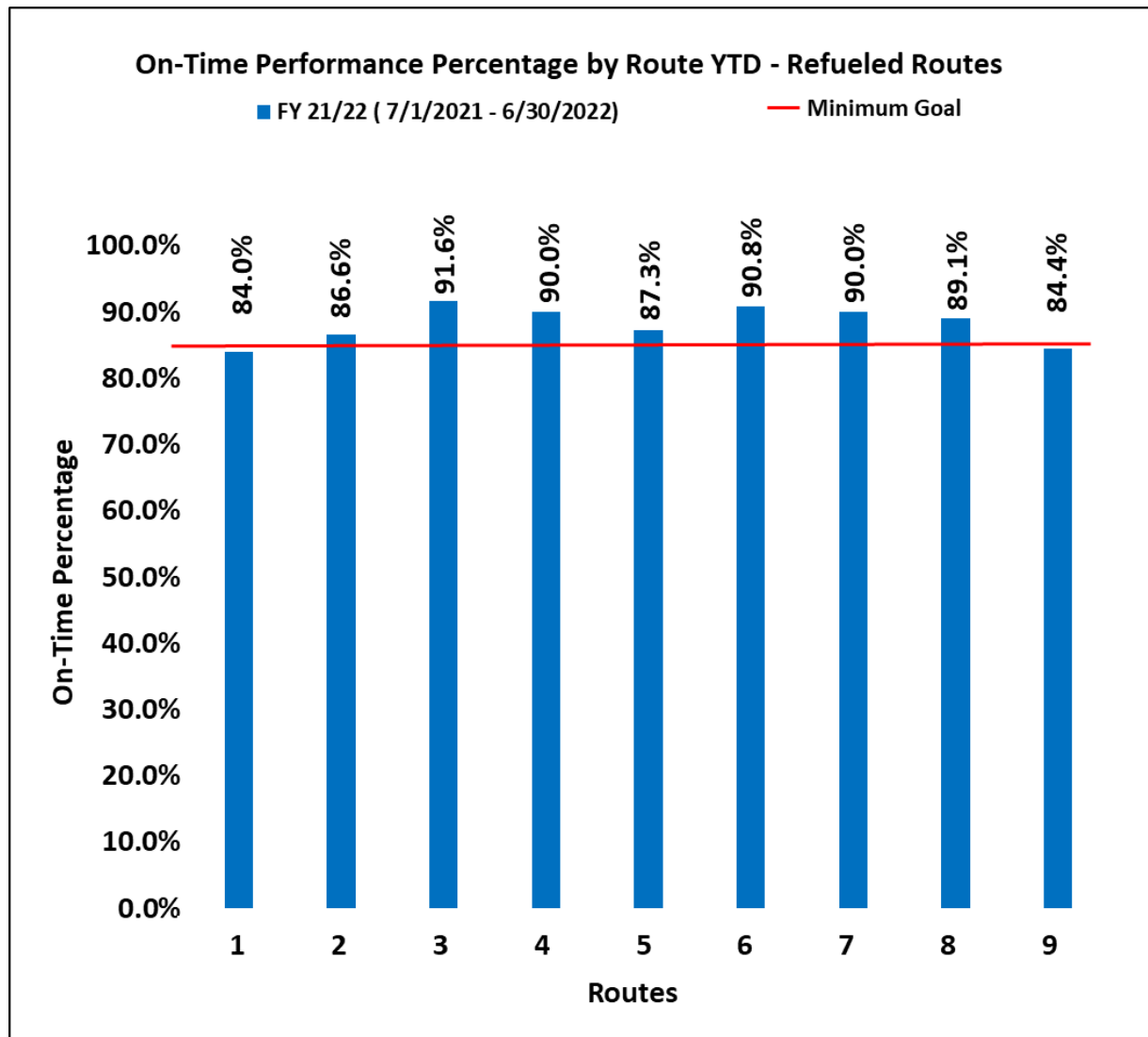
**Figure 2-23 Fixed Route Average Speed**



**On-time Performance:** SunLine's system-wide on-time performance is at 87 percent for July 1, 2021, to June 30, 2022. This exceeds the goal for FY 2022. All routes operated above the minimum on-time performance standards, as captured in Figure 2-24, except for Route 1 and Route 9, at 84 percent and 84.4 percent respectively.



**Figure 2-24 On-Time Performance, by Route**



**Percent Service Completed:** The set standard for service completed is 99 percent by service mode, shown previously in Figure 2-5. The percentage of service completed for FY 2021 was 98 percent of our approved Level 2 service, just below our minimum service standard. Workforce shortages contributed to these losses in service.

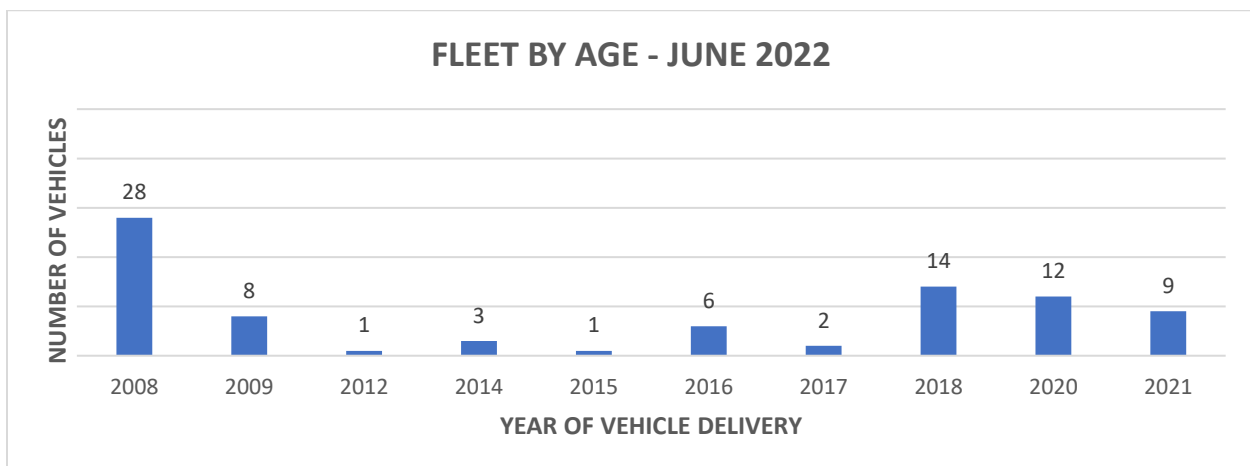
**Miles between Service Interruptions:** The standard of 5,000 miles between service interruptions was exceeded throughout the review period. Miles between service interruptions for FY 2022 are noted in Figure 2-25.

**Figure 2-25 Miles between Service Interruptions**

FY 2021/22	Fixed Route Miles between Service Interruptions
July	6,468
August	3,651
September	6,682
October	9,256
November	9,883
December	9,119
January	8,096
February	5,930
March	10,761
April	10,262
May	7,010
June	5,132

**Average Fleet Age:** The fixed route average fleet age is 8.4 years. SunLine continues to replace buses in the fleet that have met their useful life. Figure 2-26 shows the fleet age as of June 2022.

**Figure 2-26 Fleet Age**



**Bus Deployment:** SunLine is in full compliance with Title VI, which protects people from discrimination based on race, color, and national origin in programs and activities receiving federal financial assistance. SunLine ensures equitable distribution of its assets in delivery of transit services to the people of Coachella Valley.

Buses are assigned according to successful completion of maintenance functions without regard to route assignment, or vehicle age, except in size considerations as outlined in the Bus Deployment Policy described previously. Additionally, fuel cell buses and battery electric buses are assigned to routes with shorter distances and/or durations that are within the acceptable range capacity of those vehicles.

Adequate numbers of buses are assigned to routes with high demand to avoid instances of overcrowding or standing passengers. All SunLine buses are fully air-conditioned and are 100 percent accessible to persons with disabilities.

- Routes 1, 2, 3, and 4 should use 40-foot buses given the higher passenger volumes.
- Other routes should use either 40- or 32-foot buses based on ridership demand.

### 2.2.3 Productivity Improvement Efforts Underway

SunRide has grown as a microtransit pilot project from connecting riders to fixed route service by bridging the first mile, last mile gap, to including virtual stops within each geo-fence. Virtual stops consist of medical facilities, pharmacies, banks, grocery stores, educational facilities, and community services, such as libraries and senior centers.

Several improvement efforts are underway to generate SunRide ridership as the Coachella Valley recovers from the COVID-19 pandemic. This includes outreaches in the geo-fences, walkabouts to visit businesses, medical centers, and community organizations to introduce SunRide as a transportation option, working with vehicle drivers on SunRide van awareness and recognition within each geo-fence, as well as promotional offers such as free rides.

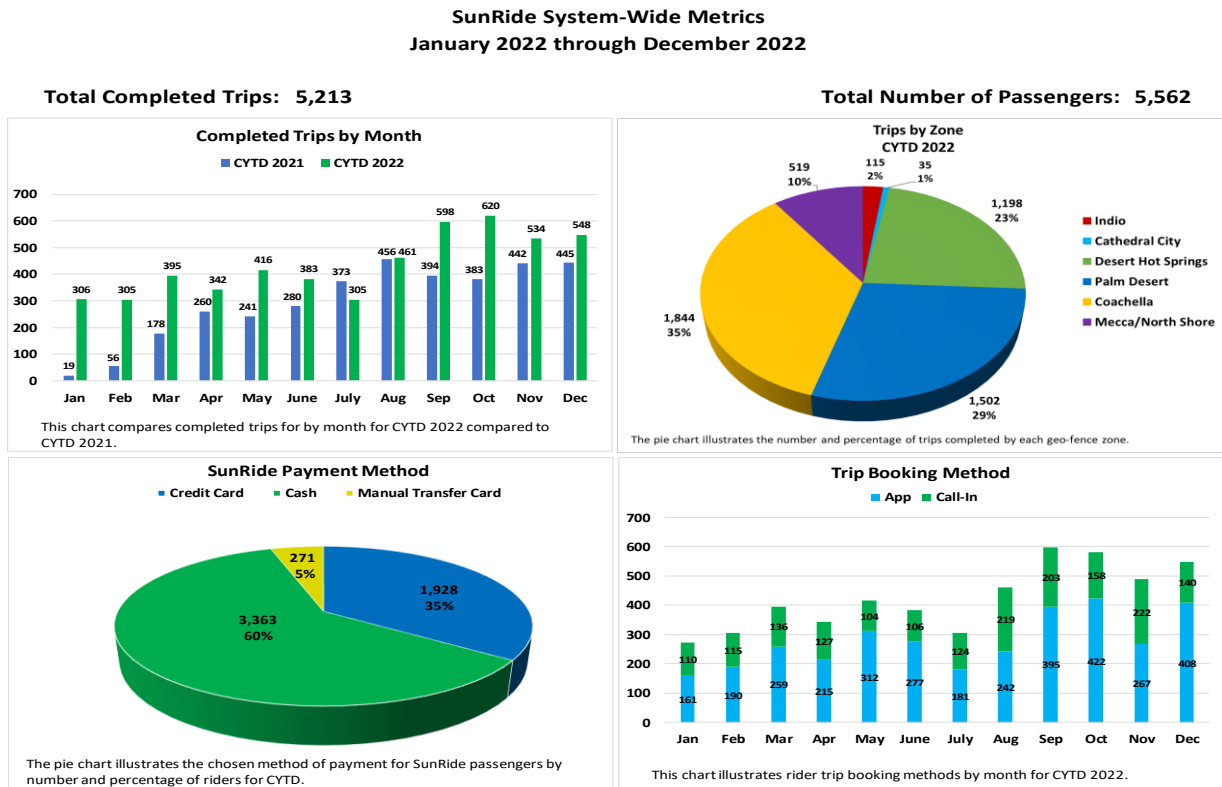
In January 2022, a new app was introduced that allows more in-depth data analysis via KPIs and enhanced customer features, such as a five-star rating system and time snapping—the ability to time rides for minimal wait time to a fixed route bus. Additionally, drivers and customers now have the ability to contact each other for ride clarification questions.

To monitor the growth of SunRide along with the effectiveness of marketing toward brand awareness, KPIs are monitored weekly and monthly to determine strengths and areas where growth is needed. Regular monitoring of SunRide KPIs also assists in interceding and reversing any downward trends in ridership.

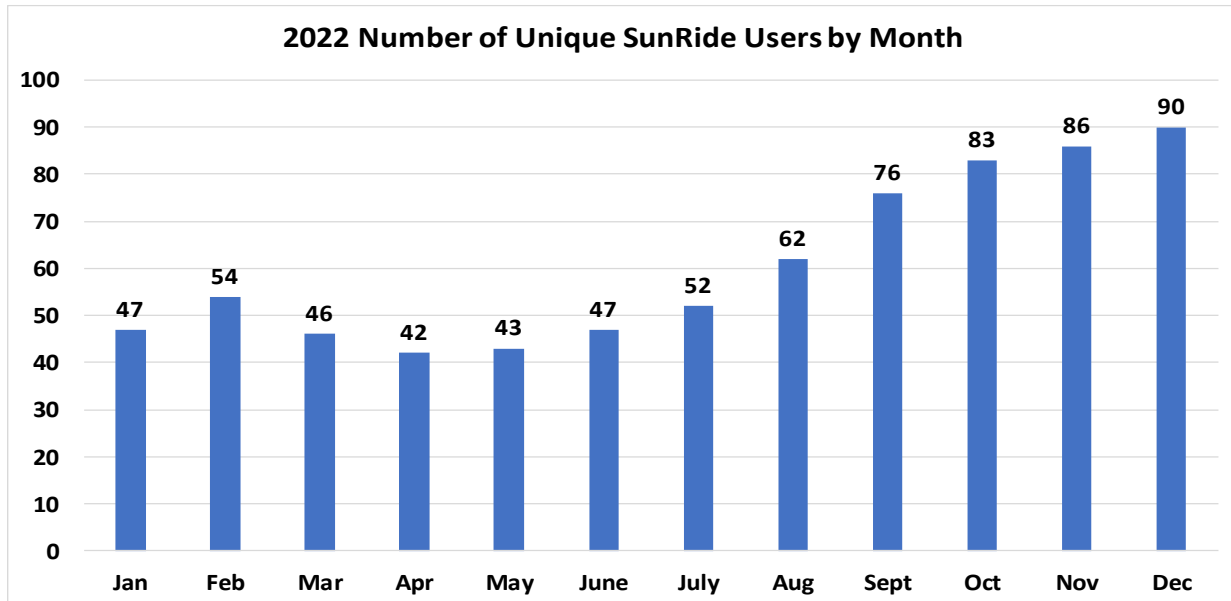
## SunRide Service Performance

Figure 2-27 to Figure 2-29 show key performance metrics for SunRide during calendar year 2022.

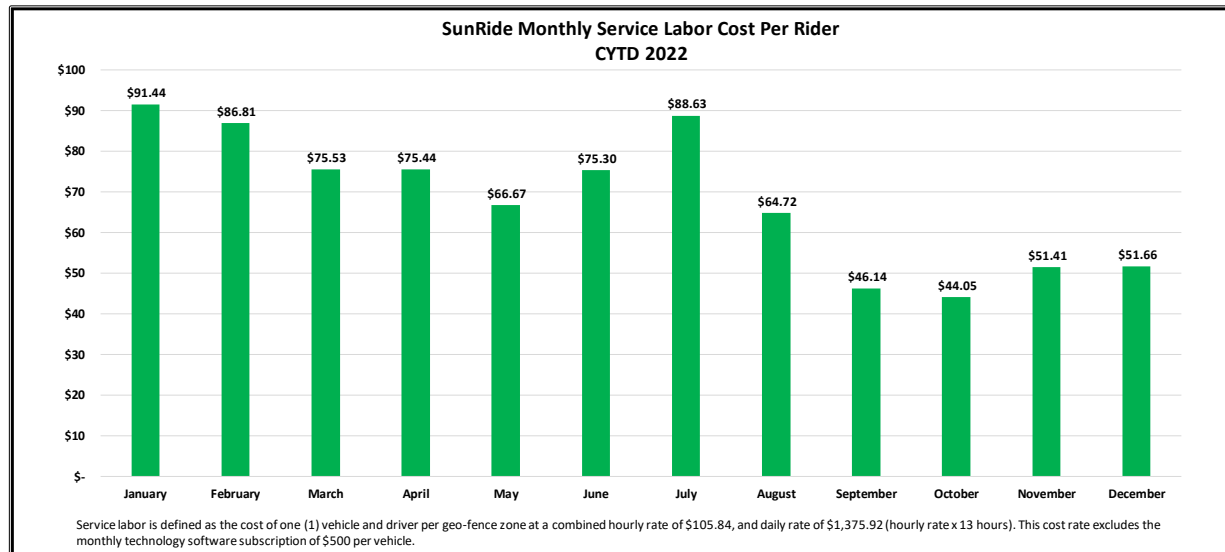
**Figure 2-27 SunRide System-wide Metrics**



**Figure 2-28 SunRide Unique Users**



**Figure 2-29 SunRide Monthly Service Labor Cost Per Rider**



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

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As an agency of firsts, SunLine has remained committed to building a truly intermodal, clean, and sustainable transportation network in partnership with local jurisdictions, regional and federal governments, and the private sector to develop, finance, and implement strategies to attract choice riders, expand SunLine's market share, and increase ridership. SunLine continues to progress on the following strategic action items, discussed further in this chapter:

- Strive to fully implement approved Refueled initiatives:
  - Increase the frequencies as noted in Figure 3-1 as soon as possible, contingent on the availability of coach operators.
- Develop new service strategies to serve the new Acrisure Arena that opened January 2023 in Palm Desert.
- Expand the SunRide program to establish a lifeline service in areas hard to serve with traditional fixed route service.
- Complete construction of the Coachella Mobility Hub with a proposed ready for service date of September 2024, or earlier, upon completion of construction.
- Through an ongoing bus stops and amenities improvement program, replace outdated bus stop shelters and amenities, add new bus shelters and amenities according to policy, and address non-emergency safety and accessibility improvements. Continuous improvement of bus stops and amenities is essential to maintain and improve the first impression of SunLine where current and potential passengers and the community connect with SunLine.
- Marketing plan – Continue with SunLine's ongoing improvement, communications, and education programs to enhance collaborative planning efforts that protect the integrity of the transit network and benefits of transit—that is, improve the experience of the entire journey.
- Update bus stop signs systemwide – Ensure bus stops are easily identifiable, clean, accessible, and welcoming. To complement this program, SunLine is also updating bus stop signs with new information to connect with real-time bus arrival information and schedules necessary to complete the transit trip. These improvements are essential to attracting choice riders and expanding the transit market by making it convenient to use transit.

- Capitalize on the CVLink multimodal corridor, which has the potential to connect neighborhoods to transit, activity centers, and address some of the first- and last-mile mobility needs of the Coachella Valley.

### **3.1 Service Plans and Priorities FY 2024 to FY 2028**

The Refueled route network is functioning well, notwithstanding the impact of the pandemic and the national shortage of coach operators. Few service changes are proposed in the short term, such as fully implementing the approved Refueled plan, realigning routes to serve the new Coachella Mobility Hub, and developing options to serve the Acrisure Arena.

#### **3.1.1 Return to Pre-Pandemic Service Levels**

During the COVID-19 pandemic, SunLine reduced service in response to a decrease in ridership and available drivers. As shown in Figure 3-1, SunLine is currently operating a modified schedule but intends to restore full-service frequencies and spans. Full-service provision is included in SunLine's FY 2023 budget. The main constraint to adding service is the challenge of hiring, training, and retaining bus operators during this period of low unemployment and high inflation. SunLine is considering multiple strategies to supplement service levels efficiently, including prioritizing peak-period frequency improvements and reviewing schedules to make the best use of current resources. Higher-productivity routes, such as Route 2, will be prioritized for increases in frequency and span as additional bus operators are available.


**Figure 3-1 Headway, by Route and Service Level**

Route	Description	Regular Service (Approved Refueled Plan)			Effective May 7, 2023		
		Wk	Sa	Su	Wk	Sa	Su
1WV	Palm Desert Mall – Palm Springs (peak period 20 min service ~7 a.m. to ~5 p.m.)	20/30	20/30	20/30	20/30	30	30
1EV	Coachella – Palm Desert Mall (peak period 20 min service ~7 a.m. to ~5 p.m.)	20/30	20/30	20/30	20/30	30	30
2	Desert Hot Springs - Palm Springs - Cathedral City	20/20	20/40	20/40	20/40	30	30
3	Desert Edge - Desert Hot Springs	60	60	60	60	60	60
4	Palm Desert Mall - Palm Springs	40	60	60	60	60	60
5	Desert Hot Springs - CSUSB Palm Desert - Palm Desert Mall	60	NS	NS	60	NS	NS
6	Coachella - Via Fred Waring - Palm Desert Mall	45	60	60	60*	NS*	NS*
7	Bermuda Dunes - Indian Wells - La Quinta	45	90	90	90	90	90
8	North Indio - Coachella - Thermal/Mecca	40	60	60	60	60	60
9	North Shore - Mecca - Oasis	60	60	60	60**	60**	60**
10	Indio - CSUSB Palm Desert - CSUSB - SBTC/Metrolink	4 round trips	NS	NS	4 round trips	NS	NS

NS: no service

\* Temporary weekday peak-only service between ~6 a.m. and 10 a.m. and ~2 p.m. and 6 p.m.; no weekend service

\*\* Temporary peak only service, all week, 6 a.m. to 10 a.m. and 2 p.m. to 7 p.m.

 Frequency improvements required to get to regular service

### 3.1.2 Acrisure Arena

The Acrisure Arena, opened in January 2023, is a 10,000-seat event center hosting concerts, basketball games, hockey games, and other activities. Notwithstanding the evaluation of Route 5 service to the arena, there may be merit in further bus service and cost sharing or sponsorship discussions with the arena management to potentially connect other parts of the Coachella Valley to the arena. Event-focused services from downtown Palm Springs in the west, the Coachella Mobility Hub in the east, and Route 5 from the south—along with branding and sponsorship opportunities—should be studied.



### **3.1.3 Coachella Mobility Hub**

Routes 1, 6, and 8 currently connect at the Transfer Terminal at Vine Avenue and Fifth Street in Coachella. There are plans to develop a Coachella Mobility Hub at Fourth Street and Cesar Chavez Street, which is projected to be ready for service in September 2024. The Mobility Hub would provide a residential development, bus laybys, passenger amenities, and connecting pedestrian and bicycle paths. Following completion of the Mobility Hub, the current routes at the Vine Avenue Transfer Terminal should be refocused to serve the Coachella Mobility Hub. Frequency on Route 1 is proposed to increase to every 15 minutes upon completion of this mobility hub. Four additional buses have been procured to support this increased service on SunLine's most productive route.

### **3.1.4 Route 10 Commuter Link**

Route 10 originates in Indio and terminates at the SBTC/Metrolink Station in downtown San Bernardino. Intermediate connections are made with California State University in Palm Desert, the Walmart Center in Beaumont, and CSUSB. There are four westbound and four eastbound trips each weekday, with no service on weekends or holidays.

Route 10 is a key service linking multiple transit routes, community services, and educational facilities in the eastern valley. Of concern is the unbalanced nature of the Route 10 ridership, with strong peak-direction ridership and little ridership on the return trip. Marketing and incentivizing reverse-peak-direction travel could improve the overall route's productivity.

To improve ridership on Route 10 Commuter Link, SunLine is implementing off-peak fares for reverse commute trips. The local fare structure will apply to morning trips from San Bernardino to Indio and afternoon trips from Indio to San Bernardino. The peak period fare will remain the same. To help promote the service, the local fare structure will also apply in the off-season when California State University is not in general session.

### **3.1.5 School Trippers**

School trippers are provided to augment certain routes or areas to ensure the base routes are not overcrowded. They may also provide a more direct route to specific schools. A single well-utilized school tripper bus may be a very productive service; however, it is critical that these services are regularly reviewed to ensure they are required. If the base routes can accommodate the school ridership, then it is unproductive to add an overlay of school trippers.

### **3.1.6 SunRide (Microtransit) Service**

SunRide on-demand microtransit service is available in seven Coachella Valley zones, connecting passengers to the fixed route network or a destination within the zone. As SunLine gains experience operating microtransit services, the existing zones should be reviewed to ensure they serve the appropriate geographies. In FY2023 SunLine expanded the Desert Hot Springs/Desert

Edge zone to include the Mission Lakes area and expanded the Cathedral City zone to include the new veterans housing complex and Salvation Army on Landau Boulevard north of Ramon Road. Other service areas within the Coachella Valley should be assessed for new SunRide opportunities. These may be new service areas or existing fixed route substitutions.

### **3.1.7 SunRide Future Service Plans**

SunLine is exploring the feasibility of bringing SunRide on-demand microtransit services to the community of Bermuda Dunes/La Quinta, as well as expanding the hours of service in the Mecca/North Shore zone to 7 days a week, operating from 5:30 a.m. to 9:30 p.m. These changes would optimize agency resources on fixed Routes 7 and 9. As the on-demand microtransit service increases ridership, geo-fence boundaries, hours of service, number of days of service, and vehicle requirements will be reviewed to determine appropriate changes to meet the growing needs of the Coachella Valley.

#### ***Fare Changes***

In July 2021, the fare increased from the introductory fare of \$2 per person, per ride to \$3 per person, per ride to include a transfer to or from Fixed Routes 1 to 9. SunLine is exploring a variety of fare options, including a multi-ride pass, a monthly pass, a senior discount, as well as premium fares that might be linked with the Commuter Link or door-to-door service. Fare structures of microtransit service in Southern California agencies will also be considered for possible adjustments to fares or transfers from a one-time fixed route transfer to a fixed route day pass.

#### ***Capital Planning***

To serve the growing needs of SunLine's on-demand microtransit service, additional wheelchair-accessible minivans will need to be purchased. Two minivan vehicles are in the procurement process, with the goal to be in service with the May service change. It is anticipated that as the service expands within the next 2 years, an additional three minivan vehicles will be needed. Because the life of the SunRide vehicles is projected to sunset at 7 years, the four 2018 vans purchased in 2020 will be ready to be replaced in 2027 when the life of the vehicle is reached.

#### ***Marketing***

Additional marketing to educate the public and promote this service is needed in all geo-fenced areas. Street outreach teams are the best way to get the word out to the public on this service. During the COVID-19 pandemic, SunLine ceased street outreach teams to assist in minimizing the spread of the virus. After restarting street outreach teams in 2022, SunLine believes ridership for the SunRide service will greatly improve.

In September 2022, two digital and polygon advertising campaigns began, including video and animated ads. The polygon advertising campaign targeted precise borders around specific

locations in each geo-fence. The digital advertising campaign through Paramount was featured in the *Desert Sun* and YouTube as video ads that played prior to reading an article or viewing a video, and as digital display ads on networks and platforms outside of USAToday.com and DesertSun.com, such as NBCPalmSprings.com, Alternet.org, and CelebWell.com. An animated SunRide ad also ran on KESQ, as well as other platforms such as YouTube and Facebook, in both English and Spanish. Digital and polygon advertising campaigns will continue each year to build brand awareness and introduce SunRide in new zones.

### **3.1.8 Modifications to Paratransit Service**

The provision of ADA services remains a challenge because it is costly. Efforts to mitigate the increasing expenses in demand-responsive service include revisions to the paratransit eligibility/certification process and continuing to monitor late cancellations and no-shows, which improves the availability of appointment time slots and makes SunDial service more efficient for customers. SunDial staff periodically (monthly) measure the systemwide average rate for that month to determine whether a particular customer has excessive late cancellations or no-shows. They then consider the customer's overall frequency of use and evaluate whether there is "a pattern of abuse" relative to how often that customer travels with SunDial.

SunDial will continue to move forward with the paratransit eligibility/certification process and implement in-person interviews to ensure paratransit riders qualify for the service. SunLine also plans to implement new technology soon to facilitate online scheduling and cancelation of paratransit reservations. The new technology will provide a reminder call the day before to encourage cancelation when plans change and will also provide customers with notification 5 minutes prior to passenger pickup.

### **3.1.9 SolVan Service Goals**

SunLine has several goals for its vanpool program and has developed a marketing plan to achieve them. Goals include:

1. Gain new vanpool riders whose route travels through or ends in eastern Riverside County.
2. Continue educating employers and employees in eastern Riverside County about the benefits of promoting alternative modes of transportation, the SolVan program, and how the program works.
3. Continue to support SunLine as a leader in alternative transportation options, recognizing the agency for bringing a new commute option to eastern Riverside County.
4. Continue to support current vanpool participants to ensure their satisfaction with the program to promote long-term program participation.

5. Work alongside the regional rideshare program, IE Commuter, to mine employee data of carpoolers and interested carpoolers and drivers commuting long distances with regular work shifts for potential vanpool groups, add incentives, and outreach efforts, and leverage large and small employers to create a green thinking workspace as an employee benefit.

### *SolVan Marketing Plan*

SunLine's 2023 marketing SolVan marketing initiatives have included:

- Communication in the preferred language based on the demographics of eastern Riverside County
- Hotline phone number (877-4SOLVAN) and website ([SolVan.org](https://www.solvan.org))
- Program materials, printed and electronic, including a brochure, employer packets, fact sheets, guidelines, steps, etc.
- Creation and placement of SolVan vehicle decals to identify and promote the program
- Expanded van vendor selection to provide more competitive van lease pricing, vehicle options, and services
- Novelty items, such as pens, note pads, bags, commuter mugs, sunscreen, lunch bags, etc.
- Logo wear to be worn by SunLine/SolVan staff when attending employer and community events to further promote and build the brand
- Vanpool launch event and press release

SunLine's marketing plan also includes the following strategies to improve SolVan performance:

- **Employer partnerships and network meetings:** Host Employee Transportation Coordinator network meetings at SunLine on a quarterly basis.
- **Press releases:** Identify stories regarding commuters and topical activities.
- **Testimonials/stories:** Include personal interest stories in press releases or newsletters.
- **Websites:** Keep both the SunLine and SolVan websites updated with van vendor changes, vehicle options, pricing, guideline changes, list of active vanpools, etc.
- **Events:** Attend employer and community events when requested to promote Transportation Demand Management and vanpool services.
- **Social media:** Share or re-post all SunLine and SolVan posts through IE Commuter on social media platforms as they occur (Facebook, Instagram, Twitter). Use special "boost" messages for social media outreach through SunLine sites.

- **Customer service scripts and quick facts:** Provide updates to SunLine Customer Service staff regarding vanpool details.
- **SunLine staff outreach:** Reestablish a rideshare program internally for SunLine employees in coordination with IE Commuter.
- **Specialized marketing outreach:** Identify and determine new campaign opportunities for combined SunLine, SunCommute, and SolVan efforts.
- **Agricultural outreach:** Continue coordination with CalVans and local community groups in eastern Coachella Valley and attend and support local events as requested.
- **CalVans Marketing/Outreach:** Conduct ongoing outreach with local farms, independent of SolVan, and provide employer vouchers because many farms pay the full vanpool cost to attract farm workers (no SolVan subsidy provided in this scenario).
- **Graphic campaigns:** Create printed graphics in English and Spanish and post them on area bus shelters and onboard buses.
- **Media campaigns:** Create radio commercials in English and Spanish and run them on local radio stations for the first year. For following years, television commercials were created in English and Spanish and focused on both agricultural and traditional work sites and aired on local television stations. Television has the visual advantage of better explaining what a vanpool is by showing how it operates.
- **Marketing materials:** Print updated marketing materials.
- **Novelty items:** Creating new SolVan novelty items, supplemented by IE Commuter novelty items.
- **Survey commute data:** Use IE Commuter employee survey commute data for larger employers in the territory to identify and target employees in specific communities.

### 3.2 SunLine's Overall Marketing Plans, Studies, and Promotions

To support the initiatives outlined in the SRTP, the Marketing Department has plans to implement strategies that will help increase ridership by educating target audiences about our latest changes in service and programs launched as part of the newly-unveiled Your Ride to the Future campaign, as well as other Agency news and announcements.

Success depends on strategic, integrated marketing and communications campaigns that are coordinated with other departments within the Agency. SunLine messaging is now centred on the Your Ride to the Future theme, and all external communications that the Agency wishes to relay to riders should fall under this umbrella – with each department delivering on their role to ensure the “brand promise.”

Other marketing messaging will include “Join Our Team” as we continue to get the word out about job opportunities in an effort to bridge the gap in the shortage of Operators. Marketing plans will:

1. Help regain and build ridership among current, recent, and lapsed riders
2. Identify and drive ridership among new riders along consolidated routes
3. Build trust among stakeholders and the community to drive advocacy
4. Communicate SunLine’s effort to increase the number of Operators to improve on-time performance
5. Convey progress made in SunLine’s clean fuels fleet initiatives
6. Engage employees to achieve organizational objectives throughout Your Ride to the Future, recovery and beyond

SunLine Transit Agency will balance a re-emergence from the more stringent COVID-19 restrictions in FY 2023 to FY 2024 while maintaining key messaging that conveys that SunLine offers safe, clean transportation alternatives to the Coachella Valley and beyond.

The opportunity to move beyond COVID-19 protocols as primary messaging (while ensuring safety is always a part of messaging, where appropriate) allows the Agency to focus on promoting SunLine initiatives to restore ridership.

Conversely, the continued expansion of SunLine’s green fuels fleet, the progression of hydrogen fueling and zero-emissions programs including the West Coast Center of Excellence and the H2 SilverSTARS project that will introduce groundbreaking technology that produces hydrogen from renewable natural gas.

### **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 3.3 for target audience analysis.

**Figure 3.3 Target Audience Analysis**

	Key Messages What motivates them?
Current riders	<ul style="list-style-type: none"> <li>• On-time performance</li> <li>• Cleanliness</li> <li>• Social distancing</li> <li>• Safety</li> <li>• Price</li> </ul> <p>For some: environment</p>
Potential new riders	<ul style="list-style-type: none"> <li>• Ability to multitask</li> <li>• Cleanliness</li> <li>• Social distancing</li> <li>• Safety</li> <li>• On-time performance</li> <li>• Price</li> </ul> <p>For some: environment</p>
Community at large	<ul style="list-style-type: none"> <li>• Economic prosperity</li> <li>• Reduced congestion</li> <li>• Reduced emissions</li> <li>• Transparency</li> <li>• Good environmental stewards</li> </ul>
Employees	<ul style="list-style-type: none"> <li>• Feeling valued and heard</li> <li>• Having the opportunity to contribute to the Agency's success</li> <li>• Compensation and benefits</li> <li>• Cleanliness in office/bus</li> <li>• Transparency</li> </ul>

### 3.2.2 Marketing Strategies

There are several strategies for communicating with SunLine's various target audiences, and messaging will be tailored to connect with each of them based on their motivations as identified in the target audience analysis.

### 3.2.3 Social Media and Website

After building a robust social media program in recent years, SunLine has increased regular communication directly to its target audiences (fans/followers of the Agency's social media

platforms). Posts have been entertaining and informative – both key components of keeping followers engaged.

Transit Tuesdays offer a weekly online event that discusses pre-selected topics each week so followers can tune in at the same time/day each week knowing there will be informative content for them. Other posts tie in history, comedy, safety, and recognition. This variety in messaging keeps the platform interesting and worth following.

### **3.2.4 Advertising**

Strategically utilizing SunLine's budget, an advertising plan that maximizes available advertising funds and incorporates innovative advertising strategies will be developed and implemented. It will utilize platforms such as digital, print, radio, and TV media. The goal is also to promote all key messaging on internal advertising mediums, such as bus shelters and interior bus advertising.

### **3.2.5 Rider/Community Input**

A strong marketing program incorporates a strategy for listening to constituents. SunLine will create and facilitate surveys to gather input regarding major service changes and how they are being received in the community. This provides the opportunity to learn about any issues that may need to be addressed. Data gathered can be used to make any necessary adjustments to the Your Ride to the Future campaign.

### **3.2.6 Public Relations**

SunLine's public relations representatives will draft press releases to promote SunLine initiatives. They will also pitch stories to the media to publicize key newsworthy items, coordinate media interviews, and follow up on media requests in a timely fashion.

### **3.2.7 Customer Service Center/Website**

SunLine's Customer Service Center includes LiveChat on the web for those who need immediate assistance navigating the updated changes in service. The website has also been instrumental as a central resource for all communications and announcements disseminated by SunLine. In addition, the Customer Service Center offers phonenumber support by customer service representatives Monday through Friday. Agents are able to use resources such as Google Transit Trip Planner and MyStop Bus Tracker to quickly and accurately answer customer inquiries. Bilingual (English/Spanish) customer service agents are available to assist with questions in both English and Spanish.

### **3.2.8 Video Production**

The creation of videos as marketing tools will increase this year, according to shifts in social media audience preferences. By developing an expanded library of video assets, SunLine will be



able to increase engagement with its target markets, and those individuals will better retain the information being shared through unique videos.

### **3.2.9 Rider's Guide**

A revamped Rider's Guide has become an essential communications tool for SunLine. The Agency now produces a guide with a more user-friendly format, which features relevant information for riders and includes directions, maps, time point bus stop locations, schedules, fares, transfer instructions and how to receive assistance with SunLine's programs and services. Transit system information, which aligns with the updated Rider's Guide, can also be found at transit centers, on buses and at bus stops. SunLine's transit information is provided in both English and Spanish.

### **3.2.10 Clean Fuels Fleet Communications**

The Agency's reputation as a pioneer in clear air and alternative fuel technology must continue to remain top-of-mind by promoting news regarding SunLine's advancement in its Zero-Emissions Bus Rollout Plan and its West Coast Center of Excellence. With the construction of the hydrogen electrolyzer, SunLine has been able to plan early to allow for other agencies to have a model for small-to-mid-size systems to follow.

### **3.2.11 Internal Communications**

Keeping employees up to date on company initiatives and marketing efforts inspires higher morale and invites them to be involved in the bigger picture. To this end, SunLine has an internal newsletter featuring key stories and facts about the Agency's latest initiatives, such as Your Ride to the Future. Virtual activities that are inclusive to all SunLine employees have also gone live. These efforts aid in improving communication with the employee target audience segment, making SunLine Transit Agency an even better place to work.

### **3.2.12 Building an Effective Marketing Plan**

All the tools mentioned above will be implemented to market SunLine as a leader in transportation, innovations, and alternative fuel technology. As stated, targeted messaging and the utilization of effective platforms and strategies will be pivotal to increasing ridership, rebuilding trust, communicating progress, and engaging employees. SunLine is focused on being the Ride to the Future for the people of the Coachella Valley.

### **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, fundraisers, parades, and special event activities. Outreach for Your Ride to the Future will be especially important to educate community stakeholders on the enhancements to their transit experience.

#### **3.2.14 Public Presentations and Town Hall Meetings**

Target audiences include seniors, students, social services, businesses, and community leaders. The main goal is public education related to the economic and environmental benefits of using public transportation. During presentations, SunLine highlights the key role that we hold as a public transit provider and leader in alternative fuel technology. SunLine's use of hydrogen electric fuel cell and battery electric fuel cell buses have made positive impacts to the environment on a global scale. Presentations emphasize why this is important and how it affects residents of the Coachella Valley. These presentations typically occur at senior centers, colleges, and school orientation programs.

#### **3.2.15 Travel Training**

Transportation provides us with a sense of independence and opportunities to engage within our community. SunLine's Travel Training Program offers opportunities for riders to learn how to independently traverse a public transit system. To this end, SunLine offers group and one-on-one training aboard a fixed route bus to build confidence and allow people to travel with ease.

#### **3.2.16 Transit Ambassador Program**

The SunLine Transit Ambassador Program, known as TAP, empowers employees to expand SunLine's culture of customer service. TAP consists of a series of training sessions that address crucial topics and everyday scenarios in public transportation service. A Transit Ambassador is one who has completed this program and can assist passengers with their trip planning. Transit Ambassadors will assist the rider until the rider feels confident in navigating the SunLine system independently.

#### **3.2.17 Access Advisory Committee**

The Access Advisory Committee, which meets bi-monthly, was formed in 1995 as an advocacy group consisting of various agencies in the Coachella Valley. Committee members range from community activists to everyday transit users who are committed to promoting the successful implementation of the transportation provisions of the ADA and other related federal legislation or regulations.

#### **3.2.18 Human Trafficking Prevention**

Awareness of the transportation-related risks associated with human trafficking has grown in recent years. In partnership with the Coachella Valley Coalition Against Human Trafficking and funded in part by an Innovations in Transit Public Safety Grant from FTA, SunLine launched a

6-month campaign in September 2021 to educate the public about the increasingly prevalent issue of human trafficking. The goal of this campaign is to educate the public about the signs of human trafficking, provide a call-to-action for those who feel they may be witnessing a human trafficking incident, create an overall increased awareness of human trafficking in the community, and share resources that will allow others to take steps that will help stop human trafficking.

### **3.2.19 Areas of Persistent Poverty and Historically Disadvantaged Communities**

Transit is a vital service for disadvantaged populations in the SunLine service area. As discussed in Chapter 1, several census tracts in the SunLine service area meet the federal criteria to be designated as Areas of Persistent Poverty or Historically Disadvantaged Communities. Tribal lands, which are also considered Historically Disadvantaged Communities, are also located in the service area. As discussed in Section 3.3 below, disadvantaged populations are a core market for transit and have unique travel patterns. SunLine will consider these federal designations in its public outreach efforts and assessment of environmental justice when evaluating service improvements and funding opportunities.

## **3.3 Projected Ridership Growth (FY 2024 to FY 2028)**

Following a significant downturn in ridership in March 2020 related to the COVID-19 pandemic, SunLine expects it may take several years for ridership to rebound. SunLine and its planning partners are using the regional travel demand model to prepare long-term ridership forecasts for the unconstrained transit redesign.

The SunLine Refueled before and after study identified several themes related to pandemic ridership recovery:

- Transit demand has been reduced by the pandemic, but not in an even manner. Lower-income riders and essential workers commuting to in-person jobs at all hours continue to depend on transit service. In contrast, the increase in telecommuting is anticipated to be sustained, although to an uncertain degree, resulting in reduced peak period demand for travel to central business districts. Agencies can respond by preserving frequent line-haul service throughout the day while deemphasizing costly peak-period service.
- Network redesigns that emphasize a set of frequent core routes, as SunLine Refueled does, have proven successful for other agencies, and this is the type of service that has performed best through the pandemic by meeting the needs of the disadvantaged populations that remain the “core” ridership base for transit agencies.
- Changes in vehicular travel patterns throughout the pandemic affect bus running time across the day and may require schedule modifications. Well-established practices, such as dedicated lanes and transit signal priority (TSP), can help agencies ameliorate the

impacts of rising congestion and improve competitiveness in comparison with other modes. SunLine is participating in the ongoing SCAG Regional Transit Lanes Study, which includes Highway 111 as a potential corridor for TSP treatments.

- The untethering of jobs from offices has resulted in a shift toward living in suburbs and smaller urban areas, and the Coachella Valley is likely to continue growing faster than the Southern California region. As these population shifts drive development, SunLine will need to reevaluate which areas have sufficient population to support service and whether service levels are keeping up with growth in population.
- As transit ridership recovers, flexible, on-demand microtransit may be a more cost-effective way to maintain service coverage in areas with low fixed route ridership. Microtransit can also have synergy with and improve the efficiency of paratransit service through sharing of vehicles and automation of trip assignments. SunLine and RideCo are evaluating the potential of expansion of SunRide service areas.

### 3.4 Proposed Fare Structure Changes

While the Board of Directors has directed SunLine staff to explore a fare-free system, the aim of this fare policy is to increase SunLine's revenues with a simplified structure that continues to provide support for low-income individuals. Recent fare-related efforts and actions are discussed below.

#### *Route 10 Commuter Link Off-Peak Pricing*

To improve ridership on Route 10 Commuter Link, SunLine is implementing off-peak fares for reverse commute trips. The local fare structure will apply to morning trips from San Bernardino to Indio and afternoon trips from Indio to San Bernardino. The peak period fare will remain the same. The local fare structure will also apply in the off season when California State University is not in general session.

#### *Haul Pass*

The College of the Desert and CSUSB's Palm Desert campus are important transit markets in our service area. Started in August 2018 with a grant from the LCTOP, the SunLine Haul Pass program gives students at these schools free access to SunLine buses with their student ID. The LCTOP grant is funding an expansion of the program to students who are enrolled in any Coachella Valley high schools. The program, which began with the 2021 school year, is anticipated to be available for 18 to 22 months with the goal of the program becoming self-sustaining in future years. All students who apply will be eligible to ride for free—not just to class, but anywhere SunLine buses go, anytime they operate.

### **Mobile Ticketing**

The 2020 Refueled survey showed that more than 86 percent of SunLine riders have access to a smartphone or tablet with an Internet connection. Access to a connected device is an important factor in the implementation of the Token Transit mobile ticketing pilot. Mobile ticketing allows riders to use a new method of acquiring passes and gives SunLine valuable information that will be used for a permanent mobile ticketing solution. Mobile ticketing will make paying fares much easier. There's no need to carry coins or cash. No need to wait in line to buy a pass. And no need to search in a wallet for a buried bus pass. Customers can simply board the bus, use their phone to pay, and go.

**Review fares annually.** Fares should be reviewed annually to assess the ridership impact. This should include an examination of revenue by fare category and fare media. The fare review should provide a peer comparison to help ensure fare policy decisions are well-informed.

**Make fare adjustments as frequently as possible.** Fares should be adjusted annually to address inflation and to deliver a more gradual change to riders. Fares that are frozen for several years and then adjusted through a large disproportionate increase result in a "shock" to riders that may negatively affect the Agency image and ridership.

**Calculate the SunLine internal rate of inflation to establish required fare adjustments.** Fare increases should be based on SunLine's internal rate of inflation (goods, labor, and fuel), rather than the inflation of a general Consumer Price Index. The Consumer Price Index measures the inflation on a basket of goods and services unrelated to transit service and competing transportation modes.

To help low-income passengers access transit services and offset fare increases, SunLine may target fares for Coachella Valley residents who meet low-income guidelines. The U.S. Department of Labor's Lower Living Standard Income Level is often used by transit agencies to determine eligibility for reduced fares. It identifies income levels by family size that are adjusted annually based on changes in the Consumer Price Index.

## **3.5 Capital Improvement Planning**

Refueled implementation is closely tied to the California Air Resources Board's (CARB's) ICT regulation. The ICT regulation requires SunLine to gradually transition to a 100 percent zero-emission bus (ZEB) fleet. As SunLine grows its fleet to provide additional service, it will need to evaluate daily mileage needs and the incremental capital or electricity costs of depot-charging electric buses that cannot be offset by available incentive and funding programs. SunLine is also planning for the new infrastructure needed to support hydrogen production and refueling for its fuel cell buses. It is also evaluating expansion of its satellite facility in Indio to support hydrogen and ZEB fueling and maintenance.

SunLine is working with the Coachella Valley Association of Governments to plan and fund street improvements needed to preserve bus travel times and improve service reliability. These street improvements include TSP measures, queue jumpers, and dedicated bus lanes. Super stops are another capital improvement aimed at enhancing the passenger experience. These stops include enlarged and near-level boarding areas, enhanced shelters, and upgraded amenities.

SunLine is also working with its member cities to improve multimodal connections to its fixed route bus service. This includes connections to the Coachella Valley Link. This bicycling and walking pathway will link Coachella Valley cities and the lands of three federally recognized tribes with a path that generally parallels Highway 111.

### **3.5.1      Bus Stop Improvements**

SunLine's current policy specifies that bus stops with more than 10 boardings per day warrant a shelter. Twenty-nine bus stops currently meet this threshold but lack shelters. SunLine anticipates funding availability to add 29 bus stop shelters in the next 3 years, which exceeds the number of improvements required to meet current policy. SunLine proposes a two-tiered approach to allocating improvements:

Figure 3-2 summarizes the resulting allocation of bus shelters by jurisdiction. SunLine is committed to implementing these policy recommendations and installing the additional 29 shelters over the next 3 years.

**Figure 3-2 Allocation of Bus Stop Shelter Improvements**

City/District	Total Stops	Total Shelters		Stops with 10+ boardings		Stops with Shelters and 10+ boardings		Gap to Policy Goal
		Count	Percent	Count	Percent	Count	Percent	
Cathedral City	61	50	82%	27	44%	27	100%	-
Coachella	34	21	62%	9	26%	7	78%	2
Desert Hot Springs	48	34	71%	26	54%	24	92%	2
Indian Wells	15	13	87%	1	7%	0	0%	1
Indio	87	39	45%	33	38%	25	76%	8
La Quinta	52	34	65%	19	37%	14	74%	5
Palm Desert	53	43	81%	28	53%	28	100%	-
Palm Springs	124	86	69%	55	44%	46	84%	9
Rancho Mirage	33	25	76%	11	33%	11	100%	-
Unincorporated Riverside County	70	27	39%	13	19%	11	85%	2
<i>Thermal</i>	8	2	25%	1	13%	1	100%	-
<i>Oasis</i>	10	2	20%	1	10%	1	100%	-
<i>Mecca</i>	20	9	45%	3	15%	3	100%	-
<i>One Hundred Palms</i>	3	2	67%	1	33%	1	100%	-
<i>Thousand Palms</i>	9	9	100%	5	56%	5	100%	-
<i>North Shore</i>	11	1	9%	0	0%	0	N/A	-
<i>Desert Edge</i>	7	0	0%	2	29%	0	0%	2
<i>Bermuda Dunes</i>	2	2	100%	0	0%	0	N/A	-
<b>Total</b>	<b>577</b>	<b>372</b>	<b>64%</b>	<b>222</b>	<b>38%</b>	<b>193</b>	<b>87%</b>	<b>29</b>

**Figure 3-3 Financially Unconstrained Transit Improvements**

Route #	Description	Annual Hours	Annual Miles	Expansion Buses (Excluding Spares)	Operating Cost	Capital Cost
1EV	Coachella - Via Hwy 111 - Palm Desert Mall. Increase weekday peak frequency from 20 minutes to every 15 minutes. Capital costs funded through an AHSC grant. Implementation date is tied to the completion of the Coachella Valley Mobility Hub	6,120	91,910	4	\$ 838,440	\$ 3,800,000
2	Desert Hot Springs - Palm Springs - Cathedral City. Increase weekday frequency from 20 minutes to every 15 minutes. Project not funded, implementation date to be determined.	13,300	175,570	4	\$ 1,822,100	\$ 3,800,000
3	Desert Edge - Desert Hot Springs. Increase weekday peak frequency from 60 minutes to every 30 minutes. Project not funded, implementation date to be determined.	1,922	34,276	1	\$ 263,314	\$ 950,000
4	Westfield Palm Desert - Palm Springs. Increase weekday peak frequency from 40 minutes to every 30 minutes. Project not funded, implementation date to be determined.	3,050	43,000	2	\$ 417,850	\$ 1,900,000
5	Desert Hot Springs - CSUSB Palm Desert - Westfield Palm Desert. Increase weekday peak frequency from 60 minutes to every 40 minutes. Project not funded, implementation date to be determined.	1,810	36,590	1	\$ 247,970	\$ 950,000
6	Coachella - Via Fred Waring - Westfield Palm Desert. Increase weekday frequency from 45 minutes to every 30 minutes. Project not funded, implementation date to be determined.	2,450	36,200	1	\$ 335,650	\$ 950,000
7	Bermuda Dunes - Indian Wells - La Quinta. Increase weekday frequency from 45 minutes to every 30 minutes. Project not funded, implementation date to be determined.	1,363	24,581	1	\$ 186,731	\$ 950,000
8	North Indio - Coachella -Thermal/Mecca. Increase weekday frequency from 40 minutes to every 30 minutes. Project not funded, implementation date to be determined.	2,050	34,210	1	\$ 280,850	\$ 950,000
9*	North Shore - Mecca - Oasis. Frequency was improved to every 60 min in Jan 21 from every 180 minutes.	1,922	34,276	1	\$ 263,314	\$ 950,000
10	Implement Commuter Link service between West Coachella Valley - CSUSB, San Bernardino Transit Center (SBTC)/Metrolink and Amtrak Station. Add 4 new roundtrips. Project not funded, implementation date to be determined. Staff is researching public/public or public private opportunities to fund and implement this service.	5,916	191,557	2	\$ 810,492	\$ 1,900,000
12	Proposed new Route 12 - Indio – Coachella would operate every 30-minutes during weekday peak hours and operate every 60-minutes during off peak hours and weekends. Contingent on approval City of Coachella's TCC grant.	8,003	108,825	2	\$ 1,096,411	\$ 1,900,000
	Develop a Public-Private service strategy for the new Acrisure Arena. Operating and cost details are not available yet.					
Total:				20	\$ 6,563,122	\$ 19,000,000

\* When demand warrants, increase frequency to every 40 minutes from current 60 minutes



## Chapter 4. Financial Planning

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The FY2024 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 FY2024, SunLine will have an operating budget of \$47,467,374 and a capital budget of \$35,752,541 (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 FY 2024 focuses on continuing SunLine's investment in increasing its alternative fuel technology and energy efficient infrastructures. 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.

Key components of the capital plan, beyond ongoing maintenance needs, include:

- Funding Expansion for the Liquid Hydrogen Project
- Purchase of Electric Buses (6) & Charging Stations (3)
- Purchase of Hydrogen Fuel Cell Buses (5)
- Funding Expansion for the Public Hydrogen Station
- Purchase of Paratransit Vehicles (15)

SunLine Transit Agency has always led the industry in the adoption of alternative fuel solutions. The capital and operating budget for FY24 demonstrate its continued commitment to alternative fuels. SunLine has placed a high level of importance in leveraging available competitive funding whenever possible in order to meet the Agency's aggressive goals. The FY24 capital and operating programs include multiple discretionary awards amounting to over \$24,694,407 in discretionary funding. The discretionary funds were awarded at the State and Federal level. Discretionary funding allows the Agency to accelerate its initiatives and make the best use of formula funds.

In FY23, SunLine purchased land required to capture solar power which will generate sufficient electricity to power the Hydrogen Electrolyzer to produce hydrogen. The project in concept, dubbed “Solar Microgrid to Hydrogen”, is essential to comply with the California Air Resources Board’s (CARB) Innovative Clean Transit (ICT) mandate of introducing zero-emission buses (ZEBs). It will enable SunLine to comply with this mandate with minimal negative impacts on public transit services currently offered by offsetting the incremental cost of producing hydrogen or charging buses using electricity from the public electricity grid. The “Solar Microgrid to Hydrogen” will support the much-needed energy security and independence to provide reliable public transit service. The “Solar Microgrid to Hydrogen” will serve as a sustainable, zero-emission energy source for producing hydrogen to power buses.

The capital program is dependent on internal and external funding from federal, state, regional, and local sources.

## **4.2 Funding Plans to Support Proposed Operating and Capital Program**

For FY2024, funding plans for the proposed operating and capital programs are primarily funded as follows:

FTA Section 5307 (Urban formula, ARPA), FTA Section 5311 (Rural, ARPA), FTA Section 5311 (f) (Intercity, ARPA), 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, and farebox revenue.

The estimated FY2024 operating and capital budget of \$83,219,915 outlined in Table 4, is funded by:

Fund	Operating		Capital	
	Amount (\$)	Percent (%)	Amount (\$)	Percent (%)
ARPA Section 5307	325,000	1%	-	0%
California Air Resources Board (CARB)	200,000	0%	-	0%
California Energy Commission	200,000	0%	-	0%
CMAQ	680,000	1%	-	0%
Farebox	1,550,964	3%	-	0%
LCTOP	433,333	1%	-	0%
Local Transportation Fund (LTF)	25,925,542	55%	1,261,199	4%
Measure A	8,275,000	17%	-	0%
Other	1,088,170	2%	-	0%
Section 5307	7,452,669	16%	2,775,218	8%
Section 5307 CMAQ	-	0%	4,500,000	13%
Section 5309 Earmarked	-	0%	2,500,000	7%
Section 5311	417,464	1%	-	0%
Section 5311 ARPA	410,551	1%	-	0%
Section 5311(f)	300,000	1%	-	0%
Section 5311(f) ARPA	208,681	0%	-	0%
Section 5339 Formula	-	0%	744,782	2%
Section 5339 Discretionary	-	0%	14,966,050	42%
SCAQMD	-	0%	1,273,357	4%
State of Good Repair	-	0%	900,000	3%
State Transit Assistance Fund (STA)	-	0%	6,831,935	19%
<b>Total</b>	<b>\$ 47,467,374</b>	<b>100%</b>	<b>\$ 35,752,541</b>	<b>100%</b>

For FY25 and FY26, figures presented in tables 4.2 and 4.3 to fund operating and capital expenditures are based on best available funding projections.

Fund	Operating		Capital	
	Amount (\$)	Percent (%)	Amount (\$)	Percent (%)
California Air Resources Board (CARB)	200,000	0%	-	0%
California Energy Commission	200,000	0%	-	0%
CMAQ	680,000	1%	-	0%
Farebox	1,550,964	3%	-	0%
LCTOP	433,333	1%	-	0%
Local Transportation Fund (LTF)	29,731,613	60%	-	0%
Measure A	8,441,000	17%	-	0%
Other	2,050,670	4%	-	0%
Section 5307	5,268,265	11%	1,530,000	5%
Section 5311	426,147	1%	-	0%
Section 5311(f)	306,240	1%	-	0%
Section 5339 Formula		0%	648,218	2%
Section 5339 Discretionary	-	0%	20,468,599	72%
State of Good Repair	-	0%	421,782	1%
State Transit Assistance Fund (STA)	-	0%	5,216,937	18%
<b>Total</b>	<b>\$ 49,288,232</b>	<b>100%</b>	<b>\$ 28,285,536</b>	<b>100%</b>

Fund	Operating		Capital	
	Amount (\$)	Percent (%)	Amount (\$)	Percent (%)
California Air Resources Board (CARB)	200,000	0%	-	0%
California Energy Commission	200,000	0%	-	0%
CMAQ	680,000	1%	-	0%
Farebox	1,550,964	3%	-	0%
LCTOP	433,334	1%	-	0%
Local Transportation Fund (LTF)	33,575,183	63%	-	0%
Measure A	8,610,000	16%	-	0%
Other	2,050,670	4%	-	0%
Section 5307	5,403,133	10%	2,220,000	8%
Section 5311	436,844	1%	-	0%
Section 5311(f)	313,927	1%	-	0%
Section 5339 Discretionary	-	0%	18,280,000	68%
State Transit Assistance Fund (STA)	-	0%	6,450,000	24%
<b>Total</b>	<b>\$ 53,454,055</b>	<b>100%</b>	<b>\$ 26,950,000</b>	<b>100%</b>

## **4.3 Regulatory and Compliance Requirements**

### **4.3.1 Americans with Disabilities Act**

SunLine complies with ADA guidelines by providing a 100 percent accessible revenue service fleet for fixed route transit services and ADA paratransit vehicles. As funding becomes available, SunLine continues to provide bus stop improvements to ensure accessibility. Staff also coordinates with developers and contractors regarding construction projects to include bus stop improvements when the opportunity arises.

### **4.3.2 Disadvantaged Business Enterprise**

SunLine's most recent Disadvantaged Business Enterprise (DBE) program and goal were submitted to FTA in July 2021 and had an expiration date of September 2024. The next DBE report will be submitted by August 2024.

### **4.3.3 Equal Employment Opportunity**

SunLine complies with federal regulations pertaining to employment and submits its Equal Employment Opportunity (EEO)-4 report annually to the U.S. Equal Employment Opportunity Commission (EEOC) and its EEO/Affirmative Action Program to FTA every 4 years, or as major changes occur in the workforce or employment conditions. The most recent EEO-4 report was submitted to the EEOC and certified in February 2022. The most recent EEO/Affirmative Action Program was revised and submitted to FTA in July 2020. The next update to the EEO/Affirmative Action Program is due to the FTA in July 2024.

### **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 2019. The Triennial Review focused on SunLine's compliance in 21 areas. SunLine had no deficiencies with the FTA requirements. The next Triennial Review is scheduled for September 2023.

#### 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 54 CNG buses, 26 hydrogen electric fuel cell buses, four (4) battery electric buses, three (3) CNG coaches, 39 CNG paratransit vehicles, and 52 non-revenue CNG, gas and electric vehicles, including general support cars and trucks.

### 4.4 Capital Project Status

**Error! Reference source not found.** Figure 4-1 summarizes the status of SunLine's capital projects, and Figure 3-3 lists the financially unconstrained transit improvements (improvements that are currently not funded, unless noted).

**Figure 4-1 Status of SunLine's Capital Projects**

S RTP #	Project Name	Status
<i>Performance Department</i>		
SL15-05, SL14-06, SL20-12	CNG Fueling Station and Construction	Completed
SL17-06, SL18-01, SL19-14, SL20-11	Operations Facility	Completed
SL16-09	5 Hydrogen Fuel Cell Buses (LowNo Grant)	Completed
SL19-13	NICE Mobile Hydrogen Refueling Station at Div. II	Completed
SL20-06	SunLine Property Expansion/ Solar Farm Phase I	Completed
SL21-01	Microgrid to Hydrogen	Completed
SL17-08	5 Hydrogen Electric Hybrid FCB and Hydrogen Station (AQIP Grant)	Active
SL18-08, SL20-07, SL21-06	Zero Emission Maintenance Facility	Active
FTIP-RIV140502	Battery Dominant Hydrogen Fuel Cell Bus	Active
SL21-07	SoCal Gas/Hydrogen Demonstration Project	Active
SL22-12 AHSC	Coachella Hub	Active
SL22-11	Develop and Deploy a Liquid Hydrogen Refueling Infrastructure	Active
SL22-04	Public Hydrogen Station Phase II	Pending Start

S RTP #	Project Name	Status
SL22-06, SL23-05	Microgrid to Hydrogen Phase III & Phase IV	Pending Start
SL22-10, SL23-01	Indio CNG Station Upgrade	Pending Start
SL23-03	Indio Liquid Hydrogen Trailer Project	Pending Start
SL23-04	Over the Road Coaches	Pending Start
<b>Maintenance Department</b>		
SL15-06, SL17-07	Purchase of Five (5) Replacement Zero Emission Relief Cars	Completed
SL19-06, SL20-05, SL17-01, SL17-02, SL10-02	2020 Replacement and Expansion of Paratransit Buses	Completed
SL20-01, SL16-09	Purchase of (5) New Flyer Fuel Cell Buses (VW Mitigation and LowNo)	Completed
SL21-03	Four (4) Micro Transit Vehicles	Completed
AHSC	Purchase of Four (4) Fixed Route CNG Buses	Completed
SL21-10	Four-Post Lift	Completed
SL21-04	Vans for Service Expansion	Completed
SL22-07	Maintenance Tools and Equipment	Completed
SL15-12	Fleet Management Information System (FMIS)	Active
SL15-12, SL19-12	Implementation Consultant EAM Software for Maintenance	Active
SL17-10	5 New Flyer Buses (EPA/AQMD)	Active
SL18-07, SL17-07, SL15-06	Purchase Shop Service CNG Vehicle	Active
SL20-09	H2Ride Hydrogen Shuttle Bus Demonstration Project	Active
SL21-11	Purchase Administrative Vehicles	Active
SL22-01	Purchase of MCI Commuter Bus	Active
SL15-06, SL17-07, SL18-07	Purchase of Stops/Zones Compressed Natural Gas Trucks	Active
SL18-05, SL22-09, SL23-07	Refurbishment of 12 CNG Buses	Active
SL19-12	Upgrade Wiring BYD Chargers	Active
SL19-10	Two (2) Micro Transit Vehicles	Active
SL19-05	Radio Replacement Phase I	Active
SL19-12	AC Unit Number 29 Replacement (Parts Trailer)	Active
SL21-02	Replacement Bus	Pending Start
SL21-11	Replacement Support Vehicles	Pending Start
SL22-03	Facility Improvements	Pending Start
SL22-05	Replacement Paratransit Vehicles (10)	Pending Start
SL22-09	Bus Refurbishment	Pending Start
SL23-02	Facility Improvement Projects	Pending Start

S RTP #	Project Name	Status
SL23-07	CNG Rehab (10) & Hydrogen Vehicle Purchase (4)	Pending Start
SL23-10	Equipment	Pending Start
SL23-09	Radio Replacement Phase II & Upgrade to ITS	Pending Start
<b>Transportation Department</b>		
SL22-08	Bus Stop Improvements	Active
SL23-12	Bus Stops and Amenities	Pending Start
<b>Executive Office</b>		
SL15-10, SL19-15	Mobile Outreach Vehicle	Active
SL20-03	Boardroom Equipment Upgrade	Active
SL18-04, SL19-03	Security Application Implementation 2022	Completed
SL19-10	Bus Simulator	Completed
SL21-12	Operations Facility Low Voltage Project	Completed
SL20-02	Operations Facility - IT Equipment	Completed
SL21-13	Access Control Replacement	Active
SL21-13	Surveillance Camera Addition and Replacement	Active
FTIP-RIV140821	TDM (Vanpool)	Active
SL21-08	Safety Enhancement Projects	Pending Start
SL21-09	Upgrade Division I Fence	Pending Start
SL21-13	Operations, Division II, & Electrolyzer Access Control Surveillance (Unobligated)	Pending Start
SL21-14	Perimeter Lighting Division I	Pending Start
SL22-02	Upgrades to Gate and Guard Shack	Pending Start
SL23-06	IT Projects	Pending Start
SL23-08	Real Time Surveillance System	Pending Start
SL23-11	Software Expansion	Pending Start



## S RTP Tables

**Table 1.0 Individual Route Descriptions**

Routes	Route Classification	Major Destinations	Cities/Communities Served	Connections
1WV	Trunk	Hospital, Medical, Shopping, Mall, Center of Employment Training and Schools	Palm Springs, Cathedral City, Rancho Mirage and Palm Desert	2, 4, 5, 6
1EV	Trunk	Hospital, Medical, Shopping, College, Mall, Center of Employment Training and Schools	Palm Desert, Indian Wells, La Quinta, Indio and Coachella	4, 5, 6, 7, 8, and 10 Commuter
2	Trunk	Shopping, Schools, Employment Center, Library, Senior Center, Medical, Social Security, Theaters, Airport, Court House and Public Social Services	Desert Hot Springs, Palm Springs and Cathedral City	1WV, 1EV, 3, 4, 5
3	Local	Shopping Centers, Senior Center, Library, Community Center, City Hall, Medical, and Schools	Desert Hot Springs and Desert Edge	2 & 5
4	Local	Shopping, Medical, Library, Social Services, Theaters, School, College, Mall, Hospital and Airport	Palm Springs, Cathedral City, Rancho Mirage, Palm Desert and Thousand Palms	1WV, 1EV, 2, 5, 6
5	Local	Shopping, Senior Center, Library, Community Center, Schools, College, Medical, City Hall, University and Mall	Desert Hot Springs and Palm Desert	1WV, 1EV, 2, 3, 4, 6 and 10 Commuter
6	Local	Shopping, School, Tennis Gardens, Work Force Development, Social Services, Medical and College	Palm Desert, Indian Wells, La Quinta, Indio, Bermuda Dunes and Coachella	1WV, 1EV, 4, 5, 7, 8
7	Local	Shopping, Schools, Theaters, Tennis Gardens and Medical	La Quinta, Palm Desert, Indian Wells and Bermuda Dunes	1EV, 6
8	Local	Shopping, School, Senior Center, DMV, Community Center, College, City Hall and Center of Employment Training and Medical	Indio, Coachella, Thermal and Mecca	1EV, 6 and 9
9	Local	Shopping, Community Center, Medical and Schools	Mecca, North Shore and Oasis	8
10	Regional	Shopping, Business, Entertainment and University	Indio, Palm Desert, Beaumont, San Bernardino	1EV, 5, OmniTrans, MARTA, VVTA, Beaumont Transit, RTA and SB Metrolink

**Table 1.1 Fleet Inventory – Motor Bus**



**Table 1.1 - Fleet Inventory**  
FY 2022/23 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 2021/22	# of Contingency Vehicles FY 2021/22	Life to Date Vehicle Miles Prior Year End FY 2020/21	Life to Date Vehicle Miles through March FY 2021/22	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2021/22
2018	BYD	K9	35	4	40	EB	4		188,605	61,452	15,363
2012	EDN	AXCESS	37	1	40	HY	1		191,571	200,962	200,962
2014	EDN	AXCESS	37	3	40	HY	3		467,458	506,617	168,872
2015	EDN	AXCESS	37	1	40	HY	1		18,154	39,659	39,659
2017	EDN	AXCESS	37	1	40	HY	1		46,099	49,820	49,820
2018	EDN	AXCESS	37	5	40	HY	5		382,154	193,388	38,677
2009	EDN	EZRider32'	29	10	32	CN	10		4,196,818	437,848	43,784
2020	MCI	D4500	40	2	40	CN	2		6,196	61,976	30,988
2008	NFA	LF 40'	39	11	40	CN	11	4	13,673,239	618,443	56,222
2008	NFA	LF 40'	39	21	40	CN	21		15,096,648	721,971	34,379
2016	NFA	LF 40'	39	6	40	CN	6		1,627,581	311,018	51,836
2018	NFA	XCELSIOR	39	5	40	HY	5		339,716	96,168	19,233
2020	NFA	XCELSIOR	39	10	40	CN	10		479,690	196,253	19,625
2021	NFA	XHE	39	5	40	HY	5			40,288	8,057
2014	SPC	TR30FP	24	5	32	OR	5		72,731		
<b>Totals:</b>			547	90			90	4	36,786,660	3,535,863	39,287

**Table 1.1 Fleet Inventory – Demand Response**



**Table 1.1 - Fleet Inventory**  
**FY 2022/23 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 2021/22	# of Contingency Vehicles FY 2021/22	Life to Date Vehicle Miles Prior Year End FY 2020/21	Life to Date Vehicle Miles through March FY 2021/22	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2021/22
2020	ARB	Freedom	12	15	27	CN	15			16,807	1,120
2015	EDN	AEROTECH	12	2	22	CN	2		1,620,747	416,512	208,256
2016	EDN	AEROTECH	12	9	22	CN	9		2,981,991	199,752	22,194
2018	SPC	Senator	12	14	23	CN	14		1,638,849	108,140	7,724
<b>Totals:</b>			48	40			40		6,241,587	741,211	18,530

**Table 2.0    Service Provider Performance Target Report**

Note: This table is omitted while technical reporting issues are resolved.

**Table 2.1**    *FY 2021/22 SRTP Performance Report*

Note: This table is omitted while technical reporting issues are resolved.

**Table 2.2**     *S RTP Service Summary – Systemwide Totals*

Note: This table is omitted while technical reporting issues are resolved.

**Table 2.2**     *S RTP Service Summary – All Fixed Routes*

Note: This table is omitted while technical reporting issues are resolved.

**Table 2.2**     *S RTP Service Summary – SunDial*

Note: This table is omitted while technical reporting issues are resolved.



**Table 2.2**     *S RTP Service Summary – Vanpool*

Note: This table is omitted while technical reporting issues are resolved.

**Table 2.2A Summary of Routes to be Excluded**

Route #	Description	Fare Box Calculation Exempt Routes	Notes
1WV	Palm Desert Mall - Palm Springs	No	No change, route intact
1EV	Coachella - Palm Desert Mall	No	No change, route intact
2	Desert Hot Springs - Palm Springs - Cathedral City	No	Productive route
3	Desert Edge - Desert Hot Springs	No	
4	Palm Desert Mall - Palm Springs	No	
5	Desert Hot Springs - CSUSB Palm Desert - Palm Desert Mall	No	
6	Coachella - Via Fred Waring - Palm Desert Mall	No	
7	Bermuda Dunes - Indian Wells - La Quinta	No	
8	North Indio - Coachella - Thermal/Mecca	No	
9	North Shore - Mecca - Oasis	No	
10	Indio - CSUSB-PDC - CSUSB - San Bernardino Transit Center (SBTC)/Metrolink	No	Commuter route, CSUSB funded

**Table 2.3 SRTP Route Statistics (Table 1 of 2)**



**SRTP Route Statistics (S.P.)**

SunLine Transit Agency -- 8

FY 2023/24

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
004.WR.ER	All Days	7	19,901	1,125,303	4,178.0	4,178.0	203,574.0	203,574.0	\$55,000			
SUN-1	All Days	15	1,096,078	9,404,352	61,089.0	65,117.0	949,836.0	1,060,601.0	\$11,681,381	\$2,336,276		
SUN-10 CL	Weekday	2	28,782	246,950	5,629.0	6,474.0	186,891.0	216,659.0	\$2,386,271	\$409,006		
SUN-2	All Days	10	706,347	6,060,460	42,564.0	45,451.0	610,057.0	690,355.0	\$7,603,518	\$1,435,894		
SUN-200	Weekday	1	3,191	27,381	178.0	376.0	3,807.0	9,624.0	\$105,989	\$21,200		
SUN-3	All Days	1	73,680	632,173	5,035.0	5,363.0	81,234.0	91,935.0	\$1,012,570	\$189,809		
SUN-4	All Days	4	219,820	1,886,056	21,070.0	22,192.0	306,168.0	333,395.0	\$3,671,985	\$725,229		
SUN-400	Weekday	1	1,148	9,850	155.0	345.0	2,408.0	7,437.0	\$81,912	\$17,523		
SUN-402	Weekday	1	285	2,444	157.0	302.0	2,121.0	6,972.0	\$76,792	\$16,382		
SUN-403	Weekday	1	674	5,784	76.0	224.0	2,174.0	6,391.0	\$70,383	\$15,358		
SUN-5	Weekday	2	23,242	199,415	2,870.0	3,696.0	74,407.0	100,416.0	\$1,105,978	\$184,496		
SUN-500	Weekday	1	2,847	24,428	104.0	208.0	1,664.0	4,331.0	\$47,697	\$14,077		
SUN-6	Weekday	2	104,657	897,956	10,435.0	11,181.0	179,146.0	200,913.0	\$2,212,845	\$442,569		
SUN-7	All Days	1	74,421	638,533	5,885.0	6,061.0	78,162.0	83,039.0	\$914,589	\$182,918		
SUN-700	Weekday	1	3,552	30,476	315.0	437.0	4,958.0	8,362.0	\$92,095	\$9,394		
SUN-701	Weekday	1	7,658	64,936	257.0	422.0	3,881.0	8,377.0	\$92,263	\$9,394		
SUN-8	All Days	3	175,528	1,506,031	18,113.0	19,059.0	276,731.0	313,677.0	\$3,454,814	\$591,966		
SUN-800	Weekday	1	12,496	107,213	254.0	464.0	5,146.0	12,664.0	\$139,485	\$18,453		
SUN-801	Weekday	1	22,769	195,357	254.0	508.0	4,304.0	9,284.0	\$102,250	\$27,897		
SUN-802	Weekday	1	19,615	58,395	211.0	295.0	4,935.0	14,841.0	\$163,460	\$20,450		
SUN-803	Weekday	1	19,615	168,297	211.0	295.0	4,290.0	12,977.0	\$142,926	\$32,692		
SUN-9	Weekday	2	81,657	700,617	11,272.0	13,068.0	250,461.0	330,796.0	\$3,643,361	\$474,236		
SUN-DAR	All Days	30	112,108	1,150,197	62,425.0	69,241.0	902,092.0	1,066,951.0	\$7,309,796	\$1,391,347		
SUN-TAXI	Weekday	7	11,621	70,287	28,860.0	28,860.0	65,223.0	65,223.0	\$850,000			

**Table 2.3     SRTP Route Statistics (Table 2 of 2)**



**SRTP Route Statistics (S.P.)**

SunLine Transit Agency -- 8

FY 2023/24

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
004.WR.ER	All Days		\$13.16	\$0.27	\$2.76		\$2.76	\$0.05	\$13.16	\$0.27	4.8	0.10
SUN-1	All Days	\$9,345,105	\$191.22	\$12.30	\$10.66	20.00%	\$8.53	\$0.99	\$152.98	\$9.84	17.9	1.15
SUN-10 CL	Weekday	\$1,977,265	\$423.92	\$12.77	\$82.91	17.14%	\$68.70	\$8.01	\$351.26	\$10.58	5.1	0.15
SUN-2	All Days	\$6,167,624	\$178.64	\$12.46	\$10.76	18.88%	\$8.73	\$1.02	\$144.90	\$10.11	16.6	1.16
SUN-200	Weekday	\$84,789	\$595.44	\$27.84	\$33.21	20.00%	\$26.57	\$3.10	\$476.34	\$22.27	17.9	0.84
SUN-3	All Days	\$822,761	\$201.11	\$12.46	\$13.74	18.75%	\$11.17	\$1.30	\$163.41	\$10.13	14.6	0.91
SUN-4	All Days	\$2,946,756	\$174.28	\$11.99	\$16.70	19.75%	\$13.41	\$1.56	\$139.86	\$9.62	10.4	0.72
SUN-400	Weekday	\$64,389	\$528.46	\$34.02	\$71.35	21.39%	\$56.09	\$6.54	\$415.41	\$26.74	7.4	0.48
SUN-402	Weekday	\$60,410	\$489.12	\$36.21	\$269.45	21.33%	\$211.97	\$24.72	\$384.78	\$28.48	1.8	0.13
SUN-403	Weekday	\$55,025	\$926.09	\$32.37	\$104.43	21.82%	\$81.64	\$9.51	\$724.01	\$25.31	8.9	0.31
SUN-5	Weekday	\$921,482	\$385.36	\$14.86	\$47.59	16.68%	\$39.65	\$4.62	\$321.07	\$12.38	8.1	0.31
SUN-500	Weekday	\$33,620	\$458.63	\$28.66	\$16.75	29.51%	\$11.81	\$1.38	\$323.27	\$20.20	27.4	1.71
SUN-6	Weekday	\$1,770,276	\$212.06	\$12.35	\$21.14	20.00%	\$16.92	\$1.97	\$169.65	\$9.88	10.0	0.58
SUN-7	All Days	\$731,671	\$155.41	\$11.70	\$12.29	20.00%	\$9.83	\$1.15	\$124.33	\$9.36	12.6	0.95
SUN-700	Weekday	\$82,701	\$292.36	\$18.58	\$25.93	10.20%	\$23.28	\$2.71	\$262.54	\$16.68	11.3	0.72
SUN-701	Weekday	\$82,869	\$359.00	\$23.77	\$12.05	10.18%	\$10.82	\$1.28	\$322.45	\$21.35	29.8	1.97
SUN-8	All Days	\$2,862,848	\$190.74	\$12.48	\$19.68	17.13%	\$16.31	\$1.90	\$158.05	\$10.35	9.7	0.63
SUN-800	Weekday	\$121,032	\$549.15	\$27.11	\$11.16	13.23%	\$9.69	\$1.13	\$476.50	\$23.52	49.2	2.43
SUN-801	Weekday	\$74,353	\$402.56	\$23.76	\$4.49	27.28%	\$3.27	\$0.38	\$292.73	\$17.28	89.6	5.29
SUN-802	Weekday	\$143,010	\$774.69	\$33.12	\$8.33	12.51%	\$7.29	\$2.45	\$677.77	\$28.98	93.0	3.97
SUN-803	Weekday	\$110,234	\$677.38	\$33.32	\$7.29	22.87%	\$5.62	\$0.65	\$522.44	\$25.70	93.0	4.57
SUN-9	Weekday	\$3,169,125	\$323.22	\$14.55	\$44.62	13.02%	\$38.81	\$4.52	\$281.15	\$12.65	7.2	0.33
SUN-DAR	All Days	\$5,918,449	\$117.10	\$8.10	\$65.20	19.03%	\$52.79	\$5.15	\$94.81	\$6.56	1.8	0.12
SUN-TAXI	Weekday		\$29.45	\$13.03	\$73.14		\$73.14	\$12.09	\$29.45	\$13.03	0.4	0.18

**Table 3.0 Highlights of the FY2023/25 SRTP**

#	Description	Start Date
1	Increase all route frequencies gradually to regular service level (pre-COVID-19 level) as new coach operators are hired and trained	Ongoing
2	Hire and train over forty coach operators to implement all approved service improvements. The nationwide and local shortage of coach operators continues to be the biggest hindrance to fully implementing the approve service plan.	Fall 2022
3	Complete construction of the Coachella Mobility hub	Fall 2024
4	To improve ridership on Commuter Link service, SunLine proposes off-peak fares for reverse commute trips and during off-season when California State University is not in general session. The local fare structure will apply to morning reverse commute trips from San Bernardino to Indio and afternoon trips from Indio to San Bernardino and to all trips when California State University is not in general session.	September 2023
5	Develop a Public-Private service strategy for the new Acrisure Arena	Ongoing dialogue
6	Update bus stop signs, schedule holders and install new bus shelters across the service area according to policy to enhance customer service, optimize trip planning technologies, and improve communication with passengers	Ongoing
7	Implement the Innovative Clean Transit (ICT) plan. Transition to zero emissions by 2035 – five years ahead of the deadline set in the ICT Regulation (2040)	Ongoing

**Table 4.0 Summary of Funding Requests (1 of 5)**



**Table 4.0 - Summary of Funding Requests - FY 2023/24**  
SunLine Transit Agency  
Original

Operating																
Project	Total Amount of Funds	5307 IC	5307 IC ARPA	5307 IC OB	5307 RS	5311	5311 (f) ARPA	5311 ARPA	5311(f)	5339 COMP	5339 IC	5339 RS	CARB	CEC Funds	CMAQ	CMAQ OB
Center of Excellence	\$400,000												\$200,000	\$200,000		
Clean Cities	\$50,000															
Commuterlink 10	\$750,882						\$208,681		\$300,000							
Haul Pass Program	\$433,333															
Operating Assistance	\$44,528,159	\$4,078,659		\$3,374,010		\$417,464		\$410,551								
Retention & Recruitment Incentive Program	\$325,000		\$325,000													
Sunride Rideshare	\$850,000															\$680,000
Taxi Voucher Program	\$75,000															
Vanpool Program	\$55,000															\$0
<b>Sub-total Operating</b>	<b>\$47,467,374</b>	<b>\$4,078,659</b>	<b>\$325,000</b>	<b>\$3,374,010</b>	<b>\$0</b>	<b>\$417,464</b>	<b>\$208,681</b>	<b>\$410,551</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$680,000</b>
Capital																
Project	Total Amount of Funds	5307 IC	5307 IC ARPA	5307 IC OB	5307 RS	5311	5311 (f) ARPA	5311 ARPA	5311(f)	5339 COMP	5339 IC	5339 RS	CARB	CEC Funds	CMAQ	CMAQ OB
Bus Charging Stations (3) - SL-24-04	\$1,679,854									\$1,343,883						
Bus Rehabilitation - SL-24-15	\$500,000															
Bus Stops and Amenities - SL-24-14	\$400,000	\$320,000														
CNG Paratransit Vehicles (10) RIV210616 - SL-24-08	\$440,000															
Facility Maintenance Upgrade & Equipment - SL-24-13	\$600,000															
Fare Collection Modernization Study - SL-24-19	\$100,000															
Hydrogen Electric Fuel Cell Bus (4) RIV220509 - SL-24-05	\$862,572															
IT Projects - SL-24-10	\$400,000	\$320,000														
Liquid Hydrogen Fueling Station - SL-24-02	\$3,875,403									\$3,500,000						
Maintenance Facility Modernization Study - SL-24-20	\$200,000															
Office Furniture & Equipment - SL-24-18	\$150,000															
Operator Training Ground - SL-24-07	\$1,000,000															
Project Management and Administration - SL-24-21	\$650,000															
Public Hydrogen Fueling Station - SL-24-06	\$8,825,000														\$4,500,000	
Public Hydrogen Station - SL-21-07	\$-1,541,250															
Public Hydrogen Station at Div 1 - SL-22-04	\$-283,750															
Purchase of 1 Hydrogen Fuel Cell Bus - SL-24-23	\$1,288,786															
Purchase of Electric Bus (6) - SL-24-03	\$7,064,109									\$5,802,910						
Purchase of Four (4) Micro Transit - SL-24-17	\$310,000															
Purchase of Hydrogen Electric Fuel Cell Buses (3) - SL-24-01	\$5,183,108									\$4,319,257						
Purchase of Paratransit Vehicles (15) - SL-24-09	\$3,600,000	\$1,513,218			\$622,000						\$635,196	\$109,586				
Purchase of Specialized Tools and Fueling Equipment - SL-24-12	\$150,000															
Radio Replacement Phase II & Upgrade to ITS (add'l funding) - SL-24-22	\$1,336,981			\$1,236,981												
Radio Replacement Phase II & Upgrade to ITS RIV220502 5339 (b) - SL-23-09	\$-1,236,981										\$-1,236,981					
Replacement of Fixed Route Buses Six (6) 20-01 - SL-20-01	\$-723,400															
Safety & Security Projects - SL-24-11	\$200,000	\$0														
Trolleys for Buzz Service (5) 19-15 - 19-15	\$-27,891															
West Coast Center of Excellence - SL-24-16	\$750,000															

**Table 4.0 Summary of Funding Requests (2 of 5)**



**Table 4.0 - Summary of Funding Requests - FY 2023/24**  
SunLine Transit Agency  
Original

Sub-total Capital	\$35,752,541	\$2,153,218	\$0	\$1,236,981	\$622,000	\$0	\$0	\$0	\$0	\$14,966,050	\$-601,785	\$109,586	\$0	\$0	\$4,500,000	\$0
Total Operating & Capital	\$83,219,915	\$6,231,877	\$325,000	\$4,610,991	\$622,000	\$417,464	\$208,681	\$410,551	\$300,000	\$14,966,050	\$-601,785	\$109,586	\$200,000	\$200,000	\$4,500,000	\$680,000



**Table 4.0 Summary of Funding Requests (3 of 5)**



**Table 4.0 - Summary of Funding Requests - FY 2023/24**  
SunLine Transit Agency  
Original

Operating															
Project	Total Amount of Funds	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	LTF-OB	MA SPT	OTHR FED	OTHR LCL	SCAQMD	SGR PUC99313	SGR PUC99314	STA - OB	STA PUC99313	STA PUC99314
Center of Excellence	\$400,000														
Clean Cities	\$50,000								\$50,000						
Commuterlink 10	\$750,882				\$61,201				\$181,000						
Haul Pass Program	\$433,333		\$239,050	\$194,283											
Operating Assistance	\$44,528,159	\$1,529,001			\$25,623,804		\$8,275,000		\$819,670						
Retention & Recruitment Incentive Program	\$325,000														
Sunride Rideshare	\$850,000	\$21,963			\$148,037										
Taxi Voucher Program	\$75,000				\$37,500				\$37,500						
Vanpool Program	\$55,000				\$55,000										
<b>Sub-total Operating</b>	<b>\$47,467,374</b>	<b>\$1,550,964</b>	<b>\$239,050</b>	<b>\$194,283</b>	<b>\$25,925,542</b>	<b>\$0</b>	<b>\$8,275,000</b>	<b>\$0</b>	<b>\$1,088,170</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>



**Table 4.0 Summary of Funding Requests (4 of 5)**



**Table 4.0 - Summary of Funding Requests - FY 2023/24**  
SunLine Transit Agency  
Original

Capital															
Project	Total Amount of Funds	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	LTF-OB	MA SPT	OTHR FED	OTHR LCL	SCAQMD	SGR PUC99313	SGR PUC99314	STA - OB	STA PUC99313	STA PUC99314
Bus Charging Stations (3) - SL-24-04	\$1,679,854				\$0									\$335,971	
Bus Rehabilitation - SL-24-15	\$500,000													\$500,000	
Bus Stops and Amenities - SL-24-14	\$400,000													\$80,000	
CNG Paratransit Vehicles (10) RIV210616 - SL-24-08	\$440,000													\$250,458	\$189,542
Facility Maintenance Upgrade & Equipment - SL-24-13	\$600,000													\$600,000	\$0
Fare Collection Modernization Study - SL-24-19	\$100,000													\$100,000	
Hydrogen Electric Fuel Cell Bus (4) RIV220509 - SL-24-05	\$862,572										\$740,357	\$122,215			
IT Projects - SL-24-10	\$400,000													\$80,000	
Liquid Hydrogen Fueling Station - SL-24-02	\$3,875,403													\$375,403	\$0
Maintenance Facility Modernization Study - SL-24-20	\$200,000													\$200,000	\$0
Office Furniture & Equipment - SL-24-18	\$150,000					\$27,891								\$122,109	
Operator Training Ground - SL-24-07	\$1,000,000														\$1,000,000
Project Management and Administration - SL-24-21	\$650,000													\$650,000	
Public Hydrogen Fueling Station - SL-24-06	\$8,825,000							\$2,500,000					\$1,825,000		
Public Hydrogen Station - SL-21-07	\$-1,541,250												\$-1,541,250		
Public Hydrogen Station at Div 1 - SL-22-04	\$-283,750												\$-283,750		
Purchase of 1 Hydrogen Fuel Cell Bus - SL-24-23	\$1,288,786									\$1,273,357				\$15,429	
Purchase of Electric Bus (6) - SL-24-03	\$7,064,109				\$1,261,199									\$0	\$0
Purchase of Four (4) Micro Transit - SL-24-17	\$310,000													\$310,000	
Purchase of Hydrogen Electric Fuel Cell Buses (3) - SL-24-01	\$5,183,108										\$37,428		\$723,400	\$103,023	
Purchase of Paratransit Vehicles (15) - SL-24-09	\$3,600,000													\$720,000	
Purchase of Specialized Tools and Fueling Equipment - SL-24-12	\$150,000													\$150,000	
Radio Replacement Phase II & Upgrade to ITS (add'l funding) - SL-24-22	\$1,336,981													\$100,000	
Radio Replacement Phase II & Upgrade to ITS RIV220502 5339 (b) - SL-23-09	\$-1,236,981														
Replacement of Fixed Route Buses Six (6) 20-01 - SL-20-01	\$-723,400												\$-723,400		
Safety & Security Projects - SL-24-11	\$200,000													\$200,000	
Trolleys for Buzz Service (5) 19-15 - 19-15	\$-27,891					\$-27,891									
West Coast Center of Excellence - SL-24-16	\$750,000													\$750,000	
<b>Sub-total Capital</b>	<b>\$35,752,541</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,261,199</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500,000</b>	<b>\$0</b>	<b>\$1,273,357</b>	<b>\$777,785</b>	<b>\$122,215</b>	<b>\$0</b>	<b>\$5,642,393</b>	<b>\$1,189,542</b>
<b>Total Operating &amp; Capital</b>	<b>\$83,219,915</b>	<b>\$1,550,964</b>	<b>\$239,050</b>	<b>\$194,283</b>	<b>\$27,186,741</b>	<b>\$0</b>	<b>\$8,275,000</b>	<b>\$2,500,000</b>	<b>\$1,088,170</b>	<b>\$1,273,357</b>	<b>\$777,785</b>	<b>\$122,215</b>	<b>\$0</b>	<b>\$5,642,393</b>	<b>\$1,189,542</b>

**Table 4.0 Summary of Funding Requests (5 of 5)**



**Table 4.0 - Summary of Funding Requests - FY 2023/24**  
SunLine Transit Agency  
Original

FY 2023/24 Projected Funding Details	
5307 IC	\$4,078,659
5307 IC ARPA	\$325,000
5307 IC OB	\$3,374,010
5311	\$417,464
5311 (I) ARPA	\$208,681
5311 ARPA	\$410,551
5311(I)	\$300,000
CARB	\$200,000
CEC Funds	\$200,000
CMAQ OB	\$680,000
FARE	\$1,550,964
LCTOP PUC99313	\$239,050
LCTOP PUC99314	\$194,283
LTF	\$25,925,542
MA SPT	\$8,275,000
OTHR LCL	\$1,088,170
Total Estimated Operating Funding Request	\$47,467,374
5307 IC	\$2,153,218
5307 IC OB	\$1,236,981
5307 RS	\$622,000
5339 COMP	\$14,966,050
5339 IC	\$-601,785
5339 RS	\$109,586
CMAQ	\$4,500,000
LTF	\$1,261,199
LTF-OB	\$0
OTHR FED	\$2,500,000
SCAQMD	\$1,273,357
SGR PUC99313	\$777,785
SGR PUC99314	\$122,215
STA - OB	\$0
STA PUC99313	\$5,642,393
STA PUC99314	\$1,189,542
Total Estimated Capital Funding Request	\$35,752,541
<b>Total Funding Request</b>	<b>\$83,219,915</b>

**Table 4.0A Capital Project Justification (1 of 28)**



**FY 2023/24 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** 19-15 **FTIP No:** Not Assigned - New Project

**Project Name:** Trolleys for Buzz Service (5) 19-15

**Category:** Bus

**Sub-Category:** Rehabilitation/Improvement

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
LTF-OB	FY 2023/24	-\$27,891
Total		-\$27,891

**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
		19-15	

**Table 4.0A Capital Project Justification (2 of 28)**



**FY 2023/24 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-20-01 **FTIP No:** Not Assigned - New Project

**Project Name:** Replacement of Fixed Route Buses Six (6) 20-01

**Category:** Bus

**Sub-Category:** Replacement

**Fuel Type:** CNG

**Project Description:** Purchase of six (6) fixed route buses to replace existing CNG bus fleets that will meet useful life as outlined by FTA guidelines.

**Project Justification:** The purchase of six (6) fixed route buses will ensure SunLine replaces older fleet vehicles to maintain services reliability and reduce maintenance costs.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA - OB	FY 2023/24	-\$723,400
Total		-\$723,400

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

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		20-01	

**Table 4.0A Capital Project Justification (3 of 28)**



**FY 2023/24 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-21-07 **FTIP No:** Not Assigned - New Project

**Project Name:** Public Hydrogen Station

**Category:** Buildings and Facilities

**Sub-Category:** Rehabilitation/Improvement

**Fuel Type:** Hydrogen

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA - OB	FY 2023/24	-\$1,541,250
Total		-\$1,541,250

**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

**Table 4.0A Capital Project Justification (4 of 28)**



**FY 2023/24 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-22-04 **FTIP No:** Not Assigned - New Project

**Project Name:** Public Hydrogen Station at Div 1

**Category:** Buildings and Facilities

**Sub-Category:** Rehabilitation/Improvement

**Fuel Type:** Hydrogen

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA - OB	FY 2023/24	-\$283,750
Total		-\$283,750

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

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

**Table 4.0A Capital Project Justification (5 of 28)**



**FY 2023/24 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-23-09 **FTIP No:** Not Assigned - New Project

**Project Name:** Radio Replacement Phase II & Upgrade to ITS RIV220502 5339 (b)

**Category:** Communication and ITS

**Sub-Category:** Systems

**Fuel Type:** N/A

**Project Description:** Replace radio & ITS for all vehicles (5339 (b))

**Project Justification:** Radio system parts are obsolete. Need to upgrade ITS with radio system.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
5339 IC	FY 2023/24	~\$1,236,981
Total		~\$1,236,981

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

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		SL-23-09	

**Table 4.0A Capital Project Justification (6 of 28)**



**FY 2023/24 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-24-01 **FTIP No:** Not Assigned - New Project

**Project Name:** Purchase of Hydrogen Electric Fuel Cell Buses (3)

**Category:** Bus

**Sub-Category:** Replacement

**Fuel Type:** Hydrogen

**Project Description:** SunLine intends to use \$4,319,257 of Section 5339 (c) funding for the deployment of 3 hydrogen fuel cell transit buses. Project Funding Federal Funds (85%) FY 2022 Section 5339 (c) D2022-LWNO-021: \$4,319,257 State Transit Assistance (State Match): \$826,423 SB1 SGR (State Match): \$32,428 Total Project Cost: \$5,183,108 D2022-LWNO-021 This project replaces 3 Model Year 2009 CNG buses with hydrogen fuel cell buses. The existing buses are being replaced have completed their useful life of 12 years and will be disposed of according to Federal regulations.

**Project Justification:** The procurement of fuel cell electric buses will enable the Agency to fully transition its bus fleet to zero-emission by 2035 as per its ICT Plan.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
5339 COMP	FY 2023/24	\$4,319,257
SGR PUC99313	FY 2023/24	\$37,428
STA - OB	FY 2023/24	\$723,400
STA PUC99313	FY 2023/24	\$103,023
Total		\$5,183,108

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

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



**Table 4.0A Capital Project Justification (7 of 28)**



**FY 2023/24 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-24-02 **FTIP No:** Not Assigned - New Project

**Project Name:** Liquid Hydrogen Fueling Station

**Category:** Buildings and Facilities

**Sub-Category:** Upgrade

**Fuel Type:** Hydrogen

**Project Description:** SunLine intends to use \$3,500,000 of Section 5339 (c) funding for the deployment of 3 hydrogen fuel cell transit buses. The project involves upgrading SunLine's newest liquid hydrogen refueling station to improve the station's ability to serve SunLine's fleet and provide hydrogen refueling to other's light- and heavy-duty vehicles. Project Funding Federal Funds (39%) FY 2022 Section 5339 (c) D2022-LWNO-021: \$3,500,000 California Energy Commission: \$4,986,250 SL-22-11 State Transit Assistance (State Match): \$375,403 Total Project Cost: \$8,861,653 D2022-LWNO-021

**Project Justification:** This project funds additional upgrades to SunLine's newest liquid hydrogen refueling station to be capable of dispensing 1500 kg/d. SunLine has secured funding to construct a new hydrogen fueling station; it is seeking federal funding to expand that station as it is being constructed to provide additional benefits. The key factor at SunLine preventing increased procurement rates of FCEBs is refueling infrastructure. Each new dispenser at a LH2 station requires significant pump upgrades (or new pumps) to enable supply for that dispenser. This project helps address this need, as well as enables SunLine to make hydrogen fuel available to other entities in the region needing a fueling station.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
5339 COMP	FY 2023/24	\$3,500,000
STA PUC99313	FY 2023/24	\$375,403
STA PUC99314	FY 2023/24	\$0
Total		\$3,875,403

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

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

**Table 4.0A Capital Project Justification (8 of 28)**



**FY 2023/24 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-24-03 **FTIP No:** Not Assigned - New Project

**Project Name:** Purchase of Electric Bus (6)

**Category:** Bus

**Sub-Category:** Replacement

**Fuel Type:** Electric

**Project Description:** SunLine intends to use \$6,160,250 from Section 5339 (c) Low No Program for the purchase of six (6) battery electric buses. This project replaces 6 Model Year 2008 CNG buses with battery electric buses. The buses to be replaced are at the end of their useful lives. The project involves the procurement, deployment and operations of six (6) battery electric transit buses. Project Funding Federal (82%) Section 5339 (c) Low No Program D2022-LWNO-022 (85%): \$5,802,910 LTF (18% local match): \$1,261,189 Total Project Cost: \$7,064,109 D2022-LWNO-022

**Project Justification:** The Eastern Coachella Valley through which many of SunLine's buses travel every day is classified as a Disadvantaged Community Area under SB 535 with a CalEnviroScreen 3.0 score of 45-50%. Pollution and noise resulting from bus operation are a concern for citizens living adjacent to bus transit routes. Buses also drive in stop-and-go traffic where they waste considerable fuel when idling, emitting additional pollutants into the air. Battery electric buses produce no emissions when idling, use far less fuel and offer virtually silent operation. SunLine will operate the new buses on routes providing service within disadvantaged communities (98% of SunLine's routes pass through disadvantaged communities every day), providing cleaner service to the local ridership.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
5339 COMP	FY 2023/24	\$5,802,910
LTF	FY 2023/24	\$1,261,199
STA PUC99313	FY 2023/24	\$0
STA PUC99314	FY 2023/24	\$0
Total		\$7,064,109

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

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

**Table 4.0A Capital Project Justification (9 of 28)**



**FY 2023/24 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-24-04 **FTIP No:** Not Assigned - New Project

**Project Name:** Bus Charging Stations (3)

**Category:** Vehicle Systems and Equipment

**Sub-Category:** Systems

**Fuel Type:** Electric

**Project Description:** SunLine intends to use \$986,543 of Section 5339 (c) Low No Emission Program and \$197,309 of Local Transportation Funds the purchase and installation of 3 electric charging stations. Project Funding Federal (80%) Section 5339 (c) D2022-LWNO-022: \$1,343,883 State Transit Assistance (20%): \$335,971 Total Project Cost: \$1,679,854

**Project Justification:** The project will reduce energy consumption using electric buses that are powered by the clean grid energy instead of fossil fuels. According to the CARB calculator, over the useful life of the vehicles Sunline will realize \$829,524 in energy and fuel cost savings, as well as a reduction of 2,959,447 kWh of fossil fuel energy use reduction.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
5339 COMP	FY 2023/24	\$1,343,883
LTF	FY 2023/24	\$0
STA PUC99313	FY 2023/24	\$335,971
Total		\$1,679,854

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

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

**Table 4.0A Capital Project Justification (10 of 28)**



**FY 2023/24 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-24-05 **FTIP No:** Not Assigned - New Project

**Project Name:** Hydrogen Electric Fuel Cell Bus (4) RIV220509

**Category:** Maintenance

**Sub-Category:** Parts

**Fuel Type:** N/A

**Project Description:** SunLine intends to acquire four (4) Zero-Emission Hydrogen Fuel Cell Electric vehicles utilizing the FY 2021 Section 5339 (b) Bus & Bus Facilities grant with Project ID# D2022-BUSC-011. These vehicles will replace four (4) CNG buses that have met their useful life of 12 years and be disposed of according to federal regulations. This project was programmed in 2023 FTIP, RIV220509. Project Funding Federal (84%) FY2021 Section 5339 (b): \$4,880,913 RIV220509 SB 1 SGR (16%): \$862,572 Total Project Cost: \$5,743,485 D2022-BUSC-011

**Project Justification:** With this project, the deployment of four (4) hydrogen electric fuel cell buses (FCEBs) being manufactured by New Flyer, SunLine will further continue its plan in transitioning its entire fleet to zero emission by 2035. This target is five years ahead of the deadline set in the ICT Regulation. To achieve this goal, SunLine will build off past success in deploying FCEBs and battery electric buses (BEBs), which currently make up 24% of its fixed route fleet. The path towards the future of public transportation in America has been paved, in part, by the exploration and advancement of bus technology pioneered by SunLine Transit Agency – proving it to be “the little transit agency that COULD.” Funding sources, such as these FTA funds, help support SunLine’s efforts in meeting it’s goal in providing safe and environmentally conscious transportation services while meeting the ICT mandate of converting 100% of its fleet by 2035. SunLine is committed to putting buses on the road to provide transportation for students, essential workers, choice riders and anyone in the Coachella Valley needing a ride to medical appointments, work, grocery shopping and other destinations. SunLine is taking students and residents to schools, colleges and job training centers while developing the next generation of clean fuels and technologies.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2023/24	\$740,357
SGR PUC99314	FY 2023/24	\$122,215
Total		\$862,572

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

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

**Table 4.0A Capital Project Justification (11 of 28)**



**FY 2023/24 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-24-06 **FTIP No:** Not Assigned - New Project

**Project Name:** Public Hydrogen Fueling Station

**Category:** Vehicle Systems and Equipment

**Sub-Category:** Upgrade

**Fuel Type:** Hydrogen

**Project Description:** SunLine intends to use CMAQ Funds, Federal Earmarked funds and STA Funds for the Public Hydrogen Fueling Station. The Public Hydrogen Fueling Station project of \$5.2M was programmed in 2023 FTIP, RIV221001. The Congress appropriated \$2.5M to SunLine in 2023 Community Project Funding aka Congressionally Direct Spending (CDS) funds for Expansion of Public Hydrogen Station Infrastructure project with reference Project ID#2023-CMPJ-025. SunLine will match 20% of State Transit Assistance Funds of \$625K as required for these grants. Project Funding: Federal (80%) CMAQ Funds: \$4,500,000 RIV221001 CPF: \$2,500,000 STA Funds: \$1,825,000 Total Project Cost: \$8,825,000

**Project Justification:** This project will assist in offering fueling options to hydrogen consumer vehicles as well as it will serve the Agency.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
CMAQ	FY 2023/24	\$4,500,000
OTHR FED	FY 2023/24	\$2,500,000
STA - OB	FY 2023/24	\$1,825,000
Total		\$8,825,000

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

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

**Table 4.0A Capital Project Justification (12 of 28)**



**FY 2023/24 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-24-07 **FTIP No:** Not Assigned - New Project

**Project Name:** Operator Training Ground

**Category:** Buildings and Facilities

**Sub-Category:** Rehabilitation/Improvement

**Fuel Type:** N/A

**Project Description:** SunLine intends to use STA funds for the Operator Training Ground project. This project aims to provide a safe and secure area to train Operators and includes infrastructure upgrades.

**Project Justification:** Safe area to conduct training on the north side of the property.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA PUC99314	FY 2023/24	\$1,000,000
Total		\$1,000,000

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

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

**Table 4.0A Capital Project Justification (13 of 28)**



**FY 2023/24 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-24-08 **FTIP No:** Not Assigned - New Project

**Project Name:** CNG Paratransit Vehicles (10) RIV210616

**Category:** Paratransit

**Sub-Category:** Replacement

**Fuel Type:** CNG

**Project Description:** SunLine intends to use STA funds as additional funding to the Replacement of Paratransit Vehicles (10) project. The Replacement of Paratransit Vehicles (10) project of \$1.86M was programmed in 2023 FTIP, RIV210616.

**Project Justification:** Additional funding for the Replacement of Paratransit Vehicles (10) project is needed due to increase in cost.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2023/24	\$250,458
STA PUC99314	FY 2023/24	\$189,542
Total		\$440,000

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

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

**Table 4.0A Capital Project Justification (14 of 28)**



**FY 2023/24 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-24-09 **FTIP No:** Not Assigned - New Project

**Project Name:** Purchase of Paratransit Vehicles (15 )

**Category:** Paratransit

**Sub-Category:** Replacement

**Fuel Type:** CNG

**Project Description:** SunLine intends to use FY2024 Section 5307 (UZA #063180) and FY2023 Section 5339 (UZA #063180) Indio-Cathedral City Formula Funds and FY2024 STA funds for the Purchase of Paratransit Vehicles (15 ) project. Project Funding: Federal (80%) FY2024 5307 UZA #063180: \$1,513,218 FY2023 5307 UZA #060420: \$622,000 FY2023 5339 UZA #063180: \$635,196 FY2022 5339 UZA #060420: \$9,586 FY2023 5339 UZA #060420: \$100,000 State Transit Assistance: \$720,000 Total Project Cost: \$3,600,000

**Project Justification:** Vehicles need to be replace that passed their useful life per FTA guidelines.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
5307 IC	FY 2023/24	\$1,513,218
5307 RS	FY 2023/24	\$622,000
5339 IC	FY 2023/24	\$635,196
5339 RS	FY 2023/24	\$109,586
STA PUC99313	FY 2023/24	\$720,000
Total		\$3,600,000

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

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



**Table 4.0A Capital Project Justification (15 of 28)**



**FY 2023/24 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-24-10 **FTIP No:** Not Assigned - New Project

**Project Name:** IT Projects

**Category:** Vehicle Systems and Equipment

**Sub-Category:** Replacement

**Fuel Type:** Electric

**Project Description:** SunLine intends to use the FY2024 Section 5307 UZA Indio-Cathedral City Formula Funds and FY2024 STA Funds for the IT Project. This project supports the purchases of the Agency's need for software, network infrastructure, computing resources, and business analytics. Project Funding Federal (80%) FY2024 5307 UZA #063180: \$3 20,000 State Transit Assistance (20%): \$80,000 Total Project Cost: \$400,000

**Project Justification:** The use of IT equipment is critical to the daily function and efficiency in providing safety , reliable and efficient transit services.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
5307 IC	FY 2023/24	\$320,000
STA PUC99313	FY 2023/24	\$80,000
Total		\$400,000

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

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

**Table 4.0A Capital Project Justification (16 of 28)**



**FY 2023/24 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-24-11 **FTIP No:** Not Assigned - New Project

**Project Name:** Safety & Security Projects

**Category:** Security

**Sub-Category:** Rehabilitation/Improvement

**Fuel Type:** N/A

**Project Description:** SunLine intends to use FY2024 Section 5307 UZA Indio-Cathedral City formula funds and FY2024 STA funds for the Safety & Security Projects. This project improves the safety and security of non-revenue facilities, including the enhancements of perimeter fencing, vehicle, and pedestrian gates, lighting, property surveillance, and defensive vegetation.

**Project Justification:** To reduce the probability of safety and security events on Agency property.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
5307 IC	FY 2023/24	\$0
STA PUC99313	FY 2023/24	\$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

**Table 4.0A Capital Project Justification (17 of 28)**



**FY 2023/24 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-24-12 **FTIP No:** Not Assigned - New Project

**Project Name:** Purchase of Specialized Tools and Fueling Equipment

**Category:** Vehicle Systems and Equipment

**Sub-Category:** Replacement

**Fuel Type:** N/A

**Project Description:** SunLine intends to use FY2024 STA funds for the Purchase of Specialized Tools and Fueling Equipment project.

**Project Justification:** To maintain the day-to-day uptime of the Agency's alternative fueling infrastructure program.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2023/24	\$150,000
Total		\$150,000

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

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

**Table 4.0A Capital Project Justification (18 of 28)**



**FY 2023/24 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-24-13 **FTIP No:** Not Assigned - New Project

**Project Name:** Facility Maintenance Upgrade & Equipment

**Category:** Vehicle Systems and Equipment

**Sub-Category:** Upgrade

**Fuel Type:** N/A

**Project Description:** SunLine intends to use FY2024 STA funds for the Facility Maintenance Upgrade & Equipment project

**Project Justification:** Purchase of maintenance tools and equipment and facility improvements and support vehicles

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2023/24	\$600,000
STA PUC99314	FY 2023/24	\$0
Total		\$600,000

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

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

**Table 4.0A Capital Project Justification (19 of 28)**



**FY 2023/24 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-24-14 **FTIP No:** Not Assigned - New Project

**Project Name:** Bus Stops and Amenities

**Category:** Bus Stop and Amenities

**Sub-Category:** Upgrade

**Fuel Type:** N/A

**Project Description:** On-going bus stops and amenities improvement program will replace outdated bus stop shelters and amenities, add new bus shelters and amenities according to policy and address nonemergency safety and accessibility improvements.

**Project Justification:** Continuous improvement of bus stops and amenities are essential to maintain and improve the first impression of SunLine where current and potential passengers and the community connect with SunLine. Bus stops should be easily identifiable, clean, accessible and a welcoming place. To complement this program, SunLine is also updating bus stop signs with updated information to connect to SunLine's real time bus arrival information and schedules necessary to complete the transit trip. These improvements are essential to attracting choice riders and expanding the transit market by making it convenient to use transit.

**Project Schedule:**

Start Date	Completion Date
July 2022	June 2023

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
5307 IC	FY 2023/24	\$320,000
STA.PUC99313	FY 2023/24	\$80,000
Total		\$400,000

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

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		SL-23-12	

**Table 4.0A Capital Project Justification (20 of 28)**



**FY 2023/24 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-24-15 **FTIP No:** Not Assigned - New Project

**Project Name:** Bus Rehabilitation

**Category:** Bus

**Sub-Category:** Rehabilitation/Improvement

**Fuel Type:** N/A

**Project Description:** SunLine intends to use FY2024 STA funds for Bus Rehabilitation not limited to cosmetic work to improve bus appearance.

**Project Justification:** Due to extreme weather the buses deteriorate and this project will improve the appearance.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2023/24	\$500,000
Total		\$500,000

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

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

**Table 4.0A Capital Project Justification (21 of 28)**



**FY 2023/24 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-24-16 **FTIP No:** Not Assigned - New Project

**Project Name:** West Coast Center of Excellence

**Category:** Buildings and Facilities

**Sub-Category:** Rehabilitation/Improvement

**Fuel Type:** N/A

**Project Description:** SunLine intends to use FY2024 STA funds for the West Coast Center of Excellence project

**Project Justification:** This project will sustain the improvements for the facility to offer training opportunities in zero-emission transportation technologies.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2023/24	\$750,000
Total		\$750,000

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

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

**Table 4.0A Capital Project Justification (22 of 28)**



**FY 2023/24 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-24-17 **FTIP No:** Not Assigned - New Project

**Project Name:** Purchase of Four (4) Micro Transit

**Category:** Micro-Transit

**Sub-Category:** Expansion

**Fuel Type:** CNG

**Project Description:** SunLine intends to use FY2024 STA funds for the Purchase of Four (4) Micro Transit (Expansion) project

**Project Justification:** Purchase of 4 micro transit vehicles to support the growing need of the Coachella Valley.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2023/24	\$310,000
Total		\$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



**Table 4.0A Capital Project Justification (23 of 28)**



**FY 2023/24 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-24-18 **FTIP No:** Not Assigned - New Project

**Project Name:** Office Furniture & Equipment

**Category:** Vehicle Systems and Equipment

**Sub-Category:** Replacement

**Fuel Type:** N/A

**Project Description:** SunLine intends to use STA funds for the Office Furniture & Equipment project Project Funding State Transit Assistance: \$122,109 LTF Funds SL-19-15: \$27,891 Total Project Cost: \$150,000

**Project Justification:** Upgrading office furniture and equipment are made to improve workplace communication , provide cost efficiency to the agency, and uplift employee morale.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
LTF-OB	FY 2023/24	\$27,891
STA PUC99313	FY 2023/24	\$122,109
Total		\$150,000

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

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

**Table 4.0A Capital Project Justification (24 of 28)**



**FY 2023/24 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-24-19 **FTIP No:** Not Assigned - New Project

**Project Name:** Fare Collection Modernization Study

**Category:** Planning/Feasibility

**Sub-Category:** Upgrade

**Fuel Type:** N/A

**Project Description:** SunLine intends to use FY2024 STA funds for the Fare Collection Modernization Study project

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2023/24	\$100,000
Total		\$100,000

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

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

**Table 4.0A Capital Project Justification (25 of 28)**



**FY 2023/24 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-24-20 **FTIP No:** Not Assigned - New Project

**Project Name:** Maintenance Facility Modernization Study

**Category:** Planning/Feasibility

**Sub-Category:** Upgrade

**Fuel Type:** N/A

**Project Description:** SunLine intends to use FY2024 STA Funds for the Maintenance Facility Modernization Study project.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2023/24	\$200,000
STA PUC99314	FY 2023/24	\$0
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

**Table 4.0A Capital Project Justification (26 of 28)**



**FY 2023/24 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-24-21 **FTIP No:** Not Assigned - New Project

**Project Name:** Project Management and Administration

**Category:** Planning/Feasibility

**Sub-Category:** Study

**Fuel Type:** N/A

**Project Description:** SunLine intends to use State Transit Assistance Funds PUC99313 to fund project consultants and administration expenses.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2023/24	\$650,000
Total		\$650,000

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

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

**Table 4.0A Capital Project Justification (27 of 28)**



**FY 2023/24 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-24-22 **FTIP No:** Not Assigned - New Project

**Project Name:** Radio Replacement Phase II & Upgrade to ITS (add'l funding)

**Category:** Vehicle Systems and Equipment

**Sub-Category:** Upgrade

**Fuel Type:** N/A

**Project Description:** SunLine intends to use State Transit Assistance Funds PUC99313 as additional funds for the Radio Replacement Phase II & Upgrade to ITS project (SL23-09)

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
5307 IC OB	FY 2023/24	\$1,236,981
STA PUC99313	FY 2023/24	\$100,000
Total		\$1,336,981

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

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

**Table 4.0A Capital Project Justification (28 of 28)**



**FY 2023/24 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-24-23 **FTIP No:** Not Assigned - New Project

**Project Name:** Purchase of 1 Hydrogen Fuel Cell Bus

**Category:** Buildings and Facilities

**Sub-Category:** Upgrade

**Fuel Type:** Hydrogen

**Project Description:** New Flyer Heavy Duty Low-Floor 40' Fuel Cell Transit bus New Flyer submitted a budgetary price quotation to produce one (QTY 1) 40' Fuel Cell bus based off the State of California Contract ID 1-19-23-17B. Project Funding: AQMD \$1,273,357 5307 IC \$300,000 RIV410810) STA SL-17-09 \$82,701 STA (new) \$15,429 Total Project \$1,671,487

**Project Justification:** New Flyer submitted a budgetary price quotation to produce one (QTY 1) 40' Fuel Cell bus based off the State of California Contract ID 1-19-23-17B.

**Project Schedule:**

Start Date	Completion Date

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
SCAQMD	FY 2023/24	\$1,273,357
STA PUC99313	FY 2023/24	\$15,429
Total		\$1,288,786

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

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

Table 4.0B Farebox Calculation

Table 4B - Farebox Calculation				
	Revenue Sources included in Farebox Calculation	Actual Amount from FY20/21 Audit	FY21/22 (Estimate)	FY22/23 (Plan)
1	Farebox and other Revenues	2,916,374	4,652,205	2,124,308
2	Measure A	5,955,883	7,000,000	10,900,000
3	Interest	5,174	2,870	365
	<b>Total Revenue</b> for Farebox Calculation	8,877,431	11,655,075	13,024,673
	<b>Total Operating Expenses</b> for Farebox Calculation	38,029,995	39,189,711	46,085,647
	Farebox Recovery Ratio	23.34%	29.74%	28.26%

**Table 4.1 Summary of Funding Requests in FY2023–2024 (1 of 3)**



**Table 4.1 - Summary of Funding Requests - FY 2024/25**  
SunLine Transit Agency  
Original

Operating																
Project	Total Amount of Funds	5307 IC	5307 IC ARPA	5307 IC OB	5309 OB	5311	5311(f)	5339 COMP	5339 IC	5339 RS	CARB	CEC Funds	CMAQ OB	FARE	LCTOP PUC99313	LCTOP PUC99314
Center of Excellence	\$400,000										\$200,000	\$200,000				
Clean Cities	\$50,000															
Commuter 10	\$548,441						\$306,240									
Haul Pass Program	\$433,333														\$239,333	\$194,000
Operating Assistance	\$46,951,458	\$5,268,265				\$426,147								\$1,529,001		
SunRide Ride Share Program	\$850,000												\$680,000	\$21,963		
Vanpool Program	\$55,000												\$0			
<b>Sub-total Operating</b>	<b>\$49,288,232</b>	<b>\$5,268,265</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$426,147</b>	<b>\$306,240</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$680,000</b>	<b>\$1,550,964</b>	<b>\$239,333</b>	<b>\$194,000</b>
Capital																
Project	Total Amount of Funds	5307 IC	5307 IC ARPA	5307 IC OB	5309 OB	5311	5311(f)	5339 COMP	5339 IC	5339 RS	CARB	CEC Funds	CMAQ OB	FARE	LCTOP PUC99313	LCTOP PUC99314
Bus Rehabilitation - SL-25-12	\$200,000															
Bus Stop Enhancements - SL-25-09	\$350,000	\$280,000														
Facility Maintenance Upgrade and Equipment - SL-25-07	\$400,000	\$150,000														
Fare Collection Modernization Implementation - SL-25-06	\$1,000,000															
Guard Shack Upgrade - SL-25-05	\$1,000,000															
Hydrogen Electric Fuel Cell Buses (8) - SL-25-01	\$11,779,581			\$0	\$0			\$10,012,644	\$648,218	\$0						
Indio CNG Station Upgrade - SL-22-10	<del>\$1,250,000</del>															
Indio CNG Station Upgrade - SL-25-02	\$11,705,955							\$10,455,955								
IT Projects - SL-25-08	\$400,000	\$150,000														
Office Furniture and Equipment - SL-25-14	\$200,000															
Project Management and Administration - SL-25-11	\$700,000															
Purchase of Specialized Tools and Fueling Equipment - SL-25-13	\$200,000															
Safety Enhancements Project - SL-25-10	\$300,000	\$150,000														
Vehicle Equipment - SL-25-03	\$300,000	\$0						\$0								
Vehicle Safety Enhancements - SL-25-04	\$1,000,000	\$800,000														
<b>Sub-total Capital</b>	<b>\$28,285,536</b>	<b>\$1,530,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,468,599</b>	<b>\$648,218</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total Operating &amp; Capital</b>	<b>\$77,573,768</b>	<b>\$6,798,265</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$426,147</b>	<b>\$306,240</b>	<b>\$20,468,599</b>	<b>\$648,218</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$680,000</b>	<b>\$1,550,964</b>	<b>\$239,333</b>	<b>\$194,000</b>



**Table 4.1 Summary of Funding Requests in FY2023–2024 (2 of 3)**



**Table 4.1 - Summary of Funding Requests - FY 2024/25**  
SunLine Transit Agency  
Original

Operating															
Project	Total Amount of Funds	LTF	MA SPT	OTHR LCL	SGR-OB PUC99313	STA - OB	STA PUC99313	STA PUC99314							
Center of Excellence	\$400,000														
Clean Cities	\$50,000			\$50,000											
Commuter 10	\$548,441	\$61,201		\$181,000											
Haul Pass Program	\$433,333			\$0											
Operating Assistance	\$46,951,458	\$29,467,375	\$8,441,000	\$1,819,670											
SunRide Ride Share Program	\$850,000	\$148,037													
Vanpool Program	\$55,000	\$55,000													
<b>Sub-total Operating</b>	<b>\$49,288,232</b>	<b>\$29,731,613</b>	<b>\$8,441,000</b>	<b>\$2,050,670</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>							
Capital															
Project	Total Amount of Funds	LTF	MA SPT	OTHR LCL	SGR-OB PUC99313	STA - OB	STA PUC99313	STA PUC99314							
Bus Rehabilitation - SL-25-12	\$200,000						\$200,000								
Bus Stop Enhancements - SL-25-09	\$350,000				\$70,000										
Facility Maintenance Upgrade and Equipment - SL-25-07	\$400,000						\$250,000								
Fare Collection Modernization Implementation - SL-25-06	\$1,000,000						\$1,000,000								
Guard Shack Upgrade - SL-25-05	\$1,000,000				\$351,782		\$0								
Hydrogen Electric Fuel Cell Buses (8) - SL-25-01	\$11,779,581						\$0	\$1,766,937							
Indio CNG Station Upgrade - SL-22-10	\$-1,250,000					\$-1,250,000									
Indio CNG Station Upgrade - SL-25-02	\$11,705,955					\$1,250,000									
IT Projects - SL-25-08	\$400,000						\$250,000								
Office Furniture and Equipment - SL-25-14	\$200,000						\$200,000								
Project Management and Administration - SL-25-11	\$700,000						\$700,000								
Purchase of Specialized Tools and Fueling Equipment - SL-25-13	\$200,000						\$200,000								
Safety Enhancements Project - SL-25-10	\$300,000						\$150,000								
Vehicle Equipment - SL-25-03	\$300,000						\$300,000								
Vehicle Safety Enhancements - SL-25-04	\$1,000,000						\$200,000								
<b>Sub-total Capital</b>	<b>\$28,285,536</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$421,782</b>	<b>\$0</b>	<b>\$3,450,000</b>	<b>\$1,766,937</b>							
<b>Total Operating &amp; Capital</b>	<b>\$77,573,768</b>	<b>\$29,731,613</b>	<b>\$8,441,000</b>	<b>\$2,050,670</b>	<b>\$421,782</b>	<b>\$0</b>	<b>\$3,450,000</b>	<b>\$1,766,937</b>							

**Table 4.1 Summary of Funding Requests in FY2023–2024 (3 of 3)**



**Table 4.1 - Summary of Funding Requests - FY 2024/25**

SunLine Transit Agency  
Original

FY 2024/25 Projected Funding Details	
5307 IC	\$5,268,265
5307 IC ARPA	\$0
5311	\$426,147
5311(f)	\$306,240
CARB	\$200,000
CEC Funds	\$200,000
CMAQ OB	\$680,000
FARE	\$1,550,964
LCTOP PUC99313	\$239,333
LCTOP PUC99314	\$194,000
LTF	\$29,731,613
MA SPT	\$8,441,000
OTHR LCL	\$2,050,670
Total Estimated Operating Funding Request	\$49,288,232
5307 IC	\$1,530,000
5307 IC OB	\$0
5309 OB	\$0
5339 COMP	\$20,468,599
5339 IC	\$648,218
5339 RS	\$0
SGR-OB PUC99313	\$421,782
STA - OB	\$0
STA PUC99313	\$3,450,000
STA PUC99314	\$1,766,937
Total Estimated Capital Funding Request	\$28,285,536
<b>Total Funding Request</b>	<b>\$77,573,768</b>



Table 4.2 Summary of Funding Requests in FY2024–2025 (1 of 2)



Table 4.2 - Summary of Funding Requests - FY 2025/26  
SunLine Transit Agency  
Original

Operating																
Project	Total Amount of Funds	5307 IC	5311	5311(f)	5339 COMP	CARB	CEC Funds	CMAQ OB	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	MA SPT	OTHR LCL	STA PUC99313	STA PUC99314
Clean Cities Program	\$50,000											\$0		\$50,000		
Commuter Link 10	\$556,128			\$313,927								\$61,201		\$181,000		
Haul Pass Program	\$433,334															
Operating Assistance	\$51,109,593	\$5,403,133	\$436,844	\$0					\$1,529,001	\$239,334	\$194,000	\$33,310,945	\$8,610,000	\$1,819,670		
SunRide Ride Share Program	\$850,000							\$680,000	\$21,963			\$148,037				
Vanpool Program	\$55,000											\$55,000				
West Coast Center of Excellence	\$400,000															
Sub-total Operating	\$53,454,055	\$5,403,133	\$436,844	\$313,927	\$0	\$200,000	\$200,000	\$680,000	\$1,550,964	\$239,334	\$194,000	\$33,575,183	\$8,610,000	\$2,050,670	\$0	\$0
Capital																
Project	Total Amount of Funds	5307 IC	5311	5311(f)	5339 COMP	CARB	CEC Funds	CMAQ OB	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	MA SPT	OTHR LCL	STA PUC99313	STA PUC99314
Bus Rehabilitation - SL-26-09	\$200,000														\$200,000	
Bus Stop Enhancements - SL-26-05	\$400,000	\$320,000													\$80,000	
Facility Maintenance Upgrade & Equipment - SL-26-03	\$500,000														\$500,000	
Hydrogen Electric Fuel Cell Bus (10) - SL-26-01	\$16,800,000				\$14,280,000										\$1,575,573	\$944,427
IT Projects - SL-26-04	\$400,000	\$150,000													\$250,000	
Maintenance Building Renovation Construction - SL-26-08	\$5,000,000				\$4,000,000										\$1,000,000	
Office Furniture and Equipment - SL-26-12	\$200,000														\$200,000	
Project Management and Administration - SL-26-07	\$750,000														\$750,000	
Purchase of Specialized Tools and Fueling Equipment - SL-26-10	\$200,000														\$200,000	
Safety Enhancements Project - SL-26-06	\$200,000	\$150,000													\$50,000	
Vehicle Equipment - SL-26-11	\$300,000														\$300,000	
Vehicle Video Surveillance Replacement - SL-26-02	\$2,000,000	\$1,600,000													\$400,000	\$0
Sub-total Capital	\$26,950,000	\$2,220,000	\$0	\$0	\$18,280,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,505,573	\$944,427
Total Operating & Capital	\$80,404,055	\$7,623,133	\$436,844	\$313,927	\$18,280,000	\$200,000	\$200,000	\$680,000	\$1,550,964	\$239,334	\$194,000	\$33,575,183	\$8,610,000	\$2,050,670	\$5,505,573	\$944,427



**Table 4.2     Summary of Funding Requests in FY2024–2025 (2 of 2)**



**Table 4.2 - Summary of Funding Requests - FY 2025/26**  
SunLine Transit Agency  
Original

FY 2025/26 Projected Funding Details	
5307 IC	\$5,403,133
5311	\$436,844
5311(f)	\$313,927
CARB	\$200,000
CEC Funds	\$200,000
CMAQ OB	\$680,000
FARE	\$1,550,964
LCTOP PUC99313	\$239,334
LCTOP PUC99314	\$194,000
LTF	\$33,575,183
MA SPT	\$8,610,000
OTHR LCL	\$2,050,670
Total Estimated Operating Funding Request	\$53,454,055
5307 IC	\$2,220,000
5339 COMP	\$18,280,000
STA PUC99313	\$5,505,573
STA PUC99314	\$944,427
Total Estimated Capital Funding Request	\$26,950,000
<b>Total Funding Request</b>	<b>\$80,404,055</b>

## Appendix A: SunLine Existing Route Profiles

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## Service Days

FY23/24 Summary	
Wk.	254
Sat	53
Sun	57
N/S	2
<b>Total</b>	<b>366</b>

	FY24 Calendar Days			FY24 Monthly Service Days		
Month	Wk.	Sat	Sun	Wk.	Sat	Sun
July	21	5	5	20	5	6
August	23	4	4	23	4	4
September	21	5	4	20	5	5
October	22	4	5	22	4	5
November	22	4	4	21	4	4
December	21	5	5	20	5	5
January	23	4	4	22	4	5
February	21	4	4	21	4	4
March	21	5	5	21	5	5
April	22	4	4	22	4	4
May	23	4	4	22	4	5
June	20	5	5	20	5	5
<b>Total</b>	<b>260</b>	<b>53</b>	<b>53</b>	<b>254</b>	<b>53</b>	<b>57</b>

Rules:

***Sunday schedules operated on four weekdays:***

- 1. Independence Day Tuesday, 4 July 4, 2023*
- 2. Labor Day Monday, September 4, 2023*
- 3. New Year's Day Monday, January 1, 2024*
- 4. Memorial Day Monday, May 27, 2024*
- 5. No service (N/S) on Thanksgiving November, 23, 2023 and December 25, 2023*

## Route Numbers, Headsigns, and General Direction

Route #	Headsigns	Direction
1WV	Palm Desert Mall - Palm Springs	E/W
1EV	Coachella - Palm Desert Mall	E/W
2	Desert Hot Springs - Cathedral City	N/S
3	Desert Edge - Desert Hot Springs	E/W
4	Palm Desert Mall - Palm Springs	E/W
5	Desert Hot Springs - Palm Desert Mall	N/S
6	Coachella - Palm Desert Mall	E/W
7	Bermuda Dunes/Indian Wells - La Quinta	N/S
8	North Indio - Thermal/Mecca	N/S
9	North Shore - Oasis	E/W
10	Indio - San Bernardino/Metrolink	E/W

### School Trips

200	PALM SPRINGS HIGH SCHOOL	
500	PALM DESERT MALL	
700	HARRIS / WASHINGTON - CALLE MADRID / AVN VALLEJO	N / S
701	CALLE MADRID / AVN VALLEJO - SOUTHBOUND HARRIS/WASHINGTON - NORTHBOUND	
800/803	SHADOW HILLS HIGH SCHOOL	
801	JACKSON / 44TH	
802	HWY 111 / GOLF CENTER PKWY	

## Span of Service

Route #	Description	Direction	Weekday		Saturday		Sunday	
			Start*	End**	Start*	End**	Start*	End**
1WV	Palm Desert Mall - Via Hwy 111 - Palm Springs	E/W	5:00:00 AM	10:14:00 PM	5:00:00 AM	10:14:00 PM	5:00:00 AM	10:14:00 PM
	Peak 20 min service ~ 7:00am to ~5:00pm	E/W	7:00:00 AM	5:00:00 PM	7:00:00 AM	5:00:00 PM	7:00:00 AM	5:00:00 PM
1EV	Coachella - Via Hwy 111 - Palm Desert Mall	E/W	5:00:00 AM	10:48:00 PM	5:00:00 AM	10:48:00 PM	5:00:00 AM	10:48:00 PM
	Peak 20 min service ~ 7:00am to ~5:00pm	E/W	7:00:00 AM	5:00:00 PM	7:00:00 AM	5:00:00 PM	7:00:00 AM	5:00:00 PM
2	Desert Hot Springs - Palm Springs - Cathedral City	N/S	5:00:00 AM	10:56:00 PM	5:00:00 AM	10:56:00 PM	5:00:00 AM	10:56:00 PM
	Peak 20 min service ~9:00am to 5:00pm	N/S	9:00:00 AM	5:00:00 PM	9:00:00 AM	5:00:00 PM	9:00:00 AM	5:00:00 PM
3	Desert Edge - Desert Hot Springs	E/W	6:45:00 AM	8:35:00 PM	6:45:00 AM	8:35:00 PM	6:45:00 AM	8:35:00 PM
4	Palm Desert Mall - Palm Springs	E/W	6:10:00 AM	9:50:00 PM	6:10:00 AM	9:50:00 PM	6:10:00 AM	9:50:00 PM
5	Desert Hot Springs - CSUSB Palm Desert - Palm Desert Mall (AM)	N/S	6:10:00 AM	9:00:00 AM	NS		NS	
5	Desert Hot Springs - CSUSB Palm Desert - Palm Desert Mall (PM)	N/S	3:00:00 PM	6:51:00 PM	NS		NS	
6	Coachella - Via Fred Waring - Palm Desert Mall	E/W	6:00:00 AM	8:50:00 PM	6:00:00 AM	8:50:00 PM	6:00:00 AM	8:50:00 PM
7	Bermuda Dunes - Indian Wells - La Quinta	N/S	5:10:00 AM	9:20:00 PM	5:10:00 AM	9:20:00 PM	5:10:00 AM	9:20:00 PM
8	North Indio - Coachella - Thermal/Mecca	N/S	5:30:00 AM	10:57:00 PM	5:30:00 AM	10:57:00 PM	5:30:00 AM	10:57:00 PM
9	North Shore - Mecca - Oasis	E/W	6:00:00 AM	9:45:00 PM	6:00:00 AM	9:45:00 PM	6:00:00 AM	9:45:00 PM
10	Indio - CSUSB-PDC - CSUSB - San Bernardino Transit Center (SBTC)/Metrolink (AM)	E/W	5:20:00 AM	2:00:00 PM	NS		NS	
10	Indio - CSUSB-PDC - CSUSB - San Bernardino Transit Center (SBTC)/Metrolink (PM)	E/W	12:50:00 PM	8:00:00 PM	NS		NS	

NS: No Service

\* First trip starts

\*\* Last trip ends

## FY 2024 Fixed Route Fleet

Route #	Weekday Modified Schedules (Effective May 7, 2023)		Saturday (Effective May 7, 2023)		Sunday (Effective May 7, 2023)	
	VOMS	Buses needed to operate service*	VOMS	Buses needed to operate service*	VOMS	Buses needed to operate service*
1WV (20/30min)	6	6	6	6	6	6
1EV (20/30min)	6	6	6	6	6	6
2	10	10	10	10	10	10
3	1	1	1	1	1	1
4	4	5	4	5	4	5
5	2	4	N/A	N/A	N/A	N/A
6	2	2	2	2	2	2
7	1	1	1	1	1	1
8	3	3	3	3	3	3
9	2	4	2	4	2	4
10	2	3	N/A	N/A	N/A	N/A
	39	45	35	38	35	38

\* Due to BEBs and FC buses, the actual number of buses needed to provide service is higher than VOMS

School Trippers	Weekday (Currnet)		Saturday		Sunday	
	AM	PM	AM	PM	AM	PM
200	1		0		0	
500		1		0		0
700	1		0		0	
701		1		0		0
800	2		0		0	
801		2		0		0
802				0		0
	5	6	0	0	0	0

Spares	4	4	
Buses needed to operate service	55	38	38
VOMS	45	35	35



## **Route 1EV: Coachella – Via Hwy 111 – Palm Desert Mall**

On January 1, 2023, SunLine staff divided former Route 1 into two (2) routes: Route 1EV and Route 1WV. Route 1EV operates between Coachella and Town Center at Hahn by the Palm Desert Mall, and Route 1WV operates between Palm Springs and Town Center at Hahn by the Palm Desert Mall. Continuing passengers are allowed to transfer between these two routes free of charge. During the peak period it provides 20 min service, approximately 7:00am to 5:00pm and 30 min service during the off-peak period, 7 days a week generally along Highway 111.

On May 7, 2023, the weekend frequency on Route 1EV and 1WV was temporarily reduced to every 30 minutes from 20 minutes during the peak period due to shortage of coach operators. The off-peak weekend frequency remained at 30 minutes

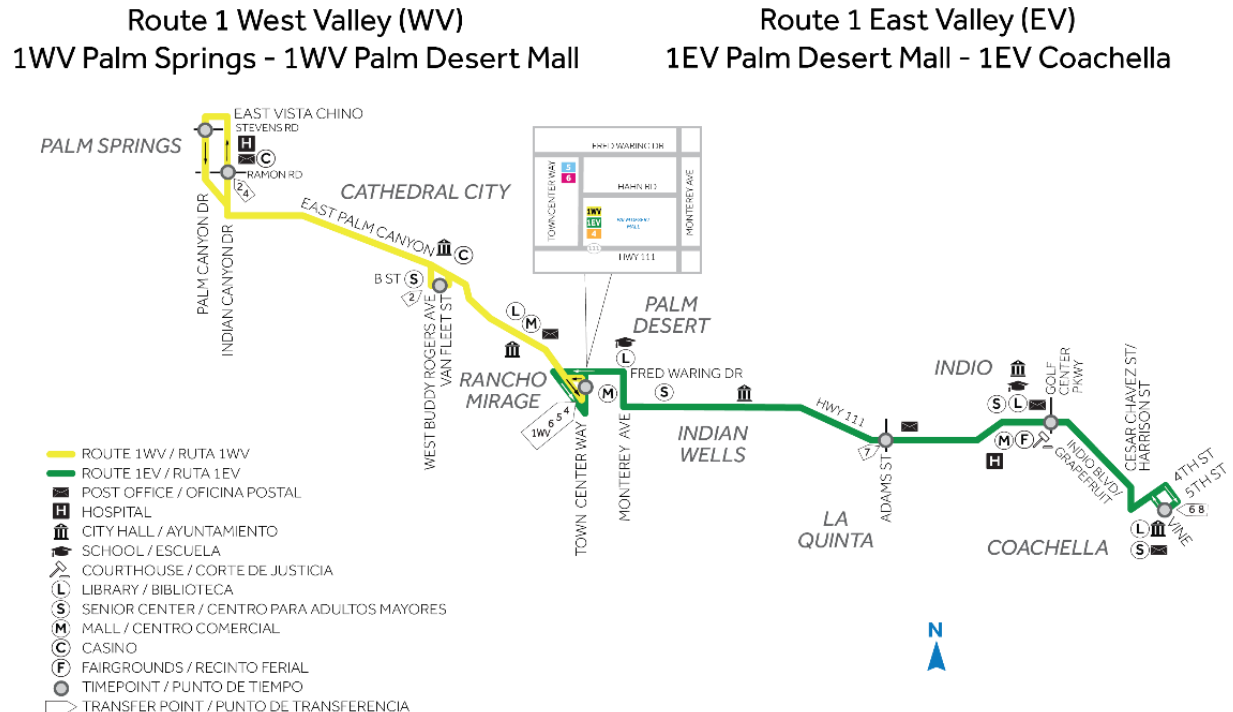
It serves the cities of Coachella, Indio, La Quinta, Indian Wells, and Palm Desert. A variety of destinations are served, including retail and commercial centers, libraries, senior centers, city halls, recreational attractions, schools, and medical centers. The route also provides convenient connections for customers needing to transfer to SunLine Routes 1WV, 4, 5, 6, 7, 8 and 10. Those transfer points are located at 5th Street at Vine Avenue in Coachella (connections with Routes 6 and 8), Highway 111 at Adams Street in La Quinta (connections with Route 7), and Town Center Way at Hahn Road in Palm Desert (connections with Routes 1WV, 4, 5, and 6). Looking ahead, the Coachella Mobility Hub, the future eastern terminus is slated to open in the fall of 2024 the frequency of Route 1EV will be improved to 15 minutes during the weekday peak period as a condition of the funding agreement.

## Route 1WV: Palm Desert Mall - Via Hwy 111 - Palm Springs

On January 1, 2023, SunLine staff divided former Route 1 into two (2) routes: Route 1EV and Route 1WV. Route 1WV operates between Palm Springs and Town Center at Hahn by the Palm Desert Mall. Route 1EV operates between Coachella and Town Center at Hahn by the Palm Desert Mall, and Continuing passengers are allowed to transfer between these two routes free of charge. During the peak period it provides 20 min service, approximately 7:00am to 5:00pm and 30 min service during the off-peak period, 7 days a week generally along Highway 111.

On May 7, 2023, the weekend frequency on Route 1EV and 1WV was temporarily reduced to every 30 minutes from 20 minutes during the peak period due to shortage of coach operators. The off-peak weekend frequency remained at 30 minutes

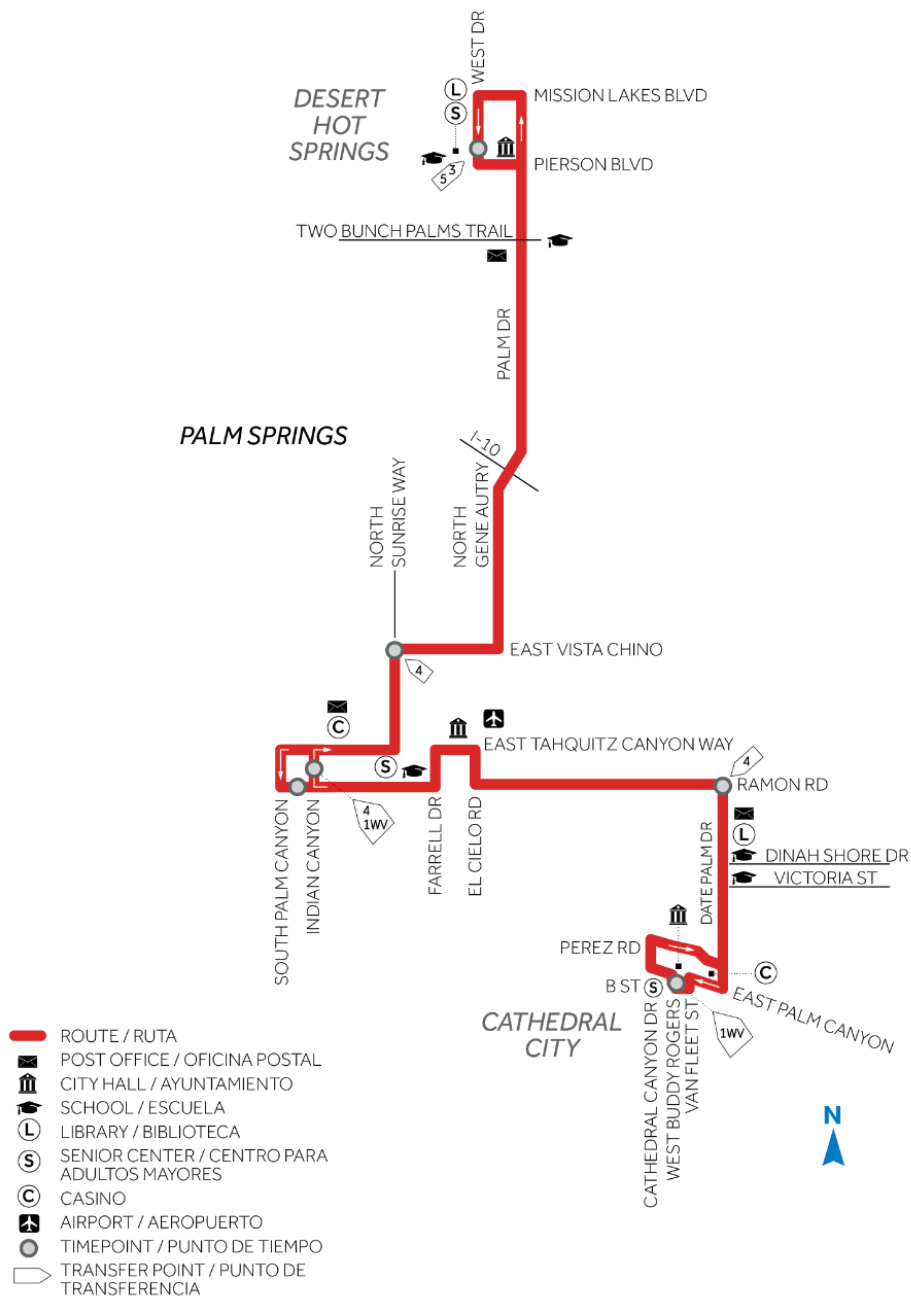
It serves the cities of Palm Desert, Cathedral City and Palm Springs. A variety of destinations are served, including retail and commercial centers, libraries, senior centers, city halls, recreational attractions, schools, and medical centers. The route also provides convenient connections for customers needing to transfer to SunLine Routes 1EV, 2, 4, 5, and 6. Those transfer points are located at Town Center Way at Hahn Road in Palm Desert, West Buddy Rogers Avenue and B Street in Cathedral City and downtown Palm Springs.



## **Route 2: Desert Hot Springs – Palm Springs – Cathedral City**

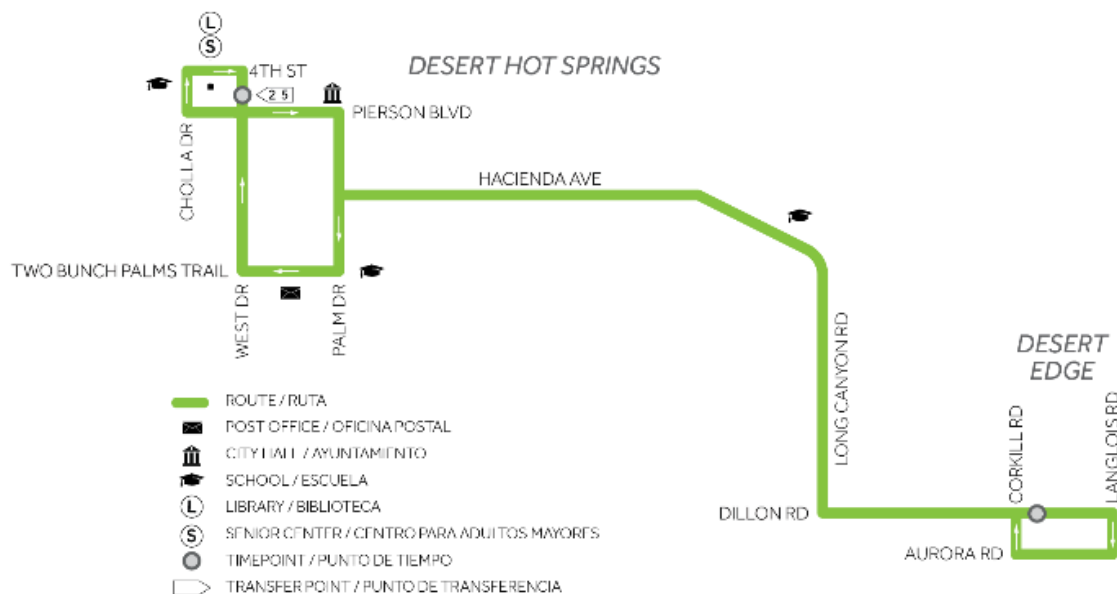
Route 2 is one of SunLine’s higher-performing routes and operates 7 days a week with 20-minute frequency during the peak period and every 40 minutes during the off-peak period, seven day a week. On May 7, 2023, the weekend frequency on Route 2 was temporarily reduced to every 30 minutes from 20 minutes due to shortage of coach operators. The off-peak weekend frequency remained at 40 minutes.

It connects Desert Hot Springs with Palm Springs and Cathedral City. A variety of destinations are served, including retail and commercial centers, libraries, senior centers, city halls, recreational attractions, schools, medical centers, and Palm Springs International Airport. A significant portion of Route 2 ridership is driven by customers living in Desert Hot Springs who work in downtown Palm Springs. The route also provides convenient connections for customers needing to transfer to SunLine Routes 1WV, 3, 4, and 5. Those transfer points are located at B Street at Buddy Rogers Avenue in Cathedral City (connection with Route 1WV), Ramon Road at Date Palm Drive in Cathedral City (connection with Route 4), Indian Canyon Drive at Ramon Road in Palm Springs (connections with Routes 1WV and 4), Sunrise Way at Vista Chino in Palm Springs (connection with Route 4), and West Drive at Pierson Boulevard in Desert Hot Springs (connections with Routes 3 and 5). Looking ahead, studies are underway to possibly boost service frequency to every 15 minutes, which is a proposal from the most recent Comprehensive Operational Analysis. That move would be contingent on available funding and Board approval.



## Route 3: Desert Edge – Desert Hot Springs

Route 3 operates 7 days a week with 60-minute frequency, connecting Desert Edge with Desert Hot Springs. A variety of destinations are served, including retail and commercial centers, libraries, senior centers, city halls, recreational attractions, and schools. The route also provides convenient connections for customers needing to transfer to SunLine Routes 2 and 5. The transfer point is located at West Drive at Pierson Boulevard in Desert Hot Springs. Looking ahead, studies are underway to possibly boost service peak weekday frequency to every 30 minutes, which is a proposal from the most recent Comprehensive Operational Analysis. That move would be contingent on available funding and Board approval.



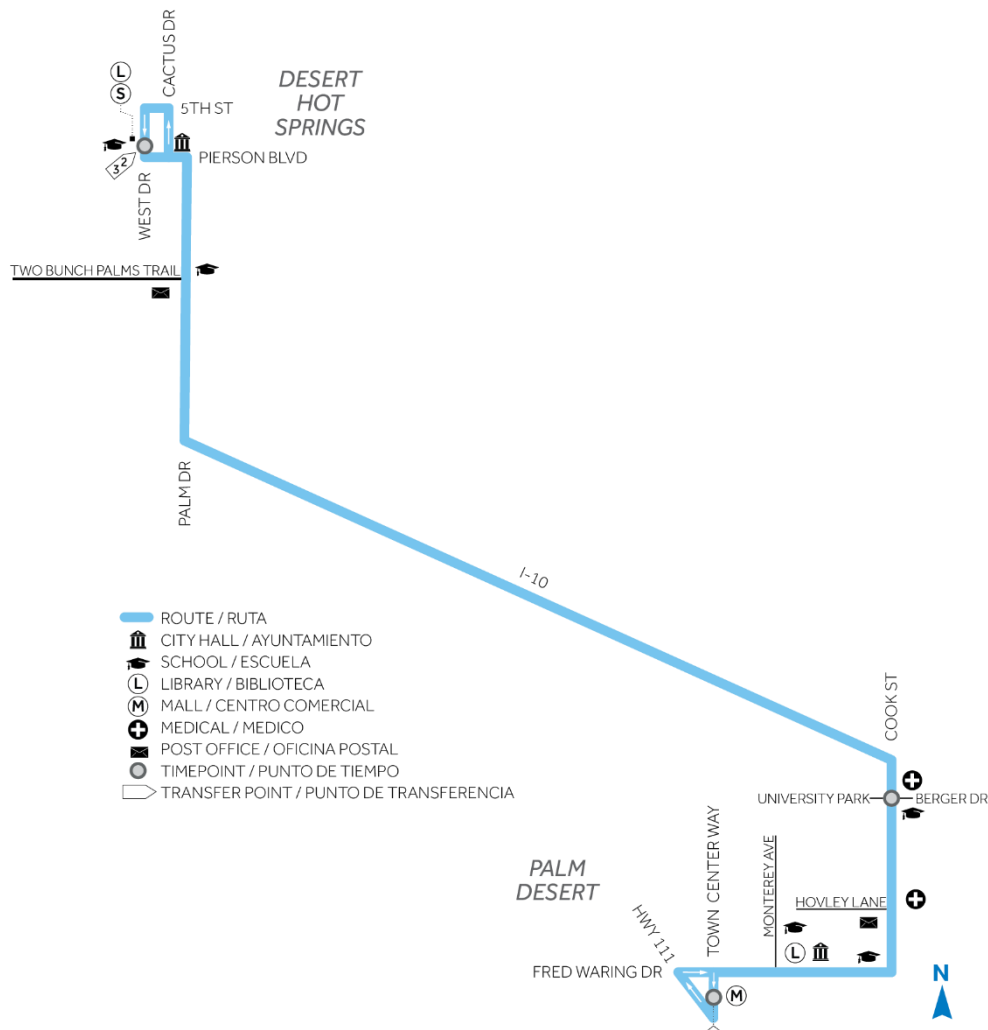
## Route 4: Palm Desert Mall – Palm Springs

Route 4 is one of SunLine’s higher-performing routes and operates 7 days a week with 40-minute frequency, connecting Palm Springs with Palm Desert. It serves the cities of Thousand Palms, Rancho Mirage, and Cathedral City. A variety of destinations are served, including retail and commercial centers, libraries, senior centers, city halls, recreational attractions, schools, medical centers, and Palm Springs International Airport. The route also provides convenient connections for customers needing to transfer to SunLine Routes 1WV, 1WV, 2, 5, and 6. Those transfer points are located at Ramon Road at Date Palm Drive in Cathedral City (connection with Route 2), Indian Canyon Drive at Ramon Road in Palm Springs (connections with Routes 1WV and 2), Sunrise Way at Vista Chino in Palm Springs (connection with Route 2), and Town Center Way at Hahn Road (connections with Routes 1WV, 1EV, 5, and 6). Looking ahead, studies are underway to possibly boost service peak weekday frequency to every 30 minutes, which is a proposal from the most recent Comprehensive Operational Analysis. That move would be contingent on available funding and Board approval.



## Route 5: Desert Hot Springs – CSUSB Palm Desert – Palm Desert Mall

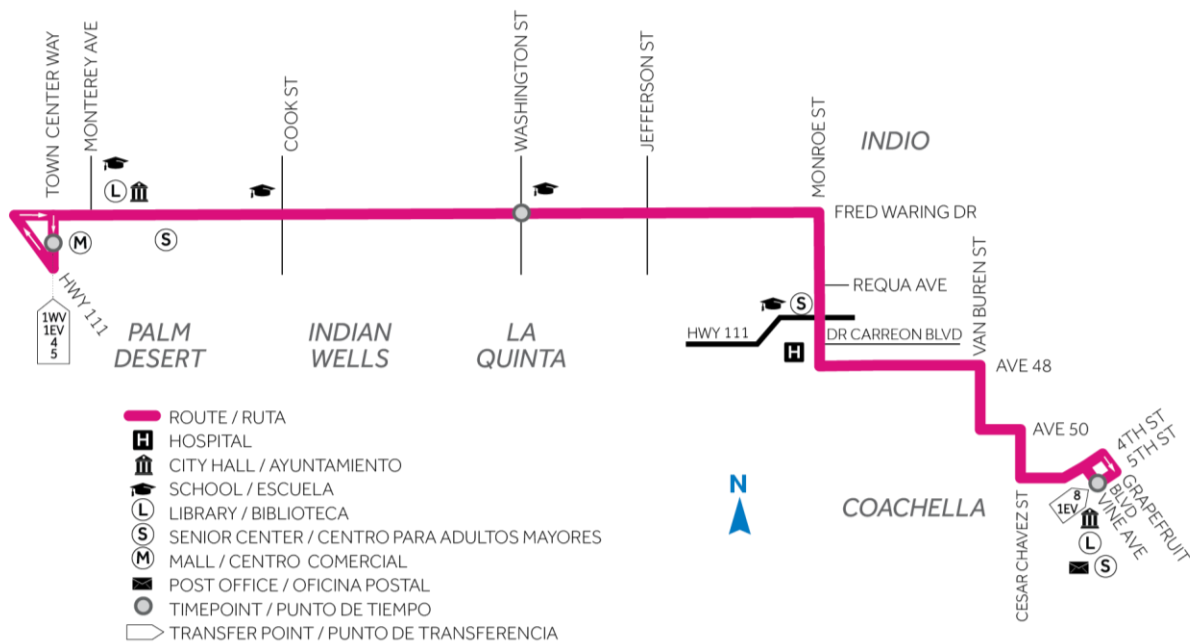
Route 5 operates 5 days a week with 60-minute frequency, connecting Desert Hot Springs with Palm Desert using a portion of the Interstate 10 freeway. A variety of destinations are served, including retail and commercial centers, libraries, senior centers, city halls, recreational attractions, and schools. The route also provides convenient connections for customers needing to transfer to SunLine Routes 1EV, 1WV, 2, 3, 4, and 6. The transfer points are located at West Drive at Pierson Boulevard in Desert Hot Springs (connections with Routes 2 and 3) and Town Center Way at Hahn Road in Palm Desert (connections with Routes 1WV, 1EV, 4, and 6). Looking ahead, studies are underway to possibly boost service frequency to every 40 minutes, which is a proposal from the most recent Comprehensive Operational Analysis. That move would be contingent on available funding and Board approval.



## Route 6: Coachella – Via Fred Waring – Palm Desert Mall

Route 6 operates 7 days a week with 45-minute frequency on weekdays connecting Palm Desert with Coachella using a portion of Fred Waring Drive. It also serves the cities of Indio, La Quinta, and Indian Wells. On May 7, 2023, eliminated weekend service and weekday off-peak service on Route 6 due low productivity.

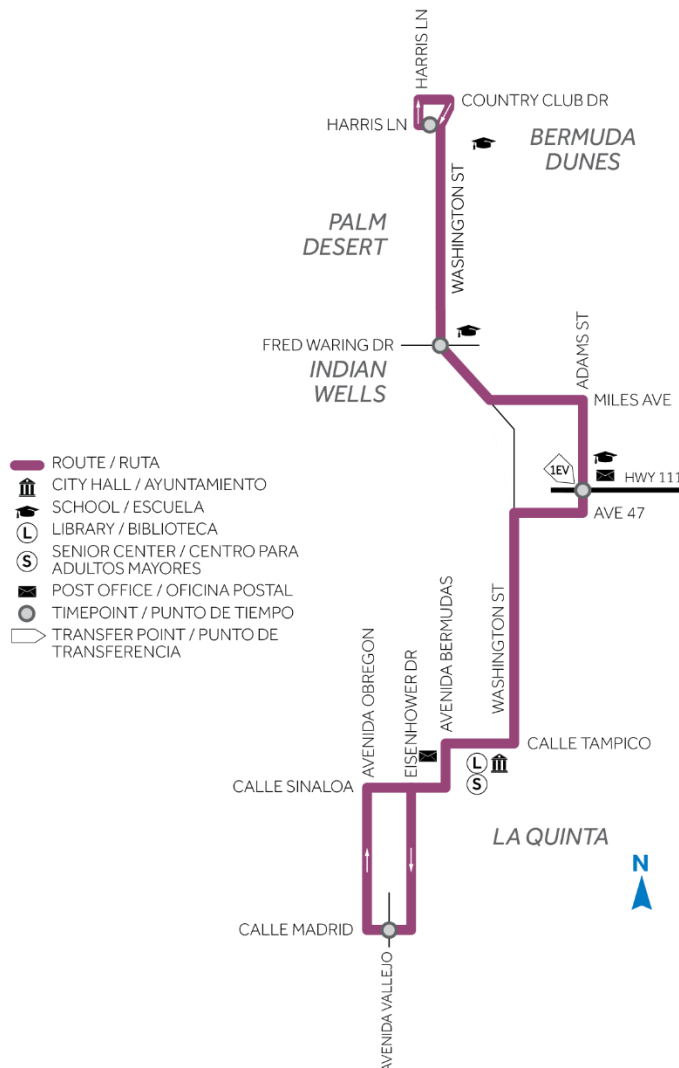
A variety of destinations are served, including retail and commercial centers, libraries, senior centers, city halls, recreational attractions, and schools. The route also provides convenient connections for customers needing to transfer to SunLine Routes 1EV, 1WV, 4, 5, and 8. The transfer points are located at 5th Street at Vine Avenue in Coachella (connections with Routes 1EV and 8) and Town Center Way at Hahn Road in Palm Desert (connections with Routes 1EV, 1WV, 4, and 5). Looking ahead, studies are underway to possibly boost service peak weekday frequency to every 30 minutes, which is a proposal from the most recent Comprehensive Operational Analysis. That move would be contingent on available funding and Board approval.





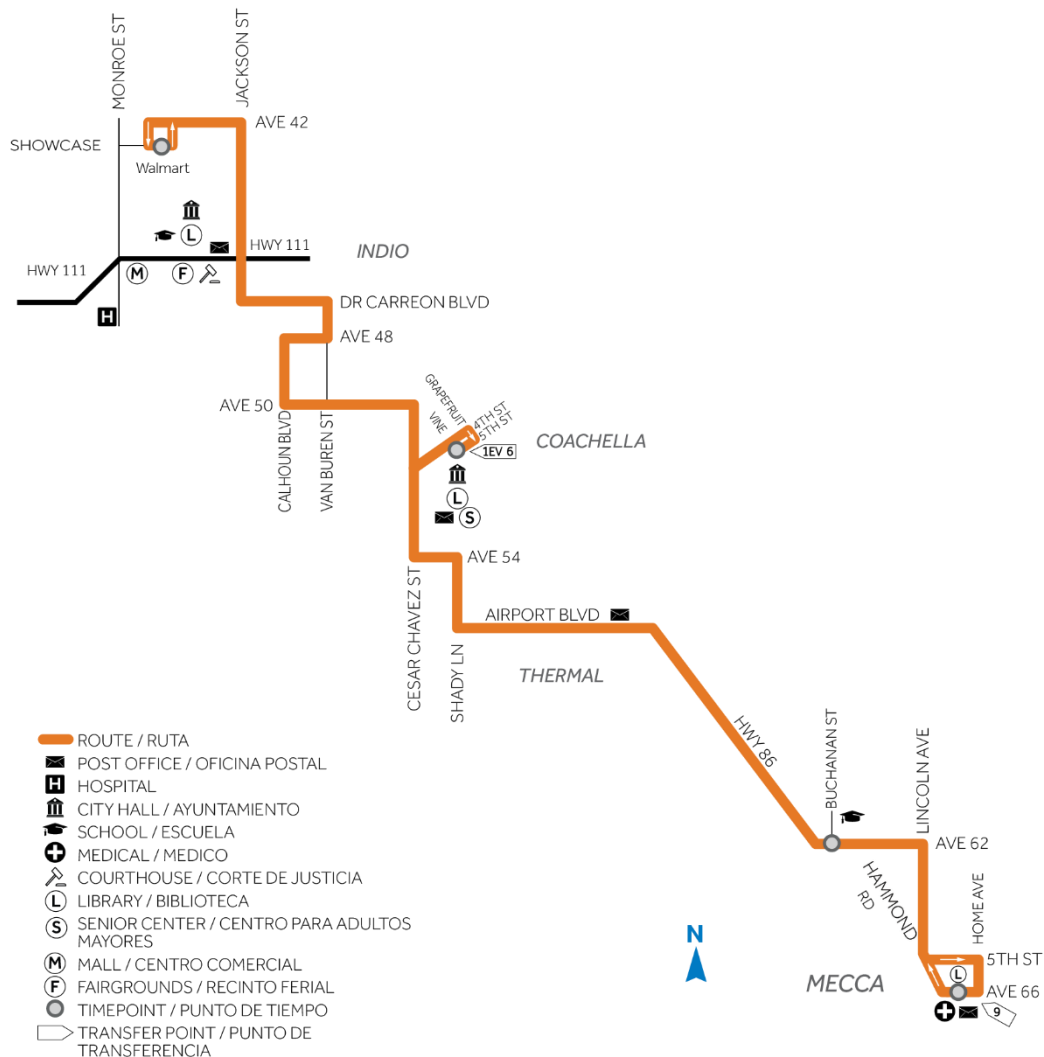
## Route 7: Bermuda Dunes – Indian Wells – La Quinta

Route 7 operates 7 days a week with 45-minute frequency on weekdays and 1-hour, 45-minute frequency on weekends, connecting Bermuda Dunes with La Quinta. A variety of destinations are served, including retail and commercial centers, libraries, senior centers, city halls, recreational attractions, and schools. The route also provides a convenient connection for customers needing to transfer to SunLine’s Route 1. The transfer point is located at Highway 111 at Adams Street in La Quinta. Looking ahead, studies are underway to possibly boost the peak weekday service frequency to every 30 minutes, which is a proposal from the most recent Comprehensive Operational Analysis. That move would be contingent on available funding and Board approval.



## Route 8: North Indio – Coachella – Thermal/Mecca

Route 8 is one of SunLine’s critical routes linking the unincorporated part of the eastern Coachella Valley to the rest of SunLine’s network. The route, which operates 7 days a week with 40-minute frequency on weekdays and 60-minute frequency on weekends, connects Indio with Thermal/Mecca, and also serves the city of Coachella. A variety of destinations are served, including retail and commercial centers, libraries, senior centers, city halls, recreational attractions, schools, and medical centers. The route also provides convenient connections for customers needing to transfer to Sunline Routes 1EV, 6, and 9. Those transfer points are located at Avenue 66 at Mecca Health Clinic in Mecca (connection to Route 9) and 5th Street and Vine Avenue in Coachella (connection to Routes 1EV and 6).



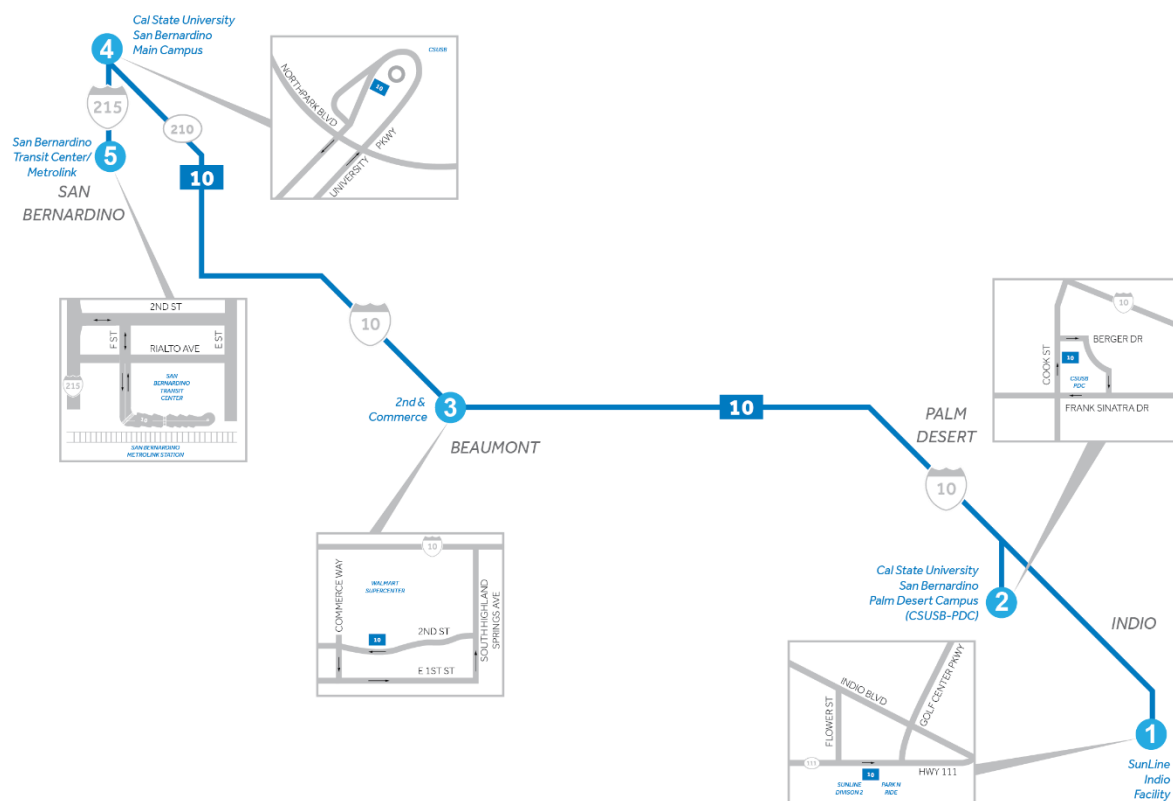
## Route 9: North Shore – Mecca – Oasis

Route 9 operates 7 days a week with 60-minute frequency and connects North Shore with Oasis. A variety of destinations are served, including libraries, recreational attractions, medical centers, and schools. The route also provides a convenient connection for customers needing to transfer to SunLine’s Route 8. The transfer point is located at Avenue 66 at Mecca Health Clinic.



## Route 10 Commuter Link: Indio – CSUSB (PDC) – CSUSB – San Bernardino Transit Center (SBTC)/Metrolink

The Route 10 Commuter Link is designed to improve regional service between the Coachella Valley and the Inland Empire. For students, the 10 Commuter Link provides a direct connection between CSUSB's campuses in Palm Desert and San Bernardino. It also provides service to the San Bernardino Transit Center for connections with Metrolink trains as well as routes served by the Riverside Transit Agency, Omnitrans, Victor Valley Transit Authority, and Mountain Transit.



## Route 1X: Express to Indio – Express to Palm Springs

Route 1X is a new limited-stop express route that will connect Palm Springs and Indio. Most of the route will travel along Highway 111 with a stop at B Street at Buddy Rogers Avenue and another on Town Center Way at Hahn Road to provide service to an already established bus stop and a high-density area. The purpose of Route 1X is to provide faster travel times between key stops and one additional weekday trip per hour on the Highway 111 corridor. The route will serve five stops in all, at South Palm Canyon at Baristo Road in Palm Springs, B Street at Buddy Rogers Avenue in Cathedral City, Town Center Way at Hahn Road in Palm Desert, Highway 111 at Adams Street in La Quinta, and Highway 111 at Golf Center Parkway in Indio. Though originally slated to begin service in fall 2022, Route 1X is now on hold until the SunLine Refueled service plan is fully implemented



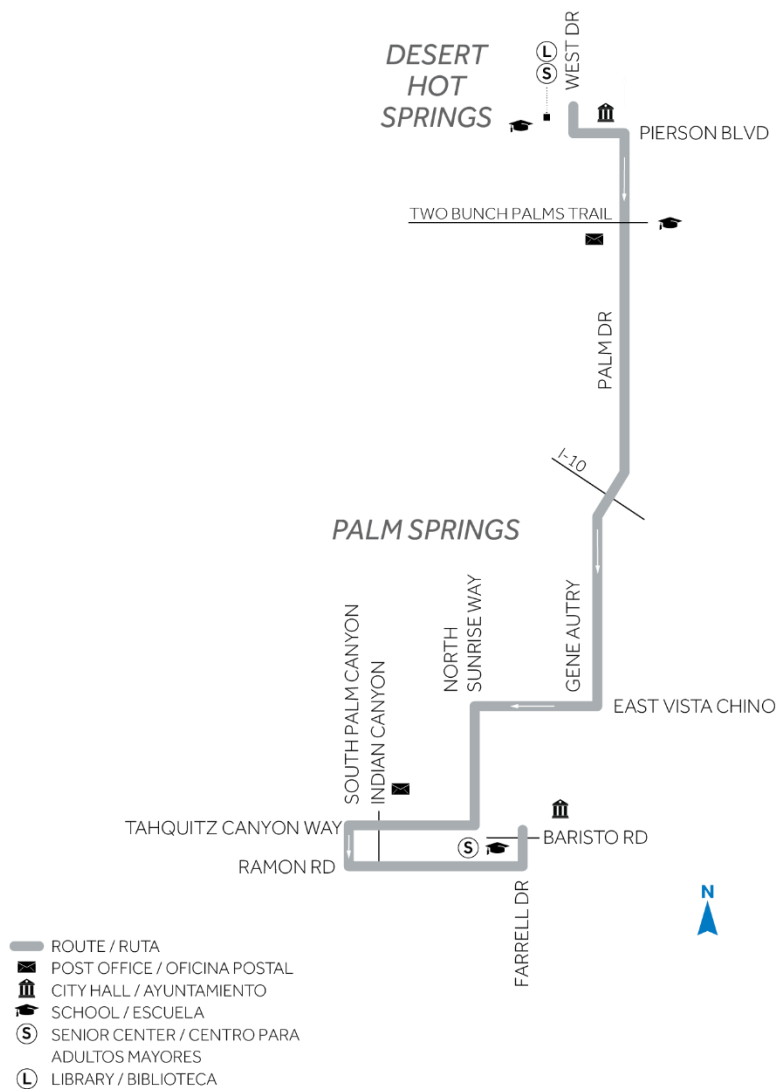
## School Trippers

School tripper buses are traditionally added to regular routes when service reaches capacity or special alignments/deviations are created to address a specific demand for service. These buses are open to both students and members of the public. Rider information related to these routes must be shared with the public. SunLine is currently serving Desert Sands Unified School District campuses and will begin serving Palm Springs Unified School District campuses when in-person learning resumes. School tripper service is a limited-stop service that operates on the schedules shown on the following maps. Tripper routes were renamed in January 2021 as a part of the SunLine Refueled Initiative. Effective May 7, 2023, all Route 400 Trippers will be eliminated.

## Route 200: Palm Springs High School AM Tripper

# 200

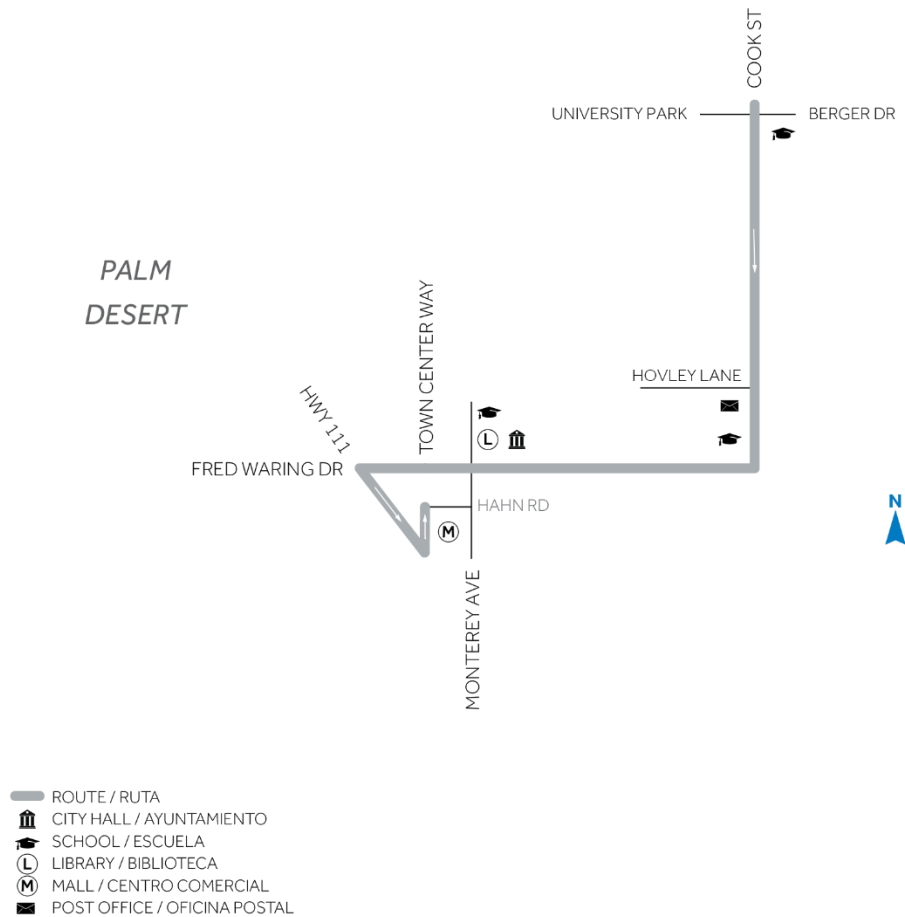
## PALM SPRINGS HIGH SCHOOL



## Route 500 SB: Palm Desert Mall PM Tripper

# 500

## PALM DESERT MALL

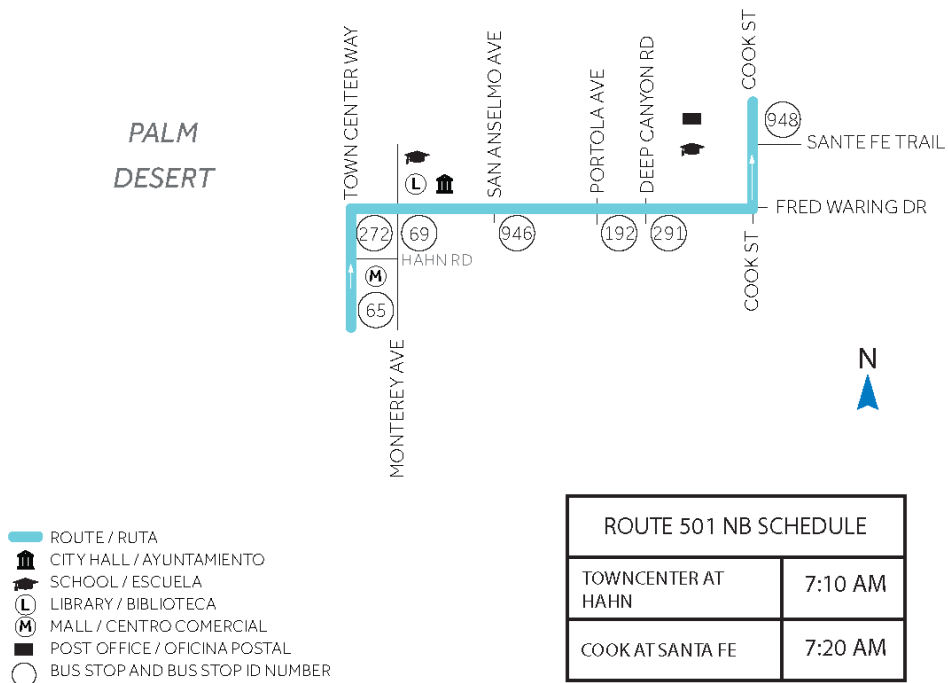




## Route 501 NB: Palm Desert High School AM Tripper (UPDATE)

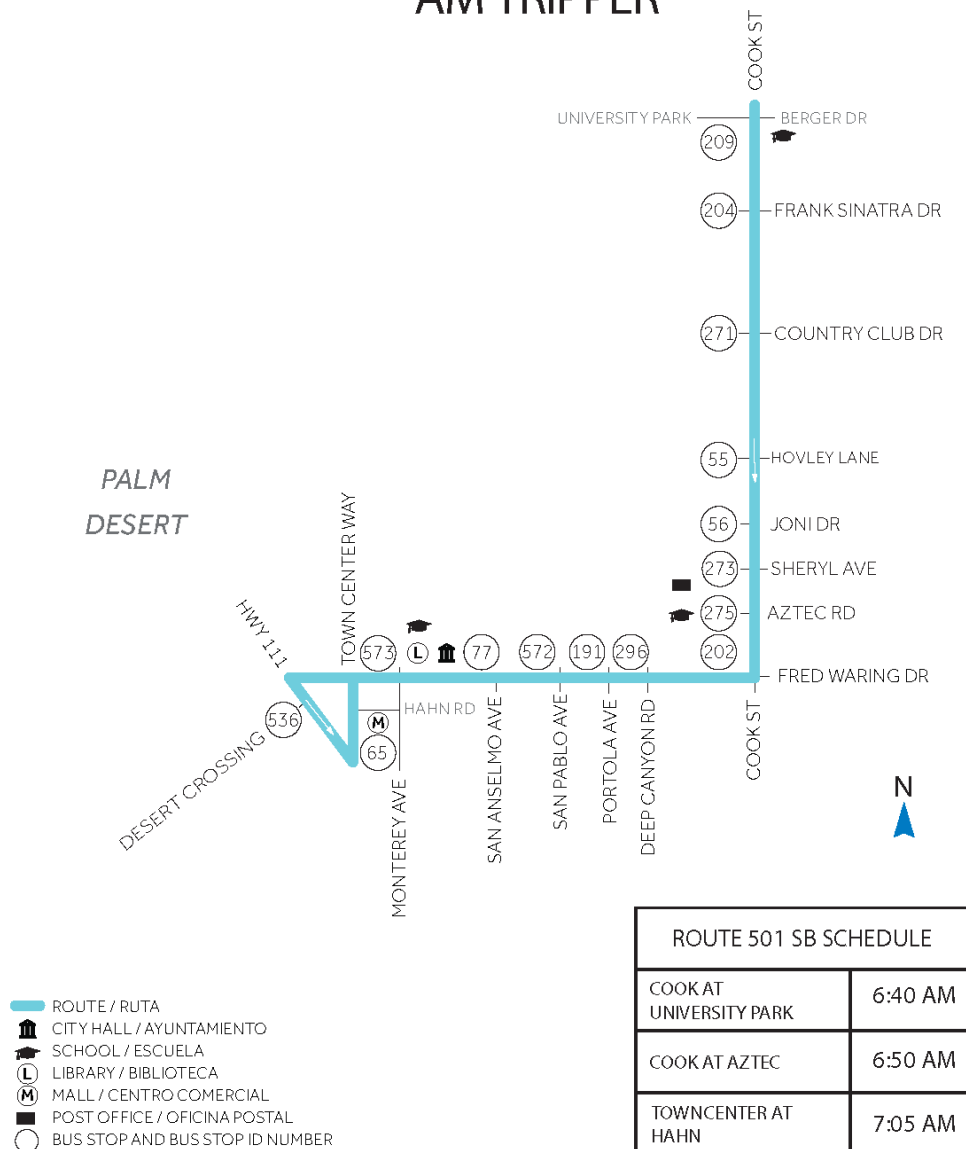
# ROUTE 501 NB

## PALM DESERT HIGH SCHOOL AM TRIPPER



# Route 501 SB: Palm Desert Mall AM Tripper (UPDATE)

## ROUTE 501 SB WESTFIELD PALM DESERT AM TRIPPER

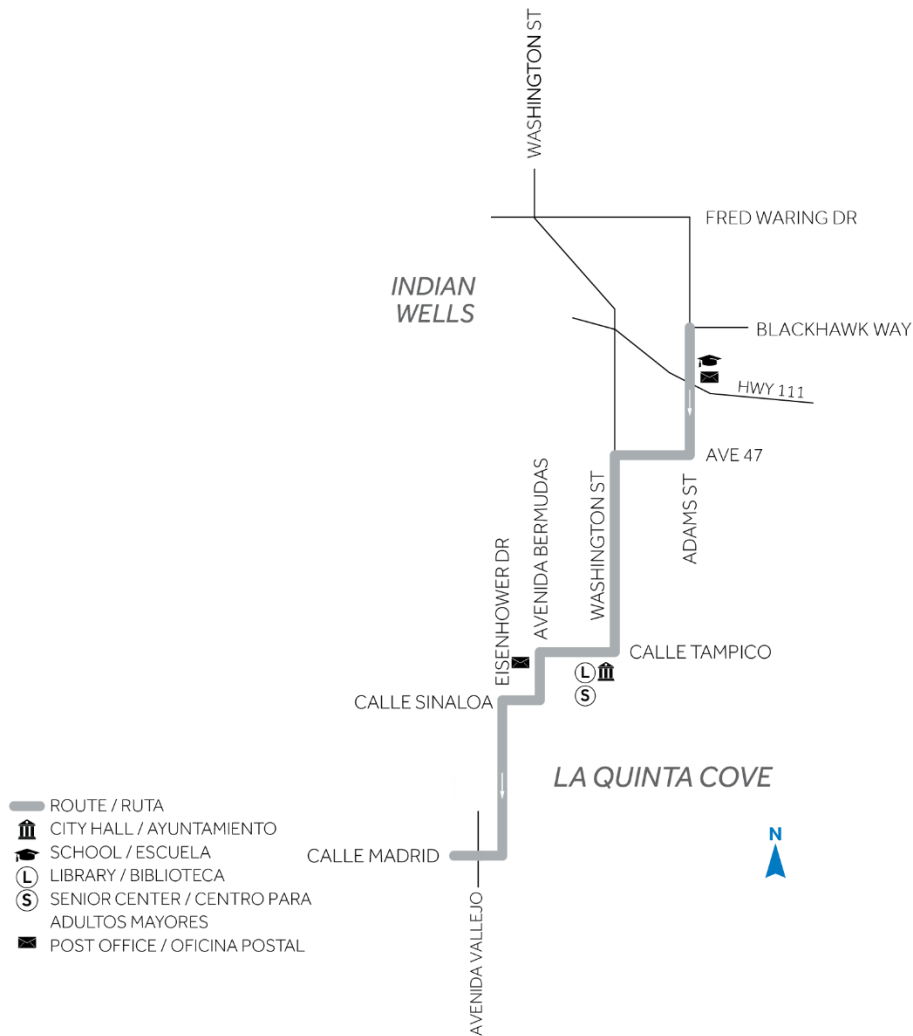




Route 701 SB: Calle Madrid/Avn Vallejo PM Tripper

# 701 SB

## CALLE MADRID / AVN VALLEJO



Route 701 NB: Harris/Washington PM Tripper

# 701 NB

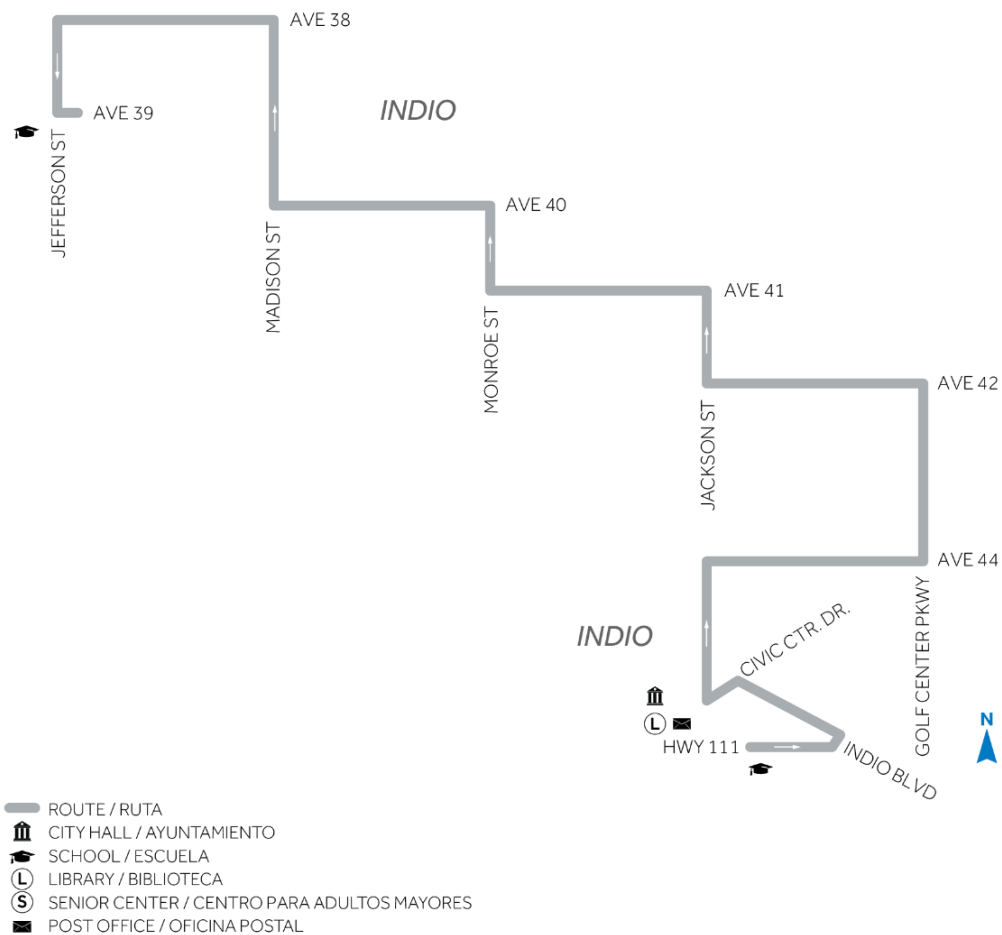
## HARRIS / WASHINGTON



## Route 800: Shadow Hills High School AM Tripper

# 800

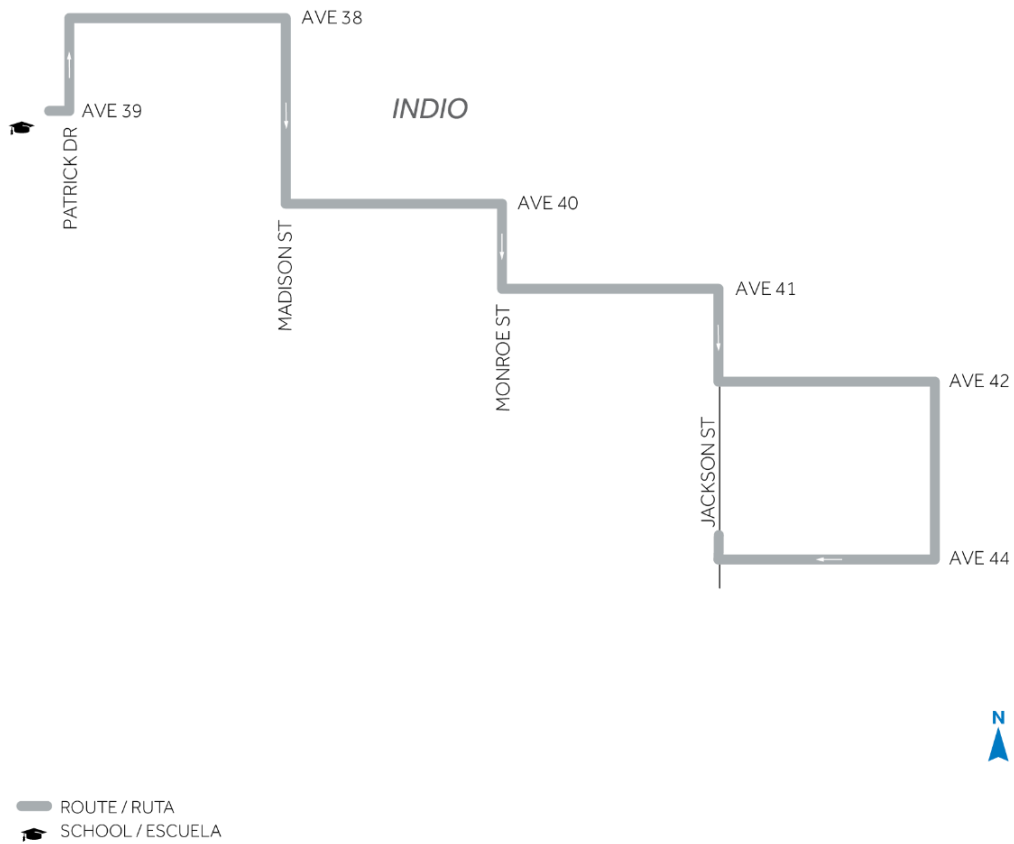
## SHADOW HILLS HIGH SCHOOL



Route 801: Jackson/44th PM Tripper

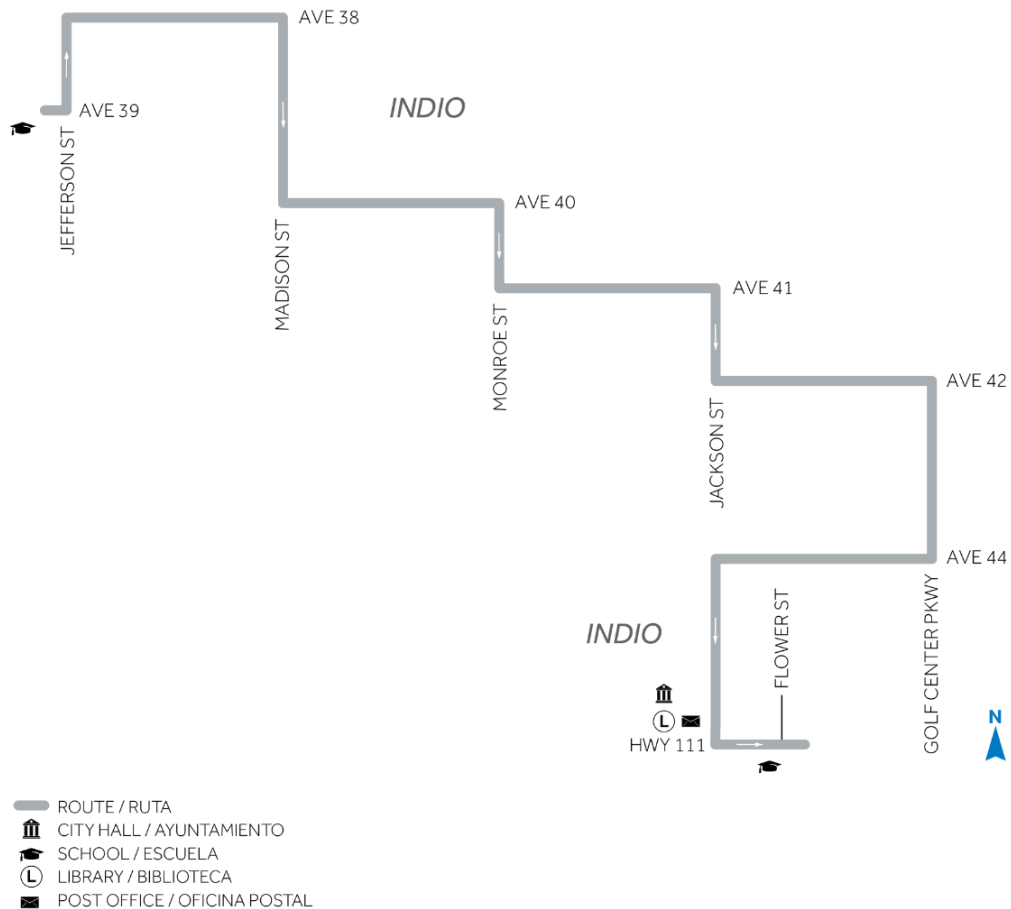
# 801

## JACKSON / 44TH



# 802

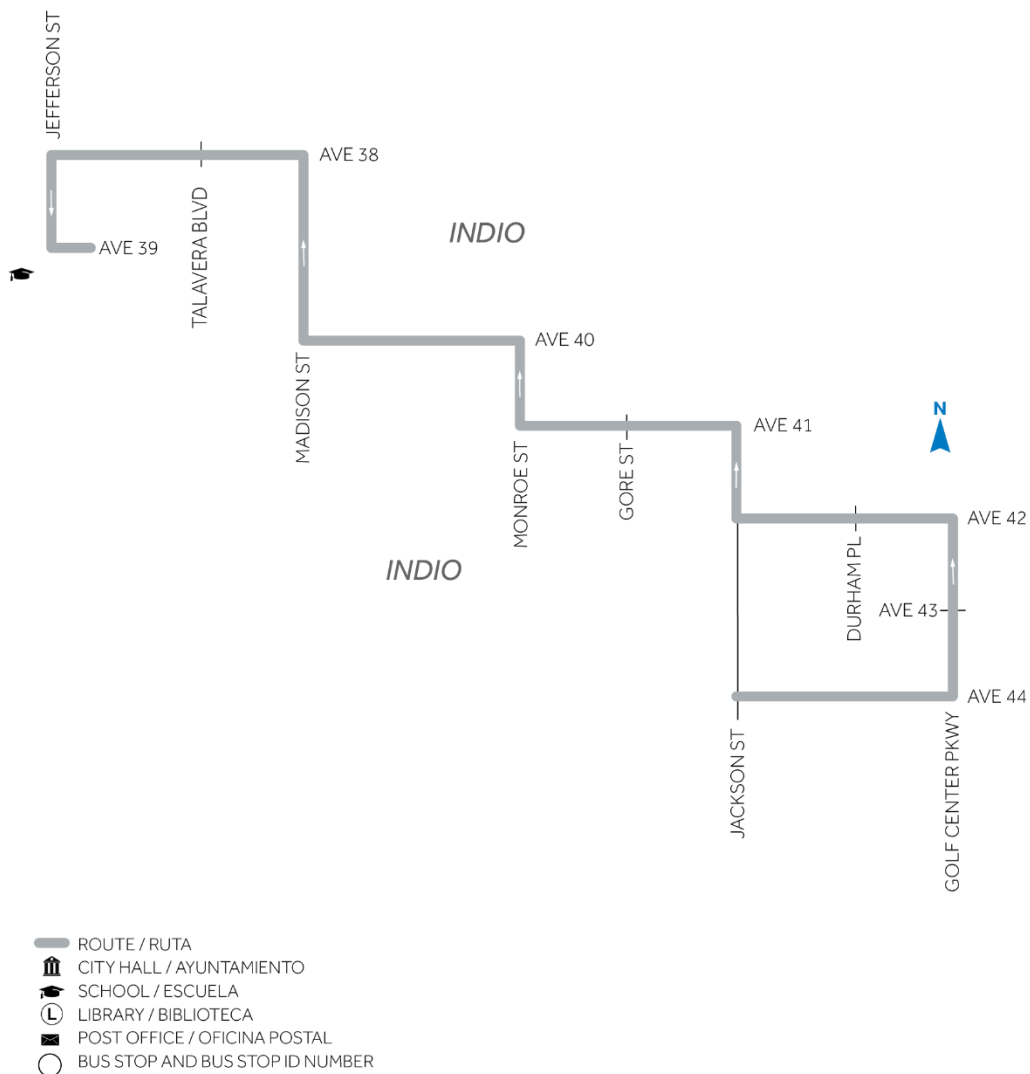
## HWY 111 / GOLF CENTER PKWY





# ROUTE 803 NB

## SHADOW HILLS HIGH SCHOOL AM TRIPPER





Serving the Coachella Valley

Bermuda Dunes · Cathedral City · Coachella · Desert Edge · Desert Hot Springs · Indian Wells · Indio · La Quinta  
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