



SunLine
TRANSIT AGENCY

SHORT RANGE TRANSIT PLAN
FY 2018/2019 | FY 2020/2021

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BOARD OF DIRECTORS

SunLine was established under a Joint Powers Agreement (JPA) on July 1, 1977 between the County of Riverside and the cities of the Coachella Valley, which at the time included the cities of Coachella, Desert Hot Springs, Indio, Palm Desert and of 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 is comprised of one elected official from each member entity and one county supervisor. SunLine is headquartered in Thousand Palms, CA.



Russell Betts, City of Desert Hot Springs



Troy Strange, City of Indio



Greg Pettis, City of Cathedral City



Emmanuel Martinez, City of Coachella



V. Manuel Perez, County of Riverside District 4



Ty Peabody, City of Indian Wells



Robert Radi, City of La Quinta



Kathleen Kelly, City of Palm Desert



Lisa Middleton, City of Palm Springs



G. Dana Hobart, City of Rancho Mirage

SUNLINE ORGANIZATIONAL STRUCTURE

The executive managers of SunLine Transit Agency are as follows:



Lauren Skiver, Chief Executive Officer/General Manager



Rudy LeFlore, Chief Project Consultant



Tommy Edwards, Chief Performance Officer



Alton Hillis, Chief Financial Officer



Peter Gregor, Chief Safety Officer



Stephanie Buriel, Chief Administrative Officer



PREPARED BY SUNLINE STAFF

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GLOSSARY OF ACRONYMS

ADA – Americans with Disabilities Act

APTA – American Public Transit Association

ARB – California Air Resources Board

ATP – Active Transportation Plan

AVL – Automated Vehicle Locator

Caltrans – California Department of Transportation

CARB – California Air Resources Board

CMAQ – Congestion Mitigation and Air Quality

CNG – Compressed Natural Gas

COA - Comprehensive Operational Analysis

DOT – United States Department of Transportation

FAST Act – Fixing America’s Surface Transportation Act

FHWA – Federal Highway Administration

FTA – Federal Transit Administration

FTIP – Federal Transportation Improvement Program

FY – Fiscal Year

GFI – GFI Genfare

GGE – Gas Gallon Equivalent

GHG – Greenhouse Gases

HVIP – Hybrid and Zero Emission Truck and Bus Voucher Incentive Project

LCTOP – Low Carbon Transit Operations Program

LTF – Local Transportation Fund

MOU – Memorandum of Understanding

MPO – Metropolitan Planning Organization

NTD – National Transit Database

PMI – Preventive Maintenance Inspection

PTMISEA – Public Transportation Modernization, Improvement, and Service Enhancement Account

RCTC – Riverside County Transportation Commission

RTP – Regional Transportation Plan

SCS – Sustainable Communities Strategy

STA – State Transit Assistance Fund

TDA – California’s Transportation Development Act

TIP – Transportation Improvement Program

TOD – Transit Oriented Development

UZA – Urbanized Area

ZEB – Zero Emission Bus



EXECUTIVE SUMMARY

The Short Range Transit Plan (SRTP), updated annually, covers Fiscal Years 2019 to 2021. The SRTP is a mandatory fiscal, planning and regulatory document for SunLine Transit Agency.

The SRTP is intended to serve three purposes:

1. Identifies the transit services and capital improvements required to meet the transit needs of SunLine Transit Agency over a three year period and the proposed sources of funding to carry out the plan.
2. Serves as a management tool to guide activities over the next year.
3. Provides justification for operating and capital assistance for grant applications to be submitted to state and federal funding agencies.

Mission Statement

To provide safe and environmentally conscious public transportation services and alternate fuel solutions to meet the mobility needs of the Coachella Valley.

The Riverside County Transportation Commission (RCTC) is responsible by statute for developing and approving a Short Range Transit Plan (SRTP) for Riverside County (PUC 130303). SunLine and other Riverside County transit operators prepare the plans for their respective agency. Once RCTC approves and adopts the SRTP, the operators are charged with following through with implementation of the plans. Any deviation from the plan must be reported to RCTC (PUC 130057), and if the change is substantive, a plan amendment must be approved by RCTC. The allocation of funds for the upcoming fiscal year is based on approved SRTP. Beyond the requirements, the SRTP is an opportunity for SunLine Transit Agency to gather important data in a single document and develop strategic plans for the next three years.

RELATIONSHIP OF THE SRTP TO OTHER PLANS, PROJECTS, AND ACTIONS

The SRTP provides a summary of and direction to other planning documents. It incorporates SunLine's goals and service standards, operating and capital budgets, service plan, and facility plan. At the same time, it is designed to give direction to future service planning activities and capital projects. The SRTP will reflect the FY 2019 operating and capital budget adopted by the Board of Directors.

Guiding Framework

The Board and staff are seeking to make smart transit investments that will help SunLine expand the mobility options offered to the communities it serves. As SunLine looks to grow its ridership and make strategic investments, it must continue to manage its fiscal challenges, while investing in the overarching management of SunLine's bus and paratransit system.

In 2018, SunLine embarked on a process to rethink and reinvigorate transit services in the Coachella Valley. This process recognized SunLine's role as a mobility manager for the Coachella Valley and expanded the Agency's work to improve performance in the context of its fiscal and organizational health.

Financial Stability

The national decreasing ridership trend for fixed route transit continues to impact the Agency's financial stability. The proposed operating and capital budgets for FY 2019 are \$38,900,991 and \$6,053,623, respectively, which represents an operating budget increase of 11.53% over the previous fiscal year. The majority of the costs associated with the increase can be attributed to wages and benefits associated with the Memorandum of Understanding (MOU) for represented employees under a collective bargaining agreement. In addition, SunLine is adding a Quick Bus to the Line 111 to help improve frequency and performance, and launching a SunRide ride share program. SunLine continues to identify ways to strengthen its overall financial position in order to continue to serve a diverse community of transit users.

Ridership

In Fiscal Year 2016/2017, SunLine Transit Agency served 4.1 million fixed route passenger boardings, a decrease of 4.8% from the previous year. In the same year, it operated over 3.4 million miles and 238,374 hours of revenue service.

Customer growth on SunLine's paratransit saw a small increase. In FY 2016/2017, SunLine served 164,802 passengers, a 0.5% increase from FY 2015/2016.

Demographics

As Riverside County continues to grow, more and more of that growth is expected to be concentrated in the Coachella Valley and eastern county. According to the Southern California Association of Governments (SCAG) projects there will be 581,300 people in the Coachella Valley in 2020, a 38% increase in population between 2008 and 2020. Seniors will see the highest percentage of growth. Increases in the senior population will continue to add a financial and resource cost for SunLine, due to anticipated increases in Paratransit services. By modernizing and improving the current eligibility process, SunLine seeks to control increasing paratransit costs.

OPERATING PLAN AND BUDGET

The SRTP's one-year operating plan includes a number of assumptions that drive proposed initiatives, described below.

Fixed Route Bus

Fixed route ridership is estimated to decline at a rate of 5.4 percent in FY 2018/2019. This assumption is based on recent ridership patterns. The ridership decrease in this SRTP is conservative for the purposes of projecting the operational budget. In contrast, strategic planning initiatives launching in the first half of FY 2018/2019 will focus the organization to "move the needle" on key metrics that drive SunLine's long-term success.

Total passenger fare revenue is expected to reach \$2.6M in FY 2018/2019 compared to the estimated \$2.9M in FY 2017/2018.

Paratransit

Operating costs for paratransit services are expected to increase, the ultimate cost per passenger trip on these modes is higher than other transit modes. Service levels are expected to coincide with ridership decreases. These assumptions are based on recent ridership patterns, revised No-Show policy as well as changes to the certification process that are still ongoing.

Capital Improvement Program

The Capital Improvement Program for FY 2018/2019 focuses on continuing SunLine's investment in an alternative fuel technology fleet, facilities and construction of a new operations building. The three-year plan assumes a \$15,250,623 capital program dependent on internal and external funding from federal, state, regional, and local sources.

Key components of the Capital Plan, beyond ongoing maintenance needs, include:

- Vehicle replacement

- Vehicle expansion
- Facility and systems improvements
- Operational improvements and enhancements
- Information technology

Looking Ahead: Planning Service Changes and New Initiatives

In FY 2018/2019, SunLine will focus on strengthening its existing services and piloting new mobility services to invest in the development of advanced transit scheduling expertise in-house, to enhance SunLine's ability to create efficient transit schedules to better serve customers without increasing operating costs. SunLine will also focus on improving its most successful trunk routes. Lines 14, 30, and 111 together account for 64% of all daily boardings. Improving these services will increase farebox revenue on the entire network. Additionally, SunLine is exploring the possibility of providing service to the Coachella Valley Art and Music Festival, Stagecoach Festival and realignment of Line 70 or 111 to stop near the BNP Paribas Open.

The transportation industry is undergoing massive transformation, and SunLine is studying ways to improve and change its service model in order to remain competitive and continue to provide valued service to the community. In light of declining ridership and reduced funding, SunLine is undergoing a planning study to evaluate new service models that may enable SunLine to cost-effectively serve the Coachella Valley. SunLine will respond to declining ridership and development patterns, including shared, on-demand mobility services. SunLine will continue to evaluate existing services for modifications, reductions, and/or discontinuation. The planning study will help SunLine prepare for a range of uncertain funding scenarios and will include community and Board consultation throughout the process.

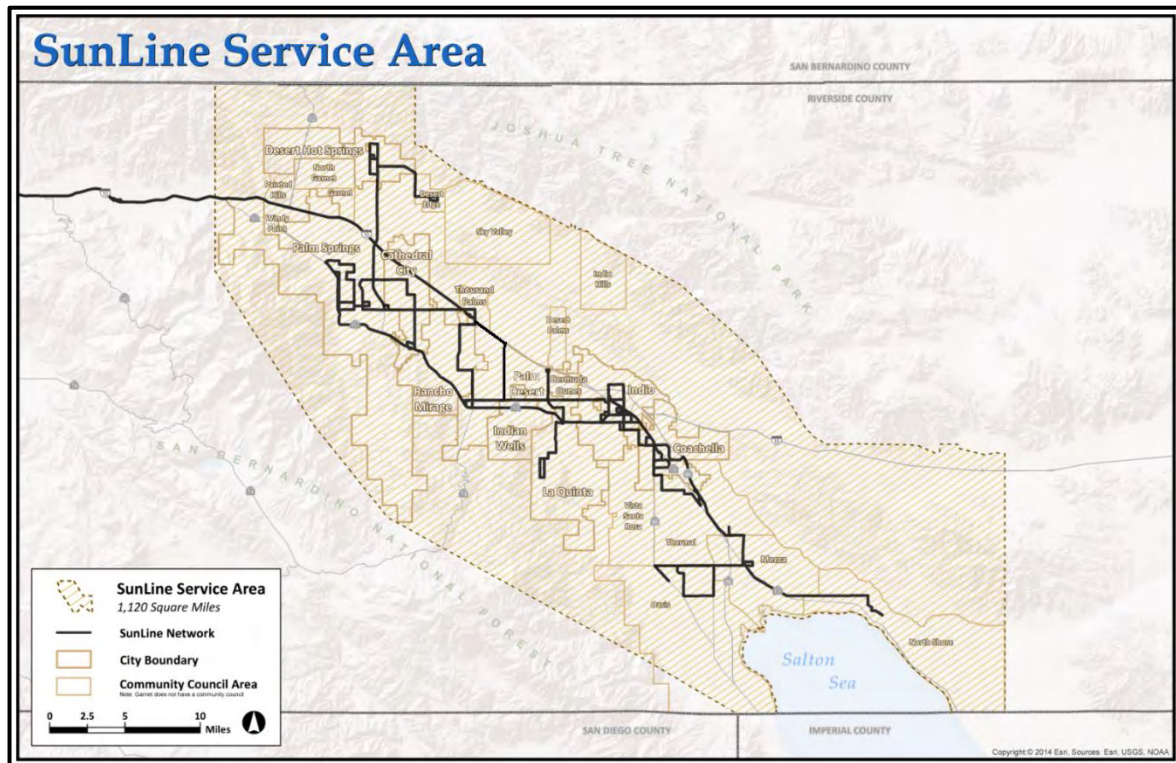
CHAPTER 1: SYSTEM OVERVIEW

This chapter outlines major features of SunLine’s system. The chapter describes the geography of the SunLine service area and outlines the bus service SunLine provides, population profile, current and proposed fare structure, revenue fleet, existing and planned facilities and coordination between agencies.

DESCRIPTION OF SUNLINE SERVICE AREA

SunLine’s service area encompasses 1,120 square miles of the Coachella Valley from the San Geronio Pass in the west to the Salton Sea in the southeast. The Agency’s service area is located approximately 120 miles east of downtown Los Angeles and 60 miles east of the Inland Empire cities of Riverside and San Bernardino. SunLine’s service area is shown in Figure 1.1. Service is provided to the cities of Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs and Rancho Mirage. Service is also provided to the unincorporated Riverside County communities of Bermuda Dunes, Desert Edge, Mecca, North Shore, Oasis, Thermal and Thousand Palms.

FIGURE 1.1 SUNLINE SERVICE AREA



POPULATION PROFILE AND DEMOGRAPHIC PROJECTION

The population of the Coachella Valley is 443,401 and continues to grow at a healthy pace (U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates). A large population of seasonal residents visit the Coachella Valley in the winter season or longer and report a hometown outside of the area.

The Coachella Valley is a high growth area. Riverside County is the tenth largest county in the nation in terms of population. Lower home prices and new job opportunities have fueled migration. A leading cause of the county's growth in the last decade has been migration from elsewhere. Census data shows that approximately 38 percent of the population increase is from people moving to Riverside County.

As Riverside County continues to grow, more and more of that growth is expected to be concentrated in the Coachella Valley and eastern county. Coachella Valley continues to develop to meet the needs of residents with a broad range of amenities, public facilities and programs.

From 2000 to 2014, the Coachella Valley population grew from 309,530 to 443,401, for a net gain of 133,871 people, or 43%, including adjustments based on the Census Bureau's 2013 American Community Survey. The Coachella Valley's 43% increase in population from 2000 to 2014 was much faster than the Inland Empire (34%), the U.S. (12.5%) and California (13%).

The Southern California Association of Governments (SCAG) projects there will be 581,300 people in the Coachella Valley in 2020, a 38% increase in population between 2008 and 2020.

Projected growth rates vary significantly across SunLine's service area and not all communities are anticipating significant growth. From 2000 to 2014, the city of Indio led the Coachella Valley in growth, followed by La Quinta and Desert Hot Springs. Each of these cities has land to develop. The unincorporated areas of the valley are expected to see half of all the population growth between 2008 and 2035. SCAG anticipates that much of this expansion in unincorporated areas will take place north of Interstate 10 and in the areas south and west of the city of Coachella.

Growth within Palm Springs and Palm Desert is expected to occur at a rate that is less than half that of the Coachella Valley as a whole. Growth generates an increased demand for municipal services, including transit, and development patterns can significantly affect the cost and efficiency of providing those services. In areas where development includes low density or outlying communities, existing services can be impacted to a greater degree than if development occurs within a core service area.

Figure 1.2 presents growth projections as forecast by SCAG in 2013 for jurisdictions within SunLine's service area. The figure also illustrates the relative share of growth anticipated for each jurisdiction, in comparison to the Coachella Valley as a whole.

FIGURE 1.2 GROWTH PROJECTIONS FOR JURISDICTIONS IN THE SUNLINE SERVICE AREA

	2008 Population	2020 Population	2035 Population	% Growth in Pop. from 2008 to 2035	% of Total Pop. Growth in Coachella Valley
Cathedral City	50,200	57,000	64,600	29%	3%
Coachella	38,200	70,200	128,700	237%	21%
Desert Hot Springs	25,200	43,500	58,100	131%	8%
Indian Wells	4,800	5,500	5,800	21%	0%
Indio	73,300	91,500	111,800	53%	9%
La Quinta	36,100	41,600	46,300	28%	2%
Palm Desert	47,100	52,100	56,800	21%	2%
Palm Springs	43,400	48,900	56,100	29%	3%
Rancho Mirage	16,900	18,800	22,900	36%	1%
Unincorporated Areas	87,500	152,200	308,600	253%	51%
Total:	422,700	581,300	859,700		100%

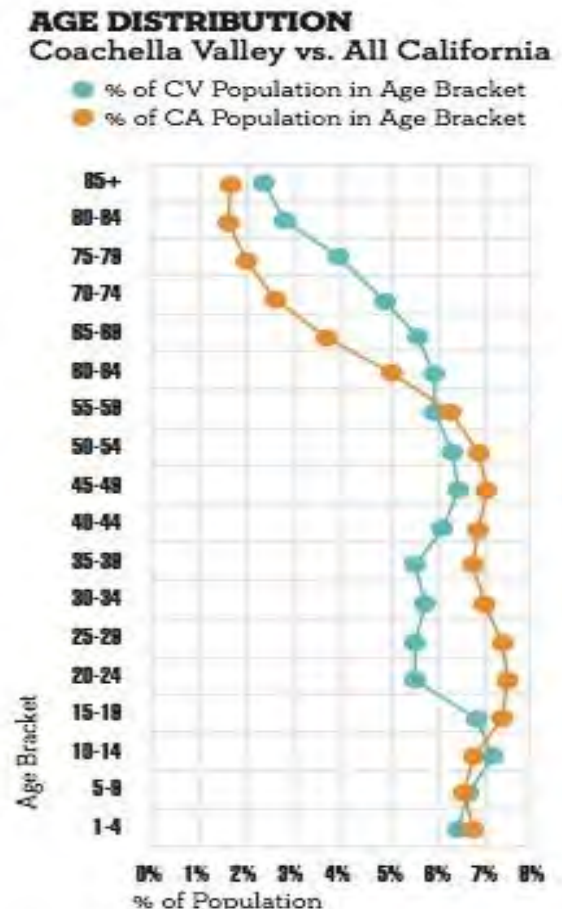
SOURCE: SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS 2013

State figures show that Riverside County will lead California in terms of growth rate. Between 2010 and 2060, Riverside County’s population is expected to expand by 92 percent, with the Coachella Valley growing at a higher rate than the rest of the county. Seniors will see the highest percentage of growth. In the Coachella Valley, 25.5 percent of residents are older than 60, while the state shows 17.5 percent.

The senior population has different wants and needs than younger individuals. For example, an area of retirees typically requires more paratransit service than fixed route bus service. An increase in the senior population will greatly increase ADA paratransit costs, adding a financial and resource cost for SunLine. As shown in Figure 1.3 to the right, the blue line shows the percentage of the Coachella Valley population in different age brackets, divided into five-year increments, while the orange line shows the measurement for the entire state.

In addition, SunLine experiences a high influx of seasonal residents. Seasonal roadway congestion is serious enough to impact transit-running times.

FIGURE 1.3 AGE POPULATION



FIXED ROUTE SERVICE OVERVIEW

SunLine's local fixed route network, SunBus, consists of sixteen (16) routes, including three (3) trunk routes, eleven (11) local routes connecting the Valley from Desert Hot Springs and Palm Springs in the northwest to Mecca, Oasis, and North Shore in the east, one (1) express line from Desert Hot Springs to Palm Desert and one (1) Regional Commuter Route operating between Palm Desert and Riverside. The SunBus and Commuter Link 220 lines are summarized in Figure 1.4.

The service is designed to meet an array of travel needs that connect neighborhoods to jobs, schools, shopping and other destinations. The amount of service available is limited by the level of funding available for transit in the local service area.

In Fiscal Year 2016/2017, SunLine Transit Agency served 4.1 million fixed route passenger boardings, a decrease of 4.8% from the previous year. In the same year, it operated over 3.4 million miles and 238,374 hours of revenue service.

SunLine updated the SunLine Service Standards Policy, with an adoption date of October 2017. The policy classifies each route in the SunLine transit network into three tiers that define the service level and performance expectation for each service.

SunLine's proposed principal service types are trunk routes, local routes, and market-based routes. Service types are defined in part operationally and in part by the land use characteristics of their corridors. Service effectiveness is evaluated by service type.

Trunk Routes – These are highly traveled corridors serving a variety of trip purposes and connect a variety of regional destinations. Trunk routes comprise the backbone of the network linking major communities. Examples include Line 111 with a 20-minute headway seven days a week, which travels from Palm Springs to Coachella; Line 14 between Desert Hot Springs and Palm Springs; and Line 30 between Cathedral City and Palm Springs. Lines 14 and 30 operate with 20-minute frequencies on weekdays.

Local Routes – Local routes are secondary routes that connect to the trunk routes and supplement the SunBus network. These connector and feeder routes include Lines 15, 21, 24, 32, 54, 70, 80, 81, 90, 91, and 95. Local routes operate in areas with less density and lower demand. Local routes have consistent service throughout each day, frequencies of 60-minutes or better, and frequent stops for passengers to access as many destinations as possible. An exception to the above frequency is the North Shore Line 95 rural service that operates six round trips weekdays and weekends between Indio, Coachella, Mecca, and North Shore. Line 20 and 21 also has limited service that operates on weekdays only.

Market-Based Services – Tailored to serve specific market segments at specific times of the day, including supplemental service such as school trippers, market-based routes have flexible routing and schedules that may vary throughout the day and week, and are designed to meet specific market targets. Examples are the Commuter Link 220, operating three westbound trips from Palm Desert to Riverside with three return eastbound trips weekdays.

Additionally, Bus Rapid Transit (BRT) or express bus service is currently under study. Presently, Line 111 takes close to an hour and half to travel between Palm Springs and Indio, and close to two hours to travel between Palm Springs to Coachella. A BRT or express service would reduce travel time and operating costs and support increased ridership.

SunLine's existing Service Standards Policy also defines minimum service frequencies and spans deemed sustainable in the context of past funding levels. Due to the uncertain funding climate, declining ridership, and the emergence of promising new technologies, SunLine will revisit existing route alignments, including minimum service frequencies and spans, in consultation with the community and Board.

FIGURE 1.4 SUMMARY OF SUNLINE FIXED ROUTE TRANSIT SERVICES, JANUARY 2018

Route	Route Classification	Major Destinations	Cities/Communities Served	Connections
14	Trunk	Shopping, Schools, DMV, Employment Center, Library, Senior Center	Desert Hot Springs and Palm Springs	15, 20, 24, 30 & 111
15	Local	Shopping Centers, Senior Center, Library, Community Center, City Hall, Medical, and Schools	Desert Hot Springs and Desert Edge	14
20	Local	Shopping, Senior Center, Library, Community Center, Schools	Desert Hot Springs, Rancho Mirage, Palm Desert	14, 15, 32, 54, 111, Link 220 & Amtrak
21	Local	Shopping, Medical, Library, City Hall, School, College, and Mall	Desert Hot Springs, Palm Desert	14, 15, 32, 54, & 111
24	Local	Shopping, Medical, Library, Social Services, Theaters	Palm Springs	14, 30, 32, 111 & MBTA
30	Trunk	Shopping, Schools, Medical, Library, Senior Center, Airport, Court House, Social Security, Theaters, and Public Social Services	Palm Springs and Cathedral City	14, 24, 32, 111 & MBTA
32	Local	Shopping, School, College, Medical, Theaters, Mall and Hospital	Palm Springs, Cathedral City, Rancho Mirage, Palm Desert, Thousand Palms	20, 24, 30, 54, 111, Link 220 & Amtrak
54	Local	Shopping, School, Tennis Gardens, Work Force Development, and College	Palm Desert, Indian Wells, La Quinta, Indio, Bermuda Dunes	20, 32, 111, Link 220 & Amtrak
70	Local	Shopping, Schools, Theaters and Medical	La Quinta, Palm Desert, Indian Wells, Bermuda Dunes	111 & Amtrak
80	Local	Shopping, School, Workforce Development, Social Services, Senior Center, DMV, Hospital	Indio	54, 81, 90, 91 & 111
81	Local	Shopping, Schools, Medical, Community Center, College, DMV, Hospital, Work Force Development, Social Services and Employment Center	Indio	54, 80, 90, 91, 111 & Greyhound
90	Local	Shopping, Library, City Hall, Senior Center, Community Center, Social Services and Medical	Indio and Coachella	54, 80, 81, 91 & 111
91	Local	Shopping, College, Schools, Community Center, and Medical	Indio, Coachella, Thermal, Mecca, Oasis	54, 80, 81, 90 & 111
95	Local	Shopping, College, Community Center, Medical and Schools	Indio, Coachella, Mecca and North Shore	90, 91 & 111
111	Trunk	Hospital, Medical, Shopping, College, Mall and Schools	Palm Springs, Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta, Indio	14, 24, 20, 21, 30, 32, 54, 70, 80, 81, 90 & 91, 111, Amtrak & MBTA
220	Market-Based	Mall, College, Shopping and University	Palm Desert, Rancho Mirage, Cabazon Casino, Beaumont, Moreno Valley, Riverside	20, 32, 54, 111, Metrolink, Pass Transit, RTA & Greyhound

SUNBUS SERVICE FREQUENCY AND SPAN

SunLine fixed route bus services operate 363 days a year, with no service provided on Thanksgiving and Christmas. The system operates Monday through Friday from 5:00 a.m. to 11:00 p.m. and weekends from 5:00 a.m. to 10:00 p.m. Weekend service is operated on New Year’s Day, Memorial Day, Independence Day, and Labor Day. The Commuter Link 220, Line 20 and Line 21 service does not operate on weekends.

Buses generally operate every 20 to 90 minutes, depending on the route and day of the week. Service span and frequency information by line is summarized in the route profiles.

PARATRANSIT SERVICE OVERVIEW

SunLine operates SunDial ADA paratransit to provide service to those certified under ADA, who cannot ride fixed route bus service.

Paratransit SunDial services continue to be well utilized for client's day to day activities, such as medical appointments and shopping. In FY 2016/2017, SunLine served 164,802 SunDial passenger boardings, a .5% increase from the previous year. In the same year, SunDial operated 1,031,486 miles and 68,941 hours of revenue service.

SunDial operates within $\frac{3}{4}$ 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 only be used at the same times, days and frequency as local fixed-route service. SunDial service is a curb-to-curb, shared ride transit service for persons who are functionally unable to use the 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 37 vans seven days a week, 363 days a year during the same hours as the fixed route network. No service is provided on Thanksgiving and Christmas days. SunDial's Cancellation and No Show Policy went into effect on May 1, 2016. By implementing the policy revision, SunDial's late cancellation and no show rate decreased from 6.1% to 3.5% and from 5.8% to 3.3%, respectively.

Since SunDial ADA paratransit service is not provided in the community of North Shore, Line 95 operates as a deviated fixed route. Curbside pick-ups and drop-offs are available on a reservation basis in North Shore. Riders may utilize this service with a 24-hour advance notice for both pick-ups and drop-offs. SunDial service can be arranged to meet Line 95 in Coachella at 5th Street and Vine Avenue for qualifying Americans with Disabilities Act (ADA) passengers to reach other qualifying destinations in the Coachella Valley.

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 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. Each applicant is notified in writing of their application status within twenty-one days of the submission date. SunLine is currently revamping the eligibility process for SunDial in an effort to reduce costs to the Agency.

Riders having the required ADA Certification Identification Card are eligible to use SunDial for their transportation needs, including medical appointments, shopping, and other social activities.

SunLine Transportation Demand Management (TDM) Services

SunLine Transportation Demand Management (TDM) services promote and facilitate alternative mode of transportation such as transit, vanpool, carpool, bicycling, and taxi.

Vanpool

A vanpool is a group of people who are coming to the same workplace or post-secondary education facility (college, trade school, etc.) from the same community, riding together in a van. Vanpools typically carry from six to fifteen passengers, and operate weekdays, traveling between pick-up locations and a place of work.

Vanpools provide small-scale commuter ridership in scenarios where operator costs would otherwise be prohibitively high. Operating costs are very low, because the passengers drive themselves. Ridership per platform hour is healthy; the vanpool doesn't run at all without a minimum of five regular riders. Vanpools are very demand-responsive; once ridership falls below a threshold, the service goes away and new routes can be added with a minimum of overhead. They can access office parking areas and other locations where scheduled SunLine service cannot reach, making for more convenient passenger drop-offs.

Vanpool programs can be administered in a variety of ways, allowing the employer to be fully involved or simply promote it from the sidelines. Employers can help employees form vanpools through rideshare matching. Rideshare matching helps potential vanpoolers locate others nearby with similar schedules. With technology advancements, on-demand vanpooling may help reduce coordination costs and increase ridership. Traditional vanpool programs often have average ridership per trip at just above the minimum membership required for the vanpool.

As the region develops unevenly, vanpools will be an increasingly effective means to serve trips from low-density places to employment and education centers. With new vanpool programs, SunLine may be able to pull back bus service from low-volume, coverage routes, and focus on more frequent, trunk routes and core services.

SunLine's Vanpool Program will provide a subsidy for qualified vans. The driver of the vanpool must be a participant in the vanpool program. Vanpool passengers will be responsible for paying the van lease cost minus the subsidy. They will also share the cost of gas, toll fees, and parking fees (if applicable). Passengers will not pay for the maintenance and insurance costs. Vehicles for this type of service will be leased by one of the pre-qualified vendors to one of the commuters in the group, a company, or by a third party representative.

Micro Transit

SunLine proposes a new approach to connect riders to mainline service by bridging the first mile, last mile gap. Many communities still experience a lack of transportation options that require innovative solutions. This flexible, on demand rideshare service is designed to connect riders to the fixed route system by providing point to point rides along identified fixed route corridors. SunLine has purchased the scheduling application and anticipates having this service in place by the fall of 2018. Work is already underway to determine a

pilot service area to test the attributes of the program before launching this service more widely within the transit service area.

CURRENT FARE STRUCTURE

The SunBus fare structure is summarized in Figure 1.5. SunBus passengers pay the adult fare unless eligible for discounted fares, which are available to seniors, people with disabilities, and youth. Children 4 years and under ride free with an adult fare. Fares may be paid using cash or passes.

FIGURE 1.5 SUNBUS FARE STRUCTURE

TYPE OF FARE	FARE CATEGORY		
	ADULT (18 YRS – 59 YRS)	YOUTH (5 YRS – 17 YRS)	SENIOR 60+/ DISABLED/MEDICAID
Cash/Base Fare	\$1.00	\$0.85	\$0.50
Transfers	\$0.25	\$0.25	\$0.25
Day Pass	\$3.00	\$2.00	\$1.50
10-Ride Pass	\$10.00	\$8.50	\$5.00
31-Day Pass	\$34.00	\$24.00	\$17.00
Coachella Valley Employer Pass	\$24.00	--	--

FIGURE 1.6 SUNDIAL FARE STRUCTURE

Personal care attendants and service animals may accompany an eligible customer at no additional charge. The client must inform the reservationist when booking their trip that they will be accompanied by another person to determine if space is available. Clients may travel with up to three companions who will be charged the applicable fare.

TYPE OF FARE (Only for ADA Certified Clients)	FARE CATEGORY	
	SINGLE RIDE	MULTIPLE RIDES
Cash Fare - Same City	\$1.50	--
Cash Fare - City to City	\$2.00	--
10-Ride Pass - Same City	--	\$15.00
10-Ride Pass - City to City	--	\$20.00

FIGURE 1.7 COMMUTER LINK FARE STRUCTURE

Commuter Express fares are for trips between the Coachella Valley and Western Riverside County on the Riverside Commuter Link 220 Service.

TYPE OF FARE	FARE CATEGORY	
	ADULT (18 YRS – 59 YRS)	SENIOR 60+/ DISABLED/MEDICAID
Commuter Express Single Ride	\$6.00	\$4.00
Commuter Express Day Pass	\$14.00	\$10.00
Commuter Express 30-Day Pass	\$150.00	\$100.00
Zone 1 = Riverside - Cabazon		
Zone 2 = Palm Desert - Thousand Palms		

Proposed Fare Modifications and Plans for Promoting Ridership

Fares and fare collection will be reviewed in FY 2018/2019 with a goal of sustaining the future level of transit operations in the Coachella Valley while also maximizing ridership.

SunLine is exploring partnerships with local colleges throughout the Coachella Valley to provide an affordable transit haul pass program.

Taxi Voucher Program

In addition to SunDial, SunLine offers a Taxi Voucher Program providing half price taxi trips for seniors (60+ years) and the disabled. This card is easily obtained by eligible patrons submitting an application to SunLine. Once the application is reviewed and accepted, the patron is then mailed an activated payment card. When the patron receives that card they are able to call in and add a balance of up to \$75 per month. SunLine provides matching funds in equal amount up to the \$75. The total balance added for each month can be a maximum of \$150. Leftover funds from previous months are carried over until utilized. To use the balance, the patrons simply order a cab and pay their fare with the Taxi Voucher payment card.

This service assists with the economic development of the 3 taxi franchises of the Coachella Valley and provides some relief to the demands on the paratransit services. Community members are enjoying the service, and Taxi cab drivers and their franchises appreciate how this service keeps them competitive with other ride share services in the area. The Taxi Voucher Program has been funded with Section 5310 Transportation for Elderly Persons and Persons with Disabilities funding.

PASS OUTLETS

SunLine currently has 19 pass outlet locations within the service area. They sell nine different pass types: day pass, 31-day pass, 10-ride pass, adult, senior and youth. Figure 1.8 lists pass outlet locations:

FIGURE 1.8 PASS OUTLET LOCATIONS

Pass Outlets	City	Routes Served
Canyon Food Mart	Cathedral City	30 & 111
Cardenas	Cathedral City	30 & 32
Desert Market	Desert Hot Springs	14 & 15
Desert Food Mart	Desert Hot Springs	14 & 15
COD Bookstore - Indio Campus	Indio	54
Indio City Hall	Indio	54 & 81
U-Save Market	Indio	80 & 90
Rancho Fresco Market	Indio	80 & 81
Guerrero's Meat Market	Indio	80, 81 & 111
Cardenas	Indio	80, 81 & 111
La Quinta Wellness Center	La Quinta	70
Cardenas	Coachella	90 & 111
Carniceria Atoyac	Palm Desert	111
COD Bookstore	Palm Desert	20, 21, 32, & 111
Instant Cash	Palm Desert	111
Mizell Senior Center	Palm Springs	14, 24 & 30
Palm Springs Liquor	Palm Springs	24 & 111
Don Carlos Meat Market	Mecca	91 & 95
SunLine Transit Agency	Thousand Palms	32

REVENUE FLEET

SunLine currently has an active fleet of 76 fixed route buses. New vehicle purchases are included in SunLine's fleet and facilities plan as seen in Figure 1.9.

FIGURE 1.9 SUNBUS FIXED ROUTE FLEET

Number of Vehicles	Manufacturer	Year	Fuel Type	Size (Fleet)
13	Orion V	2006	CNG	40
16	New Flyer A	2008	CNG	40
21	New Flyer B	2008	CNG	40
10	El Dorado	2009	CNG	32
0	FC 2/New Flyer	2010	Hydrogen	40
1	FC 3/El Dorado	2012	Hydrogen	40
3	BYD Electric	2014	Electric	40
2	FC4 & 5/El Dorado	2014	Hydrogen	40
1	FC6/El Dorado	2015	Hydrogen	40
6	New Flyer Excelsior	2016	CNG	40
4	FC7 - FC10 El Dorado	2018	Hydrogen	40

All buses meet accessibility requirements of the ADA, and the emission mitigation standards mandated by the Federal Clean Air Act, and the California Air Resources Board (CARB). New vehicle models must proceed through the Federal Transit Administration (FTA) First Article Bus Durability Test Program in order for procurements to qualify for federal funding participation. FTA guidelines establish the useful life expectancy of a large, heavy-duty transit bus as at least 12 years of service, or an accumulation of at least 500,000 miles.

SunLine is expected to receive four new BYD electric buses (3 replacement and 1 expansion vehicle) in the coming months. These buses will support cleaner and more frequent service on SunLine routes serving disadvantaged communities, accelerating SunLine’s efforts to transition to an all zero-emission fleet.

Paratransit

SunLine’s paratransit service presently operates with an active fleet of 37 ADA vehicles. The paratransit fleet is summarized in Figure 1.10. FTA guidelines establish the useful life expectancy of a paratransit vehicle as at least four years or an accumulation of 100,000 miles.

FIGURE 1.10 SUNDIAL PARATRANSIT FLEET

	Number of Vehicles	Manufacturer	Year	Fuel Type	Size (Fleet)
	6	FORD/Aerotech 220	2013	CNG	24
	8	FORD/Aerotech 220	2013	CNG	24
	8	FORD/Aerotech 220	2015	CNG	24
	15	FORD/Aerotech 220	2016	CNG	24

Support Vehicles

SunLine currently utilizes 52 support vehicles including standard passenger cars and trucks as well as facility-specific golf carts and forklifts. The support fleet are used for various activities to support transit services provided throughout the Coachella Valley.

EXISTING FACILITIES

Administrative and Operating Facilities

Figure 1.11 presents SunLine’s administrative and operations facilities. SunLine owns all facilities.

FIGURE 1.11 SUNLINE FACILITIES

Location Name	Address	City
SunLine Division 1 Facility	32-505 Harry Oliver Trail	Thousand Palms
SunLine Division 2 Facility	83255 Highway 111	Indio

Figure 1.12 represents SunLine’s park and ride facility which is owned by SunLine.

FIGURE 1.12 SUNLINE PARK-AND-RIDE LOCATIONS

City	Location	Landmark	Spaces	Commuter Route
Thousand Palms	72-480 Varner Road	SunLine Transit Facility	22	220

Stops and Facilities

SunLine’s bus system has 635 stops including 361 shelters and 19 inactive shelters, that staff maintains which are planned for relocation. There are 80 standalone benches and waste containers and 14 major transfer locations, where riders are able to make transfers connections between routes. Figures 1.13 and 1.14 indicate the top ten (10) stops served for weekday and weekend service respectively.

FIGURE 1.13 WEEKDAY SERVICE: TOP 10 STOPS SERVED

Stop Name	City	Number of Riders per Day
B St/Buddy Rodgers	Cathedral City	682
Hwy 111/Flower	Indio	493
Indian Canyon/Ramon	Palm Springs	461
Palm Canyon/Stevens	Palm Springs	391
Baristo/Farrell South Side of Street	Palm Springs	353
West/Pierson	Desert Hot Springs	317
Town Center/Hahn East Side	Palm Desert	284
Palm Canyon/Baristo	Palm Springs	216
Town Center/Hahn West Side	Palm Desert	203
Ramon/San Luis Rey North Side	Palm Springs	175

FIGURE 1.14 WEEKEND SERVICE: TOP 10 STOPS SERVED

Stop Name	City	Number of Riders per Day
B St/Buddy Rodgers	Cathedral City	488
Hwy 111/Flower	Indio	380
Palm Canyon/Stevens	Palm Springs	315
Indian Canyon/Ramon	La Quinta	298
Town Center/Hahn East Side	Palm Desert	216
5th/Vine	Coachella	189
Town Center/Hahn West Side	Palm Desert	157
Baristo/Farrell South Side	Palm Springs	155
Palm Canyon/Baristo	Palm Springs	150
West/Pierson	Desert Hot Springs	150

PLANNED FACILITIES

SunLine contracted with HDR, Inc. to examine and understand the Agency’s current and planned future transit operations, and the roles and places of its existing transit facilities and vehicle maintenance and storage sites. From this review, SunLine developed an overall long range facilities master plan that identifies the bus storage and maintenance facility requirements, and potential locations for SunLine for the period of 2016 – 2035. This master plan is a guide for SunLine’s facilities future uses and associated capital projects.

Operations Facility

SunLine’s Operations facility located in Thousand Palms is housed in a combination of five pre-fabricated units of various sizes (approximately 2,000 square feet in total) with drivers’ lunchroom, lounge and training area housed in two separate double pre-fabricated units (2,800 square feet in total). The operations center houses dispatch, transit control and the paratransit call center as well as the operations supervisors’ offices. The facility is undersized for its purpose and staff levels. Preliminary planning has begun for the design, demolition and removal of the facility, and construction of a new, accessible facility.

BUS SHELTERS

Twenty-five new bus shelters will be installed in fall 2018 in the jurisdictions indicated in Figure 1.15:

FIGURE 1.15 NEW BUS SHELTERS BY JURISDICTION (2018)

Jurisdictions	Number of Shelters
Cathedral City	2
Coachella	2
Desert Hot Springs	2
Indian Wells	0
Indio	4
La Quinta	2
Palm Desert	4
Palm Springs	4
Rancho Mirage	0
Riverside County Unincorporated Areas	5

FUTURE TRANSIT HUBS

SunLine is working with the City of Coachella, Department of Social Services and Affordable Housing on a proposed project to be developed east of Harrison Street south of 4th Street and north of 6th Street in the City of Coachella.

EXISTING COORDINATION BETWEEN TRANSIT AGENCIES AND PRIVATE PROVIDERS

As the designated Consolidated Transportation Services Agency (CTSA), SunLine coordinates public transportation services throughout its service area. Staff participates in meetings with social and human service agencies, consumers, and grassroots advocates through forums such as the RCTC Citizens Advisory Committee/Social Service Transportation Advisory Council (CCAC), SunLine’s ACCESS Advisory Committee, San Gorgonio Pass Area - Transportation Now Coalition (T-NOW), and neighboring transit operators.

SunLine remains committed to working with the ACCESS Advisory Committee. Staff hosts regular meetings at the Thousand Palms Administrative Office. SunLine applies input from the Committee to improve relationships with the community to address public transportation issues in the Valley.

Additionally, staff members are actively involved in the regional transportation planning process through participation on RCTC and county committees. These committees include the CAC/Social Service Transportation Advisory Council, the Technical Advisory Committee, Aging & Disability Resource Connection ADRC of Riverside Long Term Services and Supports (LLTS) Coalition, Desert Valley Builders Association (DVBA), and related committees to enhance coordination efforts with SunLine.

COORDINATION WITH OTHER PUBLIC TRANSPORTATION PROVIDERS

In addition to providing transit service throughout the Coachella Valley, SunLine offers transit connections to a number of adjacent transit operators. SunLine and Riverside Transit Agency (RTA) collaborate to schedule the operation of Commuter Link 220 which connects Palm Desert and Thousand Palms with Morongo Band of Mission Indians, Beaumont, Banning, Moreno Valley, and Riverside Metrolink Station via Interstate 10 and State Route 60. In addition to providing connections to RTA routes, Commuter Link 220 joins rides to Pass Transit services in Beaumont and Metrolink's Riverside and Inland Empire-Orange County lines.

SunLine also hosts Morongo Basin Transit Authority (MBTA) Routes 12 and 15 through a cooperative service agreement at its stops in downtown Palm Springs. The collaboration offers connections to Yucca Valley, Landers, Joshua Tree, and Twentynine Palms.

SunLine is collaborating with Palo Verde Valley Transit Agency (PVVTA) on their Rides to Wellness demonstration project known as the Blythe Wellness Express service. This service, launched in July 2017, operates three days weekly and travels to the Coachella Valley's three hospitals (Desert Regional Medical Center, Eisenhower Medical Center and J.F.K. Hospital) within SunLine's service area.

Amtrak California (operated by Amtrak bus contractors) transports rail passengers traveling between rail hubs at certain Amtrak stations using SunLine's bus stops in Palm Springs, Palm Desert, and La Quinta, under an additional cooperative service agreement. Amtrak's "Sunset Limited" inter-city train serves the Palm Springs Station on North Indian Canyon Drive. However, with rail service only serving Palm Springs three times a week in each direction, it is impractical for SunLine to offer transit service to the station at this time.

SunLine has been collaborating with 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.

SunLine coordinates with Greyhound to enable Greyhound bus service to provide pick up and drop off services at the SunLine Thousand Palms Transit Hub located at 72-480 Varner Road. Greyhound serves the hub with three westbound trips and three eastbound trips each day.

PRIVATE TRANSPORTATION

Taxi Administration

The SunLine Regulatory Administration (SRA), is responsible for establishing and enforcing ethical standards maintained by the Franchising Board. In addition, SRA is charged with licensing and regulating taxicab franchises and drivers in the Coachella Valley, while also ensuring residents and visitors are charged a fair and reasonable price. Figure 1.16 represents the current operating taxi franchises in the Coachella Valley along with the number of vehicles operated by each franchise.

FIGURE 1.16 TAXI FRANCHISES

Franchises	Vehicles
American Cab	30
Desert City Cab	40
Yellow Cab of the Desert	53

CHAPTER 2: EXISTING SERVICE AND ROUTE PERFORMANCE

INTRODUCTION

In FY 2016/2017, SunLine served 4.1 million fixed route passenger boardings, a decrease of 4.8% from the previous year. In the same year, it operated over 3,467,182 miles and 238,374 hours of revenue service.

SunLine’s ridership decline in fixed route bus service is consistent with national trends. Transit ridership has decreased in almost every major city and suburb.

SunDial paratransit service continues to be well utilized for client’s day to day activities, such as medical appointments, shopping, or work. In FY 2016/2017, SunLine served almost 150,301 trips, a 2% increase from FY 2015/2016.

FIXED ROUTE SERVICE – ROUTE BY ROUTE ANALYSIS

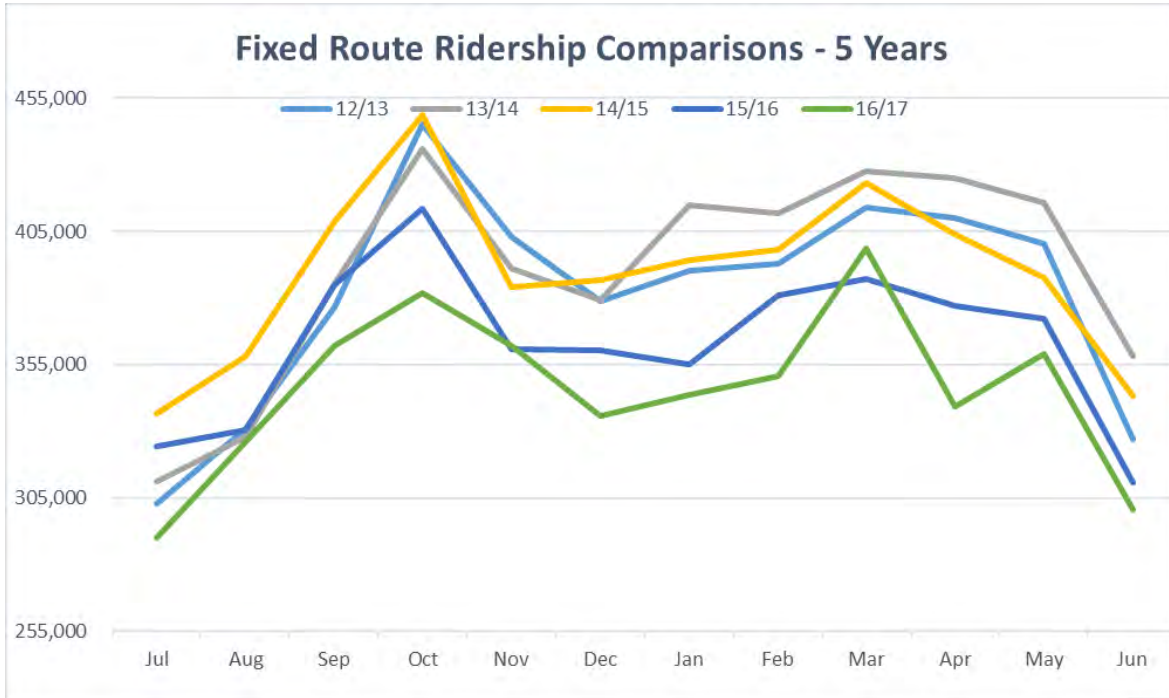
Little data exists to corroborate which global causes are impacting SunLine most significantly. There has been much speculation about the effect of low gas prices, increased car ownership, ride-hailing services and services which offer delivery of groceries, fast food and goods as contributing factors to decreased fixed route ridership. Figure 2.1 displays the comparison in ridership from FY 2015/2016 to FY 2016/2017.

FIGURE 2.1 ANNUAL COMPARISON OF SUNBUS RIDERSHIP

Service Type	FY 2015/16	FY 2016/17	Percent Change
SunBus (Fixed Route)	4,358,966	4,151,468	-4.8%

SunLine is analyzing effects attributable to the quantity and quality of transit services. Ridership may be falling if service is getting slower due to congestion or if there are recurring, on-time performance issues. We also seek to understand why SunLine ridership has declined less steeply than other transit operators. Figure 2.2 presents ridership for five (5) years, from FY 2012/13 to FY 2016/17.

FIGURE 2.2 FIXED ROUTE RIDERSHIP



Service Efficiency and Effectiveness

To determine the efficiency and effectiveness of all routes, staff reviewed the performance statistics for FY 2016/2017 with data from the transit monitoring software TransTrack.

Figure 2.3 below summarizes data by line. Data available includes passenger boardings, passengers per revenue hour, cost per passenger, passenger revenue per revenue hour, and the farebox recovery ratio.

FIGURE 2.3 ANALYSIS OF PERFORMANCE STATISTICS, FY 2016/2017

LINES	PASSENGER COUNT	PASSENGERS PER REVENUE HOUR	COST PER PASSENGER	PASSENGER REVENUE PER REVENUE HOUR	FAREBOX RECOVERY RATIO
14	629,697	21.4	\$5.29	\$31.01	27.35%
15	104,060	19.1	\$5.95	\$27.28	24.05%
20	25,062	10.3	\$11.00	\$14.87	13.11%
24	161,799	14.8	\$7.67	\$21.42	18.85%
30	686,776	24.5	\$4.62	\$35.68	31.46%
32	248,350	14.7	\$7.71	\$21.29	18.77%
53	48,901	6.5	\$17.60	\$9.41	8.19%
54	75,157	11.1	\$10.21	\$16.07	14.17%
70	180,326	18.3	\$6.19	\$26.23	23.15%
80	141,170	25.5	\$4.45	\$36.97	32.64%
81	89,266	15.1	\$7.48	\$21.67	19.13%
90	140,831	11.9	\$9.51	\$17.56	15.48%
91	181,092	10.8	\$10.52	\$15.49	13.64%
95	28,556	4.5	\$25.32	\$6.60	5.81%
111	1,396,966	19.7	\$5.75	\$28.73	25.34%
220	13,458	3.4	\$33.63	\$4.87	4.30%
SunDial	164,802	2.4	\$35.39	\$9.94	11.74%

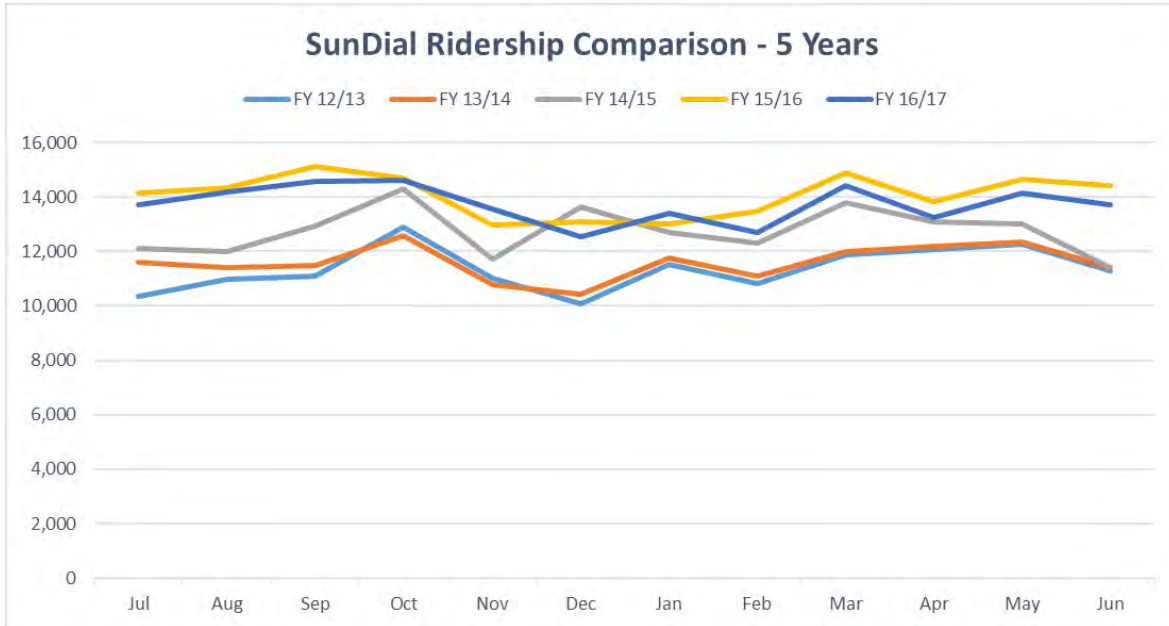
PARATRANSIT SERVICE – SYSTEM PERFORMANCE

Customer growth on SunLine’s paratransit services continues steadily. Like many transit systems across the country, SunLine faces challenges in providing cost-effective service for disabled customers who are unable to use traditional buses. In FY 2015/2016, SunLine served almost 153,183 trips, a 7% increase from FY 2014/2015. Overall ridership for the demand response and subscription services is expected to continue to grow.

FIGURE 2.4 ANNUAL COMPARISON OF SUNDIAL RIDERSHIP

Service Type	FY 2015/16	FY 2016/17	Percent Change
SunDial	164,025	164,802	0.5%

FIGURE 2.5 MONTHLY COMPARISON OF SUNDIAL RIDERSHIP



KEY PERFORMANCE INDICATORS

To ensure adherence to the Productivity Improvement Program (PIP) established by the Riverside County Transportation Commission (RCTC), SunLine continues to monitor and evaluate routes to guarantee compliance with key performance indicators.

The performance indicators are monitored using TransTrack software implemented by RCTC for all Riverside County transit operators. Over the past six years, SunLine has consistently met the compliance requirements for both mandatory and discretionary performance indicators.

SunLine is on track to meet the following targets for FY 2017/2018:

- Operating Cost Per Revenue Hour
- Subsidy Per Passenger Mile
- Subsidy Per Hour
- Subsidy Per Mile
- Passengers Per Revenue Hour
- Passenger Per Revenue Mile

SunLine has not yet met the following targets for FY 2017/2018:

- Farebox Recovery Ratio
- Subsidy Per Passenger

SunLine will continue to work closely with RCTC to meet the key performance indicators and to ensure targets are set by a process in keeping with industry standards.

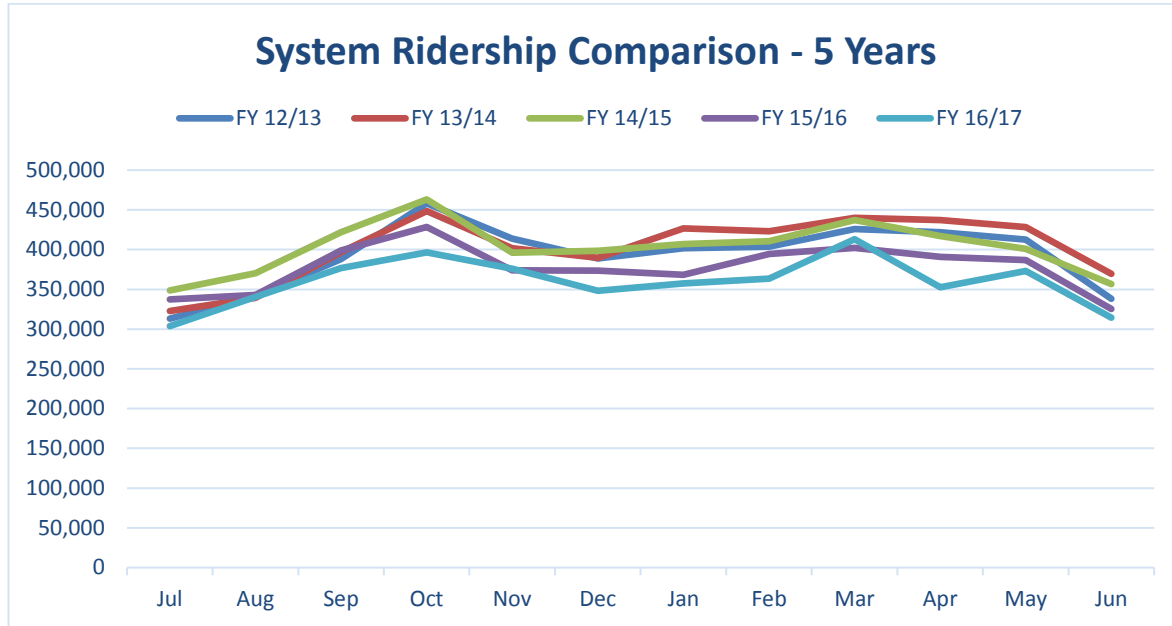
PRODUCTIVITY IMPROVEMENT EFFORTS

Since the 2015 update to the COA, SunLine has made improvements to all fixed routes, including realigning existing routes and improving frequency to enhance ridership.

The following modifications were made in the past fiscal year to fixed route bus service:

- Interlining of Lines 14 and 30, weekdays only.
- Line 20 Express extended service from I-10 to Cook, Fred Waring to Town Center and removed service along Monterey between I-10 to Fred Waring. Express service operates during peak hours only on weekdays.
- New to fixed route service is Line 21 which replaced Line 53. Line 21 serves Town Center, Fred Waring and Cook to Gerald Ford and provides limited service between 11:00 a.m. and 4 p.m. (in between Line 20 peak service in Palm Desert) on weekdays.
- Line 53 was removed with ridership absorbed by Express Line 20 and Line 21.
- Line 80 was realigned to serve Calhoun, Dr. Carreon, Van Buren and Ave. 48. Part of the Line 80 was removed along Jackson and Dr. Carreon between Calhoun and Jackson. In the May 2018 service change Line 80 was improved to add 30 minute frequency and realigned to serve the North Indio Walmart shopping center.
- Line 90 and 91 were realigned to commence service at 5th and Vine in Coachella with the section of service from Highway 111 and Flower removed to reduce duplication of service. In May 2018, Line 91 added four (4) trips to commence at Highway 111 and Flower.
- Improved frequency from forty (40) minutes to thirty (30) minutes before 6 a.m. and every twenty minutes past 6 p.m. on Line 111 for weekdays.
- Afternoon school trippers have been absorbed by Lines 14, 30 and 111 (regularly scheduled routes).

FIGURE 2.6 MONTHLY COMPARISON OF SYSTEM RIDERSHIP



Staff continues to coordinate with local jurisdictions to determine best practices in relation to transit services provided throughout the Coachella Valley.

Staff will continue monitoring existing routes; applying service warrants to evaluate route performance. In addition to concentrating on modifying and adjusting existing routes, the review of underperforming routes will continue to determine if segment realignment, trip modifications or discontinuation of service should be considered due to low productivity.

Service Standards and Warrants

The factors listed below are considered when analyzing new service proposals and requests, as well as evaluating existing service.

Area Coverage

While most of the urbanized sections of SunLine’s service area are adequately served, there are some areas which are provided with more service than others. When service is proposed, the new line will be evaluated based on its proximity to other lines and the necessity of its implementation based on area coverage and service productivity standards. Areas that are not currently served or are underserved, but warrant new or enhanced service will be evaluated to receive new transit service when funding becomes available or through efficiency improvements of the existing transit lines. Growth in the ADA paratransit service area must also be addressed as part of any new service planning. Funding of these types of services must be prioritized along with improvements to existing transit services, based on available funding.

Market Area Characteristics

Staff also considers the density and demographic characteristics of a given service area as an important determinant for providing transit success. In tying area coverage standards to population and employment densities, SunLine recognizes the need to provide more service within more highly developed areas, and often considers this factor as part of the service development process.

Transit-Dependent Populations

SunLine considers the effects of service changes on transit-dependent riders during service planning processes. While SunLine’s current network serves most transit-dependent populations and their destinations effectively, the agency continues to examine transit dependency when evaluating new service proposals.

Special Market Needs

Staff often receives requests for new service when existing routes do not adequately address unique market opportunities. Some examples include short routes such as shuttles that may better connect two or more high demand destinations, such as a transit center and an employment center, a senior center and a shopping complex, or student housing and a university campus. They may also provide local circulation between destinations in a single community with the service span and frequency tailored to these unique markets.

Service Standards of Evaluating New Services

Once a route is implemented, performance monitoring begins immediately to determine if the route is reaching its desired potential and performance standards. New service routes not meeting minimum standards are subject to the same remedial actions as existing services requiring evaluation at the eighteen to twenty-four month marks, may be truncated or eliminated if line productivity does not improve.

MAJOR TRIP GENERATORS & PROJECTED GROWTH

Many transit trips within the Coachella Valley are destined for the City of Palm Desert, with 23 percent of all work trips ending there. Data compiled for trip purposes show trip patterns to Palm Desert are mostly from the Cities of Cathedral City, Indio, La Quinta, and Palm Springs. There are also strong trip patterns from La Quinta and Coachella to Indio, and from Desert Hot Springs to Palm Springs.

Most trips in the system occur along Highway 111, with nearly all destinations served directly by Line 111. Line 14 (Desert Hot Springs – Palm Springs) and Line 30 (Cathedral City – Palm Springs) are also key SunLine transit lines.

With respect to school travel, Palm Desert continues to be a key destination as the location of the main campus of the College of the Desert (COD). SunLine also provides public transportation services for middle and high school students for school districts that are unable to provide transportation. SunLine schedules special school-tripper buses to accommodate the public transportation demand and school bell schedule for school districts including the Palm Springs Unified School District (PSUSD) and Desert Sands Unified School District (DSUSD).

SunLine staff coordinates with local jurisdictions to provide recommendations for adequate transit considerations as new developments and construction projects are proposed. Through this process, SunLine attempts to reshape the community land use development patterns to support cost-effective transit, biking, and walking mobility in concert with both Smart Growth and the SB 375 GHG initiative. As the Coachella Valley flourishes, SunLine staff will continue to assess travel patterns and transit demands. Additionally, to assist

commuting students, SunLine will continue to coordinate public transit schedules with school bell times.

EQUIPMENT, PASSENGER AMENITIES AND FACILITY NEEDS

Passenger Amenities and Bus Stop Improvement Program

As of January 2018, SunLine serves 635 bus stops, which are cleaned and maintained on a regular basis. Since completion of the 2005 COA and 2009 COA Update, SunLine has made significant improvements to bus stops in the Coachella Valley as part of its Bus Stop Improvement Program (BSIP). SunLine has successfully completed five phases of the BSIP. Presently, 361 bus stops have shelters. Funding was received in FY 2015/2016 to allow 25 new shelters to be placed at active stop locations as part of Phase 6 of the BSIP. In conjunction with the installation of new shelters, bus stops are also improved to meet guidelines set forth by the Americans with Disabilities Act (ADA). Additional funding has been requested for continual support of the BSIP in upcoming years.

Real-Time Signage Displays

SunLine introduced real-time arrival information display at the major transfer point located at Town Center at Hahn in Palm Desert. This new technology data combined with digital signage is creating new ways for SunLine to communicate with its riders. SunLine installed two real-time displays at major layovers located at Indian Canyon and Ramon in Palm Springs and Highway 111 at Flower in Indio. SunLine will also be exploring other potential locations for real-time displays.

On-Board Passenger Amenities

SunLine continues to offer free Wi-Fi on all fixed route buses. All SunLine buses have electronic destination signs. The signs indicate the route number, route name, and the destination of the bus. All of the buses have display racks for public announcements, notices and timetables. Passengers are able to request a stop by activating the stop request that is controlled by a plastic strip/pull cord located within each passenger's reach. All buses are ADA compliant. Air conditioning and heating are provided on the buses for passenger comfort.

Bicycle Facilities

To provide bicyclists an alternate mode for traveling throughout the Coachella Valley, all of SunLine's fixed route buses have exterior mounted bike racks. The combination of bicycling and riding the bus has increased the range of options for riders who utilize other modes of transportation.

On-Board Security Cameras

Cameras and the associated video recording equipment are installed on all SunLine fixed route buses. Video recording provides an invaluable asset when assessing the cause of collisions, investigating reports of improper behavior by SunLine staff and violations of SunLine rider rules by our passengers. Video from on-board cameras has also proven to be beneficial to law enforcement in the investigation of traffic incidents and criminal activity. Additionally, our paratransit vans are equipped with "SmartDrive" video monitoring. SmartDrive video recordings assist in determining the cause of collisions and

helps identify operator driving habits and tendencies. SmartDrive video is used to coach better driving habits and skills to our paratransit operators. Streaming live video links were added to vehicles in use on Commuter Link 220.

Bus Replacement Program

Approximately every three years, SunLine begins the replacement of ADA paratransit vans as they near 150,000 miles. In FY 2018, 13 replacement and three expansion vehicles were delivered to SunLine. The fixed route bus fleet began to be updated in 2017, as fifteen 2005 Orion buses become eligible for replacement under FTA guidelines (12-year lifespan or 500,000 miles). SunLine was awarded in FY 2013, by discretionary grant funding to expand the hydrogen fleet by five buses; the construction of these buses are set to commence in mid-2018. All SunLine vehicles, including non-revenue service vehicles, are powered with alternative fuels.

Facility Needs

CNG Station: The CNG station will be located at the Thousand Palms facility and will replace the existing station that has exceeded its useful life. Preliminary drawings have been completed. SunLine is in the process of procuring a design build firm that will provide a fully commissioned CNG station with the goal to have this project breaking ground in summer 2018.

Hydrogen Station: SunLine is in the process of upgrading its existing hydrogen refueling station with a new electrolyzer. Preliminary drawings are complete for the hydrogen fueling station. Equipment for the fueling station is being built off-site. The hydrogen fueling station is expected to be commissioned by the fall of 2018.

Thousand Palms Administration Building Solar Canopies: Preliminary drawings have been completed and approved with a Design Build firm being procured. This project is expected to be completed by the end of calendar year 2018.

Operations Facility Replacement: The Operations Facility Replacement will allow SunLine to complete demolition, removal and rebuild an operations building in Thousand Palms. The architectural and engineering firm has been selected to provide preliminary engineering drawings that will be used for the selection of a design build firm.

CHAPTER 3: SERVICE CHANGES AND IMPLEMENTATION

INTRODUCTION

In July of 2017, SunLine Transit Agency adopted a Rethink Transit Campaign. The purpose of the campaign is to identify savings by reallocating resources to productive bus lines, and developing sustainable solutions to serve areas with fewer riders. By reallocating resources to productive services, ridership and passenger revenue will increase easing financial constraints that inhibit growth.

The campaign was adopted in response to three consecutive years of declining passenger ridership and revenue. The decline was caused by a national trend in stagnate transit growth, fairly moderate motor fuel prices, an increase in automobile ownership by low income residents in Southern California, and increasing competition from the private sector that has resulted in more choices being made available to local transit passengers.

Rethink Transit has led to a Transit Redesign that includes realigning or partially replacing existing services that consistently exhibited low productivity. Other services may be replaced in the future by alternative mobility formats such as vanpools, or demand response, shared ride services that use smaller, flexible vehicles that are suited for less densely populated areas. More productive services will be improved by faster running times and more frequencies that will encourage wider use of those services.

HDR is facilitating a study for SunLine Transit Redesign and Network Analysis that will evaluate the current schedule modifications and make recommendations for longer term sustainability. The study will also consider unmet transit needs, and make recommendations for growth during the next 10 years. Further, the study will review fares and recommend adjustments. HDR will produce the study by the end of 2018. HDR is a national transportation firm that will employ comparisons of other transit properties of comparable size to SunLine to determine best practices for future growth.

TransLoc will perform a micro-transit simulation that will enable SunLine to launch a pilot program for share ride services in areas of light density where traditional transit applications have demonstrated low productivity.

RECENT SERVICE CHANGES

SunLine implemented the first phase of Rethink Transit in January 2018 by making the following revisions to SunBus schedules:

- Interlining - continue to increase operational efficiencies by interlining routes such as Line 14 and 30 for weekday service.
- Line 20 Express - extends service from I-10 to Cook, Fred Waring to Town Center and removed service along Monterey between I-10 to Fred Waring. The Express Service operates only during peak hours on weekdays.

- Line 21 - new route that serves Town Center, Fred Waring, and Cook to Gerald Ford with limited service between 11:00 a.m. and 4:00 p.m. on weekdays only.
- Line 53 - replaced with Line 20 to absorb part of the line, and maintain mid-day service by implementing Line 21. Ended weekday/weekend service on Line 53 due to low ridership.
- Line 80 - realigned to include service on Calhoun, Dr. Carreon, Van Buren and Avenue 48 in Indio. Removed service on Jackson and Dr. Carreon between Calhoun and Jackson.
- Line 90 - commenced service at 5th/Vine in Coachella. Removed service from Jackson, Hwy 111/Flower and Calhoun in Indio. Removed service from Ave. 52, Van Buren and to Ave. 51 loop with frequency every 60 minutes.
- Line 91 - commenced service at 5th/Vine in Coachella. Remove service from Hwy 111/Flower to 5th/Vine on Hwy 111, Indio Blvd., Van Buren, Ave. 49, Frederick, and Ave. 50 for both eastbound and westbound directions.
- Line 111 - increased frequency from 40 to 30 minutes before 6:00 a.m. and every 20 minutes past 6:00 a.m. for early morning weekday service.
- Absorbed unproductive afternoon trippers on Lines 14, 30 and 111 by regularly scheduled services.

The May 2018 Service Change continued revision of fixed route schedules to maximize efficiencies and introduce service improvements.

- Line 80 – Improved frequency from every 60 to every 30 minutes, and realigned the route to provide service closer to the Walmart Shopping Center in North Indio.
- Line 111 – improved running times.

PLANNED SERVICE CHANGES AND IMPLEMENTATION

The strength of SunLine’s network lies in its frequent, regional trunk routes. Lines 14, 30, and 111 together account for 64% of all daily boardings. Improving these services will increase farebox revenue on the entire network. Rethink Transit will incorporate improvements, initially to Line 111 with other enhancements to follow. Future planned service changes include:

- Realign Line 15 with service modifications to Desert Edge.
- Replace Line 95 with a new Line 96 with a demand response micro transit service.
- Introduce Quick Bus, a limited stop service to reduce running time on Line 111.
- Add more frequency on Lines 14, 30 and 111.
- Evaluate service span of lines to create efficiencies.
- Collaborate with other service providers to create more regional mobility, such as service from the Coachella Valley to San Bernardino.

- Consideration is being made in the possibility of replacing the Palm Springs BUZZ with transit service.
- Potential realignment of Lines 111 and 70 to serve the Coachella Valley Music and Arts Festival, Stagecoach Festival and BNP Paribas Open respectively.
- Staff will continue monitoring existing routes applying service warrants to evaluate route performance. In addition to concentrating on modifying and adjusting existing routes, the review of underperforming routes will continue to determine if segment realignment, trip modifications or discontinuation of service should be considered due to low productivity.
- Introduction of micro-transit in lightly populated areas where traditional transit is not appropriate, for example, to replace Line 95 with smaller, more flexible vehicles with demand response services. Consideration is also being given with respect to micro-transit fulfilling first mile, last mile demand in the service area of Lines 20 and 21.
- A veteran based service is in the early stages of planning. This service will be provided as an option to veterans who are seeking transportation for medical treatment.
- Realignment of Lines 90, 91, 95 and 111 to serve the future Coachella Transit Hub facility.

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 measure (monthly) the system-wide average rate for that month to determine whether a particular customer has excessive late cancellations or no-shows. The Agency then considers the customer’s overall frequency of use and evaluates whether there is “a pattern of abuse” relative to how often that customer travels with SunDial.

SunDial is moving forward with the paratransit eligibility/certification process to implement in-person interviews to ensure paratransit riders qualify for the service. MTM, Inc. has been contracted as the consulting firm to help reform the current processes. They are evaluating the Agency’s current procedures and will be making recommendations to help implement changes. SunLine also plans to implement new technology in the near future to facilitate on-line scheduling and cancelling of paratransit reservations. The new technology will provide a reminder call the day before to encourage cancelling when plans change and will also provide customers with notification 5 minutes prior to passenger pickup.

MARKETING PLANS AND PROMOTION

Marketing is an essential element of a cost-effective public transit service. A focused marketing effort using a modest budget is key in ensuring that the substantial public

resources used by a transit service are well utilized. SunLine will increase marketing in order to expand ridership through a cost-effective strategy using local media:

- *Enhance Ease of Use* - pursued through a combination of streamlined routing and schedules, an improved passenger information program and a system-wide signage program.
- *Increase Awareness and Enhance Image of SunLine Transit Agency* - will include strategies to increase overall visibility of the transit network and to make potential riders more aware of what services are available and how to access them.
- *Transit User Group Presentations* – staff will continue to make personal presentations to local transit user groups, such as senior centers, disabled groups, schools, and civic groups and to educate about the destinations available through the service.
- *Expanded Pass Outlets* - expanding the number of outlets to ease the ability of users to purchase monthly passes.
- *Implement Strategic Marketing Plan* - SunLine proposes developing a marketing plan with long-range marketing goals and implementation strategies to assist with retaining and attracting customers.

SunLine will continue to provide an Internet webpage that includes rider information, links to other cities, current schedules and routes, and bus stop locations. This marketing tool is updated as changes to the system are implemented.

SunLine continues to follow its robust marketing and outreach campaign. Throughout FY 2018/2019 the Marketing and Planning teams will join community service events, seminars and conventions to spread the positive impact local transit service has in the Coachella Valley.

The marketing efforts shall be conducted to ensure that all service area residents are aware of SunLine services. Targeted marketing efforts shall be conducted for high potential groups, including elderly, disabled, and low-income residents.

BUDGET IMPACTS ON PROPOSED CHANGES

Due to funding shortfalls and current economic conditions in the state of California and at the federal level, staff is currently scoping a planning study to evaluate service efficiencies and modifications to be implemented in January 2019.

Existing funded projects are listed in Chapter 1, System Overview. Proposed service improvements without identified funding may be implemented as new funding opportunities become available.

CHAPTER 4: FINANCIAL AND CAPITAL PLANS

OPERATING AND CAPITAL BUDGET

In FY 2018/2019, SunLine plans to have an operating budget of \$38,900,991 and a capital project budget of \$6,053,623. The operating budget will absorb cost increases in wages and benefits, some new operating and administrative staff positions, as well as other direct costs increases associated with operating service.

SunLine utilizes funding from various sources to operate its fixed route and paratransit services. Additional revenue opportunities are pursued in order to reduce subsidy levels. These additional revenue sources include SunLine's bus and shelter advertising, sales of emission credits, outside CNG fuel sales revenue, taxi voucher sales and funding from two jurisdictions for bus shelter maintenance.

FUNDING PLANS TO SUPPORT PROPOSED OPERATING AND CAPITAL PROGRAM

For FY 2018/2019, funding plans for the proposed operating and capital programs are as follows:

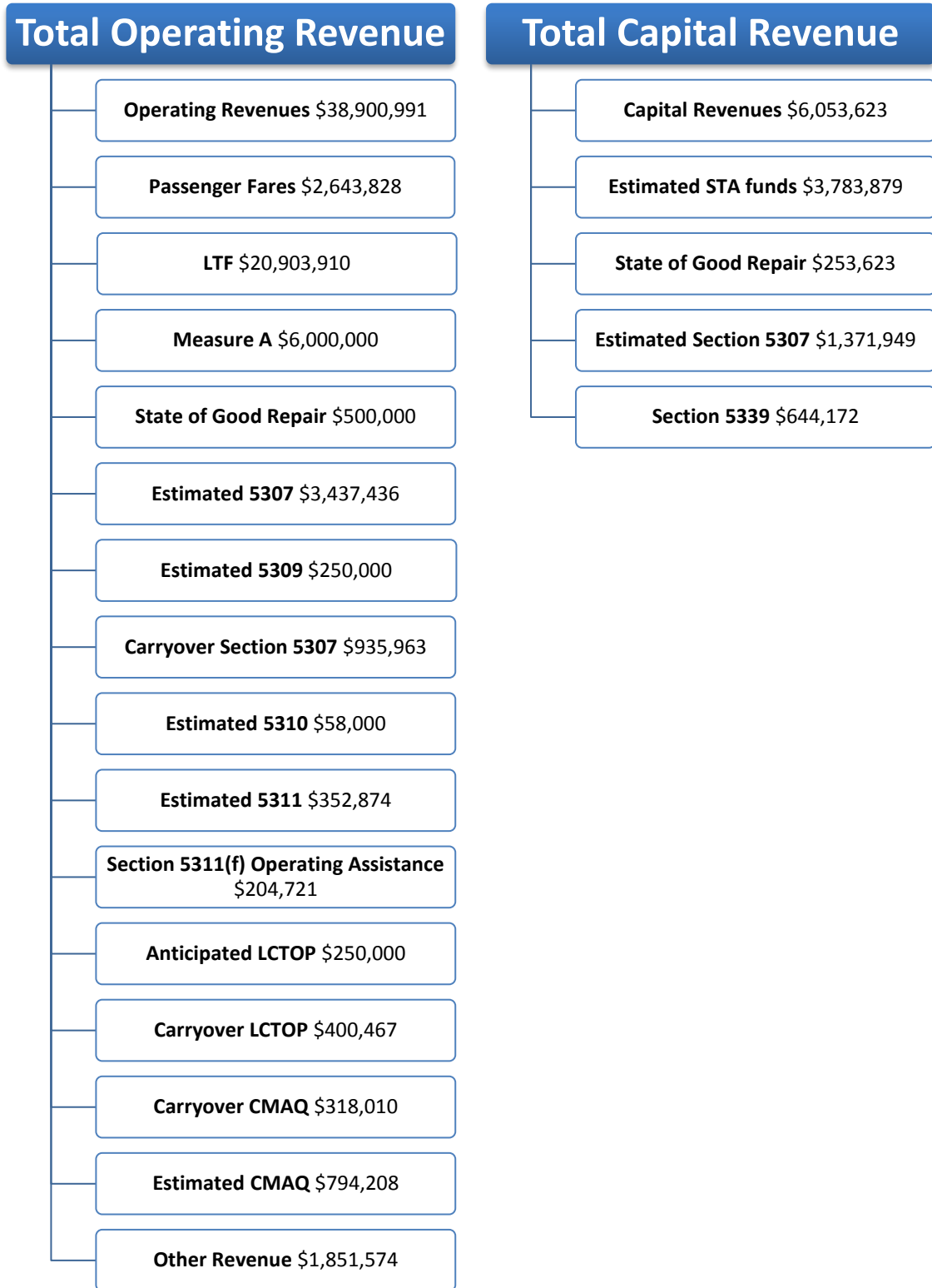
Funding sources for the proposed operating budget includes FTA Section 5307 (Urban), 5311 (Rural), 5310 (Elderly and Disabled), Congestion Mitigation and Air Quality (CMAQ), and Low Carbon Operating Program (LCTOP) funds apportioned by the California Department of Transportation (Caltrans), State Local Transportation Funds (LTF), Local Measure A funding, farebox revenue and other revenue for operating assistance.

Funding sources for capital projects include funds from FTA's Congestion Mitigation and Air Quality Improvement Program (CMAQ), Section 5307, Section 5339, State Transit Assistance (STA), State of Good Repair Funds, and LTF.

OPERATING BUDGET

The estimated FY 2018/2019 operating and capital budget of \$44,954,614 outlined in Table 4, is funded by:

FIGURE 4.1 OPERATING AND CAPITAL BUDGET



REGULATORY AND COMPLIANCE REQUIREMENTS

Americans with Disability Act

SunLine complies with the guidelines set forth by the Americans with Disability Act (ADA) by providing a 100% accessible revenue service fleet for fixed route transit services and ADA paratransit service vans. Supervisor vans are also equipped with wheelchair lifts. As funding becomes available, the agency 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 exists.

Disadvantaged Business Enterprise

SunLine's most recent Disadvantaged Business Enterprise (DBE) program and goal was revised and submitted to FTA in July 2015. The DBE semiannual reports are kept current, with the most recent DBE report submitted in December 2016. The next DBE report will be submitted in June 2018.

Equal Employment Opportunity

SunLine complies with federal regulations pertaining to employment and submits its Equal Employment Opportunity (EEO)-1 report annually to the U.S. Equal Employment Opportunity Commission (EEOC) as well as its EEO/Affirmative Action Program every four years or as major changes occur in the workforce or employment conditions to the FTA. The most recent EEO-1 report was submitted to the EEOC and certified in September 2016. The most recent EEO/Affirmative Action Program was revised and submitted to the FTA in FY 2015/2016.

Title VI

Title VI of the Civil Rights Act of 1964 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 updated in FY 2016/2017 for use in the FY 2017/2018 to FY 2019/2020 period. The report is scheduled for update, submission and approval by October 1, 2019.

Transportation Development Act

Transportation Development Act (TDA) provides two major sources of funding for public transportation: The Local Transportation Fund (LTF) and the State Transit Assistance fund (STA). RCTC commissioned Pacific Management Consulting to conduct the Triennial Performance Audit as required by Transportation Development Act (TDA) and SunLine's findings are referenced in Table 6.

Federal Transit Administration Triennial Audit

In accordance with regulations, SunLine Transit Agency completed a Federal Transit Administration Triennial Audit site visit in March 2016. The Triennial Review focused on SunLine's compliance in 17 areas. SunLine had no repeat deficiencies from the 2013 Triennial Review. SunLine met FTA requirements in fourteen (14) areas. Deficiencies were found in three (3) areas; Technical Capacity, Maintenance and Procurement.

The Audit recommends:

- 1) SunLine Transit Agency's overall Technical Capacity and Office Procedures be improved to provide required information in progress reports.
- 2) Maintenance Department facility preventative maintenance checks be improved to meet an 80 percent minimum target.
- 3) Procurement Department pre-award and post-delivery processes be improved.



National Transit Database

To keep track of the industry and provide public information and statistics as it continues to grow, FTA's National Transit Database (NTD) records the financial, operating and asset condition of transit systems. Staff are currently finalizing FY 2016/2017 NTD Section sampling. SunLine continues to perform parallel sampling using manual samples and Automatic Passenger Counter (APC) data in order to verify and gain approval to use APC data in future reporting.

Alternative Fuel Vehicles

SunLine conforms to RCTC's Alternative Fuel Policy with all vehicles in the fleet using CNG, electric or hydrogen fuel. The current active fleet consists of fifty-eight (58) 40-foot CNG buses, five (5) 40-foot Hydrogen Fuel Cell buses, ten (10) 32-foot CNG buses, three (3) 40-foot Electric buses, thirty-seven (37) 22-foot paratransit vans, and forty-five (45) total non-revenue CNG and electric vehicles, including general support cars and trucks as well as facility-specific golf carts and forklifts.

FY 2018/2019 SRTP TABLES

**TABLE 1
FLEET INVENTORY – FIXED ROUTE**

Table 1 - Fleet Inventory
FY 2018/19 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 2017/18	# of Contingency Vehicles FY 2017/18	Life to Date Vehicle Miles Prior Year End FY 2016/17	Life to Date Vehicle Miles through March FY 2017/18	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2017/18		
2014	BYD	K9	35	2	40	EB	2	0	50,094	125,007	62,503		
2015	BYD	K9	35	1	40	EB	1	0	15,543	66,408	66,408		
2012	EDN	AXCESS	37	1	40	OR	1	0	116,987	154,444	154,444		
2014	EDN	AXCESS	37	3	40	OR	3	0	131,121	299,469	99,823		
2017	EDN	AXCESS	37	1	40		1	0		2,039	2,039		
2009	EDN	EZRider32'	29	10	32	CN	10	0	2,403,059	3,082,385	308,238		
2008	NFA	LF 40'	39	1	40	OR	1	0	92,785	92,785	92,785		
2008	NFA	LF 40'	39	20	40	CN	16	4	8,414,667	10,503,925	656,495		
2008	NFA	LF 40'	39	21	40	CN	21	0	8,730,823	10,815,692	515,032		
2016	NFA	LF 40'	39	6	40	CN	6	0	0	495,953	82,658		
2005	OBI	ORION V40'	44	15	40	CN	15	0	6,118,925	7,202,738	480,182		
Totals:							77	4	26,074,004	32,840,845	426,504		

**TABLE 1
FLEET INVENTORY – DEMAND RESPONSE**

Table 1 - Fleet Inventory
FY 2018/19 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 2017/18	# of Contingency Vehicles FY 2017/18	Life to Date Vehicle Miles Prior Year End FY 2016/17	Life to Date Vehicle Miles through March FY 2017/18	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2017/18		
2013	EDN	AEROTECH	12	14	22	CN	14	0	1,881,433	2,613,797	186,699		
2015	EDN	AEROTECH	12	8	22	CN	8	0	301,201	878,651	109,831		
2016	EDN	AEROTECH	12	15	22	CN	15	0	0	789,247	52,616		
Totals:			36	37			37	0	2,182,634	4,281,695	115,721		

**TABLE 2
SRTP SERVICE SUMMARY – ALL ROUTES (SYSTEM TOTALS)**

*Table 2 -- SunLine Transit Agency -- SRTP Service Summary
FY 2018/19 Short Range Transit Plan
All Routes*

	FY 2015/16 Audited	FY 2016/17 Audited	FY 2017/18 Plan	FY 2017/18 3rd Qtr Actual	FY 2018/19 Plan
Fleet Characteristics					
Peak-Hour Fleet			92		99
Financial Data					
Total Operating Expenses	\$31,617,862	\$32,877,347	\$34,880,025	\$24,311,347	\$36,900,992
Total Passenger Fare Revenue	\$7,129,667	\$6,706,373	\$6,088,898	\$4,174,555	\$6,822,436
Net Operating Expenses (Subsidies)	\$24,488,195	\$26,170,974	\$28,791,127	\$20,136,791	\$32,078,556
Operating Characteristics					
Unlinked Passenger Trips	4,522,990	4,316,269	4,178,161	3,106,868	3,677,830
Passenger Miles	33,051,673	30,441,739	29,247,333	22,760,733	27,124,789
Total Actual Vehicle Revenue Hours (a)	295,706.0	307,316.2	314,272.0	228,764.8	299,255.0
Total Actual Vehicle Revenue Miles (b)	4,362,448.6	4,498,671.0	4,501,382.0	3,506,749.7	4,426,269.0
Total Actual Vehicle Miles	4,824,009.7	5,111,465.3	5,120,834.0	4,147,121.1	5,080,898.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$106.92	\$106.98	\$110.99	\$106.27	\$129.99
Farebox Recovery Ratio	22.55%	20.40%	17.45%	17.17%	17.53%
Subsidy per Passenger	\$5.41	\$6.06	\$6.89	\$6.48	\$8.27
Subsidy per Passenger Mile	\$0.74	\$0.86	\$0.98	\$0.88	\$1.18
Subsidy per Revenue Hour (a)	\$82.81	\$85.16	\$91.61	\$88.02	\$107.19
Subsidy per Revenue Mile (b)	\$5.61	\$5.82	\$6.40	\$5.74	\$7.25
Passenger per Revenue Hour (a)	15.3	14.0	13.3	13.6	13.0
Passenger per Revenue Mile (b)	1.04	0.96	0.93	0.89	0.88

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

TABLE 2
SRTP SERVICE SUMMARY – NON-EXCLUDED ROUTES

Table 2 -- SunLine Transit Agency -- SRTP Service Summary
FY 2018/19 Short Range Transit Plan
Non-Excluded Routes

	FY 2015/16 Audited	FY 2016/17 Audited	FY 2017/18 Plan	FY 2017/18 3rd Qtr Actual	FY 2018/19 Plan
Fleet Characteristics					
Peak-Hour Fleet			90		95
Financial Data					
Total Operating Expenses	\$30,082,006	\$29,998,149	\$34,230,707	\$24,311,347	\$37,855,967
Total Passenger Fare Revenue	\$6,927,037	\$6,358,373	\$5,977,481	\$4,174,555	\$6,637,193
Net Operating Expenses (Subsidies)	\$23,154,968	\$23,639,776	\$28,253,226	\$20,136,791	\$31,218,774
Operating Characteristics					
Unlinked Passenger Trips	4,387,603	4,056,924	4,152,461	3,106,868	3,837,300
Passenger Miles	32,119,783	28,631,002	29,072,830	22,760,733	26,849,590
Total Actual Vehicle Revenue Hours (a)	282,603.1	281,969.6	311,848.0	228,764.8	294,256.0
Total Actual Vehicle Revenue Miles (b)	4,116,326.3	4,024,092.4	4,436,305.0	3,506,749.7	4,321,403.0
Total Actual Vehicle Miles	4,557,720.5	4,591,305.1	5,033,433.0	4,147,121.1	4,955,610.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$106.45	\$106.39	\$109.77	\$106.27	\$128.65
Farebox Recovery Ratio	23.03%	21.20%	17.46%	17.17%	17.53%
Subsidy per Passenger	\$5.28	\$5.83	\$6.80	\$6.48	\$8.14
Subsidy per Passenger Mile	\$0.72	\$0.83	\$0.97	\$0.88	\$1.16
Subsidy per Revenue Hour (a)	\$81.93	\$83.84	\$90.60	\$88.02	\$106.09
Subsidy per Revenue Mile (b)	\$5.63	\$5.87	\$6.37	\$5.74	\$7.22
Passenger per Revenue Hour (a)	15.5	14.4	13.3	13.6	13.0
Passenger per Revenue Mile (b)	1.07	1.01	0.94	0.89	0.89

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

**TABLE 2
SRTP SERVICE SUMMARY – EXCLUDED ROUTES**

*Table 2 -- SunLine Transit Agency -- SRTP Service Summary
FY 2018/19 Short Range Transit Plan
Excluded Routes*

	FY 2015/16 Audited	FY 2016/17 Audited	FY 2017/18 Plan	FY 2017/18 3rd Qtr Actual	FY 2018/19 Plan
Fleet Characteristics					
Peak-Hour Fleet			2		4
Financial Data					
Total Operating Expenses	\$1,535,856	\$2,879,190	\$649,318		\$1,045,025
Total Passenger Fare Revenue	\$202,630	\$347,999	\$111,417		\$185,243
Net Operating Expenses (Subsidies)	\$1,333,227	\$2,531,190	\$537,901		\$859,782
Operating Characteristics					
Unlinked Passenger Trips	135,387	259,345	25,700		40,530
Passenger Miles	931,890	1,810,737	174,503		275,199
Total Actual Vehicle Revenue Hours (a)	13,102.9	25,346.5	2,424.0		4,999.0
Total Actual Vehicle Revenue Miles (b)	246,122.3	474,578.6	65,077.0		104,866.0
Total Actual Vehicle Miles	266,289.2	520,160.2	87,401.0		125,288.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$117.22	\$113.59	\$267.87		\$209.05
Farebox Recovery Ratio	13.19%	12.09%	17.15%		17.72%
Subsidy per Passenger	\$9.65	\$9.76	\$20.93		\$21.21
Subsidy per Passenger Mile	\$1.43	\$1.40	\$3.08		\$3.12
Subsidy per Revenue Hour (a)	\$101.75	\$99.86	\$221.91		\$171.99
Subsidy per Revenue Mile (b)	\$5.42	\$5.33	\$8.27		\$8.20
Passenger per Revenue Hour (a)	10.3	10.2	10.6		6.1
Passenger per Revenue Mile (b)	0.55	0.55	0.39		0.39

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

**TABLE 2
SRTP SERVICE SUMMARY- PARATRANSIT**

*Table 2 -- SunLine-DAR -- SRTP Service Summary
FY 2018/19 Short Range Transit Plan
All Routes*

	FY 2015/16 Audited	FY 2016/17 Audited	FY 2017/18 Plan	FY 2017/18 3rd Qtr Actual	FY 2018/19 Plan
Fleet Characteristics					
Peak-Hour Fleet			31		31
Financial Data					
Total Operating Expenses	\$5,563,104	\$5,033,092	\$6,023,467	\$4,243,095	\$6,399,605
Total Passenger Fare Revenue	\$705,650	\$604,961	\$1,031,346	\$436,403	\$1,095,746
Net Operating Expenses (Subsidies)	\$4,857,454	\$5,148,131	\$4,992,141	\$3,807,492	\$5,303,859
Operating Characteristics					
Unlinked Passenger Trips	164,024	164,802	174,825	117,714	158,232
Passenger Miles	1,958,885	1,942,532	2,064,683	1,385,163	1,868,720
Total Actual Vehicle Revenue Hours (a)	69,686.7	68,941.9	68,869.0	50,058.0	67,249.0
Total Actual Vehicle Revenue Miles (b)	1,087,619.0	1,031,486.4	1,050,371.0	743,540.1	991,670.0
Total Actual Vehicle Miles	1,179,760.0	1,218,373.1	1,236,631.0	884,521.0	1,184,308.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$79.83	\$84.61	\$87.46	\$84.78	\$95.16
Farebox Recovery Ratio	12.68%	11.74%	17.12%	10.28%	17.12%
Subsidy per Passenger	\$29.61	\$31.24	\$28.56	\$32.35	\$33.52
Subsidy per Passenger Mile	\$2.48	\$2.65	\$2.42	\$2.75	\$2.84
Subsidy per Revenue Hour (a)	\$69.70	\$74.67	\$72.49	\$76.06	\$78.87
Subsidy per Revenue Mile (b)	\$4.47	\$4.99	\$4.75	\$5.12	\$5.35
Passenger per Revenue Hour (a)	2.4	2.4	2.5	2.4	2.4
Passenger per Revenue Mile (b)	0.15	0.16	0.17	0.16	0.16

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

**TABLE 2
SERVICE SUMMARY – SUNBUS**

*Table 2 -- SunLine-BUS -- SRTP Service Summary
FY 2018/19 Short Range Transit Plan
All Routes*

	FY 2015/16 Audited	FY 2016/17 Audited	FY 2017/18 Plan	FY 2017/18 3rd Qtr Actual	FY 2018/19 Plan
Fleet Characteristics					
Peak-Hour Fleet			61		68
Financial Data					
Total Operating Expenses	\$26,054,758	\$27,044,255	\$28,656,538	\$20,067,451	\$32,501,387
Total Passenger Fare Revenue	\$6,424,017	\$6,021,412	\$5,057,552	\$3,738,152	\$5,726,690
Net Operating Expenses (Subsidies)	\$19,630,741	\$21,022,843	\$23,798,986	\$16,329,299	\$26,774,697
Operating Characteristics					
Unlinked Passenger Trips	4,358,966	4,151,467	4,003,336	2,976,371	3,719,598
Passenger Miles	31,092,789	28,499,206	27,182,650	20,408,472	25,256,069
Total Actual Vehicle Revenue Hours (a)	226,019.3	238,374.3	245,403.0	175,584.6	232,006.0
Total Actual Vehicle Revenue Miles (b)	3,274,829.6	3,467,184.6	3,451,011.0	2,567,850.4	3,434,599.0
Total Actual Vehicle Miles	3,644,249.7	3,893,092.1	3,884,203.0	2,871,881.7	3,896,590.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$115.28	\$113.45	\$117.59	\$114.29	\$140.09
Farebox Recovery Ratio	24.66%	22.27%	17.52%	18.63%	17.61%
Subsidy per Passenger	\$4.50	\$5.06	\$5.94	\$5.49	\$7.20
Subsidy per Passenger Mile	\$0.63	\$0.74	\$0.88	\$0.80	\$1.06
Subsidy per Revenue Hour (a)	\$96.85	\$98.19	\$96.98	\$93.00	\$115.41
Subsidy per Revenue Mile (b)	\$5.99	\$6.06	\$6.90	\$6.36	\$7.80
Passenger per Revenue Hour (a)	19.3	17.4	16.3	17.0	16.0
Passenger per Revenue Mile (b)	1.33	1.20	1.16	1.16	1.08

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

**TABLE 2A
SRTP SUMMARY OF ROUTES TO BE EXCLUDED IN FY 2018/2019**

Route #	Mode	Service Type	Route Description	Date of Implementation	Route Exemption End Date
Line 20 Express	Fixed Route	Directly Operated	Desert Hot Springs – Palm Desert	January 2016	December 2019
Line 21	Fixed Route	Directly Operated	Palm Desert	January 2018	December 2020
Line 111 Express	Fixed Route	Directly Operated	Palm Springs – Coachella	January 2019	December 2022

**TABLE 3
SRTP ROUTE STATISTICS – ALL ROUTES**

Table 3 - SRTP Route Statistics
SunLine Transit Agency -- 6
FY 2018/19
All Routes

Data Elements

Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Net Subsidy
SUN-111	All Days	23	1,337,477	9,051,469	73,354.0	86,265.0	1,097,993.0	1,294,177.0	\$10,794,873	\$2,135,116	\$8,659,757
SUN-14	All Days	7	617,274	4,191,290	28,262.0	30,277.0	430,555.9	491,646.0	\$4,100,859	\$949,207	\$3,151,652
SUN-15	All Days	1	113,717	772,138	5,452.0	5,779.0	87,415.0	97,361.0	\$832,085	\$129,934	\$702,151
SUN-20	All Days	2	20,930	210,015	3,594.0	4,072.0	84,874.0	96,794.0	\$832,285	\$142,814	\$689,471
SUN-21	All Days	2	9,400	65,194	1,405.0	1,671.0	19,992.0	25,594.0	\$222,730	\$42,429	\$170,301
SUN-220	All Days	2	12,713	86,321	3,307.0	4,227.0	112,379.0	122,859.0	\$1,024,307	\$165,359	\$858,948
SUN-24	All Days	4	151,851	1,021,797	13,076.0	14,528.0	193,616.0	214,530.0	\$1,455,921	\$291,184	\$1,164,737
SUN-30	All Days	5	583,793	3,963,654	25,336.0	24,351.0	274,423.0	295,821.0	\$2,465,772	\$483,154	\$1,972,618
SUN-32	All Days	3	279,683	1,889,546	16,721.0	17,712.0	279,031.0	300,352.0	\$2,589,232	\$351,452	\$2,237,780
SUN-54	All Days	2	63,990	430,418	6,721.0	6,764.0	113,426.0	113,553.0	\$947,145	\$185,246	\$761,899
SUN-70	All Days	3	129,869	949,711	9,941.0	10,449.0	121,688.0	145,366.0	\$1,212,495	\$242,313	\$970,182
SUN-60	All Days	5	135,758	921,797	9,228.0	9,918.0	107,644.0	120,617.0	\$1,008,061	\$201,212	\$806,849
SUN-81	All Days	4	87,185	591,782	5,933.0	6,288.0	95,230.0	104,584.0	\$972,038	\$114,412	\$857,626
SUN-90	All Days	1	34,127	245,362	6,012.0	6,241.0	72,881.0	78,599.0	\$694,862	\$116,827	\$578,035
SUN-91	All Days	3	141,818	962,644	16,919.0	17,841.0	307,658.0	341,962.0	\$2,852,290	\$344,490	\$2,507,800
SUN-65	All Days	1	28,340	192,449	6,339.0	6,796.0	114,038.0	126,175.0	\$1,072,424	\$120,961	\$951,463
SUN-66	All Days	31	158,222	1,066,720	67,246.0	76,043.0	991,876.0	1,194,308.0	\$6,399,665	\$1,695,746	\$4,703,919
Service Provider Totals											
		49	3,877,830	27,124,788	296,254.0	325,119.0	4,438,269.0	5,060,898.0	\$38,900,992	\$6,622,638	\$32,278,354

**TABLE 3A
INDIVIDUAL ROUTE DESCRIPTIONS**

Route	Route Classification	Major Destinations	Cities/Communities Served	Connections
14	Trunk	Shopping, Schools, DMV, Employment Center, Library, Senior Center	Desert Hot Springs and Palm Springs	15, 20, 24, 30 & 111
15	Local	Shopping Centers, Senior Center, Library, Community Center, City Hall, Medical, and Schools	Desert Hot Springs and Desert Edge	14
20	Local	Shopping, Senior Center, Library, Community Center, Schools	Desert Hot Springs, Rancho Mirage, Palm Desert	14, 15, 32, 54, 111, Link 220 & Amtrak
21	Local	Shopping, Medical, Library, City Hall, School, College, and Mall	Desert Hot Springs, Palm Desert	14, 15, 32, 54, & 111
24	Local	Shopping, Medical, Library, Social Services, Theaters	Palm Springs	14, 30, 32, 111 & MBTA
30	Trunk	Shopping, Schools, Medical, Library, Senior Center, Airport, Court House, Social Security, Theaters, and Public Social Services	Palm Springs and Cathedral City	14, 24, 32, 111 & MBTA
32	Local	Shopping, School, College, Medical, Theaters, Mall and Hospital	Palm Springs, Cathedral City, Rancho Mirage, Palm Desert, Thousand Palms	20, 24, 30, 54, 111, Link 220 & Amtrak
54	Local	Shopping, School, Tennis Gardens, Work Force Development, and College	Palm Desert, Indian Wells, La Quinta, Indio, Bermuda Dunes	20, 32, 111, Link 220 & Amtrak
70	Local	Shopping, Schools, Theaters and Medical	La Quinta, Palm Desert, Indian Wells, Bermuda Dunes	111 & Amtrak
80	Local	Shopping, School, Workforce Development, Social Services, Senior Center, DMV, Hospital	Indio	54, 81, 90, 91 & 111
81	Local	Shopping, Schools, Medical, Community Center, College, DMV, Hospital, Work Force Development, Social Services and Employment Center	Indio	54, 80, 90, 91, 111 & Greyhound
90	Local	Shopping, Library, City Hall, Senior Center, Community Center, Social Services and Medical	Indio and Coachella	54, 80, 81, 91 & 111
91	Local	Shopping, College, Schools, Community Center, and Medical	Indio, Coachella, Thermal, Mecca, Oasis	54, 80, 81, 90 & 111
95	Local	Shopping, College, Community Center, Medical and Schools	Indio, Coachella, Mecca and North Shore	90, 91 & 111
111	Trunk	Hospital, Medical, Shopping, College, Mall and Schools	Palm Springs, Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta, Indio	14, 24, 20, 21, 30, 32, 54, 70, 80, 81, 90 & 91, 111, Amtrak & MBTA
220	Market-Based	Mall, College, Shopping and University	Palm Desert, Rancho Mirage, Cabazon Casino, Beaumont, Moreno Valley, Riverside	20, 32, 54, 111, Metrolink, Pass Transit, RTA & Greyhound

TABLE 4 SUMMARY OF FUNDS FOR FY 2018/2019

24-May-19

Table 4 - Summary of Funding Request for FY 2018/19

Project Description	Total Amount of Funds	Total Carryover Amount	LTF	STA	State of Good Repair	Measure A, City Palm Springs	Section 5307 Indio/Cathedral City Palm Springs	Carryover Section 5307 Indio/Cathedral City Palm Springs	Section 5309	Section 5310	Section 5311	Section 5311 (f)	Section 5339	LCTOP Carryover	LCTOP Carryover	CMMQ	Other Revenue	Farbox
OPERATING																		
Operating Assistance	\$36,201,538	\$395,963	\$20,624,864			\$6,000,000	\$3,437,436	\$395,963	\$250,000	\$59,000	\$392,874			\$250,000			\$1,709,574	\$2,643,828
Tax Voucher	\$222,000	\$0	\$59,000									\$204,721					\$169,000	
Commuter Link 220	\$268,170	\$0	\$91,448														\$26,000	
Upgraded Maintenance Software	\$26,000	\$0																
Vanpool Program	\$597,315	\$316,070	\$38,305															
Line 80, 81, 95	\$400,467	\$400,467												\$400,467				
Preventative Maintenance Revenue Vehicles	\$500,000	\$0			\$500,000													
Quick Bus	\$490,000	\$0	\$53,900														\$496,100	
SunRide Ride Share and Desan Recreation District Rec Route	\$397,500	\$0	\$39,382														\$358,118	
Sub-total Operating	\$38,930,991	\$1,654,440	\$20,903,910		\$0	\$500,000	\$3,437,436	\$395,963	\$250,000	\$59,000	\$392,874	\$0	\$0	\$250,000	\$400,467	\$318,000	\$1,851,574	\$2,643,828
CAPITAL																		
Capital Project Number	Total Amount of Funds With Carryover	Total Carryover Amount	LTF	STA	State of Good Repair	Measure A, City Palm Springs	Section 5307 Indio/Cathedral City Palm Springs	Section 5309	Section 5310	Section 5311	Section 5311 (f)	Section 5339	LCTOP Carryover	LCTOP Carryover	CMMQ	Other Revenue	Farbox	
Replacement Fixed Route Buses (3)	\$2,100,000	\$0	\$420,000				\$1,036,628											
Transit Enhancements	\$200,000	\$0	\$143,879				\$56,121											
Information Technology (IT) Projects	\$350,000	\$0	\$70,000				\$280,000											
Expansion of Inventory Warehouse	\$200,000	\$0																
Rails System Replacement	\$1,000,000	\$0	\$1,000,000															
Replacement of Paratransit Vans (10)	\$1,950,000	\$0	\$1,950,000															
Roof Repair Division 1 and 2	\$125,000	\$0			\$125,000													
Maintenance Tools and Equipment	\$50,000	\$0			\$50,000													
Install Electric Charger for Buses - Division 2	\$78,623	\$0			\$78,623													
Bus Simulator (2)	\$600,000	\$0	\$600,000															
Sub-total Capital	\$6,056,623	\$0	\$2,789,879		\$258,623	\$0	\$1,371,949	\$0	\$0	\$0	\$0	\$644,172	\$0	\$0	\$0	\$0	\$0	\$0
Total Operating & Capital	\$44,987,614	\$1,654,440	\$23,693,820		\$258,623	\$6,000,000	\$4,809,385	\$395,963	\$250,000	\$59,000	\$392,874	\$0	\$0	\$250,000	\$400,467	\$318,000	\$1,851,574	\$2,643,828
Project Funding Details																		
Target Budget																		
Projected FY18/19 LTF	\$38,930,991	Based on estimated FY19 budget																
Projected FY18/19 State of Good Repair	\$500,000	Based on FY19 unallocated carryover funds																
Projected FY18/19 Measure A	\$600,000	Based on FY17/18 Estimated Appointment 02-26-18																
Projected FY18/19 Section 5307 Operating Funds	\$3,437,436	Based on revised RCTC Revenue Est. dated 02-26-18																
Projected FY18/19 Carryover Section 5307 Operating Funds	\$895,963	Based on remaining FY 17 operating funds.																
Projected FY18/19 Section 5309 Operating Funds	\$250,000	Based on support funds associated with the transfer of F06, Connecticut Transit Transfer																
Projected FY18/19 Section 5310 Operating Funds	\$59,000	Based on FY19 application to CalTrans																
Projected FY18/19 Section 5311 Operating Funds	\$557,595	Based on 5311 applications for regional and intercity appointments. 5311 (f) from application submitted May 2017.																
Projected FY18/19 LCTOP Funds	\$650,467	Based on new appropriation estimates from RCTC Revenue Est. Dated 2-26-18 plus estimated carryover FY18. \$400,467 carryover is from existing projects which are still in progress.																
Projected FY18/19 CMMQ Carryover	\$316,070	Based on estimated expenses for Van Pool contract utilizing grant # CA-95-X327.																
Projected FY 18/19 Other Revenue	\$794,208	Based on initial project approval through CVAG																
Projected FY18/19 Farbox Revenue	\$1,851,574	Advertising revenue (\$78K), shelter maintenance revenue (\$12K), SPA overhead fee (\$34K), fueling revenue (700K), emission credits (\$750K), Taxi Voucher (\$118K), & interest and other revenue (\$37.5K).																
Projected FY18/19 Farbox Revenue	\$2,643,828	Based on the continued decrease of 5% ridership for Fixed Route and the 5% decrease in ridership for Paratransit																
Total Estimated Operating Funding Request	\$38,930,991																	
Projected FY18/19 STA, Capital	\$3,789,879	FY18/19 plus unallocated carryover																
Projected FY18/19 State of Good Repair	\$258,623	Based on FY17/18 Estimated Appointment 02-26-18																
Projected FY18/19 Section 5307 Capital	\$1,371,949	Based on new appropriation estimates from RCTC Revenue Est. Dated 2-26-18																
Section 5339	\$644,172	Based on RCTC Revenue Est. dated 05-08-18																
Total Estimated Capital Funding Request	\$6,056,623																	
Total Funding Request	\$44,984,614																	



TABLE 4A – CAPITAL PROJECT JUSTIFICATION [SL-19-01]

PROJECT NUMBER	S RTP Project No:		SL-19-01	
	FTIP No:			
PROJECT NAME	Replacement Fixed Route Buses (3)			
PROJECT DESCRIPTION	Purchase of three (3) fixed route buses to replace existing CNG bus fleets that will have reached their useful life as outlined by FTA guidelines.			
PROJECT JUSTIFICATION	The purchase of three (3) fixed route buses will ensure SunLine replaces older fleet vehicles to maintain services reliability and reduce maintenance costs.			
PROJECT SCHEDULE	Start Date		Completion Date	
	July 2018		June 2021	
PROJECT FUNDING SOURCES	Fund Type		Fiscal Year	Amount
	STA		2019	\$420,000
	Section 5307		2019	\$1,035,828
	Section 5339		2019	\$644,172
Total				\$2,100,000
<i>FTA Grant #</i>	<i>RCTC Grant #</i>	<i>Description</i>		<i>Unexpended balance</i>

TABLE 4A – CAPITAL PROJECT JUSTIFICATION [SL-19-02]

PROJECT NUMBER	S RTP Project No:		SL-19-02
	FTIP No:		
PROJECT NAME	Transit Enhancements		
PROJECT DESCRIPTION	The enhancements of bus stop systems to improve access for all customers through modernization of bus shelters, benches, kiosks, signage, and lighting to enhance security and safety.		
PROJECT JUSTIFICATION	The enhancement of transit facilities promotes safety and security for people throughout the Coachella Valley.		
PROJECT SCHEDULE	Start Date	Completion Date	
	July 2018	June 2021	
PROJECT FUNDING SOURCES	Fund Type	Fiscal Year	Amount
	STA	2019	\$143,879
	5307	2019	\$56,121
Total			\$200,000
<i>FTA Grant #</i>	<i>RCTC Grant #</i>	<i>Description</i>	<i>Unexpended balance</i>

TABLE 4A – CAPITAL PROJECT JUSTIFICATION [SL-19-03]

PROJECT NUMBER	SRTP Project No:		SL-19-03	
	FTIP No:			
PROJECT NAME	Information Technology (IT) Projects			
PROJECT DESCRIPTION	The project supports the purchase of the Agency’s need for software, network infrastructure, computing resources, and business analytics.			
PROJECT JUSTIFICATION	The use of IT equipment is critical to the daily function and efficiency in providing safe, reliable and efficient transit services.			
PROJECT SCHEDULE	Start Date		Completion Date	
	July 2018		June 2021	
PROJECT FUNDING SOURCES	Fund Type		Fiscal Year	Amount
	STA		2019	\$70,000
	Section 5307		2019	\$280,000
Total			\$350,000	
<i>FTA Grant #</i>	<i>RCTC Grant #</i>	<i>Description</i>	<i>Unexpended balance</i>	

TABLE 4A – CAPITAL PROJECT JUSTIFICATION [SL-19-04]

PROJECT NUMBER	S RTP Project No:	SL-19-04	
	FTIP No:		
PROJECT NAME	Expansion of Inventory Warehouse		
PROJECT DESCRIPTION	This project will be for the construction/expansion of the inventory warehouse.		
PROJECT JUSTIFICATION	As the Agency grows its fleet, additional parts are required to properly prepare for both preventative maintenance and unforeseen repairs. Additional storage space is needed to stock parts for both current and incoming vehicles.		
PROJECT SCHEDULE	Start Date	Completion Date	
	July 2018	June 2021	
PROJECT FUNDING SOURCES	Fund Type	Fiscal Year	Amount
	STA	2019	\$200,000
Total			\$200,000
<i>FTA Grant #</i>	<i>RCTC Grant #</i>	<i>Description</i>	<i>Unexpended balance</i>

TABLE 4A – CAPITAL PROJECT JUSTIFICATION [SL-19-05]

PROJECT NUMBER	S RTP Project No:	SL-19-05	
	FTIP No:		
PROJECT NAME	Radio System Replacement		
PROJECT DESCRIPTION	The project purchases Voice over Internet Protocol (VoIP) radio system to replace current system. The new system will have the ability to monitor VoIP calls between the dispatch center, mobile workforce and revenue vehicles.		
PROJECT JUSTIFICATION	SunLine’s current radio system has met its useful life and is no longer a supported system, making repair parts difficult to purchase. Replacing this system with newer technology will enhance our communication.		
PROJECT SCHEDULE	Start Date	Completion Date	
	July 2018	June 2021	
PROJECT FUNDING SOURCES	Fund Type	Fiscal Year	Amount
	STA	2019	\$1,000,000
Total			\$1,000,000
<i>FTA Grant #</i>	<i>RCTC Grant #</i>	<i>Description</i>	<i>Unexpended balance</i>

TABLE 4A – CAPITAL PROJECT JUSTIFICATION [SL-19-06]

PROJECT NUMBER	SRTP Project No:		SL-19-06
	FTIP No:		
PROJECT NAME	Replacement of Paratransit Vans (10)		
PROJECT DESCRIPTION	Purchase of 10 vans to replace existing SunDial paratransit vans that will have reached their useful life as outlined by FTA guidelines.		
PROJECT JUSTIFICATION	The purchase of 10 paratransit vans will ensure SunLine replaces older fleet vehicles to maintain service reliability and reduce maintenance costs.		
PROJECT SCHEDULE	Start Date	Completion Date	
	July 2018	June 2021	
PROJECT FUNDING SOURCES	Fund Type	Fiscal Year	Amount
	STA	2019	\$1,350,000
Total			\$1,350,000
<i>FTA Grant #</i>	<i>RCTC Grant #</i>	<i>Description</i>	<i>Unexpended balance</i>

TABLE 4A – CAPITAL PROJECT JUSTIFICATION [SL-19-07]

PROJECT NUMBER	SRTP Project No:		SL-19-07
	FTIP No:		
PROJECT NAME	Roof Repair Division 1 and 2		
PROJECT DESCRIPTION	The project will allow SunLine to repair and improve roofing of existing buildings at Thousand Palms and Indio divisions.		
PROJECT JUSTIFICATION	The project will allow for continued safety and security of staff and the general public.		
PROJECT SCHEDULE	Start Date	Completion Date	
	July 2018	June 2021	
PROJECT FUNDING SOURCES	Fund Type	Fiscal Year	Amount
	State of Good Repair	2019	\$125,000
Total			\$125,000
<i>FTA Grant #</i>	<i>RCTC Grant #</i>	<i>Description</i>	<i>Unexpended balance</i>

TABLE 4A – CAPITAL PROJECT JUSTIFICATION [SL-19-08]

PROJECT NUMBER	SRTP Project No:		SL-19-08
	FTIP No:		
PROJECT NAME	Maintenance Tools and Equipment		
PROJECT DESCRIPTION	The project purchases major replacement tools, equipment and parts used in routine vehicle maintenance.		
PROJECT JUSTIFICATION	Equipment must be replaced to ensure proper maintenance of all SunLine vehicles.		
PROJECT SCHEDULE	Start Date	Completion Date	
	July 2018	June 2021	
PROJECT FUNDING SOURCES	Fund Type	Fiscal Year	Amount
	State of Good Repair	2019	\$50,000
Total			\$50,000
<i>FTA Grant #</i>	<i>RCTC Grant #</i>	<i>Description</i>	<i>Unexpended balance</i>

TABLE 4A – CAPITAL PROJECT JUSTIFICATION [SL-19-09]

PROJECT NUMBER	S RTP Project No:	SL-19-09	
	FTIP No:		
PROJECT NAME	Install Electric Charger for Buses – Division 2		
PROJECT DESCRIPTION	Project will install electric charging stations at SunLine’s Indio division.		
PROJECT JUSTIFICATION	By installing charging stations at Division 2, the Agency will increase efficiency by cutting down deadhead time and increase productivity of daily bus operations.		
PROJECT SCHEDULE	Start Date	Completion Date	
	July 2018	June 2021	
PROJECT FUNDING SOURCES	Fund Type	Fiscal Year	Amount
	State of Good Repair	2019	\$78,623
Total			\$78,623
<i>FTA Grant #</i>	<i>RCTC Grant #</i>	<i>Description</i>	<i>Unexpended balance</i>

TABLE 4A – CAPITAL PROJECT JUSTIFICATION [SL-19-10]

PROJECT NUMBER	SRTP Project No:		SL-19-10
	FTIP No:		
PROJECT NAME	Bus Simulator (2)		
PROJECT DESCRIPTION	The project will purchase two (2) bus simulators to provide realistic scenario driver training.		
PROJECT JUSTIFICATION	This equipment will provide realistic driving simulation in a controlled classroom environment. This allows the Agency to use minimal resources and provide a greater level of training and correct driving techniques to mitigate potential hazards.		
PROJECT SCHEDULE	Start Date	Completion Date	
	July 2018	June 2021	
PROJECT FUNDING SOURCES	Fund Type	Fiscal Year	Amount
	STA	2019	\$600,000
Total			\$600,000
<i>FTA Grant #</i>	<i>RCTC Grant #</i>	<i>Description</i>	<i>Unexpended balance</i>

**TABLE 5.1
SUMMARY OF FUNDS REQUESTED FOR FY 2019/2020**

18-May-18

Table 5.1 - Summary of Funding Request for FY 2019/2020

Project Description	Total Amount of Funds	Total Carryover Amount	LTF	STA	Measure A	Section 5307 Indio/Cathedral City/Palm Springs	Section 5310	Section 5311	Section 5311 (f)	Section 5339	LCTOP	LCTOP Carryover	CMAQ	CMAQ Carryover	Other Revenue	Farebox
OPERATING																
Operating Assistance	\$35,709,476	\$250,000	\$20,674,876		\$5,688,129	\$4,000,000		\$341,572			\$300,000	\$250,000			\$1,900,000	\$2,554,899
Taxi Voucher	\$93,335		\$23,334				\$23,334								\$46,667	
Vanpool Program	\$537,148	\$478,062	\$59,086											\$478,062		
Line 80, 81, 95	\$238,135	\$190,508	\$47,627											\$190,508		
Commuter Link 220	\$250,000		\$50,000						\$200,000							
Quick-Bus	\$1,062,500		\$212,500										\$850,000			
Sub-total Operating	\$37,890,593	\$918,570	\$21,067,423	\$0	\$5,688,129	\$4,000,000	\$23,334	\$341,572	\$200,000	\$0	\$300,000	\$250,000	\$850,000	\$668,570	\$1,946,667	\$2,554,899
CAPITAL																
Capital Project Number	Total Amount of Funds With Carryover	Total Carryover Amount	LTF	STA	Measure A	Section 5307 Indio/Cathedral City/Palm Springs	Section 5310	Section 5311	Section 5311 (f)	Section 5339	LCTOP	LCTOP Carryover	CMAQ	CMAQ Carryover	Other Revenue	Farebox
SL-20-01	\$4,032,000	\$0		\$2,532,000		\$1,000,000				\$500,000						
SL-20-02	\$360,000	\$0		\$360,000												
SL-20-03	\$540,000	\$0		\$540,000												
SL-20-04	\$160,000	\$0		\$160,000												
Sub-total Capital	\$5,072,000	\$0	\$0	\$3,572,000	\$0	\$1,000,000	\$23,334	\$341,572	\$200,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0
Total Operating & Capital	\$42,962,593	\$918,570	\$21,067,423	\$3,572,000	\$5,688,129	\$5,000,000	\$23,334	\$341,572	\$200,000	\$500,000	\$300,000	\$250,000	\$850,000	\$668,570	\$1,946,667	\$2,554,899

**TABLE 5.1A
CAPITAL PROJECT JUSTIFICATION FOR FY 2019/2020**

TABLE 5.1A – CAPITAL PROJECT JUSTIFICATION [SL-20-01]

PROJECT NUMBER	S RTP Project No:	SL-20-01	
	FTIP No:		
PROJECT NAME	Replacement Fixed Route Buses (6)		
PROJECT DESCRIPTION	Purchase of six (6) fixed route buses to replace existing CNG bus fleets that will reach their 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 service reliability and reduce maintenance costs.		
PROJECT SCHEDULE	Start Date	Completion Date	
	July 2019	June 2022	
PROJECT FUNDING SOURCES	Fund Type	Fiscal Year	Amount
	STA	2020	\$2,532,000
	Section 5307	2020	\$1,000,000
	Section 5339	2020	\$500,000
Total			\$4,032,000
<i>FTA Grant #</i>	<i>RCTC Grant #</i>	<i>Description</i>	<i>Unexpended balance</i>

TABLE 5.1A – CAPITAL PROJECT JUSTIFICATION [SL-20-02]

PROJECT NUMBER	SRTP Project No:		SL-20-02
	FTIP No:		
PROJECT NAME	Information Technology (IT) Projects		
PROJECT DESCRIPTION	The project supports the purchase of the Agency’s need for software, network infrastructure, computing resources, and business analytics.		
PROJECT JUSTIFICATION	The use of IT equipment is critical to the daily function and efficiency in providing safe, reliable and efficient transit services.		
PROJECT SCHEDULE	Start Date	Completion Date	
	July 2019	June 2022	
PROJECT FUNDING SOURCES	Fund Type	Fiscal Year	Amount
	STA	2020	\$350,000
Total			\$350,000
<i>FTA Grant #</i>	<i>RCTC Grant #</i>	<i>Description</i>	<i>Unexpended balance</i>

TABLE 5.1A – CAPITAL PROJECT JUSTIFICATION [SL-20-03]

PROJECT NUMBER	SRTP Project No:		SL-20-03
	FTIP No:		
PROJECT NAME	Replacement of Paratransit Vans (4)		
PROJECT DESCRIPTION	Purchase of four (4) vans to replace existing SunDial paratransit vans that will have reached their useful life as outlined by FTA guidelines.		
PROJECT JUSTIFICATION	The purchase of four (4) paratransit vans will ensure SunLine replaces older fleet vehicles to maintain service reliability and reduce maintenance costs.		
PROJECT SCHEDULE	Start Date	Completion Date	
	July 2019	June 2022	
PROJECT FUNDING SOURCES	Fund Type	Fiscal Year	Amount
	STA	2020	\$540,000
Total			\$540,000
<i>FTA Grant #</i>	<i>RCTC Grant #</i>	<i>Description</i>	<i>Unexpended balance</i>

TABLE 5.1A – CAPITAL PROJECT JUSTIFICATION [SL-20-04]

PROJECT NUMBER	S RTP Project No:	SL-20-04	
	FTIP No:		
PROJECT NAME	Security Cameras for Division II & Coachella Hub		
PROJECT DESCRIPTION	This project will purchase and install transit security cameras at the Indio division and Coachella Hub.		
PROJECT JUSTIFICATION	This project is required to provide safe and secure transit facilities for staff, passengers, and vehicles.		
PROJECT SCHEDULE	Start Date	Completion Date	
	July 2019	June 2022	
PROJECT FUNDING SOURCES	Fund Type	Fiscal Year	Amount
	STA	2020	\$150,000
Total			\$150,000
<i>FTA Grant #</i>	<i>RCTC Grant #</i>	<i>Description</i>	<i>Unexpended balance</i>

TABLE 5.2
SUMMARY OF FUNDS REQUESTED FOR FY 2020/2021

2-May-18

TABLE 5.2

Table 5.2 - Summary of Funding Request for FY 2020/21

Project Description	Total Amount of Funds	Total Carryover Amount	LTF	STA	Measure A	Section 5307 Indio/Cathedral City Palm Springs	Section 5310	Section 5311	Section 5311 (f)	Section 5339	LC/TP	CMAQ Carryover	Other Revenue	Farebox
OPERATING														
Operating Assistance	\$37,622,906		\$20,256,500		\$5,955,493	\$4,152,000		\$341,572			\$500,000		\$3,951,370	\$2,465,970
Taxi Voucher	\$93,334		\$23,334				\$23,334						\$46,667	
Vanpool Program	\$537,148	\$478,062	\$59,086									\$478,062		
Line 80, 81, 95	\$238,135	\$190,508	\$47,627									\$190,508		
Commuter Link 220	\$250,000		\$50,000					\$200,000						
Sub-total Operating	\$38,741,523	\$668,570	\$20,436,547	\$0	\$5,955,493	\$4,152,000	\$23,334	\$341,572	\$200,000	\$0	\$500,000	\$668,570	\$3,998,037	\$2,465,970
CAPITAL														
Capital Project Number	Total Amount of Funds With Carryover	Total Carryover Amount	LTF	STA	Measure A	Section 5307 Indio/Cathedral City Palm Springs	Section 5310	Section 5311	Section 5311 (f)	Section 5339	LC/TP	CMAQ Carryover	Other Revenue	Farebox
Replacement Fixed Route Buses (3)	\$1,820,000	\$0		\$320,000		\$1,000,000				\$500,000				
Information Technology (IT) Projects	\$350,000			\$350,000										
Replacement Paratransit Buses (13)	\$1,755,000			\$1,755,000										
Upgrade Division I Fence - Secure Base	\$200,000			\$200,000										
Sub-total Capital	\$4,125,000	\$0	\$0	\$2,625,000	\$0	\$1,000,000	\$0	\$0	\$0	\$500,000	\$0	\$0	\$0	\$0
Total Operating & Capital	\$42,866,523	\$668,570	\$20,436,547	\$2,625,000	\$5,955,493	\$5,152,000	\$23,334	\$341,572	\$200,000	\$500,000	\$500,000	\$668,570	\$3,998,037	\$2,465,970



**TABLE 5.2A
CAPITAL PROJECT JUSTIFICATION FOR FY 2020/2021**

TABLE 5.2A – CAPITAL PROJECT JUSTIFICATION [SL-21-01]

PROJECT NUMBER	S RTP Project No:	SL-21-01	
	FTIP No:		
PROJECT NAME	Replacement Fixed Route Buses (3)		
PROJECT DESCRIPTION	Purchase of three (3) fixed route buses to replace existing CNG bus fleets that will reach their useful life as outlined by FTA guidelines.		
PROJECT JUSTIFICATION	The purchase of three (3) fixed route buses will ensure SunLine replaces older fleet vehicles to maintain service reliability and reduce maintenance costs.		
PROJECT SCHEDULE	Start Date	Completion Date	
	July 2020	June 2023	
PROJECT FUNDING SOURCES	Fund Type	Fiscal Year	Amount
	STA	2021	\$320,000
	Section 5307	2021	\$1,000,000
	Section 5339	2021	\$500,000
Total			\$1,820,000
<i>FTA Grant #</i>	<i>RCTC Grant #</i>	<i>Description</i>	<i>Unexpended balance</i>

TABLE 5.2A – CAPITAL PROJECT JUSTIFICATION [SL-21-02]

PROJECT NUMBER	SRTP Project No:		SL-21-02
	FTIP No:		
PROJECT NAME	Information Technology (IT) Projects		
PROJECT DESCRIPTION	The project supports the purchase of the Agency’s need for software, network infrastructure, computing resources, and business analytics.		
PROJECT JUSTIFICATION	The use of IT equipment is critical to the daily function and efficiency in providing safe, reliable and efficient transit services.		
PROJECT SCHEDULE	Start Date	Completion Date	
	July 2020	June 2023	
PROJECT FUNDING SOURCES	Fund Type	Fiscal Year	Amount
	STA	2021	\$350,000
Total			\$350,000
<i>FTA Grant #</i>	<i>RCTC Grant #</i>	<i>Description</i>	<i>Unexpended balance</i>

TABLE 5.2A – CAPITAL PROJECT JUSTIFICATION [SL-21-03]

PROJECT NUMBER	S RTP Project No:		SL-21-03	
	FTIP No:			
PROJECT NAME	Replacement of Paratransit Vans (13)			
PROJECT DESCRIPTION	Purchase of thirteen (13) vans to replace existing SunDial paratransit vans that will have reached their useful life as outlined by FTA guidelines.			
PROJECT JUSTIFICATION	The purchase of thirteen (13) paratransit vans will ensure SunLine replaces older fleet vehicles to maintain service reliability and reduce maintenance costs.			
PROJECT SCHEDULE	Start Date		Completion Date	
	July 2020		June 2023	
PROJECT FUNDING SOURCES	Fund Type		Fiscal Year	Amount
	STA		2021	\$1,755,000
Total			\$1,755,000	
<i>FTA Grant #</i>	<i>RCTC Grant #</i>	<i>Description</i>	<i>Unexpended balance</i>	

TABLE 5.2A – CAPITAL PROJECT JUSTIFICATION [SL-21-04]

PROJECT NUMBER	S RTP Project No:		SL-21-04
	FTIP No:		
PROJECT NAME	Upgrade Division I Fence - Secure Base		
PROJECT DESCRIPTION	This project is to secure the base of the perimeter fencing at SunLine’s Thousand Palms facility.		
PROJECT JUSTIFICATION	This project is needed to ensure the safety and security of SunLine employees and passengers.		
PROJECT SCHEDULE	Start Date	Completion Date	
	July 2020	June 2023	
PROJECT FUNDING SOURCES	Fund Type	Fiscal Year	Amount
	STA	2021	\$200,000
Total			\$200,000
<i>FTA Grant #</i>	<i>RCTC Grant #</i>	<i>Description</i>	<i>Unexpended balance</i>

**TABLE 6
PROGRESS TO IMPLEMENT TRIENNIAL PERFORMANCE AUDIT**

SunLine completed a Transportation Development ACT (TDA) State Triennial Performance Audit in September 2016 for FY 2012/2013 through 2014/2015. The audit was performed by Michael Baker International.

Table 6 “Progress to Implement the Triennial Performance Audit” summarizes the Performance Audit recommendations and actions taken by SunLine in response.

Table 6 – Progress to Implement Triennial Performance Audit

Performance Audit Recommendation	Action(s) Taken and Results
1) Prepare and submit separate State Controller Transit Operators Financial Transaction Report for general public transit specialized service. (High Priority)	This recommendation has been addressed. The FY 2015/16 report has been submitted and this process has been added to the procedures.
2) Continue to pursue a fare revenue sharing agreement with College of the Desert. (High Priority)	SunLine is collaborating with the College of the Desert, University of California Riverside, and California State University San Bernardino Palm Desert Campus on a U-Pass.
3) Engage in long term planning. (Medium Priority)	SunLine will be pursuing funds to implement a long range transit plan with a strategic marketing plan in FY 2017/18.

TABLE 7 SERVICE PROVIDER PERFORMANCE TARGETS

Table 7 -- Service Provider Performance Targets Report
FY 2017/18 Short Range Transit Plan Review
SunLine Transit Agency

Data Elements	FY 2017/18 Plan	FY 2017/18 Target	FY 2017/18 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	4,178,161			
Passenger Miles	29,247,333			
Total Actual Vehicle Revenue Hours	314,272.0			
Total Actual Vehicle Revenue Miles	4,501,382.0			
Total Actual Vehicle Miles	5,120,834.0			
Total Operating Expenses	\$34,880,025			
Total Passenger Fare Revenue	\$6,088,898			
Net Operating Expenses	\$28,791,127			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	17.45%	>= 17.45%	17.17%	Fails to Meet Target
Discretionary:				
1. Operating Cost Per Revenue Hour	\$110.99	<= \$106.94	\$106.27	Meets Target
2. Subsidy Per Passenger	\$6.89	>= \$4.78 and <= \$6.46	\$6.48	Fails to Meet Target
3. Subsidy Per Passenger Mile	\$0.98	>= \$0.68 and <= \$0.92	\$0.88	Meets Target
4. Subsidy Per Hour	\$91.61	>= \$68.21 and <= \$92.29	\$88.02	Meets Target
5. Subsidy Per Mile	\$6.40	>= \$4.64 and <= \$6.28	\$5.74	Meets Target
6. Passengers Per Revenue Hour	13.30	>= 12.16 and <= 16.45	13.60	Meets Target
7. Passengers Per Revenue Mile	0.93	>= 0.82 and <= 1.12	0.89	Meets Target
<small>Notes: Must meet at least 4 out of 7 Discretionary Performance Indicators</small>				
Productivity Performance Summary:				
Service Provider Comments:				

**TABLE 8
FY 2018/2019 SRTP PERFORMANCE REPORT**

FY 2018/19 - Table 8 -- SRTP Performance Report
Service Provider: SunLine Transit Agency
 All Routes

Performance Indicators	FY 2016/17 End of Year Actual	FY 2017/18 3rd Quarter Year-to-Date	FY 2018/19 Plan	FY 2018/19 Target	Plan Performance Scorecard (a)
Passengers	4,316,269	3,106,868	3,877,830	None	
Passenger Miles	30,441,739	22,760,733	27,124,789	None	
Revenue Hours	307,316.2	228,764.8	299,255.0	None	
Total Hours	333,332.9	249,646.9	325,119.0	None	
Revenue Miles	4,498,671.0	3,506,749.7	4,426,269.0	None	
Total Miles	5,111,465.3	4,147,121.1	5,060,898.0	None	
Operating Costs	\$32,877,347	\$24,311,347	\$38,900,992	None	
Passenger Revenue	\$6,706,373	\$4,174,555	\$6,822,436	None	
Operating Subsidy	\$26,170,974	\$20,136,791	\$32,078,556	None	
Operating Costs Per Revenue Hour	\$106.98	\$106.27	\$129.99	None	
Operating Cost Per Revenue Mile	\$7.31	\$6.93	\$8.79	None	
Operating Costs Per Passenger	\$7.62	\$7.83	\$10.03	None	
Farebox Recovery Ratio	20.40%	17.17%	17.53%	>= 17.5%	Meets Target
Subsidy Per Passenger	\$6.06	\$6.48	\$8.27	>= \$7.45 and <= \$5.51	Fails to Meet Target
Subsidy Per Passenger Mile	\$0.86	\$0.88	\$1.18	>= \$1.01 and <= \$0.75	Fails to Meet Target
Subsidy Per Revenue Hour	\$85.16	\$88.02	\$107.19	>= \$101.23 and <= \$74.83	Fails to Meet Target
Subsidy Per Revenue Mile	\$5.82	\$5.74	\$7.25	>= \$6.60 and <= \$4.88	Fails to Meet Target
Passengers Per Revenue Hour	14.00	13.60	13.00	>= 15.64 and <= 11.56	
Passengers Per Revenue Mile	0.96	0.89	0.88	>= 1.02 and <= 0.76	

a) The Plan Performance Scorecard column is the result of comparing the FY 2018/19 Plan to the FY 2018/19 Primary Target.

**TABLE 9
HIGHLIGHTS OF FY 2018/2019 SHORT RANGE TRANSIT PLAN**

TABLE 9 – HIGHLIGHTS OF FY 2018/2019 SRTP

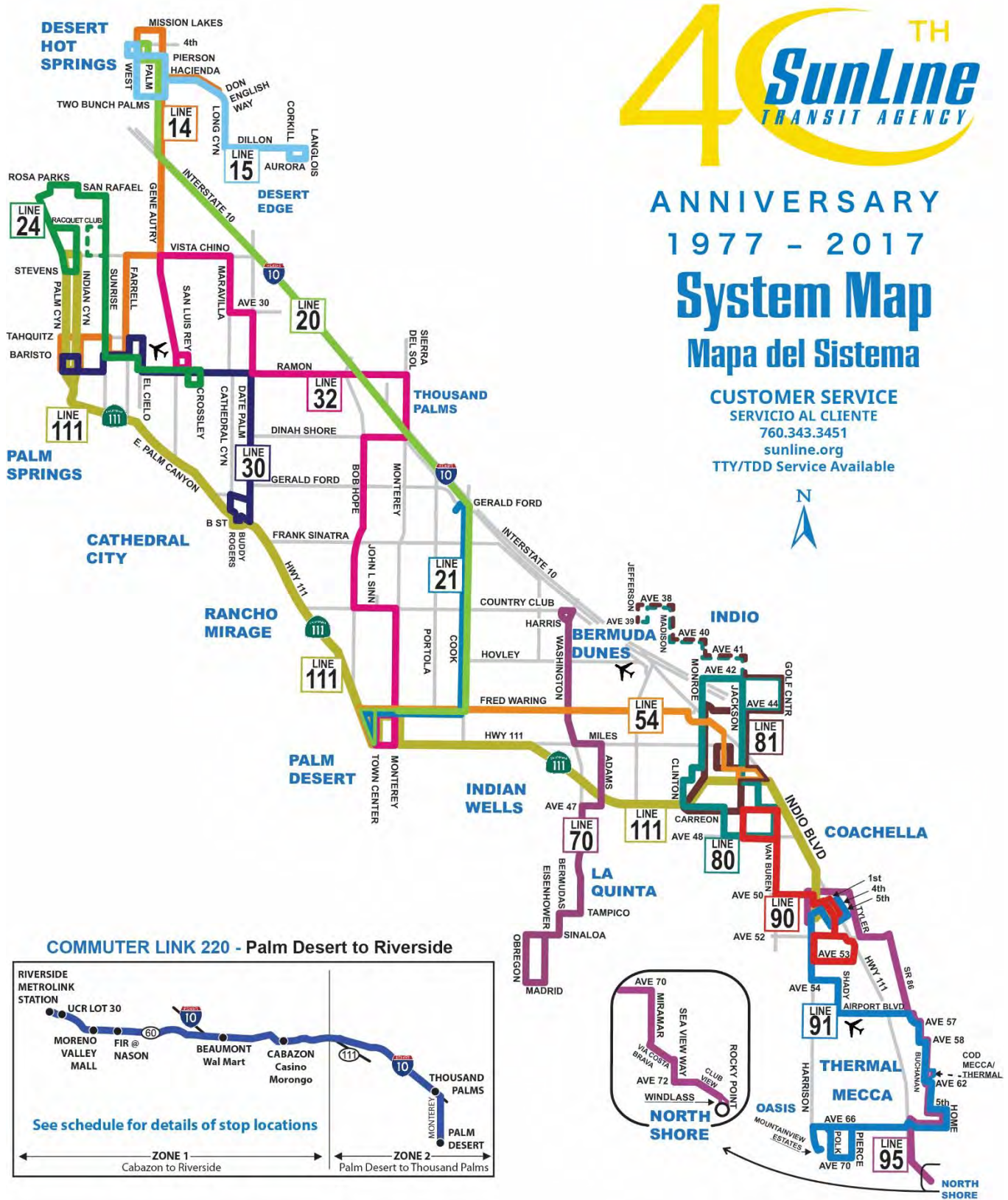
- SunLine continues planned improvements to its operations facility which is undergoing replacement.
- Purchase three (3) replacement CNG fixed route buses and replacement non-revenue support vehicles (2 supervisor and 2 safety).
- Continue to work with the jurisdictions to improve bus stops with in the service area using Prop 1B Safety and Security funds.
- Purchase and implement use of software system network infrastructure upgrade, enterprise software implementation to improve efficiency of agency operations.
- Increase revenue through the advertising program.
- Conduct a planning study to determine the transit needs of the Coachella Valley.

Operating & Financial Data	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18 Estimated	FY 2018/19 Planned
Fixed Route Ridership	4,674,654	4,358,966	4,203,003	3,968,496	3,719,598
SunDial Ridership	153,183	164,025	164,929	156,952	158,232
System Wide Ridership	4,827,837	4,827,627	4,190,436	4,125,448	3,877,830
Operating Cost Per Revenue Hour	\$96.99	\$106.92	\$107.26	\$110.99	\$129.99

**TABLE 9B
FAREBOX CALCULATION**

Table 9B - Farebox Calculation (consistent with Commission Farebox Recovery Policy)				
	Revenue Sources included in Farebox Calculation	Actual Amount from FY16/17 Audit	FY17/18 (Estimate)	FY18/19 (Plan)
1	Passenger Fares	\$ 3,055,021.54	\$ 2,930,117.05	\$ 2,643,828.00
2	Interest	\$ 3,963.54	\$ 1,491.25	\$ 1,100.00
3	General Fund Supplement	\$ -	\$ -	\$ -
4	Measure A	\$ -	\$ -	\$ -
5	Advertising Revenue	\$ 184,210.41	\$ 165,000.00	\$ 76,000.00
6	Gain on Sale of Fixed Assets	\$ -	\$ -	\$ -
7	CNG Revenue / Emission Credit	\$ 1,663,571.23	\$ 1,884,149.42	\$ 1,450,000.00
8	Lease / Other Revenue	\$ -	\$ -	\$ -
9	Federal Excise Tax Refund	\$ -	\$ -	\$ -
10	Investment Income	\$ -	\$ -	\$ -
11	CalPers CERBT	\$ -	\$ -	\$ -
12	Fare Revenues from Exempt Routes	\$ -	\$ -	\$ -
13	Other Revenues	\$ 1,884,907.48	\$ 1,910,784.75	\$ 1,024,525.00
	Total Revenue for Farebox Calculation (1-13)	\$ 6,791,674.20	\$ 6,891,542.47	\$ 5,195,453.00
	Total Operating Expenses for Farebox Calculation	\$ 32,962,648.27	\$ 34,880,026.00	\$ 38,900,991.00
	Farebox Recovery Ratio	20.60%	19.76%	13.36%

FIGURE A-1 SUNBUS SYSTEM MAP, JANUARY 2018



ROUTE PROFILES

LINE 14—DESERT HOT SPRINGS – PALM SPRINGS

Line 14 is one of SunLine’s most successful routes. This trunk route links the cities of Desert Hot Springs and Palm Springs, connecting to Lines 15, 20, 24, 30, and 111 and linking riders with local shopping centers, schools, the Palm Springs Convention Center, Department of Motor Vehicles, the Employment Development Department, libraries, senior center, theaters, and other services within the communities of Desert Hot Springs and Palm Springs.

The Line 14 operates with 20-minute frequency during weekday peak periods and 30-minute frequency during weekday evenings. The last Line 14 trip serves Hacienda Avenue in Desert Hot Springs to meet passenger demand in this area. Additionally, one morning and one afternoon trip are provided to accommodate the volume of school students.

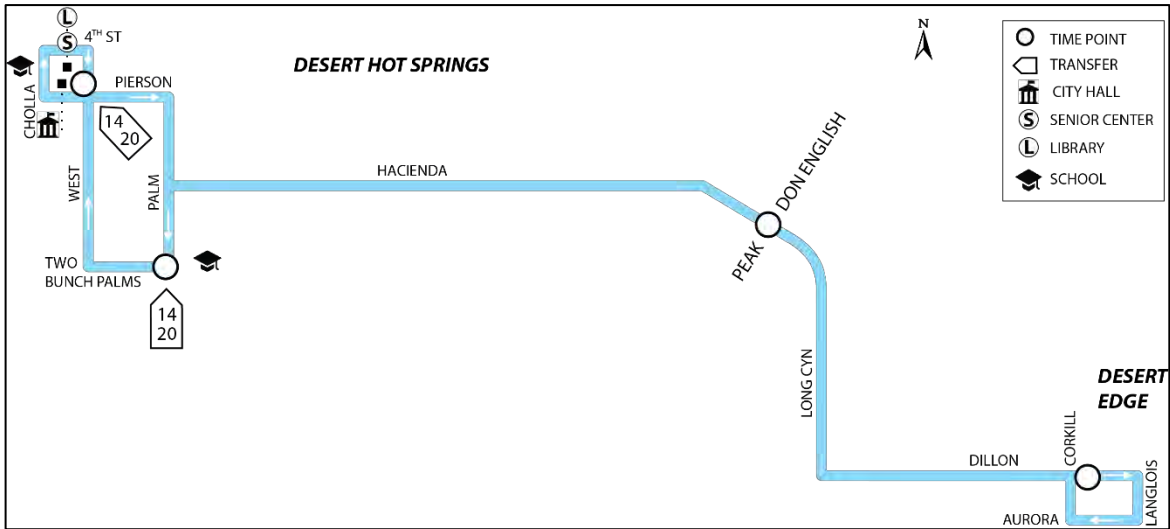


Hours of Operation:		Service Span	Financial	
4:53 AM	11:20 PM	Weekdays	Annual Route Cost	\$1,827,026
5:48 AM	10:41 PM	Weekends	Annual Farebox Route Revenue	\$634,733
Frequency:			Cost per Rider	\$2.90
20/30 MIN	Weekdays (Peak/Off-Peak)		Subsidy per Rider	\$5.46
40 MIN	Weekends	Ridership		
Average Speed:		Peak Vehicles	Average Daily Passengers Weekday	2,006
17.7 mph		7	Average Daily Passengers Weekends	1,085
On Time Performance:			Annual Passengers	629,697
		87.1%	Passengers per Hour	22.2
Route Total Bidirectional Length (Miles):			Passengers per Mile	1.5
		29.42	Annual Wheelchair Boardings	6,275
Annual Revenue Miles:			Annual Bicycle Boardings	20,866
		430,595	Population within .5 mi of stop	31,971
Annual Revenue Hours			Jobs within .5 mi of stop	14,162
		28,365		

LINE 15—DESERT HOT SPRINGS – DESERT EDGE

Line 15 serves the community of Desert Hot Springs and Desert Edge, a Riverside County unincorporated community located southeast of Desert Hot Springs. Line 15 connects to Lines 14 and 20, and links riders with local shopping centers, a neighborhood community center, Boys and Girls Club of Desert Hot Springs, schools, and other services within the City of Desert Hot Springs.

Service is under study for Mission Lakes Boulevard and Two Bunch Palms Trail for this route, as well as service at Little Morongo Road west of West Drive and west of Dillon Road, Long Canyon Road and Desert Edge.



Hours of Operation:		Service Span		Financial	
4:54 AM	8:49 PM	Weekdays		Annual Route Cost	\$726,857
7:00 AM	7:44 PM	Weekends		Annual Farebox Route Revenue	\$126,919
Frequency:				Cost per Rider	\$6.98
60 MIN	Weekdays			Subsidy per Rider	\$5.86
60 MIN	Weekends			Ridership	
Average Speed:		Peak Vehicles		Average Daily Passengers Weekday	338
21.5 mph		1		Average Daily Passengers Weekends	165
On Time Performance:				Annual Passengers	104,060
		91.0%		Passengers per Hour	19.1
Route Total Bidirectional Length (Miles):				Passengers per Mile	1.2
		15.9		Annual Wheelchair Boardings	749
Annual Revenue Miles:				Annual Bicycle Boardings	2,100
		87,415		Population within .5 mi of stop	17,194
Annual Revenue Hours:				Jobs within .5 mi of stop	2,116
		5,452			

LINE 20—DESERT HOT SPRINGS – THOUSAND PALMS – PALM DESERT

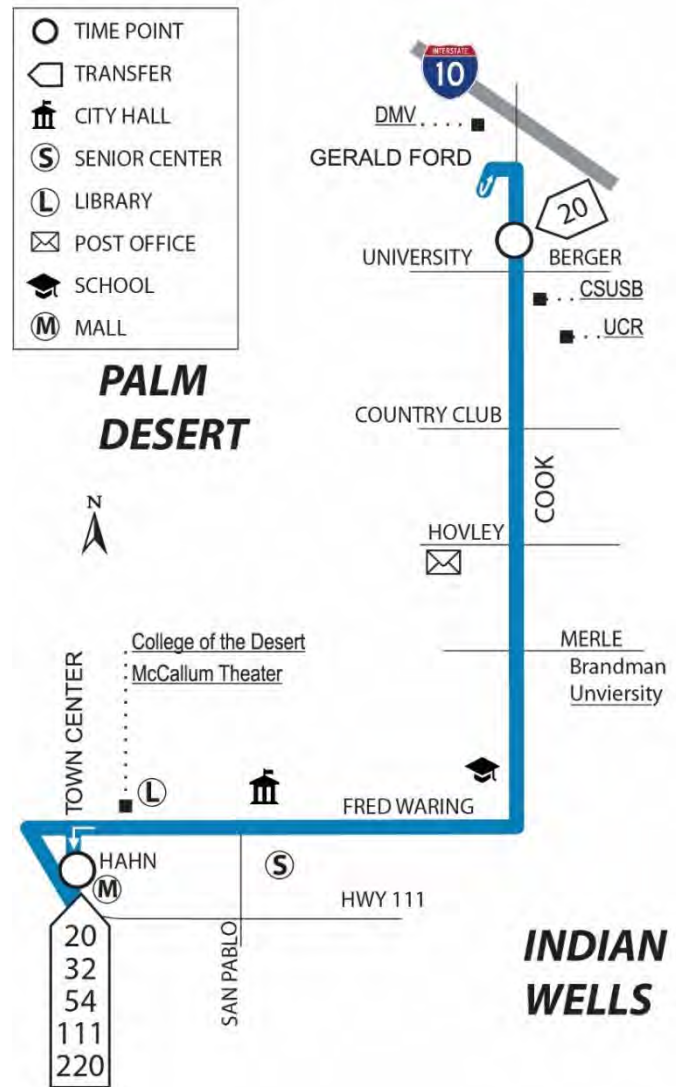
Line 20 provides limited stop service between the City of Desert Hot Springs and the City of Palm Desert. The Line 20 provides residents of Desert Hot Springs and surrounding communities improved access to resources and employment opportunities concentrated toward the center of the Coachella Valley, including the College of the Desert. Line 20 connects with Lines 14, 15, 32, 53, 54, 111 and Commuter Link 220 at Westfield Palm Desert Mall.



Hours of Operation:		Service Span		Financial	
7:00 AM 7:55 PM		Weekdays		Annual Route Cost \$288,104	
		No Weekend Service		Annual Farebox Route Revenue \$139,522	
Frequency:				Cost per Rider \$11.50	
60 MIN		Weekdays		Subsidy per Rider \$21.78	
		No Weekend Service			
Average Speed:		Peak Vehicles		Ridership	
23.82 mph		2		Average Daily Passengers Weekday 98	
On Time Performance:				Average Daily Passengers Weekends N/A	
		85.0%		Annual Passengers 25,062	
Route Total Bidirectional Length (Miles):				Passengers per Hour 7.03	
		48.5		Passengers per Mile 0.30	
Annual Revenue Miles:				Annual Wheelchair Boardings 109	
		84,874		Annual Bicycle Boardings 854	
Annual Revenue Hours:				Population within .5 mi of stop 11,229	
		3564		Jobs within .5 mi of stop 8,180	

LINE 21—GERALD FORD & COOK – PALM DESERT MALL

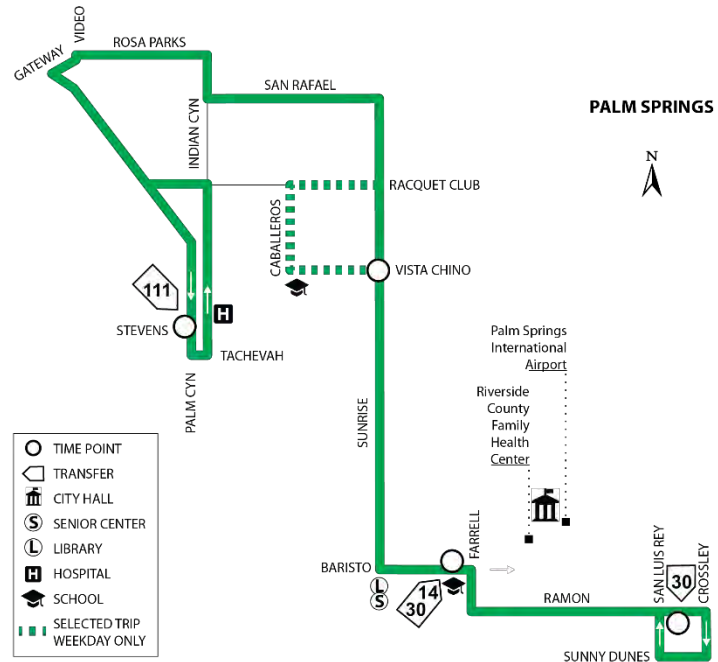
Line 21 is a new route that provides service to the City of Palm Desert, enabling riders to access the College of the Desert, the McCallum Theater, Palm Desert City Hall, Kaiser Permanente, satellite campuses of California State University of San Bernadine, the University of California Riverside, Palm Desert High School, Palm Desert Library, major employment sites, medical and shopping centers. Line 21 connects with Lines 20, 32, 54, 111 and Commuter Line 222 at Westfield Palm Desert Mall.



Hours of Operation:		Service Span		Financial	
11:00 AM	3:50 PM	Weekdays		Annual Route Cost	\$98,787
No Weekend Service				Annual Farebox Route Revenue	N/A
Frequency:				Cost per Rider	N/A
60 MIN	Weekdays			Subsidy per Rider	N/A
No Weekend Service			Ridership		
Average Speed:		Peak Vehicles		Average Daily Passengers Weekday	51
25.8 mph		2		Average Daily Passengers Weekends	N/A
On Time Performance:				Annual Passengers	N/A
		86.9%		Passengers per Hour	9.8
Route Total Bidirectional Length (Miles):				Passengers per Mile	1.40
		13.8		Annual Wheelchair Boardings	N/A
Annual Revenue Miles:				Annual Bicycle Boardings	N/A
		19,992		Population within .5 mi of stop	20,157
Annual Revenue Hours:				Jobs within .5 mi of stop	18,379
		1,435			

LINE 24—PALM SPRINGS

In March 2017, Line 24 service was expanded to serve the Ramon/San Luis Rey retail area. Line 24 offers service in Palm Springs with connections to Lines 14, 30, 32, and 111. The Line 24 links riders to destinations such as the Desert Regional Hospital, Desert Highland Community Center, Social Security Administration, schools, medical facilities, theaters, and shopping outlets.

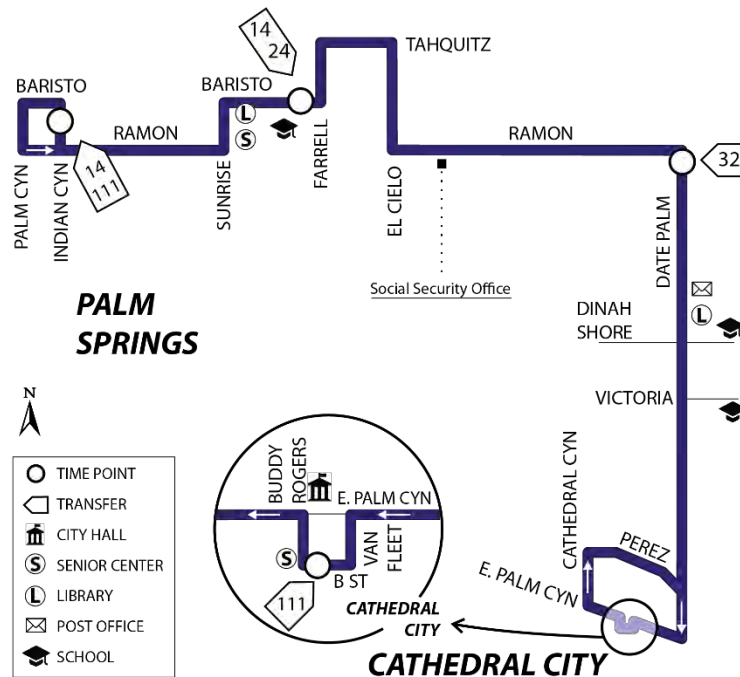


Hours of Operation:		Service Span	Financial	
6:20 AM	8:25 PM	Weekdays	Annual Route Cost	\$799,337
6:18 AM	7:38 PM	Weekends	Annual Farebox Route Revenue	\$284,473
Frequency:			Cost per Rider	\$4.94
40 MIN	Weekdays		Subsidy per Rider	\$7.49
60 MIN	Weekends	Ridership		
Average Speed:		Peak Vehicles	Average Daily Passengers Weekday	544
14.66 mph		4	Average Daily Passengers Weekends	211
On Time Performance:			Annual Passengers	161,799
		82.5%	Passengers per Hour	12.4
Route Total Bidirectional Length (Miles):			Passengers per Mile	1.13
		20.3	Annual Wheelchair Boardings	1,638
Annual Revenue Miles:			Annual Bicycle Boardings	4,143
		143,616	Population within .5 mi of stop	22,374
Annual Revenue Hours:			Jobs within .5 mi of stop	10,955
		13,070		

LINE 30—CATHEDRAL CITY – PALM SPRINGS

Line 30 is one of SunLine’s most successful routes. In March 2017, Line 30 was realigned to serve Tahquitz Canyon Drive at El Cielo to provide riders with more frequency in this area. Line 30 is a Trunk line providing service between the cities of Cathedral City and Palm Springs. Riding the Line 30 provides customers access to the Palm Springs International Airport, Palm Springs City Hall, Social Security Administration, public libraries, city halls, senior centers, schools, shopping centers and various industrial parks. It operates with 20-minute frequency during weekday peak periods, connecting to Lines 14, 24, 32, and 111. The Line 30 also offers three afternoon supplementary trips to accommodate the high volume of student ridership.

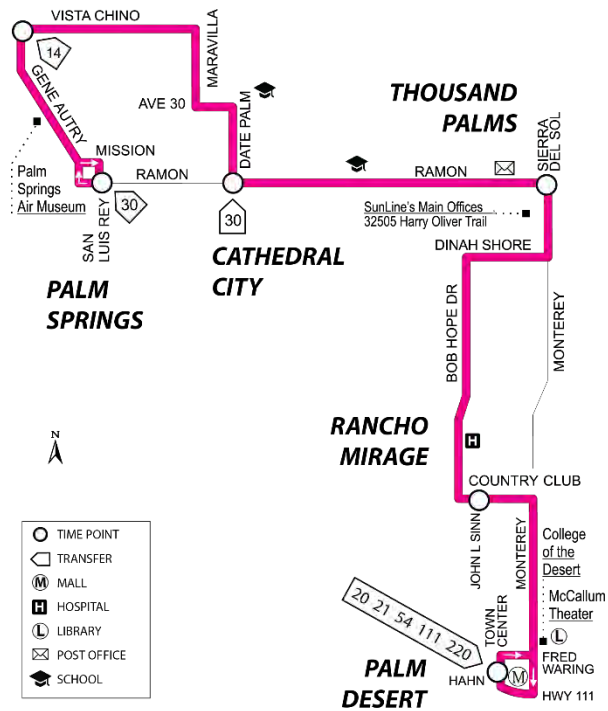
The most recent Operational Analysis proposed fifteen-minute frequency for this trunk route. Frequency changes are under study and are subject to available funding and Board approval.



Hours of Operation:		Service Span		Financial	
5:40 AM 10:44 PM		Weekdays		Annual Route Cost	\$1,423,353
6:15 AM 9:41 PM		Weekends		Annual Farebox Route Revenue	\$481,788
Frequency:				Cost per Rider	\$2.07
20 MIN		Weekdays		Subsidy per Rider	\$3.30
40 MIN		Weekends		Ridership	
Average Speed:		Peak Vehicles		Average Daily Passengers Weekday	2,176
12.7 mph		9		Average Daily Passengers Weekends	1,212
On Time Performance:				Annual Passengers	686,776
93.1%				Passengers per Hour	27.1
Route Total Bidirectional Length (Miles):				Passengers per Mile	2.50
19.3				Annual Wheelchair Boardings	5,132
Annual Revenue Miles:				Annual Bicycle Boardings	23,891
274,423				Population within .5 mi of stop	34,329
Annual Revenue Hours:				Jobs within .5 mi of stop	16,652
25,356					

LINE 32—PALM SPRINGS – CATHEDRAL CITY – THOUSAND PALMS – RANCHO MIRAGE – PALM DESERT

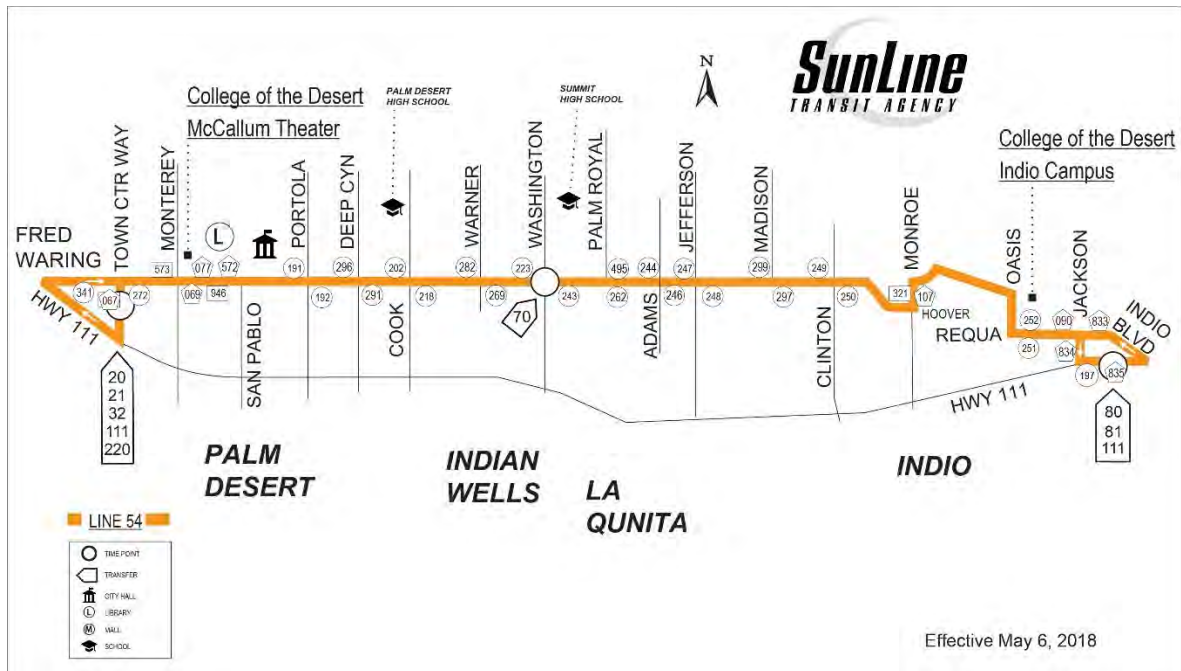
Line 32 links the cities of Palm Springs, Cathedral City, and the unincorporated community Thousand Palms, Rancho Mirage and Palm Desert. The route connects with Lines 14, 20, 24, 30, 53, 54, 111, and Commuter Link 220. Riders can access schools and various retail centers along Ramon Road in the City of Cathedral City. Routing through the I-10 Interchange provides access to Costco, Home Depot, and the Regal Cinemas 16 theater complex, as well as service to the Agua Caliente Casino on Ramon Road at Bob Hope Drive. This route also provides service to Eisenhower Medical Center, College of the Desert, and Westfield Palm Desert Mall.



Hours of Operation:		Service Span		Financial	
5:00 AM 10:40 PM		Weekdays		Annual Route Cost \$1,084,816	
6:54 AM 10:48 PM		Weekends		Annual Farebox Route Revenue \$343,351	
Frequency:				Cost per Rider \$4.37	
50 MIN		Weekdays		Subsidy per Rider \$9.16	
60 MIN		Weekends		Ridership	
Average Speed: 18.7 mph		Peak Vehicles 3			
On Time Performance: 81.1%				Average Daily Passengers Weekday 785	
Route Total Bidirectional Length (Miles): 40.4				Average Daily Passengers Weekends 443	
Annual Revenue Miles: 279,031				Annual Passengers 248,350	
				Passengers per Hour 14.9	
Annual Revenue Hours: 16,723				Passengers per Mile 0.9	
				Annual Wheelchair Boardings 1,344	
				Annual Bicycle Boardings 9,059	
				Population within .5 mi of stop 37,261	
				Jobs within .5 mi of stop 21,864	

LINE 54—PALM DESERT – INDIAN WELLS – LA QUINTA – BERMUDA DUNES – INDIO

Line 54 operates between Palm Desert and Indio serving the cities of Indian Wells and La Quinta as well as the unincorporated community of Bermuda Dunes via Fred Waring Drive. This route was designed to provide direct service between Palm Desert and Indio, in addition to serving the length of Fred Waring Drive. Service is provided to the Indio Workforce Development, College of the Desert (Indio and Palm Desert), McCallum Theater, Civic Center, along with close proximity to Indian Wells Tennis Gardens. Line 54 connects with Lines 20, 32, 53, 70, 80, 81, 90, 91, 95, 111, and Commuter Link 220 at Westfield Palm Desert Mall and Hwy 111 at Flower.

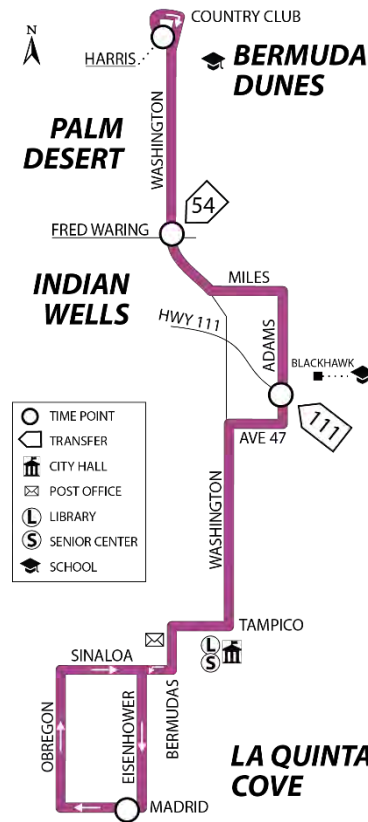


Hours of Operation:		Service Span		Financial	
5:55 AM 7:55 PM		Weekdays		Annual Route Cost	\$412,826
		No Weekend Service		Annual Farebox Route Revenue	\$183,908
Frequency:		Weekdays		Cost per Rider	\$5.49
45 MIN		No Weekend Service		Subsidy per Rider	\$11.70
Average Speed:		Peak Vehicles		Ridership	
21.34 mph		2		Average Daily Passengers Weekday	294
On Time Performance:		84.1%		Average Daily Passengers Weekends	N/A
Route Total Bidirectional Length (Miles):		24.3		Annual Passengers	75,157
Annual Revenue Miles:		113,426		Passengers per Hour	11.2
Annual Revenue Hours:		6,731		Passengers per Mile	0.7
				Annual Wheelchair Boardings	337
				Annual Bicycle Boardings	2,478
				Population within .5 mi of stop	37,729
				Jobs within .5 mi of stop	13,900

LINE 70—LA QUINTA – PALM DESERT – INDIAN WELLS – BERMUDA DUNES

Line 70 offers bus service to the City of La Quinta and the edge of the cities of Palm Desert and Indian Wells and the unincorporated community of Bermuda Dunes. Riders are able to access the Indian Wells Tennis Gardens on Washington Street at Fred Waring Drive, city hall, the senior center, schools, and various shopping centers along Adams Street, Avenue 47, and Washington Street. Transfers from the Line 70 to the Line 111 can be made on Highway 111 at Adams Street.

SunLine is evaluating extending service north of the I-10 Freeway if it can be done without increasing operating costs. The implementation of proposed changes are subject to available funding and Board approval.

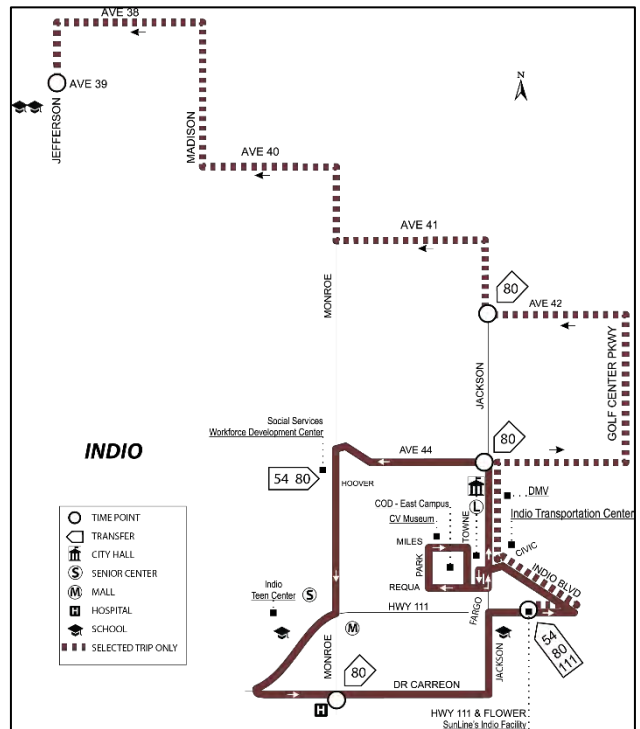


Hours of Operation:		Service Span		Financial	
5:15 AM	8:45 PM	Weekdays		Annual Route Cost	\$599,710
5:15 AM	9:30 PM	Weekends		Annual Farebox Route Revenue	\$236,728
Frequency:				Cost per Rider	\$3.33
45 MIN		Weekdays		Subsidy per Rider	\$6.78
90 MIN		Weekends		Ridership	
Average Speed:		Peak Vehicles		Average Daily Passengers Weekday	611
15.85 mph		4		Average Daily Passengers Weekends	223
On Time Performance:				Annual Passengers	180,326
		87.2%		Passengers per Hour	19.6
Route Total Bidirectional Length (Miles):				Passengers per Mile	1.4
		19.5		Annual Wheelchair Boardings	574
Annual Revenue Miles:				Annual Bicycle Boardings	5,595
		131,688		Population within .5 mi of stop	27,982
Annual Revenue Hours:				Jobs within .5 mi of stop	9,943
		9,941			

LINE 81—INDIO

Line 81 is a loop route that operates counter-clockwise and provides transit service to residents of the City of Indio, enabling passengers access to John F. Kennedy Memorial Hospital, Riverside County Fair and National Date Festival, Employment Development Department, U.S. Social Security Administration, East Valley College of the Desert campus, Riverside County social services offices, Department of Motor Vehicles, Coachella Valley Cultural Museum, the Indio transportation center, community centers, library, schools, and a shopping centers. Two morning trips are provided to accommodate commuting students, service to Shadow Hills High School on Jefferson Street at Avenue 39 was implemented.

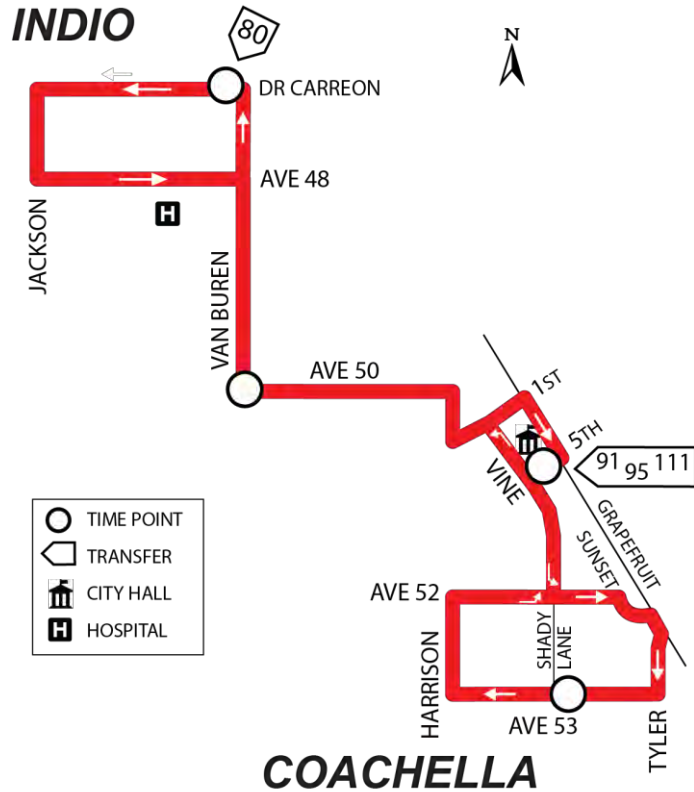
Line 81 connects to Lines 54, 80, 90, 91 and 111 at the transfer location on Highway 111 at Flower Street.



Hours of Operation:		Service Span		Financial	
5:30 AM	8:30 PM	Weekdays		Annual Route Cost	\$335,170
5:30 AM	8:30 PM	Weekends		Annual Farebox Route Revenue	\$111,775
Frequency:				Cost per Rider	\$3.75
60 MIN		Weekdays		Subsidy per Rider	\$5.13
60 MIN		Weekends		Ridership	
Average Speed:		Peak Vehicles		Average Daily Passengers Weekday	296
10.69 mph		3		Average Daily Passengers Weekends	127
On Time Performance:				Annual Passengers	89,266
		89.1%		Passengers per Hour	15.7
Route Total Bidirectional Length (Miles):				Passengers per Mile	1.6
		8.71		Annual Wheelchair Boardings	777
Annual Revenue Miles:				Annual Bicycle Boardings	1,011
		55,230		Population within .5 mi of stop	32,477
Annual Revenue Hours:				Jobs within .5 mi of stop	7,631
		5,753			

LINE 90—INDIO – COACHELLA

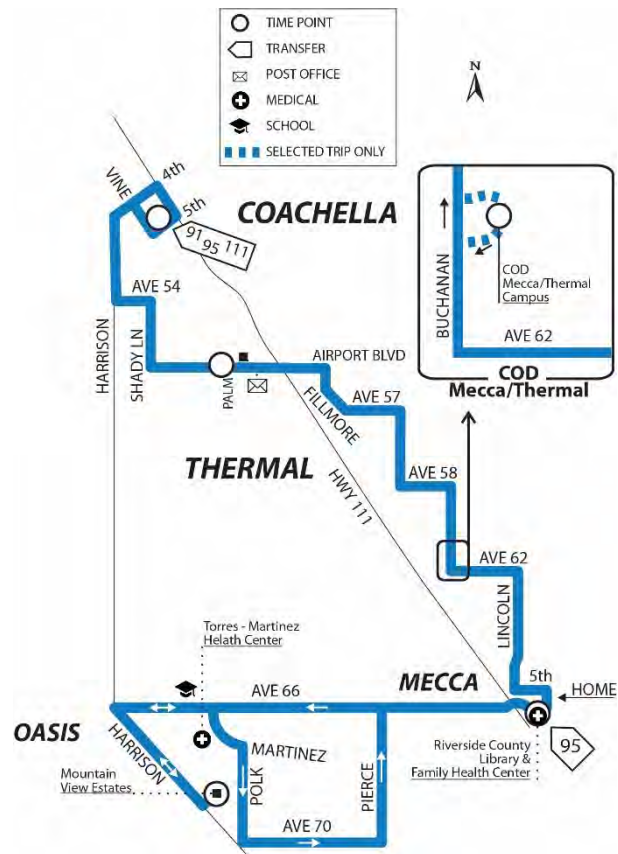
Line 90 serves the cities of Coachella and Indio allowing passengers to access the Employment Development Department, Coachella City Hall, library, senior center, Boys & Girls Club, local schools, and shopping centers. Connections to Lines 54, 80, 81, 91, 95 and 111 occur at the transfer location on Highway 111 at Flower Street in the City of Indio.



Hours of Operation:		Service Span		Financial	
5:00 AM 10:00 PM		Weekdays		Annual Route Cost	\$347,828
5:00 AM 9:00 PM		Weekends		Annual Farebox Route Revenue	\$639,750
Frequency:				Cost per Rider	\$2.47
60 MIN		Weekdays		Subsidy per Rider	\$14.49
60 MIN		Weekends		Ridership	
Average Speed:		Peak Vehicles		Average Daily Passengers Weekday	430
16.18 mph		2		Average Daily Passengers Weekends	287
On Time Performance:				Annual Passengers	140,831
84.2%				Passengers per Hour	16.0
Route Total Bidirectional Length (Miles):				Passengers per Mile	1.9
12.96				Annual Wheelchair Boardings	1,478
Annual Revenue Miles:				Annual Bicycle Boardings	2,838
72,891				Population within .5 mi of stop	44,655
Annual Revenue Hours:				Jobs within .5 mi of stop	7,051
6,012					

LINE 91—INDIO – COACHELLA – THERMAL – MECCA – OASIS

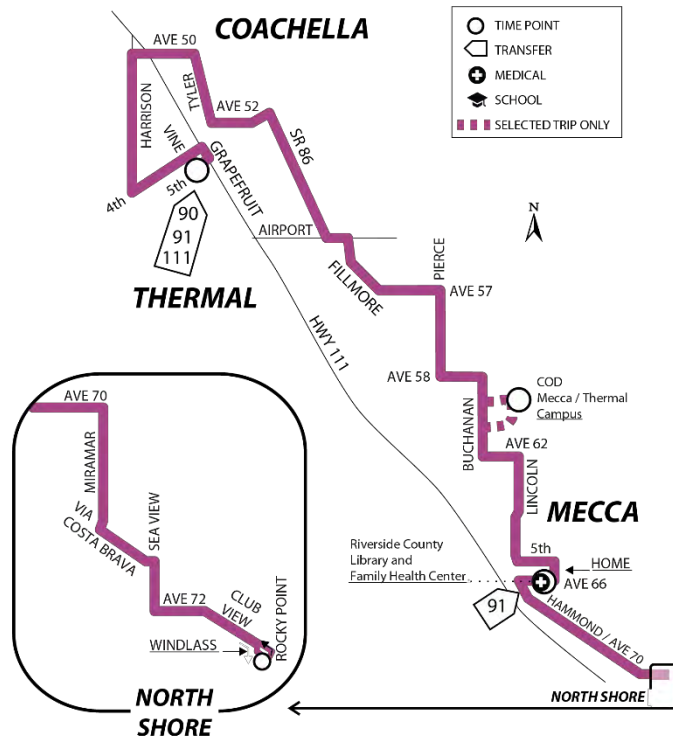
Line 91 links the cities of Indio and Coachella with the unincorporated communities of Thermal, Mecca, and Oasis. Riders on Line 91 are able to connect to Lines 54, 80, 81, 90, 95 and 111 at the transfer location on Highway 111 and Flower Street in Indio. Passengers have access to employment sites, medical, and shopping facilities. Line 91 also provides direct service to College of the Desert’s East Valley Campus in Mecca.



Hours of Operation:		Service Span	Financial	
4:48 AM	10:21 PM	Weekdays	Annual Route Cost	\$1,145,415
5:30 AM	10:42 PM	Weekends	Annual Farebox Route Revenue	\$336,550
Frequency:			Cost per Rider	\$6.33
60 MIN		Weekdays	Subsidy per Rider	\$17.28
60 MIN		Weekends	Ridership	
Average Speed:		Peak Vehicles	Average Daily Passengers Weekday	548
22.80 mph		3	Average Daily Passengers Weekends	380
On Time Performance:			Annual Passengers	181,092
		85.7%	Passengers per Hour	12.60
Route Total Bidirectional Length (Miles):			Passengers per Mile	0.6
		51.11	Annual Wheelchair Boardings	460
Annual Revenue Miles:			Annual Bicycle Boardings	4,423
		315,922	Population within .5 mi of stop	41,181
Annual Revenue Hours:			Jobs within .5 mi of stop	8,996
		17,300		

LINE 95— COACHELLA – MECCA – NORTH SHORE

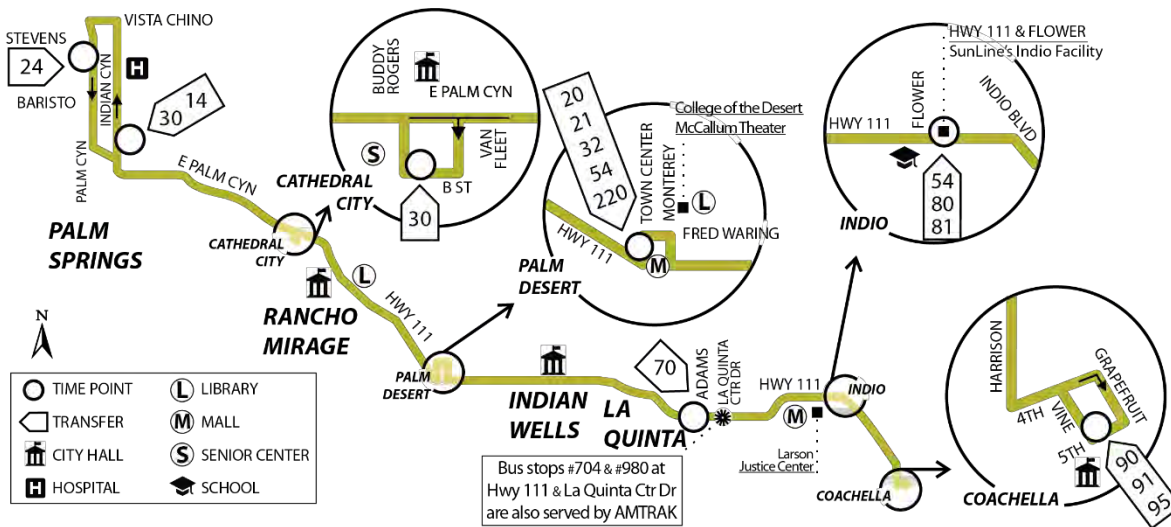
Line 95 serves the cities of Coachella and the unincorporated communities of Mecca and North Shore. The Line 95 serves the College of the Desert’s East Valley Campus in Mecca. Passengers on Line 95 connect to Lines 90, 91 and 111 at the transfer location on 5th and Vine Avenue in Coachella. Service allows passengers to access employment sites, medical, and shopping facilities.



Hours of Operation:		Service Span		Financial	
4:00 AM	10:00 PM	Weekdays		Annual Route Cost	\$430,014
4:00 AM	10:00 PM	Weekends		Annual Farebox Route Revenue	\$118,172
Frequency:				Cost per Rider	\$15.06
180 MIN		Weekdays		Subsidy per Rider	\$32.11
180 MIN		Weekends		Ridership	
Average Speed:		Peak Vehicles		Average Daily Passengers Weekday	89
32.71 mph		1		Average Daily Passengers Weekends	55
On Time Performance:				Annual Passengers	28,556
		87.9%		Passengers per Hour	7.0
Route Total Bidirectional Length (Miles):				Passengers per Mile	0.2
		52.49		Annual Wheelchair Boardings	54
Annual Revenue Miles:				Annual Bicycle Boardings	679
		114,938		Population within .5 mi of stop	19,050
Annual Revenue Hours:				Jobs within .5 mi of stop	6,710
		6,339			

LINE 111—PALM SPRINGS – CATHEDRAL CITY – RANCHO MIRAGE – PALM DESERT – INDIAN WELLS – LA QUINTA - INDIO

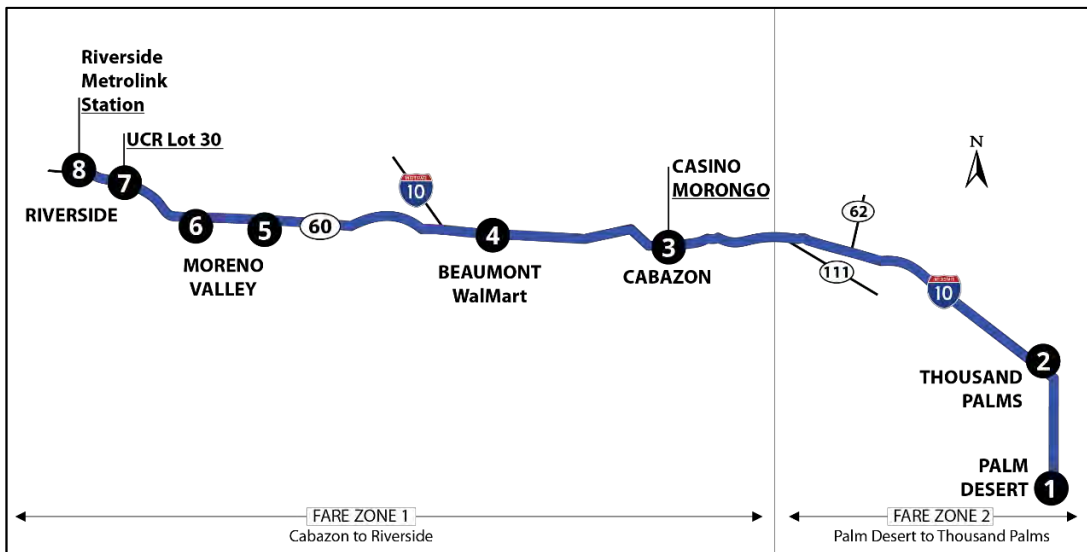
Line 111 is SunLine’s highest ridership regional trunk route. Line 111 provides service along Highway 111 from Palm Springs to Coachella, linking with the Cities of Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta and Indio. Line 111 enables riders to travel to destinations along the Highway 111 corridor. The route links passengers with major retail and commercial centers, recreational attractions, museums, educational and medical institutions. Connecting routes include Lines 14, 20, 24, 30, 32, 53, 54, 70, 80, 81, 90, 91, 95 and Commuter Link 220 at transfer locations at Westfield Palm Desert Mall.



Hours of Operation:		Service Span		Financial	
5:00 AM	11:00 PM	Weekdays		Annual Route Cost	\$4,360,905
5:30 AM	11:00 PM	Weekends		Annual Farebox Route Revenue	\$1,849,976
Frequency:				Cost per Rider	\$3.12
20/30 MIN		Weekdays (Peak/Off-Peak)		Subsidy per Rider	\$5.63
20/30 MIN		Weekends		Ridership	
Average Speed:		Peak Vehicles		Average Daily Passengers Weekday	4,209
17.64 mph		13		Average Daily Passengers Weekends	2,985
On Time Performance:				Annual Passengers	1,396,966
		80.9%		Passengers per Hour	20.5
Route Total Bidirectional Length (Miles):				Passengers per Mile	1.4
		60.0		Annual Wheelchair Boardings	9,425
Annual Revenue Miles:				Annual Bicycle Boardings	56,819
		1,006,559		Population within .5 mi of stop	78,704
Annual Revenue Hours:				Jobs within .5 mi of stop	48,948
		67,995			

COMMUTER LINK 220 PALM DESERT – THOUSAND PALMS – CABAZON – BEAUMONT – MORENO VALLEY – RIVERSIDE

Commuter Link 220 provides service between the Coachella Valley and western Riverside County. The route is 77 miles, with 2 stops in the Coachella Valley, located at Westfield Palm Desert Mall and Thousand Palms Transit Hub off Varner Road. The routes continues, stopping along Interstate 10 and State Route 60 serving the Casino Morongo, City of Beaumont at the Walmart Shopping Center, Moreno Valley at the Moreno Valley Mall, the University of California Riverside, and ending at Metrolink’s Riverside Station. Line 220 connects to SunLine’s Lines 20, 32, 53, 54, and 111, Pass Transit in Beaumont and Banning, Metrolink, RTA, and Omnitrans services in Riverside.



Hours of Operation:		Service Span		Financial	
4:30 AM	10:00 PM	Weekdays		Annual Route Cost	\$323,700
No Weekend Service				Annual Farebox Route Revenue	\$161,548
Frequency:				Cost per Rider	\$24.05
6 TRIPS		Weekdays		Subsidy per Rider	\$66.01
No Weekend Service			Ridership		
Average Speed:		Peak Vehicles		Average Daily Passengers Weekday	53
29.51 mph		2		Average Daily Passengers Weekends	N/A
On Time Performance:				Annual Passengers	13,458
62.6%				Passengers per Hour	4.1
Route Total Bidirectional Length (Miles):				Passengers per Mile	0.1
148.26				Annual Wheelchair Boardings	172
Annual Revenue Miles:				Annual Bicycle Boardings	337
112,979				Population within .5 mi of stop	19,890
Annual Revenue Hours:				Jobs within .5 mi of stop	38,841
3,767					

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SunLine Transit Agency
32505 Harry Oliver Trail, Thousand Palms, CA 92276 | 760-343-3456 | sunline.org