



SHORT RANGE TRANSIT PLAN

FY 2025/26 through FY 2027/28



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Executive Summary

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

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

Guiding Principle

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

Mission Statement

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

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

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

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

Chapter 1 – System Overview and Service Profile

1.0 INTRODUCTION

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

1.1 DESCRIPTION OF SERVICE AREA

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

Dial-A-Ride (DAR) service commenced in 1977 and was available to the general public throughout the city of Corona service area until January 2, 2018. Based on the data gathered, it was determined that DAR service level changes were warranted, and the program was shifted to a Specialized Service model. DAR is now focused on transit services to the following rider groups: Seniors 60 and older, Persons with Disabilities, and persons certified under the Americans with Disability Act (ADA). DAR provides curb-to-curb service throughout the city of Corona and neighboring county areas of Coronita, El Cerrito, and Home Gardens as well as satellite locations in the City of Norco, i.e., Department of Motor Vehicles, Department of Public Social Services, and Norco College. The ADA requires complementary paratransit service to be provided within a $\frac{3}{4}$ mile of fixed-route services. CCTS provides citywide service and in some instances extends beyond the city limits to reach the most vulnerable group of rides. Door-to-door service is available upon request for Dial-A-Ride patrons certified under the ADA.

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

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

TABLE 1 – INDIVIDUAL ROUTE DESCRIPTIONS AND AREA SERVICED

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

city of corona TRANSIT SERVICE



LEGEND

CORONA DIAL-A-RIDE SERVICE AREA

- Norco Satellite Points

City of Corona Boundary

County Areas of Service

CORONA CRUISER

Blue Line

Red Line

Red Line (Saturday Service Only)

3/4 Mile ADA Corridor Outside Corona Dial-A-Ride Service Area

RTA'S FIXED ROUTES

RTA Route 1

RTA Route 3

RTA Route 12

Commuter Link 206

Transfer to Route 1
 Transfer to Route 3
 Bus Stops
 Transit Center
 Park

City Hall
 School
 Post Office
 Medical Center
 Metro Link



RIDE WITH US

NORCO SATELLITE POINTS / PUNTOS SATELITES EN NORCO

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

MAP NOT TO SCALE

1.2 POPULATION PROFILE AND DEMOGRAPHIC

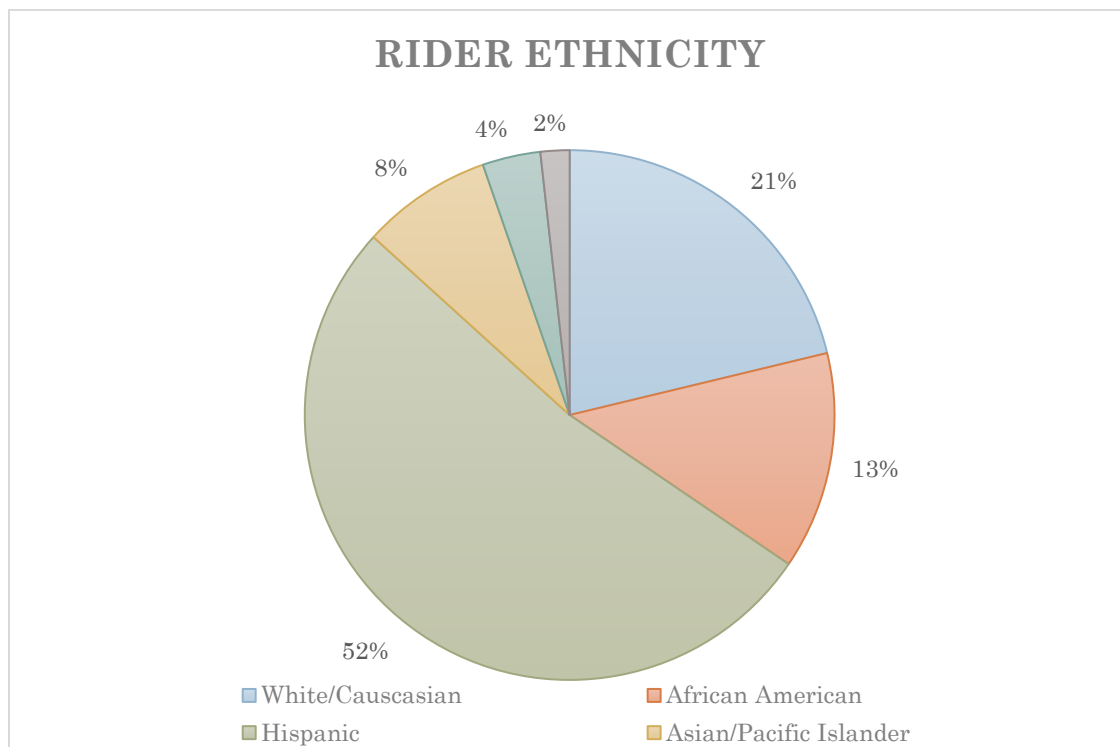
Based on the 2018-2022 American Community Survey 5-year Estimate, CCTS serves a diverse population of 179,187¹ city residents. That diversity is reflected in the table below, which includes the City of Corona and El Cerrito, Home Gardens, and Coronita in the unincorporated county areas.

City Population and Diversity

Demographic	Population Estimate	Percent
Race		
Total population	158,839	100.0%
One race	132,615	83.5%
Two or more races	26,224	16.5%
One race	132,615	83.5%
White	66,107	41.6%
Black or African American	8,429	5.3%
American Indian and Alaska Native	1,997	1.3%
Asian	18,281	11.5%
Native Hawaiian and Other Pacific Islander	443	0.3%
Some other race	37,358	23.5%
Two or more races	26,224	16.5%
White and Black or African American	842	0.5%
White and American Indian and Alaska Native	1,097	0.7%
White and Asian	2,578	1.6%
White and Some Other Race	17,995	11.3%
Black or African American and American Indian and Alaska Native	140	0.1%
Black or African American and Some Other Race	382	0.2%
Hispanic or Latino and Race		
Total population	158,839	100.0%
Hispanic or Latino (of any race)	76,665	48.3%
Mexican	65,547	41.3%
Puerto Rican	1,364	0.9%
Cuban	1,288	0.8%
Other Hispanic or Latino	82,174	51.7%
Not Hispanic or Latino	82,174	51.7%
White alone	49,849	31.4%
Black or African American alone	7,814	4.9%
American Indian and Alaska Native alone	331	0.2%
Asian alone	17,689	11.1%
Native Hawaiian and Other Pacific Islander alone	387	0.2%
Some other race alone	797	0.5%
Two or more races	5,307	3.3%
Source: U.S. Census Bureau, 2019-2023 American Community Survey 5-Year Estimate		

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

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



The median household income in the City of Corona is \$104,871² which is greater than the California state median of \$95,521³. However, pursuant to the COA, 51% of the employed riders report making less than \$25,000. Because of these lower income levels, a large portion of employed ridership may be entirely dependent on transit for their mobility needs.

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

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

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

Passenger Characteristics

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

While seniors 60 and over account for 17⁴ percent of the population, they, however, represent over 30 percent of the riders systemwide. Nine percent of the population is characterized by a disability⁵, yet, riders in this category account for 45 percent for Dial-A-Ride and 2 percent for Cruiser. The majority of Persons with Disabilities utilize Dial-A-Ride to commute to Adult Day Care centers. Student ridership accounts for 38.5% of the riders a 7% increase from the previous fiscal year.

1.3 DESCRIPTION OF SERVICES

Fixed Route Service – Corona Cruiser: Blue and Red Lines

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

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

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

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

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

The Cruiser schedule is as follows:

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

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

Corona Dial-A-Ride/Paratransit Service

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

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

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

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

The DAR schedule is as follows:

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

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

1.4 OPERATING DATA FOR CORONA TRANSIT SERVICES

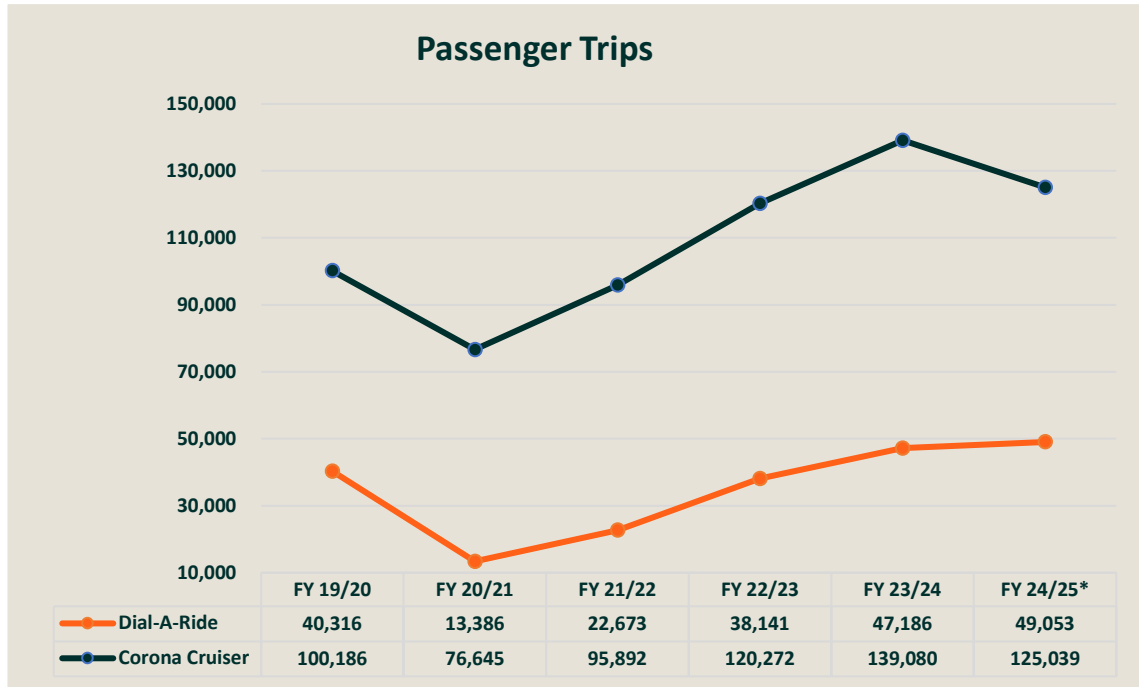
The table below reflects FY 2024/25 planned versus year-end estimates using data from July 2024 through March 2025.

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

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

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

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



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

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

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

1.5 CURRENT FARE STRUCTURE

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

Fare Structure

Corona Cruiser				
Fare Type	Per Ride	Day Pass	31 Day	15 Day
General Public	\$1.75	\$ 4.00	\$35.00	\$17.50
Student	\$1.75	\$ 4.00	\$24.50	\$12.25
Seniors (60+)	\$0.75	\$ 2.00	\$16.10	\$ 8.05
Persons with Disabilities	\$0.75	\$ 2.00	\$16.10	\$ 8.05
Medicare Card Holders	\$0.75	\$ 2.00	\$16.10	\$ 8.05
Children (46" tall or under)	\$0.50	-	-	-
Dial-A-Ride				
Fare Type	Per Ride			
Seniors (60+)	\$3.50			
Persons with Disabilities/ADA Certif	\$3.50			
Medicare Card Holders	\$3.50			
Children (46" tall or under)	\$0.50			

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

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

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

CCTS Fare Collection System

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

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

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

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

1.6 REVENUE FLEET

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

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

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

Table 1.1 - Fleet Inventory
FY 2025/26 Short Range Transit Plan
City of Corona

Bus (Motorbus) / Purchased Transportation

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

Table 1.1 - Fleet Inventory
FY 2025/26 Short Range Transit Plan
 City of Corona

Demand Response / Purchased Transportation

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

1.7 EXISTING FACILITIES AND BUS STOP AMENITIES

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

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

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

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

1.8 EXISTING COORDINATION BETWEEN TRANSIT AGENCIES

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

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

1.9 REFERENCE OF PRIOR AND/OR EXISTING STUDIES AND PLANS

Comprehensive Operations Analysis (COA)

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

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

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

Some key components of this study included the following analysis:

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

Onboard Corona Cruiser rider survey results- key takeaways

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



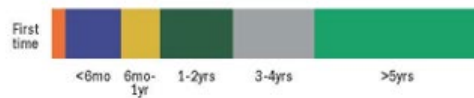
ONBOARD SURVEY Summary Results

WHO RIDES THE CORONA CRUISER?

Demographic info

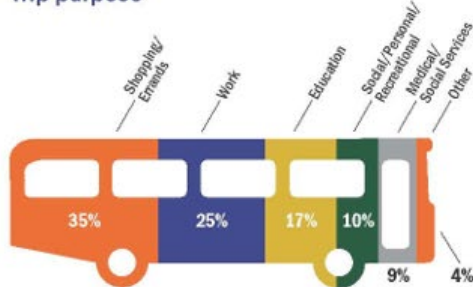


Length of time using the Corona Cruiser

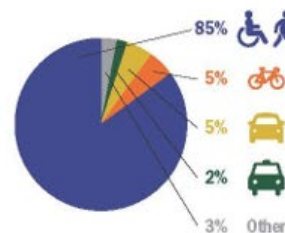


HOW DO THEY RIDE?

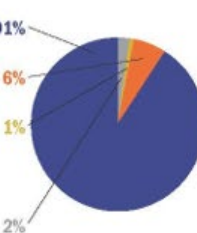
Trip purpose



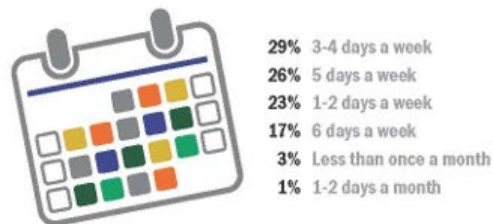
Riders access the Corona Cruiser by



Trips completed by



How often they ride



WHAT DO THEY THINK?

Overall rating of the Corona Cruiser



Rider opinions



Desired improvements



Riders get info from

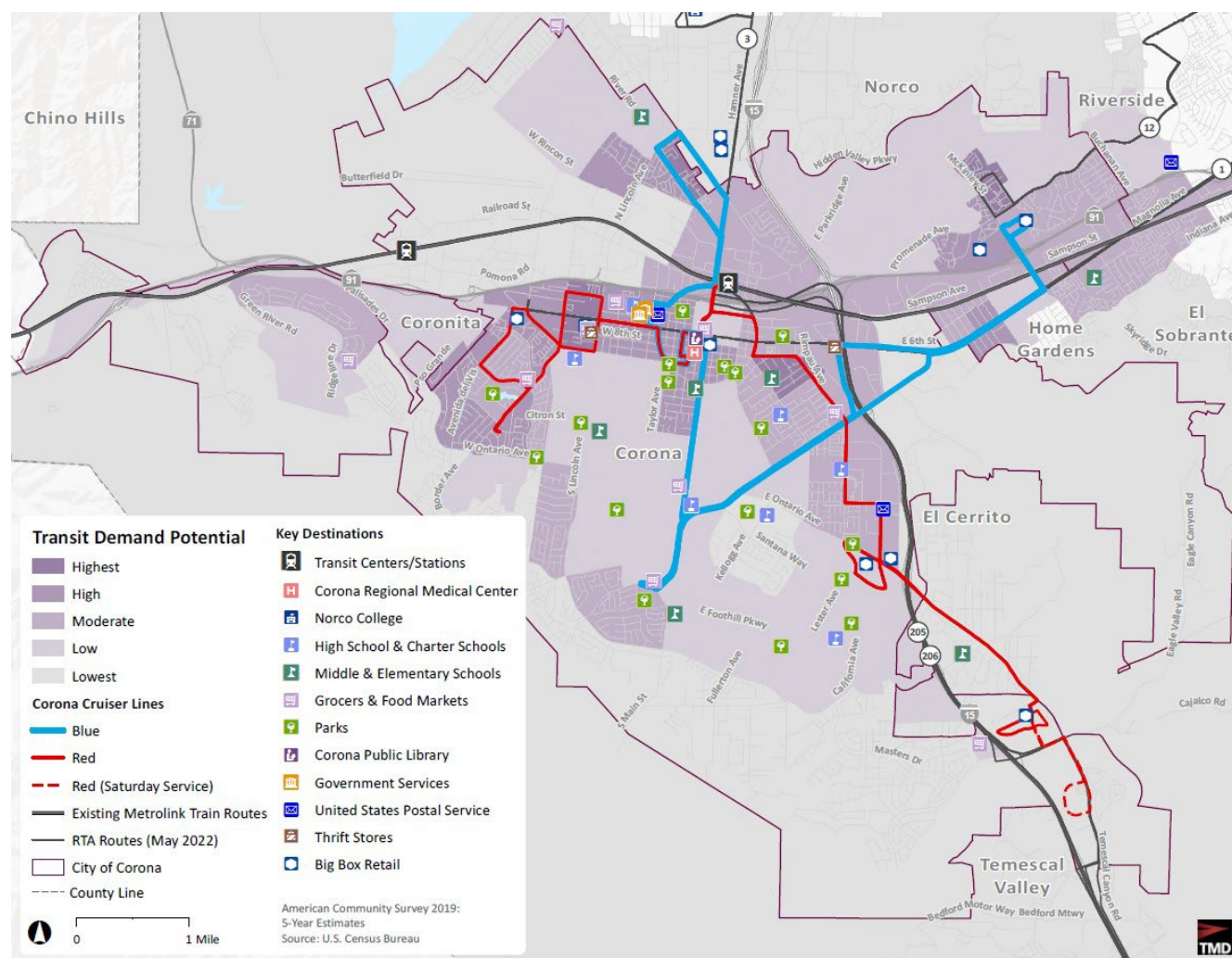


Transit Demand Potential

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

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

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



Goals of Service Alternatives

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

Objective 1 – Coverage

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

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

Objective 2 – Reliability

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

Objective 3 – Productivity

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

Objective 4 – Cost

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

COA Recommendations

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

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

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

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

Zero Emission Bus Analysis and Rollout Plan

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

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

Chapter 2 – Existing Service and Route Performance

2.1 KEY PERFORMANCE INDICATORS

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

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

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

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

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

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

Table 2.0 -- Service Provider Performance Measures Report

FY 2024/25 Short Range Transit Plan Review
City of Corona

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

Note: Targets reflect +/- 15%

Productivity Performance Summary:
--

Service Provider Comments:

2.2 SRTP PERFORMANCE REPORT

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

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

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

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

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

FY 2025/26 - Table 2.1 -- SRTP Performance Report
Service Provider: City of Corona
All Routes

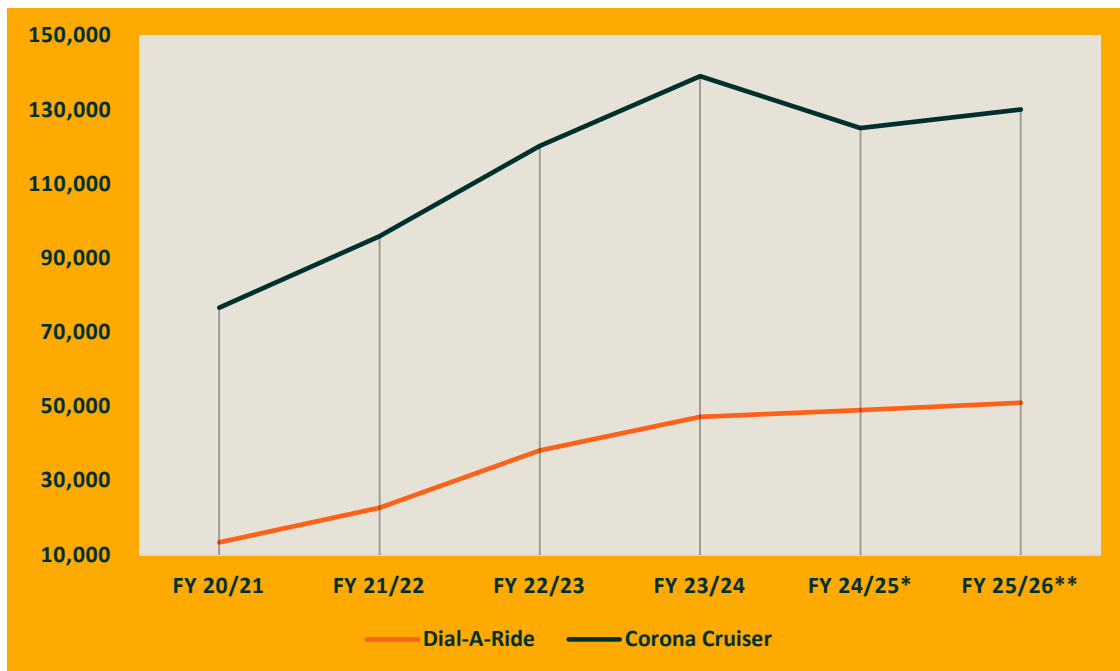
Performance Indicators	FY 2023/24 End of Year Actual	FY 2024/25 3rd Quarter Year-to-Date	FY 2025/26 Plan	FY 2025/26 Target	Plan Performance Scorecard (a)
Passengers	186,266	11,930	181,055	None	
Passenger Miles	786,712	51,361	770,267	None	
Revenue Hours	28,328.2	2,385.1	28,820.0	None	
Total Hours	32,877.4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

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

2.3 SERVICE SUMMARY

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

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



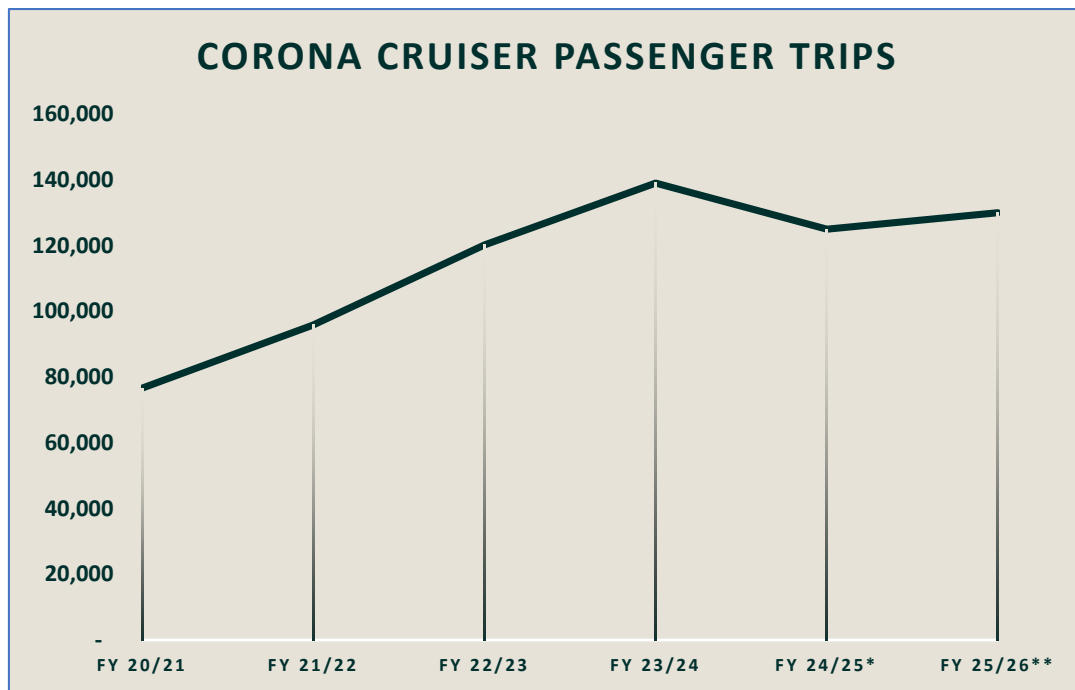
* FY 2024/25 year-end estimate is based on data collected from July 2024-March 2025.

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

Corona Cruiser

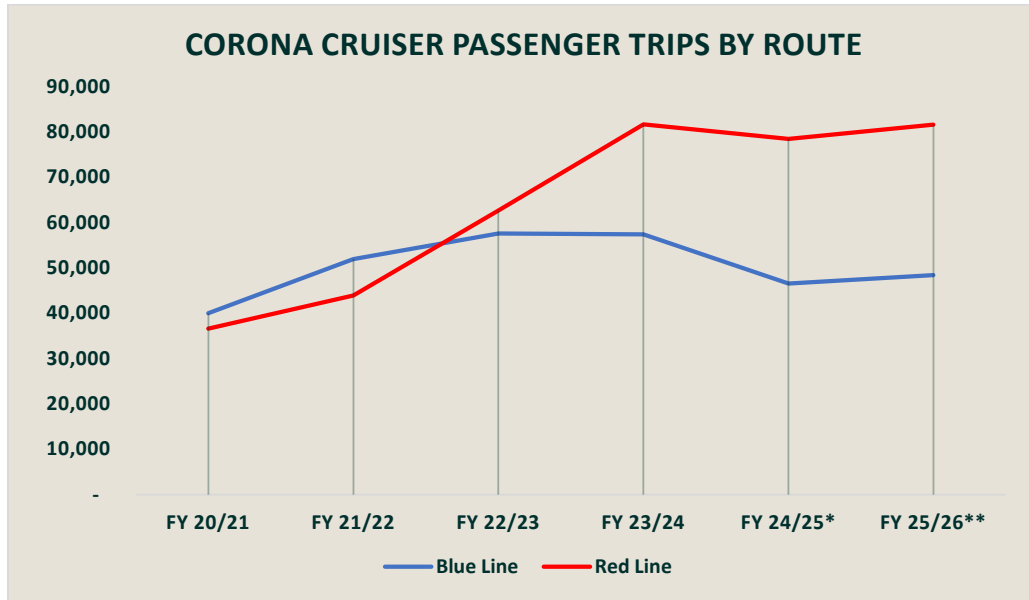
CCTS operates the Cruiser along two fixed routes – the Blue Line and Red Line. The Cruiser totaled 139,080 passenger trips in FY 2023/24. Using the number of passenger

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



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

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

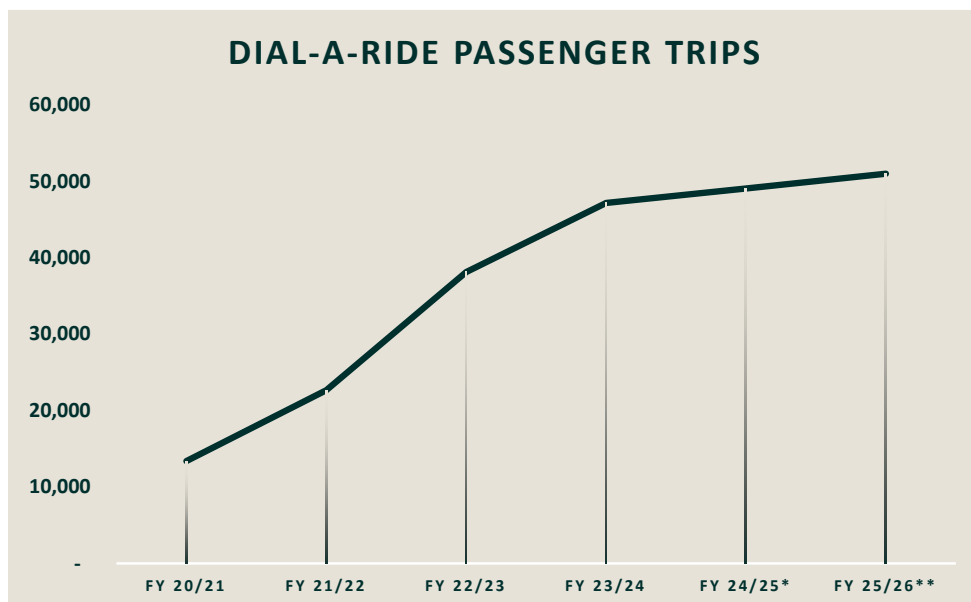


* FY 2024/25 year-end estimate is based on data collected from July 2024-March 2025.

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

Dial-A-Ride

Dial-A-Ride provided 47,186 passenger trips in FY 2023/24. Using data collected from the first nine months of FY 2024/25 as a basis for estimating year-end totals, passenger trips are estimated to increase by 4 percent, or 1,870 trips, as compared to FY 2023/24. While this increase isn't significant, ridership is slowly making it's way to pre-COVID numbers. Using data for the first nine months of FY 2024/25, staff is projecting a modest increase of 4% for FY 2025/26 based on improving COVID-19 conditions and the free fare program.



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

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

Productivity Measures

Productivity had been steadily increasing since FY 2021/22 on the Cruiser and DAR as measured by the number of passengers per revenue hour and revenue miles. However, productivity on the Corona Cruiser is expected to decline in FY 24/25 as a result of construction activities, as mentioned in the prior section. DAR, though, continues to improve steadily. While staff is optimistic that productivity will increase in FY 25/26, increased traffic congestion resulting from construction work throughout the city continues to impact the Cruiser and DAR service. Freeway lane reductions and ramp closures, local street and lane closures, detours, and the movement of heavy equipment all increase congestion and impact traffic flow, which slows buses. Slower speeds result in longer duration trips, thereby impacting productivity.

Staff will continue to monitor and take measures to improve service. One of these measures is continuing the fare subsidy program.

Mode	Productivity Measure	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25*	FY 25/26**
Corona Cruiser	Passengers per revenue hour	6.88	5.30	6.66	8.34	9.72	8.73	9.08
	Passengers per revenue mile	0.58	0.46	0.57	0.66	0.76	0.69	0.71
Dial-A-Ride	Passengers per revenue hour	3.42	2.11	2.82	3.29	3.37	3.47	3.52
	Passengers per revenue mile	0.27	0.16	0.21	0.26	0.27	0.28	0.28

*FY 2024/25 performance is measured based on estimates covering the period July 2024 through March 2025.

**FY 2025/26 performance is measured based on FY 2024/25 estimated yearend total with a 4 percent increase.

Performance Measure	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25 Yearend Estimate*	FY 202/26 Planned
System-wide Passenger Trips	140,175	90,031	118,565	158,413	186,266	174,092	181,056
Cost per Service Hour	\$86.22	\$91.33	\$96.21	\$103.22	\$106.78	\$118.34	\$136.90

*Estimate based on all expenses (including operations contract cost and fuel) up to the quarter ending March 2025.

Table 2.2 -- City of Corona -- SRTP Service Summary
FY 2025/26 Short Range Transit Plan
All Routes

	FY 2022/23 Audited	FY 2023/24 Audited	FY 2024/25 Plan	FY 2024/25 3rd Qtr Actual	FY 2025/26 Plan
Fleet Characteristics					
Peak-Hour Fleet	3	3	13	3	13
Financial Data					
Total Operating Expenses	\$2,685,728	\$3,024,931	\$3,754,492	\$2,381,840	\$3,945,326
Total Passenger Fare Revenue	\$66,461	\$295,235	\$366,403	\$154,901	\$385,650
Net Operating Expenses (Subsidies)	\$2,619,268	\$2,729,695	\$3,665,192	\$2,226,939	\$3,859,676
Operating Characteristics					
Unlinked Passenger Trips	158,413	186,266	210,845	130,569	181,055
Passenger Miles	475,074	786,712	893,002	555,481	770,267
Total Actual Vehicle Revenue Hours (a)	26,019.8	28,328.2	28,820.0	21,358.4	28,820.0
Total Actual Vehicle Revenue Miles (b)	329,473.0	359,002.0	367,290.0	268,278.0	362,788.0
Total Actual Vehicle Miles	368,738.0	403,689.0	413,627.0	308,024.0	407,413.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$103.22	\$106.78	\$130.27	\$111.52	\$136.90
Farebox Recovery Ratio	2.47%	9.76%	9.75%	6.50%	9.77%
Subsidy per Passenger	\$16.53	\$14.65	\$17.38	\$17.06	\$21.32
Subsidy per Passenger Mile	\$5.51	\$3.47	\$4.10	\$4.01	\$5.01
Subsidy per Revenue Hour (a)	\$100.66	\$96.36	\$127.18	\$104.27	\$133.92
Subsidy per Revenue Mile (b)	\$7.95	\$7.60	\$9.98	\$8.30	\$10.64
Passenger per Revenue Hour (a)	6.1	6.6	7.3	6.1	6.3
Passenger per Revenue Mile (b)	0.48	0.52	0.57	0.49	0.50

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

Table 2.2 -- Corona-BUS -- SRTP Service Summary

FY 2025/26 Short Range Transit Plan

All Routes

	FY 2022/23 Audited	FY 2023/24 Audited	FY 2024/25 Plan	FY 2024/25 3rd Qtr Actual	FY 2025/26 Plan
Fleet Characteristics					
Peak-Hour Fleet	2	2	5	2	5
Financial Data					
Total Operating Expenses	\$1,401,431	\$1,476,173	\$1,905,268	\$1,262,256	\$1,974,888
Total Passenger Fare Revenue	\$66,461	\$295,235	\$222,413	\$154,901	\$215,150
Net Operating Expenses (Subsidies)	\$1,334,971	\$1,180,937	\$1,825,968	\$1,107,355	\$1,899,738
Operating Characteristics					
Unlinked Passenger Trips	120,272	139,080	155,138	93,779	130,040
Passenger Miles	475,074	549,366	612,795	370,427	513,659
Total Actual Vehicle Revenue Hours (a)	14,425.7	14,309.5	14,320.0	10,780.5	14,320.0
Total Actual Vehicle Revenue Miles (b)	181,113.0	182,896.0	184,082.0	136,487.0	182,194.0
Total Actual Vehicle Miles	192,427.0	194,947.0	196,344.0	145,612.0	194,382.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$97.15	\$103.16	\$133.05	\$117.09	\$137.91
Farebox Recovery Ratio	4.74%	20.00%	11.67%	12.27%	10.89%
Subsidy per Passenger	\$11.10	\$8.49	\$11.77	\$11.81	\$14.61
Subsidy per Passenger Mile	\$2.81	\$2.15	\$2.98	\$2.99	\$3.70
Subsidy per Revenue Hour (a)	\$92.54	\$82.53	\$127.51	\$102.72	\$132.66
Subsidy per Revenue Mile (b)	\$7.37	\$6.46	\$9.92	\$8.11	\$10.43
Passenger per Revenue Hour (a)	8.3	9.7	10.8	8.7	9.1
Passenger per Revenue Mile (b)	0.66	0.76	0.84	0.69	0.71

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

Table 2.2 -- Corona-DAR -- SRTP Service Summary

FY 2025/26 Short Range Transit Plan

All Routes

	FY 2022/23 Audited	FY 2023/24 Audited	FY 2024/25 Plan	FY 2024/25 3rd Qtr Actual	FY 2025/26 Plan
Fleet Characteristics					
Peak-Hour Fleet	1	1	8	1	8
Financial Data					
Total Operating Expenses	\$1,284,297	\$1,548,758	\$1,849,224	\$1,119,584	\$1,970,438
Total Passenger Fare Revenue			\$143,990		\$170,500
Net Operating Expenses (Subsidies)	\$1,284,297	\$1,548,758	\$1,839,224	\$1,119,584	\$1,959,938
Operating Characteristics					
Unlinked Passenger Trips	38,141	47,186	55,707	36,790	51,015
Passenger Miles		237,346	280,207	185,054	256,608
Total Actual Vehicle Revenue Hours (a)	11,594.2	14,018.8	14,500.0	10,578.0	14,500.0
Total Actual Vehicle Revenue Miles (b)	148,360.0	176,106.0	183,208.0	131,791.0	180,594.0
Total Actual Vehicle Miles	176,311.0	208,742.0	217,283.0	162,412.0	213,031.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$110.77	\$110.48	\$127.53	\$105.84	\$135.89
Farebox Recovery Ratio			7.78%		8.65%
Subsidy per Passenger	\$33.67	\$32.82	\$33.02	\$30.43	\$38.42
Subsidy per Passenger Mile		\$6.53	\$6.56	\$6.05	\$7.64
Subsidy per Revenue Hour (a)	\$110.77	\$110.48	\$126.84	\$105.84	\$135.17
Subsidy per Revenue Mile (b)	\$8.66	\$8.79	\$10.04	\$8.50	\$10.85
Passenger per Revenue Hour (a)	3.3	3.4	3.8	3.5	3.5
Passenger per Revenue Mile (b)	0.26	0.27	0.30	0.28	0.28

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

2.4 SERVICE PERFORMANCE

Table 2.3 on the following two pages lists various detailed performance metrics by route for planned FY2025/26. See the above sections regarding the route-by-route breakdown of these services.

Table 2.3 - SRTP Route Statistics

City of Corona -- 3

FY 2025/26

All Routes

Data Elements												
Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Measure-A Revenue	LCTOP Revenue
COR-BLUE	All Days	2	48,397	191,170	7,099	7,847	94,091	99,106	\$979,024	\$37,255		\$69,403
COR-DAR	All Days	8	51,015	256,608	14,500	17,299	180,594	213,031	\$1,970,438	\$10,500		\$160,000
COR-RED	All Days	3	81,643	322,489	7,221	8,164	88,103	95,276	\$995,864	\$37,895		\$70,597
		13	181,055	770,267	28,820	33,310	362,788	407,413	\$3,945,326	\$85,650		\$300,000

Table 2.3 - SRTP Route Statistics

City of Corona -- 3

FY 2025/26

All Routes

Performance Indicators												
Route #	Day Type	Net Subsidy	Operating Cost Per Revenue Mile	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
COR-BLUE	All Days	\$941,769	\$137.91	\$10.41	\$20.23	10.89%	\$19.46	\$4.93	\$132.66	\$10.01	6.82	0.51
COR-DAR	All Days	\$1,959,938	\$135.89	\$10.91	\$38.62	8.65%	\$38.42	\$7.64	\$135.17	\$10.85	3.52	0.28
COR-RED	All Days	\$957,969	\$137.91	\$11.30	\$12.20	10.89%	\$11.73	\$2.97	\$132.66	\$10.87	11.31	0.93
		\$3,859,676	\$136.90	\$10.88	\$21.79	9.77%	\$21.32	\$5.01	\$133.92	\$10.64	6.28	0.50

2.5 PRODUCTIVITY IMPROVEMENT EFFORTS

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

- On-time performance.
- Customer service experience.
- ADA compliance standards.
- Fleet maintenance.
- Maintenance of bus stop area and equipment.

As mentioned in section 1.9, CCTS conducted the Comprehensive Operation Analysis (COA) of the fixed route system to determine underperforming stops and service expansion. As a result of the approved service improvements, the program will undergo revisions and modifications to all aspects of the transit operations. Service improvements will include restructuring of the current two routes to three small routes and the addition of two micro transit zones with ten key destinations or transfer points.

The adopted COA implementation plan included a draft of the schedules and stops based on the proposal of new service. CCTS is soliciting a consultant to develop the strategic approach necessary to execute the implementation of activities and tasks outlined in the Final Plan. Consulting services would be provided in support of needs ranging from program development and planning to project identification, project development, and system operations.

For the time being, CCTS will continue to implement its fare subsidy program to entice riders and focus on improving the customer service experience.

The abovementioned approach to reviewing standards, performing a study, and revising the schedule is intended to improve ridership, productivity, and farebox recovery.

2.6 MAJOR TRIP GENERATORS

Based on the recent service assessment performed as part of the Comprehensive Operations Analysis, the majority of boardings occur at the River Run Apartments in North Corona, as well as on two locations on the Blue Line: Magnolia Avenue at Rimpau Avenue and McKinley Street at Walmart. The stops with the next highest number of boardings is located in South Corona near El Cerrito Middle School at Temescal Canyon Road at Envoy Avenue. These suggest a few common use cases for the Corona Cruiser: trips

from densely populated residential areas where there are apartment complexes, trips from school, and trips to shopping and employment centers. These are not common regional transfer locations, suggesting that Corona Cruiser passengers are mostly traveling locally within city limits.

Additional stops with higher ridership are located near shopping areas (Main Street & Parkridge Avenue, Target at Cajalco Road, Magnolia Avenue & McKinley Street, etc.), Downtown Corona (Main Street & Sixth Street at Corona Library), and local high schools (Centennial High School).

2.7 RECENT SERVICE CHANGES

CCTS has not implemented any service changes during FY 2024/25. While requests have been received to provide service in different parts of the City, changes will be guided based on the approved COA Plan.

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

3.1 PLANNED SERVICE CHANGES

CCTS has plans for service changes as outlined in the approved COA Plan. As mentioned in section 1.9, the COA recommendations were adopted by City Council.

The following services changes are planned for the next few years:

Service	Current	1-3 years	3-10 years
Fixed Routes	2 routes	3 routes	3 routes
Service Frequency	60-70 minutes	60 minutes	30 minutes
Span of Service (Weekday)	6:30am-7:09	Same	Increase span
Span of Service (Saturday)	9:00am-5:00pm	Same	Increase span
Sunday Service	Not available	Not available	Yes
Microtransit	Not available	Yes	Yes

Dial-A-Ride service will continue to operate the same days and hours as fixed route service.

The above changes will reflect restructuring of the current service to encompass the following:

- Extend transit service to areas not currently served;
 - Green River Road vicinity (northwest area of the City)
 - South Corona to connect this area to North Corona
 - Northwest Corona along promenade
 - Reinstate service at Vintage Terrace Senior Apartments
 - Extending Redline to Dos Lagos on weekdays and/or during holidays/summer
- Bus stop consolidation
- Added service for City events, weekend transit to trails, parks, civic facilities loop service.
- Expansion or restructuring of service area to provide improved inter-city integration and improved interconnectivity with Riverside Transit Agency and Metrolink service plan, along with expansion into adjacent neighborhoods, such as;
 - Service to/from City of Corona to John F. Kennedy High and Norco College in City of Norco
 - Frequent service to/from the Corona Transit Center to increase connections with Metrolink and RTA

- Service to the West Corona Metrolink Station.

Service improvements will include route alignments, schedules, headways, hours of service, areas served, interlines, time points, traffic considerations, estimates of cost and schedules for implementation, and bus stop locations.

3.2 MARKETING PLANS AND PROMOTION

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

- **Bus Shelter Program** – CCTS plans to replace existing advertising shelters at 20-25 bus stops. Shelters provide bus patrons with relief from the sun during hot days and protection from rain during inclement weather. These shelters will feature two panels for advertising, a bench, an area for a person with a mobility device/wheelchair, and solar-powered security lighting. These new shelters will act as a destination for bus passengers and as an ambassador as to how public transit can beautify a neighborhood and function as a marketing tool inviting motorists to try public transit.
- **Poetry and Art on the Bus Program** – in cooperation with Centennial High and Corona High, CCTS continues to conduct poetry and art contests, inviting students to submit original poetry and artwork to be displayed on the interior of Cruiser buses. Selected poems and artwork are rotated each month. The program works as an outreach effort and marketing campaign at high schools while providing a creative outlet for students. Cruiser patrons are rewarded with expressive, introspective, and entertaining poems to read and artwork to ponder during their time on the bus. This program was canceled during FY 2020/21 due to COVID-19. While this program was expected to continue during FY 2022/23, competing priorities have made it difficult to restart this program.
- **Free Fare Program** –CCTS plans to establish an on-going reduced and free fare program. Offering various free fare programs allows the riders to experience the service with little to no cost to them with the intent the rider will continue to use the service. CCTS received approval to utilize FY 2022/23 LCTOP funds for the following three-year fare subsidy program which started on October 1, 2023:
 - Free fares for students on Corona Cruiser
 - Free fares for seniors and persons with disabilities on Corona Cruiser and Dial-A-Ride
 - Reduced fare of \$1.00 for the general public on Corona Cruiser.

This program is valid through June 30, 2026.

- Countywide Free Fare Days – Participate in the following countywide free fare days
 - Car Free Day - September 22, 2025
 - California Clean Air Day – October 1, 2025
 - Rideshare Week – October 7-11 2025
 - Election Day - November 4, 2025
 - Veterans Day - November 11, 2025
 - New Year's Eve – December 31, 2026
 - Transit Equity Day - February 4, 2026
 - Earth Day - April 22, 2026
 - Dump the Pump Day - June 18, 2026
- Community Service Events – CCTS and contractor staff will participate in community events to inform attendees of those events about available transit services.
- Updated Schedule – A new, reliable schedule, combined the completion of constructions projects, and upgrades in passenger amenities should go a long way in gaining back passengers that may have left the system for more reliable transportation alternatives.
- Social Media – Use of social media such as Facebook, Twitter etc. to market transit services available and to update the public with ongoing changes.
- Customer Satisfaction Survey – On-going solicitation of customer feedback to increase rider satisfaction as well as conduct an annual rider survey.
- Target Outreach – Continue building and expanding partnership with Senior living facilities and service providers, schools, churches, chamber of commerce, etc.

The above strategies will assist CCTS in regaining ridership lost due to COVID-19 pandemic.

3.3 PROJECTED RIDERSHIP GROWTH

For FY 2024/25, CCTS is projecting a decrease in ridership based on data for 3rd quarter of FY 2024/25. An estimated 6.5 percent decrease is expected compared to the previous year. However, staff is optimistic that ridership will bounce back as Staff utilizes the marketing strategies outlined in Section 3.2 in an effort to increase ridership. Further, CCTS will continue to explore options that address service attributes to attract new ridership while retaining the existing riders. Therefore, staff anticipates a 4 percent increase in ridership for FY 2025/26.

3.4 PROPOSED FARE STRUCTURE CHANGES

On August 16, 2023, the City Council approved the new fare structure as part of the adoption of the service recommendations. The fares were evaluated through a comprehensive operations analysis to keep in line with RTA's fare structure. See Section 1.5 for details.

Therefore, CCTS is not planning another fare structure change at this time.

3.5 CAPITAL IMPROVEMENT PLANNING

FY 2025/26 capital project includes two new projects and additional funding for projects approved in prior fiscal years. These projects are classified under the following categories: Buildings and Facilities; Maintenance Equipment; Transit Shelters and Amenities

TRANSIT SHELTERS AND AMENITIES CATEGORY

Bus Stop Improvements

CCTS provides and maintains benches, shelters, signage, and trash receptacles at bus stops. Installation of transit amenities along bus routes are based on numerous factors including, the number of passenger boardings at stops along the routes. CCTS plans to continue on-going improvements to bus stops which include upgrading bus stop accessibility and passenger amenities:

- Redesign and replace shelters that provide advertisement opportunities to generate revenue.
- Replace older blue fiberglass bus benches with metal benches.
- Update bus stops to improve ADA accessibility.
- Assess locations missing amenities and, where feasible, install new shelters, benches, and trash receptacles.
- Redesign signage.

Currently, improvements to bus stops are being made as needed. The replacement of damaged equipment and assessment are based on customer complaints.

Bus stops within the City of Corona are of the following Tier System:

Description	Amenities
Tier 1	Sign, trash receptacle
Tier 2	Tier 1 with bench seating
Tier 3	Tier 2 with shelter and shelter lighting
Landmark	Tier 3 with landscaping

Each location was assessed through the COA process. It was determined that 82% of the stops fall in the Tier 2 category, and 23% fall in the Tier 3 category.

However, major bus stop improvement efforts will be undertaken as a result of the COA recommendations. These efforts include:

- Removal and relocation of bus stop amenities
- New bus stop and bus stop amenities
- New ADA-accessible stops

While many stops will be eliminated and/or relocated due to restructuring of the current routes, over 60 new bus stops will be added to accommodate the one new route. All new stops will be ADA-accessible.

At a minimum, CCTS intends to have Tier 2 bus stop amenities (with lighting in locations that are dimly lit). Once the list of new stops is developed, a determination will be made for Tier 3 and Landmark locations.

In addition to the fund request in FY 2025/26, additional funding is available from prior open projects. See the table in Section 4.4, Open Projects.

BUILDINGS AND FACILITIES CATEGORY

Fueling Infrastructure

CNG Fueling Station Upgrade - Replace two aging Compressed Natural Gas (CNG) compressors with new ones. The CNG facility was initially built in 2001. Both current CNG compressors have over 20,000 hours of run time on them. Over time, compressors can lose efficiency, leading to higher energy consumption and reduced performance. Components like seals, valves, and pistons can degrade, affecting the compressor's reliability. It is necessary for the CNG compressors to be in good working condition to keep the CNG station running without any interruption to service. Transit will continue to utilize CNG fuel for the next 14-16 years before all vehicles are replaced with zero-emission. The transit fleet utilizes 35-40 percent of the CNG fuel.

Hydrogen Fueling Station - A Hydrogen fueling infrastructure to support the deployment of the FCEB is needed. FCEB infrastructure deployment will require hiring an infrastructure planning contractor. FCEB deployment requires the installation of a fueling station and may require improvements such as upgrades to the switchgear or utility

service connections. Planning and design work, including the development of detailed electrical and construction drawings required for permitting, is also necessary once specific charging equipment has been selected. The hydrogen fueling station, for on-site fueling, will include a hydrogen delivery system, hydrogen storage tanks, a vaporizer (for liquid storage), a compressor, a chiller, and a dispensing system that delivers fuel to the vehicles. Infrastructure is assumed to be built out in one project that will conclude prior to the first FCEB deployment in 2028.

Funding for this project is also available from the prior funding year. See the table in Section 4.4, Open Projects.

MAINTENANCE EQUIPMENT CATEGORY

Storage Container

The transit division lacks covered storage space. We are purchasing a 40-foot storage container that will allow us to store bus stop equipment, such as signs, benches, trash receptacles, etc. In the past, these have been stored out in the open and have sustained damage from the elements. Staff is in the process of ordering bus stop signs and replacement parts and has considered purchasing the storage container that will be solely used for transit.

TABLE 3 – CCTS FY 2025/26 HIGHLIGHTS

Operations

- Plan for implementation of the recommendations from the Comprehensive Operational Analysis by bringing a consultant on board to assist with the activities outlined in the final plan.
- Onboarding of additional staff who will assist with day-to-day operations, as well as data analysis and grant reporting.
- Improve Fixed Route Service
 - Adjust the Corona Cruiser bus schedule to reflect actual trip times.
 - Establish an Reduced and Free Fare Program
 - Increase Ridership
- Improve Dial-A-Ride Services
 - Reduce onboard(excessive) time for riders
 - Establish an ADA Subscription Services Policy

- Work with the City's contract transportation operator to improve:
 - Operations of Corona Cruiser and Dial-A-Ride service;
 - Bus maintenance and cleanliness/maintenance of bus stops; and
 - Monitoring and verifying contractor performance.
 - Improve On-Time Performance
- Continue monthly field inspections of all transit operations, i.e., inspect bus stops, buses, control/dispatch center, etc.
- Continue biweekly meetings with transit Contractor for updates on operations, safety, staff training, procedures, etc.

Capital Projects

- Intelligent Transportation System
- Bus Stop Improvement Project
- Purchase of ADA Accessible Van
- Digital Mobile Land Communication System
- Canopy/roof structure for the Bus Parking Area
- Replacement Buses
- CNG Fueling Station Upgrade
- ZEB Infrastructure:
 - Battery Electric Charging Station
 - Hydrogen Fueling Station

Chapter 4 – Financial Planning

4.1 OPERATING AND CAPITAL BUDGET FOR FY 25/26

Operating Budget

To continue to provide Corona Cruiser fixed route and Dial-A-Ride service, CCTS is proposing an operating budget of \$3.94 million for FY 2025/26, representing a 5.1 percent increase (\$190,834) over the current year's FY 2024/25 planned budget. The operating budget, as depicted in the table on the following page, is distributed among the following four categories:

- Contracted Services: At 83 percent, contracted services constitute the largest component of the budget. These expenses represent purchased transportation services for Dial-A-Ride and Corona Cruiser, and consulting services. Contracted expenses increased by 5 percent to account for year-to-year cost increases for transit operations and an increased allocation towards consulting services. Consulting services will assist with a myriad of projects, including service planning and implementation as well as multiple capital projects.
- Salaries and Benefits: Expenses include wages, fringe benefits (pension, medical, workers' compensation), and OPEB expenses for post-employment benefits. This expense accounts for 9 percent of the budget and a 19 percent increase in the budget line item to account for the full-year cost of the new Transit Management Analyst.
- Materials, Marketing, and Utilities: These expenses account for 3 percent of the budget and include printing and publications, advertising, Routematch Dispatching software, utilities, office supplies, minor office equipment, translation services, and administrative/ITS support services. This line item represents a 24 percent increase in budget due to an increase in the transit's fair share of administrative costs for services provided by other departments.
- Fuel: These expenses account for 5 percent of the total budget; however, for FY 25/26, they have been decreased by 13 percent to reflect the trend from the past couple of years.

Budget by Category and Mode

Category	Mode	FY 2024/25 S RTP	FY 2025/26 Plan	Variance	
				\$	%
Salaries & Benefits					
	Dial-A-Ride	\$ 126,789	\$ 175,010	\$ 48,221	38.0%
	Fixed Route	\$ 161,368	\$ 167,640	\$ 6,272	3.9%
	Subtotal	\$ 288,157	\$ 342,650	\$ 54,493	18.9%
Materials, Marketing and Utilities					
	Dial-A-Ride	\$ 50,340	\$ 60,918	\$ 10,578	21.0%
	Fixed Route	\$ 36,730	\$ 46,836	\$ 10,106	27.5%
	Subtotal	\$ 87,070	\$ 107,754	\$ 20,684	23.8%
Fuel					
	Dial-A-Ride	\$ 110,000	\$ 100,000	\$ (10,000)	-9.1%
	Fixed Route	\$ 120,000	\$ 100,000	\$ (20,000)	-16.7%
	Subtotal	\$ 230,000	\$ 200,000	\$ (30,000)	-13.0%
Contracted Services					
	Dial-A-Ride	\$ 1,562,095	\$ 1,634,510	\$ 72,415	4.6%
	Fixed Route	\$ 1,587,170	\$ 1,660,412	\$ 73,242	4.6%
	Subtotal	\$ 3,149,265	\$ 3,294,922	\$ 145,657	4.6%
Total					
	Dial-A-Ride	\$ 1,849,224	\$ 1,970,438	\$ 121,214	6.6%
	Fixed Route	\$ 1,905,268	\$ 1,974,888	\$ 69,620	3.7%
	Total	\$ 3,754,492	\$ 3,945,326	\$ 190,834	5.1%

For FY 2025/26, CCTS is proposing a funding plan that includes Local Transportation Funds (LTF), Federal Transit Administration (FTA) Section 5307 funds, State of Good Repair (SGR prior year funds), Low Carbon Transit Operations Program funds, AB2766 funds and revenues generated by passenger fares, bus shelter advertising, and local funds.

Capital Budget

CCTS is requesting capital funds for the following projects:

- Bus Stop Improvements
- Hydrogen Fueling Station
- CNG Fueling Station Upgrade

- Storage Container

The following funds are being programmed for the above projects: STA, SGR, and SB125 ZETCP. In addition, staff will utilize funding from prior approved SRTP projects for capital projects planned for FY 2025/26 through FY 26/27. See section 4.4 for a list of open projects.



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

City of Corona
Original

Operating															
Project	Total Amount of Funds	5307 RS	AB 2766	FARE	LCTOP OB	LTF	OTHR LCL	SB 125 ZETCP GGRF	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314			
Capital Cost of Contracting - Dial-A-Ride	\$593,804	\$475,043				\$118,761									
Capital Cost of Contracting - Fixed Route	\$604,165	\$483,332				\$120,833									
Corona Cruiser Operating	\$1,370,723	\$440,000	\$2,000	\$35,150	\$140,000	\$715,573	\$38,000								
Corona Dial-A-Ride Operating	\$1,376,634	\$440,000		\$500	\$160,000	\$766,134	\$10,000								
Sub-total Operating	\$3,945,326	\$1,838,375	\$2,000	\$35,650	\$300,000	\$1,721,301	\$48,000	\$0	\$0	\$0	\$0	\$0			

Capital															
Project	Total Amount of Funds	5307 RS	AB 2766	FARE	LCTOP OB	LTF	OTHR LCL	SB 125 ZETCP GGRF	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314			
Bus Stop Improvements - 26-04	\$100,000								\$94,835	\$5,165					
CNG Fueling Station Upgrade - 26-02	\$220,000										\$190,218	\$29,782			
Hydrogen Fueling Station - 26-01	\$1,778,353							\$1,778,353							
Storage Container - 26-03	\$6,000										\$6,000				
Sub-total Capital	\$2,104,353	\$0	\$0	\$0	\$0	\$0	\$0	\$1,778,353	\$94,835	\$5,165	\$196,218	\$29,782			
Total Operating & Capital	\$6,049,679	\$1,838,375	\$2,000	\$35,650	\$300,000	\$1,721,301	\$48,000	\$1,778,353	\$94,835	\$5,165	\$196,218	\$29,782			

FY 2025/26 Projected Funding Details		
5307 RS	\$1,838,375	
AB 2766	\$2,000	
FARE	\$35,650	
LCTOP OB	\$300,000	
LTF	\$1,721,301	
OTHR LCL	\$48,000	
Total Estimated Operating Funding Request	\$3,945,326	
SB 125 ZETCP GGRF	\$1,778,353	
SGR PUC99313	\$94,835	
SGR PUC99314	\$5,165	
STA PUC99313	\$196,218	
STA PUC99314	\$29,782	
Total Estimated Capital Funding Request	\$2,104,353	
Total Funding Request	\$6,049,679	

FY 2025/26 SRTTP

City of Corona

Table 4.0 A - Capital Project Justification Original

Project Number: 26-01

FTIP No: Not Assigned - New Project

Project Name: Hydrogen Fueling Station

Category: Buildings and Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: Hydrogen

Project Description: A Hydrogen fueling infrastructure to support the deployment of the FCEB is needed. FCEB infrastructure deployment will require hiring an infrastructure planning contractor. FCEB deployment requires the installation of a fueling station and may require improvements such as upgrades to the switchgear or utility service connections. Planning and design work, including the development of detailed electrical and construction drawings required for permitting, is also necessary once specific charging equipment has been selected. The hydrogen fueling station, for on-site fueling, will include a hydrogen delivery system, hydrogen storage tanks, vaporizer (for liquid storage), compressor, chiller, and dispensing system that delivers fuel to the vehicles. Infrastructure is assumed to be built out in one project that will conclude prior to the first FCEB deployment in 2028.

Project Justification: To comply with the CARB's Innovative Clean Technology (ICT) Regulation, the City of Corona Council approved a mixed-fleet source technology to provide greater redundancy and resilience benefits and less reliance on a single fuel source. These technologies include Battery Electric Bus (BEB) and Fuel Cell Electric Bus (FCEB). The City of Corona's transit fleet includes twenty compressed natural gas buses, seven (7) 32' buses, and thirteen (13) cutaway buses. To support the deployment of the mixed fleet BEB and FCEB, installation of charging stations and improvements to existing electrical infrastructure as well as hydrogen fueling infrastructure are required. The infrastructure supporting the ZEB fleet must be completed prior to each bus delivery.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SB 125 ZETCP GGRF	FY 2025/26	\$1,778,353
Total		\$1,778,353

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

FTA Grant No.	FTIP ID No.	RCTC/SRTTP Project No.	Description
		25-01	



FY 2025/26 SRTTP

City of Corona

Table 4.0 A - Capital Project Justification Original

Project Number: 26-02

FTIP No: N/A

Project Name: CNG Fueling Station Upgrade

Category: Buildings and Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: CNG

Project Description: Replace two aging Compressed Natural Gas (CNG) compressors with new ones. The CNG facility was initially built in 2001. Transit will continue to utilize CNG fuel for the next 14-16 years before all vehicles are replaced with zero-emission. The transit fleet utilizes 35-40 percent of the CNG fuel. The project cost is estimated at \$600,000, with a transit share of \$220,000.

Project Justification: Both Current CNG compressors have over 20,000 hours of run time on them. Over time, compressors can lose efficiency, leading to higher energy consumption and reduced performance. Components like seals, valves, and pistons can degrade, affecting the compressor's reliability. It is necessary for the CNG compressors to be in good working condition to keep the CNG station running without any interruption to service.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2025/26	\$190,218
STA PUC99314	FY 2025/26	\$29,782
Total		\$220,000

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

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



FY 2025/26 SRTTP

City of Corona

Table 4.0 A - Capital Project Justification Original

Project Number: 26-03

FTIP No: N/A

Project Name: Storage Container

Category: Buildings and Facilities

Sub-Category: Parts

Fuel Type: N/A

Project Description: Ground-level 40' steel containers for storage of transit-related equipment

Project Justification: The transit division lacks covered storage space. Seeking to purchase a 40' storage container that will allow us to store bus stop equipment, such as signs, benches, trash receptacles, etc. In the past, these have been stored out in the open and have sustained damage from the elements. Staff is in the process of ordering bus stop signs and replacement parts and has considered purchasing the storage container that will be solely used for transit.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2025/26	\$6,000
Total		\$6,000

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

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



FY 2025/26 SRTTP

City of Corona

Table 4.0 A - Capital Project Justification Original

Project Number: 26-04

FTIP No: Not Assigned - New Project

Project Name: Bus Stop Improvements

Category: Buildings and Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

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

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

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2025/26	\$94,835
SGR PUC99314	FY 2025/26	\$5,165
Total		\$100,000

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

FTA Grant No.	FTIP ID No.	RCTC/SRTTP Project No.	Description
		21-2	Open
		24-3	
		25-3	
		21-2	Open
		24-3	
		25-3	

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

Farebox Recovery Ratio Revenues	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25 Yearend Est	FY 2025/26 Planned
Passenger Fares	\$130,707	\$32,070	\$37,099	\$38,351	\$35,650
Interest Income	\$0	\$14,314	\$28,962	\$0	\$0
General Fund Contribution	\$0	\$0	\$0	\$0	\$0
Measure A	\$0	\$0	\$0	\$0	\$0
Passenger Shelter Advertising Revenue	\$9,854	\$9,742	\$8,000	\$8,000	\$8,000
Gain on Sale of Capital Assets	\$0	\$0	\$0	\$0	\$0
CNG Revenues	\$0	\$0	\$0	\$0	\$0
Lease / Other Revenue	\$0	\$0	\$0	\$0	\$0
Federal	\$134,807	\$198,136	\$71,330	\$115,881	\$206,149
LCTOP	\$74,325	\$205,600	\$262,374	\$285,205	\$300,000
Investment Income	-\$49,165	\$0	\$0	\$0	\$0
Fare Revenues from Exempt Routes	\$0	\$0	\$0	\$0	\$0
Other Revenues*	\$31,269	\$52,368	\$39,211	\$57,400	\$42,000
Total Farebox Revenues	\$331,797	\$512,230	\$446,976	\$504,837	\$591,799
Total Operating Expense	\$2,157,427	\$2,685,728	\$3,024,931	\$3,365,581	\$3,945,326
Farebox Recovery Ratio**	15%	19%	15%	15%	15%

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

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

4.2 FUNDING PLANS TO SUPPORT PLANNED OPERATING AND CAPITAL PROGRAM (FY26/27 & FY27/28)

Operating Program

CCTS funding plan to support FY 2026/27 and FY 2027/28 includes:

- Local Transportation Funds (LTF)
- FTA Section 5307 funds
- State of Good Repair
- Low Carbon Transit Operations Program (LCTOP)
- Passenger Fare revenues
- AB2766 funds
- Bus shelter advertising
- General funds to close the funding gap in order to meet the farebox recovery ratio, and other local funds.

Capital Program

Capital program funds supporting FY 2026/27 and FY 2027/28 will include FTA sections 5307 & 5339, State Transit Assistance (STA), State of Good Repair, and SB125 TIRCP and ZETCP for prior approved projects and current requests.



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

City of Corona
Original

Operating																
Project	Total Amount of Funds	5307 RS	AB 2766	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	OTHR LCL								
Corona Cruiser Operating	\$2,044,831	\$942,782	\$5,000	\$70,200	\$136,700	\$7,500	\$844,649	\$38,000								
Corona Dial-A-Ride Operating	\$2,040,474	\$934,160		\$500	\$164,800		\$931,014	\$10,000								
Sub-total Operating	\$4,085,305	\$1,876,942	\$5,000	\$70,700	\$301,500	\$7,500	\$1,775,663	\$48,000								
Capital																
Project	Total Amount of Funds	5307 RS	AB 2766	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	OTHR LCL								
No Capital Projects																
Total Operating & Capital	\$4,085,305	\$1,876,942	\$5,000	\$70,700	\$301,500	\$7,500	\$1,775,663	\$48,000								
FY 2026/27 Projected Funding Details																
5307 RS	\$1,876,942															
AB 2766	\$5,000															
FARE	\$70,700															
LCTOP PUC99313	\$301,500															
LCTOP PUC99314	\$7,500															
LTF	\$1,775,663															
OTHR LCL	\$48,000															
Total Estimated Operating Funding Request	\$4,085,305															
Total Funding Request	\$4,085,305															



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

City of Corona
Original

Operating																
Project	Total Amount of Funds	5307 RS	AB 2766	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	OTHR LCL								
Corona Cruiser Operating	\$2,209,448	\$993,060	\$5,000	\$72,300	\$7,500	\$141,026	\$952,562	\$38,000								
Corona Dial-A-Ride Operating	\$2,203,632	\$983,576		\$550	\$169,744		\$1,039,762	\$10,000								
Sub-total Operating	\$4,413,080	\$1,976,636	\$5,000	\$72,850	\$177,244	\$141,026	\$1,992,324	\$48,000								
Capital																
Project	Total Amount of Funds	5307 RS	AB 2766	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	OTHR LCL								
No Capital Projects																
Total Operating & Capital	\$4,413,080	\$1,976,636	\$5,000	\$72,850	\$177,244	\$141,026	\$1,992,324	\$48,000								
FY 2027/28 Projected Funding Details																
5307 RS	\$1,976,636															
AB 2766	\$5,000															
FARE	\$72,850															
LCTOP PUC99313	\$177,244															
LCTOP PUC99314	\$141,026															
LTF	\$1,992,324															
OTHR LCL	\$48,000															
Total Estimated Operating Funding Request	\$4,413,080															
Total Funding Request	\$4,413,080															

4.3 REGULATORY AND COMPLIANCE REQUIREMENTS

Half Fare During Non-Peak Hours

According to federal statute, transit operators must allow 1) elderly persons, 2) persons with disabilities, and 3) Medicare card holders to ride fixed route service during off-peak hours for a fare that is not more than one-half the base fare charged to other persons during peak hours. The base fare for Cruiser service is \$1.50 during peak and non-peak hours (\$1.75 effective 1/1/24). The fare for an elderly person (60+), a person with disabilities, and Medicare cardholders is \$0.70 (\$.75 effective 1/1/24) throughout the service day.

Americans with Disabilities Act (ADA)

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

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

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

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

Fares – The ADA complementary paratransit fare cannot exceed twice the fare for a trip of similar length, at a similar time of day, on the fixed route system, and no fares may be

charged for PCAs accompanying an ADA-certified passenger. ADA-certified individuals are charged \$3.50 per trip, which is twice the fare for a trip on the fixed route Cruiser (\$1.75 x 2 = \$3.50). A companion is charged \$3.50 per trip as well.

Disadvantaged Business Enterprise

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

CCTS will continue using federal section FTA 5307 funds for future projects including the use of these funds for operating and capital projects. The City submitted its' updated DBE program and DBE triennial goal and methodology on September 1, 2023. The DBE goal & methodology is for federal Fiscal Years 2024-2026 (October 1, 2023 through September 30, 2026). The DBE Goal and Program are pending review and concurrence by FTA. The next Triennial DBE Goal is due on August 1, 2026.

Title VI

In compliance with Title VI of the Civil Rights Act of 1964, no person on the basis of race, color, or national origin, is excluded from participation in, or is denied the benefits of, or is subjected to discrimination within the scope of services offered by CCTS. The following notification to passengers of their right to file a complaint is included on the City of Corona website, service brochures, and posted on board CCTS buses.

No person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity of the City of Corona Transit Service (CCTS). The Public Works Director is the CCTS Title VI Compliance Officer. For more information, or to file a Title VI Civil Rights complaint, contact the Corona Public Works Department by telephone at (951) 736-2266, by email at publwks@ci.corona.ca.us, or by visiting the Public Works Department at 400 S. Vicentia Avenue, Suite 210, Corona, CA 92882.

The City submitted its' updated Title VI program (2024-2026) on May 25, 2023, which is pending concurrence from FTA. The next Title VI program update is due on June 1, 2026.

Transit Asset Management (TAM) Plan

Federal regulations 49 CFR 625 requires agencies to develop a transit asset management (TAM) plan if it owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.S. Chapter

53 as a recipient or subrecipient. As a recipient of federal funds and operating a public transit system, CCTS is required to comply with this regulation. Under this regulation, CCTS is defined as a Tier II provider. Tier II transit provider are that own, operate less than 100 vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode. CCTS' TAM plan includes the following four required elements: 1) An inventory of assets; 2) Condition assessment of inventoried assets; 3) Description of decision support tool; and 4) A prioritized list of investments.

As required, on October 29, 2018, the completed TAM Plan was submitted to Southern California Association of Government, the metropolitan planning organization for the region. In addition, CCTS prepares an annual report and submits it to Federal Transit Administration's National Transit Database. The report includes asset inventory data, condition assessments and performance results and projected targets for the following fiscal year along with a narrative report on any changes.

Per regulations, the TAM plan is required to be updated every four (4) years. CCTS submitted its updated TAM plan to SCAG on November 3, 2022.

Public Transit Agency Safety Plan (PTASP)

Federal Transit Administration (FTA) published the PTASP Final Rule (49 C.F.R. Part 673), which requires public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include processes and procedures for implementing the Safety Management Systems (SMS). The documented SMS ensures that the CCTS is performing the necessary risk management activities, monitoring its results, and making the necessary adjustments in maintaining a safe system. This plan outlines how CCTS, in partnership with its transit operations contractor, will continually identify, monitor, and mitigate various safety risks and hazards present in its transit operating environment.

In addition, under the PTASP rule, the transit operator is required to set safety performance targets based on the safety performance measures established by the National Public Transportation Safety Plan (NSP). The NSP safety performance measures are for the following categories: Fatalities, Injuries, Safety Events, and System Reliability (State of Good Repair). The first set of performance targets has been shared with Corona's Metropolitan Planning Organization (MPO), the Southern California Association of Governments (SCAG) and the California Department of Transportation.

The plan was approved and adopted by the City Council on April 15, 2020. The plan has also been approved by the California Department of Transportation, Division of Rail & Mass Transportation.

Furthermore, as a result of the pandemic, the Federal Transit Administration requires all safety plans to be amended in compliance with 49 U.S. Code 5329(d) to include infectious disease prevention protocols and safety performance targets. The safety plan was

updated and approved by City Council on December 7, 2022. The amended plan was submitted to SCAG on December 27, 2022.

Transportation Development Act Triennial Audit

The triennial performance audits are administered and coordinated by RCTC. CCTS underwent a Transportation Development Act (TDA) Triennial Performance Audit in October 2021 and a site visit in December 2021 covering Fiscal Years 2018/19 through 2020/21. While the audit results reveal CCTS operations meeting the major goals and objectives of the TDA program, room for improvement is always paramount with the audit, which suggests improvements in two areas as summarized in Table 4.3 Progress Implementing Triennial Performance Audit Draft Recommendations.

TABLE 4.5 – PROGRESS IMPLEMENTING TRANSPORTATION DEVELOPMENT ACT (TDA) TRIENNIAL PERFORMANCE AUDIT RECOMMENDATIONS

TDA Triennial Performance Audit Period Covering FY 2018/19 through FY 2020/21	
Audit Recommendations	Action / Remedy
Continue process of implementing ADA subscription services on Dial-A-Ride	This recommendation is being carried forward from the prior audit.
	Subscription service is a convenience offered to ADA paratransit passengers who take the same trip on a regular basis, as it reduces the need to make repeated calls for each ride. Many agencies have subscription service trips (i.e., having a standing reservation scheduled) that make up a portion of their trip requests. Subscription service trips generally are trips that a patron makes multiple times per month, often multiple times per week, and have a specific origin and destination that do not change. Most often, these types of trips are for employment, medical, and/or educational purposes. These trips can be prescheduled, thus reducing the burden on the scheduler/dispatcher and call in-take system.
	ADA subscription service is generally on a space-available basis, and scheduled on a first-come, first-served basis for a given time period (e.g., 14 or 30 days of subscription service). Federal ADA law permits the use of subscription service as long as it does not absorb more than 50 percent of the available trips at a given time of day, and does not result in next-day ADA trip denials. Subscription service is discretionary and not mandated under ADA, which allows the City to investigate its feasibility through a demonstration period to determine whether additional scheduling efficiencies through the new scheduling software can be made, as well as whether there is some reduced staff and cost burden from the number of calls for reservations.
Include additional locally generated revenue in the farebox recovery.	Dial-a-Ride's transition from general public to a specialized service for ADA-certified and senior passengers makes the subscription service option more feasible. Subscription trips to many adult day care centers have been ongoing. In addition, the CCTS staff in conjunction with the contracted transit operator already monitor ADA trips to ensure that there are no capacity constraints. Nevertheless, staff will continue to work with the contract operator and review the feasibility of establishing a formal ADA Subscription Services Policy. A call-back function to remind riders of their upcoming trips will also improve operating efficiency and effectiveness. The City will be incorporating call-back function in the next ITS project.
	During the audit period, Corona adopted a blended farebox recovery standard of 15 percent. The revenues in the farebox ratio are composed primarily of passenger fares, City supplemental support revenues, and air district subsidies. New state legislation (SB 508) reinforces the current RCTC practice of allowing other locally generated revenues in the farebox ratio. These other revenues could include advertising generated by the transit system, and bus wraps on the vehicles, and other local contributions from the City to the transit program. Corona allows advertising space on its bus shelters and has expressed interest in allowing advertising on board its vehicles. The City currently does not have an advertising policy but has expressed interest in developing one. However, staffing and budgetary constraints make it difficult to pursue. Nevertheless, given the farebox recovery trends, the City should pursue this measure to incorporate other locally generated revenue in its farebox recovery.
	CCTS staff will continue to look for additional revenue sources to meet farebox recovery ratio of 10% for specialized Dial-A-Ride service and 20% for fixed route.

Federal Transit Administration Triennial Review

A Federal Transit Administration Triennial Review for the period 2017-2020 was completed in April 2020. The final report was received on June 8, 2021. No deficiencies were found, and the city successfully complied with all 21 areas covered in the review process. CCTS is currently in the midst of a triennial review with site visit scheduled for July 2025.

National Transit Database

The National Transit Database (NTD) approved CCTS' request to submit transit financial and performance data through a Small Systems Waiver starting in report year 2011; the waiver is available to transit providers operating 30 or fewer buses. The submission date for Report Year 2024 was October 30, 2023. CCTS staff provided responses and clarification to NTD reviewers following the initial review. The 2024 annual NTD report has been successfully closed out.

Alternative Fueled Vehicles (RCTC Policy)

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

4.4 OPEN PROJECTS

CCTS has ten (10) prior SRTP-approved projects open. The table at the end of this section reflects these open projects. These projects are classified under the following categories: Revenue Vehicles; Vehicle Systems and Equipment; Buildings and Facilities; Communications and Information Technology Systems; Transit Shelters and Amenities

REVENUE VEHICLES

Replacement Buses

Purchase replacement cutaway buses for Dial-A-Ride service. The purchase of these buses will go through the California Association for Coordinated Transportation/Morongo Basin Transit Authority (CalACT/MBTA) Cooperative Purchasing Schedule (Cooperative Replacement of two (2) 2012 buses – CCTS put ten Type C buses into service in 2012. Of the ten buses, eight were replaced with 2017 buses, and two were kept as service increased. These two buses need replacing as they are showing more signs of wear and tear. These 2012 buses have exceeded their useful life of five years and 150k miles.

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

Purchase ADA Accessible Van

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

TRANSIT SHELTERS AND AMENITIES CATEGORY

Bus Stop Improvements

CCTS provides and maintains benches, shelters, signage, and trash receptacles at bus stops. Installation of transit amenities along bus routes are based on numerous factors including, the number of passenger boardings at stops along the routes. CCTS plans to continue on-going improvements to bus stops which include upgrading bus stop accessibility and passenger amenities:

- Redesign and replace shelters that provide advertisement opportunities to generate revenue.
- Replace older blue fiberglass bus benches with metal benches.
- Update bus stops to improve ADA accessibility.
- Assess locations missing amenities and, where feasible, install new shelters, benches, and trash receptacles.
- Redesign signage.

Currently, improvements to bus stops are being made as needed. The replacement of damaged equipment and assessment are based on customer complaints.

Bus stops within the City of Corona are of the following Tier System:

Description	Amenities
Tier 1	Sign, trash receptacle
Tier 2	Tier 1 with bench seating
Tier 3	Tier 2 with shelter and shelter lighting
Landmark	Tier 3 with landscaping

Each location was assessed through the COA process. It was determined that 82% of the stops fall in the Tier 2 category, and 23% fall in the Tier 3 category.

However, major bus stop improvement efforts will be undertaken as a result of the COA recommendations. These efforts include:

- Removal and relocation of bus stop amenities
- New bus stop and bus stop amenities
- New ADA-accessible stops

While many stops will be eliminated and/or relocated due to restructuring of the current routes, over 60 new bus stops will be added to accommodate the one new route. All new stops will be ADA-accessible.

At a minimum, CCTS intends to have Tier 2 bus stop amenities (with lighting in locations that are dimly lit). Once the list of new stops is developed, a determination will be made for Tier 3 and Landmark locations.

COMMUNICATIONS AND INFORMATION TECHNOLOGY SYSTEMS CATEGORY

Intelligent Transportation System (ITS)

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

CCTS is currently in the investigation phase to explore the various technologies available based on CCTS' needs. CCTS staff has participated in numerous vendor demonstrations and has attended the ITS seminar to assist staff with the potential scope of work for the Request for Proposal. Based on prior year estimates, the cost is projected at \$1.5 million dollars for this project, but given the market changes, the cost may be higher. A solicitation for ITS services is scheduled to be released during FY 2025/26. Completion of this project is anticipated in FY 2026/27.

Digital Land Mobile Radio System

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

BUILDINGS AND FACILITIES CATEGORY

Canopy/Roof Structure for Bus Parking Area

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

Fueling Infrastructure

Hydrogen Fueling Station - A Hydrogen fueling infrastructure to support the deployment of the FCEB is needed. FCEB infrastructure deployment will require hiring an infrastructure planning contractor. FCEB deployment requires the installation of a fueling station and may require improvements such as upgrades to the switchgear or utility service connections. Planning and design work, including the development of detailed electrical and construction drawings required for permitting, is also necessary once specific charging equipment has been selected. The hydrogen fueling station, for on-site fueling, will include a hydrogen delivery system, hydrogen storage tanks, vaporizer (for liquid storage), compressor, chiller, and dispensing system that delivers fuel to the vehicles. Infrastructure is assumed to be built out in one project that will conclude prior to the first FCEB deployment in 2028.

Battery Electric Charging Station - Infrastructure is needed to support the deployment of Battery Electric Buses (BEB). BEB infrastructure deployment will require infrastructure planning, the purchase of dispensers and chargers, and electric service upgrades to add service capacity. CCTS BEB charging depot will consist of seven chargers with two dispensers per charger. An electric service upgrade includes an estimated 1 megawatt of additional electricity capacity to accommodate charging for thirteen BEBs Infrastructure is assumed to be built out in one project that will conclude prior to the first BEB deployment in 2029.

Open Projects Table

Project Name	S RTP Project #	New Project #	Project Element	Funding Category	Project Timeline	Original Project Award	Project Balance
Route Development Buses - Changed Scope to Replacement of 2017 DAR Buses	15-03	24-2	1	1	Dec-25	\$ 300,000	\$ 70,281
	19-02					\$ 945,000	\$ 945,000
	24-2					\$ 1,767,719	\$ 1,767,719
	Amount Available for Replacement of 2017 DAR Buses:						\$ 2,783,000
Bus Stop Improvements	17-2	24-3	6	2	On-going	\$ 600,000	\$ 511,644
	21-2					\$ 50,646	\$ 50,646
	24-3					\$ 99,354	\$ 99,354
	25-3	\$ 114,869				\$ 114,869	
	26-05	\$ 100,000				\$ 100,000	
	Amount Available for Bus Stop Improvements:						\$ 876,513
Intellegent Transportation System (ITS)	19-01	24-4	3	1	Jun-26	\$ 500,000	\$ 500,000
	20-1					\$ 50,000	\$ 50,000
	21-3					\$ 345,000	\$ 345,000
	22-1					\$ 405,000	\$ 405,000
	Amount Available for ITS:						\$ 1,300,000
ADA Accesible Van	19-03		1	1	Dec-25	\$ 48,039	\$ 48,039
	20-3					\$ 48,198	\$ 48,198
	Amount Available for ADA Accessible Van:						\$ 96,237
Digital Land Mobile Radio (DLMR)	20-2		5	1	Dec-25	\$ 135,000	\$ 135,000
	Amount Available for DLMR:						\$ 135,000
Bus Parking Canopy	21-1		4	1	Dec-25	\$ 100,000	\$ 100,000
	Amount Available for Bus Parking Canopy:						\$ 100,000
Support Equipment & Software	19-4		3	1	Dec-24	\$ 10,000	\$ 2,867
	Amount Available for Support Equipment:						\$ 2,867
Replacement of 2012 Dial-A-Ride Buses	22-2	24-1	1	1	Dec-25	\$ 306,330	\$ 306,330
	24-1					\$ 205,456	\$ 205,456
	Amount Available for Replacement of 2012 DAR Buses:						\$ 511,786
Hydrogen Fueling Station	25-1		4	1	Jun-26	\$ 8,525,595	\$ 8,525,595
	26-01					\$ 1,778,353	\$ 1,778,353
	Amount Available for Hydrogen Fueling Station:						\$ 10,303,948
Infrastructure for Battery Electric Buses	25-2		4	1	Jun-26	\$ 2,096,052	\$ 2,096,052
	Amount Available for Infrastructure for Battery Electric Buses:						\$ 2,096,052
CNG Fueling Station Upgrade	26-02		4	2	Jun-26	\$ 220,000	\$ 220,000
	Amount Available for Infrastructure for Battery Electric Buses:						\$ 220,000
Storage Container	26-04		3	1	Jun-26	\$ 6,000	\$ 6,000
	Amount Available for Infrastructure for Battery Electric Buses:						\$ 6,000
TOTAL AMOUNT AVAILABLE FROM ALL PROJECTS:							\$ 18,431,403

Legend

Project Elements:

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

Funding Category

- 1 Fully Funded
- 2 Partially Funded