SunLine TRANSIT AGENCY

SHORT RANGE TRANSIT PLAN

ANNUAL REPORT

FY27-29

SUNLINE TRANSIT AGENCY CELEBRATES 50TH ANNIVERSARY IN 2027

Fiscal Year 2027 marks the 50th anniversary of SunLine Transit Agency and represents a significant milestone in the Agency's history and an important focus throughout the year. Since its establishment in 1977, SunLine evolved into a nationally recognized leader in public transportation and clean fuel innovation, serving the mobility needs of the Coachella Valley while pioneering alternative fuel and zero-emission transit technologies.

The Agency's 50th anniversary provides an opportunity to celebrate five decades of service, innovation, and community partnership while recognizing the employees, riders, member agencies, and stakeholders who have contributed to SunLine's success. This milestone highlights the Agency's transformation from a traditional transit provider into an industry leader in hydrogen fuel cell and clean transportation initiatives.

FY27 will serve not only as a celebration of SunLine's accomplishments, but also as a reflection point to emphasize the Agency's vision for the future. Major initiatives underway—including the Workforce Training Center, new maintenance facility, zero-emission fleet investments, facility updates related to the state of good repair of its facilities, and modernization projects—represent the next chapter of SunLine's commitment to sustainability, operational excellence, and regional mobility.

As SunLine enters its next 50 years, the Agency remains focused on continuing to provide safe, reliable, innovative, and environmentally responsible transit services that improve quality of life throughout the Coachella Valley.

Title VI Policy Statement

Non-Discrimination Notice

SunLine Transit Agency (SunLine) operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes they have been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with SunLine. For more information on SunLine's Title VI Program, the procedures to file a complaint, and the Title VI complaint form, contact (760) 343-3456, view more information on this page, or visit SunLine's administrative office at 32-505 Harry Oliver Trail, Thousand Palms, CA 92276. A complainant may file a complaint with SunLine by phone or mail using the contact information provided above, or directly with the Federal Transit Administration. Information about this program is provided in Spanish in the link in the next section. If information is needed in another language, contact (760) 343-3456.

SunLine's Title VI Program

Title VI of the Civil Rights Act of 1964 states that "No person in the United States shall on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." (42 U.S.C. § 2000d.) SunLine's 2026-2028 Title VI Program provides information on how SunLine complies with Title VI, including the agency's Language Assistance Plan. For language assistance resources, please contact Customer Service at (760) 343-3451 or submit a request via our Contact Us page on the website. Customer Service will attempt to identify the customer's language and access the additional resources to enable clear communication.

Americans with Disabilities Act (ADA) Information

SunLine Transit Agency grants all citizens equal access to its transportation services.

Board of Directors

SunLine Transit Agency (STA) was formed as a Joint Powers Authority (JPA) on July 1, 1977, through an agreement between Riverside County and the cities of Coachella, Desert Hot Springs, Indio, Palm Desert, and Palm Springs. The JPA was later expanded to include Cathedral City, Indian Wells, La Quinta, and Rancho Mirage. SunLine is governed by a Board of Directors, consisting of one elected official from each member city and one Riverside County supervisor. STA's Governing Board is responsible for overseeing the agency's policies, budget, and strategic direction.

CATHEDRAL CITY	Nancy Ross
COACHELLA	Denise Delgado
DESERT HOT SPRINGS	Daniel Pitts
INDIAN WELLS	Bruce Whitman
INDIO	Glenn Miller
LA QUINTA	John Peña, Vice Chair
PALM DESERT	Karina Moreno
PALM SPRINGS	Grace Garner
RANCHO MIRAGE	Lynn Mallotto, Chair
RIVERSIDE COUNTY	V. Manuel Perez

SunLine
Board of Directors
Effective January 2026

Lynn Mallotto
Chair
Rancho Mirage

John Peña
Vice-Chair
La Quinta

Daniel Pitts
Desert Hot Springs

Grace Garner
Palm Springs

Karina Moreno
Palm Desert

Bruce Whitman
Indian Wells

Nancy Ross
Cathedral City

Glenn Miller
Indio

Denise Delgado
Coachella

V. Manuel Perez
Riverside County

Organizational Structure

SunLine's CEO/General Manager implements the Board of Directors' policy direction and provides strategic and operational leadership to the organization. The Executive Team supports the CEO/General Manager by supporting and developing STA staff, overseeing day-to-day business operations, and leading the implementation of Agency initiatives.

CHIEF EXECUTIVE OFFICER/GENERAL MANAGER	Mona Babauta
CHIEF FINANCIAL OFFICER	Luis Garcia
CHIEF SAFETY OFFICER	Bryan Valenzuela
CHIEF OF HUMAN RELATIONS	Tamara Miles
CHIEF TRANSPORTATION OFFICER	Isabel Vizcarra
CHIEF OF STRATEGIC ALIGNMENT	Greg Wildman
CHIEF MAINTENANCE OFFICER	Mark Perry
CHIEF OF CAPITAL PROJECTS	Walter Watcher

SunLine Executive Team

Mona Babauta
CEO/General Manager

Luis Garcia
Chief Financial Officer

Isabel Vizcarra
Chief Transportation Officer

Mark Perry
Chief Maintenance Officer

Tamara Miles
Chief of Human Relations

Bryan Valenzuela
Chief Safety Officer

Walter Watcher
Chief of Capital Projects

Greg Wildman
Chief of Strategic Alignment

1 System Overview & Service Profile

1.1 Description of Service Area

SunLine Transit Agency serves the eastern portion of Riverside County known as the Coachella Valley, extending from the San Gorgonio Pass in the west to the Salton Sea in the southeast. The Coachella Valley is located 120 miles east of downtown Los Angeles and 60 miles east of Riverside and San Bernardino. SunLine Transit Agency services a mix of 9 cities and 7 unincorporated urban, suburban and rural communities. It covers an area of approximately 1,120 square miles and includes several cities and unincorporated regions.

Geographic Size 1,120 square miles

Fixed Route Service Coverage 150 square miles

Paratransit Service Coverage 200 square miles[1]

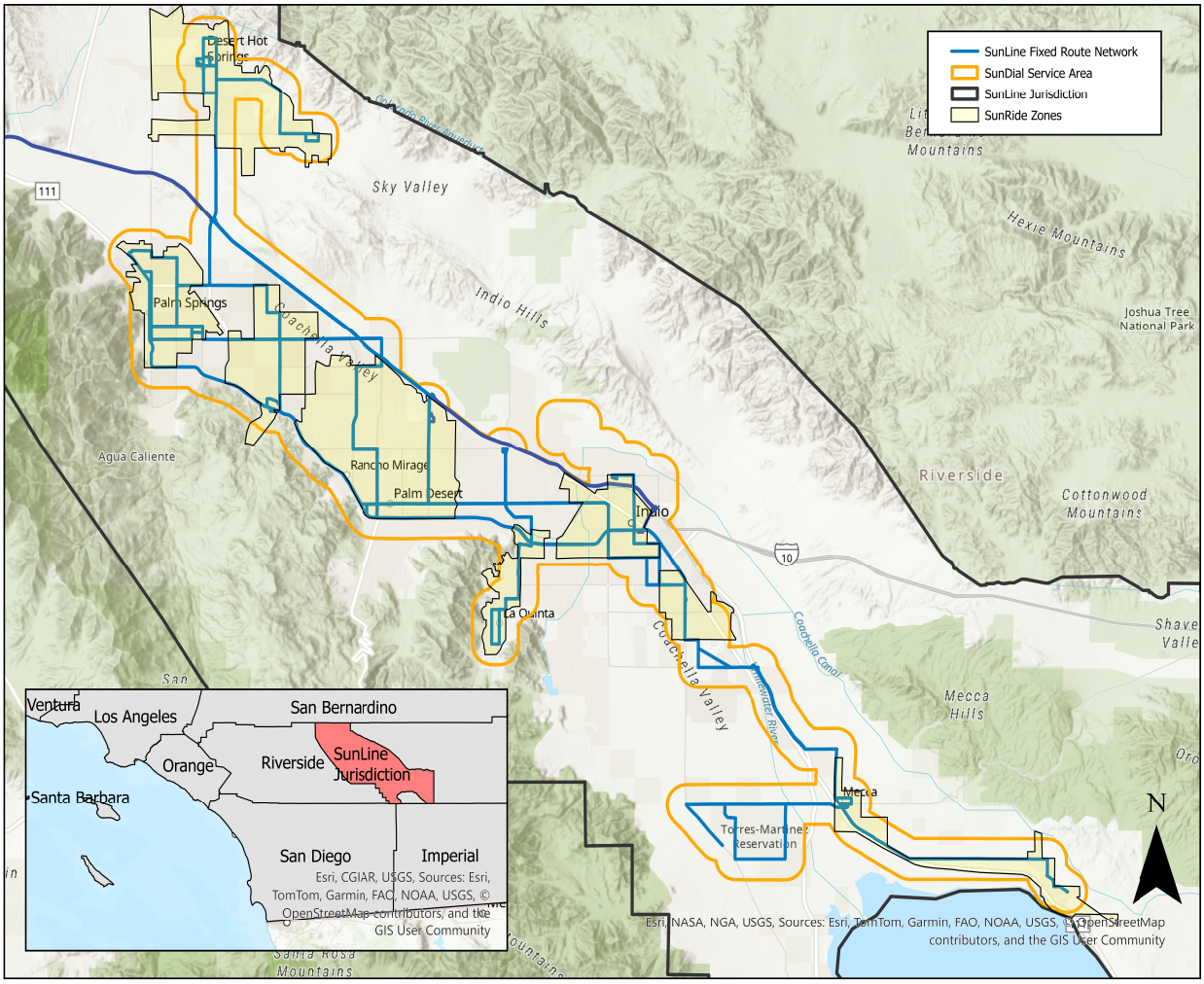
9 JPA Member Cities SunLine provides service to Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs, and Rancho Mirage

Unincorporated Communities SunLine provides service to the unincorporated county areas of Bermuda Dunes, Desert Edge, Mecca, North Shore, Oasis, Thermal, and Thousand Palms

Commuter Service Commuter express service is provided outside of the service area connecting the Coachella Valley to San Bernardino.

[1] The Federal Transit Administration describes the service area as a measure of access to transit service in terms of population served and area covered. The service area is determined using the Americans with Disabilities Act of 1990 (ADA) to identify the corridor surrounding routes three-quarters of mile on either side of SunLine's fixed-route services.

Figure 1.1 SunLine Service Area



1.2 Population Profile & Demographics

The Coachella Valley is home to a diverse population with a mix of urban, suburban, and rural communities. The population of the Coachella Valley is estimated to be 415,000 residents, with significant seasonal fluctuations due to tourism and “snowbirds” visits. The area is known for its large retiree population, as well as a mix of working families, students, and service industry workers. Here's an overview of the population profile:

1.2.1 General Coachella Valley Population Overview

- Total Population: Approximately 415,000 residents
- Population Density: Approximately 646 people per square mile

- Median Age: The median age in the Coachella Valley is 39.85 years
- Main Economic Drivers: Tourism, agriculture, hospitality, and retail
- Median Household Income: $73,572
- Poverty Rate: Approximately 13% of the population lives below the poverty line
- Primary Language: English; Spanish in Hispanic populations

1.2.2 Key Demographics of the Coachella Valley Population

- Older Adults and Retirees: Many retirees live in the Coachella Valley, particularly in cities like Palm Springs, which has a higher median age compared to other parts of California. This demographic relies heavily on accessible and convenient transit options.
- Low-Income Families & Agricultural Workers: The region is home to a significant number of low-income households and agricultural workers, particularly in areas like Mecca, Thermal, and Coachella, where transportation options are essential for access to employment, education, and healthcare.
- Tourism & Visitors: The area also serves tourists, with SunLine providing services to popular destinations, resorts, and entertainment venues, contributing to the region's tourism infrastructure.
- Seasonal Residents: The valley sees a large influx of tourists and seasonal residents, particularly in the winter months, drawn by the area's warm climate and leisure activities.

Table 1.1 SunLine Service Area Socioeconomic Profile (Source: 2024 American Community Survey 5-Year Estimates)

	Geography Total Population	Median Age	Median Income	Households		Population with a Disability		Population Below Poverty Level		Zero Auto Households	
				# of Households	Average Household Size						
SunLine Jurisdictions	414,944	39.85	$73,572.00	163,811	2.65	55,142	13.29%	53,514	12.90%	8,202	1.98%
Bermuda Dunes	7,971	41.1	$90,818.00	3,260	2.45	954	11.97%	826	10.36%	153	1.92%
Cathedral City	52,267	41.1	$73,572.00	18,979	2.75	6,267	11.99%	6,586	12.60%	955	1.83%
Coachella City	43,307	33.4	$68,596.00	12,473	3.47	3,560	8.22%	4,649	10.73%	534	1.23%
Desert Edge	3,778	63.7	$37,429.00	2,019	1.87	749	19.83%	1,237	32.74%	173	4.58%
Desert Hot	33,200	34.5	$52,761.00	11,379	2.92	4,724	14.23%	2,771	8.35%	822	2.48%
Indian Wells	4,871	67.9	$162,990.00	2,468	1.97	804	16.51%	571	11.72%	76	1.56%
Indio	91,950	38.6	$77,167.00	31,250	2.94	11,296	12.28%	9,678	10.53%	1,241	1.35%
La Quinta	38,707	53.3	$99,250.00	15,962	2.42	4,494	11.61%	3,714	9.60%	660	1.71%
Mecca CDP	7,184	32.3	$48,312.00	2,186	3.29	961	13.38%	1,145	15.94%	334	4.65%
North Shore CDP	3,515	33.7	$51,795.00	984	3.57	143	4.07%	464	13.20%	0	0.00%
Oasis CDP	4,051	26.4	$38,769.00	1,104	3.67	352	8.69%	664	16.39%	19	0.47%
Palm Desert	51,990	57.5	$77,513.00	24,690	2.11	8,600	16.54%	8,453	16.26%	958	1.84%
Palm Springs	45,070	58.5	$73,119.00	24,567	1.83	7,400	16.42%	8,916	19.78%	1,734	3.85%
Rancho Mirage	17,563	66.1	$107,364.00	9,003	1.95	3,161	18.00%	2,213	12.60%	425	2.42%
Thermal CDP	1,800	34.3	-	735	2.45	310	17.22%	549	30.50%	35	1.94%
Thousand Palms CDP	7,720	36.8	$77,000.00	2,752	2.81	1,367	17.71%	1,078	13.96%	83	1.08%

1.2.3 Key Demographics of SunLine Ridership

To delve deeper into the transportation needs of SunLine ridership, SunLine conducted an Onboard Rider Survey in 2025. This survey provided valuable insights into its fixed-route ridership, helping to understand who was riding the bus, where they were going, and why. The findings showed that:

- Vehicle Access: Nearly 80% of respondents reported not having access to a vehicle. When asked to list main reasons for using SunLine, the three most cited reasons were "Don't have a car," "Don't have a driver's license," and "Can't drive," with 51.8%, 21.5%, and 19.5% of respondents choosing those responses, respectively.
- Age: More than half of respondents were of working age (25 to 64 years old), and approximately 25% were under 25.
- Employment: 45% of respondents were employed, and about 21% were students.
- Racial Identity: Among respondents, 53% self-identified as Hispanic/Latino, 24% as White/Caucasian, and 11% as African American/Black.
- Languages: While 78% of respondents spoke English at home, 45% spoke another language, primarily Spanish. Other languages spoken include Arabic, American Sign Language, French, German, Greenlandic, Italian, Japanese, Korean, and Purepecha. Among respondents, 14% spoke English "less than 'very well" or "not at all."
- Income and Household: 27% of respondents lived alone. 57% of riders had an annual income of less than $50,000, with 44% earning less than $25,000.
- Use Frequency: 39% of riders rode SunLine 6-7 times per week.
- Trip Purpose: Work and school were the most commonly cited trip purposes, chosen by 35% and 16% of respondents, respectively.

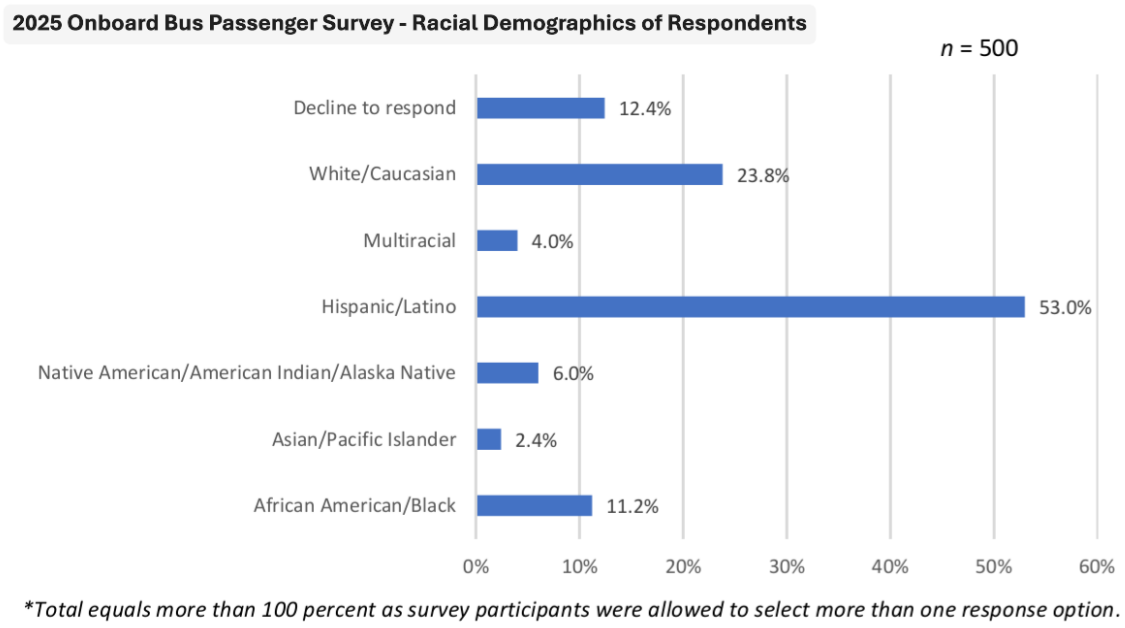


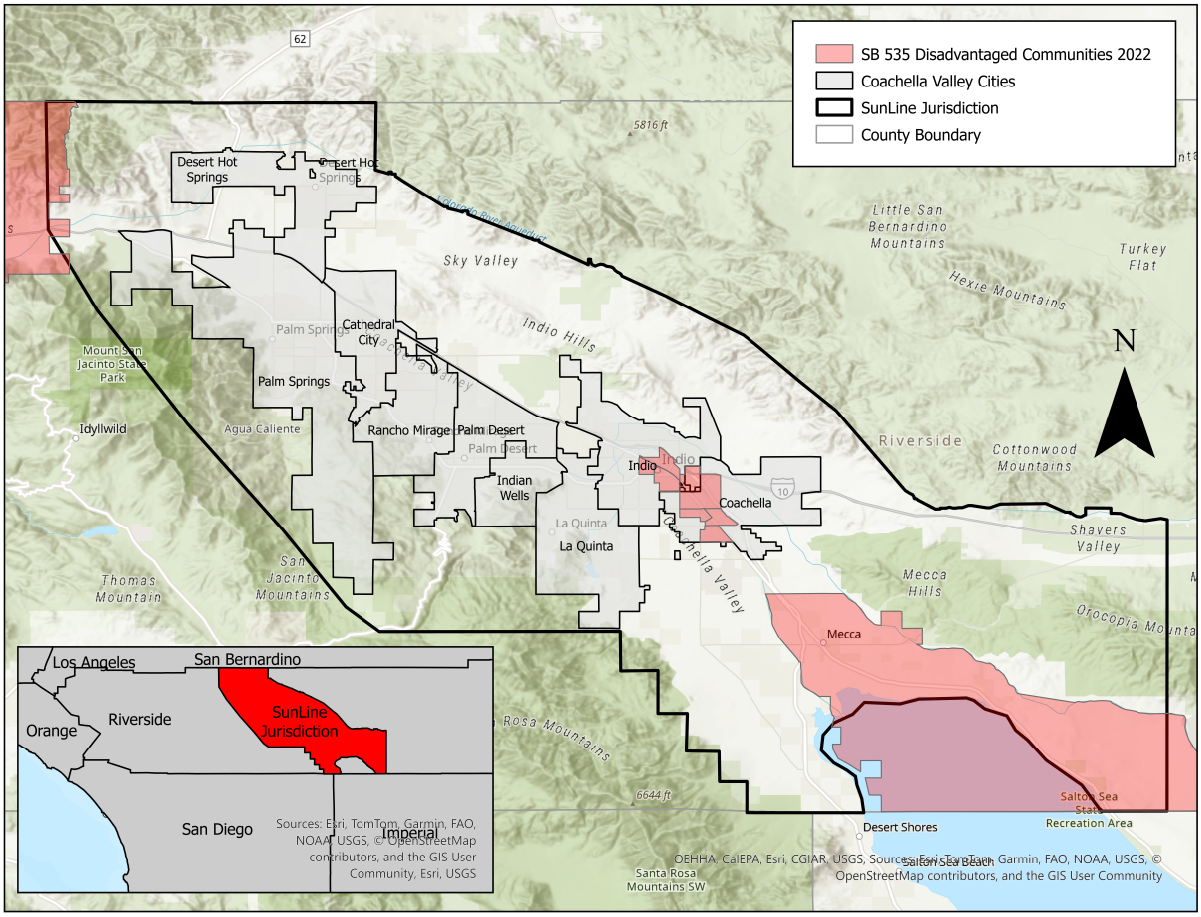
Figure 1.2 Race and Ethnicity of 2025 Survey Respondents

1.2.4 Disadvantaged Communities

SunLine Transit Agency provides service to areas identified as SB 535 Disadvantage Communities and/or Areas of Persistent Poverty. Disadvantaged communities in California are specifically targeted for investment of proceeds from the state's cap-and-trade program. Senate Bill 535 mandates that 25 percent of the proceeds from the Greenhouse Gas Reduction Fund go to projects that benefit disadvantaged communities. These investments are primarily aimed at improving public health, quality of life, and economic opportunities in the state's most burdened communities while also reducing pollution.

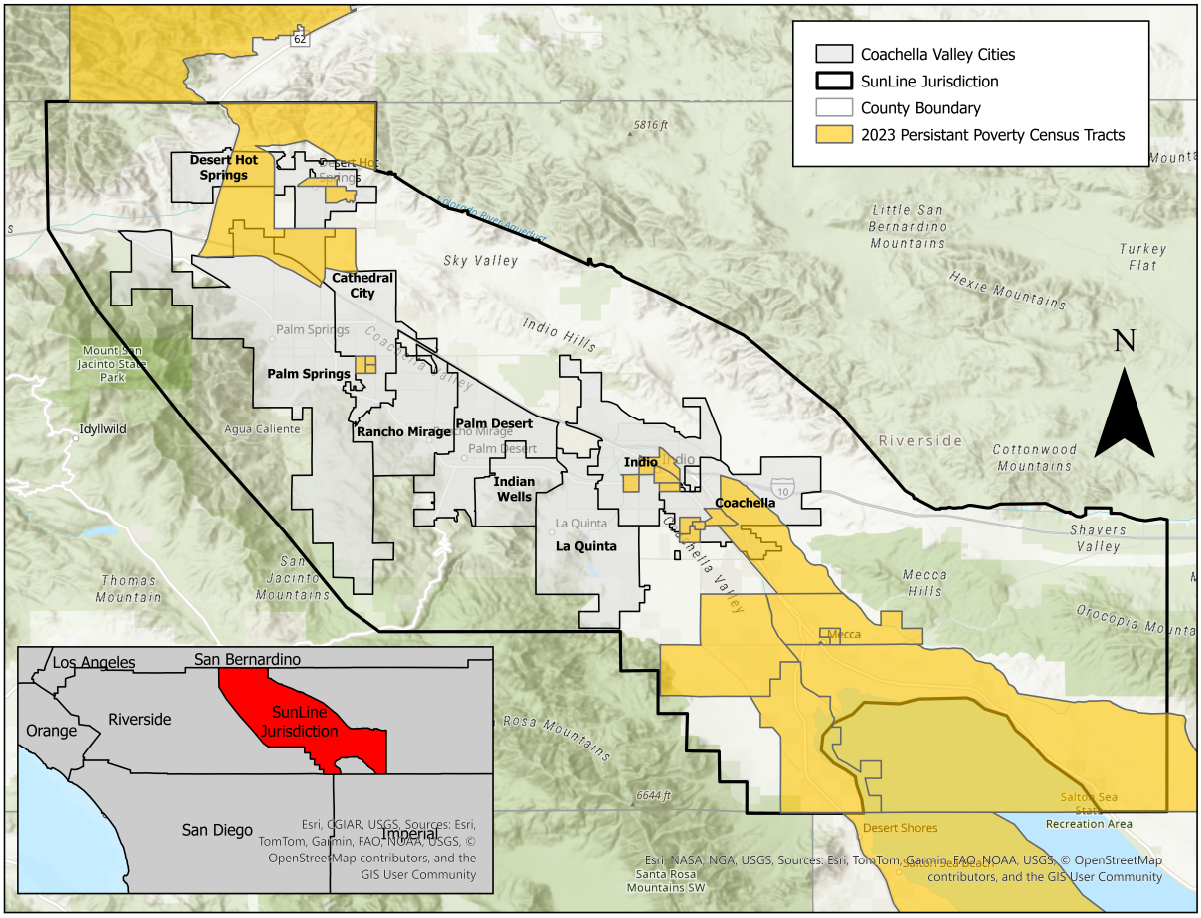
Disadvantaged communities are defined as the top 25 percent-scoring census tracts from the California Environmental Health Screening Tool (CalEnviroScreen). The Senate Bill 535 disadvantaged communities within the SunLine service area are illustrated in Figure 1.3.

Figure 1.3 Senate Bill 535 Disadvantaged Communities (Source: https://oehha.ca.gov/calenviroscreen/sb535)



In the past, several federal funding programs specifically targeted investment toward areas designated as Areas of Persistent Poverty or Historically Disadvantaged Communities. Current federal resources no longer include acknowledgement of Historically Disadvantaged Communities, which included Census tracts identified based on eight factors of socioeconomic disadvantage, tribal lands, and territories or possessions of the United States. Areas of Persistent Poverty include Census tracts with poverty rates of 20 percent or higher based on the 2014 to 2018 5-year American Community Survey, counties that have had poverty rates of 20 percent or higher in the 1900 and 2000 Decennial Censuses and the 2020 Small Area Income Poverty Estimates, and territories or possessions of the United States. Areas of Persistent Poverty in SunLine's service area are shown in Figure 1.4.

Figure 1.4 Areas of Persistent Poverty (Source: U.S. Department of Transportation (US DOT), 2023)



1.3 Description of Services

SunLine Transit Agency provides a range of public transportation services tailored to meet the needs of Coachella Valley ("Valley") residents and visitors. These services include the SunBus fixed-route system, the Route 10 Commuter Link, SunRide on-demand microtransit, and SunDial paratransit. Each service plays a crucial role in providing accessible and sustainable transportation options. Table 1.2 provides an overview and brief description of these services.

Table 1.2 Description of Services by Mode/Route (TABLE 1 RCTC OUTLINE)

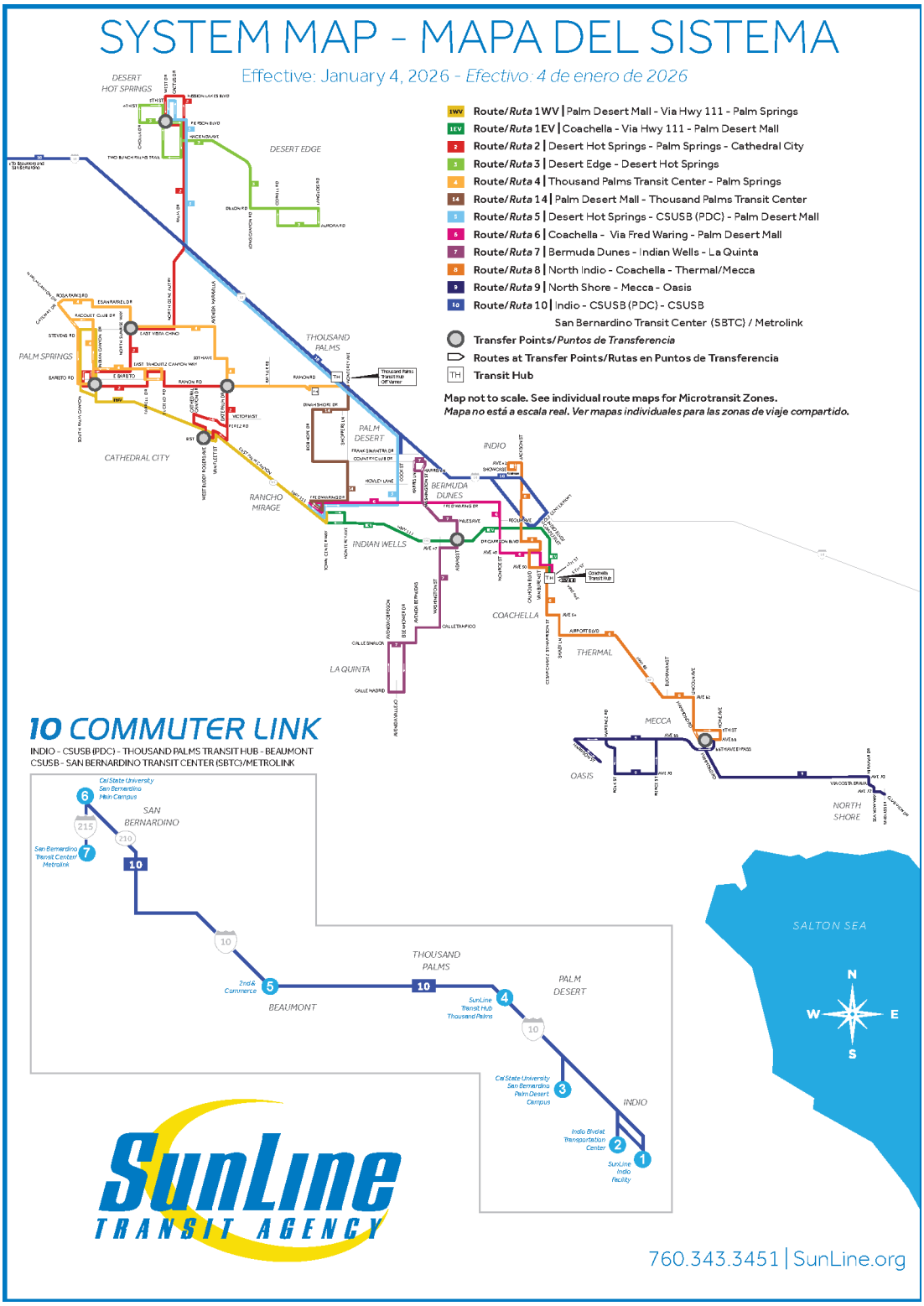
Route	Route Classification	Major Destinations	Cities/Communities Served	Connections
1WV	Trunk	Hospital, Medical, Shopping, Center of Employment, Training, and Schools	Palm Springs, Cathedral City, Rancho Mirage, and Palm Desert	1 EV, 2, 4, 5, 6, and 14
1EV	Trunk	Hospital, Medical, Shopping, College, Center of Employment, Training, and Schools	Palm Desert, Indian Wells, La Quinta, Indio and Coachella	1 WV, 5, 6, 7, 8, and 10 Commuter Link
2	Trunk	Shopping, Schools, Employment Center, Library, Senior Center, Medical, Social Security, Theaters, Airport, Court House and Social Services	Desert Hot Springs, Palm Springs and Cathedral City	1WV, 1EV, 3, 4, and 5
3	Feeder	Shopping Centers, Senior Center, Library, Community Center, City Hall, Medical and Schools	Desert Hot Springs and Desert Edge	2 and 5
4	Feeder	Shopping, Medical, Library, Social Services, Theaters, Schools, College, Medical and City Hall	Palm Springs, Cathedral City, Rancho Mirage, and Thousand Palms	1 WV, 2, 5 and 14
5	Feeder	Shopping, Senior Center, Library, Community Center, Schools, College, Medical, City Hall and University	Desert Hot Springs and Palm Desert	1WV, 1EV, 2, 3, 4, 6, 14 and 10 Commuter Link

6	Feeder	Shopping, School, Tennis Gardens, Workforce Development, Social Services, Medical & College	Palm Desert, Indian Wells, La Quinta, Indio, Bermuda Dunes and Coachella	1WV, 1EV, 5, 7, 8, and 14
7	Feeder	Shopping, Schools, Theaters, Tennis Gardens and Medical	La Quinta, Palm Desert, Indian Wells, and Bermuda Dunes	1EV and 6
8	Feeder	Shopping, School, Senior Center, DMV, Community Center, College, City Hall	Indio, Coachella, Thermal, and Mecca	1EV, 6, and 9
9	Feeder	School, Boys & Girls Club, Fire/Sherrif Station, Community Library	Mecca, North Shore, Oasis	8
14	Feeder	Shopping, Dept. of Veteran Affairs, Hospital, College, Theatre	Palm Desert, Rancho Mirage, Thousand Palms	1WV, 1EV, 4, 5, and 6

1.3.1 SunBus - Local Fixed Route Service

SunLine's SunBus network consists of eleven local routes that are divided into trunk routes and connector/feeder routes to enhance coverage and efficiency. The trunk routes—Routes 1EV, 1WV, and 2—serve the busiest corridors along Highway 111 in the Valley, offering frequent service. These routes facilitate connections between major cities, commercial hubs, and employment centers. On the other hand, the connector/feeder routes, which include Routes 3 through 14, provide access to lower-density areas. They link passengers to the trunk lines, ensuring connectivity throughout SunLine's service area. The SunBus system map is shown in Figure 1.5.

Figure 1.5 SunBus System Map



SunLine's SunBus routes run every day of the week year-round, except for Thanksgiving and Christmas Day. They are serviced by a fleet of eighty-eight fixed route buses powered by clean fuel, including Compressed Natural Gas (CNG), Hydrogen Fuel Cell Electric Buses (FCEB), and Battery Electric Buses (BEB). All fixed-route buses are equipped with free Wi-Fi, USB charging ports, air conditioning, wheelchair accessibility with securement systems, approximately thirty-two seats with standing options, and external bike racks. SunBus currently accepts fares in cash, mobile tickets, and issued paper passes.

Figure 1.6 SunLine Division I Fueling Station and Bus Yard

SunBus fixed-route service offers external connections to transportation options located outside of the service area, including Morongo Basin Transit, RidePV (hospital shuttle), Amtrak, Greyhound, and FlixBus. Furthermore, SunBus provides internal transfers to its Regional Express Service, the Route 10 Commuter Link.

1.3.2 Route 10 Commuter Link - Regional Express Service

SunLine offers the Route 10 Commuter Link, a regional express service designed to seamlessly connect the Coachella Valley with the Inland Empire. Introduced in July 2021, this service provides a direct, efficient, and affordable transit option for commuters, students, and travelers needing access to destinations beyond SunLine's local routes.

The Route 10 Commuter Link offers limited-stop service between CSUSB's Palm Desert and San Bernardino campuses, making it a valuable transportation option for students. Additionally, SunLine provides direct access to the San Bernardino Transit Center (SBTC), allowing riders to connect with Metrolink commuter rail and multiple regional transit providers, including the Riverside Transit Agency, Omnitrans, Victor Valley Transit Authority, and Mountain Transit. These connections enhance accessibility to job centers, educational institutions, and essential services throughout Southern California.

Figure 1.7 Commuter Link Regional Connections Map

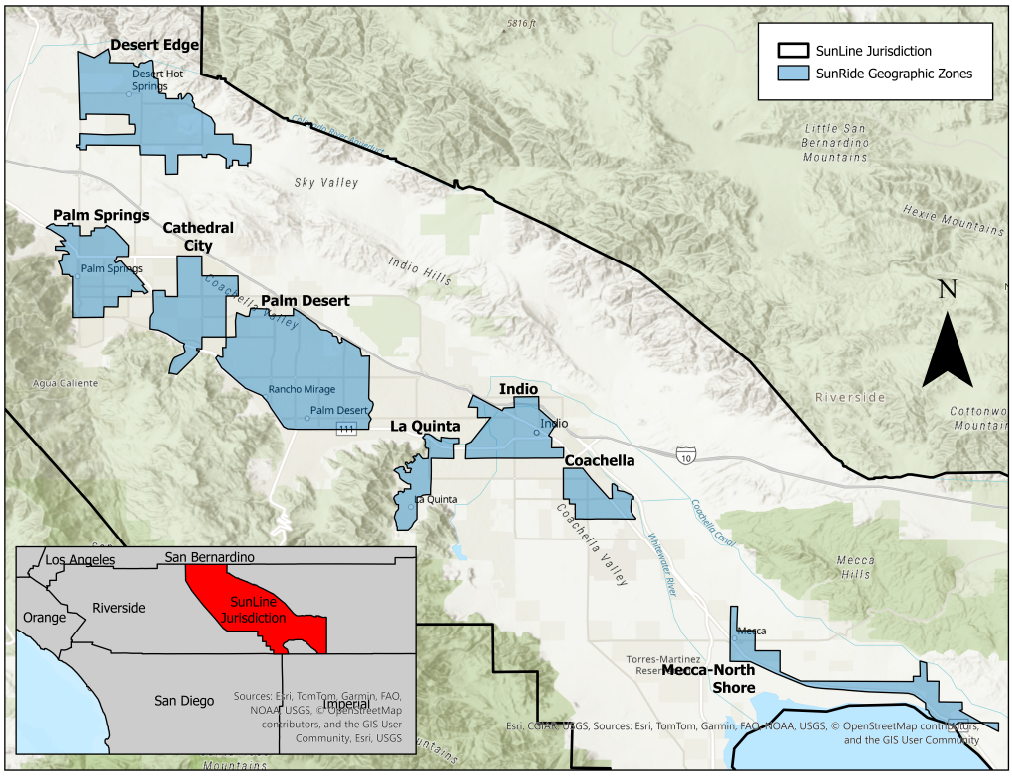
This route operates Monday through Friday and is serviced by CNG-powered MCI coaches. These buses offer Wi-Fi, reclining seats, and USB charging ports. Route 10 Commuter Link accepts fares in cash, mobile pass and is free for California State University San Bernardino students and faculty with valid CSUSB ID card.

1.3.3 SunRide - On-Demand Microtransit

SunLine offers SunRide, an innovative on-demand rideshare service designed to provide flexible and dynamic transportation solutions. SunRide functions as a first mile/last-mile connector, linking riders to the fixed-route network and other key destinations within the rider's city. Similar to other rideshare services, users in designated areas or "zones" can

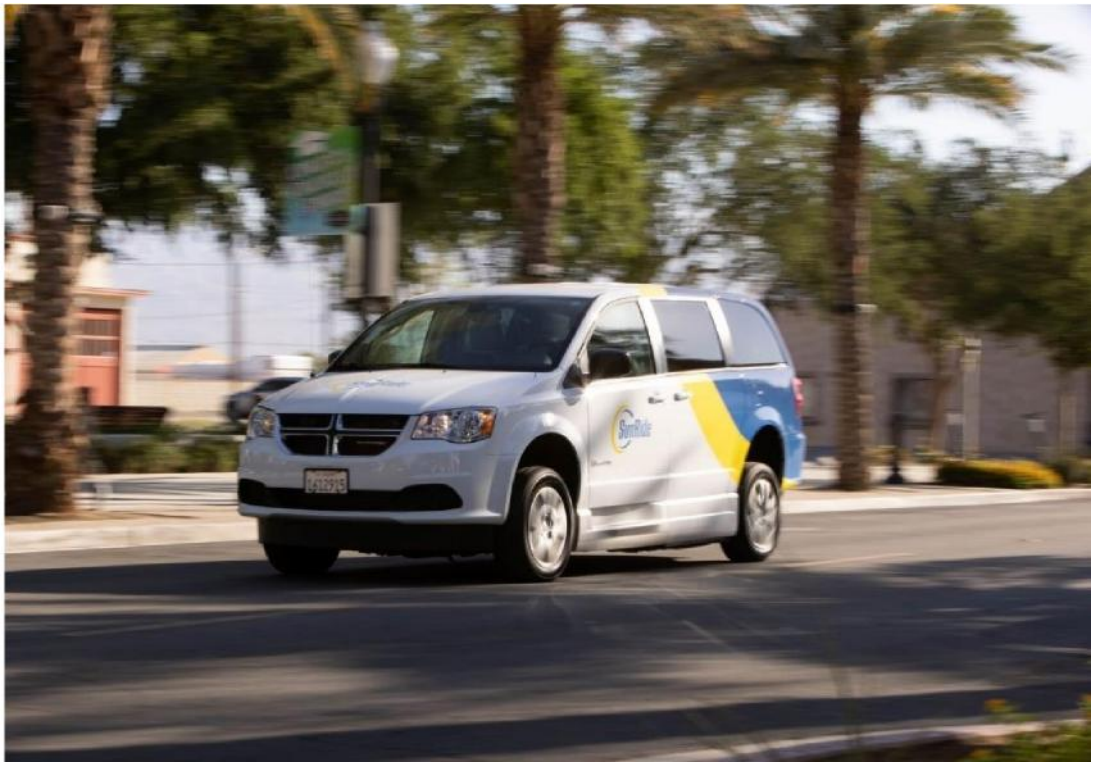
specify the details of their trips on a mobile application, and a vehicle is dispatched to deliver them to their destinations. SunRide's shared-ride service operates within eight designated zones across the Coachella Valley. The geo-fenced zones are located in Cathedral City, Coachella, Desert Hot Springs (including Desert Edge), Indio, La Quinta, Mecca-North Shore, Palm Desert, and Palm Springs. Figure 1.8 illustrates the eight geo zones and their service area.

Figure 1.8 SunRide Geographic Zones



SunRide trips can be booked in real-time using the mobile application, which is also called SunRide, or by calling customer service to speak with a representative. After setting the trip parameters in the SunRide app, the rider is matched with a driver and vehicle, along with a pickup time and estimated wait time. Payment for SunRide can be made directly through the app using a credit or debit card, or riders can choose to pay with cash, which they can give to the driver upon entering the vehicle. SunRide operates within the same fixed-route service hours, Monday through Friday, based on SunLine's available resources, such as the number of vehicles deployed in each zone.

Figure 1.9 SunRide Vehicle



1.3.4 SunDial - ADA Paratransit Service

SunLine also operates SunDial, a fully ADA-compliant paratransit service designed to provide accessible, shared-ride transportation for individuals who are functionally unable to use SunLine's fixed-route services, either permanently or under certain conditions. This origin-to-destination service ensures that passengers with disabilities or mobility challenges can travel safely and conveniently throughout the Coachella Valley. SunDial services are only available within 3/4 of a mile from all SunBus fixed routes. Riders who would like to utilize this service must complete SunLine's eligibility process and receive a SunDial ADA Certification ID Card. Riders of SunDial can utilize this service for transportation needs, including medical appointments, shopping, and social activities.

Figure 1.10 SunDial Vehicle

SunDial services require advance reservation for pick-up and can be scheduled up to seven days prior by calling SunLine's customer service. SunDial operates at the same times, days and frequency of local fixed routes service.

1.3.5 SunLine Regulatory Administration and Taxi Services

SunLine Services Group (SSG) is a joint powers agency formed in 1993 between Riverside County and cities in the Coachella Valley. While sharing administrative resources with SunLine Transit Agency (STA), SSG is distinctly authorized to regulate the operation of taxicab services in the Coachella Valley. The SunLine Regulatory Administration (SRA) is the division of SSG responsible for enforcing and implementing the taxicab service ordinance, which covers licensing and legal compliance. SRA plays an important role in fostering innovation and accessibility within the taxi industry.

SRA permits and monitors three taxi businesses currently operating in the region.

Table 1.3 Taxi Services in Coachella Valley

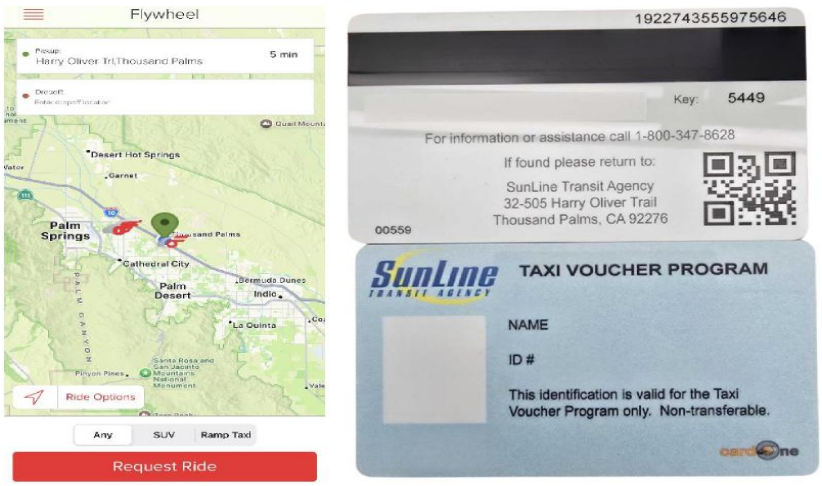
Taxi Businesses	Vehicles	Number of Drivers
City Cab	42	44
Coachella Valley Taxi	26	23
Palm Springs Taxi Service	26	36

As a result of a collaboration with taxi services, passengers can book e-hail trips using the Flywheel app, allowing them to request a cab, receive upfront pricing, and connect with the nearest available driver.

1.3.6 Taxi Voucher Program

To further enhance mobility options for seniors and persons with disabilities, SunLine offers a Taxi Voucher Program (TVP) through a matching funds program that subsidizes taxi trips throughout the Coachella Valley. The program is available to seniors (60+) and persons with disabilities. It is administered via a taxi smart card that functions similarly to a prepaid debit card. SunLine's Taxi Voucher Program provides a dollar-for-dollar match of up to $75 per month, allowing for a maximum of $150 every 30 days. The remaining funds from previous months are carried over until utilized. A key benefit of this program is that through SunLine's matching contribution, the amount available for cardholders to use on taxi trips is doubled, allowing for more taxi trips.

Figure 1.11 Flywheel Mobile Application and TVP Card



This program is serviced by all three (3) taxi businesses permitted to operate in the Coachella Valley. Riders can book a cab and pay their fare directly with the smart card or through the Flywheel app where their TVP card can be loaded as a payment method.

1.4 Description of Ridership, Revenue Miles, Revenue Hours

1.4.1 SunBus - Local Fixed Route Service

During fiscal year FY 2025, SunBus reported a total ridership of 2,702,449 passengers. Over 363 days of service, SunBus covered 2,695,415 revenue miles and operated for 183,361 revenue hours. Ridership, revenue miles, and revenue hours for FY 2026 year-to-date (July 2025 – March 2026) are, respectively, 1,903,882 passengers, 2,009,663 revenue miles, and 137,076 revenue hours.

1.4.2 Route 10 Commuter Link - Regional Express Service

During FY 2025, the 10 Commuter Link reported a total ridership of 37,513 passengers. Over 257 days of service, the Commuter Link covered 188,740 revenue miles and operated for 5,909 revenue hours. Ridership, revenue miles, and revenue hours for FY 2026 year-to-date (July 2025 – March 2026) are, respectively, 30,106 passengers, 138,525 revenue miles, and 4,371 revenue hours.

1.4.3 SunRide - On-Demand Microtransit

During FY 2025, SunRide reported total ridership of 24,923 passengers. In 259 days of service, SunRide vehicles covered 147,355 revenue miles and operated for 23,545 revenue hours. Ridership, revenue miles, and revenue hours for FY 2026 year-to-date (July 2025 – March 2026) are, respectively, 16,440 passengers, 132,534 revenue miles, and 8,152 revenue hours.

1.4.4 SunDial - ADA Paratransit Service

During FY 2025, SunDial reported a total ridership of 111,129 passengers. Over 363 days of service, SunDial vehicles covered 873,466 revenue miles and operated for 57,208 revenue hours. Ridership, revenue miles, and revenue hours for FY 2026 year-to-date (July 2025 – March 2026) are, respectively, 75,431 passengers, 597,024 revenue miles and 42,322 revenue hours.

1.4.5 Taxi and Taxi Voucher Program

During FY 2025, the total number of taxi trips generated in the Coachella Valley was 68,506 trips. The total number of trips taken utilizing the Taxi Voucher Program was 2,271 trips by 856 unique users.

1.5 Fare Structure and Programs

SunLine's fare structure differentiates prices based on the types of transit customers and services. The main fare categories include Adult, Youth, and Senior (60+)/Disabled. SunLine also manages several fare payment programs and partnerships throughout the Coachella Valley, extending to nearby college campuses. Accepted fare media include cash, issued paper passes, and mobile tickets (when available). SunLine's fares comply with the FTA's Half Fare rule for Senior (65+) and disabled travelers.

The last change in base fare was approved by the governing Board in 2002, raising the base fare from 75 cents to $1. A recommendation to eliminate the 25-cent transfer fare and incrementally raise the base cash fare to $1.50 was presented in 2011, but no implementation occurred.

Figure 1.12 shows the existing SunLine fare structure.

Figure 1.12 SunLine Fare Structure (Source: SunLine Transit Agency, Rider's Guide (January 2025))

1.5.1 Cash Fares / Single Ride Fare / Transfers

SunLine offers riders the lowest fares in the region. An adult can board the SunBus for $1 for a single ride or take the Route 10 Commuter Link to San Bernardino for $6. Both the fixed route and Route 10 Commuter Link services provide the option for single trip riders to

purchase a 25-cent transfer for unlimited rides on the fixed route within 2 hours of purchase. Transfers can only be purchased upon boarding and are valid only on the day they are issued.

The base cash fare for seniors, defined by SunLine as individuals 60 years of age or older, is 50 cents for all fixed-route services and $4 for the 10 Commuter Link. Individuals qualifying as ADA also pay a 50-cent cash fare on all fixed-route services. Medicare cards, Department of Motor Vehicles driver's licenses or senior ID cards, ADA certification cards, and SunLine Half Fare ID cards are accepted as proof of age or disability.

A discounted youth fare of 85 cents is available for children between the ages of 5 and 17 on fixed routes. Children who are 4 years old and younger ride free with a paid adult cash fare (maximum of two children). All cash fares must be paid with exact change, as operators do not carry coins.

1.5.2 Fare Passes

SunLine's SunBus currently offers several types of fare passes, shown in Figure 1.12. Day Passes can be purchased directly from bus operators, while all other passes must be obtained at designated SunLine pass outlets or through a mobile transit app (Token Transit and Transit App). Pass outlets are located throughout the service area for easy access by riders.

1.5.3 Fare Payment Programs

SunLine Transit Agency offers several fare payment programs designed to expand the agency's potential rider base and enhance the system's existing ridership. SunLine's fare payment programs include the Coachella Valley Employer Pass Program, Half-Fare Program, and Haul Pass Program.

1.5.3.1 Coachella Valley Employer Pass Program

The Coachella Valley Employer Pass incentive program allows businesses to sponsor 31-day fixed-route passes for their employees to travel to and from work. This program offers employees the opportunity to ride fixed-route services at no cost. Passes are purchased by each employer at a discounted price of $24 per pass and are valid for 31 consecutive days.

1.5.3.2 Half-Fare Program

Based on Federal Transit Administration (FTA) guidelines, SunLine offers riders who are 60 years of age or older, as well as individuals with disabilities, a half-fare on fixed route

services. To qualify for this program, applicants must present a current, non-expired government–issued photo identification, Medicare card, or SunLine ADA certification card.

1.5.3.3 Haul Pass

In support of student riders in the community, SunLine established the Haul Paul (HP) program to reduce transportation barriers to educational opportunities. SunLine's Haul Pass Program offers free fares for local fixed-route services to students of Coachella Valley high schools and College of the Desert (COD), as well as free fares for Route 10 Commuter Link to California State University San Bernardino faculty and students. To participate in the program, students must be enrolled and complete an application. Haul Passes are provided as 31-day paper passes (high school), mobile passes via Token Transit (high school & COD), and if applicable, students can utilize their active student ID (only CSUSB) when boarding.

1.5.4 Fare Payment Technology

SunLine provides a variety of fare payment options to meet the needs and preferences of its riders, including both cash and cashless methods.

1.5.4.1 Farebox

For payments on SunBus routes, the system uses electronic fareboxes. These fareboxes accept cash, coins, and pre-purchased passes, and they issue paper one-day and transfer passes as well.

1.5.4.2 Token Transit and Transit App

SunLine partners with both Token Transit and Transit App to offer cashless fare payment options through mobile applications. These apps enable riders to purchase and store fare media digitally on their smartphones, requiring a linked debit or credit card. Both apps are compatible with SunBus, Commuter Link, and SunDial services. Token Transit primarily acts as a platform for purchasing tickets and serves as the exclusive provider for the Haul Pass program. In contrast, Transit App not only allows fare purchasing but also provides features such as trip planning and bus tracking, thereby enhancing navigational assistance for riders.

1.5.4.3 SunRide Application

The SunRide service provides a dedicated mobile application, also called SunRide, which integrates trip planning and fare payment. Riders can link a debit or credit card for digital payments before pick-up or opt to pay in cash when boarding, as noted in the app.

1.5.4.4 Flywheel

For taxi services in the Coachella Valley, payments can be made through the Flywheel app. This app enables riders to book and pay for rides electronically using a linked debit card, credit card, or Taxi Voucher Program (TVP) card. Alternatively, riders can call to request a taxi and pay the driver in cash, credit card, or the TVP.

1.6 Revenue Fleet

1.6.1 Fixed Route

SunLine's fixed-route services are supported by a fleet of forty-six 40-foot and three 45-foot buses in service, along with thirty-nine vehicles in the contingency fleet. This fixed-route fleet includes CNG, hydrogen fuel cell (FCEB), and battery electric buses (BEB).

Figure 1.13 Fixed-Route Bus

Table 1.4 Motorbus Directly Operated (TABLE 1.1 RCTC OUTLINE)

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 1.1 - Fleet Inventory

FY 2024/25 Short Range Transit Plan

SunLine Transit Agency

Bus (Motorbus) / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2023/24	# of Contingency Vehicles FY 2023/24	Life to Date Vehicle Miles Prior Year End FY 2022/23	Life to Date Vehicle Miles through March FY 2023/24	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2023/24
2018	BYD	K9	35	4	40	EB	4		52,006	36,518	9,129
2012	EDN	AXCESS	37	1	40	HY	1		3,336	149	149
2014	EDN	AXCESS	39	1	40	HY	1		7,298	4,338	4,338
2014	EDN	AXCESS	37	1	40	HY	1		15,413	3,348	3,348
2014	EDN	AXCESS	37	1	40	HY	1		2,587	679	679
2015	EDN	AXCESS	37	0	40	HY	0		3,056	95,814	
2018	EDN	AXCESS	37	3	40	HY	3		65,633	29,657	9,885
2018	EDN	AXCESS	37	2	40	HY	2		50,979	5,099	2,549
2009	EDN	EZRider32'	29	2	32	CN	2		161,372	23,691	11,845
2020	MCI	D4500	40	2	40	CN	2		146,856	137,808	68,904
2021	MCI	D4500	57	1	45	DF	1		49,687	41,569	41,569
2022	MCI	D4500	57	1	45	CN	1		663	499	499
2007	NFA	C40LF	42	8	40	CN	8			118,986	14,873
2008	NFA	XCELSIOR C	39	9	40	CN	9		488,613	447,214	49,690
2008	NFA	XCELSIOR C	39	20	40	CN	20		1,114,532	778,042	38,902
2016	NFA	XCELSIOR C	39	6	40	CN	6		322,119	271,012	45,168
2020	NFA	XCELSIOR C	39	6	40	CN	6		361,537	258,353	43,058
2021	NFA	XCELSIOR C	39	4	40	CN	4		285,935	182,028	45,507
2018	NFA	XCELSIOR H	39	1	40	HY	1		3,056	1	1
2018	NFA	XCELSIOR H	39	5	40	HY	5		118,940	32,485	6,497
2021	NFA	XCELSIOR H	39	4	40	HY	4		104,977	58,012	14,503
2021	NFA	XCELSIOR H	39	6	40	HY	6		67,167	71,067	11,844
		Totals:	872	88			88		3,425,762	2,596,369	29,504

1.6.2 Paratransit

SunLine's SunDial paratransit service is supported by 39 CNG-powered vehicles.

Figure 1.14 Paratransit Cutaway

Table 1.5 Demand-Response Directly Operated (TABLE 1.1 RCTC OUTLINE)

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 1.1 - Fleet Inventory

FY 2024/25 Short Range Transit Plan

SunLine Transit Agency

Demand Response / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2023/24	# of Contingency Vehicles FY 2023/24	Life to Date Vehicle Miles Prior Year End FY 2022/23	Life to Date Vehicle Miles through March FY 2023/24	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2023/24
2020	ARB	Freedom	12	15	27	CN	15		52,524	396,184	26,412
2015	EDN	AEROTECH	12	1	22	CN	1		224,201	10,553	10,553
2016	EDN	AEROTECH	12	9	22	CN	9		237,032	161,824	17,980
2018	SPC	Senator	12	14	23	CN	14		149,946	303,721	21,694
		Totals:	48	39			39		663,703	872,282	22,366

1.6.3 Fixed Route Fleet Age

The fixed route fleet is made up of 49 buses and supported with a contingency fleet of 39 CNG buses. The average age of the active fixed route fleet is 5.95 years. The contingency fleet is required to ensure service reliability as SunLine implements hydrogen fuel cell buses. New zero emission technologies present new challenges that require time and experience to understand. SunLine continues to replace buses in the fleet that have met their useful life.

Table 1.6 Fleet Age by Fuel and Vehicle Type

Bus Model	Number of Buses	Fuel Type	Bus Type
2014	3	Hydrogen	40' Heavy duty
2015	1	Hydrogen	40' Heavy duty
2018	10	Hydrogen	40' Heavy duty
2018	4	Electric	40' Heavy duty
2020	2	CNG	45' Over the road
2020	10	CNG	40' Heavy duty
2021	5	Hydrogen	40' Heavy duty
2022	1	Hydrogen	40' Heavy duty
2022	1	CNG	45' Over the road
2023	4	Hydrogen	40' Heavy duty
2024	8	Hydrogen	40' Heavy duty
Total	49		

1.7 Existing Transit Facilities and Bus Stop Amenities

SunLine Transit Agency operates out of two facilities located in the central northern and eastern ends of its Coachella Valley service area, as shown in Figure 1.15.

1.7.1 Operations and Administration Facilities

1.7.1.1 Division I – Thousand Palms

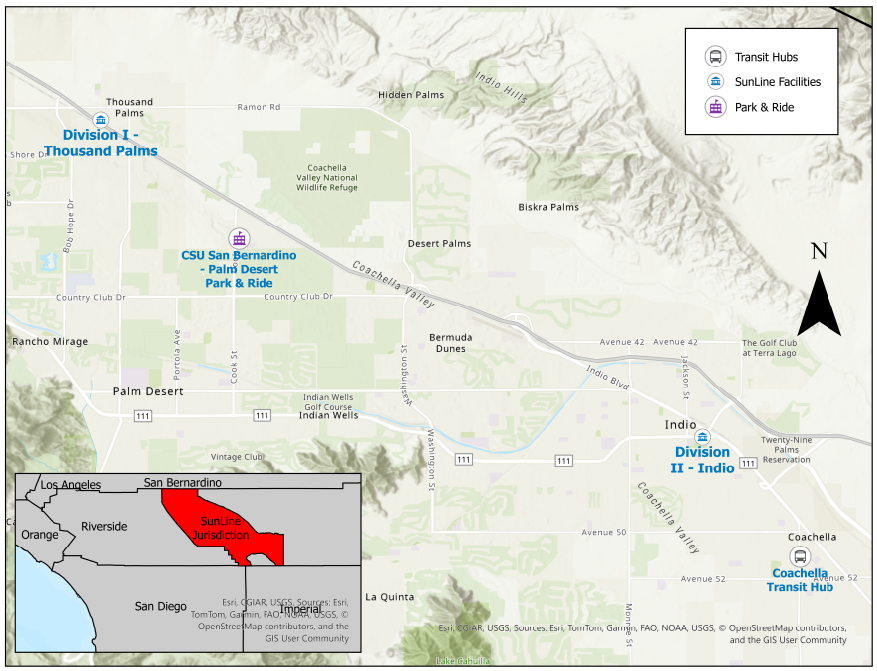
Division I, located at 32-505 Harry Oliver Trail in Thousand Palms, serves as the primary headquarters of SunLine Transit Agency for administrative, operations, maintenance, and facility management staff. Spanning 20.5 acres, Division I includes maintenance, operations, and administrative buildings, housing most of the agency's assets, including both revenue and non-revenue vehicles. Daily operations such as pull out/in, vehicle maintenance, dispatching, customer service, and training primarily take place at this

location. Additionally, Division I functions as the agency's main fueling center, equipped with hydrogen and CNG fueling dispensers and battery electric charging stations.

1.7.1.2 Division II – Indio

Division II, located on a 2.31-acre site at 83-255 Highway 111 in Indio, operates as a satellite facility for vehicle maintenance and storage. This division supports several vehicle maintenance operations and houses equipment for the Stops and Zones department, which is responsible for maintaining bus shelters and amenities. Division II also includes a public CNG fueling station, which also serves as a secondary fueling source for the agency's CNG fleet.

Figure 1.15 SunLine Operations and Administration Facilities, Transit Hub, and Park and Ride



1.7.2 Transit Hubs

SunLine Transit Agency maintains two transit hubs: one in Thousand Palms and the other in Coachella, as shown in Figure 1.15.

1.7.2.1 Thousand Palms Transit Hub

The Thousand Palms Transit Hub is conveniently located at 72420 Varner Road near Division I. The Thousand Palms Hub serves as both a transit boarding point and a park-and-ride for travelers along the CA I-10 Highway. This hub exclusively services SunLine's

regional express Route 10 Commuter Link, connecting riders to destinations in the eastern valley and cities outside our jurisdiction. This 74,487 square-foot transit hub features 84 parking spaces: 79 standard spaces and 5 ADA-accessible ones, offering riders amenities such as shade structures, seating, and restrooms.

Figure 1.16 Thousand Palms Transit Hub

1.7.2.2 Coachella Transit Hub

The Coachella Transit Hub, a project completed in 2024 in collaboration with the City of Coachella, is located at the corner of 4th Street and Cesar Chavez in Coachella. This hub was funded by the Affordable Housing and Sustainable Communities (AHSC) Grant to enhance transit accessibility to neighboring affordable housing and reduce greenhouse gas (GHG) emissions for the eastern valley communities. It serves Routes 1, 8, and 6 and acts as a connecting point for riders traveling to and from the far eastern side of the Coachella Valley (North Shore) to the rest of the valley and beyond. The newly constructed transit hub

is .86 acres, with amenities featuring shade structures, benches, a bicycle rack, a water fountain, and a 540 square foot building with a break room for bus operators.

Figure 1.17 Coachella Transit Hub

1.7.3 Park-and-Rides

Park-and-ride facilities offer convenient access to public transportation by providing free parking for commuters. The California State University, San Bernardino – Palm Desert (CSUSB-PD) Campus (see Figure 1.15) acts as a park-and-ride for SunLine customers, primarily benefiting students and staff traveling between the Palm Desert and San Bernardino campuses. Both locations are served exclusively by the 10 Commuter Link, although SunLine does not maintain these facilities.

1.7.4 Bus Stop Amenities

SunLine's bus system features 574 bus stops within the Coachella Valley service area, plus three additional stops in the partnering cities of Beaumont and San Bernardino. SunLine's Bus Stop Amenity standard ensures that all stops are equipped with a bench and waste container. Stops with an average of at least 10 daily passenger boardings will have a shelter if conditions permit, including conditions that are the responsibility of jurisdictional partners, such as sidewalk and curb infrastructure. All bus stops are installed according to

ADA requirements. Table 1.7 illustrates the number of stops and those with shelters by city or district.

Table 1.7 Bus Stop Shelters by City/District (Source: Trapeze)

City/District	Total Stops	Total Shelters	
		Count	Percent
Cathedral City	61	53	87%
Coachella	33	31	94%
Desert Hot Springs	48	31	65%
Indian Wells	15	13	87%
Indio	90	57	63%
La Quinta	52	35	67%
Palm Desert	53	43	81%
Palm Springs	120	93	78%
Rancho Mirage	33	24	73%
Riverside County unincorporated	69	28	41%
Thermal	8	2	25%
Oasis	10	3	30%
Mecca	17	8	47%
One Hundred Palms	3	2	67%
Thousand Palms	10	9	90%
North Shore	11	1	9%
Desert Edge	7	0	0%
Bermuda Dunes	3	3	100%
Total	574	408	71%
Outside Coachella Valley			
Beaumont	1	3	100%
San Bernardino	2	2	100%

1.8 Existing Coordination Between Transit Agencies

1.8.1 Federal Agency Partners

SunLine collaborates with and reports to the U.S. Department of Transportation (USDOT), specifically the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). These agencies offer funding and technical assistance for various transportation projects.

1.8.2 State Agency Partners

SunLine collaborates with the California State Transportation Agency (CalSTA), which oversees transportation policies and programs across the state. Key departments within CalSTA include the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans). CTC and Caltrans manage vital programs such as the Active Transportation Program and the Low Carbon Transit Operations Program (LCTOP). The California Air Resources Board (CARB) and the California Energy Commission (CEC) are essential partners in SunLine's mission to reduce emissions and promote sustainable transportation. CARB sets air quality standards, while CEC advocates for the transition to 100% clean energy. These agencies run programs like the Clean Transportation Grant, which supports the adoption of zero-emission vehicles.

1.8.3 Regional and County Partners

Regional agency partners include the Southern California Association of Governments (SCAG), which is the metropolitan planning organization for the region, and the Coachella Valley Association of Governments (CVAG), the regional planning agency for the Coachella Valley. CVAG oversees the development and implementation of regional transportation projects such as the CV Link and CV Sync programs, and it plays a crucial role in managing roadway infrastructure within the valley.

The Riverside County Transportation Commission (RCTC), in addition to being an essential Regional Agency Partner, is a vital partner for SunLine. RCTC distributes funds from Measure A, a voter-approved sales tax, with 15% designated for public transportation in the Coachella Valley. Additionally, RCTC manages various funding programs, including the State of Good Repair (SGR) Program and the Transit and Intercity Rail Capital Program (TIRCP), which support improvements to transportation infrastructure.

1.8.4 Subregional Agency Partners

Subregional partners in the Inland Empire include agencies such as the Riverside Transit Agency (RTA), Omnitrans, Metrolink, Mountain Transit Authority, Victor Valley Transit Authority, City of Banning Transit, City of Beaumont Transit, and City of Corona Transit. Although direct service connections between SunLine and these agencies may be limited, operating within the same region creates opportunities for collaboration and information sharing, fostering a more interconnected transportation network throughout the Inland Empire.

1.8.5 Local Agency Partners

SunLine collaborates with several nearby transit agencies to enhance mobility options for riders. These agencies include Morongo Basin Transit, Palo Verde Valley Transit, OmniTrans, FlixBus, and Amtrak, which provide connecting services at shared stops within SunLine's service area and accept selected fare media.

1.9 Reference List of Prior or Existing Studies and Plans

SunLine's operations, performance, and service planning are guided by a series of studies aimed at better understanding its rider population, exploring the latest low-emission fuel technologies, improving facilities, and redesigning its network. These reports and studies have either been initiated by SunLine itself or mandated by federal and state agencies. In the past, these reports have also influenced the development of the Short-Range Transit Plan (SRTP).

- SunLine Transit Feasibility Study Hydrogen Station Expansion (January 2016)
- SunLine Transit Facilities Master Plan (November 2016)
- SunLine Transit Agency Transit Asset Management (September 2018)
- Network Study Report SunLine Transit Redesign & Network Analysis (February 2019)
- Zero Emissions Bus Rollout Plan (May 2020)
- SunLine Transit Agency Transit Asset Management (November 2022)
- SunLine Zero Emission Bus Rollout Plan (2025)
- Onboard Ridership Survey (2025) SunLine_2025_Onboard_Customer_Survey_Report.pdf
- SunLine Transit Strategic Plan (2025)
- Comprehensive Operations Analysis (Currently underway in 2026)

SunLine Transit Agency recognizes the significance of strategic investment in research and analysis to enhance services, respond to population growth, and meet federal mandates for the benefit of our community.

2 Existing Service and Route Performance

SunLine is the sole provider of public transportation in the Coachella Valley, located in Southern California. In the last fiscal year (July 2024 to June 2025), SunLine proudly transported 2,838, 501 passengers across its three transit modes, showcasing its commitment to effectively serving the community.

Figure 2.1 SunLine Family of Transit Services

SunLine Transit Agency's initiatives are guided by its clear mission and vision, which offer strategic direction.

Mission: Connecting people and improving life by taking you from where you are to where you want to be.

This direction is further influenced by the oversight and funding provided by the Riverside County Transportation Commission (RCTC). The RCTC serves as the regional transportation planning agency for Riverside County and is responsible for developing the regulatory standards for the Short-Range Transit Plan (SRTP). Preparing the SRTP and its supporting data enables RCTC to advocate for local, state, and federal funding to support SunLine's capital projects and transit operations.

RCTC also tracks performance metrics that evaluate the effectiveness and efficiency of SunLine’s services, which are reviewed in the following sections.

2.1 Description of Key Performance Indicators

In January 2023, the Board of Directors approved the revised SunLine Service Standards Policy to provide Agency staff with direction regarding the planning, operation, and management of transit service in the Coachella Valley. The Service Standards Policy and accompanying metrics are intended to:

- promote continuous improvement of transit service

- provide regular updates on service performance
- meet federal requirements for monitoring Title VI of the Civil Rights Act
- avoid uninformed decision-making regarding the provision of service

These standards are further described later in this section.

2.1.1 Service Design Standards

SunLine Transit Agency developed a service standards policy to provide a framework for guidance of staff in the design, operation, and management of SunLine Transit Agency's transit services. The service standards policy objective is to promote the continuous improvement of transit service throughout the Coachella Valley and the maximization of mobility benefits to the community. Additionally, these service standards support agency efforts to meet Federal Title VI of the Civil Rights Act of 1964 requirements. SunLine Service Standards Policy was developed on 7/13/2013 and revised on 12/06/2023.

Service frequency and span of service can be revised where sustainable and where demand warrants increased frequency, performance measures can still be met, and when funding can sustain the frequency and span of service.

New routes may be implemented based on a weekday-only service, typically between the hours of 6:00 a.m. and 7:00 p.m., usually when there is a peak demand. During the implementation of new service, a trial period is allocated from 12 to 18 months (about 1 and a half years) as an opportunity to provide service adjustments before deciding to retain, expand, or eliminate the service. Table 2.1 lists the minimum service frequencies and spans.

Table 2.1 Service Frequency Standards

Frequency and Span by Service Type	Frequency of Service		Span of Service	
	Weekday	Weekend	Weekday	Weekend
Trunk bus routes	20 minutes peak 30 minutes off- peak	30 minutes	5:00 a.m. – 11:00 p.m.	5:00 a.m. – 11:00 p.m.
Local bus routes	30 minutes peak 60 minutes off- peak	60 minutes	5:00 a.m. – 7:00 p.m.	9:00 a.m. – 6:00 p.m.
Market-based services	Based on demand	Based on demand	Based on demand	Based on demand

2.1.1.1 Network Role

New services should be evaluated for their place in the overall transit network. Each new route in the network will have a unique role, whether it is facilitating transfers with existing services, introducing service coverage to a recent development, or providing connections between current routes and major destinations. While successful new routes connect with existing services, they should not duplicate existing service or compete for passengers.

2.1.1.2 Market Opportunities

There is a strong correlation between service performance, surrounding population, and employment densities. In other words, the more people with access to a route, the higher the route's potential ridership. Population-dense areas tend to coincide with mixed-use neighborhoods, walkable environments, and higher populations of transit-friendly constituencies such as students, seniors, zero-vehicle households, and low-income populations. The minimum population and employment density for the introduction of new all-day fixed route transit service is an average of 10 people/jobs per acre within a half mile of the proposed route.

A minimum threshold is considered supportive of fixed route service and should not be subjected to further analysis. Areas in this category that have unmet needs may be served by alternative options to fixed route service.

2.1.1.3 Unmet Mobility Needs

SunLine will strongly consider the mobility needs of transit-dependent populations when evaluating where to operate service. In assessing the area's demand for transit service, it is important to examine the presence of these demographic groups and identify any unmet needs.

2.1.1.4 Productivity vs. Coverage Target

The SunLine Board of Directors' goal is to capture choice riders and new riders and to expand transit market share. The Board is committed to investing in new operating plans that improve productivity and, when necessary, improve coverage. This is consistent with the Transportation Development Act of 1971 that established fiscal performance requirements of 20 percent of farebox recovery in urbanized areas and 10 percent in rural areas. To comply with this state mandate, and to improve effectiveness and efficiency, SunLine currently recommends the following policy for service deployment:

- Seventy percent of fixed-route service should be deployed in areas with higher population and employment densities where transit is able to meet productivity standards.

- Thirty percent of fixed-route service should be deployed to maintain coverage in areas where lower population and employment densities limit transit service productivity.

SunLine is in the process of completing a comprehensive operations analysis (COA). Through the COA, the agency is identifying stakeholder preferences for balancing coverage and productivity outcomes, so this direction may change in the near future.

2.1.1.5 Key Destinations

Key destinations likely to generate higher demand for transit service include major area schools, colleges, universities, hospitals, retail/commercial/entertainment centers with more than 10 people/jobs per acre, open residential communities, and those with relatively lower income and vehicle ownership levels.

2.1.2 Service Productivity Standards

Passengers per revenue hour and passengers per revenue trip are KPIs that measure service effectiveness, or productivity, based on ridership (passenger boardings) generated for each hour of revenue service for local and trunk routes and boardings per trip for market-based services operated (see Table 2.2).

Table 2.2 Passengers per Revenue Hour/Revenue Trip Standards

Service Tiers	Routes in Service Type	Passengers Per Revenue Hour Standard
Trunk routes	Routes 1EV, 1WV, 2	20
Local routes	Routes 3, 4, 5, 6, 7, 8, 9,	10
Market-based services	10 Commuter Link	10*

* Boardings per trip – is the productivity measure for market-based routes

2.1.3 Service Quality Standards

Service quality standards contribute to the reliability and consistency of service delivery. Customers may first be attracted to transit services based on headway and span. Choice riders may continue to use services because they know they can get to their destinations on time— unreliable service usually results in decreased ridership. Service quality standards are proposed to be measured using the following operational and passenger experience metrics:

- service scheduled speed (service quality)
- on-time performance (service reliability)
- runtime variance (service reliability)

- percent service completed (service reliability)
- miles between service interruption (service reliability)
- load standards (service comfort)
- average fleet age (service comfort)
- bus deployment standards

Each suggested metric is discussed in more detail below.

Service Scheduled Speed: Measures the route's scheduled service speed. The measure is calculated by dividing revenue miles by revenue hours for each route. This KPI monitors services needed to maintain reasonable speed to retain and grow ridership.

The target performance scheduled speed is 12.5 miles per hour (mph) for SunLine's transit system, as shown in Table 2.3.

Table 2.3 Service Scheduled Speed Standard

Service Mode	Service Speed - Weekdays	Service Speed - Weekends
Fixed-route bus	12.5 MPH	12.5 MPH

On-time Performance: This KPI measures service reliability as defined by adherence to the published service schedule. "On time" is when a trip departs at a time point within a range of 0 minutes early to 5 minutes late. For SunLine to achieve targeted on-time performance, service running times need to be calibrated regularly based on existing conditions. SunLine has a relatively uncongested operating environment, which helps support a high KPI for on-time performance. Some challenges to on-time performance are related to construction, heavy traffic, and passenger problems. On-time performance standards for fixed routes are at a target of 85 percent (Table 2.4).

Table 2.4 On-Time Performance Standard

Service Mode	On-Time Performance Standards
Fixed-route bus	85% (Excepting Major Detours)

Runtime Variance: Runtime is the time allotted in a transit schedule for a route to travel from one time point to another time point, or from beginning to end. Calibrating the runtime for the day of the week and hour of the day (for example, peak vs. non-peak) helps routes and the overall system adhere to or surpass the adopted on-time performance. It is

important to review runtime variance regularly because roadway traffic conditions are ever changing.

Percent Service Completed: Percentage of service completed is a metric established as of September 2017. The initial intention was to report the percentage of trips completed; however, because of limitations in the Avail ITS system, the percentage of revenue mileage completed is reported.

This KPI measures service reliability as defined by the percentage of miles completed daily. Three components are necessary to successfully complete scheduled service:

- daily availability of operators to meet service demands
- daily availability of fleet vehicles to meet service demands
- miles between service interruptions

The set standard for service completed is 99 percent by service mode, as seen in Table 2.5. The percentage of service completed for 2025 was 99 percent of the approved level of service, exceeding SunLine's minimum service standard.

Table 2.5 Service Completed Standard

Service Mode	Service Completed Minimum Standard
Fixed-route bus	99%

Miles between Service Interruptions: This KPI measures service reliability as defined by revenue miles between service interruptions, regardless of the cause. To meet this target, both avoidance of service interruptions through early identification (for example, planning for detours, proper fleet maintenance) and timely response to service interruptions that do occur are necessary. The set minimum target between service interruptions (road calls) is 5,000 miles, as seen in Table 2.6.

Table 2.6 Miles Between Service Interruptions Standard

Service Mode	Target Minimum Miles Between Service Interruptions (Road Calls)
Fixed-route bus	5,000

Load Standards: This service quality KPI establishes load standards for various vehicle types and is measured for each trip operated. While it may be acceptable for some riders to stand for short distances or time periods (for example, under 2 miles or 10 minutes)

during peak periods, it is expected that seating should be available for all riders during normal off-peak conditions (Table 2.7).

Table 2.7 Load Standards

Service Period	Maximum Consistent Load Factor
Peak	Average over 133% of seated load = 50 passengers
Off-peak	Average over 100% of seated load = 38 passengers

Average Fleet Age: The age of the vehicle fleet affects the performance and reliability of transit services and the attraction of customers. Adhering to the average fleet age requirement will ensure a consistently safe, reliable, and comfortable passenger experience (Table 2.8).

Table 2.8 Average Fleet Age Standard

Vehicle	Average Fleet Age
Standard transit bus	No greater than 10 years

Bus Deployment Policy: This policy specifies the kind of vehicle that should be used to operate individual routes. The type of vehicle deployed on a route depends primarily on ridership demand and trip loads (Table 2.9). Using incorrectly sized vehicles on routes can unnecessarily add operating cost to a route or result in overcrowding.

Table 2.9 Bus Deployment Standard

Route Type	Vehicle Type
Trunk bus routes	40’ bus
Local bus routes	32’ or 40’ bus based on ridership demand
Market-based services	MCI coach

2.1.4 Service Warrants

The Warrants Standards provide guidelines for the introduction of new services. They are a tool for judging when new service or service extensions are appropriate. A new fixed route or route extension could be introduced when the ridership forecasts based on population, school enrollment, or job density are sufficient to achieve minimum passengers per revenue hour standards by service type. To ensure the agency’s financial sustainability,

SunLine will introduce only those new services that operate above the lower-performing route quartile or with productivity that is within 15 percent of the system average.

Planning new services around these guidelines will help ensure the successful performance of new routes. Providing a set of guidelines for which areas warrant all-day fixed route service will help SunLine respond to future community requests for new service.

2.1.4.1 Evaluating New Services

New routes should be monitored to determine whether they are reaching the desired performance standards. The route should first be evaluated after 6 months to determine whether it meets more than two-thirds of its performance standards. New services not meeting the minimum standards at the end of an 18- to 24-month trial period are subject to corrective action or discontinuation.

In some cases, trial periods for new services may vary based on the requirements of grant funding. For example, if a grant provided 3 years of funding for a route that did not meet standards, this route may still be operated for the full 3-year period.

2.1.5 Paratransit Service Standards

2.1.5.1 Eligibility

- Any person with a disability who is unable to board, ride, or disembark from an accessible vehicle without the assistance of another person is eligible.
- Any person with a disability who has a specific impairment-related condition that prevents the person from traveling to or from a boarding/disembarking location is eligible.
- Certification is based on individual's functional ability to ride the fixed route system.
- Visitors qualified elsewhere in the United States may use the SunDial ADA service for up to 21 days per year and must then qualify locally.
- A maximum 21-day response period for the application and an appeals process exists.
- There is no limit to the number of trips a person can make. Reservations can be made up to 7 days in advance.
- A no-show policy exists for passengers who do not appear for their rides, with possible exclusion from SunDial service for a period of time in extreme cases.

SunLine's Eligibility Department processed 100 percent of completed applications within the 21-day target.

2.1.5.2 Access

- The agency must serve any origin and destination requests that are both within 0.75 miles of a fixed route corridor (excluding Commuter bus service) at the times and days of service when the fixed route is operating. Next-day service by reservation during regular business hours must be provided.
- The reservations call center accepts client reservations 7 days per week between 8:00 a.m. and 5:00 p.m. for next-day service.

2.1.5.3 Travel Time

- Trip pick-up time must be scheduled within 1 hour before or after the requested pick-up time. Trip length should be comparable to the time it would take to make the same trip by the fixed route service.

2.1.5.4 On-time Performance

- Trip pick up should consistently occur within a 30-minute window from the scheduled pickup time.
- On-time performance is in accordance with FTA Circular 4710.1 to perform equivalent to SunLine's fixed route service. Paratransit continues to meet and exceed this goal.

2.1.5.5 Capacity

- Subscription service is provided as a proportion of our total complementary paratransit service as long as it does not interfere with our capacity for demand trips.
- No more than 50 percent of the number of trips can be subscription. Going above this level could cause capacity constraints to serve our non-subscription riders.
- Staff ensures subscription trips are balanced with non-subscription trips to ensure adequate levels of service are provided on a daily basis.

2.1.5.6 Fares

- Fares charged may not exceed twice the non-discounted fare for the fixed-route network at the time of the trip.
- No fare is to be charged to personal care attendants where they are required.
- Companions pay the same ADA fare.
- SunDial fares are based on travel within one city or multiple cities. Within one city the fare is $1.50 per trip; travel within multiple cities is $2.00 per trip.

2.1.6 SunLine's Performance on Key Measures

Table 2.10 shows that SunLine is meeting half of the eight performance targets, including for farebox recovery. SunLine's actual FY 2025 3rd quarter farebox recovery ratio of 20.22% meets the FY 2025 target of greater than 17.49%.

Table 2.10 Year-to-Date FY 2025 Performance target report through 3rd quarter (TABLE 2A/2B RCTC OUTLINE)

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.0 -- Service Provider Performance Measures Report

FY 2025/26 Short Range Transit Plan Review

SunLine Transit Agency

Data Elements	FY 2025/26 Plan	FY 2025/26 Target	FY 2025/26 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	3,089,161			
Passenger Miles	23,831,760			
Total Actual Vehicle Revenue Hours	284,877.0			
Total Actual Vehicle Revenue Miles	4,120,598.0			
Total Actual Vehicle Miles	4,957,686.0			
Total Operating Expenses	$50,500,000			
Total Passenger Fare Revenue	$9,392,793			
Net Operating Expenses	$41,107,207			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	18.59%	>= 17.49%	20.22%	Meets Target
Additional:				
1. Operating Cost Per Revenue Hour	$177.27	<= $189.48	$225.90	Fails to Meet Target
2. Subsidy Per Passenger	$13.31	>= $10.74 and <= $14.54	$16.21	Fails to Meet Target
3. Subsidy Per Passenger Mile	$1.72	>= $1.87 and <= $2.53	$2.06	Meets Target
4. Subsidy Per Hour	$144.30	>= $114.72 and <= $155.20	$180.22	Fails to Meet Target
5. Subsidy Per Mile	$9.98	>= $8.27 and <= $11.19	$12.34	Fails to Meet Target
6. Passengers Per Revenue Hour	10.84	>= 9.08 and <= 12.28	11.12	Meets Target
7. Passengers Per Revenue Mile	0.75	>= 0.65 and <= 0.89	0.76	Meets Target

Note: Targets reflect +/- 15%

Productivity Performance Summary:

Service Provider Comments:

2.2

2.3 Description of SRTP Performance Report

SunLine is currently meeting all performance measures included in Table 2.11.

Table 2.11 FY 2026 Plan Performance Scorecard (TABLE 2.1 RCTC OUTLINE)

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

FY 2026/27 - Table 2.1 -- SRTP Performance Report

Service Provider: SunLine Transit Agency

All Routes

Performance Indicators	FY 2024/25 End of Year Actual	FY 2025/26 3rd Quarter Year-to-Date	FY 2026/27 Plan	FY 2026/27 Target	Plan Performance Scorecard (a)
Passengers	2,838,498	2,086,566	3,062,017	None	
Passenger Miles	16,347,918	16,445,892	25,888,983	None	
Revenue Hours	263,698.7	187,640.8	268,330.0	None	
Total Hours	288,403.6	208,957.7	295,209.0	None	
Revenue Miles	3,715,444.0	2,740,186.0	4,026,095.0	None	
Total Miles	5,025,832.2	3,298,978.3	4,729,459.0	None	
Operating Costs	$50,016,684	$42,387,341	$53,025,000	None	
Passenger Revenue	$12,879,310	$8,570,535	$9,885,576	None	
Measure-A Revenue				None	
LCTOP Revenue				None	
Operating Subsidy	$37,137,374	$33,816,806	$43,139,424	None	
Operating Costs Per Revenue Hour	$189.67	$225.90	$197.61	<= $230.93	Meets Target
Operating Cost Per Revenue Mile	$13.46	$15.47	$13.17	None	
Operating Costs Per Passenger	$17.62	$20.31	$17.32	None	
Farebox Recovery Ratio	25.75%	20.22%	18.64%	>= 0.2	Meets Target
Subsidy Per Passenger	$13.08	$16.21	$14.09	>= $13.78 and <= $18.64	Meets Target
Subsidy Per Passenger Mile	$2.27	$2.06	$1.67	>= $1.75 and <= $2.37	Better Than Target
Subsidy Per Revenue Hour	$140.83	$180.22	$160.77	>= $153.19 and <= $207.25	Meets Target
Subsidy Per Revenue Mile	$10.00	$12.34	$10.71	>= $10.49 and <= $14.19	Meets Target
Passengers Per Revenue Hour	10.76	11.12	11.41	>= 9.45 and <= 12.79	Meets Target
Passengers Per Revenue Mile	0.76	0.76	0.76	>= 0.65 and <= 0.87	Meets Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2026/27 Plan to the FY 2026/27 Primary Target.

2.3.1 Ridership

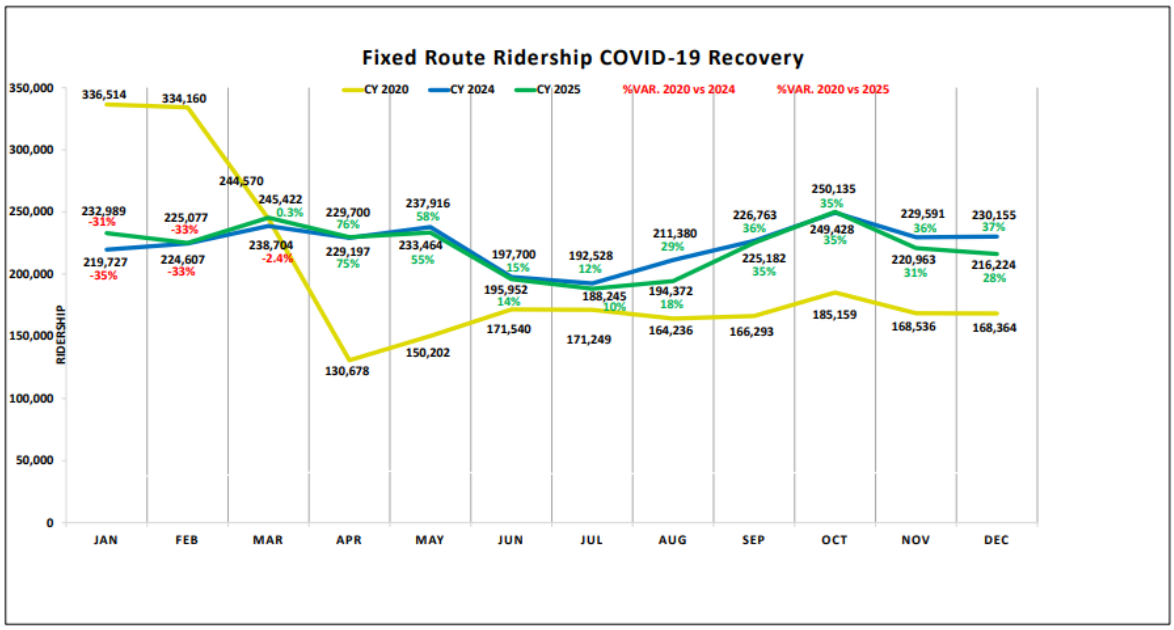
Ridership system-wide in FY 2025 for SunBus, SunDial, and SunRide was a total of 2,838, 501 boardings, an increase of 3.2 percent compared with FY 2024:

- SunBus ridership totaled 2,702,449, an increase of 116,661 rides or 4.5%, in comparison to FY 2024.
- SunDial ridership totaled 111,110, a decrease of 8,382 rides or 7%, in comparison to FY 2024.
- SunRide ridership totaled 24,923 an increase of 2,488 rides or 11%, in comparison to FY 2024.
- SolVan service was not continued in FY 2025 under SunLine Transit Agency, resulting in a net ridership loss of 23,739 in comparison to FY 2024.

2.3.1.1 Fixed-Route Ridership

The following figure shows SunLine's COVID-19 fixed route ridership recovery, comparing calendar years 2024 and 2025 to calendar year 2020. As shown, SunLine fixed-route ridership has increased from 2020 figures and has remained relatively steady between CY204 and CY2025. The COVID-19 pandemic caused a major national and global disruption with closures of businesses, schools, and entertainment venues due to the implementation of national and statewide public health policies. Variances are in red and green, close to their corresponding ridership number, and refer to variance between 2024 and 2025 and the baseline of 2020.

Figure 2.2 COVID-19 Impact on Fixed-Route Ridership and Subsequent Recovery CY 2024 & CY 2025 Comparison

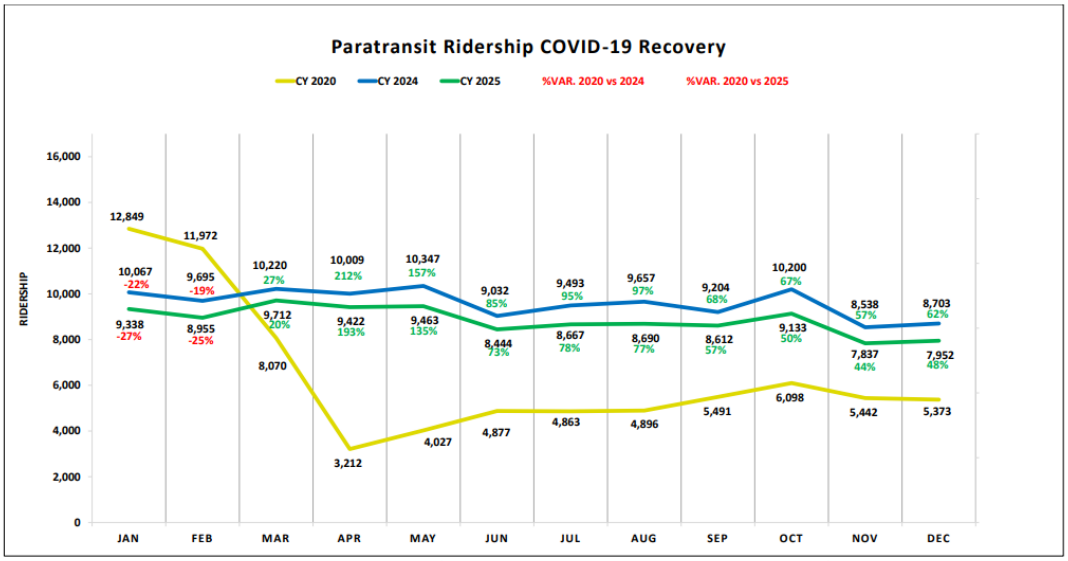


The COVID-19 pandemic caused a major national and global disruption with closures of businesses, schools and entertainment venues due to the implementation of national and statewide public health policies.
Variances are in red close to their corresponding ridership number. 2024 and 2025 are referring to the baseline of 2020.
CY 2020 will remain on the chart since it is the baseline needed to compare ridership recovery for CY 2024 & CY 2025. CY 2021 - CY 2023 have been removed to reflect the two (2) most recent years in recovery.

2.3.1.2 Paratransit Ridership

The following figure shows SunLine's COVID-19 paratransit ridership recovery, comparing calendar years 2024 and 2025 to calendar year 2020. As shown, SunLine paratransit ridership has increased from 2020 figures but has decreased between CY204 and CY2025. Variances are in red and green, close to their corresponding ridership number, and refer to variance between 2024 and 2025 and the baseline of 2020.

Figure 2.3 COVID-19 Impact on Paratransit Ridership and Subsequent Recovery CY 2024 & CY 2025 Comparison

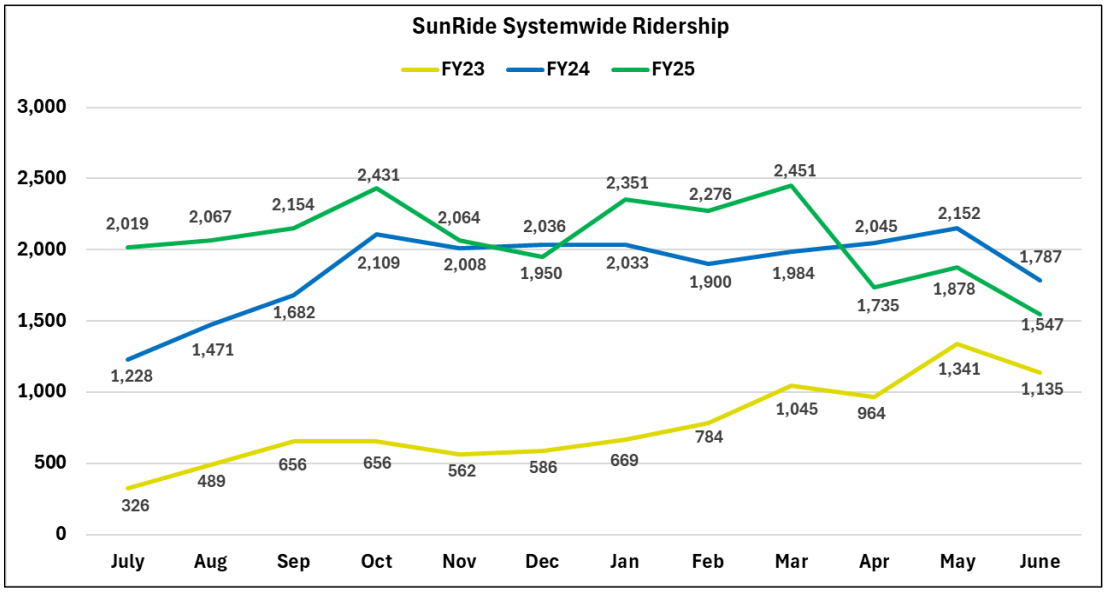


The COVID-19 pandemic caused a major national and global disruption with closures of businesses, schools and entertainment venues due to the implementation of national and statewide public health policies. Variances are in red close to their corresponding ridership number. 2024 and 2025 are referring to the baseline of 2020.
CY 2020 will remain on the chart since it is the baseline needed to compare ridership recovery for CY 2024 & CY 2025. CY 2021 - CY 2023 have been removed to reflect the two (2) most recent years in recovery.

2.3.1.3 SunRide Ridership FY 2023, 2024, and 2025 Comparison

As shown in the following figure, ridership on SunLine's microtransit service, SunRide, has increased since FY 2023, but decreased between FY 2024 and FY 2025.

Figure 2.4 SunRide Ridership FY2023-FY2025



2.4 Description of SRTP Service Summary

The following descriptions below refer to the FY2025/2026 actual third quarter data compared to the FY2025/2026 planned data and FY2026/2027 planned data.

Fixed Route Fleet Characteristics

SunLine's FY25/26 3rd quarter peak hour fleet of 19 represents only 22% of the FY25/26 planned peak hour fleet of 84. SunLine's planned peak hour fleet for FY26/27 is 80, less than the planned peak hour fleet for FY25/26 and significantly higher than SunLine's FY25/26 3rd quarter figures. For both excluded and non-excluded routes, peak hour fleets were much smaller than planned.

Fixed Route Financial Data

SunLine's FY25/26 3rd quarter total operating expenses are lower than the FY25/26 planned total operating expenses, primarily related to on-site fuel (hydrogen and CNG) production. SunLine's planned total operating expense for FY26/27 are just over $2.5 million higher than planned figures for FY25/26. For both excluded and non-excluded routes, operating expenses were lower than planned.

SunLine's FY25/26 3rd quarter total passenger fare revenue is lower than the FY25/26 planned passenger fare revenue but within anticipated budget figures. SunLine's planned passenger fare revenue for FY26/27 is just under $600,000 more than planned figures for FY25/26. For excluded routes, passenger fare revenue was lower than planned, while non-excluded routes had higher than planned passenger fare revenue.

Fixed Route Operating Characteristics

SunLine's FY25/26 3rd quarter unlinked passenger trips represent 68% of the FY25/26 planned unlinked passenger trips. SunLine's planned unlinked passenger trips for FY26/27 are slightly lower than the planned unlinked passenger trips for FY25/26 and significantly higher than SunLine's FY25/26 3rd quarter figures.

There is a similar trend for all operating characteristics, with FY25/26 3rd passenger miles, vehicle revenue hours, vehicle revenue miles, and vehicle miles all lower than planned for FY25/26 and FY26/27. For both excluded and non-excluded routes, all operating characteristic figures were lower than planned.

Fixed Route Performance Characteristics

For FY25/26 3rd quarter, actual operating cost per revenue hour, subsidy per passenger, subsidy per passenger mile, subsidy per revenue hour, and subsidy per revenue mile were

all higher than planned for FY25/26. For both excluded and non-excluded routes, all performance characteristic figures were higher than planned. Farebox recovery ratio and passengers per revenue hour were higher than planned as well. For excluded routes, farebox recovery ratio and passengers per revenue hour were higher than planned, while non-excluded routes had lower than planned figures. Passengers per revenue mile were on target overall but higher than planned for non-excluded routes and lower than planned for excluded routes.

Table 2.12 SRTP Systemwide Service Summary (TABLE 2.2 RCTC OUTLINE)

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- SunLine Transit Agency -- SRTP Service Summary

FY 2026/27 Short Range Transit Plan

All Routes

	FY 2023/24 Audited	FY 2024/25 Audited	FY 2025/26 Plan	FY 2025/26 3rd Qtr Actual	FY 2026/27 Plan
Fleet Characteristics					
Peak-Hour Fleet	28	21	84	19	80
Financial Data					
Total Operating Expenses	$45,699,601	$50,016,684	$50,500,000	$42,387,341	$53,025,000
Total Passenger Fare Revenue	$15,339,212	$12,879,310	$9,392,793	$8,570,535	$9,885,576
Net Operating Expenses (Subsidies)	$30,360,389	$37,137,374	$41,107,207	$33,816,806	$43,139,424
Operating Characteristics					
Unlinked Passenger Trips	2,505,327	2,838,498	3,089,161	2,086,566	3,062,017
Passenger Miles	20,444,720	16,347,918	23,831,760	16,445,892	25,888,983
Total Actual Vehicle Revenue Hours (a)	255,475.4	263,698.7	284,877.0	187,640.8	268,330.0
Total Actual Vehicle Revenue Miles (b)	3,668,859.0	3,715,444.0	4,120,598.0	2,740,186.0	4,026,095.0
Total Actual Vehicle Miles	4,275,252.7	5,025,832.2	4,957,686.0	3,298,978.3	4,729,459.0
Performance Characteristics					
Operating Cost per Revenue Hour	$178.88	$189.67	$177.27	$225.90	$197.61
Farebox Recovery Ratio	33.57%	25.75%	18.59%	20.22%	18.64%
Subsidy per Passenger	$12.12	$13.08	$13.31	$16.21	$14.09
Subsidy per Passenger Mile	$1.49	$2.27	$1.72	$2.06	$1.67
Subsidy per Revenue Hour (a)	$118.84	$140.83	$144.30	$180.22	$160.77
Subsidy per Revenue Mile (b)	$8.28	$10.00	$9.98	$12.34	$10.71
Passenger per Revenue Hour (a)	9.8	10.8	10.8	11.1	11.4
Passenger per Revenue Mile (b)	0.68	0.76	0.75	0.76	0.76

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

Table 2.13 SRTP Systemwide Service Summary (TABLE 2.2 RCTC OUTLINE) - Non-excluded Routes

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- SunLine Transit Agency -- SRTP Service Summary

FY 2026/27 Short Range Transit Plan

Non-Excluded Routes

	FY 2023/24 Audited	FY 2024/25 Audited	FY 2025/26 Plan	FY 2025/26 3rd Qtr Actual	FY 2026/27 Plan
Fleet Characteristics					
Peak-Hour Fleet	19	19	49	17	44
Financial Data					
Total Operating Expenses	$38,452,421	$41,211,903	$41,865,204	$34,927,298	$41,243,617
Total Passenger Fare Revenue	$15,125,330	$12,668,201	$7,754,598	$8,415,713	$7,648,885
Net Operating Expenses (Subsidies)	$23,327,091	$28,543,703	$34,110,606	$26,511,586	$33,594,732
Operating Characteristics					
Unlinked Passenger Trips	2,339,661	2,702,449	2,953,869	1,994,695	2,922,227
Passenger Miles	17,976,688	15,241,140	22,685,715	15,728,388	24,342,152
Total Actual Vehicle Revenue Hours (a)	165,026.8	182,944.3	219,285.0	137,166.9	189,079.0
Total Actual Vehicle Revenue Miles (b)	2,456,564.3	2,694,415.0	3,293,317.0	2,010,627.8	2,779,577.0
Total Actual Vehicle Miles	2,890,698.0	3,703,890.2	3,825,901.0	2,380,714.8	3,211,599.0
Performance Characteristics					
Operating Cost per Revenue Hour	$233.01	$225.27	$190.92	$254.63	$218.13
Farebox Recovery Ratio	39.34%	30.74%	18.52%	24.09%	18.54%
Subsidy per Passenger	$9.97	$10.56	$11.55	$13.29	$11.50
Subsidy per Passenger Mile	$1.30	$1.87	$1.50	$1.69	$1.38
Subsidy per Revenue Hour (a)	$141.35	$156.02	$155.55	$193.28	$177.68
Subsidy per Revenue Mile (b)	$9.50	$10.59	$10.36	$13.19	$12.09
Passenger per Revenue Hour (a)	14.2	14.8	13.5	14.5	15.5
Passenger per Revenue Mile (b)	0.95	1.00	0.90	0.99	1.05

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

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Table 2.14 SRTP Systemwide Service Summary (TABLE 2.2 RCTC OUTLINE) - Excluded Routes

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- SunLine Transit Agency -- SRTP Service Summary

FY 2026/27 Short Range Transit Plan

Excluded Routes

	FY 2023/24 Audited	FY 2024/25 Audited	FY 2025/26 Plan	FY 2025/26 3rd Qtr Actual	FY 2026/27 Plan
Fleet Characteristics					
Peak-Hour Fleet	9	4	35	2	36
Financial Data					
Total Operating Expenses	$7,247,180	$8,804,781	$8,634,796	$7,460,043	$11,781,383
Total Passenger Fare Revenue	$213,882	$211,109	$1,638,195	$154,822	$2,236,691
Net Operating Expenses (Subsidies)	$7,033,298	$8,593,672	$6,996,601	$7,305,221	$9,544,692
Operating Characteristics					
Unlinked Passenger Trips	165,666	136,049	135,292	91,871	139,790
Passenger Miles	2,468,032	1,106,779	1,146,045	717,505	1,546,831
Total Actual Vehicle Revenue Hours (a)	90,448.6	80,754.4	65,592.0	50,473.9	79,251.0
Total Actual Vehicle Revenue Miles (b)	1,212,294.7	1,021,029.0	827,281.0	729,558.2	1,246,518.0
Total Actual Vehicle Miles	1,384,554.7	1,321,942.0	1,131,785.0	918,263.4	1,517,860.0
Performance Characteristics					
Operating Cost per Revenue Hour	$80.12	$109.03	$131.64	$147.80	$148.66
Farebox Recovery Ratio	2.95%	2.40%	18.97%	2.08%	18.98%
Subsidy per Passenger	$42.45	$63.17	$51.71	$79.52	$68.28
Subsidy per Passenger Mile	$2.85	$7.76	$6.10	$10.18	$6.17
Subsidy per Revenue Hour (a)	$77.76	$106.42	$106.67	$144.73	$120.44
Subsidy per Revenue Mile (b)	$5.80	$8.42	$8.46	$10.01	$7.66
Passenger per Revenue Hour (a)	1.8	1.7	2.1	1.8	1.8
Passenger per Revenue Mile (b)	0.14	0.13	0.16	0.13	0.11

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

Table 2.15 SRTP Fixed Route Service Summary (TABLE 2.2 RCTC OUTLINE)

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- SunLine-BUS -- SRTP Service Summary

FY 2026/27 Short Range Transit Plan

All Routes

	FY 2023/24 Audited	FY 2024/25 Audited	FY 2025/26 Plan	FY 2025/26 3rd Qtr Actual	FY 2026/27 Plan
Fleet Characteristics					
Peak-Hour Fleet	19	19	49	17	45
Financial Data					
Total Operating Expenses	$38,452,421	$41,211,903	$41,865,204	$34,927,298	$42,593,670
Total Passenger Fare Revenue	$15,125,330	$12,668,201	$7,754,598	$8,415,713	$7,905,429
Net Operating Expenses (Subsidies)	$23,327,091	$28,543,703	$34,110,606	$26,511,586	$34,688,241
Operating Characteristics					
Unlinked Passenger Trips	2,339,661	2,702,449	2,953,869	1,994,695	2,927,527
Passenger Miles	17,976,688	15,241,140	22,685,715	15,728,388	24,783,642
Total Actual Vehicle Revenue Hours (a)	165,026.8	182,944.3	219,285.0	137,166.9	194,634.0
Total Actual Vehicle Revenue Miles (b)	2,456,564.3	2,694,415.0	3,293,317.0	2,010,627.8	2,881,711.0
Total Actual Vehicle Miles	2,890,698.0	3,703,890.2	3,825,901.0	2,380,714.8	3,316,726.0
Performance Characteristics					
Operating Cost per Revenue Hour	$233.01	$225.27	$190.92	$254.63	$218.84
Farebox Recovery Ratio	39.34%	30.74%	18.52%	24.09%	18.56%
Subsidy per Passenger	$9.97	$10.56	$11.55	$13.29	$11.85
Subsidy per Passenger Mile	$1.30	$1.87	$1.50	$1.69	$1.40
Subsidy per Revenue Hour (a)	$141.35	$156.02	$155.55	$193.28	$178.22
Subsidy per Revenue Mile (b)	$9.50	$10.59	$10.36	$13.19	$12.04
Passenger per Revenue Hour (a)	14.2	14.8	13.5	14.5	15.0
Passenger per Revenue Mile (b)	0.95	1.00	0.90	0.99	1.02

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

The following descriptions below refer to the FY2025/2026 actual third quarter data compared to the FY2025/2026 planned data and FY2026/2027 planned data.

DAR Fleet Characteristics

SunDial's FY25/26 3rd quarter peak hour fleet of 1 is much lower than the FY25/26 planned peak hour fleet of 27. SunDial's planned peak hour fleet for FY26/27 is 30, more than the planned peak hour fleet for FY25/26 and significantly higher than SunDial's FY25/26 3rd quarter figures.

DAR Financial Data

SunDial's FY25/26 3rd quarter total operating expenses are lower than the FY25/26 planned total operating expenses. SunDial's planned total operating expense for FY26/27 are just about $1.8 million higher than planned figures for FY25/26.

SunDial's FY25/26 3rd quarter total passenger fare revenue is only 9% of the FY25/26 planned passenger fare revenue. SunDial's planned passenger fare revenue for FY26/27 is under $400,000 more than planned figures for FY25/26.

DAR Operating Characteristics

SunDial's FY25/26 3rd quarter unlinked passenger trips represent 69% of the FY25/26 planned unlinked passenger trips. SunDial's planned unlinked passenger trips for FY26/27 are a little over 2,000 more than the planned unlinked passenger trips for FY25/26. There is a similar trend for all operating characteristics, with FY25/26 3rd passenger miles, vehicle revenue hours, vehicle revenue miles, and vehicle miles all lower than planned for FY25/26 and FY26/27.

DAR Performance Characteristics

For FY25/26 3rd quarter, actual operating cost per revenue hour, subsidy per passenger, subsidy per passenger mile, subsidy per revenue hour, and subsidy per revenue mile were all higher than planned for FY25/26 and higher for FY26/27 planned, except for operating cost per revenue hour, where the FY25/26 3rd quarter data is lower than FY26/27 planned. FY25/26 3rd quarter actual farebox recovery ratio, passengers per revenue hour, and passengers were lower than planned for FY25/26 as well. FY25/26 3rd quarter actual farebox recovery ratio is lower and passengers per revenue hour are lower than FY26/27 planned, but passengers per revenue mile are on target.

Table 2.16 SRTP Paratransit Service Summary (TABLE 2.2 RCTC OUTLINE)

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- SunLine-DAR -- SRTP Service Summary

FY 2026/27 Short Range Transit Plan

All Routes

	FY 2023/24 Audited	FY 2024/25 Audited	FY 2025/26 Plan	FY 2025/26 3rd Qtr Actual	FY 2026/27 Plan
Fleet Characteristics					
Peak-Hour Fleet	1	1	27	1	30
Financial Data					
Total Operating Expenses	$7,247,180	$7,523,619	$7,309,796	$6,630,584	$9,106,330
Total Passenger Fare Revenue	$213,882	$138,672	$1,391,347	$124,471	$1,733,299
Net Operating Expenses (Subsidies)	$7,033,298	$7,384,946	$5,918,449	$6,506,113	$7,373,031
Operating Characteristics					
Unlinked Passenger Trips	119,492	111,110	109,861	75,431	111,698
Passenger Miles	1,194,752	1,106,147	1,064,666	717,505	1,016,452
Total Actual Vehicle Revenue Hours (a)	58,411.9	57,207.9	58,326.0	42,322.2	56,872.0
Total Actual Vehicle Revenue Miles (b)	866,842.1	873,466.0	745,902.0	597,024.0	850,971.0
Total Actual Vehicle Miles	1,039,102.1	1,065,235.0	1,045,273.0	735,102.0	1,073,151.0
Performance Characteristics					
Operating Cost per Revenue Hour	$124.07	$131.51	$125.33	$156.67	$160.12
Farebox Recovery Ratio	2.95%	1.84%	19.03%	1.88%	19.03%
Subsidy per Passenger	$58.86	$66.47	$53.87	$86.25	$66.01
Subsidy per Passenger Mile	$5.89	$6.68	$5.56	$9.07	$7.25
Subsidy per Revenue Hour (a)	$120.41	$129.09	$101.47	$153.73	$129.64
Subsidy per Revenue Mile (b)	$8.11	$8.45	$7.93	$10.90	$8.66
Passenger per Revenue Hour (a)	2.1	1.9	1.9	1.8	2.0
Passenger per Revenue Mile (b)	0.14	0.13	0.15	0.13	0.13

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

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The following descriptions below refer to the FY2025/2026 actual third quarter data compared to the FY2025/2026 planned data and FY2026/2027 planned data.

Microtransit Fleet Characteristics

SunRide's FY25/26 3rd quarter peak hour fleet of 1 is lower than the FY25/26 planned peak hour fleet of 8. SunRide's planned peak hour fleet for FY26/27 is 5, less than the planned peak hour fleet for FY25/26 and higher than SunRide's FY25/26 3rd quarter figures.

Microtransit Financial Data

SunRide's FY25/26 3rd quarter total operating expenses are lower than the FY25/26 planned total operating expenses. SunRide's planned total operating expense for FY26/27 the same as planned figures for FY25/26.

SunRide's FY25/26 3rd quarter total passenger fare revenue is only 12% of the FY25/26 planned passenger fare revenue. SunRide's planned passenger fare revenue for FY26/27 the same as planned figures for FY25/26.

Microtransit Operating Characteristics

SunRide's FY25/26 3rd quarter unlinked passenger trips represent 65% of the FY25/26 planned unlinked passenger trips. SunRide's planned unlinked passenger trips for FY26/27 are about 2,600 less than the planned unlinked passenger trips for FY25/26. FY25/26 3rd quarter actual vehicle revenue hours, vehicle revenue miles, and vehicle miles were greater than FY25/26 planned figures and considerably less than FY26/27 planned figures.

Microtransit Performance Characteristics

For FY25/26 3rd quarter, actual operating cost per revenue hour, were lower than FY25/26 planned figures and higher than FY26/27 figures. FY25/26 3rd quarter actual farebox recovery ratio is considerably lower than FY25/26 and FY26/27 planned figures, and the subsidy per passenger is slightly higher than planned for both comparison years. FY25/26 3rd quarter actual subsidy per passenger mile, subsidy per revenue mile, passenger per revenue mile, and passenger per revenue hour are all lower than the planned FY25/26 figures, but passenger per revenue hour and passenger per both revenue hour and revenue mile are higher than planned for FY26/27.

Table 2.17 SRTP Microtransit Service Summary (TABLE 2.2 RCTC OUTLINE)

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- SunLine-MicroTransit -- SRTP Service Summary

FY 2026/27 Short Range Transit Plan

All Routes

	FY 2023/24 Audited	FY 2024/25 Audited	FY 2025/26 Plan	FY 2025/26 3rd Qtr Actual	FY 2026/27 Plan
Fleet Characteristics					
Peak-Hour Fleet	1	1	8	1	5
Financial Data					
Total Operating Expenses		$1,281,162	$1,325,000	$829,458	$1,325,000
Total Passenger Fare Revenue		$72,436	$246,848	$30,351	$246,848
Net Operating Expenses (Subsidies)		$1,208,726	$1,078,152	$799,107	$1,078,152
Operating Characteristics					
Unlinked Passenger Trips	22,435	24,927	25,431	16,440	22,792
Passenger Miles			81,379		88,889
Total Actual Vehicle Revenue Hours (a)	27,705.0	23,543.7	7,266.0	8,151.7	16,824.0
Total Actual Vehicle Revenue Miles (b)	118,035.0	147,355.0	81,379.0	132,534.2	293,413.0
Total Actual Vehicle Miles	118,035.0	256,499.0	86,512.0	183,161.4	339,582.0
Performance Characteristics					
Operating Cost per Revenue Hour		$54.42	$182.36	$101.75	$78.76
Farebox Recovery Ratio		5.65%	18.63%	3.66%	18.63%
Subsidy per Passenger		$48.49	$42.40	$48.61	$47.30
Subsidy per Passenger Mile			$13.25		$12.13
Subsidy per Revenue Hour (a)		$51.34	$148.38	$98.03	$64.08
Subsidy per Revenue Mile (b)		$8.20	$13.25	$6.03	$3.67
Passenger per Revenue Hour (a)	0.8	1.1	3.5	2.0	1.4
Passenger per Revenue Mile (b)	0.19	0.17	0.31	0.12	0.08

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

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The transit routes and the cities or communities they serve are listed in the following table.

Table 2.18 Summary of Fixed Route Transit Services

Route	Cities/Communities Served
1WV	Palm Springs, Cathedral City, Rancho Mirage, Palm Desert
1EV	Palm Desert, Indian Wells, La Quinta, Indio, and Coachella
2	Desert Hot Springs, Palm Springs, and Cathedral City
3	Desert Hot Springs and Desert Edge
4	Palm Springs, Cathedral City, Rancho Mirage, Thousand Palms, and Palm Desert
5	Desert Hot Springs and Palm Desert
6	Palm Desert, Indian Wells, La Quinta, Indio, and Coachella
7	La Quinta, Palm Desert, Indian Wells, and Bermuda Dunes
8	Indio, Coachella, Thermal, and Mecca
9	Mecca and North Shore
10	Indio, Palm Desert, Beaumont, and CSUSB
14	Palm Desert, Rancho Mirage, Thousand Palms

The following tables show the current frequency and service spans, respectively, for each route.

Table 2.19 Frequency by Route

Route	Weekday	Weekend
	All Day	All Day
1WV	30	30
1EV	30	30
2	30	40
3	30	60
4	60	60
5	60*	No service
6	60*	No service
7	45	90
8	60	60
9	60	60
10	Select trips	No service
14	60	60

*Service runs 6:30 a.m. – 11:30 a.m. and 2:10 p.m. – 7:30 p.m.

Table 2.20 Service Spans by Route

Route	Weekday Span		Weekend Span	
	Start	Finish	Start	Finish
1WV	5:00 a.m.	10:42 p.m.	5:00 a.m.	10:42 p.m.
1EV	5:00 a.m.	11:03 p.m.	5:00 a.m.	11:03 p.m.
2	5:00 a.m.	10:33 p.m.	5:00 a.m.	10:33p.m.
3	6:45 a.m.	8:44 p.m.	6:45 a.m.	8:35 p.m.
4	6:10 a.m.	10:09 p.m.	6:10 a.m.	10:09 p.m.
5 (AM)	6:30 a.m.	11:26 a.m.	No service	No service
5 (PM)	2:10 p.m.	7:27 p.m.	No service	No service
6 (AM)	6:00 a.m.	11:46 a.m.	No service	No service
6 (PM)	2:00 p.m.	7:45 p.m.	No service	No service
7	5:10 a.m.	8:51 p.m.	5:10 a.m.	9:20 p.m.
8	5:30 a.m.	10:57 p.m.	5:30 a.m.	10:57 p.m.
9 (AM)	6:00 a.m.	9:45 a.m.	6:00 a.m.	9:45 p.m.
9 (PM)	2:00 p.m.	7:45 p.m.	2:00 p.m.	7:45 p.m.
10 (AM)	5:10 a.m.	2:13 p.m.	No service	No service
10 (PM)	12:40 p.m.	9:13 p.m.	No service	No service
14	5:40 a.m.	10:05 p.m.	5:40 a.m.	10:05 p.m.

2.5 Description of SRTP Service Performance

Table 2.21 SRTP Route Statistics (TABLE 2.3 RCTC OUTLINE) (PLACEHOLDER TABLE pending finalization of current period's table).

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics

SunLine Transit Agency -- 8

FY 2026/27

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
SUN-10 CL	All Days	2	44,123	367,545	6,186	7,003	194,497	224,564	$2,883,874	$494,296		
SUN-14	All Days	1	15,837	131,922	7,229	7,641	123,428	130,318	$1,673,559	$334,712		
SUN-17	All Days	1	5,300	441,490	5,555	5,693	102,134	105,127	$1,350,053	$256,544		
SUN-1EV	All Days	5	590,876	4,921,997	29,295	31,394	367,742	431,252	$5,538,179	$1,107,636		
SUN-1WV	All Days	5	507,839	4,230,299	29,313	30,911	347,385	385,783	$4,954,257	$990,851		
SUN-2	All Days	7	814,139	6,781,778	41,355	43,380	570,755	627,111	$8,053,409	$1,520,854		
SUN-200	All Days	1	1,896	15,794	127	268	2,722	6,867	$88,188	$14,578		
SUN-3	All Days	2	105,078	875,300	9,408	9,971	152,185	170,590	$2,190,729	$410,658		
SUN-4	All Days	4	251,053	2,091,271	16,111	16,651	206,663	218,547	$2,806,592	$550,907		
SUN-5	All Days	2	43,487	362,247	4,753	5,549	120,856	145,547	$1,869,122	$311,801		
SUN-500	All Days	1	772	6,431	76	151	1,186	3,076	$39,505	$7,781		
SUN-6	All Days	3	82,072	683,660	9,440	10,106	120,940	140,906	$1,809,527	$361,905		
SUN-7	All Days	2	99,673	830,276	9,646	9,989	127,301	137,924	$1,771,226	$354,245		
SUN-700	All Days	1	4,769	39,726	225	311	3,514	5,926	$76,097	$15,219		
SUN-701	All Days	1	7,686	64,024	182	299	2,750	5,936	$76,236	$15,247		
SUN-8	All Days	3	201,667	1,679,886	18,133	19,082	266,563	303,611	$3,898,993	$668,075		
SUN-800	All Days	2	81,638	680,045	691	1,501	14,436	36,468	$468,325	$93,665		
SUN-9	All Days	2	69,622	579,951	6,909	8,709	156,654	237,173	$3,045,799	$396,455		
SUN-DAR	All Days	30	111,698	1,016,452	56,872	68,780	850,971	1,073,151	$9,106,330	$1,733,299		
SUN-Micro	Weekday	5	22,792	88,889	16,824	17,820	293,413	339,582	$1,325,000	$246,848		
		80	3,062,017	25,888,983	268,330	295,209	4,026,095	4,729,459	$53,025,000	$9,885,576		

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Table 2.3 - SRTP Route Statistics

SunLine Transit Agency -- 8
FY 2026/27
All Routes

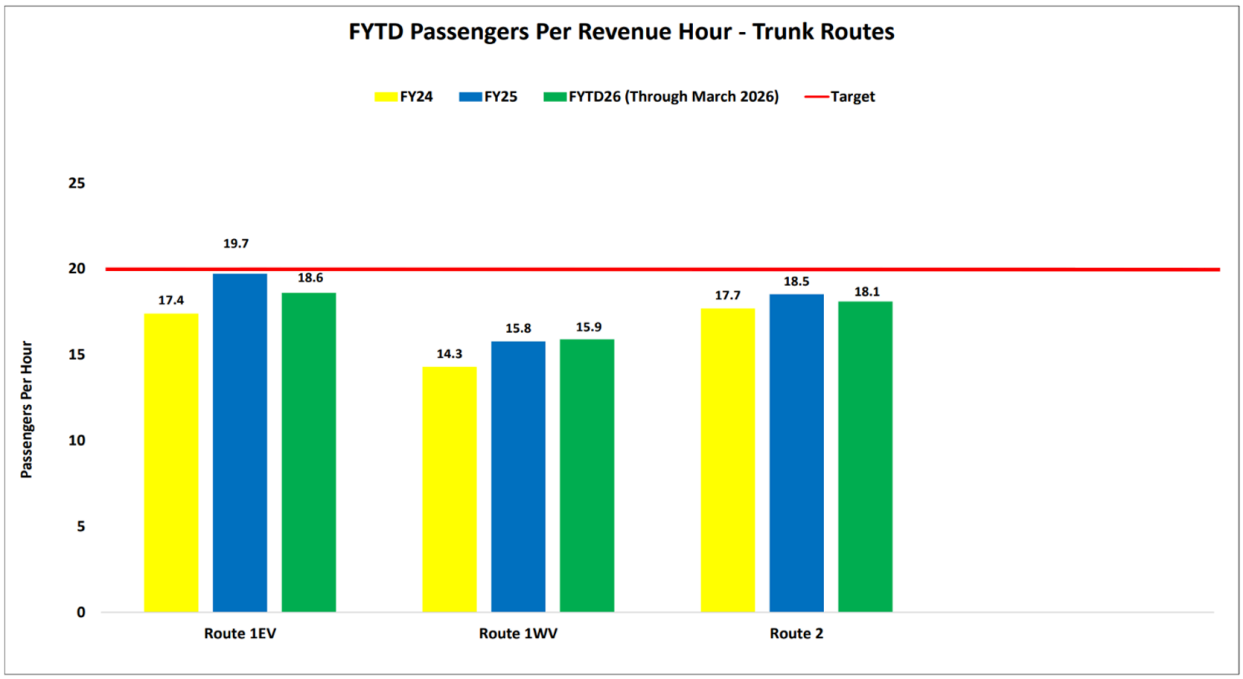
Performance Indicators

Route #	Day Type	Net Subsidy	Operating Cost Per Revenue Hour	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
SUN-10 CL	All Days	$2,389,578	$466.19	$14.83	$65.36	17.13%	$54.16	$6.50	$386.29	$12.29	7.13	0.23
SUN-14	All Days	$1,338,847	$231.51	$13.56	$105.67	20.00%	$84.54	$10.15	$185.21	$10.85	2.19	0.13
SUN-17	All Days	$1,093,509	$243.03	$13.22	$254.73	19.00%	$206.32	$2.48	$196.85	$10.71	0.95	0.05
SUN-1EV	All Days	$4,430,543	$189.05	$15.06	$9.37	20.00%	$7.50	$0.90	$151.24	$12.05	20.17	1.61
SUN-1WV	All Days	$3,963,406	$169.01	$14.26	$9.76	19.99%	$7.80	$0.94	$135.21	$11.41	17.32	1.46
SUN-2	All Days	$6,532,555	$194.74	$14.11	$9.89	18.88%	$8.02	$0.96	$157.96	$11.45	19.69	1.43
SUN-200	All Days	$73,610	$694.39	$32.40	$46.51	16.53%	$38.82	$4.66	$579.61	$27.04	14.93	0.70
SUN-3	All Days	$1,780,071	$232.86	$14.40	$20.85	18.74%	$16.94	$2.03	$189.21	$11.70	11.17	0.69
SUN-4	All Days	$2,255,685	$174.20	$13.58	$11.18	19.62%	$8.98	$1.08	$140.01	$10.91	15.58	1.21
SUN-5	All Days	$1,557,321	$393.25	$15.47	$42.98	16.68%	$35.81	$4.30	$327.65	$12.89	9.15	0.36
SUN-500	All Days	$31,724	$519.80	$33.31	$51.17	19.69%	$41.09	$4.93	$417.42	$26.75	10.16	0.65
SUN-6	All Days	$1,447,622	$191.69	$14.96	$22.05	19.99%	$17.64	$2.12	$153.35	$11.97	8.69	0.68
SUN-7	All Days	$1,416,981	$183.62	$13.91	$17.77	19.99%	$14.22	$1.71	$146.90	$11.13	10.33	0.78
SUN-700	All Days	$60,878	$338.21	$21.66	$15.96	19.99%	$12.77	$1.53	$270.57	$17.32	21.20	1.36
SUN-701	All Days	$60,989	$418.88	$27.72	$9.92	19.99%	$7.94	$0.95	$335.10	$22.18	42.23	2.79
SUN-8	All Days	$3,230,918	$215.02	$14.63	$19.33	17.13%	$16.02	$1.92	$178.18	$12.12	11.12	0.76
SUN-800	All Days	$374,660	$677.75	$32.44	$5.74	20.00%	$4.59	$0.55	$542.20	$25.95	118.14	5.66
SUN-9	All Days	$2,649,344	$440.85	$19.44	$43.75	13.01%	$38.05	$4.57	$383.46	$16.91	10.08	0.44
SUN-DAR	All Days	$7,373,031	$160.12	$10.70	$81.53	19.03%	$66.01	$7.25	$129.64	$8.66	1.96	0.13
SUN-Micro	Weekday	$1,078,152	$78.76	$4.52	$58.13	18.63%	$47.30	$12.13	$64.08	$3.67	1.35	0.08
		$43,139,424	$197.61	$13.17	$17.32	18.64%	$14.09	$1.67	$160.77	$10.71	11.41	0.76

2.5.1 Productivity

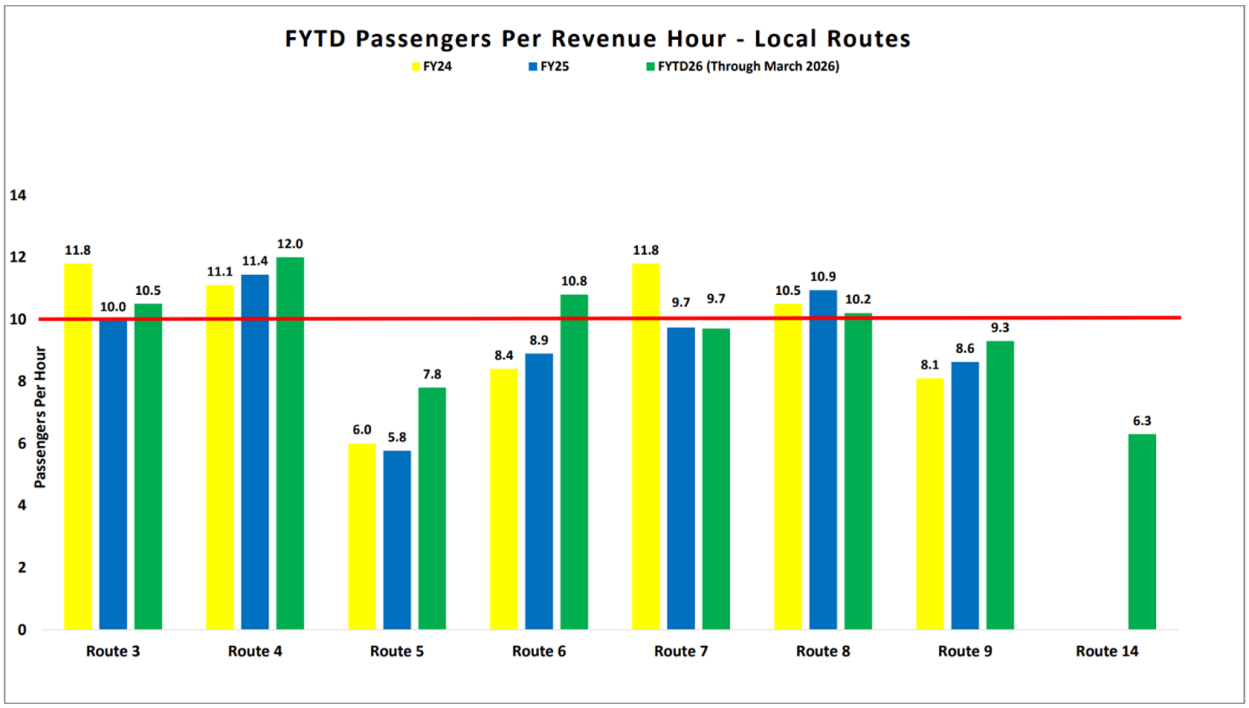
Trunk routes are highly traveled corridors serving a variety of trip purposes and connect a variety of regional destinations. Figure 2.5 indicates that none of the trunk routes (Routes 1EV, 1WV, and 2) met their performance standards in FY24, FY 25, or FY26 (through March 2026). The target for trunk routes is 20 passengers per revenue hour, based on the Board approved Service Standards Policy (B-190613).

Figure 2.5 FY 2024/2025 Trunk Routes Average Passengers per Revenue Hour



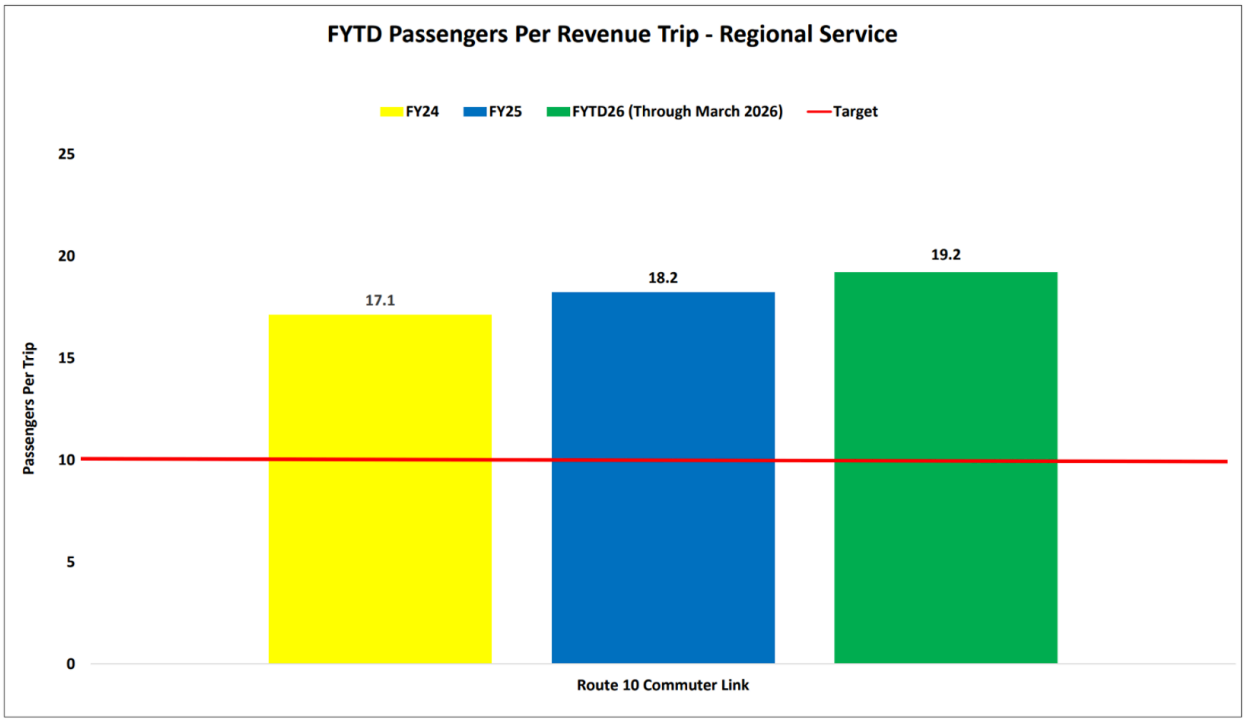
Local routes are secondary routes that connect to the trunk routes and supplement the SunBus network. Figure 2.6 indicates that four out of the seven local routes are meeting their performance standards goal for FY26 through March 2026. The target for local fixed routes is 10 passengers per revenue hour, based on the Board approved Service Standards Policy (B-190613).

Figure 2.6 FY 2024/2025 Local Routes Average Passengers per Revenue Hour



Route 10 Commuter Link service is currently meeting its goal based on the Board approved Service Standards Policy (B-190613), of 10 passengers per revenue trip (Figure 2.7).

Figure 2.7 FY 2024/2025 Market-Based Service Average Passenger per Revenue Trip



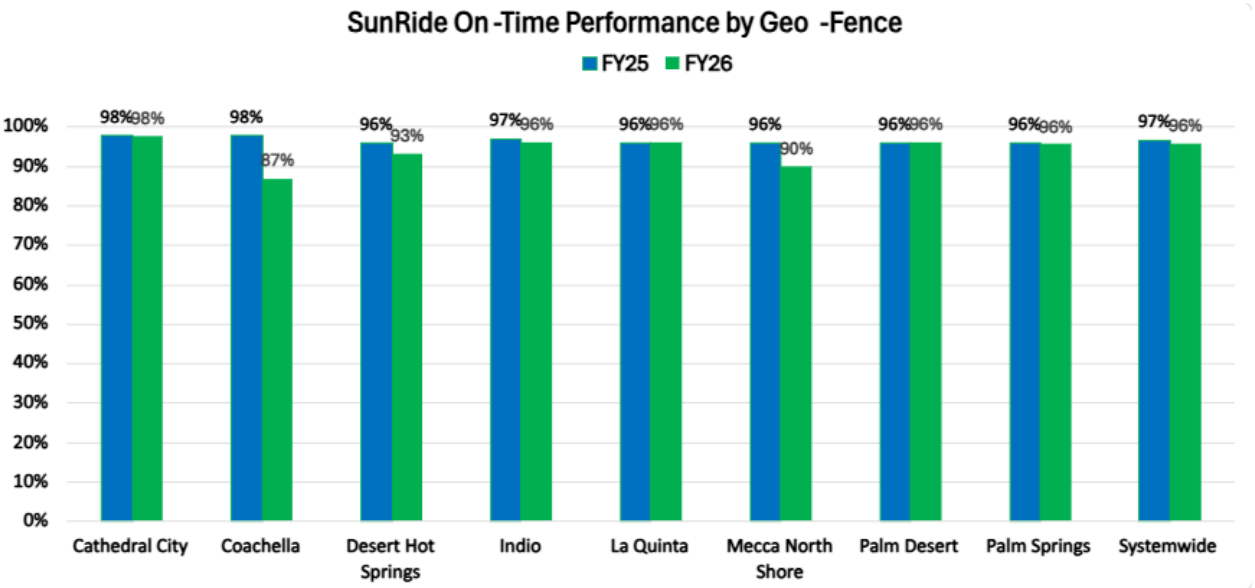
2.5.2 On-Time Performance

On-time performance is defined as a rider being picked up within 30 minutes of the scheduled pick-up time. The agency has established a performance goal of 85%.

SunLine Transit Agency does not have fully reliable on-time performance (OTP) data for SunBus or SunDial for FY2025 due to limitations with the CAD/AVL systems in place during that time. The agency was using the Avail (MyAvail) system, which experienced data gaps and inconsistencies. There were also multiple versions of the system that were not fully integrated, which affected data quality. During this same period, the agency began a temporary transition to the Swiftly platform. This transition also caused interruptions in data collection and reporting. As a result, large portions of FY2025 contain incomplete or unreliable OTP data. The agency is working toward a long-term solution and expects the GMV system to be fully implemented by FY2027. This system will support more accurate data collection and performance monitoring moving forward.

Figure 2.8 shows SunRide's on-time performance for FY 2025 and FYTD26. SunRide is meeting its 85% on-time performance target in all zones.

Figure 2.8 FY2024/2025 SunRide On-Time Performance



2.6 Productivity Improvement Efforts Underway

SunRide, a contracted transportation service provided by VIA, has grown as a microtransit program from connecting riders to fixed route service by bridging the first mile, last mile gap, to now include virtual stops within each geo-fence. Virtual stops consist of medical facilities, pharmacies, banks, grocery stores, educational facilities, and community services, such as libraries and senior centers. VIA/SunRide is in its second year as a turnkey solution. Performance metrics are regularly reviewed and analyzed to continuously improve how the service performs.

SunLine has partnered with Transit App to bring a universal solution to riders. Transit App is a globally used trip planning and payment app that brings convenience to riding public transit. Transit app's multiagency trip planning solution allows riders to identify new transit solutions out of the Coachella Valley and into the greater LA County region.

SunLine is conducting a Comprehensive Operational Analysis (COA) in FY 26/27 to evaluate and improve the effectiveness and efficiency of its transit network. This in-depth study will assess current rider needs and explore strategies to attract new riders. Key questions the COA will help answer include: Does my bus go where I need it to go? Does it operate when I need it? And does it come often enough to meet my needs? The results will guide future service planning to ensure SunLine's system is efficient, equitable, and responsive to the communities it serves.

2.7 Major Trip Generators

The 2025 SunLine Transit Agency Rider Survey identified the main transit trip generators in the Coachella Valley. The top destinations cited by respondents were The Shops at Palm Desert, followed by Collee of the Desert and CSUSB.

2.8 Recent Service Changes

SunLine typically implements service changes in January, May, and September in agreement with the MOU. These service changes are driven by experiences learned from previous adjustments, evolving passenger needs, assessments of service effectiveness, and other factors impacting service quality. The following table shows changes that occurred or are planned from FY24 through FY27.

Table 2.22 Recent, Planned, and Future Service Changes

Service Changes	
Date	Description
September 2024	September 2024 was when the Coachella Transit Hub was put into service. Other changes that occurred during this service change include: • Route 1EV: Running time shifted from midpoint to layover. Frequency set at 30 minutes, 7 days a week. • Route 1WV: Running time shifted from midpoint to layover. Frequency set at 30 minutes, 7 days a week. • Route 2: Running time shifted from midpoint to layover. Departure times shifted by -9 minutes to improve the north segment. Frequency 30 minutes, 7 days a week. • Route 3: Eastbound segment adjusted to depart 2 minutes earlier at Dillon & Corkill to improve passenger transfers at Palm & Hacienda. • Route 4 (Weekdays): Time adjustment and re-block during peak hours. All eastbound departures shifted 5 minutes later to allow connections with Route 2 southbound at Date Palm & Ramon. Added 4 minutes in both directions from Ramon/Date Palm to Dinah Shore/Shoppers Lane. • Route 5: Midpoint times adjusted northbound from Town Center/Hahn to Cook & Berger, adding up to 4 minutes to improve OTP. • Route 7: First two early trips shifted to better connect with Route 1EV at Highway 111 & Adams. • Routes 1EV, 6, and 8: Alignment change to serve the new Coachella

January 2025	SunLine implemented targeted schedule adjustments across several routes to improve transfer connectivity and on-time performance. Key changes included: • Route 1WV: Schedule adjusted to improve connections with Route 2 at Palm Canyon & Baristo. A new time point was added at that location. • Route 1EV: Middle-point improvements at Highway 111 and Adams Street to enhance service reliability. • Route 2: Running time added mid-schedule to improve transfers from Route 1WV at Indian Canyon and Ramon (approximately 10 minutes on one northbound trip per block). • Route 4: Schedule standardized across all seven days. A 4:00 PM trip was modified to serve Rancho Mirage High School students, and a new time point was added at Ramon & Sierra Del Sol for the 3:10 PM trip. • Route 7: First trip (5:15 AM) adjusted to connect with Route 1EV's early-morning transfer. • Tripper 200: Departure adjusted by one minute to assist the 7:30 AM trip. • Route 10 Commuter Link: A new stop was added at Indio Boulevard at the Transportation Center, providing improved access to the Indio Bus
May 2025	• Route 4: A new designated midpoint stop was added at the Thousand Palms Transit Hub, improving connectivity with Route 10. This change applied across weekday, Saturday, and Sunday schedules. • Route 1EV: A realignment was proposed to improve cycling efficiency and schedule reliability. Running times remained unchanged. • Route 7 (Southbound): Weekday departure times adjusted by -3 minutes at Washington & Fred Waring to improve connectivity with Route 1EV. Effective for trips between 7:00 AM and 5:19 PM.

Sept 2025	• Route 1WV: Eastbound trips adjusted at B Street to better align with Route 1EV at Town Center & Hahn. Evening time band (6:00–10:00 PM) adjusted to reduce layover slack. • Route 1EV: Departure time of the last trip delayed by 5 minutes to improve transfer coordination with Route 1WV. • Route 2: Time point relocated from Ramon & Indian to Palm Canyon & Baristo. Time bands adjusted by 2 minutes (10:40 AM – 6:00 PM) to improve connectivity with Route 1WV. • Route 6: Mid-route time point adjusted at Fred Waring & Washington due to unsafe westbound conditions at that intersection. • Route 8: Running times adjusted by 5 minutes to improve connections with Route 1EV at the Coachella Transfer Hub. Time point at 62nd Avenue & Buchanan Street removed to improve on-time performance. • Trippers 800/801/802/803: Realigned to reflect Desert Sands Unified School District's updated school schedule. Four separate tripper lines consolidated into a single Tripper 800. Wednesday PM trips adjusted to
Jan 2026	This service change included a significant restructuring to address on-time performance and fuel-cell vehicle range constraints. • Route 4 / New Route 14: Route 4 was shortened to operate between the Airport and the Thousand Palms Transit Hub. A new Route 14 was introduced to serve the Thousand Palms to Palm Desert corridor. This split improved OTP and reduced block mileage for fuel-cell fleet compatibility. • Thousand Palms Transit Hub: A dedicated midday refueling and vehicle exchange window was integrated at the TP Hub. Routes 4 and 14 were designated to interline at the TP Hub on weekends (Saturday and Sunday). • Route 6: Service hours extended to 6:00 AM – 8:00 PM Monday through Friday. Route 6 began interlining with Route 14 (previously interlined with Route 5). • Route 5: New operator independently maintaining existing time bands

Planned May 2026	• Route 1WV: B Street time point relocated. Eastbound trips delayed by 5 minutes. • Route 2: B Street time point relocated. Minor route trace modification. • Route 4: Weekend schedule timing updates. No alignment changes. • Route 5: Running time adjustments. Schedule restructured to address adherence issues. • Route 6: Schedule shifted to support Route 14 coordination. Two trips added.
Planned September 2026	• Assessing school trippers to improve operational issues • Evaluating whether service shall remain at B Street and Buddy Rogers or alignment of services to stay on the main Hwy 111 corridor • Complete evaluation for Route 14 for realignment to operate via Monterey instead of the Dinah Shore corridor
Planned January 2027	• Route 17 north of the freeway in Bermuda Dunes and Indio • Route alignment changes to serve the new College of the Desert/Palm Springs campus with Route 2 and potentially Route 4
Planned for May 2027	• Route planning, realignment efforts and expansion of service incorporating results of the SunLine: Rides Reimagined initiative (Comprehensive Operational Analysis, COA) once the analysis is finalized. Results will guide future service changes and a broader system redesign.

2.9 Community and Stakeholder Engagement

SunLine Transit Agency organizes annual events and actively participates in various community gatherings and outreach programs. These efforts are essential for fostering relationships not only with riders and community members but also with other organizations. Below is a list of key events hosted by SunLine, as well as those we attended in collaboration with other organizations from January 2025 to January 2026:

- Internal SunLine Events for Employees:
    - We Love our Employees

    - Roadeo
    - National Transit Employee Appreciation Day
    - Safety BBQ
    - Snow Cone Social
    - Around the World Potluck
    - Holiday Employee Breakfast
    - Holiday Party
- Salvation Army's Annual Veterans and Community Expo
- Professional Vehicle and Touch a Truck Days at Schools
- Community Outreach Events:
    - Migrant Resource Fair
    - Ability Sports Festival
    - Family Resource Fairs in Multiple Cities
    - Family Days in Multiple Cities
    - Día del Niño/Day of the Child Events
    - Earth & Arbor Day
- Annual Valley-Wide Employment Expo
- Healthy Desert, Healthy You Environmental Health Summit
- Parades:
    - President's Day Parade
    - Palm Desert Golf Cart Parade
- American Heart Association's Coachella Valley Heart & Stroke Walk
- Travel Trainings at Multiple Senior Centers and Youth Centers
- External SunLine Events:
    - SunLine's Pantry to the People
    - SunLine's Annual Pack the Bus
    - SunLine's Haunted Bus
    - SunLine's Annual Fill the Bus
    - SunLine's Student Art Contest

2.9.1 Access Advisory Committee

In June 1996, the Board of Directors established the Access Advisory Committee to assist staff in an advisory capacity on accessibility and senior mobility concerns. This input was

especially valuable in the early years as SunLine Transit Agency (SunLine) structured its fixed route and paratransit services to comply with ADA requirements.

As determined by the Board of Directors, the Committee serves as a vital forum for advising SunLine on the planning and implementation of its fixed-route and paratransit services. The Committee reviews, comments on, and provides feedback to SunLine staff in order to make transportation more accessible for everyone. Membership is designed to include individuals with diverse expertise and firsthand experience with SunLine's services, strengthening the Committee's ability to offer well-informed recommendations. The Committee complies with California's open meeting law, the Brown Act, and follows Robert's Rules of Order to ensure structured and effective discussions.

All members of the Committee serve at the pleasure of the SunLine Board of Directors and in a voluntary capacity. The Committee includes fifteen (15) seats. Any person living within SunLine's service area may be appointed to the Committee, and the Committee includes individuals who regularly utilize SunLine's transit services. Currently, five (5) of the fifteen (15) seats are filled.

3 Future Service Plans, Fare Changes, Capital Planning & Marketing

3.1 Planned Service Changes FY 2027 to FY 2029

Planned service for FY2027 to FY2029 beyond those presented in Table 2.22 will be guided by both ongoing operational improvements and longer-term planning efforts, including the comprehensive operational analysis (COA) being completed in FY2027. Current efforts focus on improving safety, efficiency, and overall system performance. This includes evaluating system operations and identifying opportunities to enhance service reliability, accessibility, and connectivity. Additional concepts under consideration include improving access to key destinations, enhancing walkability to transit, and coordinating with local partners on transit-supportive infrastructure. The agency is also exploring opportunities to strengthen regional connectivity where feasible. Changes beyond FY2026 will be identified after the completion of the comprehensive service analysis.

3.1.1 Fixed Route Future Service Changes

SunLine Transit Agency conducts a service change three times per year in accordance with the Collective Bargaining Agreement with the ATU Local 1277. These service changes go into effect on the first Sunday of January, May, and September and are described in Table 2.22 for FY2026/2027.

Planning staff, using feedback and input from Operations staff and the community, use the Service Change activity to adjust the fixed route system.

3.1.2 Comprehensive Operational Analysis

SunLine Transit Agency is undertaking a comprehensive operational analysis (COA) that will span FY 2026-2027. The primary objective of the COA is to evaluate existing service and provide strategic recommendations for the future design of the transit network. The findings and recommendations from the COA will serve as a critical planning tool, guiding staff in implementing service improvements and system changes that align with the agency's long-term goals and the evolving needs of the Coachella Valley community.

3.1.3 Fixed Route Service North of I-10

As development in the Coachella Valley continues to expand, the area north of I-10 has been identified as having a service gap. The proposal for a new fixed route, Route 17, aims

to connect the existing terminal points of Routes 7 and 8 in Bermuda Dunes and Indio, respectively. Introducing Route 17 will create a new connection between Bermuda Dunes and Indio, reduce overall travel time for passengers, open new destinations, and ultimately make the system more efficient and accessible. Implementing a new route is considered a Major Service Change and, therefore, requires a public engagement process and final approval from the Board of Directors.

3.1.4 Other Improvements

Operational improvements under evaluation and discussion include the following:

1. Relocating Route 2 away from B St. and Buddy Rogers while continuing to serve the stop with Route 1WV, without it functioning as a timepoint;
2. Enhancing airport access by relocating bus stops closer to terminals to improve walkability;
3. Coordinating with the College of the Desert on new transit stop development along Baristo, including the construction of sawtooth bus bays to support safe and efficient operations.
4. Exploring opportunities to expand Route 10 Commuter Link service to weekends to strengthen regional connectivity.

Additionally, Sunline is revising its ZEB plan (Zero Emission Bus) to align with available funding. The final revision is expected June of 2026 to meet Sunline's 2035 goal of zero emission buses.

3.1.5 SunRide Future Service Plans

SunLine and Via are conducting a comprehensive evaluation of the microtransit service to identify opportunities for improved efficiency, performance, and rider experience in line with SunLine’s Comprehensive Operational Analysis and service redesign. The review process includes collecting and analyzing service data, including ridership trends, wait times, trip fulfillment rates, and vehicle utilization. Feedback from riders, drivers, and staff will be gathered to inform a well-rounded assessment. The evaluation will also examine service coverage, accessibility, and how well the microtransit system integrates with SunLine’s fixed-route network. Key performance indicators such as cost per trip, shared ride percentage, and on-time performance will be analyzed against industry benchmarks. Based on the findings, SunLine and Via will develop targeted recommendations to enhance service delivery and ensure the system continues to meet the evolving needs of the

Coachella Valley. An ongoing monitoring plan will follow to measure progress and guide future improvements.

3.2 Future Marketing Plans, Studies, Promotion, or Programs to Promote Ridership

To support the initiatives outlined in the SRTP, the Marketing Department will focus on the following key areas:

- Help regain and build ridership among current, recent, and lapsed riders through seasonal campaigns
- Identify and drive ridership among new riders
- Build trust among stakeholders and the community to drive advocacy
- Communicate SunLine's efforts in maintaining and continuing to improve on-time performance
- Communicate SunLine's efforts and role in supporting job creation in the private sector, as well as for local businesses by highlighting how public transit helps connect people to employment opportunities and essential destinations
- Convey progress made in SunLine's clean fuels fleet initiatives
- Collaborate across departments to help improve customer experience for passengers and elevate SunLine's brand
- Explore new ways to engage with the community through various community outreach event opportunities and community partnerships

3.2.1 Advertising

By strategically utilizing SunLine's budget, we will develop and implement an advertising plan that maximizes available funds and incorporates innovative strategies. This plan will use various platforms, including digital, print, radio, streaming, and TV media. Additionally, the goal is to promote all key messaging through agency-owned and maintained advertising mediums, such as bus shelters, interior bus displays, and announcements.

3.2.2 Rider/Community Input

A strong marketing program incorporates a strategy for listening to constituents. SunLine will create and facilitate surveys to gather input regarding major service changes and how they are being received in the community. This provides the opportunity to learn about any issues that may need to be addressed. Data collected can be used with all appropriate departments to help improve the customer experience.

3.2.3 Public Relations

SunLine's public relations representatives will draft press releases to promote Agency initiatives. They will also pitch stories to the media to publicize key newsworthy items, coordinate media interviews, and follow up on media requests in a timely fashion.

3.2.4 Video Production

The Agency will continue to focus more on creating videos as marketing tools, in response to shifts in social media audience preferences. By developing an expanded library of video assets, SunLine will be able to drive greater engagement with its target markets, and those individuals will better retain the information shared through unique videos. The Marketing Department will also explore opportunities to produce longer video features, such as those created to recap the Student Art Contest event.

3.2.5 Internal Communications

Keeping employees informed about company initiatives and marketing efforts boosts morale and encourages their participation in the larger vision. To this end, SunLine will hold town hall meetings and has relaunched its internal newsletter, which features key stories and facts about the Agency's latest initiatives. In line with our strategic plan, a key component of the newsletter and town hall meetings is educating staff on how our Agency operates. Examples of topics include the different types of funding we receive, eligible uses for various funding sources, and how we gather data for planning our services. These efforts help enhance communication with the employee target audience segment, making SunLine Transit Agency an even better place to work.

3.2.6 Community Outreach

SunLine works with local organizations, businesses, government agencies, and non-profit organizations to promote SunLine programs and services. Community outreach involves grassroots organizations to identify unmet transit needs and build community-based marketing partnerships. Historically, SunLine invests in these relationships by participating in community events such as mobility workshops, food drives, school supply drives, fundraisers, parades, and special event activities and will continue to do so in the upcoming years.

3.2.7 Travel Training

Transportation offers us a sense of independence and opportunities to engage with our community. SunLine's Travel Training Program provides riders with the chance to learn how

to navigate a public transit system independently. To achieve this, SunLine offers group and one-on-one training virtually, in person, or aboard a fixed-route bus to build confidence and enable people to travel with ease. Travel training also includes onboard bus sessions for guide dogs assisting visually impaired individuals. In-person training sessions are held at senior centers, recreation centers, community centers, adult special needs schools, and aboard buses.

3.2.8 Transit Ambassador Program

The SunLine Transit Ambassador Program, known as TAP, empowers employees to expand SunLine's culture of customer service. TAP consists of a series of training sessions for SunLine employees that address crucial topics and everyday scenarios in public transportation services. A Transit Ambassador has completed this program and can assist passengers with their trip planning. Transit Ambassadors will assist the rider until they feel confident in navigating the SunLine system independently.

3.2.9 Free Ride Policy

SunLine Transit Agency will provide free rides on our local fixed-route system on the dates listed below:

- Month of November - Free riders for veterans only
- Holidays - Free rides for all on Election Day and from December 21, 2026, to January 1, 2027

SunLine Transit Agency's Marketing team is creating a set of guidelines to help staff determine whether additional days can be added or when requests for free rides can be accommodated.

3.3 Projected Ridership Growth (FY27-29)

Based on current trends and projections, the expected ridership growth is as follows:

- FY 2025 Actual: 2,840,203 boardings
- FY 2026 Projected: 2,752,157 boardings (3.10% decline)
- FY 2027 Projected: 2,823,713 boardings (2.6% growth)
- FY 2028 Projected: 2,914,354 boardings (3.21% growth)
- FY 2029 Projected: 3,045,500 boardings (4.50% growth)

Future ridership projections are based on several factors, including expected population growth because of the Valley's more affordable housing options, as well as the continued

high cost of fuel and other costs associated with vehicle ownership where public transit may be seen as a more affordable option.

Table 3.1. Highlights of the FY 2026/2027 Short Range Transit Plan

Type	FY2022/2023 Audited	FY2023/2024 Audited	FY2024/2025 Audited	FY2025/26 Estimated (Based on 3rd Qtr actuals and annualized)	FY2026/27 Planned
Systemwide ridership	2,698,531	2,505,327	2,838,498	2,086,566	3,086,925
Operating cost per revenue hours	$176.41	$178.66	$161.53	$222.35	$206.28

SunLine continues to monitor ridership trends, and with the completion of the comprehensive operations analysis in spring 2027, further adjustments may be made to optimize service levels, ensuring alignment with the evolving travel patterns in the Coachella Valley. Special attention will be given to high-growth areas, particularly those north and east of I-10, to provide sufficient transit coverage and accessibility.

3.4 Proposed Fare Structure Changes

Sunline's fare has remained changed since 2002. However, SunLine will be engaging its Board of Directors in discussion regarding conducting a fare study in FY2027/2028.

Additionally, the implementation of a contactless fare payment system through the Open Loop Validators Project aims to enhance the ease and convenience of fare payment and collection for riders. Regardless of whether the cost of a bus ride changes, the contactless payment system will allow riders to tap their debit or credit cards to pay on the bus, where cash or paper passes were previously the only options. This new system will include built-in features such as fare capping, automatically ensuring that riders receive the best fare during their travel.

3.5 Capital Improvement Planning

SunLine Transit Agency's commitment to serving the Coachella Valley has been bolstered by successfully securing competitive grants. These grants are essential for the Agency to

maintain its dedication to providing reliable transit services throughout the Coachella Valley. Additionally, these grants finance the capital projects that are crucial in supporting the Agency's aspiring goal of transitioning its entire fleet to zero-emission vehicles by 2035.

The D1 Backup Generator project is currently in progress, with expected completion in the fourth quarter 2026 . This project will enhance the connection to the Maintenance building with an automatic transfer switch and connect the Operations building to the backup generator. The D1 Pavement Replacement project, beginning spring 2026, involved a comprehensive replacement and improvement of asphalt and concrete surfaces on campus, providing greater safety and durability of traveled surfaces. Once completed, the Agency is better able to maintain its asphalt and concrete at its Thousand Palms, Division 1 in good condition. A&E for the Workforce Training Center project has been completed and is now in the permit approval phase. Groundbreaking for this project is anticipated to be toward the end of calendar year 2026. This facility will support workforce training in a classroom environment and a maintenance bay designed specifically for training on performing preventative maintenance and repairs on zero emission vehicles.

In addition, the CAD/AVL project is expected to be complete in the first quarter for SunLine's FY27. The update will improve the rider experience by providing real-time and accurate information regarding bus ETA, detours or service disruptions, and delays. The agency will benefit from improved key performance indicators (KPI), enabling the agency to make better data-informed decisions regarding route planning and management.

Over the next three years, SunLine will focus on several major projects aimed at improving transit reliability, modernizing infrastructure, advancing zero-emission technology, and strengthening long-term operational sustainability. Several projects are in the planning phase, indicating the Agency's commitment to future development. The Workforce Training Center Construction project will establish a facility focused on zero-emission bus technology, featuring a dedicated maintenance bay. The Planning Phase for the Microgrid project will investigate the development of a solar microgrid to lower fueling costs and enhance energy resilience for the Agency's zero-emission fleet. Similarly, the D2 Liquid Hydrogen Refueling Infrastructure project will prepare for the construction of a hydrogen fueling station in Indio, supporting the Agency's goal of achieving a 100% zero-emission fleet by 2035. The Open Loop Validators project will arrange for the procurement and installation of contactless fare payment equipment for the fixed-route fleet. Lastly, the A&E Maintenance Facility Building project will finance the preliminary design for replacing the significantly aged Maintenance Facility in Thousand Palms.

The Replacement Facility Building project will install a prefabricated structure for the Maintenance Facility department, offering essential storage, repair space, and office facilities. The Rolling Stock Procurement for Fuel Cell Buses and the Replacement of 14 Paratransit Vehicles projects will finance the acquisition of fuel cell buses and paratransit vehicles to replace aging CNG and hydrogen vehicles, advancing the Agency's zero-emission goals.

These projects reflect SunLine's commitment to modernizing its operations, investing in sustainable technologies, and enhancing services for the broader Coachella Valley community.

3.5.1 Capital Projects Planned in FY27

SunLine Transit Agency is planning several significant projects in FY27, focusing on improving technology, infrastructure, and fleet sustainability in the Coachella Valley.

Table 3.2 FY27 Planned Capital Projects

Project Name	Description	Status
Upgrade ITS (CAD/AVL System)	This project will replace the existing CAD/AVL system with a new and improved solution that will incorporate onboard hardware in the Agency's revenue and support vehicle fleet. The project will encompass the design, development, integration, and installation of the CAD/AVL system, including all necessary software and licensing requirements.	Implementation phase
Workforce Training Center Construction	This project aims to construct a facility that will support a workforce training program focused on advancing and adopting zero-emission bus technology in public fleets. This facility will also feature a dedicated maintenance bay for these types of vehicles.	Permitting and construction
Replacement Facility Building	This project will construct a prefabricated building for the Maintenance Facility department, offering storage, repair space, offices, a breakroom, and restrooms to support the Agency's daily upkeep of its facilities and bus shelters.	Project not started
A&E Maintenance Facility Building	This project will fund the development of preliminary design documents, utilizing architectural and engineering services, to replace the current significantly aged Maintenance Facility in Thousand Palms.	Planning phase
Planning Phase for Microgrid	This project supports the engineering and development of a solar microgrid infrastructure that will help lower fueling costs and is expected to improve the Agency's energy resilience for the daily deployment of its zero-emission transit fleet operations.	Planning phase

D2 Liquid Hydrogen Refueling Infrastructure	This project will construct a hydrogen fueling station at SunLine's Division II in Indio, enabling hydrogen fleet operations in the East Valley, reducing costs, and increasing service sustainability. This project will support the Agency's goal of a 100% zero-emission bus fleet by 2035.	Utility upgrade in progress
Open Loop Validators	This project will fund the procurement and installation of contactless fare payment validator equipment on SunLine's fixed-route fleet, including service agreements for the maintenance of the payment devices/equipment and the operation of the fare processing services.	Planning phase
Rolling Stock Procurement - Fuel Cell Buses	The procurement of these buses will replace CNG and older hydrogen fuel cell buses that have reached their useful life, furthering the Agency's efforts to achieve a fully zero-emission fleet by 2035.	Ongoing
D1 Backup Generator	This project will upgrade the existing connection to the maintenance building by converting it to an automatic transfer switch, and it will also connect the operations building to the backup generator.	Awarded and under construction
D1 Pavement Replacement	The project will allow the Agency to maintain the asphalt and concrete at its Thousand Palms division in a state of good repair.	Awarded and under construction
Safety and Security Upgrades	On-campus security camera upgrade to allow for comprehensive video coverage of D1 property. Security gate relocation and improvements – relocation of the south gate entrance to allow buses to queue for access to SunLine property off the public street. North gate improvements include relocation of the guard house to better control access and egress for vehicular traffic, as well as widening the entrance in accordance with new fire regulations to accommodate larger firefighting vehicles and equipment.	Both projects awarded and under construction.

A&E Workforce Training Center	This project funds preliminary design documents, including architectural and engineering services, for a training and maintenance facility. The facility will support a workforce training program for zero-emission bus technology in public fleets and include a maintenance bay for these types of vehicles.	Permitting Phase

3.6 Long Term Vision (5 Years and Beyond)

For FY 2026 and beyond, the Agency has established a strategic priority to strengthen its emphasis on staff and professional development:

People & Workforce

Our commitment to people and workforce strategy emphasizes fostering a culture that aligns with our vision, growing and creating opportunities for staff to realize their fullest potential, and maintaining staffing levels to meet the needs of our organization and customers effectively.

In pursuit of that priority, the Agency has launched several initiatives to achieve its goals. Central to those initiatives is the development and implementation of Apprenticeship and Mentoring programs for maintenance mechanics and motor coach operators.

Staff is actively working with ATU Local 1277, California Transit Works (CTW), the local community college, and key stakeholders to establish maintenance and motor coach operator apprenticeship and mentor programs to support the recruitment and retention of frontline employees. The mentor program, launched in January 2026, involves pairing a new hire with a seasoned employee to support on-the-job training and integration into the team, which will complement formal apprenticeship training done in coordination with the local community college. Similar mentor and apprenticeship programs in other transit agencies within the State of California have helped recruit and retain talent, as well as served to reduce absenteeism, disciplinary actions, and turnover.

3.6.1 Maintenance Training Program

Staff is actively working with a consultant to build a training program for its vehicle maintenance staff. While the training program has an emphasis on the skills and competencies needed to maintain the fleet of hydrogen fuel cell buses (“HFCB”), the program scope ensures that its maintenance mechanics have the full range of skills and knowledge to perform not only preventative maintenance and repairs, but also to diagnose issues and implement a comprehensive plan of corrective action for all rolling stock. For the Agency to successfully grow and maintain its HFCB fleet, it needs to establish and maintain a training program that is specifically focused on staff’s immediate learning and development needs for the required skills and competences to maintain its fleet of advanced technology vehicles. Once implemented and proven successful, the Agency can offer to train others in the industry on FCEBs.

3.6.2 Career Ladders

SunLine Transit Agency is in the initial phases of formalizing, memorializing, and institutionalizing a comprehensive career ladder program outlining professional options within the Agency. Emphasizing that all employees should “stay curious” and pursue the many fascinating technical, operational, and administrative options available, career ladders illustrate the multitude of possibilities for career growth and advancement using both linear and divergent career pathways. The intent of this program is to emphasize that an employee’s original position on their initial date of hire may not necessarily be where they eventually find their occupational home.

3.6.3 Continued Leadership Training

The Agency purchases licenses for online training to continue its supervisory training programs for current and new supervisory staff. Newly hired or appointed supervisors/managers are assigned the 30-hour online training curriculum introduced in FY2024. Current managerial staff will tackle advanced leadership concepts through instructor-led and online curricula designed to develop insight into their personal qualities as it contributes to their ability to successfully manage and motivate staff, develop critical thinking and problem analysis skills, and instill the philosophy of continuous learning and improvement.

3.6.4 Succession Planning

In conjunction with career ladders, SunLine is developing an aggressive succession planning program to ensure it has a ready pool of potential leaders to ensure the continuity of leadership capability across the agency. The program’s objective is to provide both theoretical learning and experiential opportunities as well as practical application of skills learned to challenge the next generation of the Agency’s leaders to stretch beyond their current capabilities and develop the necessary skills and knowledge to assume leadership roles.

4 Financial Planning

The FY2027 financial planning process focused on prioritizing resources and alignment with the core strategic goal of regaining ridership and providing multimodal solutions. The team at SunLine brought their diverse insights to most effectively allocate resources to maintain essential services. The enclosed financial plan of the Agency is based on the best available financial projections and anticipated grants.

4.1 Operating and Capital Budget

In FY2027, SunLine will have an operating budget of $53,025,000 and a capital budget of $15,586,781 (Table 4 and 4A). The operating budget represents a 5% increase over FY2026 and encompasses costs such as driver salaries, administrative salaries, fuel, insurance premiums, and other overhead costs required to run day-to-day operations. The available funding will be used effectively and efficiently in the accomplishment of organizational objectives. The operating budget will ensure that the Agency continues to offer safe and reliable transportation to Coachella Valley residents.

The FY 27 capital budget fluctuates from year to year and includes a decrease of 57% from FY26 primarily due to a decrease in anticipated competitive grants. The Capital Improvement Program for FY2027 focuses on continuing SunLine's investment in replacing aging infrastructure and equipment. SunLine's Capital Program represents a unique opportunity to make long term investments in SunLine's operational capabilities, energy strategies, and regulatory compliance by conforming with the California Air Resources Board's Innovative Clean Transit mandate.

Table 4.1 Summary of Funds Requested for FY26/27 (TABLE 4.0 RCTC OUTLINE)

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

SunLine Transit Agency

Original

Operating

Project	Total Amount of Funds	5307 IC [1]	5307 IC ARPA OB [2]	5307 IC OB [3]	5311 [4]	5311(f) [5]	5339 COMP [6]	5339 RS [7]	CARB	CEC Funds	CMAQ	CMAQ OB [8]	FARE [9]	INT	LCTOP OB	LCTOP PUC99313 [10]
1. Operating Assistance -	$50,601,799	$2,111,902	$207,000	$4,161,120	$439,003								$1,791,893			
2. SunRide Ride Share Program -	$1,325,000											$112,604	$25,000			
3. Commuter Link 10 -	$723,201					$300,000										
4. Haul Pass Program -	$300,000														$300,000	
5. Taxi Voucher Program -	$75,000															
Sub-total Operating	$53,025,000	$2,111,902	$207,000	$4,161,120	$439,003	$300,000	$0	$0	$0	$0	$0	$112,604	$1,816,893	$0	$300,000	$0

Capital

Project	Total Amount of Funds	5307 IC [1]	5307 IC ARPA OB [2]	5307 IC OB [3]	5311 [4]	5311(f) [5]	5339 COMP [6]	5339 RS [7]	CARB	CEC Funds	CMAQ	CMAQ OB [8]	FARE [9]	INT	LCTOP OB	LCTOP PUC99313 [10]
Buildings and Facilities - Indio Liquid Hydrogen Station - SL-27-11	$1,014,661															$880,536
Buildings and Facilities - Maintenance Upgrade & Equipment - SL-27-01	$859,968	$0														
Buildings and Facilities - Solar Microgrid to Hydrogen - SL-26-01	$-6,141,598															
Buildings and Facilities - Workforce Training Center - SL-27-05	$4,700,973	$1,207,319		$14,730				$86,454								
Bus Rehabilitation - SL-24-15	$-120,000															
CNG Paratransit Vehicles (10) RIV210616 - SL-24-08	$-165,530															
Communication and ITS - IT Projects - SL-27-02	$528,000															
Maintenance Equipment - Specialized Tools and Fueling Equipment - SL-27-03	$284,000															
Maintenance Facility (Construction) - SL-27-06	$8,784,478															
Project Management and Administration - SL-27-07	$250,000															
Public Hydrogen Fueling Station - SL-27-10	$1,014,750															
Revenue Vehicles - Purchase of Hydrogen Fuel Cell Electric Buses - SL-27-09	$1,959,179	$1,268,400														$0
Revenue Vehicles - Purchase of Paratransit Vehicles - SL-27-08	$3,060,000						$3,060,000									
SunLine Property Expansion / Solar Farm Phase I 20-06 - SL-20-06	$-275,000															
Vehicle Systems - Openloop Contactless Fare Payment System - SL-27-04	$200,000															
Vehicle Systems - Vehicle Equipment - SL-26-19	$-50,000															
Sub-total Capital	$15,903,881	$2,475,719	$0	$14,730	$0	$0	$3,060,000	$86,454	$0	$0	$0	$0	$0	$0	$0	$880,536
Total Operating & Capital	$68,928,881	$4,587,621	$207,000	$4,175,850	$439,003	$300,000	$3,060,000	$86,454	$0	$0	$0	$112,604	$1,816,893	$0	$300,000	$880,536

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

SunLine Transit Agency

Original

Operating

Project	Total Amount of Funds	LCTOP PUC99314 [11]	LTF [12]	LTF-OB [13]	MA SPT [14]	OTHR LCL [15]	SB 125 TIRCP GF [16]	SB 125 TIRCP GF OB [17]	SB 125 TIRCP GGRF OB [18]	SGR PUC99313 [19]	SGR PUC99314 [20]	STA - OB [21]	STA PUC99313 [22]	STA PUC99314 [23]		
1. Operating Assistance -	$50,601,799		$31,650,218		$7,200,000	$3,040,663										
2. SunRide Ride Share Program -	$1,325,000		$1,187,396													
3. Commuter Link 10 -	$723,201		$242,201			$181,000										
4. Haul Pass Program -	$300,000															
5. Taxi Voucher Program -	$75,000		$37,500			$37,500										
Sub-total Operating	$53,025,000	$0	$33,117,315	$0	$7,200,000	$3,259,163	$0	$0	$0	$0	$0	$0	$0	$0		

Capital

Project	Total Amount of Funds	LCTOP PUC99314 [11]	LTF [12]	LTF-OB [13]	MA SPT [14]	OTHR LCL [15]	SB 125 TIRCP GF [16]	SB 125 TIRCP GF OB [17]	SB 125 TIRCP GGRF OB [18]	SGR PUC99313 [19]	SGR PUC99314 [20]	STA - OB [21]	STA PUC99313 [22]	STA PUC99314 [23]		
Buildings and Facilities - Indio Liquid Hydrogen Station - SL-27-11	$1,014,661	$134,125														
Buildings and Facilities - Maintenance Upgrade & Equipment - SL-27-01	$859,968			$100,000									$382,968	$377,000		
Buildings and Facilities - Solar Microgrid to Hydrogen - SL-26-01	$-6,141,598							$-5,219,548	$-922,050							
Buildings and Facilities - Workforce Training Center - SL-27-05	$4,700,973						$1,820,986			$1,083,198	$139,324		$228,962	$120,000		
Bus Rehabilitation - SL-24-15	$-120,000											$-120,000				
CNG Paratransit Vehicles (10) RIV210616 - SL-24-08	$-165,530											$-165,530				
Communication and ITS - IT Projects - SL-27-02	$528,000			$175,000								$50,000	$303,000			
Maintenance Equipment - Specialized Tools and Fueling Equipment - SL-27-03	$284,000											$120,000		$164,000		
Maintenance Facility (Construction) - SL-27-06	$8,784,478						$2,642,880	$5,219,548	$922,050							
Project Management and Administration - SL-27-07	$250,000												$185,991	$64,009		
Public Hydrogen Fueling Station - SL-27-10	$1,014,750												$1,014,750			
Revenue Vehicles - Purchase of Hydrogen Fuel Cell Electric Buses - SL-27-09	$1,959,179	$0											$690,779			
Revenue Vehicles - Purchase of Paratransit Vehicles - SL-27-08	$3,060,000															
SunLine Property Expansion / Solar Farm Phase I 20-06 - SL-20-06	$-275,000			$-275,000												
Vehicle Systems - Openloop Contactless Fare Payment System - SL-27-04	$200,000											$165,530	$34,470			
Vehicle Systems - Vehicle Equipment - SL-26-19	$-50,000											$-50,000				
Sub-total Capital	$15,903,881	$134,125	$0	$0	$0	$0	$4,463,866	$0	$0	$1,083,198	$139,324	$0	$2,840,920	$725,009		
Total Operating & Capital	$68,928,881	$134,125	$33,117,315	$0	$7,200,000	$3,259,163	$4,463,866	$0	$0	$1,083,198	$139,324	$0	$2,840,920	$725,009		

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

SunLine Transit Agency

Original

FY 2026/27 Projected Funding Details		
5307 IC	$2,111,902	[1] SunLine applies $2,111,902 of FY2026 FTA Section 5307 apportionment for operating assistance and $962,579 capital assistance for the Workforce Training Project. Total funds applied $3,074,481
5307 IC ARPA OB	$207,000	[2] Section 5307 ARPA Left over funds
5307 IC OB	$4,161,120	[3] Left over from FY 25
5311	$439,003	[4] Funding to support rural section of Fixed Route service routes. Operating assistance to cover driver wages & benefits, fuel and maintenance, insurance and administrative cost
5311(f)	$300,000	[5] Funds for Inter-city Route 10 (supports connections between urban and rural areas)
CARB	$0	
CEC Funds	$0	
CMAQ OB	$112,604	[8] CMAQ left over funds CA-95-X327
FARE	$1,816,893	[9] Revenues from Fixed Route and Paratransit, Farebox, Employer pass, In-house passes, Outlet passes, mobile ticketing sales, SunRide Cash fares, and others
LCTOP OB	$300,000	
LCTOP PUC99313	$0	[10] Funds applied for Indio Liquid Hydrogen Fueling Station Project
LTF	$33,117,315	[12] LTF/TDA Operating Assistance for FY2027
MA SPT	$7,200,000	[14] Measure A funds $7,200,000 as operating assistance for Paratransit and senior/disabled services
OTHR LCL	$3,259,163	[15] Local funds from advertising revenue, emission credits, CNG fuel sales, Taxi Smart, Interest revenue, insurance recoveries, and others
Total Estimated Operating Funding Request	$53,025,000	
5307 IC	$2,475,719	[1] SunLine applies $2,111,902 of FY2026 FTA Section 5307 apportionment for operating assistance and $962,579 capital assistance for the Workforce Training Project. Total funds applied $3,074,481
5307 IC OB	$14,730	[3] Left over from FY 25
5339 COMP	$3,060,000	[6] Discretionary grant for the purchase of 15 Paratransit Vehicles
5339 RS	$86,454	[7] Section 5339 UZA operating assistance for FY2025
CMAQ	$0	
INT	$0	
LCTOP PUC99313	$880,536	[10] Funds applied for Indio Liquid Hydrogen Fueling Station Project
LCTOP PUC99314	$134,125	[11] Funds applied for Indio Liquid Hydrogen Fueling Station Project
LTF-OB	$0	[13] LTF Funds reallocated to cover funding of Maintenance Upgrade & Equipment Project $100,000 and IT Projects $175,000
SB 125 TIRCP GF	$4,463,866	[16] Funds allocated to Workforce Training Center -$1,820,986 & Maintenance Building Project - $2,642,880.
SB 125 TIRCP GF OB	$0	[17] Funds reallocated from Solar Microgrid to Maintenance Building Project $5,219,548
SB 125 TIRCP GGRF OB	$0	[18] Funds reallocated from Solar Microgrid to Maintenance Building Project $922,050
SGR PUC99313	$1,083,198	[19] Funds applied for the Workforce Training Center Project $139,324
SGR PUC99314	$139,324	[20] Funds applied for the Workforce Training Center Project $1,083,198
STA - OB	$0	[21] Reallocation of various left over balances of STA funds to cover IT Projects $50,000, Specialized Tools & Equipment $120,000 and Openloop Contactless Fare Payment System $165,530.
STA PUC99313	$2,840,920	[22] State Transit Assistance funds to cover the following projects; Workforce training center - $228,862, IT projects - $303,000, Project Management and Administration - $185,991, Public Hydrogen Fueling Station - $1,014,750, Purchase of Hydrogen Fuel Electric Buses (additional funding P1) - $916,890, and Open Loop Contactless Fare Payment System - $34,470.
STA PUC99314	$725,009	[23] State Transit Assistance Funds to cover the following projects; - Maintenance Upgrade & Equipment - $377,000, Workforce Training Center - $120,000, Specialized Tools & Equipment - $164,000 and Project Management & Administration - $64,009.
Total Estimated Capital Funding Request	$15,903,881	
Total Funding Request	**$68,928,881**	

Table 4.2 Summary of Funds Requested for FY27/28 (TABLE 4.0 RCTC OUTLINE)

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

SunLine Transit Agency

Original

Operating

Project	Total Amount of Funds	5307 IC	5307 IC OB	5307 RS	5307 RS OB	5311	5311(f)	5339 COMP	CRP	FARE	LCTOP PUC99313	LTF	LTF - Deferred Revenue	MA SPT	OTHR FED	OTHR LCL
1. Operating Assistance -	$53,253,049	$4,186,807	$2,101,369			$439,003				$1,791,893		$34,470,490		$7,222,824		$3,040,663
2. Sunride Rideshare Program -	$1,325,000									$25,000		$1,300,000				
3. Commuter Link 10 -	$723,201						$300,000					$242,201				$181,000
4. Haul Pass Program -	$300,000										$300,000					
5. Taxi Voucher Program -	$75,000											$37,500				$37,500
Sub-total Operating	$55,676,250	$4,186,807	$2,101,369	$0	$0	$439,003	$300,000	$0	$0	$1,816,893	$300,000	$36,050,191	$0	$7,222,824	$0	$3,259,163

Capital

Project	Total Amount of Funds	5307 IC	5307 IC OB	5307 RS	5307 RS OB	5311	5311(f)	5339 COMP	CRP	FARE	LCTOP PUC99313	LTF	LTF - Deferred Revenue	MA SPT	OTHR FED	OTHR LCL
Buildings and Facilities - Maintenance Upgrade & Equipment - SL-28-01	$544,727			$0												
Buildings and Facilities - Office Furniture & Equipment - SL-28-02	$750,000															
Buildings and Facilities - Solar Covered Parking - SL-28-10	$6,100,000							$5,100,000								
Buildings and Facilities - Utility Storage Building - SL-28-05	$1,687,500	$1,200,000		$150,000												
Communication and ITS - IT Projects - SL-28-03	$300,000															
Maintenance Equipment - Specialized Tools and Fueling Equipment - SL-28-04	$200,000															
Project Management and Administration - SL-28-06	$300,000															
Revenue Vehicles - Purchase of Hydrogen Fuel Cell Electric Buses - SL-28-07	$6,000,000							$5,100,000								
Revenue Vehicles - Purchase of Hydrogen Fuel Cell Electric Buses - SL-28-09	$905,056														$0	
Safety and Security - Safety Enhancements - SL-28-08	$150,000															
Transit Shelters and Amenities - Bus Stop Improvement - SL-28-11	$100,000	$0														
Sub-total Capital	$17,037,283	$1,200,000	$0	$150,000	$0	$0	$0	$10,200,000	$0	$0	$0	$0	$0	$0	$0	$0
Total Operating & Capital	$72,713,533	$5,386,807	$2,101,369	$150,000	$0	$439,003	$300,000	$10,200,000	$0	$1,816,893	$300,000	$36,050,191	$0	$7,222,824	$0	$3,259,163

FY 2027/28 Projected Funding Details	
Total Estimated Operating Funding Request	$55,676,250

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

SunLine Transit Agency

Original

Operating

Project	Total Amount of Funds	SGR PUC99313	STA PUC99313	STA PUC99314												
1. Operating Assistance -	$53,253,049															
2. Sunride Rideshare Program -	$1,325,000															
3. Commuter Link 10 -	$723,201															
4. Haul Pass Program -	$300,000															
5. Taxi Voucher Program -	$75,000															
Sub-total Operating	$55,676,250	$0	$0	$0												

Capital

Project	Total Amount of Funds	SGR PUC99313	STA PUC99313	STA PUC99314												
Buildings and Facilities - Maintenance Upgrade & Equipment - SL-28-01	$544,727		$419,718	$125,009												
Buildings and Facilities - Office Furniture & Equipment - SL-28-02	$750,000		$750,000													
Buildings and Facilities - Solar Covered Parking - SL-28-10	$6,100,000	$1,000,000														
Buildings and Facilities - Utility Storage Building - SL-28-05	$1,687,500		$337,500													
Communication and ITS - IT Projects - SL-28-03	$300,000		$300,000													
Maintenance Equipment - Specialized Tools and Fueling Equipment - SL-28-04	$200,000		$200,000													
Project Management and Administration - SL-28-06	$300,000		$300,000													
Revenue Vehicles - Purchase of Hydrogen Fuel Cell Electric Buses - SL-28-07	$6,000,000		$300,000	$600,000												
Revenue Vehicles - Purchase of Hydrogen Fuel Cell Electric Buses - SL-28-09	$905,056	$0	$905,056	$0												
Safety and Security - Safety Enhancements - SL-28-08	$150,000		$150,000													
Transit Shelters and Amenities - Bus Stop Improvement - SL-28-11	$100,000		$100,000													
Sub-total Capital	$17,037,283	$1,000,000	$3,762,274	$725,009												
Total Operating & Capital	$72,713,533	$1,000,000	$3,762,274	$725,009												

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

SunLine Transit Agency

Original

FY 2027/28 Projected Funding Details	
5307 IC	$4,186,807
5307 IC OB	$2,101,369
5311	$439,003
5311(f)	$300,000
CRP	$0
FARE	$1,816,893
LCTOP PUC99313	$300,000
LTF	$36,050,191
MA SPT	$7,222,824
OTHR LCL	$3,259,163
5307 IC	$1,200,000
5307 RS	$150,000
5307 RS OB	$0
5339 COMP	$10,200,000
LTF - Deferred Revenue	$0
OTHR FED	$0
SGR PUC99313	$1,000,000
STA PUC99313	$3,762,274
STA PUC99314	$725,009
Total Estimated Capital Funding Request	$17,037,283
Total Funding Request	**$72,713,533**

Table 4.3 Summary of Funds Requested for FY28/29 (TABLE 4.0 RCTC OUTLINE)

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 4.0 - Summary of Funding Requests - FY 2028/29

SunLine Transit Agency

Original

Operating

Project	Total Amount of Funds	5307 IC	5307 IC OB	5311	5311(f)	5339 COMP	FARE	LCTOP PUC99313	LTF	MA SPT	OTHR LCL	SGR PUC99313	SGR-OB PUC99313	STA PUC99313	STA PUC99314
1. Operating Assistance -	$56,036,862	$4,986,807	$974,313	$439,003			$1,791,893		$37,436,903	$7,367,280	$3,040,663				
2. SunRide Ride Share Program -	$1,325,000						$25,000		$1,300,000						
3. Commuter Link 10 -	$723,201				$300,000				$242,201		$181,000				
4. Haul Pass Program -	$300,000							$300,000							
5. Taxi Voucher Program -	$75,000								$37,500		$37,500				
Sub-total Operating	$58,460,063	$4,986,807	$974,313	$439,003	$300,000	$0	$1,816,893	$300,000	$39,016,604	$7,367,280	$3,259,163	$0	$0	$0	$0

Capital

Project	Total Amount of Funds	5307 IC	5307 IC OB	5311	5311(f)	5339 COMP	FARE	LCTOP PUC99313	LTF	MA SPT	OTHR LCL	SGR PUC99313	SGR-OB PUC99313	STA PUC99313	STA PUC99314
Buildings and Facilities - Indio Liquid Hydrogen Station - SL-29-10	$1,882,353					$1,600,000								$157,344	$125,009
Buildings and Facilities - Maintenance Upgrade & Equipment - SL-29-01	$500,000												$500,000		
Buildings and Facilities - Office Furniture & Equipment - SL-29-02	$100,000													$100,000	
Communication and ITS - IT Projects - SL-29-03	$574,313	$174,313												$400,000	
Maintenance Equipment - Specialized Tools and Fueling Equipment - SL-29-04	$200,000													$200,000	
Project Management and Administration - SL-29-06	$200,000													$200,000	
Revenue Vehicles - Bus Rehabilitation - SL-29-08	$152,553												$152,553		
Revenue Vehicles - Purchase of Hydrogen Fuel Cell Electric Buses - SL-29-07	$5,600,000					$4,760,000								$240,000	$600,000
Revenue Vehicles - Purchase of Paratransit Vehicles - SL-29-11	$2,500,000											$1,000,000		$1,500,000	
Safety and Security - Safety Enhancements - SL-29-09	$150,000													$150,000	
Transit Shelters and Amenities - Bus Stop Improvement - SL-29-05	$200,000													$200,000	
Sub-total Capital	$12,059,219	$174,313	$0	$0	$0	$6,360,000	$0	$0	$0	$0	$0	$1,000,000	$652,553	$3,147,344	$725,009
Total Operating & Capital	$70,519,282	$5,161,120	$974,313	$439,003	$300,000	$6,360,000	$1,816,893	$300,000	$39,016,604	$7,367,280	$3,259,163	$1,000,000	$652,553	$3,147,344	$725,009

Table 4.0 - Summary of Funding Requests - FY 2028/29

SunLine Transit Agency

Original

FY 2028/29 Projected Funding Details	
5307 IC	$4,986,807
5307 IC OB	$974,313
5311	$439,003
5311(f)	$300,000
FARE	$1,816,893
LCTOP PUC99313	$300,000
LTF	$39,016,604
MA SPT	$7,367,280
OTHR LCL	$3,259,163
Total Estimated Operating Funding Request	$58,460,063
5307 IC	$174,313
5339 COMP	$6,360,000
SGR PUC99313	$1,000,000
SGR-OB PUC99313	$652,553
STA PUC99313	$3,147,344
STA PUC99314	$725,009
Total Estimated Capital Funding Request	$12,059,219
Total Funding Request	**$70,519,282**

See Appendix A for 4.0A.

Table 4.4 Fare Revenue Calculation (TABLE 4.0B RCTC OUTLINE, consistent with RCTC Commission Farebox Recovery Policy 03/12/2008)

#	Revenue Sources included in Farebox Calculation	Actuals from FY2024/25 Audit	FY2025/26 Estimated	FY2026/27 Plan
1	Farebox Revenue	1,441,865	1,816,893	1,816,893
2	Measure A	8,238,000	7,000,000	7,200,000
3	Interest	31,621	30,000	30,000
4	Other Revenues	2,956,717	3,229,163	3,229,163
	Total Revenue (1-15)	$12,668,203	$12,076,056	$12,276,056
	Total Operating Expense	$42,672,673	$50,500,000	$53,025,000
	Farebox Recovery Ratio	29.69%	23.91%	23.15%

4.2 Funding Plans to Support Proposed Operating and Capital Program

For FY2027, funding plans for the proposed operating and capital programs are primarily funded with a mixture of federal, state, and local funding for a total of $68,611,781. Operating costs for FY27 are planned to increase by $2,525,000 or 5%. The increase in operating costs is primarily related to wages and fuel costs. Capital expenditures programmed for FY27 represent a 57% decrease compared to FY26. The reduction is primarily related to anticipated competitive grants.

Operating expenditures for FY28 and F29 represent 5% increases for each fiscal year. Capital expenditures identify Agency needs but also reflect potential competitive awards for SunLine to pursue.

Table 4.5 Summary of Funds Requested in FY 2027/28 (TABLE 4.1 RCTC OUTLINE)

Table 4.1 - Summary of Funding Requests - FY 2027/28

SunLine Transit Agency

Original

Operating

Project	Total Amount of Funds	5307 IC	5307 IC OB	5307 RS	5307 RS OB	5311	5311(f)	5339 COMP	CRP	FARE	LCTOP PUC99313	LTF	LTF - Deferred Revenue	MA SPT	OTHR FED	OTHR LCL
1. Operating Assistance -	$53,253,049	$4,186,807	$2,101,369			$439,003				$1,791,893		$34,470,490		$7,222,824		$3,040,663
2. Sunride Rideshare Program -	$1,325,000									$25,000		$1,300,000				
3. Commuter Link 10 -	$723,201						$300,000					$242,201				$181,000
4. Haul Pass Program -	$300,000										$300,000					
5. Taxi Voucher Program -	$75,000											$37,500				$37,500
Sub-total Operating	$55,676,250	$4,186,807	$2,101,369	$0	$0	$439,003	$300,000	$0	$0	$1,816,893	$300,000	$36,050,191	$0	$7,222,824	$0	$3,259,163

Capital

Project	Total Amount of Funds	5307 IC	5307 IC OB	5307 RS	5307 RS OB	5311	5311(f)	5339 COMP	CRP	FARE	LCTOP PUC99313	LTF	LTF - Deferred Revenue	MA SPT	OTHR FED	OTHR LCL
Buildings and Facilities - Maintenance Upgrade & Equipment - SL-28-01	$650,000			$150,000												
Buildings and Facilities - Office Furniture & Equipment - SL-28-02	$750,000															
Buildings and Facilities - Solar Covered Parking - SL-28-10	$6,100,000							$5,100,000								
Buildings and Facilities - Utility Storage Building - SL-28-05	$1,500,000	$1,200,000														
Communication and ITS - IT Projects - SL-28-03	$300,000															
Maintenance Equipment - Specialized Tools and Fueling Equipment - SL-28-04	$200,000															
Project Management and Administration - SL-28-06	$332,227															
Revenue Vehicles - Purchase of Hydrogen Fuel Cell Electric Buses - SL-28-07	$6,000,000							$5,100,000								
Revenue Vehicles - Purchase of Hydrogen Fuel Cell Electric Buses - SL-28-09	$905,056														$0	
Safety and Security - Safety Enhancements - SL-28-08	$150,000															
Transit Shelters and Amenities - Bus Stop Improvement - SL-28-11	$150,000	$0														
Sub-total Capital	$17,037,283	$1,200,000	$0	$150,000	$0	$0	$0	$10,200,000	$0	$0	$0	$0	$0	$0	$0	$0
Total Operating & Capital	$72,713,533	$5,386,807	$2,101,369	$150,000	$0	$439,003	$300,000	$10,200,000	$0	$1,816,893	$300,000	$36,050,191	$0	$7,222,824	$0	$3,259,163

FY 2027/28 Projected Funding Details	
Total Estimated Operating Funding Request	$55,676,250

Table 4.6 Summary of Funds Requested in FY 2028/29 (TABLE 4.2 RCTC OUTLINE)

Table 4.2 - Summary of Funding Requests - FY 2028/29

SunLine Transit Agency

Original

Operating

Project	Total Amount of Funds	5307 IC	5307 IC OB	5311	5311(f)	5339 COMP	FARE	LCTOP PUC99313	LTF	MA SPT	OTHR LCL	SGR PUC99313	SGR-OB PUC99313	STA PUC99313	STA PUC99314	
1. Operating Assistance -	$56,036,862	$4,986,807	$974,313	$439,003			$1,791,893		$37,436,903	$7,367,280	$3,040,663					
2. SunRide Ride Share Program -	$1,325,000						$25,000		$1,300,000							
3. Commuter Link 10 -	$723,201				$300,000				$242,201		$181,000					
4. Haul Pass Program -	$300,000							$300,000								
5. Taxi Voucher Program -	$75,000								$37,500		$37,500					
Sub-total Operating	$58,460,063	$4,986,807	$974,313	$439,003	$300,000	$0	$1,816,893	$300,000	$39,016,604	$7,367,280	$3,259,163	$0	$0	$0	$0	

Capital

Project	Total Amount of Funds	5307 IC	5307 IC OB	5311	5311(f)	5339 COMP	FARE	LCTOP PUC99313	LTF	MA SPT	OTHR LCL	SGR PUC99313	SGR-OB PUC99313	STA PUC99313	STA PUC99314	
Buildings and Facilities - Indio Liquid Hydrogen Station - SL-29-10	$1,882,353					$1,600,000								$157,344	$125,009	
Buildings and Facilities - Maintenance Upgrade & Equipment - SL-29-01	$500,000												$500,000			
Buildings and Facilities - Office Furniture & Equipment - SL-29-02	$100,000													$100,000		
Communication and ITS - IT Projects - SL-29-03	$574,313	$174,313												$400,000		
Maintenance Equipment - Specialized Tools and Fueling Equipment - SL-29-04	$200,000													$200,000		
Project Management and Administration - SL-29-06	$200,000													$200,000		
Revenue Vehicles - Bus Rehabilitation - SL-29-08	$152,553												$152,553			
Revenue Vehicles - Purchase of Hydrogen Fuel Cell Electric Buses - SL-29-07	$5,600,000					$4,760,000								$240,000	$600,000	
Revenue Vehicles - Purchase of Paratransit Vehicles - SL-29-11	$2,500,000											$1,000,000		$1,500,000		
Safety and Security - Safety Enhancements - SL-29-09	$150,000													$150,000		
Transit Shelters and Amenities - Bus Stop Improvement - SL-29-05	$200,000													$200,000		
Sub-total Capital	$12,059,219	$174,313	$0	$0	$0	$6,360,000	$0	$0	$0	$0	$0	$1,000,000	$652,553	$3,147,344	$725,009	
Total Operating & Capital	$70,519,282	$5,161,120	$974,313	$439,003	$300,000	$6,360,000	$1,816,893	$300,000	$39,016,604	$7,367,280	$3,259,163	$1,000,000	$652,553	$3,147,344	$725,009	

4.3 Regulatory and Compliance Requirements

4.3.1 Americans with Disabilities Act

SunLine complies with ADA guidelines by providing a 100 percent accessible revenue service fleet for fixed route transit services and ADA paratransit vehicles. As funding becomes available, SunLine continues to make bus stop improvements to ensure accessibility. Staff also coordinate with developers and contractors regarding construction projects to include bus stop improvements when the opportunity arises.

4.3.2 Disadvantaged Business Enterprise

SunLine's most recent Disadvantaged Business Enterprise (DBE) program and goals were submitted to FTA in July 2025 and has an expiration date of September 2027.

4.3.3 Equal Employment Opportunity

SunLine complies with federal regulations pertaining to employment and submits its Equal Employment Opportunity (EEO)-4 report annually to the U.S. Equal Employment Opportunity Commission (EEOC) and its EEO/Affirmative Action Program to FTA every 4 years, or as major changes occur in the workforce or employment conditions. The most recent EEO-4 report was submitted to the EEOC and certified in February 2024. The most recent EEO/Affirmative Action Program was revised and submitted to FTA in April 2024. The next update to the EEO/Affirmative Action Program is due to the FTA in March 2028.

4.3.4 Title VI

Title VI protects people from discrimination based on race, color, and national origin in programs and activities receiving federal financial assistance. SunLine's Title VI report was submitted to FTA in December 2025 and has an expiration date of October 2028.

4.3.5 Transportation Development Act

The Transportation Development Act provides two major sources of funding for public transportation: the LTF and STA. RCTC commissioned Michael Baker International to conduct the Triennial Performance Audit as required by the Transportation Development Act; recommendations from the auditors are referenced in section VI of that document. The full report is available on SunLine's website located at: https://www.sunline.org/about/boards-and-committees#reports

Table 4.7 Actions to Comply with Recent Triennial Performance Audit Recommendations (TABLE 4.5 RCTC OUTLINE)

Audit Recommendations	Action Taken and Results
Continue addressing maintenance facility conditions, particularly during summer months.	New swamp coolers installed in the existing facility in FY26. Entering into the design and A&E phase for new maintenance facility.
Improve grant financial management	This recommendation aligns with *an* assessment previously identified by SunLine staff. The agency will continue to pursue funding and opportunities to advance investment in this area.

4.3.6 Federal Transit Administration Triennial Review

In accordance with regulations, SunLine completed an FTA Triennial Audit site visit in 2023 and has fully complied with all closeout and post-review documentation. The Agency is conducting the 2026 review in June 2026.

4.3.7 National Transit Database

To keep track of the industry and provide public information and statistics as growth occurs, FTA's National Transit Database records the financial, operating, and asset conditions of transit systems. Staff submit monthly reports and a yearly report which is used for funding formulas.

4.3.8 Alternative Fuel Vehicles

In alignment with SunLine's Board-approved Alternative Fuel Policy, all revenue vehicles in the fleet use CNG, electric, or hydrogen fuel. This fleet mix is also compliant with Resolution No. 00-018, Emissions Standard Requirement for the Acquisition of Urban Transit Buses with Federal, State or Local Funds, was approved by the RCTC Commission on October 11, 2000. The current active fleet consists of 10 CNG buses, 32 hydrogen electric fuel cell buses, four (4) battery electric buses, three (3) CNG coaches, 39 CNG paratransit vehicles, and 44 non-revenue CNG, gas and electric vehicles, including general support cars and truck.

4.4 Capital Project Status

Table 4.8 summarizes the status of SunLine's existing capital projects and remaining funding as of March 2025.

Table 4.8 Open Project List (TABLE 4.6 RCTC OUTLINE)

Project Name	SRTP Capital Project	Project Element	Funding Category	Beg to End - Project Timeline	Total Project Cost	Programmed Funds (not including current FY)	FY## Programmed Funds	Unfunded Balance as of current FY
Replacement Fixed Route CNG 40ft buses (12)	26-13	1	2	01/01/2026-06/30/2028	19,259,020	17,980,285		1,278,735
Replacement Paratransit CNG Vehicles (14)	26-14	1	1	01/01/2026-06/30/2028	3,765,558	3,765,558		0
Non-Revenue Vehicles	21-11,24-08,26-11	2	1	12/1/2025-12/31/2027	679,396	679,396		0
A&E & Construction New Maintenance Building	25-10,25-11,27-06	4	2	7/1/2025-12/31/2030	33,446,527	27,762,505		5,684,022
A&E & Construction Workforce Training Center	18-08,20-07,21-06,24-16,26-04	4	2	7/1/2024-12/31/2028	8,542,026	7,144,031		1,397,995

A&E & Construction Microgrid	21-01,22-06,23-05,25-11	4	1	7/1/2025-12/31/2030	8,542,952	8,542,952		0
Expansion Public Hydrogen Station	24-06	4	2	7/1/2025-12/31/2030	8,935,250	8,935,250		0
Liquid Hydrogen Refueling Infrastructure	22-11,24-02	4	1	7/1/2022-12/31/2027	1,007,390	1,007,390		0
Div 1 Back-Up Generator	20-11,23-03,26-05	4	1	7/1/2025-06/30/2027	2,350,103	2,350,103		0
Indio Station Utility Upgrade	22-10,23-01,25-02	4	1	4/1/2024-12/31/2027	2,106,439	2,106,439		0
A&E & Construction Indio Liquid Hydrogen Fueling Station	21-07,23-03,24-06.24-09,26-03	4	2	7/1/2026-12/30/2029	7,798,231	7,798,231		0
Solar Covered Parking & EV Charging Infrastructure	26-01	4	2	TBD	12,098,240	900,000		11,198,240
Security Fence Upgrade	21-09,21-14,22-02,22-08,24-11,25-05	4	1	7/01/2025-12/31/2026	831,462	831,462		0
Asphalt & Concrete Upgrade	22-03,23-02,24-17	4	1	7/1/2025-6/30/2027	2,139,800	2,139,800		0
Replacements Two (2) CNG Dispensers	22-04	4	1	7/1/2025-12/31/2026	431,000	431,000		0
Utility Storage Building	26-07	4	2	TBD	1,600,000	100,000		1,500,000

Fuel Management POS System Upgrade	24-12,25-02,25-08,26-10	4	1	7/1/2025-12/31/2026	360,000	360,000		0
Bus Rehabilitation (10)	22-09,23-07	9	1	7/1/2024-6/30/2027	5,032,316	5,032,316		0
Radio System Upgrade	23-09,25-11,25-13	3	1	7/1/2025-12/31/2027	4,674,812	4,674,812		0
Open Loop Contactless Payment System	26-18	3	2	1/1/2026-12/31/2027	842,768	642,768		200,000
Bus Stop Improvements	22-08,23-12,24-14,25-04,26-17	6	1	7/1/2025-12/31/2027	918,359	918,359		0
Surveillance Camera Upgrade	21-13	5	1	7/01/2025-6/30/2027	310,598	310,598		0
Comprehensive Operational Analysis	25-14	11	1	7/01/2025-6/30/2027	369,601	369,601		0
Software Expansion	23-11	5	1	7/01/2025-6/30/2027	531,358	531,358		0
Information Technology Projects	21-12,23-06,20-02,26-08,-26-09	5	1	7/01/2025-6/30/2027	666,957	666,957		0
Transit Asset Management	15-12	5	1	7/01/2025-6/30/2027	53,549	53,549		0
Fare Collection Modernization Study	24-19	11	1	TBD	69,000	69,000		0
Maintenance Facility	24-20	11	1	TBD	130,000	130,000		0

Modernization (Study)								
Site Selection Study	24-20	11	1	7/01/2025-6/30/2027	70,000	70,000		0
Civil Survey	24-21	11	1	7/01/2025-6/30/2027	90,038	90,038		0
Facility Maintenance & Equipment Upgrade	23-02,23-10	4	1	7/01/2025-6/30/2027	374,806	374,806		0
Boardroom Equipment Upgrade	23-02	4	1	7/01/2025-6/30/2027	130,333	130,333		0
Timekeeping Software	22-13	5	1	7/01/2025-12/31/2026	40,454	40,454		0
Specialized Tools (3 CNG Dispensers)	24-15	5	2	7/01/2026-12/31/2027	297,000	178,850		118,150
Brake Training Board	22-11	3	1	7/01/2025-6/30/2027	45,000	45,000		0
Safety Projects	26-16	10	1	03/01/2026-6/30/2027	100,000	100,000		0
Low No Emission Training	22-11	3	1	7/01/2025-6/30/2029	443,704	443,704		0
Utility Golf Carts	26-07	9	1	03/01/2026-6/30/2027	50,000	50,000		0
H1 Ride Cutaway Bus	23-15	1	1	7/01/2024-12/31/2027	68,952	68,952		0
SunRide Microtransit Expansion	24-17	1	1	07/01/2024-12/31/2028	20,576	20,576		0

Project Management & Administration	26-12	4	1	07/01/2024-12/31/2028	240,000	240,000		0
Facility Improvements	19-12,19-13,21-07,24-13,25-02	4	1	07/01/2024-12/31/2028	156,162	156,162		0
Electrolyzer	20-14	4	1	07/01/2021-12/31/2026	549,878	549,878		
H2 Ride	22-25	1	1	07/01/2023-12/31/2026	33,556	33,556		
44					$130,203,171	$ 108,826,029	$ -	$ 21,377,142

Appendix A - Table 4A Capital Project Justification

FY 2026/27 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: SL-20-06

FTIP No: Not Assigned - New Project

Project Name: SunLine Property Expansion / Solar Farm Phase I 20-06

Category: Buildings and Facilities

Sub-Category: Expansion

Project Description: Project to purchase land close to Thousand Palms facility.

Project Justification: The land purchase will help with future growth of the Agency to assist with SunLine's expanded zero emission program in solar and hydrogen related projects.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
LTF-OB	FY 2026/27	-$275,000
Total		-$275,000

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

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		20-06	

FY 2026/27 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: SL-24-08

FTIP No: Not Assigned - New Project

Project Name: CNG Paratransit Vehicles (10) RIV210616

Category: Paratransit

Sub-Category: Replacement

Fuel Type: CNG

Project Description: SunLine intends to use STA funds as additional funding to the Replacement of Paratransit Vehicles (10) project. The Replacement of Paratransit Vehicles (10) project of $1.86M was programmed in 2023 FTIP, RIV210616.

Project Justification: Additional funding for the Replacement of Paratransit Vehicles (10) project is needed due to increase in cost.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA - OB	FY 2026/27	-$165,530
Total		-$165,530

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

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		SL-24-08	

FY 2026/27 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: SL-24-15

FTIP No: Not Assigned - New Project

Project Name: Bus Rehabilitation

Category: Bus

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: SunLine intends to use FY2024 STA funds for Bus Rehabilitation not limited to cosmetic work to improve bus appearance.

Project Justification: Due to extreme weather the buses deteriorate and this project will improve the appearance.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA - OB	FY 2026/27	-$120,000
Total		-$120,000

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

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		SL-24-15	

FY 2026/27 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: SL-26-01

FTIP No: Not Assigned - New Project

Project Name: Buildings and Facilities - Solar Microgrid to Hydrogen

Category: Buildings and Facilities

Sub-Category: Expansion

Fuel Type: Electric

Project Description: Continued funding related to solar panel and battery storage to support hydrogen equipment and increase renewable energy production.

Project Justification: Reduce cost of electricity associated with hydrogen production and act as resiliency to grid power.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SB 125 TIRCP GF OB	FY 2026/27	-$5,219,548
SB 125 TIRCP GGRF OB	FY 2026/27	-$922,050
Total		-$6,141,598

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

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		SL-22-06 (23)	
		SL-25-01	
		SL-26-01	
		SL-22-06 (23)	
		SL-25-01	
		SL-26-01	
		SL-22-06	
		SL-22-06	

FY 2026/27 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: SL-26-19

FTIP No: Not Assigned - New Project

Project Name: Vehicle Systems - Vehicle Equipment

Category: Support Vehicles

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: This project will fund the purchase and installation of new and replacement equipment for fixed-route and paratransit vehicles. Equipment includes: • Automatic Fare Collection (AFC) systems • Mobile Data Computers (MDCs) or Tablets • Automatic Vehicle Location (AVL) systems • Onboard security surveillance (cameras, DVRs) • ADA compliance upgrades (audio/visual annunciators, mobility securements) • Radios and communication units • Wi-Fi routers and signal boosters Activities include equipment procurement, configuration, installation, testing, and staff training.

Project Justification: Upgrading the fleet with modern technology improves service delivery, supports incident management , and ensures ADA compliance. Without this project, SunLine faces operational inefficiencies, service delays, data gaps, and increased safety risks due to outdated and unreliable equipment.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA - OB	FY 2026/27	-$50,000
Total		-$50,000

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

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
N/A		SL-26-19	

FY 2026/27 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: SL-27-01 **FTIP No**: Not Assigned - New Project

Project Name: Buildings and Facilities - Maintenance Upgrade & Equipment

Category: Maintenance

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: SunLine intends to fund various facility maintenance upgrade and purchase replacement equipment e. g Lift for buses, brake lathe, etc in Thousand Palms, Indio and Coachella, fencing, A&E & preliminary engineering services, demolition of old facilities, repaving, replacement of poles, replacement of shelters, bins, etc

Project Justification: This project is necessary for upgrading the aging facility and equipment at the various SunLine facility locations, including, HVAC, plumbing, electrical, others as needed.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
LTF-OB	FY 2026/27	$100,000
STA PUC99313	FY 2026/27	$382,968
STA PUC99314	FY 2026/27	$377,000
Total		$859,968

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

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		SL-25- 99	
		SL-26-07	
		SL-25- 99	
		SL-26-07	
		SL-25- 99	
		SL-26-07	

FY 2026/27 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: SL-27-02

FTIP No: Not Assigned - New Project

Project Name: Communication and ITS - IT Projects

Category: Communication and ITS

Sub-Category: Systems

Fuel Type: N/A

Project Description: Purchase of expansion and replacement IT equipment.

Project Justification: Required to replace aging equipment and support agency expansion.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
LTF-OB	FY 2026/27	$175,000
STA - OB	FY 2026/27	$50,000
STA PUC99313	FY 2026/27	$303,000
Total		$528,000

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

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		24-61	
		SL-25-03	
		SL-26-09	
		24-61	
		SL-25-03	
		SL-26-09	
		24-61	
		SL-25-03	
		SL-26-09	

FY 2026/27 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

FY 2026/27 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: SL-27-03 **FTIP No**: Not Assigned - New Project

Project Name: Maintenance Equipment - Specialized Tools and Fueling Equipment

Category: Maintenance

Sub-Category: Replacement

Fuel Type: N/A

Project Description: SunLine intends to use STA funds for Specialized Tools and Fueling Equipment project.

Project Justification: To maintain the day-to-day uptime of the Agency's alternative fueling infrastructure program.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA - OB	FY 2026/27	$120,000
STA PUC99314	FY 2026/27	$164,000
Total		$284,000

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

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		SL-24-12	$150K FY24 STA funds intended for Specialized Tools & Fueling Equipment
		SL-25-08	$50K FY25 STA funds intended for Fuel POS management system
		SL-26-10	$200K FY26 STA funds intended for Fuel POS management system
		SL-24-12	$150K FY24 STA funds intended for Specialized Tools & Fueling Equipment

		SL-25-08	$50K FY25 STA funds intended for Fuel POS management system
		SL-26-10	$200K FY26 STA funds intended for Fuel POS management system

FY 2026/27 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: SL-27-04

FTIP No: Not Assigned - New Project

Project Name: Vehicle Systems - Openloop Contactless Fare Payment System

Category: Bus

Sub-Category: Systems

Fuel Type: N/A

Project Description: SunLine intends to fund the project, procurement of contactless fare payment validator equipment to be installed on SunLine's Fixed Route fleet, including service agreements for the payment devices/equipment and the fare processing services.

Project Justification: The procurement and installation of payment validators in the Fixed Route fleet represent a significant step toward enhancing efficiency, security, and the overall rider experience. These payment validators will offer advantages for both riders and the Agency, including improving the fare collection process, streamlining data collection, increasing security, and enhancing the riders' experience by providing additional payment options .

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA - OB	FY 2026/27	$165,530
STA PUC99313	FY 2026/27	$34,470
Total		$200,000

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

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
N/A		SL-26-18	
N/A		SL-26-18	

FY 2026/27 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: SL-27-05

FTIP No: Not Assigned - New Project

Project Name: Buildings and Facilities - Workforce Training Center

Category: Buildings and Facilities

Sub-Category: Expansion

Fuel Type: N/A

Project Description: The proposed project includes the planning, design, construction, and equipping of a Transit Workforce Training Center that will serve as a dedicated facility for training bus operators , maintenance technicians, dispatchers, and other transit personnel. The center will feature a combination of classroom space, simulation labs, safety training zones, and technical work bays, specifically designed to support the transition to zero-emission vehicle operations, improved safety performance, and professional development.

Project Justification: The development of the Transit Workforce Training Center is essential to address the evolving needs of the transit industry, particularly in the transition to zero-emission vehicles and advanced technologies. This center will support safety, operational efficiency, and workforce readiness through hands-on training and technology-driven learning environments. It will enable the agency to reduce service disruptions, improve safety outcomes, and provide long-term economic opportunities, especially for disadvantaged and underrepresented populations entering the transit workforce.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
5307 IC	FY 2026/27	$962,579
5339 RS	FY 2026/27	$86,454
SB 125 TIRCP GF	FY 2026/27	$1,820,986
SGR PUC99313	FY 2026/27	$1,083,198
SGR PUC99314	FY 2026/27	$139,324
STA PUC99313	FY 2026/27	$228,962
STA PUC99314	FY 2026/27	$120,000
Total		$4,441,503

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

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

FY 2026/27 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

		SL-26-04	
		SL-26-04	
		SL-26-04	
		SL-26-04	
		SL-26-04	
		SL-26-04	
		SL-26-04	

FY 2026/27 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: SL-27-06

FTIP No: Not Assigned - New Project

Project Name: Maintenance Facility (Construction)

Category: Buildings and Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: Construction of a new maintenance facility in Thousand Palms.

Project Justification: The existing facility is beyond its useful life

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SB 125 TIRCP GF	FY 2026/27	$2,642,880
SB 125 TIRCP GF OB	FY 2026/27	$5,219,548
SB 125 TIRCP GGRF OB	FY 2026/27	$922,050
Total		$8,784,478

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

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		SL-25-10	$16M TIRCP funds intended for Construction of New Maintenance Building
		SL-26-49	Not programmed in FY2026
		SL-25-10	$16M TIRCP funds intended for Construction of New Maintenance Building
		SL-26-49	Not programmed in FY2026

FY 2026/27 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

		SL-25-10	$16M TIRCP funds intended for Construction of New Maintenance Building
		SL-26-49	Not programmed in FY2026

FY 2026/27 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: SL-27-07

FTIP No: Not Assigned - New Project

Project Name: Project Management and Administration

Category: Planning/Feasibility

Sub-Category: Study

Project Description: SunLine intends to use State Transit Assistance Funds PUC 99313 to fund project consultants and administration expenses.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2026/27	$185,991
STA PUC99314	FY 2026/27	$64,009
Total		$250,000

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

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

FY 2026/27 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: SL-27-08

FTIP No: Not Assigned - New Project

Project Name: Revenue Vehicles - Purchase of Paratransit Vehicles

Category: Paratransit

Sub-Category: Replacement

Fuel Type: CNG

Project Description: SunLine intends to purchase replacement of CNG Paratransit Vehicles that have met their useful lives .

Project Justification: Vehicles need to be replace that passed their useful life per FTA guidelines .

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
5339 COMP	FY 2026/27	$3,060,000
Total		$3,060,000

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

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
	RIV220509	SL-24-09	
	RIV220509	SL-24-09	
	RIV220509	SL-26-14	

FY 2026/27 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: SL-27-09 **FTIP No**: Not Assigned - New Project

Project Name: Revenue Vehicles - Purchase of Hydrogen Fuel Cell Electric Buses

Category: Bus

Sub-Category: Replacement

Fuel Type: Hydrogen

Project Description: SunLine intends to use the funds to fund the purchase of 12 hydrogen fuel cell electric buses. This project replaces 12 Model Year 2008 CNG buses with hydrogen fuel cell buses. This project is for the acquisition, deployment, and operation of these (8) new zero-emission transit buses. SunLine will deploy these new buses, some of which will service disadvantaged communities, providing cleaner, reduce pollutants and quieter transportation for local riders.

Project Justification: The existing buses being replaced have completed their useful life of 12 years and will be disposed of according to Federal regulations. SunLine will operate the buses on various routes throughout the Coachella Valley , servicing diverse, disadvantaged communities while significantly reducing greenhouse gas (GHG) emissions.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
5307 IC	FY 2026/27	$1,268,400
STA PUC99313	FY 2026/27	$690,779
Total		$1,959,179

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

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		SL-24-23	Purchase of one (1) hydrogen bus c/o AQMD
		SL-25-12	SGR Funds of $1.1M will cover the shortfall to purchase 12 replacements of 2008 CNG 40ft buses
		SL-26-13	

FY 2026/27 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

		SL-24-23	Purchase of one (1) hydrogen bus c/o AQMD
		SL-25-12	SGR Funds of $1.1M will cover the shortfall to purchase 12 replacements of 2008 CNG 40ft buses
		SL-26-13	

FY 2026/27 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: SL-27-10

FTIP No: Not Assigned - New Project

Project Name: Public Hydrogen Fueling Station

Category: Vehicle Systems and Equipment

Sub-Category: Upgrade

Fuel Type: Hydrogen

Project Description: SunLine intends to use CMAQ Funds, Federal Earmarked funds and STA Funds for the Public Hydrogen Fueling Station. The Public Hydrogen Fueling Station project of $5.2M was programmed in 2023 FTIP, RIV221001 . The Congress appropriated $2.5M to SunLine in 2023 Community Project Funding aka Congressionally Direct Spending (C DS) funds for Expansion of Public Hydrogen Station Infrastructure project with reference Project ID#2023-CMPJ-025. SunLine will match 20% of State Transit Assistance Funds of $625K as required for these grants. Project Funding; Federal (80%) CMAQ Funds: $4,500,000 RIV221001 CPF: $2,500,000 STA Funds: $1,825,000 Total Project Cost: $8,825,000

Project Justification: This project will assist in offering fueling options to hydrogen consumer vehicles as well as it will serve the Agency.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2026/27	$1,014,750
Total		$1,014,750

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

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		SL-24-06	

FY 2026/27 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: SL-27-11

FTIP No: Not Assigned - New Project

Project Name: Buildings and Facilities - Indio Liquid Hydrogen Station

Category: Buildings and Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: Hydrogen

Project Description: SunLine intends to fund construction of Indio Liquid Hydrogen Fuuling Station for $6M. The project involves the planning, design, permitting, construction, project administration, and commissioning of a state-of-the-art LH2 fueling station located in SunLine's facility in Indio California. The station will be publicly accessible and capable of fueling hydrogen-powered transit buses, commercial trucks, fleet and public vehicles. Key infrastructure includes Cryogenic liquid hydrogen storage tank, high-capacity LH2 dispensers for rapid refueling, vaporization and pressure control systems, vacuum -jacketed transfer piping and advanced safety and control systems. The station will be designed to accommodate public access, including commercial and municipal fleet users. It will be constructed in accordance with federal, state, and local safety standards, and designed for future scalability as vehicle adoption increases.

Project Justification: The construction of a Liquid Hydrogen station in Indio is a strategic initiative that supports California's transition to clean energy, enhances regional transportation infrastructure, and positions the Coachella Valley as a leader in hydrogen technology.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
LCTOP PUC99313	FY 2026/27	$880,536
LCTOP PUC99314	FY 2026/27	$134,125
Total		$1,014,661

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

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		SL-26-03	
		SL-26-03	