

RIVERSIDE TRANSIT AGENCY:

REDUCING TRAFFIC CONGESTION AND GREENHOUSE GAS EMISSIONS IN WESTERN RIVERSIDE COUNTY

SUMMARY

According to the United States Department of Transportation Center for Climate Change, transportation energy use contributes to increased greenhouse gas concentrations in the atmosphere. Emissions of most air pollutants from transportation have declined, but emissions of carbon dioxide (CO₂) – the major greenhouse gas – are on the rise. Transportation accounts for about a third of all CO₂ emissions among all emitting sectors. One reason for some of these increased transportation emissions is the number of internal combustion engines idling on congested roadways.¹

Miles of driving lanes nationally have increased slowly while highway travel has increased rapidly, resulting in greater traffic congestion.² Drivers in Riverside County are aware of the impacts of traffic congestion in our region.

Public transportation is a component in relieving traffic congestion and CO₂ emissions by reducing the number of private vehicles on the road. In western Riverside County, Riverside Transit Agency (RTA) bus service has played an increasing role in providing such public transportation since 1977.

Utilizing funding from regional, state, and federal sources, along with passenger fares, RTA served a Fiscal Year 2023 (FY23) ridership of more than 5.2 million, an increase of 27% from the year before.

It is the intention of the 2023-2024 Riverside County Civil Grand Jury to advise the public of RTA's revenue sources and of the services that it provides western Riverside County in its efforts to cut traffic congestion and reduce greenhouse gases.

BACKGROUND

The Riverside Transit Agency is a major source of public transportation for western Riverside County (Appendix B). Established as a joint powers agency in August 1975, RTA began operating bus service in March 1977.³

Nearly 50 years later, in 2023, RTA operated a fleet of 339 buses and paratransit vehicles (providing individualized rides without fixed routes or timetables) fueled by compressed natural gas (CNG) over 32 fixed routes, 3 CommuterLink routes, and a microtransit service.⁴ (Microtransit follows a predetermined overall route but deviates to accommodate on-demand pick-up and drop-off requests at locations off its route. Microtransit is a compromise between fixed-route and point-to-point service.)

Total ridership in FY23 (July 2022 through June 2023) was 5.2 million in a 2500-square mile service area.⁵ Most of RTA's 40-foot, 30,000 pound, buses travel about 200 miles per day.⁶

In the cities of Corona, Beaumont, and Banning, RTA coordinates regional services with municipal transit systems. In Riverside, RTA coordinates with that city's Parks, Recreation, and Community Services Department, providing paratransit service to complement RTA's fixed-route services. These paratransit services are compliant with the Americans with Disabilities Act and provide transportation to senior citizens and handicapped riders.⁷

In January 2023, RTA officially launched a pilot microtransit service in the Hemet-San Jacinto area. Called GoMicro, it consists of 12-passenger minibuses, equipped for access by disabled riders, that operate daily, serving nearly 300 stops. Trips are booked on mobile devices using the GoMobile app. Because there is no set schedule, riders can book at their convenience. Microtransit service is proving to be a more rational and cost-effective approach to a community where fixed-route service was underutilized. There were 2,800 GoMicro boardings in the first 30 days of operation.⁸ Continued GoMicro success in Hemet-San Jacinto holds the promise of similar service in other communities.⁹ The GoMicro pilot is slated to last three years, at which time the overall success of the program will be evaluated.¹⁰

RTA is governed by a board of directors composed of 22 elected officials from 18 cities in western Riverside County. The member jurisdictions include the cities of Banning, Beaumont, Canyon Lake, Corona, Eastvale, Hemet, Jurupa Valley, Lake Elsinore, Moreno Valley, Menifee, Murrieta, Norco, Perris, Riverside, San Jacinto, Temecula, Wildomar, and the unincorporated areas of Riverside County Supervisorial Districts 1, 2, 3, and 5.¹¹ All expenditures are approved by the RTA Board of Directors.¹²

METHODOLOGY

Internet Website Research

- Riverside Transit Agency (RTA)
- California Department of Transportation (Caltrans)
- Federal Transit Administration (FTA)
- Air Quality Management District (AQMD)
- United States Department of Transportation
- Riverside County Transportation Commission (RCTC)

Interviews

- RTA administrative personnel

Tours

- RTA headquarters, Riverside
- Multi-Modal Transportation Hubs in Riverside, Perris, Corona, Jurupa Valley/Pedley, and La Sierra
- Rides on RTA buses in March, April, and May 2024 to assess performance, comfort, and security

Glossary of Acronyms

- A glossary of acronyms appears in the Appendix A.

DISCUSSION

Funding

Serving a population of more than 1 million, RTA's total operating revenue for FY23 was \$98,873,412. Expenses were \$92,394,567. The overwhelming majority of RTA's income comes from sources, including investments, other than passenger fares (which, since 2022, can be paid with cash and coins, tap-

enabled credit and debit cards, and electronic payments).¹³ Investment income comes from market rate interest on all RTA revenues.¹⁴

Because most RTA income is derived from taxpayer dollars, the use of these dollars is important to all Riverside County residents. An independent accounting firm that audited Riverside Transit Agency's financial activities for FY23 concluded that RTA is making efficient use of its funds and following proper accounting procedures.¹⁵

Contributing to RTA's revenue are:

1. The Federal Transit Administration (FTA)
2. California's Transportation Development Act (TDA)
3. The United States Department of Transportation's Congestion Mitigation and Air Quality Improvement Program (CMAQ)
4. The Riverside County Transportation Commission (RCTC)
5. The Western Riverside Council of Government's Transportation Uniform Mitigation Fee (TUMF)

RTA employs a full-time grants manager to pursue and secure the funding that comes from government sources and to ensure compliance with grant conditions.¹⁶ Each of those sources has its own mission(s), which the RTA seeks to carry out. Current funding sources include:

1. The FTA provides financial and technical assistance to public transit systems, including buses, subways, light rail, commuter rail, trolleys, and ferries. The FTA also oversees safety measures and helps develop next-generation technology research.¹⁷ In 2023, the FTA contributed \$25,987,308 to the RTA's operating income, which was dedicated to the maintenance of vehicles and facilities and to operating assistance with its Hemet operations. RTA was given more discretion in its use of FTA funds during the COVID-19 pandemic in order to eliminate lay-offs.¹⁸ In its most recent audit, covering the four fiscal year period ending June 30, 2022, the FTA found that RTA had continued to make good use of FTA funds.¹⁹
2. The TDA was enacted in 1971 by the California Legislature to improve existing public transportation services and encourage regional transportation plans. This law provides funding to be allocated by Caltrans to transit and non-transit related purposes that comply with regional transportation plans.²⁰ TDA funds for public transportation are labeled as State Transit Assistance (STA). STA funds are generated by the sales tax on diesel fuel. The amount of money available for transit agencies varies from year-to-year based upon fluctuations in diesel prices. The State divides the STA program into two components:
 - Population-based funds: Transit agencies receive STA funds based upon the size of the population served.
 - Revenue-based funds: The State allocates funds to transit operators based on their revenue as defined by the Public Utility Code – PUC 99314(b).

STA funds may be used by transit operators for both capital projects and transit operations.²¹ STA funds provided \$9.5 million to RTA in FY23. These dollars are not for routine operations, but for large non-routine expenditures. RTA uses these funds as a local match for FTA-funded

grants. Recent projects for which STA funding supplemented FTA grants include the purchase of 35 heavy-duty buses, 30 smaller CNG buses, and 50 paratransit vehicles.²²

3. The Riverside County Transportation Commission (RCTC), with representation from the Board of Supervisors and from the city councils within the county, apportions funds to RTA from Riverside County Measure A revenue. Measure A is a 1988 voter-approved initiative that increased sales tax by ½% in Riverside County to fund transportation projects. An extension of Measure A was approved in 2002, providing funds for projects through 2039. Funds go back to each of three districts: western Riverside County, the Coachella Valley, and Palo Verde, in proportion to what they have contributed in sales tax.²³ In FY23, RTA received from RCTC \$39.6 million for operational expenses and \$300,000 for capital projects.²⁴
4. The Transportation Uniform Mitigation Fee (TUMF) is an obligation that must be met by all new development in western Riverside County. These fees vary based on the land use and size of a proposed development, factors that influence how traffic will increase due to development. The TUMF, administered by the Western Riverside Council of Government, is dedicated to providing improvements to local traffic.²⁵ FY23 TUMF disbursements to RTA were approximately \$400,000 per quarter and were dedicated to capital projects, especially development of the Vine Street Mobility Hub.²⁶

Ridership

In order to meet the objectives of these governmental funding sources, it is necessary for RTA to increase its ridership in order to continue to reduce the number of private vehicles on the road. FY23 ridership was up 11% over the previous year and 90% over 2021 during the COVID-19 pandemic. Passenger fares totaled approximately \$5.5 million in FY23.²⁷ The increase in ridership totals is directly influenced by a variety of RTA programs and promotions.

College Passes

Partnerships with area universities and college students has had a significant impact on RTA ridership. College students often cannot afford to purchase, maintain, and insure private vehicles, making them a prime audience for public transportation. RTA currently has programs that encourage up to 104,566 western Riverside County university and college students to take the bus.

In 2006, RTA partnered with the University of California, Riverside (UCR) to provide its students with an all-access bus pass. UCR students ride free on all fixed route and CommuterLink buses. The program, called U-Pass, is designed to ease traffic congestion around campus, reduce parking problems, and encourage ridesharing. Route 51, called the CrestCruiser, specifically caters to students with stops at off-campus housing and nearby retail centers. Route 56, fully funded by UCR, kicked off in January 2023 and offers weekday connections to six other RTA routes, as well as Metrolink trains.²⁸

La Sierra University and California Baptist University, both located in Riverside, joined the U-Pass program in 2009.

The schools involved with the U-Pass program are billed directly by RTA for the fares of their students. Those bills reflect a discounted rate, 60% of the current one-ride fare.²⁹

In 2008, RTA partnered with the Riverside Community College District to provide transit at no cost to students at the Riverside and Moreno Valley campuses with the Go-Pass program. The Norco campus followed in 2016.³⁰

In 2010, RTA extended its Go-Pass program to students at the Banning, Menifee, and San Jacinto campuses of the Mt. San Jacinto College District.

All students at a Go-Pass campus pay a maximum \$8-per-semester unlimited ride transportation fee. A student who uses RTA 20 times over the course of a semester would have effectively paid only 40 cents per ride.³¹

RTA buses logged 457,000 student boardings during FY23, up nearly 50% from the previous year.³²

Other Fare Subsidies

The City of Riverside, using funds from the South Coast Air Quality Management District, began offering discounted bus passes to all city residents in 2009. This program, called Riverside Go Transit, provides a 30% discount on monthly passes.³³

Active duty military, police, or fire personnel are eligible to ride free on RTA fixed-route buses. Military personnel must wear the appropriate uniform at the time of boarding or present to the driver a valid United States Uniformed Services identification card indicating active service or a Common Access card indicating uniformed services or active duty. Police and fire personnel must be in full uniform at the time of boarding.³⁴

In addition, some non-governmental employers – like Disneyland – reimburse employees for a portion of their public transportation costs. Commenting on the Route 200 CommuterLink bus to Anaheim in March 2024, a Disneyland food services worker said, “It’s a great deal. It saves on fuel and car maintenance.”

On November 7, 2023, voters were able to ride free to their polling places. On December 3, after 2:30 p.m., fares were waived on fixed-route buses as a thank-you to regular patrons and to provide a safe alternative to holiday driving. Rides were also free on April 22, 2024, Earth Day, to encourage people to adopt public transportation for the sake of the air quality.³⁵

Broader fare subsidies in FY23 (25-cent fares) and FY24 (free fares on Fridays) benefit all RTA riders. These fare subsidies have been funded with a grant from Caltrans’ Low Carbon Transit Operations Program (LCTOP) to encourage a return to post-pandemic ridership numbers and to promote new ridership. Projects awarded LCTOP funding must reduce greenhouse gas emissions, benefit a disadvantaged community, and increase ridership.³⁶ Currently, there are 4000 more trips on free-fare-Fridays than any other day of the week. Promotions continue in an effort to rebuild ridership totals that plummeted during the COVID-19 pandemic. From June 1 through August 31, 2024, all rides will cost only 25 cents and, beginning July 2024, a new LCTOP grant will subsidize all RTA fares for youth under 18 years of age.³⁷

In order to remain eligible for critical STA and RCTC funding, a percentage of public transit operating expenses must be recovered through fares – 20% for urban areas and 10% for rural. For RTA, which has both urban and rural routes, 17.2% of its FY24 operating budget must be covered by fares. RTA exceeded its FY23 fare-recovery target and anticipates no problems for FY24.³⁸

While RTA ridership continues to rise, it is still not back to pre-pandemic levels. Although other local public transit agencies have raised their rates in recent years, RTA has chosen to hold off on rate increases in order to keep its service as affordable as possible. The most recent RTA increase was in 2019. To forestall a subsequent fare increase, it is imperative for ridership numbers to continue to increase.³⁹

Reducing Traffic Congestion and Greenhouse Gas Emissions

RTA's 2020-2021 ridership surveys indicate that 80% of RTA riders do not have their own reliable transportation.⁴⁰ These riders are termed, "transit-dependent". The remaining 20% may choose to make some trips on RTA instead of driving in order to save money, to avoid stress, or to act in an environmentally-sensitive manner.

Based upon 2023 ridership numbers, calculations based upon a California Air Resources Board formula indicate that RTA took the equivalent of 2500 private vehicles off the road that year. That number equates to 10,000 metric tons of CO₂, from the burning of 1.2 million gallons of gasoline, that was not released into the atmosphere.⁴¹

Multi-Modal Transportation Hubs

RTA maintains three major transfer hubs associated with Metrolink commuter rail stations. These multi-modal hubs connect local bus travel with regional train commutes, enhancing the practicality of public transportation for both work and pleasure.

Effective January 2024, Riverside's 4.5-acre Vine Street Mobility Hub (across the street from the Metrolink station located at 4066 Vine Street) provides connectivity between buses, trains (both Metrolink and Amtrak), and other transportation (automobiles, bicycles, etc.). The hub features 16 bays, photoelectric panels for energy production, a public restroom, and the availability of the Metrolink park-and-ride lot.⁴²

The Downtown Perris station (121 South C Street) opened in January 2010. In addition to RTA buses, this station also serves weekend excursions from the Orange Empire Railway Museum, as well as a stop on Metrolink's 91/Perris Valley Line. This station has six bus bays, a park-and-ride lot, and portable toilet facilities.

The Corona Transit Center (250 E. Blaine Street) opened in September 2010 adjacent to the North Main Corona Metrolink station. This center has eight bus bays, a park-and-ride lot, a public restroom, and a pedestrian bridge to the Metrolink station and its associated parking garage.

All three major transfer hubs have covered plazas, information kiosks, real-time messaging signs and audio messages to update travelers as to when their next bus will arrive, and on-site uniformed security personnel. The public restrooms at the Riverside and Corona hubs are locked with access provided by a security guard, which may be a factor in keeping them clean and unvandalized. Bicycle racks or lockers are available either at the bus loading platform (Perris) or at the adjacent Metrolink station (Riverside and Corona)

There are also RTA connections at the Jurupa Valley/Pedley (6001 Pedley Road, Jurupa Valley) and La Sierra (10901 Indiana Avenue, Riverside) Metrolink stations.⁴³

Constantly Evolving

In fall 2022, over 1000 on-board rider surveys completed were from all routes. They indicated that 96% of all riders are satisfied with RTA services.⁴⁴ RTA continually implements improvements to attract and sustain ridership. For example, in 2005, RTA debuted free Wi-Fi internet service aboard its Temecula-Riverside CommuterLink Route 202, making the agency the first in southern California to offer such an amenity on public buses. By the end of 2016, free Wi-Fi was available on all of the agency's fixed-route buses and real-time bus tracking was possible with the RTA app on electronic devices. Buses are also equipped with USB charging ports.⁴⁵

A close look at resources during the COVID-19 pandemic led RTA to eliminate some fixed routes that were under-utilized. However, a commitment to "geographic equity", led to new solutions like the GoMetro minibus program in the Hemet-San Jacinto area.⁴⁶

The median household income of RTA riders is \$16,000 per year. Their median age is 35 years old.⁴⁷ In order to reach citizens likely to need its services, RTA has recently partnered with the developers of new affordable housing complexes in Hemet and Riverside to provide nearby bus stops, a bus pass for each unit, and training for residents who wish to learn how to use the bus system.⁴⁸

RTA is currently re-evaluating its 2015 bus stop policy. Bus stops are being considered in new higher density areas because density equates to ridership. Stop locations are studied to ensure that they are in the best location to serve rider needs, as determined by rider surveys and by requests from local governments and citizens.⁴⁹

All RTA administrative employees are required to ride the bus no less than once a year to ensure that they understand the needs of their clientele and their drivers. These rides also allow administrative employees to see for themselves that buses are safe, comfortable, and clean.⁵⁰

Safe, Comfortable, and Clean

If more people are going to adopt RTA as a travel option, a reputation for safety is vital. Some southern California transit is currently suffering from widely-reported incidents of violence and drug use.⁵¹ While passenger misbehavior is possible on any public transportation, RTA takes steps to ensure a reputation for passenger and driver safety.

RTA has installed video cameras on its buses. The cameras allow the bus driver to monitor activity on board, at the bike rack in front of the bus, and at bus stops where passengers board and disembark.⁵²

Bus drivers also have the ability to make 911 emergency calls through RTA dispatchers, using either the bus radio or, more discreetly, a cellular telephone. If necessary, a driver can activate a covert alarm system monitored by dispatchers. Such activation also causes the exterior reader-board to display a "Call 911" message.⁵³

Dispatchers can access the on-board cameras on RTA buses to monitor tense situations and to advise law enforcement or fire department personnel of current conditions involving disruptive, suspicious, or disoriented passengers.⁵⁴

During the COVID-19 pandemic, clear polycarbonate shields were installed as a barrier between drivers and passengers. When pandemic requirements were lifted, the barriers remained in response to driver requests.⁵⁵

RTA bus drivers receive six weeks of initial training at time of hire and eight hours of annual training thereafter. In the course of this training, drivers receive instruction from local law enforcement and fire department personnel on de-escalating tense situations and responding to emergencies.⁵⁶

The Civil Grand Jury's observation is that RTA buses are safe, comfortable, and clean. All RTA transit vehicles are cleaned, inside and out, every night.

Plans for the Future

In spring 2023, the RTA Board of Directors approved a Sustainable Service Plan to upgrade service to popular destinations, increase frequency of service, and improve connections between bus routes and Metrolink trains.⁵⁷

Beginning in 2026, RTA plans to slowly phase out its 145 large CNG buses and replace them with zero-emission hydrogen fuel-cell electric buses (FCEBs). This replacement complies with the California Air Resources Board's goal of 100% zero-emission bus fleets by 2040. As a member of California's Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES), RTA will benefit from \$5 million of \$1.2 billion granted to ARCHES from federal Bipartisan Infrastructure Law funding. Two hydrogen fueling stations and the procurement of 37 FCEBs are planned.⁵⁸

Zero-emission transit comes at a price. It costs twice as much to purchase an FCEB than it does to buy a CNG bus. CNG costs approximately \$1 per gallon equivalent. Hydrogen currently costs \$10 to \$20 per gallon equivalent. CNG buses travel approximately 350 miles per tank of fuel; FCEBs get approximately 300 miles per tank. It takes five minutes to fuel a CNG bus and six to ten to fill an FCEB. Insurance is currently more expensive for FCEBs, in part because they represent a new technology.⁵⁹

Advertising

RTA's Director of Marketing works closely with the RTA Chief Executive Officer to develop marketing plans. Those plans are meant to communicate not only with existing bus-riders, but also with members of the general public who might become bus riders if made aware of routes, prices, and promotions. Beyond the visibility of its own buses and bus-stops, RTA's advertising tools include bus-shelters with advertising space for self-promotion, information kiosks, an easy-to-navigate website, billboards, and posts on social media.⁶⁰

RTA provides sponsorships and participates in such community-based marketing events as cancer walks and Chamber of Commerce events in order to attract potential customers and promote RTA as an active community partner.⁶¹

Increasingly, RTA provides personalized introductions to its services to targeted populations. For example, In the Hemet-San Jacinto area, RTA ambassadors worked the sidewalks and bus stops to inform residents of the new GoMicro minibus service. Likewise, RTA makes presentations at senior citizen centers and at its affordable housing partners to provide instruction on how to use the bus system.⁶²

The use of video presentations highlighting RTA promotions and events has expanded with the growth of social media. How-to videos appear on social media and the RTA website.⁶³ There are, however, currently no videos promoting RTA services and promotions on western Riverside County local government and college public access television channels, which might help to broaden citizen awareness.⁶⁴

FINDINGS

- 1) RTA provides western Riverside County with some relief from traffic congestion and CO₂ emissions by reducing the number of private vehicles on its roadways.
- 2) An overwhelming majority of RTA's revenue comes from taxpayer-funded sources dedicated to relieving traffic congestion and CO₂ emissions.
- 3) RTA's operation continually evolves to incorporate new technologies and amenities and to meet public needs.
- 4) RTA's marketing program is devoted to continually building ridership and RTA administration is receptive to new marketing ideas.

RECOMMENDATIONS

- 1) By December 31, 2024, RTA Director of Marketing should work with local government and college public access television stations in western Riverside County to have its promotional and how-to videos run with some regularity. (Finding 4) Cost: Minimal

REQUIRED RESPONSES

Pursuant to Penal Code sections 933 and 933.05, the 2023-2024 Riverside County Civil Grand Jury requests a response, as follows:

Riverside Transit Agency Board of Directors , Finding 1, Finding 2, Finding 3, Finding 4, and Recommendation 4

REFERENCES

¹ Information from the United States Department of Transportation Center for Climate Change, accessed April 9, 2024 www.transportation.gov/sustainability/climate/federal-programs-directory-congestion-mitigation-and-air-quality-cmaq

² Ibid.

³ RTA Annual Report for 2019

⁴ Interviews with RTA Administration, April and May 2024

⁵ RTA Annual Report for 2023

⁶ Interviews with RTA Administration, April and May 2024

⁷ RTA Annual Report for 2019

⁸ RTA Annual Report for 2023

⁹ Interviews with RTA Administration, April and May 2024

¹⁰ RTA Basic Financial Statements with Independent Auditor's Report, June 30, 2023 and 2022

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- ¹¹ RTA Annual Report for 2019
- ¹² Interviews with RTA Administration, April and May 2024
- ¹³ RTA Annual Report for 2023
- ¹⁴ Interviews with RTA Administration, April and May 2024
- ¹⁵ RTA Annual Report for 2023
- ¹⁶ Interviews with RTA Administration, April and May 2024
- ¹⁷ Federal Transit Administration purpose and programs, accessed April 9, 2024, <https://www.transit.gov/about-fta>
- ¹⁸ Interviews with RTA Administration, April and May 2024
- ¹⁹ RTA Basic Financial Statements with Independent Auditor's Report, June 30, 2023 and 2022
- ²⁰ Background on the Transportation Development Act, accessed April 9, 2024, <https://dot.ca.gov>
- ²¹ Background on State Transit Assistance, accessed April 9, 2024, <https://www.sjcog.org>
- ²² Interviews with RTA Administration, April and May 2024
- ²³ Background on Riverside County Measure A 1988, accessed April 9, 2024, <https://www.rctc.org>
- ²⁴ Interviews with RTA Administration, April and May 2024
- ²⁵ Background on the Transportation Uniform Mitigation Fee, accessed April 9, 2024, <https://wrcog.us>
- ²⁶ Interviews with RTA Administration, April and May 2024
- ²⁷ Ibid.
- ²⁸ RTA Annual Report for 2023
- ²⁹ Interviews with RTA Administration, April and May 2024
- ³⁰ RTA Annual Reports for 2016 and 2023
- ³¹ Interviews with RTA Administration, April and May 2024
- ³² RTA Annual Report for 2023
- ³³ Information on the City of Riverside's Go Transit program, accessed April 9, 2024, www.riversidegotransit.com
- ³⁴ Information on active duty military, police, and fire personnel eligible to ride free on RTA fixed routes, accessed April 9, 2024, <https://riversidetransit.com>
- ³⁵ RTA Annual Report for 2023
- ³⁶ RTA 2024 Marketing Plan
- ³⁷ Interviews with RTA Administration, April and May 2024
- ³⁸ RTA Basic Financial Statements with Independent Auditor's Report, June 30, 2023 and 2022; Interviews with RTA Administration, April and May 2024; RTA Short Range Transit Plan FY24 – FY26
- ³⁹ Interviews with RTA Administration, April and May 2024
- ⁴⁰ Ibid.
- ⁴¹ Ibid.
- ⁴² RTA Annual Report for 2023
- ⁴³ Interviews with RTA Administration, April and May 2024
- ⁴⁴ RTA Short Range Transit Plan, FY24 – FY26
- ⁴⁵ RTA Annual Report for 2016
- ⁴⁶ Interviews with RTA Administration, April and May 2024
- ⁴⁷ RTA Fall 2021 Onboard Rider Survey
- ⁴⁸ Interviews with RTA Administration, April and May 2024
- ⁴⁹ Ibid.
- ⁵⁰ Interviews with RTA Administration, April and May 2024
- ⁵¹ "Unsafe L.A. Metro Better Not Ask for More of Your Money", Riverside Press-Enterprise, p. A-11, 4/24/24; "Transit Dangers Scare Away Riders", Riverside Press-Enterprise, p. H-3, 5/5/24
- ⁵² Interviews with RTA Administration, April and May 2024

⁵³ Ibid.

⁵⁴ Ibid.

⁵⁵ Ibid.

⁵⁶ Ibid.

⁵⁷ RTA Annual Report for 2023

⁵⁸ RTA Annual Report for 2023; RTA Short Range Transit Plan FY24 - FY26

⁵⁹ Interviews with RTA Administration, April and May 2024

⁶⁰ RTA Administration, 4/24; RTA 2024 Marketing Plan

⁶¹ RTA 2024 Marketing Plan

⁶² Ibid.

⁶³ RTA 2024 Marketing Plan

⁶⁴ Interviews with RTA Administration, April and May 2024

APPENDIX A**GLOSSARY OF ACRONYMS**

- ARCHES: Alliance for Renewable Clean Hydrogen Energy Systems
- FECB: Zero-emission hydrogen fuel-cell electric buses
- FTA: Federal Transit Administration
- Caltrans: California Department of Transportation
- CO₂: Carbon dioxide
- CNG Compressed Natural Gas
- LCTOP: Low Carbon Transit Operations Program (a Caltrans program that funds transportation projects that reduce greenhouse gas emissions, benefit a disadvantaged community, and increase ridership)
- RCTC: Riverside County Transportation Commission (apportions funds from Riverside County Measure A revenue)
- RTA: Riverside Transit Agency
- STA: State Transit Assistance (TDA funds for public transportation)
- TDA: Transit Development Act (provides funding to be allocated by Caltrans)
- TUMF: Transportation Uniform Mitigation Fee (fee applied to all new development in western Riverside County that are dedicated to providing improvements to local traffic)
- UCR: University of California, Riverside

