

Tulare County Regional Transit Agency Short Range Transit Plan

2026 - 2031

RIDE
Tulare County



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Introduction

SRTP Overview

The Tulare County Regional Transit Agency (TCRTA) 2026-2031 Short Range Transit Plan (SRTP) guides public transportation decisions for Tulare County over the next five years. An SRTP is a Federal Transit Administration and Caltrans-required planning document that identifies needs for and goals of transit service, helping agencies set priorities to guide service improvements during the next five years. SRTPs include key operational data such as expected service levels, operating and capital costs, and revenue sources.

For TCRTA, this SRTP represents an important milestone. The agency was created in 2020 to consolidate transit services previously provided by a mix of predecessor municipal and county-wide agencies. This plan is the first opportunity to examine the TCRTA network as a whole, assess how it is meeting the region's needs, and identify opportunities for improvement.

Document Organization

This SRTP is organized into the following sections:

- ♦ **Existing Conditions** summarizes the key findings from the Market Assessment and Service Evaluation, which together describe the communities TCRTA serves, how people travel, and how current services are performing.
- ♦ **Goals and Objectives** presents the goals, objectives, and performance standards that guide the SRTP's recommendations and will serve as an ongoing tool for managing TCRTA services.
- ♦ **Service Recommendations** presents near-term and long-term service alternatives for TCRTA's fixed route, microtransit, and paratransit network, identifying route alignment, frequency, and span changes. The section also describes the impacts of recommended alternatives on transit access and travel times.
- ♦ **Financial and Capital Plan** presents a five-year budget model and funding strategy, identifying the vehicle, facility, technology, and infrastructure investments needed to support the recommended service plan and outlining how TCRTA will finance them.
- ♦ **Conclusion and Next Steps** summarizes the plan's key findings and recommendations, describes next steps for implementation, and outlines how TCRTA will monitor progress toward the goals and performance standards established in this plan.
- ♦ **Appendix A** includes Conceptual Schedules for the service recommendations detailing frequencies and span of service for each route.

TCRTA Services Overview

TCRTA is a Joint Powers Authority (JPA) formed in August 2020, bringing together transit services previously operated by three separate city and county agencies into a single regional network. Today, TCRTA serves communities across Tulare County through two main types of service: fixed route buses and on-demand transit.

Fixed Route Service

TCRTA operates 21 fixed bus routes that connect communities across Tulare County and provide local service within the cities of Tulare and Dinuba. These routes fall into three categories:

- ♦ **Regional trunk routes** connect the county's cities along major corridors.
- ♦ **Regional lifeline routes** serve smaller communities and rural areas with limited service, typically five or fewer trips per day on weekdays only.
- ♦ **Local routes** in Tulare (Lines T1-T6) and Dinuba (Lines D1-D4 and Dinuba Loop supplemental service on school days) provide citywide coverage operating on hub-and-spoke networks out of each city's central transit center.

TCRTA also connects with transit services operated by neighboring agencies. The cities of Visalia and Porterville operate their own local transit systems, and TCRTA regional routes connect riders to those networks. TCRTA services also connect with the regional network of neighboring Fresno, Kern, and Kings Counties, and to intercity options such as Greyhound.

Figure 1: TCRTA Regional Network Map

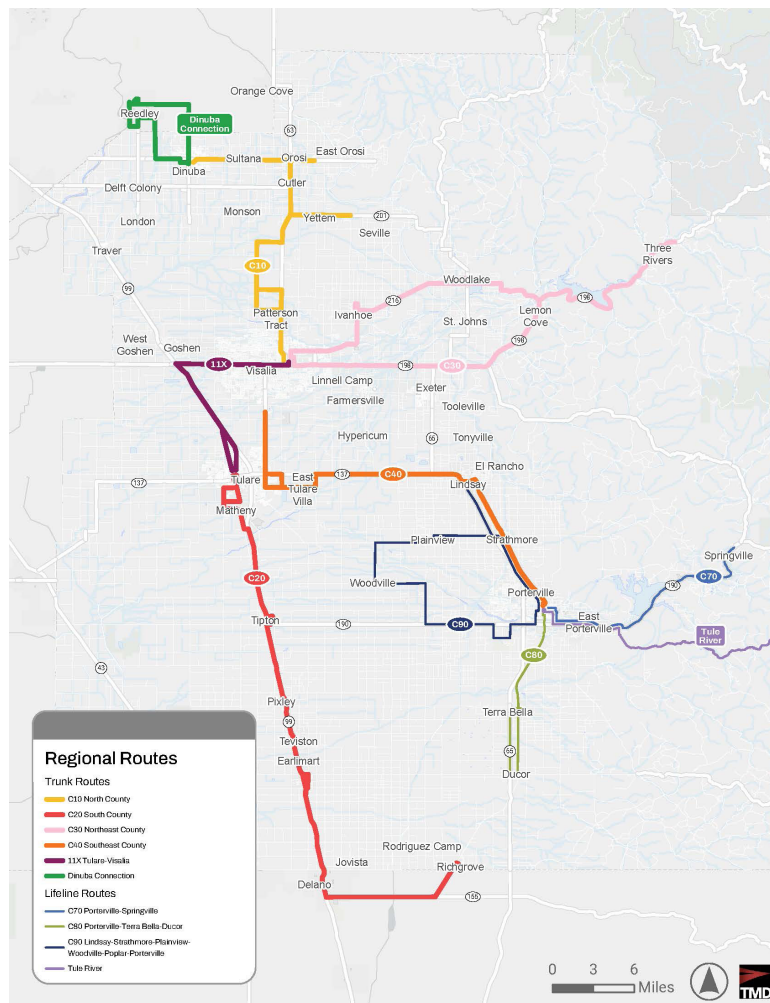


Table 1: TCRTA Fixed Routes

ROUTE NAME	SERVICE TYPE	WKDAY SPAN	WKDAY SERVICE LEVEL	SAT SPAN	SAT SERVICE LEVEL	SUN SPAN	SUN SERVICE LEVEL
D1 Northeast Dinuba	Dinuba Local	7am-7:10pm	60-70 min	7am-7:10pm	60-70 min	8am-4:50pm	60-70 min
D2 Northwest Dinuba	Dinuba Local	7am-7:10pm	60-70 min	7am-7:10pm	60-70 min	8am-4:50pm	60-70 min
D3 Southeast Dinuba	Dinuba Local	7:33am-7:35pm	60-70 min	7:33am-7:35pm	60-70 min	8:33am-5:15pm	60-70 min
D4 Central Dinuba	Dinuba Local	7:33am-7:36pm	60-70 min	7:33am-7:36pm	60-70 min	8:33am-5:16pm	60-70 min
DL Dinuba Loop	Dinuba Supplemental	6:23am-4:12pm	2 trips	-	-	-	-
T1 North Tulare	Tulare Local	7am-7:34pm	40-50 min	7am-7:34pm	40-50 min	8am-5:34pm	40-50 min
T2 Southeast Tulare	Tulare Local	7am-7:34pm	40-50 min	7am-7:34pm	40-50 min	8am-5:34pm	40-50 min
T3 West Tulare	Tulare Local	7am-7:34pm	40-50 min	7am-7:34pm	40-50 min	8am-5:34pm	40-50 min
T4 Northeast Tulare	Tulare Local	7am-7:34pm	40-50 min	7am-7:34pm	40-50 min	8am-5:34pm	40-50 min
T5 Southwest Tulare	Tulare Local	7am-7:37pm	40-50 min	7am-7:37pm	40-50 min	8am-5:37pm	40-50 min
T6 East Tulare	Tulare Local	7am-7:35pm	40-50 min	7am-7:35pm	40-50 min	8am-5:35pm	40-50 min
C10 North County	Regional Trunk	6:15am-7:05pm	12 trips*	9:20am-5:47pm	4 trips	9:20am-5:47pm	4 trips
C20 South County	Regional Trunk	5:45am-8:14pm	10 trips*	8:30am-6:42pm	4 trips	8:30am-6:42pm	4 trips
C30 Northeast County	Regional Trunk	5:15am-8:15pm	18-19 trips*	8:50am-6:20am	6 trips	8:50am-6:20am	6 trips
C40 Southeast County	Regional Trunk	5:25am-7:53pm	12 trips	9:45am-6:40pm	4 trips	9:45am-6:40pm	4 trips
11X Tulare-Visalia	Regional Trunk	6:30am-9:26pm	30 min**	9:30am-6:26pm	30 min**	9:30am-6:26pm	30 min**
DC Dinuba Connection	Regional Trunk	7:05am-7:20pm***	60-65 min	-	-	-	-
C70 Porterville-Springville	Regional Lifeline	8:43am-3:35pm	2 trips	-	-	-	-
C80 Porterville-Terra Bella-Ducor	Regional Lifeline	9:53am-4:32pm	2 trips	-	-	-	-
C90 Lindsay-Strathmore-Plainview-Woodville-Poplar-Porterville	Regional Lifeline	6:20am-5:44pm	4-5 trips****	-	-	-	-
TR Tule River Indian Reservation	Regional Lifeline	7am-4:49pm	120 min****	-	-	-	-

*Route includes a deviation or tail segment with service levels comparable to Regional Lifeline routes

**11X service level includes Visalia Transit-operated service (50% of trips)

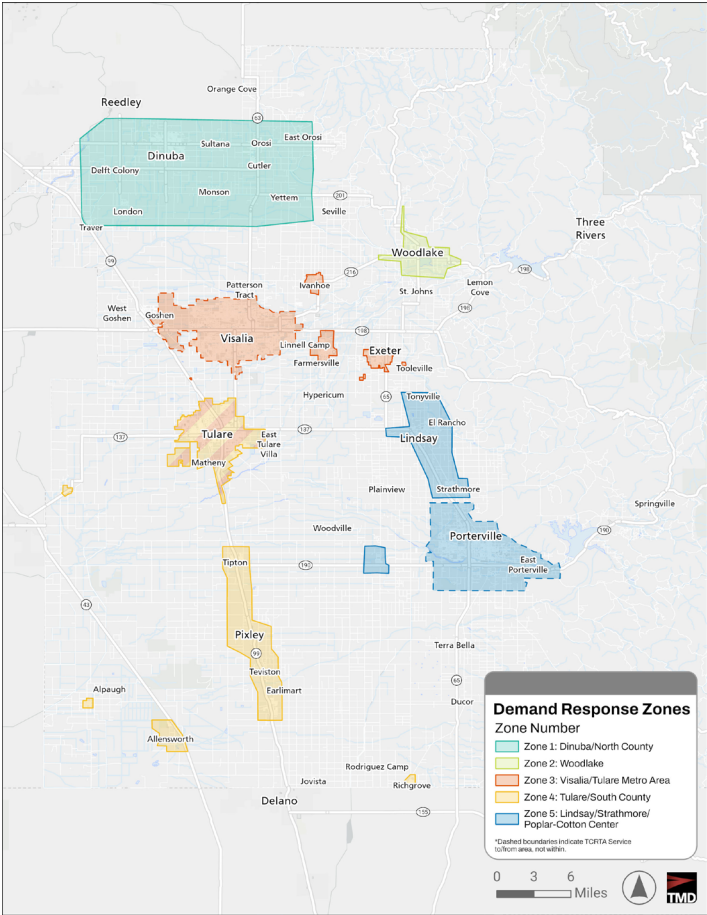
*** This route runs until 4:15pm during the summer when Reedley College is not in session

****Not all trips serve the full route

On-Demand Service

In April 2024, TCRTA launched its app-based, on-demand microtransit service that operates across the county. TCRTA provides two types of demand-response trips on the same platform: microtransit for the general public, and ADA paratransit for riders with disabilities. The service operates in zones covering most of the county, offering a flexible travel option in areas where fixed routes do not run or do not run frequently enough to meet riders’ needs.

Figure 2: TCRTA On-Demand Map



TCRTA Rider Characteristics

TCRTA serves a ridership that has limited access to modes other than transit. Nearly half of the surveyed riders live in households without a car and about 63% ride TCRTA because they have no vehicle access or are unable to drive. Low-income riders, seniors, people with disabilities, and college-aged riders represent the core of TCRTA's ridership, riding transit at higher rates compared to the county population as a whole.

Table 2: TCRTA On-Board Survey 2025, Reason for Transit Use

REASON FOR TRANSIT USE	% RESPONSES
1-Convenience	17.5%
2-Affordability	13.6%
3-No Vehicle Access	41.7%
4-Dislike Driving	5.4%
6-Unable to Drive	20.5%
7-Other	1.3%

Recommendations Summary

The SRTP includes recommendations to help TCRTA make its services more useful, reliable, and efficient for current and future riders. These recommendations are grounded in a thorough analysis of all-mode transportation demand; design, use, and performance of existing transit service; community input; and clear goals for transit service in Tulare County. Recommendations focus on the following areas:

Direct crosstown service

- ♦ Redesigned Dinuba and Tulare local networks are recommended to provide direct crosstown connections linking key destinations, including residences, retail, and social services.

Enhanced route and schedule coordination

- ♦ Clockface schedules systemwide will facilitate timed transfers at the system's four main transit centers. Also, the redesigned local networks in Dinuba and Tulare will better leverage the presence of regional routes within cities.

Leverage on-demand microtransit service

- ♦ Streamlined fixed routes will provide faster travel times for riders while also enabling the crosstown service and timed transfers described above. This takes advantage of TCRTA's microtransit coverage, as while select outlying neighborhoods and rural communities will lose fixed route coverage due to the elimination of route deviations, microtransit service will continue in these areas.

Adapt to fiscal constraints

- ♦ The recommendations maintain comprehensive fixed route and microtransit services with a reduced amount of revenue hours compared to today, enabling TCRTA to adapt to increasing transit costs with its constrained revenue.

Establish a long-term vision

- ♦ The SRTP provides a blueprint for how TCRTA will incorporate planned transit corridor investments, including Visalia-Tulare Bus Rapid Transit and Tulare-Kings County Cross Valley Express, and how it can leverage these investments to enhance service systemwide.

Data Sources that Informed the SRTP

This SRTP draws on a wide range of data sources gathered during the planning process to develop a clear, evidence-based picture of how TCRTA is performing and where opportunities for improvement exist:

- ♦ **Rider Onboard Survey.** In September 2025, trained surveyors rode all TCRTA fixed routes and distributed surveys to riders on both weekdays and weekends. A total of 425 completed surveys were collected, representing approximately 29% of weekday ridership and 15% of weekend ridership, with an 80% response rate among riders who were approached. The survey captured information on how often people ride, where they are going, how they feel about the service, and what matters most to them.
- ♦ **Ridership and Performance Data.** TCRTA's ridership data, drawn from National Transit Database (NTD) sampling conducted between March and September 2025, provided information on how many people ride each route, at what times, and at which stops. This data formed the backbone of the service performance analysis.
- ♦ **TCRTA Microtransit Data.** For on-demand microtransit and paratransit service, trip records from FY 2024-25 were analyzed to understand ridership levels, wait times, travel patterns, and service efficiency across the county's microtransit and paratransit zones.
- ♦ **Travel Demand Data.** To understand how people travel throughout the county across all modes, not just on transit, the SRTP used Replica. This software platform draws on anonymized cell phone location data, US Census data, and other sources to create a comprehensive picture of travel patterns. This data helped identify where transit could be better aligned with how and when people actually move around Tulare County.
- ♦ **Unmet Transit Needs Process.** The Tulare County Association of Governments (TCAG) conducts an annual process to identify unmet transit needs in the county. During the FY 2024-25 cycle, TCAG received 86 public comments raising 106 potential needs. The findings from this process informed the SRTP's understanding of gaps in current service.
- ♦ **Public and Stakeholder Engagement.** Community input was gathered throughout the SRTP process through public meetings, surveys, and stakeholder outreach. This engagement ensured that the plan reflects the perspectives and priorities of the riders and communities TCRTA serves.
- ♦ **Prior Planning Documents.** The SRTP also drew on prior planning and policy documents, including TCRTA's Title VI policy and service standards, the short-range transit plans of Porterville and Visalia, and regional infrastructure plans such as the Cross Valley Express and the Visalia-Tulare Bus Rapid Transit project.

Existing Conditions

This section summarizes the key findings from two studies completed as part of the SRTP process: the **Market Assessment** and the **Service Evaluation**. Together, these studies outline who TCRTA serves, how people travel in Tulare County, and how well current services are meeting those needs. The findings directly shaped the recommendations in this plan.

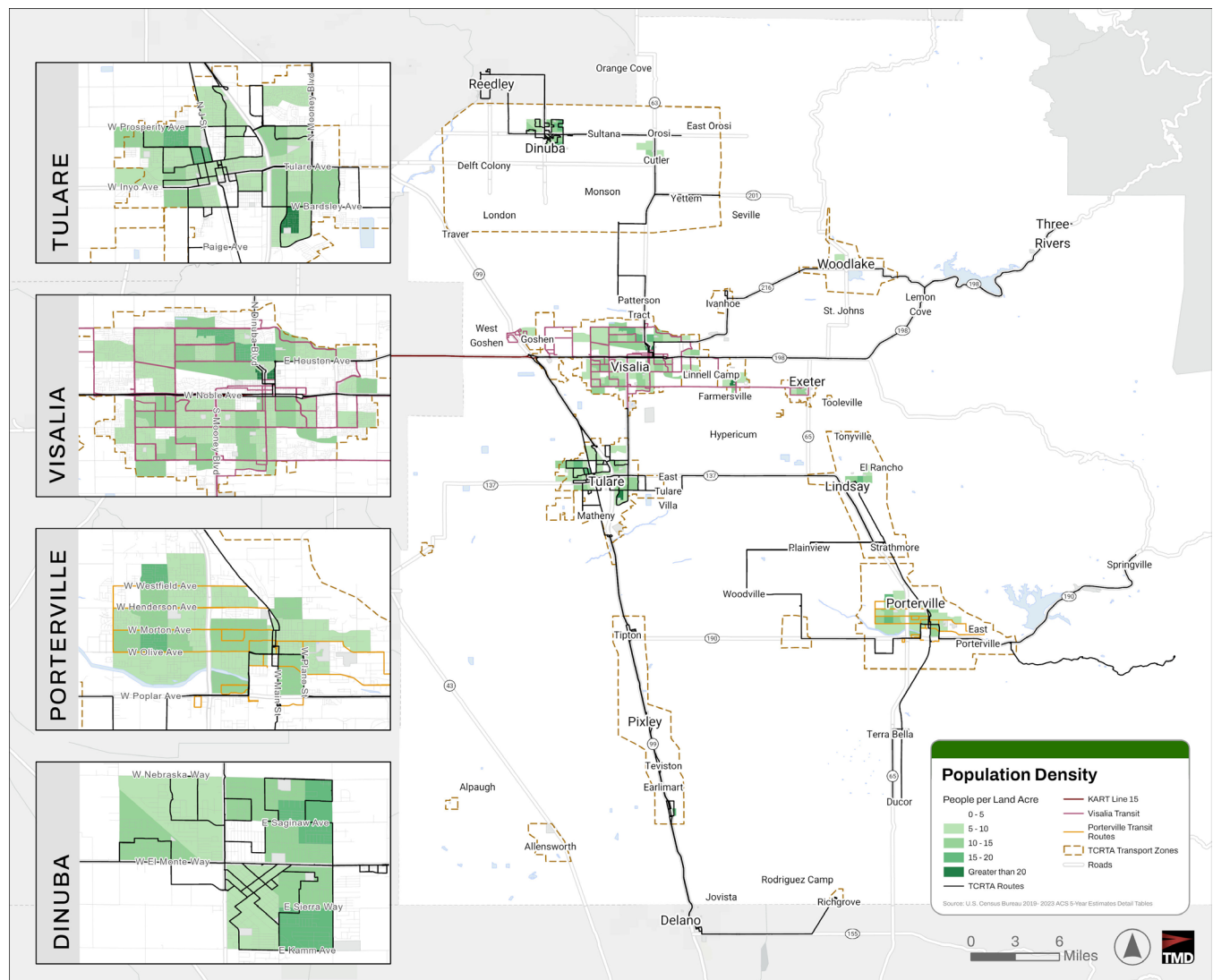
Market Assessment Key Findings

The Market Assessment examined the communities that TCRTA serves, focusing on the physical environment, population, and travel patterns throughout Tulare County. The goal was to understand where transit can be most useful and who is most likely to depend on it.

The built environment presents varying conditions for transit.

Tulare County's larger cities have walkable, compact downtowns where transit works effectively. Other parts of the cities are more designed around cars and harder for transit to serve, with most residential neighborhoods consisting of low-density single-family homes, and commercial development proliferating in outlying shopping areas along highways and arterials. Smaller communities outside the main cities are surrounded by agricultural land, where dispersed development presents additional difficulties for fixed route service.

Figure 3: Population Density: Tulare County and Tulare, Visalia, Porterville, and Dinuba City Subsets



Most of the county's population lives near transit.

About 70% of Tulare County residents live within half a mile of a fixed route bus stop, and 78% live within an on-demand service zone. Transit coverage for key groups, such as low-income residents and people living in households without a car, is slightly higher than for the general population, since these residents tend to live in cities and near transit corridors. However, people with limited English proficiency and people with disabilities are less likely to live near fixed route service, reflecting the county's large agricultural workforce and the geography of where those populations live.

Table 3: Fixed Route and Microtransit Coverage of Tulare County Population, Jobs, and Equity Demographics

DEMOGRAPHIC GROUP	TOTAL WITHIN TULARE COUNTY	% WITHIN QUARTER MILE OF FIXED ROUTE	% WITHIN HALF MILE OF FIXED ROUTE	% WITHIN TCRTA MICROTRANSIT ZONE
Total Population	475,774	51%	69%	78%
Total Jobs	165,634	50%	65%	72%
Youth	68,787	50%	69%	79%
College-Aged Residents	47,915	51%	69%	79%
Seniors	55,879	49%	66%	75%
Residents of Color	350,676	51%	70%	80%
Low-Income Residents	141,528	52%	69%	81%
Persons with Disabilities	56,713	44%	60%	69%
Zero-Vehicle Households	6,617	59%	75%	84%
Persons with Limited English Proficiency	102,332	38%	52%	67%

Riders who depend most on transit are the ones TCRTA already serves.

Surveyed TCRTA riders rely on transit for their mobility needs: 48% live in households without a car, 74% earn less than \$25,000 per year, and 63% say they ride because they have no vehicle access or are unable to drive. Improving service for current riders has the potential to attract new riders as well, since people who tend to use transit are distributed throughout cities' residential areas, similar to the general population.

Table 4: Demographics of Tulare County Population, TCRTA Riders, Tulare County Cities

DEMOGRAPHIC GROUP	TULARE COUNTY	TCRTA RIDERS	DINUBA	EXETER	FARMERSVILLE	LINDSAY	PORTERVILLE	TULARE	VISALIA	WOODLAKE
Total Population	475,774	1,220*	22,276	6,116	7,958	8,535	56,755	61,709	130,758	6,696
Jobs per Person	0.35	n/a	0.23	0.29	0.15	0.27	0.29	0.24	0.44	0.19
Zero-Vehicle Households	1%	48%	2%	3%	2%	2%	2%	1%	1%	4%
People with Disabilities	12%	17%	9%	8%	9%	12%	10%	13%	11%	10%
Senior (Age 65+)	12%	17%	9%	12%	8%	11%	13%	10%	13%	10%
Youth (Age 10 - 17)	14%	4%	16%	18%	15%	14%	16%	15%	12%	16%
College (Age 18 - 24)	10%	23%	10%	10%	13%	11%	11%	11%	9%	11%
Minority	74%	76%	91%	64%	90%	92%	81%	72%	64%	93%
Low Income***	30%	74%	40%	35%	44%	43%	32%	29%	21%	40%
Limited English Proficiency	22%	No Data**	20%	8%	14%	29%	26%	17%	10%	33%

*Daily Boardings

**LEP not measured in TCRTA onboard survey

***Low-income defined as under federal poverty line (\$26,650 for 3-resident household) for overall population, less than \$25,000 for TCRTA riders

In Tulare, Dinuba, and other larger cities, the majority of trips remain within the city, and crosstown travel between residential neighborhoods and commercial areas on the city's edges is more common than travel to and from downtown. This is significant for TCRTA because its local networks are currently designed as hub-and-spoke systems where all routes pass through the central transit center. This means riders making crosstown trips must transfer downtown, adding time and cost.

Origin-Destination Pairs within Tulare

Count of Trips

- 0 - 500
- 500 - 850
- 850 - 1,000
- 1,000 - 1,500
- Greater than 1,500
- Tulare Block Groups

Source: Replica Fall 2024

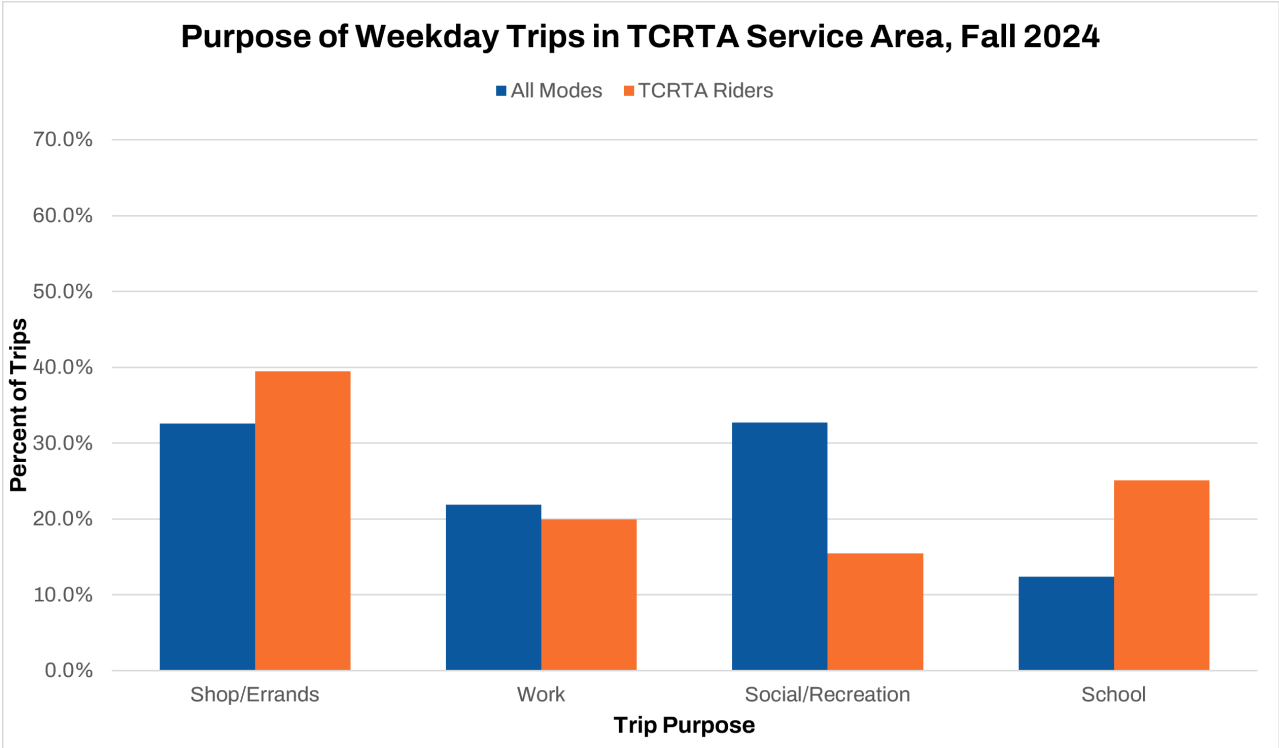
People in smaller communities need reliable connections to larger cities.

For residents of smaller towns like Lindsay, Woodlake, and Farmersville, most trips involve traveling to a larger city for work, shopping, or services. TCRTA’s regional routes provide an essential link to employment and services. Reliable, well-coordinated regional service is especially critical for these communities.

Shopping and errands drive more trips than commuting.

Shopping and errands are the most common types of trips on both weekdays and weekends for transit riders and for the general public. On weekends, they account for the majority of TCRTA trips. To be useful to riders, TCRTA routes need to serve a variety of destinations at various times throughout the day.

Figure 5: Share of Total Weekday Trips in the TCRTA Service Area by Trip Purpose, Fall 2024



Travel peaks on weekday afternoons, but weekends have stronger midday demand.

Travel in Tulare County is highest on weekday afternoons, driven in part by school trips. On weekends, midday and evening travel volumes are higher than on weekdays. School travel accounts for a substantial share of TCRTA ridership during peak periods, meaning service needs to be calibrated not just for commuters but also for students.

Figure 6: TCRTA Service Area Travel by Hour On Weekdays, Fall 2024

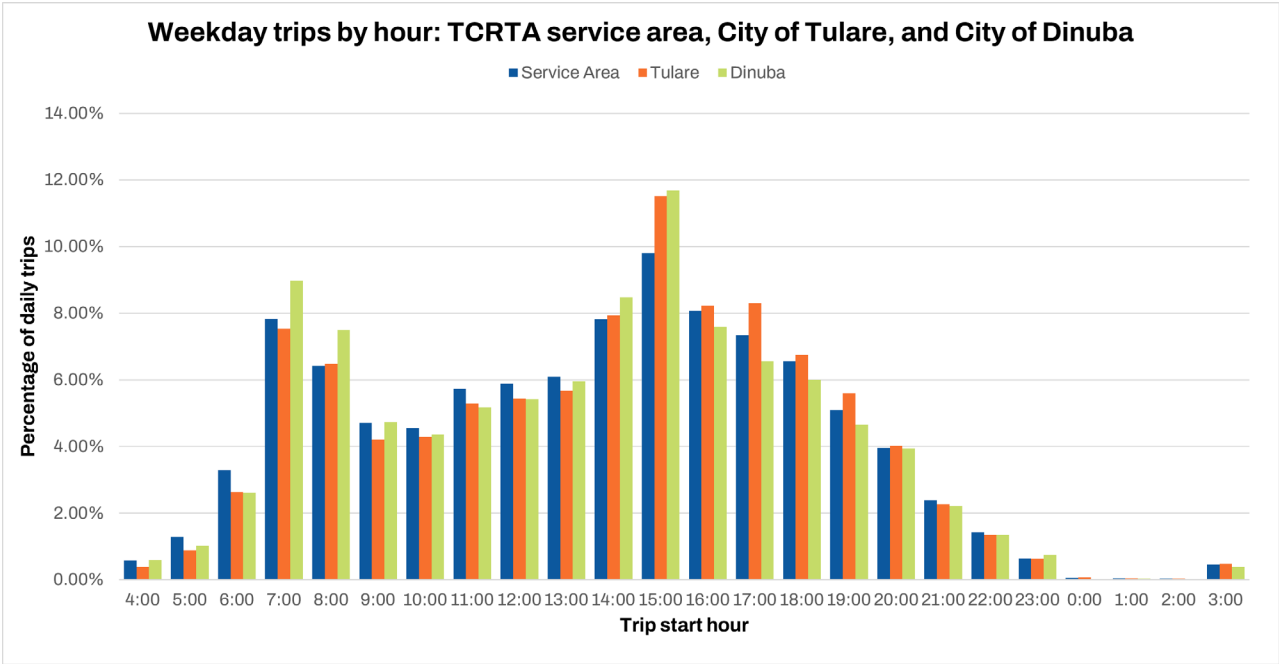
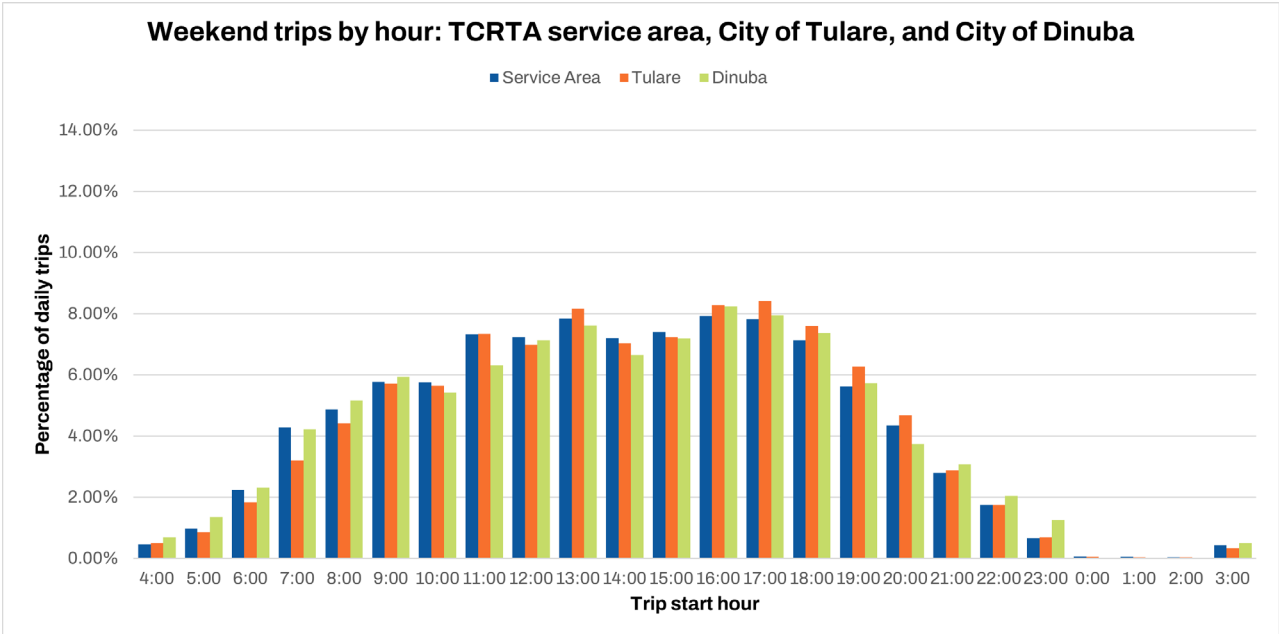


Figure 7: TCRTA Service Area Travel by Hour On Weekends, Fall 2024



The Service Evaluation examined how TCRTA's fixed route and on-demand services operate, identified ridership patterns, and measured performance.

In 2020, TCRTA inherited its fixed routes from three predecessor agencies and has made only modest changes since then. This plan is the first opportunity to look at the full network together and ask whether it is designed to serve riders across the whole county best. Many of the network's current limitations, including route structures that are hard to navigate and schedules that do not coordinate well at transfer points, reflect the origins of individual routes rather than a unified vision for the system.

In both Tulare and Dinuba, local routes are one-way loops that all pass through the central transit center. A rider making a crosstown trip must travel into the city center, pay a second fare to transfer, and wait for a connecting route. This makes transit significantly slower and more expensive than driving or biking for many local trips. Inconsistent headways that do not follow a simple repeating pattern add further inconvenience.

The map displays the Dinuba area with various streets and local routes. The legend indicates four route types: D1 (solid blue line), D2 (solid green line), D3 (solid pink line), and D4 (solid blue line). Dashed yellow lines with 'DL' markers represent additional routes. The map includes a scale bar from 0 to 0.5 miles and a north arrow. Key streets shown include Ave 426, Ave 420, Ave 408, W Nebraska Ave, E Nebraska Ave, W Kelly Dr, W North Way, W El Monte Way, W Sierra Way, Kamm Ave, S Alta Ave, S Greene Ave, W Tulare St, S College Ave, Davis Dr, E Davis Dr, E Sequoia Dr, E Linzmeier Dr, E Newton Dr, N Lincoln Ave, N Hayes Ave, El Monte Park, E Park Way, E Sierra Way, E Golden Way, Asa Gray Way, Randle Rd, and Sierra Way. The city name 'Dinuba' is prominently displayed in the center.

Route 11X, connecting Tulare and Visalia every 30 minutes, is the backbone of the regional network and TCRTA's most productive regional route, averaging more than 7 boardings per hour on weekdays. Other regional trunk routes that run every 1-2 hours provide 5 to 6 boardings per hour, while regional lifeline routes that provide only a handful of daily trips carry 3 or fewer boardings per hour. Among local services, routes in Tulare have steady ridership, with Route T4 which serves Walmart, Target, and Tulare Outlets the system's most productive overall, while routes in Dinuba are more lightly used. Riders of all route types rely heavily on TCRTA to get around, with more than a third of surveyed riders on most routes reporting that they live in a zero-vehicle household.

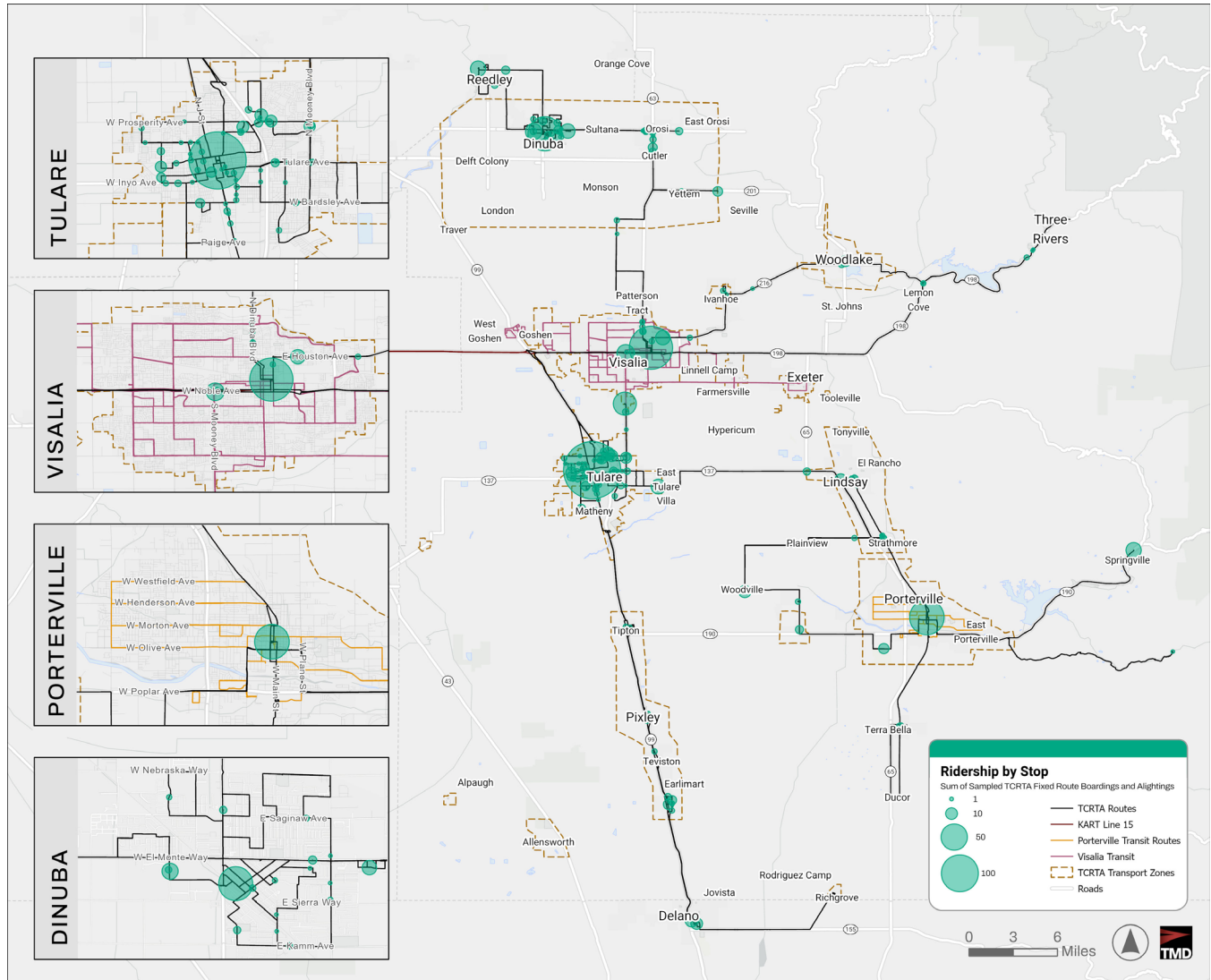
Table 5: Ridership, Productivity, and Select Characteristics by Route

ROUTE NAME	SERVICE TYPE	WEEKDAY RIDERSHIP	WEEKDAY BOARDINGS PER HOUR	% OF RIDERS WITHOUT CAR ACCESS	ROUTE NOTES
D1 Northwest Dinuba	Dinuba Local	26	4.1	86%	Route includes four separate one-way loop segments.
D2 Northeast Dinuba	Dinuba Local	26	4.1	67%	Serves Dinuba Senior Center and neighborhoods with aging populations in Northeast Dinuba.
D3 Southeast Dinuba	Dinuba Local	7	1.2	25%	Routes D3 and D4 overlap in Dinuba's SE quadrant and operate at the same time.
D4 Central Dinuba	Dinuba Local	17	2.7	75%	
DL Dinuba Loop	Dinuba Suppl.	No Data	No Data	No Data	Route DL is a supplemental school service.
T1 North Tulare	Tulare Local	76	6.3	52%	59% of riders transfer to another route (most to Route 11X).
T2 Southeast Tulare	Tulare Local	80	6.3	65%	Serves residential areas, with transfers needed to reach commercial corridors.
T3 West Tulare	Tulare Local	88	7.0	36%	Serves Tulare Senior Center; 26% of riders report having a disability.
T4 Northeast Tulare	Tulare Local	113	9.2	51%	Most productive route, serving several shopping centers. 60% of riders transfer to another route.
T5 Southwest Tulare	Tulare Local	75	5.9	71%	Runs bidirectionally on South K St but on separate, single-direction routes through residential Southwest Tulare.
T6 East Tulare	Tulare Local	56	4.5	37%	Links Tulare Transit Center to College of the Sequoias' Tulare campus and Route C40. 62% of Route T6 riders transfer to another route.
C10 North County	Regional Trunk	149	5.9	42%	TCRTA's most-used route, but select trip deviate to serve small rural communities, extending travel times and limiting timed transfer opportunities for riders.
C20 South County	Regional Trunk	66	2.5	61%	Route C20 is the least-productive regional trunk service, with only two daily trips serving the full route to Richgrove.
C30 Northeast County	Regional Trunk	129	4.8	39%	Most service operates between Visalia and Woodlake, but select trips extend farther east to serve Three Rivers and Lemon Cove.
C40 Southeast County	Regional Trunk	130	4.8	39%	Riders must transfer to a local route to reach either Visalia and Tulare transit centers.
11X Tulare-Visalia	Regional Trunk	112*	7.4*	47%	Forms the backbone of the TCRTA system, with 59% of riders transferring to other routes.
DC Dinuba Connection	Regional Trunk	46	4.2	6%	Route DC's current design caters mainly to Reedley College, with college students comprising 82% of surveyed riders.
C70 Porterville-Springville	Regional Lifeline	3	1.4	100%	Routes C70, C80, and C90 are interlined, designed to operate using one shared bus. C70 and C80 trips operate bidirectionally, while Route C90 trips are one-way loops (counterclockwise AM, clockwise PM).
C80 Porterville-Terra Bella-Ducor	Regional Lifeline	3	1.8	No Data	
C90 Lindsay-Porterville	Regional Lifeline	17	3.2	60%	
TR Tule River Indian Reservation	Regional Lifeline	3	0.3	0%	Route TR serves Eagle Mountain Casino's former location, but there is no service to the casino's new location.
*11X Ridership and Productivity reflects TCRTA-operated trips only					

The busiest stops are transit centers, but retail and college destinations matter too.

The four busiest stops in the TCRTA network are the transit centers in Visalia, Porterville, Tulare, and Dinuba. Beyond the transit centers, the stops that see the most activity are near retail destinations such as the Tulare Outlets and community college campuses. These locations should be prioritized for amenities such as shelters and seating.

Figure 9: TCRTA Ridership by Stop, Sampled March-September 2025 Trips



Microtransit fills important gaps but faces reliability challenges.

TCRTA's on-demand microtransit service launched in April 2024, provides a crucial option for riders in areas without fixed route service. TCRTA commingled its ADA paratransit service into the on-demand platform. The service handles about 97 weekday trips on average. However, reliability varies significantly across the county. In compact zones like Woodlake and Dinuba, average wait times are under 15 minutes. In the rural South County zone, average waits for trips not connected to Tulare exceed 60 minutes, making the service difficult to rely on for day-to-day travel.

Early pickups are a significant problem for paratransit riders.

For ADA paratransit riders who book trips in advance, early pickups are as disruptive as late pickups. More than 21% of advance-booked paratransit trips arrived more than 15 minutes before the scheduled pickup time. In the Lindsay/Strathmore/Poplar-Cotton Center zone, nearly half of the advance-booked trips arrived that early. Resolving this issue is important for maintaining trust with riders who depend on paratransit.

Coordination between TCRTA Microtransit and city on-demand services is improving, but incomplete.

Visalia Connect and Porterville transPORT operate their own on-demand services within their respective cities. Recent agreements between TCRTA and both cities have expanded where TCRTA can pick up or drop off microtransit and paratransit riders, reducing the need to transfer between systems. However, riders still need to download separate apps for each service, creating a fragmented experience. Further integration would make regional on-demand travel more seamless for riders.

Riders are satisfied overall but want better reliability and longer service hours.

Surveyed riders gave TCRTA an average rating of 4.1 out of 5. They rate bus safety as the most important and most satisfying aspect of service. The areas where riders are least satisfied are the span of service hours and bus punctuality, with on-time performance ranking as the lowest-scoring metric on six different routes. Notably, TCRTA does not currently track on-time performance, a gap that the SRTP recommends addressing.

Goals and Objectives

The SRTP's goals and objectives serve as an ongoing tool for managing services, measuring progress, and making decisions about future changes.

Overview

The SRTP's goals and objectives provide the guiding framework for the proposed service changes. They reflect what effective transit service looks like for Tulare County, inform how TCRTA evaluates its current services, and shape the recommendations that follow. Beyond this planning process, the goals and objectives also serve as an ongoing tool for managing services, measuring progress, and making decisions about future changes.

TCRTA's mission statement anchors the goals and objectives: TCRTA will deliver clean, sustainable mobility choices that link people, communities, and jobs, with a focus on elevating customer service, safety, and seamless transportation alternatives by optimizing efficiency through collaboration and maximizing economies of scale.

Seven goals, each with supporting objectives, flow from this mission.



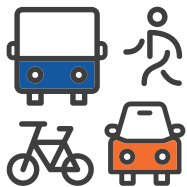
Goal 1 - Customer Service

- ◆ Provide customer information
- ◆ Provide comfortable transportation
- ◆ Provide reliable transportation



Goal 2 - Safety

- ◆ Bus stop safety
- ◆ Onboard safety
- ◆ Safe work environment for bus drivers



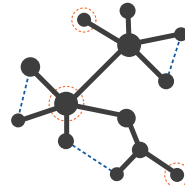
Goal 3 - Provide Seamless Transportation Alternatives

- ◆ Service availability and delivery
- ◆ Coordination with other transit agencies
- ◆ Work with jurisdictions to facilitate safe, direct biking and walking connections to transit



Goal 4 - Optimize Efficiencies

- ◆ Ensure a well-maintained transit network
- ◆ Match the right service characteristics for each area of Tulare County
- ◆ Provide cost-effective transit service



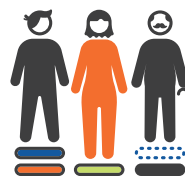
Goal 5 - Maximize Economies of Scale

- ◆ Strengthen local role of regional routes
- ◆ Leverage on-demand service for coverage



Goal 6 - Support Environmental Responsibility

- ◆ Transition to a 100% Zero-Emission Vehicle fleet
- ◆ Provide productive service that is competitive with car travel



Goal 7 - Equity

- ◆ Provide the best service possible to neighborhoods with a high propensity to use transit
- ◆ Ensure high-quality service for people with disabilities

Performance Standards

To translate these goals into actionable management tools, TCRTA has established performance standards for each service area. These standards set measurable benchmarks that TCRTA can use to track progress, identify underperforming routes, and evaluate the impact of service changes. The standards cover five areas.

Table 6: Proposed TCRTA Performance Standards

STANDARD	DEFINITION	BENCHMARK	CURRENT TCRTA PERFORMANCE
Service Coverage	An area that has access to the service. Service coverage standards identify how far from a bus route and stop, and the percentage of the population served.	65% of residents within ½ mile of a bus stop or served by on-demand.	69% of residents within ½ mile of a bus stop or served by on-demand.
Minority Population Coverage	The minority population coverage standard is the distance from a bus route or stop, and the percentage of the minority population served.	65% of minority residents within ½ mile or served by on-demand.	70% of minority residents within ½ mile or served by on-demand.
Low-Income Coverage	The low-income coverage standard is the distance from a bus route or stop, and the percentage of the low-income population served.	65% of low-income residents within ½ mile or served by on-demand.	69% of low-income residents within ½ mile or served by on-demand.
Disabled Residents' Coverage	The disabled resident coverage standard is the distance from a bus route or stop, and the percentage of the disabled population served.	60% of disabled residents within ½ mile or served by on-demand.	60% of disabled residents within ½ mile or served by on-demand.
Bus Stop Spacing	Distance between bus stops	Minimum of 1,320 feet or 0.25 miles between stops. Stops can be spaced closer together based on attractors, demand, transfer points, or other land use considerations.	Spacing for all routes is more than 0.25 miles.
Frequency	Maximum time between buses	Local: 30 minutes Regional trunk: 120 minutes Regional lifeline: Varies On-Demand wait time 30 minutes (zones 1, 2, 3) or 60 minutes (zones 4 and 5)	Local: 0 routes meet the standard Regional trunk: Dinuba Connection does not meet the standard Regional lifeline: All routes meet standard On-demand: All zones meet standard
Span	Time buses are available in terms of the number of hours or the start and end time of service – standard refers to the minimum hours that service is available.	Local: 7:00 AM to 7:30 PM on weekdays & Saturday, 9:30 AM to 6:30 PM on Sunday Regional trunk: 6:30 AM to 9:30 PM on weekdays, 9:30 AM to 6:30 PM on Saturday & Sunday Regional lifeline: Varies based on rider demand and bus availability On-demand: Match the span in each geographic area to demand.	Local: 0 routes meet the standard Regional trunk: Dinuba Connection does not meet the standard Regional lifeline: All routes meet standard On-demand: meets standard

Service Recommendations

The recommendations in this plan translate the findings from the Market Assessment and Service Evaluation into a redesigned TCRTA network. The proposed changes reflect a consistent set of priorities: replacing indirect, one-way loop routes with direct bidirectional service; coordinating schedules across the system to enable reliable timed transfers at TCRTA's transit centers; and leveraging microtransit to maintain coverage in areas where streamlined fixed routes no longer operate.

Taken together, the recommendations maintain comprehensive transit coverage across Tulare County while reducing operating costs -- allowing TCRTA to sustain service levels despite constrained revenues. The pages that follow describe proposed changes by area, beginning with local networks in Dinuba and Tulare, then regional routes serving Visalia and Porterville. Weekend service improvements and long-term growth scenarios are addressed at the end of the section.

The changes will facilitate shorter, more reliable travel times for local and regional travel between key destinations. For example, scheduled transit travel times between the following origin-destination pairs will change accordingly:

Table 7: Scheduled Transit Travel Times Between Key Destinations

ORIGIN-DESTINATION PAIR	CURRENT ROUTING	CURRENT TRAVEL TIME (MIN)	PROPOSED ROUTING	PROPOSED TRAVEL TIME (MIN)
Dinuba Walmart to Reedley College	DC (counterclockwise loop)	35-40	DC (bidirectional)	25
Tropicana Supermarket (Dinuba) to Orosi	D1 to C10	28-88	New Dinuba A to C10	29
Parkwood Apartments to Tulare Outlets	T5 to T4	53-63	New Tulare B	26
Valley Oaks Apartments to Tulare Target	T3 to T4	37-47	New Tulare A	21
Visalia Mall to Lindsay City Hall	Visalia Transit Route 1 SB to C40	49-109	Visalia Transit Route 1 NB to 11X to C40	79
Woodlake Transit Center to Downtown Exeter	C30 to Visalia Transit Route 9	67-112	New C31	20
Strathmore to College of the Sequoias-Visalia	C40 to Visalia Transit Route 1	61-76	C40 to 11X	71
Lindsay City Hall to Walmart*	C40 to Visalia Transit Route 1	43-58	C40 to Tulare B	51
Eagle Mountain Casino to Tulare Transit Center	Walk** to C90 to C40 to T4 or T6	180-240	C40	85
*Current Routing is to Visalia Walmart (Mooney Boulevard) and Proposed Routing is to Tulare Walmart				
**Walk from Eagle Mountain Casino to South County Detention Center Route C90 stop is 1.5 miles on rural roads without pedestrian infrastructure				

In the cities of Tulare and Dinuba, the TCRTA-operated local networks will be redesigned to focus service where ridership is highest, strengthen crosstown connections, reduce duplication of local and regional routes, and adapt to fiscal constraints. Regional routes will continue operating service levels similar to today, but alignments and timetables will be streamlined to facilitate consistent, all-day schedule pulsing at all five transit centers served by TCRTA while leveraging microtransit to replace some fixed route rural coverage. Microtransit zones will not change, continuing to provide coverage in rural communities where fixed route deviations are discontinued. Proposed TCRTA services are also designed to effectively accommodate and complement planned future system growth, including the Visalia-Tulare Bus Rapid Transit and Tulare-Kings County Cross Valley Express.

Proposed changes in each of Tulare County's cities are described in detail on the pages that follow.

Dinuba

TCRTA's local transit network in Dinuba faces three key challenges: long travel times due to one-way loop alignments, untimed transfers between local and regional routes, and shrinking local revenue for transit that will make it infeasible to continue serving all riders at the current level of service.

The new network addresses these challenges by:

- ♦ Connecting key destinations directly, facilitating shorter travel times and more boardings per hour
- ♦ Better leveraging regional routes for east-west local links in Dinuba while providing timed transfers between local and regional routes
- ♦ Reducing Dinuba local network costs by 48%

Figure 10: Proposed Dinuba Network



Summary of Proposed Changes

The new local Dinuba network comprises two interlined routes operating all day. The proposed changes include:

- ♦ **Dinuba Local Routes** - Service in Dinuba will be consolidated from four routes to two. **Dinuba A** links the transit center to Dinuba Senior Center and Tropicana Supermarket, also stopping a block from Dinuba Intermediate School, while **Dinuba B** provides a crosstown connection between northern and southern neighborhoods via Walmart, stopping within 1/4 mile of Dinuba High School. The two routes will be interlined at the turnaround just north of Viscaya Gardens Apartments, allowing passengers to travel between Dinuba A and Dinuba B destinations without transferring.
- ♦ **Routes C10 and DC** - Schedule adjustments for a timed transfer at Dinuba Transit Center, plus restructuring Route DC onto a bidirectional El Monte Avenue alignment, create an east-west connection linking Walmart, United Markets, and TulareWORKS (Mercantile Row). New Route DC weekend service makes this link 7-day and Route DC will operate from 7am-7pm all year, including summers.
- ♦ **Microtransit** - Will continue to serve all of Dinuba and fares of \$2 or less will be charged for trips starting or ending at all existing bus stops losing fixed route service when TCRTA implements the proposed changes.

Table 8: Route Changes in Dinuba

ROUTE	CYCLE TIME	ROUTE CHANGES	SERVICE LEVEL (WEEKDAYS)	SERVICE LEVEL (WEEKENDS)	TIMED TRANSFERS (DINUBA TRANSIT CENTER)
Dinuba A (Local)	60 minutes (interlined with Dinuba B)	New North Dinuba Route	60 minutes	60 minutes	C10, DC
Dinuba B (Local)	60 minutes (interlined with Dinuba A)	New North-South Crosstown Route	60 minutes	60 minutes	None
C10 (Regional to Visalia)	120 minutes	Modified to Operate on Clockface Headways and Make Local Stops in East Dinuba	60 minutes	120 minutes	Dinuba A, DC
DC (Regional to Reedley)	60 minutes	Modified to Operate on Clockface Headways and Provide Bidirectional Service in West Dinuba	60 minutes	120 minutes	Dinuba A, C10
DL (Local)	55-65 minutes	Discontinued	1 AM trip, 1 PM trip	No Service	None
D1	60-70 minutes (interlined with D3)	Discontinued	60-70 minutes	60-70 minutes	D3, D4
D2	60-70 minutes (interlined with D4)	Discontinued	60-70 minutes	60-70 minutes	D3, D4
D3	60-70 minutes (interlined with D1)	Discontinued	60-70 minutes	60-70 minutes	D1, D2
D4	60-70 minutes (interlined with D2)	Discontinued	60-70 minutes	60-70 minutes	D1, D2

Benefits and Impacts

Coverage

The new all-day fixed route network will continue serving stops within ¼ mile of almost all current boardings (per National Transit Database sampling), despite about 8,000 residents and 1,000 jobs losing fixed route transit coverage as shown below. The consolidation of service from four hourly local routes to two will reduce operating costs of the Dinuba local network by 48%, and microtransit will be available at a fare of \$2 or less to and from all existing stops no longer served by a fixed bus route.

Table 9: Transit Coverage of Population and Jobs in Dinuba

	EXISTING NETWORK (0.25 MI)	PROPOSED NETWORK (0.25 MI)
Population	20,609	12,598
Jobs	4,637	3,591
Percentage of Current Boardings	100%	96%

Access to Destinations

Recommended routes will directly connect key destinations and population centers. For example, while the one-way loop design of the current network can turn a shopping trip to Walmart into a multi-hour endeavor, especially if a transfer is required, bidirectional service on Dinuba B and regional Route DC will provide direct local and regional access. People will be able to reliably travel from Walmart to other parts of Dinuba and northern Tulare County as follows:

Table 10: Scheduled Transit Travel Times from Dinuba Walmart

DESTINATION	CURRENT TRAVEL TIME	PROPOSED BUS ROUTE(S)	PROPOSED DEPARTURE TIME EACH HOUR	PROPOSED TRAVEL TIME
Viscaya Gardens (N Dinuba)	20 min	Dinuba B	:33	7 min
Housing Authority (S Dinuba)	15 min	Dinuba B	:17	7 min
Reedley College	35-40 min	DC	:02	25 min
Rosewood Villas (Cutler)	23-83 min	DC to C10	:47	31 min

Reedley Changes

In Reedley, Route DC will remain on a one-way loop alignment, but with some streamlining to facilitate the consistent 60- minute cycle times needed for timed transfers with Routes C10 and Dinuba A at Dinuba Transit Center. At Reedley College, buses will serve a new on-street stop on Manning Ave just west of Reed Ave, 300 feet south of the current off-street stop. Also, buses will no longer deviate to serve Palm Village due to low current ridership at this location (no riders were observed on sampled trips).

Figure 11: Proposed Route DC Alignment in Reedley



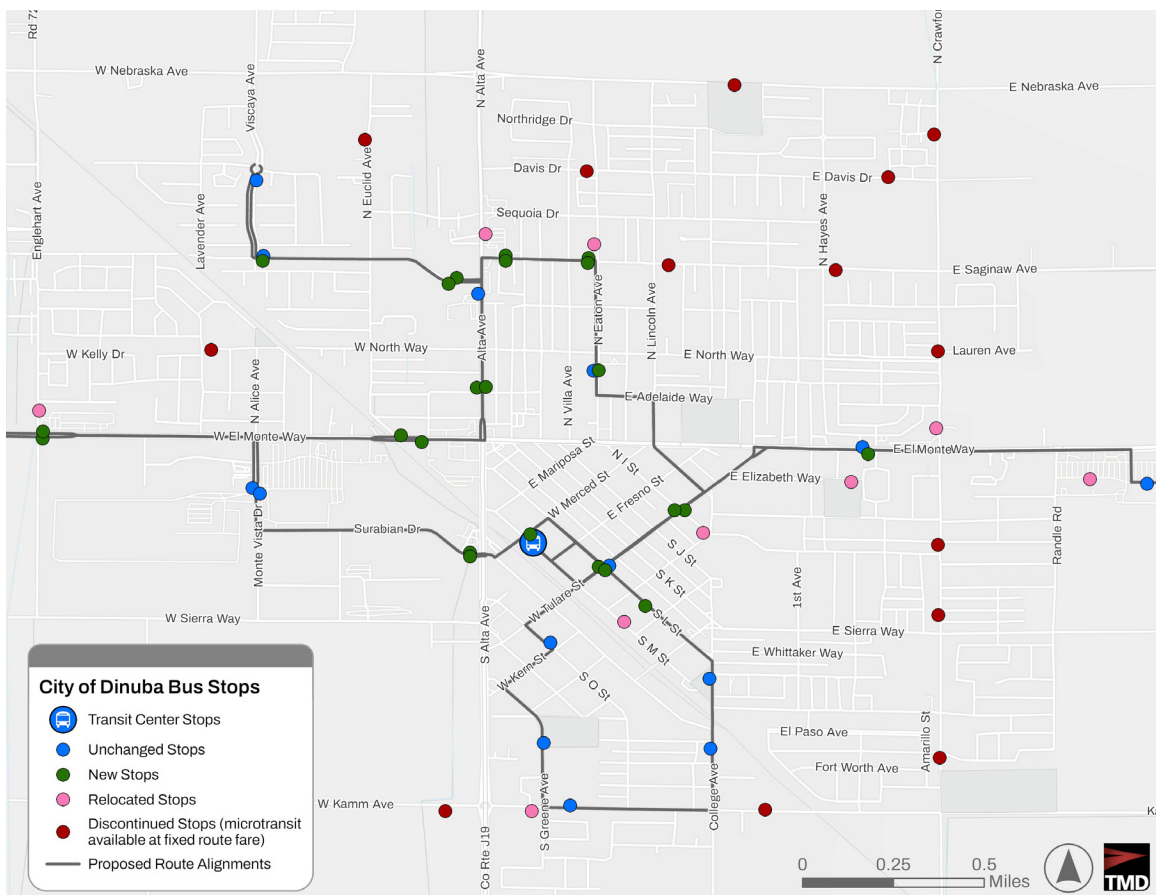
Bus Stop Needs

The new route alignments will require addition or relocation of numerous bus stops. Bus stop changes critical to successful implementation of the new Dinuba network include:

- ◆ New bidirectional Dinuba A stops on Saginaw Avenue east of Alta Avenue to serve Tropicana Supermarket, and on Saginaw west of Alta to serve Grocery Outlet.
- ◆ A new northbound Dinuba Senior Center stop on Eaton Avenue to complement the existing southbound stop. (There is already bus stop signage at this location from a former route).
- ◆ A new Dinuba Transit Center bus bay on Merced Street east of M Street, so Dinuba B does not have to double back on itself to serve the transit center's existing bus bays on southbound trips.
- ◆ On Route C10 and Dinuba A, new bidirectional stops at Tulare & I Streets to replace the existing local stop a block away, serving Dinuba Branch Library and Dinuba Intermediate School.
- ◆ A new eastbound Route C10 stop at United Markets.

At existing stops that will no longer have fixed route service, such as North Park Apartments in far northeastern Dinuba, riders will be able to use microtransit at a fare of \$2 or less.

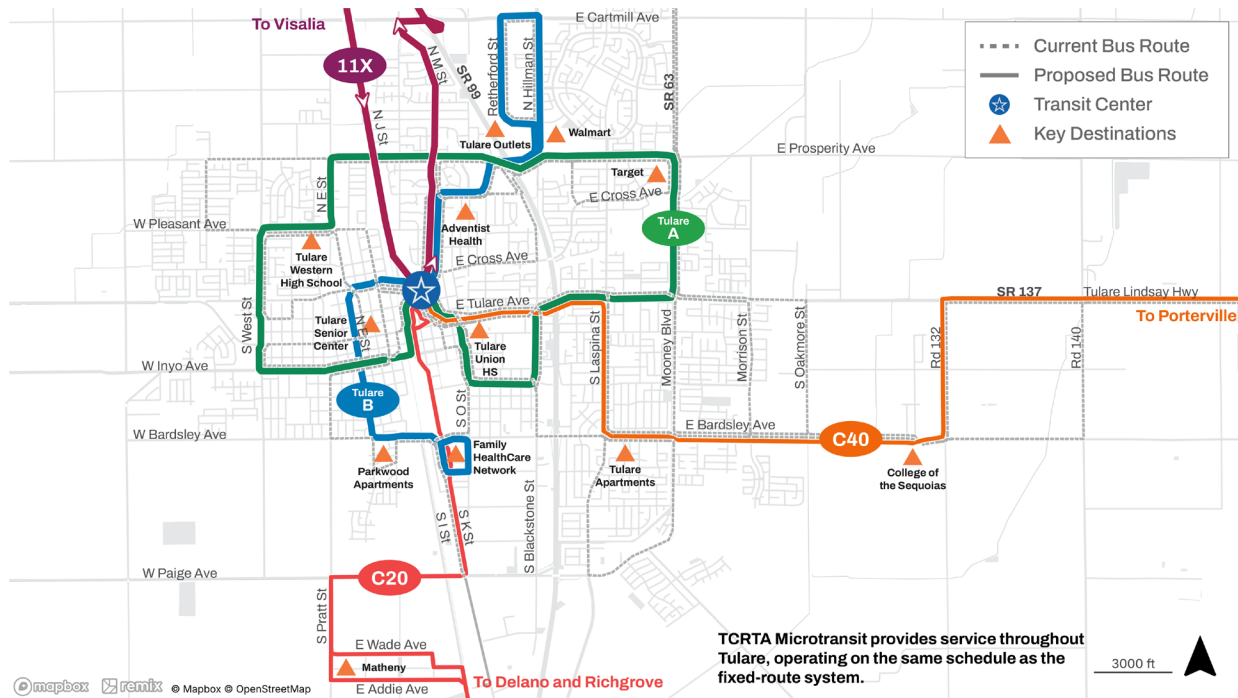
Figure 12: Proposed TCRTA Bus Stop Changes in Dinuba



Tulare

The local TCRTA network in Tulare, like that of Dinuba, is currently comprised entirely of one-way loop routes. Not only are travel times long due to the indirect alignments, but service design and cycle times require all routes to have a dedicated bus all day. This prevents TCRTA from adapting service levels to demand, which varies by area and time of day, and necessitates that local routes operate on headways not aligned with those of regional routes. The proposed network addresses these challenges by consolidating service onto two bidirectional routes providing crosstown connections.

Figure 13: Proposed Tulare Network



Summary of Proposed Changes

In Tulare, local TCRTA service will be concentrated onto two core routes, with regional routes modified to retain coverage of lower-productivity corridors. The proposed changes include:

- ♦ **Tulare A** - a perimeter route linking key destinations (housing complexes, shopping centers, schools) with one-seat, bidirectional trips. Each direction runs a 60-minute cycle, served by two buses during weekday peaks for 30-minute frequency (which account for half of local daily travel volumes) while reducing to one bus for hourly service at other times.
- ♦ **Tulare B** - a crosstown route taking a direct path between Parkwood Apartments (Southwest Tulare), Tulare Transit Center, Walmart, and Tulare Outlets. Like Tulare A, it runs a 60-minute cycle, operating every 30 minutes during peak periods and hourly at other times.
- ♦ **Route C20** - continues serving Matheny Tract and the industrial parks along South K Street.
- ♦ **Route C40** - realigned to Tulare Transit Center, replacing the Route T6 connection to College of the Sequoias–Tulare. Weekend service increases from four daily round trips to every 90 minutes. Northeast Tulare–County Government Plaza service may be maintained if TCRTA and Visalia Transit coordinate to extend Visalia Route 1. (See p. 37 for more details on the Visalia–Tulare BRT project and option to implement the route change early).
- ♦ **Microtransit** - continues serving outlying, low-density neighborhoods that lose fixed route coverage.

All routes will pulse at Tulare Transit Center, offering timed connections for riders transferring between these routes as well as Route 11X to Visalia. The streamlined network will reduce total operating costs of Tulare local services by 29%.

Table 11: Proposed Route Changes in Tulare

ROUTE	CYCLE TIME	ROUTE CHANGES	SERVICE LEVEL (WEEKDAYS)	SERVICE LEVEL (WEEKENDS)	TIMED TRANSFERS (TULARE TRANSIT CENTER)
Tulare A (Local)	60 minutes (clockwise and counterclockwise)	New Perimeter Route	30 min peak, 60 min off-peak	60 minutes	Tulare B, 11X, C20, C40
Tulare B (Local)	60 minutes	New Crosstown Route	30 min peak, 60 min off-peak	60 minutes	Tulare A, 11X, C20, C40
11X (Regional to Visalia)	60 minutes	Unchanged	30 minutes	30 minutes	Tulare A, Tulare B, C20, C40
C20 (Regional to Delano and Richgrove)	180 minutes	Modified to Operate on Clockface Headways, Continues Serving South K Street	90 minutes	180 minutes	Tulare A, Tulare B, 11X, C40
C40 (Regional to Porterville)	180 minutes	Rerouted to serve Tulare Transit Center via SE Tulare, Replacing T6 Service to COS-Tulare	60 minutes	90 minutes	Tulare A, Tulare B, 11X, C20
T1 (Local)	40-50 minutes	Discontinued	40-50 minutes	40-50 minutes	T2, T3, T4, T5, T6
T2 (Local)	40-50 minutes	Discontinued	40-50 minutes	40-50 minutes	T1, T3, T4, T5, T6
T3 (Local)	40-50 minutes	Discontinued	40-50 minutes	40-50 minutes	T1, T2, T4, T5, T6
T4 (Local)	40-50 minutes	Discontinued	40-50 minutes	40-50 minutes	T1, T2, T3, T5, T6
T5 (Local)	40-50 minutes	Discontinued	40-50 minutes	40-50 minutes	T1, T2, T3, T4, T6
T6 (Local)	40-50 minutes	Discontinued	40-50 minutes	40-50 minutes	T1, T2, T3, T4, T5

Benefits and Impacts

Coverage

The new Tulare network will continue to serve stops within ¼ mile of 98% of current boardings, at 70% of the current operating cost. There will be less fixed route coverage, but with microtransit available from stops where service is discontinued, anyone currently living within ¼ mile of a bus stop will be able to walk the same distance as they currently do and pay a fare of \$2 or less to ride transit.

Table 12: Transit Coverage of Population and Jobs in Tulare

	EXISTING NETWORK (0.25 MI)	PROPOSED NETWORK (0.25 MI)
Population	54,754	38,811
Jobs	14,202	11,665
Percentage of Current Boardings	100%	98%

Access to Destinations

Crosstown links provided by both routes will significantly expand access to destinations from population centers where people are most likely to ride the bus. For example, the recommended network will enable residents of Parkwood Apartments in Southwest Tulare to get almost anywhere in town within 30 minutes.

Figure 14: Scheduled Travel Times from Parkwood Apartments, Existing Network

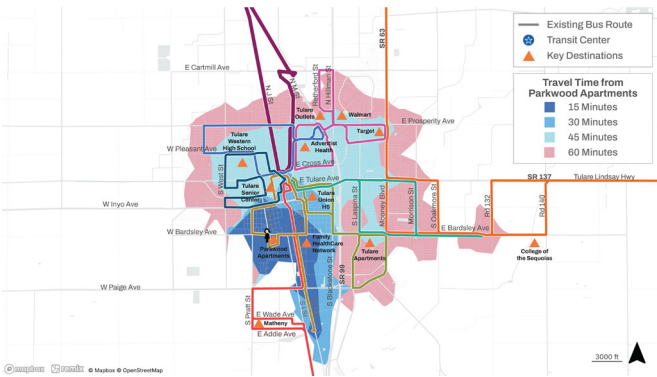
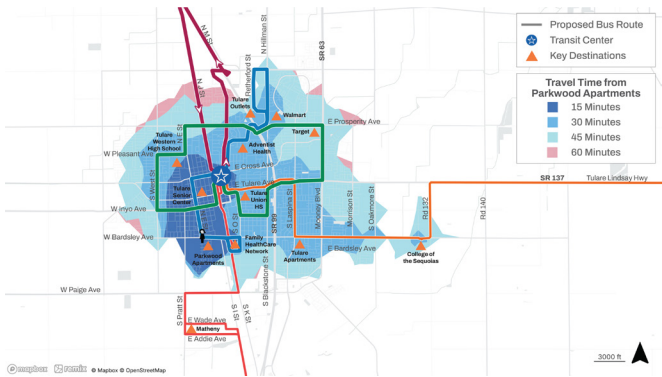


Figure 15: Scheduled Travel Times from Parkwood Apartments, Proposed Network



South County Changes

In South County, Route C20 will be streamlined to facilitate cycle times that enable the proposed local and regional timed transfers at Tulare Transit Center, while also allowing for all trips to serve the full route to Richgrove. (Overall travel demand is highest between origin-destination pairs on the southern part of the C20's route, according to Replica.) In Tipton and Earlimart, one-way loops currently served by both northbound and southbound trips will be shortened to bidirectional alignments, requiring several minor stop relocations. In Delano, Route C20 will continue serving Vallarta Market, but no longer serve Adventist Health directly. Riders will be able to transfer at Delano Transit Center to two local Delano Area Rapid Transit routes that serve the medical center, as is already the case for all current C20 trips except the two that extend to Richgrove. Service will now operate every 90 minutes on the full route.

Figure 16: Proposed Route C20 Changes in Earlimart, Tipton, and Delano



Bus Stop Needs

Implementation of the new Tulare local network will require numerous new and relocated bus stops. Most of the new stops will be partners of existing stops on streets where service only operates in one direction, added to accommodate the new bidirectional routes. Availability of bus stops in both directions near multi-family housing, shopping centers, and schools are vital to ensuring SRTP implementation shortens travel times as intended. At bus stops that are discontinued without a direct replacement, riders will be able to use microtransit at a fare of \$2 or less.

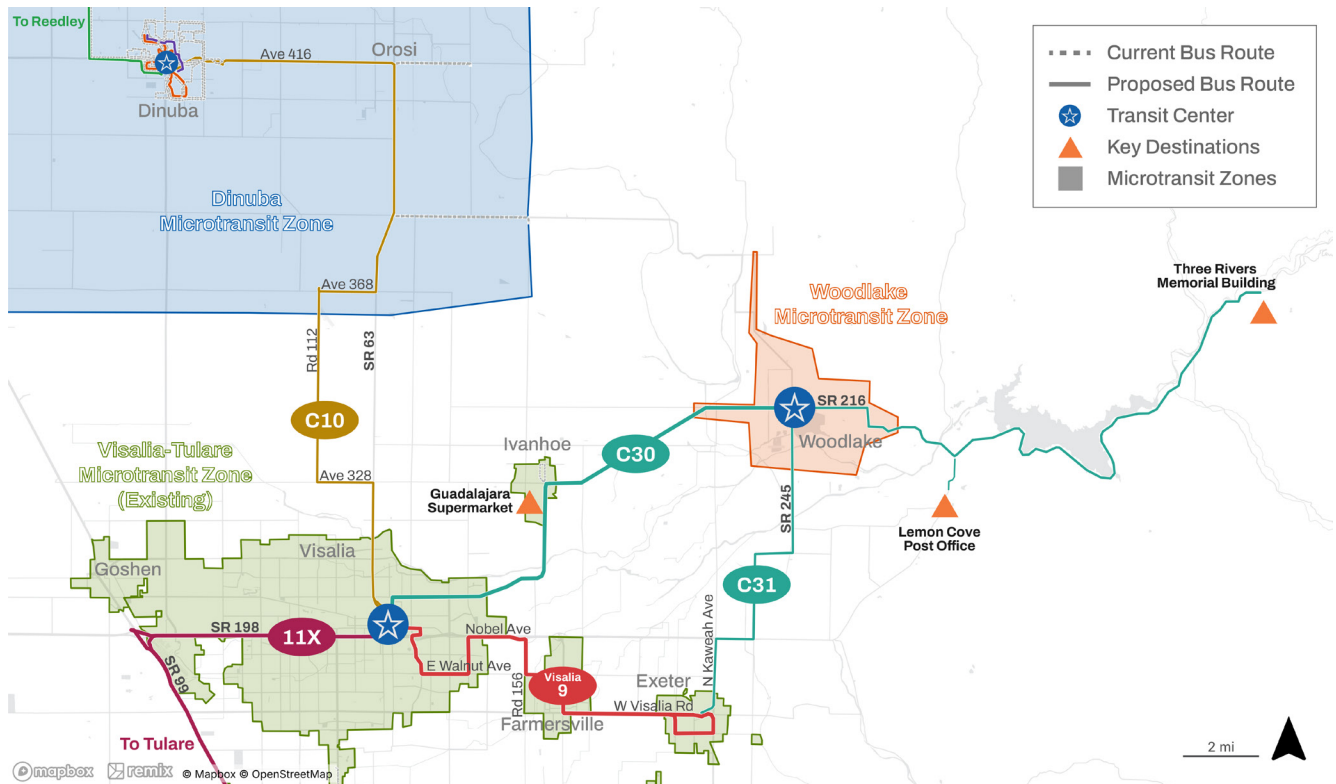
Figure 17: Proposed TCRTA Bus Stop Changes in Tulare



Visalia Area

Visalia Transit Center is a key convergence point for TCRTA regional routes, local Visalia Transit services, and Visalia Transit-operated intercity routes such as V Line and Sequoia Shuttle. Proposed TCRTA route changes on regional routes serving Visalia will strengthen the transit center's role as a regional hub, modifying Routes C10, and C30 to pulse at the transit center with each other and Route 11X throughout the day.

Figure 18: Proposed Visalia Area Regional Network



Summary of Changes

Changes to TCRTA's regional routes serving Visalia are as follows:

- ♦ **Route C10 to Dinuba** - the S RTP discontinues the current deviations to East Orosi, Seville, and Yettem (which cause longer, inconsistent cycle times) to improve and standardize the cycle time, providing service every 60 minutes and providing timed connections with all other routes in both Dinuba and Visalia. Microtransit will serve all rural stops no longer served by C10 at the lower fixed route fare.
- ♦ **Route C30** - will cycle between Visalia and Woodlake in one hour. C30 service in Northern Ivanhoe will be streamlined, with microtransit serving all stops that lose direct fixed route service, at the fixed route fare. C30 will continue to serve Lemon Cove and Three Rivers inbound the morning and outbound on the last trip.
- ♦ **NEW Route C31** - a new route that will pulse with Route C30 in Woodlake, sustaining midday service to Three Rivers and providing a new link to Exeter. The proposed pulsing will maintain one-hour Visalia–Three Rivers through trips, but operate more efficiently to increase Three Rivers weekday service from four to five daily trips.
- ♦ **Route 11X** - alignment and schedules remain unchanged, with other routes timed to pulse with it.
- ♦ **Route C40** - realigned to link College of the Sequoias-Tulare and Tulare Transit Center, instead of County Government Plaza in far southern Visalia. Service south of Government Plaza to Tulare may be maintained if TCRTA and Visalia Transit coordinate to extend Visalia's Route 1. (See p. 37 for more details on the Visalia-Tulare BRT project and potential early implementation of the proposed route).

Table 13: Proposed Regional Route Changes in Visalia Area

ROUTE	CYCLE TIMES	ROUTE CHANGES	SERVICE LEVEL (WEEKDAYS)	SERVICE LEVEL (WEEKENDS)	TIMED TRANSFERS (VISALIA TRANSIT CENTER UNLESS NOTED)
11X (Regional to Tulare)**	60 minutes	Unchanged	30 minutes	30 minutes	C10, C30
C10 (Regional to Dinuba)	120 minutes	Modified to Operate on Clockface Headways	60 minutes	120 minutes	11X**, C30
C30 (Regional to Woodlake)	60 minutes	Modified to Operate on Clockface Headways	30 min peak, 60 min off-peak	120 minutes	11X**, C30, C31*
C31 (Regional to Three Rivers and Exeter)	120 minutes	New Route, replaces C30 East of Woodlake	3 midday trips (two additional C30 trips serve Three Rivers)	No service (one daily C30 trip to Three Rivers)	C30*
C40 (Regional to Porterville)	120-135 minutes	Rerouted to Tulare	60-65 minutes	4 round trips	None
*Route C30-C31 timed transfer will be at Woodlake Transit Center.					
**TCRTA must show all Route 11X trips, both those operated by TCRTA and Visalia Transit on all online and printed timetables, so that riders can see that service is provided every 30 minutes and all timed connections are visible to the public.					

Benefits and Impacts

There will be little change to transit coverage in Visalia, since the alignments of all three TCRTA routes serving Visalia Transit Center will remain the same within the city and the city operates the local transit network separately.

TCRTA will no longer provide service on Mooney Boulevard south from Tulare County Government Plaza due to the realignment of Route C40. Riders who currently use Route C40 from the Government Plaza, or who take Visalia Transit Route 1 from destinations on South Mooney Boulevard and transfer to Route C40, will have two options:

- ♦ Use Route 1 to central Visalia and transfer to Route 11X to Tulare Transit Center, the new terminal for Route C40. For a shorter trip, riders will have the option of transferring between these routes at on-street stops near College of the Sequoias-Visalia instead of continuing all the way to the transit center and doubling back.
- ♦ Ride Route 1 to the Government Plaza, where microtransit to destinations in Tulare will be available at a fare of \$2 or less.

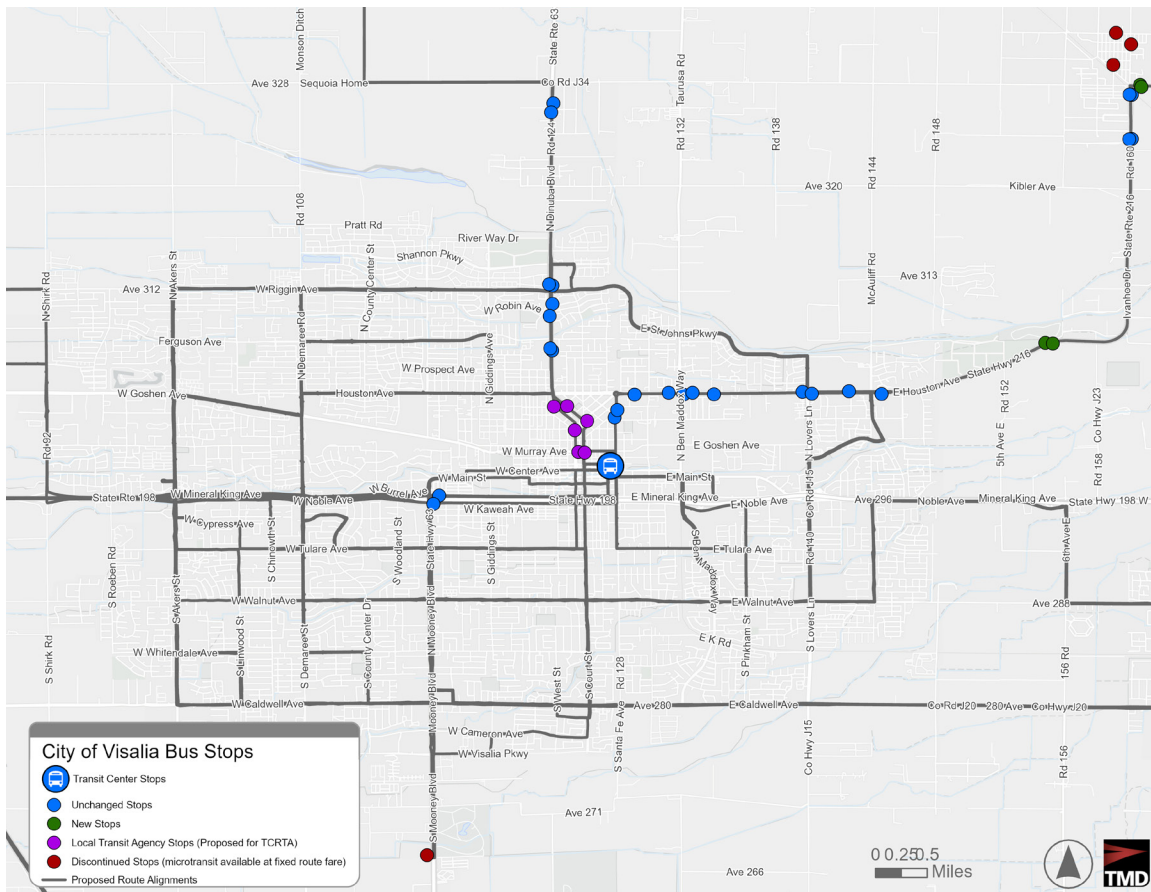
TCRTA and Visalia Transit may coordinate implementation of their respective SRTPs to extend Route 1 to Tulare along the proposed surface-street Bus Rapid Transit alignment between the two cities, as discussed further on p.37. This would provide one-seat service between Visalia Transit Center, Government Plaza, Northeast Tulare, and Tulare Transit Center, negating the need to discount microtransit fares for trips to and from Government Plaza.

Bus Stop Changes

No changes to the alignments of Routes 11X, C10, or C30 are proposed in Visalia. Route C10 is proposed to serve several existing Visalia Transit stops that it bypasses today to provide a stronger link to the north side of Downtown. On Route C30, a new stop pair is proposed on SR-216 at Cutler Park, providing a transit connection to outdoor activities and the St. Johns River Trail.

Outside the urbanized part of Visalia, TCRTA fixed route service to Tulare County Government Plaza, northern Ivanhoe, Yettem, East Orosi, and Seville will be discontinued due to the network realignment, but microtransit service to and from these stops will remain available at the fixed route fare. In Ivanhoe, a new Route C30 stop pair on Avenue 328 east of Depot Drive is recommended so northern Ivanhoe riders can access the realigned fixed route without having to cross the railroad tracks, where pedestrian infrastructure is limited. Also, in southern Woodlake and northeastern Exeter several new stops are recommended for new Route C31.

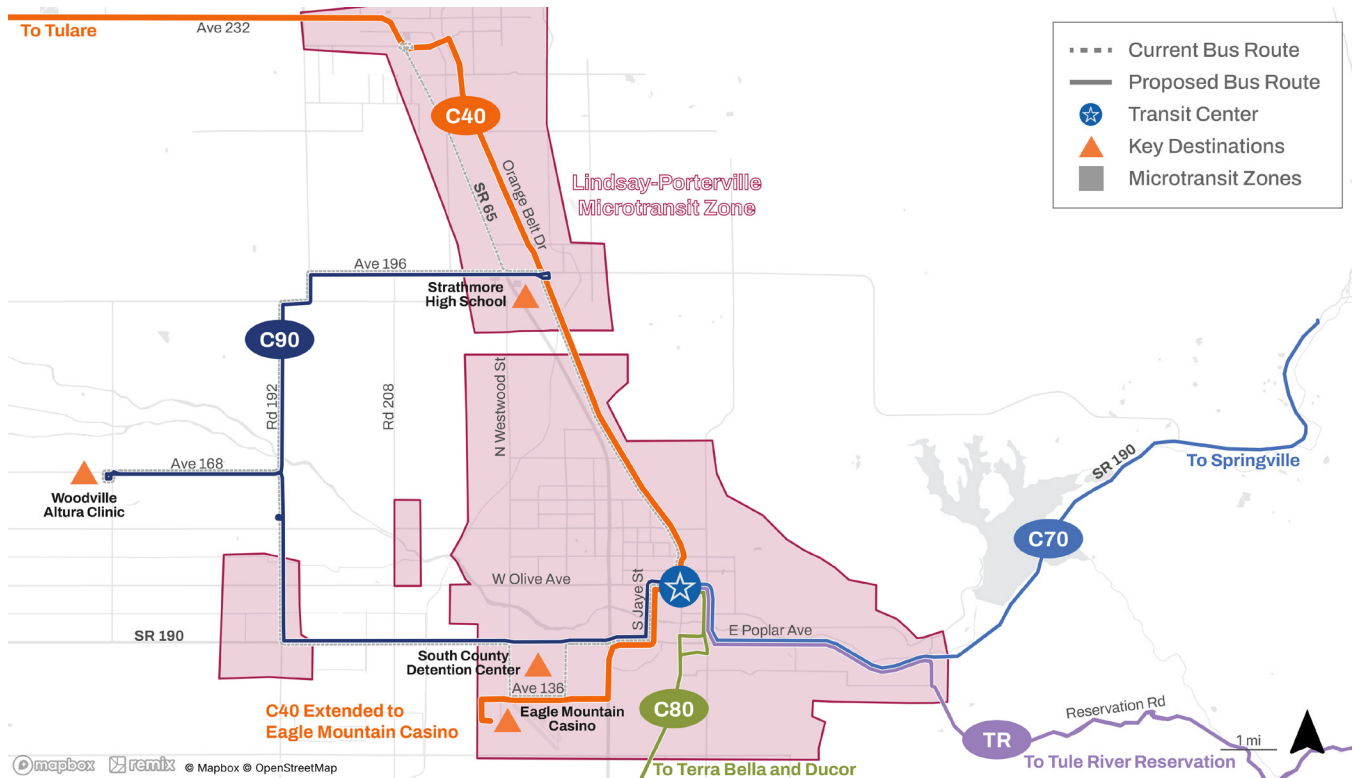
Figure 19: Proposed TCRTA Bus Stop Changes in Visalia



Porterville Area

S RTP recommendations for regional service in Porterville will make Porterville Transit Center a stronger hub for Southeast County, provide new transit service to Eagle Mountain Casino, and consolidate TCRTA routes onto shared alignments to better connect to local destinations and Porterville Transit routes.

Figure 20: Proposed Porterville Area Regional Network



Summary of Route Changes

Proposed changes to TCRTA's regional routes serving Porterville are as follows:

- ♦ **C40 Eagle Mountain Casino Extension** - this extension adds new all-day, weekday and weekend service to Eagle Mountain Casino, the first fixed route service to the casino since it relocated from the Tule River Reservation to Porterville.
- ♦ **Shared Local Alignments** - the five TCRTA routes in Porterville will operate on three shared alignments making local stops, enhancing local connectivity, complementing Porterville Transit's four routes, and adding transfer opportunities between regional and local service.
- ♦ **Bidirectional Route C90** - C90 will operate bidirectionally on all trips. Sections duplicating Route C40 between Porterville, Strathmore, and Lindsay are discontinued to focus on communities lacking other fixed route options (where four to six daily round trips will run), while the Route C40 extension serves South County Detention Center to replace C90's current deviation.
- ♦ **Reduced Route TR (fiscal constraints)** - service to the Tule River Reservation is reduced to 60% of current levels, maintaining 15 weekly round trips. Depending on tribal priorities, Route TR may run its current five daily trips (every two hours) three days per week, or three daily round trips on all weekdays.

Routes C40, C90, and TR will pulse at Porterville Transit Center. While Routes C70 and C80 will be partially pulsed, timed connections from these routes to northbound C40 trips will not be possible due to long distances between the rural communities they serve and the need to accommodate deviations for ADA trips in areas outside on-demand zones.

Table 14: Proposed Regional Route Changes in Porterville Area

ROUTE	CYCLE TIMES	ROUTE CHANGES	SERVICE LEVEL (WEEKDAYS)	SERVICE LEVEL (WEEKENDS)	TIMED TRANSFERS (PORTERVILLE TRANSIT CENTER)
C40 (Regional to Visalia)	180 minutes	Extended to Eagle Mountain Casino	60 minutes	90 minutes	C90, TR
C70 (Regional to Springville)	65-70 minutes	Minor Adjustments	1 AM trip, 1 PM trip	No Service	C40 South, C90 and TR
C80 (Regional to Terra Bella and Ducor)	50-55 minutes	Minor Adjustments	1 AM trip, 1 PM trip	No Service	C40 South, C90 and TR
C90 (Regional to Woodville and Strathmore)	120 minutes	Modified Bidirectional Route with Clockface Headways	4-6 round trips*	No Service	C40, TR
TR (Regional to Tule River Reservation)	120 minutes	Service Reduced 40%	3-5 round trips	No Service	C40, C90

* If the three-daily-trip, five-day-per-week schedule for Route TR is chosen, Routes C70 and C80 will be interlined with Route TR, allowing for a dedicated Route C90 bus that can operate 6 daily trips. However, if the three-day-per-week Route TR option is selected, Route C90 will need to be interlined with Routes C70 and C80, with only 4 daily round trips possible.

Benefits and Impacts

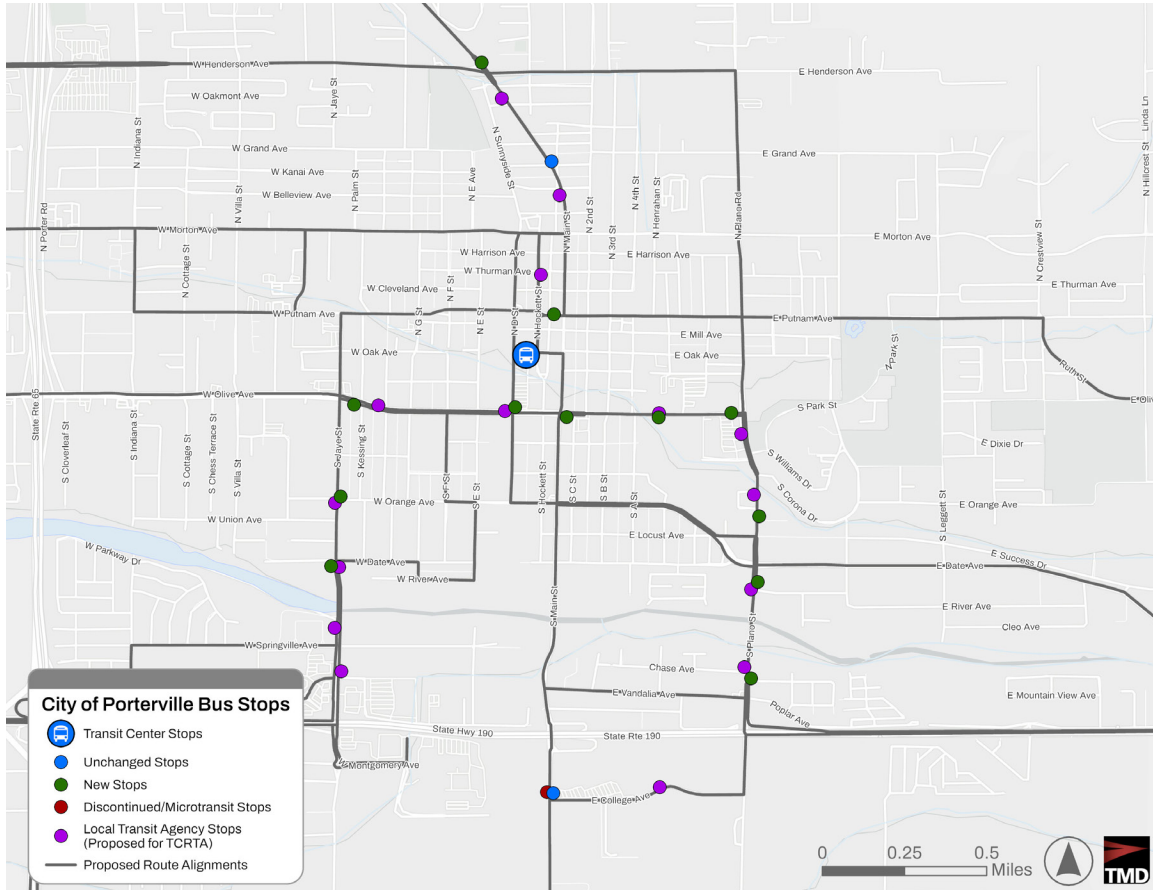
There will be little change to transit coverage in Porterville since the city operates a separate local network and TCRTA regional services overlap with the local routes. TCRTA route realignments within the city will enable the regional system to better supplement and connect with local routes.

In addition to providing new service to Eagle Mountain Casino, the Route C40 extension will replace existing Route C90 service between Porterville Transit Center and South County Detention Center, increasing weekday service from five one-way trips to hourly bidirectional trips. Route C90 also will no longer operate north from Strathmore to Lindsay, but Route C40 will continue serving this same route hourly. Route C90 riders will be able to transfer to Route C40 at Porterville Transit Center (where schedule pulsing will occur) or on-street in Strathmore.

Bus Stop Changes

The SRTP proposes consolidating the alignments of TCRTA's regional routes in Porterville onto three shared corridors, enhancing connectivity to destinations other than the transit center. To enable these enhancements, regional routes will serve existing Porterville Transit stops along the three corridors. Many of these stops require new partners to accommodate bidirectional TCRTA service, since Porterville Transit's local routes are one-way loops (similar to TCRTA's existing local networks in Tulare and Dinuba). In addition to the new local stops in Porterville, the Route C40 extension will require a new stop at Eagle Mountain Casino.

Figure 21: Proposed TCRTA Bus Stop Changes in Porterville



Weekend Service Improvements

While total weekend trip volumes in Tulare County are 90% of weekday volumes, indicating there is demand for similar levels of transit service on weekdays and weekends, currently all TCRTA routes operate significantly less frequency and/or span on weekends.

Currently, span of local routes in Tulare and Dinuba is four hours shorter on Sundays than other days of the week, while Route 11X operates six fewer hours of span on both weekend days. These routes' span will be standardized to all operate from 7am-7pm on both weekend days. Route C40 span will also be extended to 7am-7pm on weekends to match the Tulare local routes.

Most other regional trunk routes operate only one-third of weekday service levels on weekends, and Route DC does not run at all between Dinuba and Reedley despite the important link to Walmart it provides. Proposed improvements to these routes, enabled by cost savings of the weekday service changes, will add new Route DC service, two more Route C10 trips, and four more Route C40 trips on weekends. Also, as on weekdays, schedules of all regional routes will be modified to provide clockface headways with timed transfers four at the transit centers.

Table 15: Proposed Weekend Span Improvements

ROUTE/ROUTE TYPE	CURRENT WEEKEND SPAN	PROPOSED WEEKEND SPAN
11X	10am-6:30pm	7am-7pm
Dinuba Local	7am-8pm Sat, 8am-5pm Sun	7am-7pm (Sat & Sun)
Tulare Local	7am-8pm Sat, 8am-5pm Sun	7am-7pm (Sat & Sun)

Table 16: Proposed Weekend Frequency Improvements

ROUTE	CURRENT DAILY TRIPS ON WEEKENDS	PROPOSED DAILY TRIPS ON WEEKENDS
DC	0	6
C10	4	6
C20	4	4
C30	6 (1 to Three Rivers and Lemon Cove)	6 (1 to Three Rivers and Lemon Cove)
C40	4	8
*Regional Lifeline routes (Routes C70, C80, C90, TR, and new Route C31) will continue to operate on weekdays only, with no weekend service proposed.		

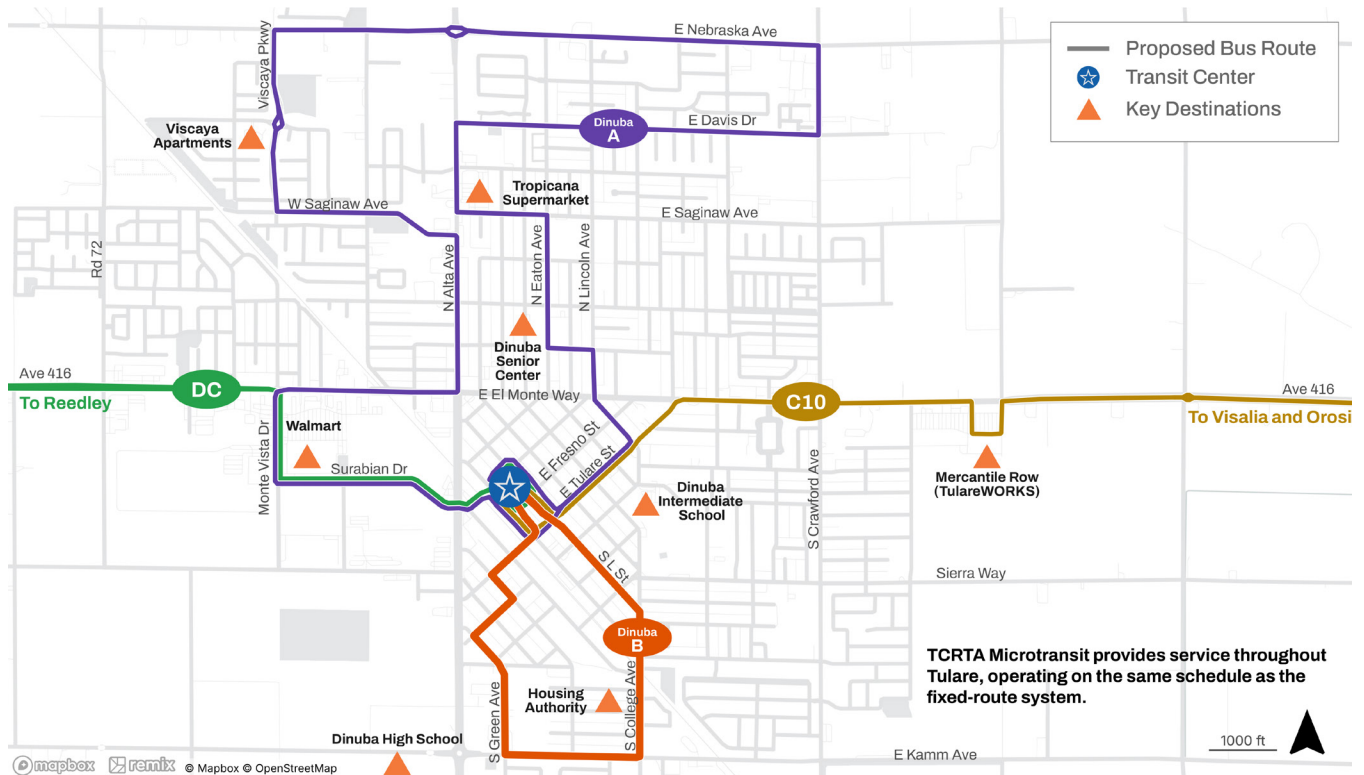
Long-Term Growth

Dinuba: Restoration of Two-Bus Service

Should the necessary financial resources become available, it is recommended that TCRTA restore two-bus local service in Dinuba. This would enable both Dinuba A and Dinuba B to become bidirectional loop routes, serving neighborhoods north and south of the transit center, respectively.

Dinuba A would be extended to restore fixed route coverage of North Park Apartments and Sierra Village, while continuing to operate hourly and serve Dinuba Senior Center, Viscaya Gardens Apartments, and Walmart. On Dinuba B, enhanced 30-minute headways in both the clockwise and counterclockwise directions is proposed. The two routes would remain interlined to facilitate one-seat crosstown service, and both would pulse every hour with Routes C10 and DC at Dinuba Transit Center.

Figure 22: Proposed Dinuba Local Network with Two-Bus Service Restored



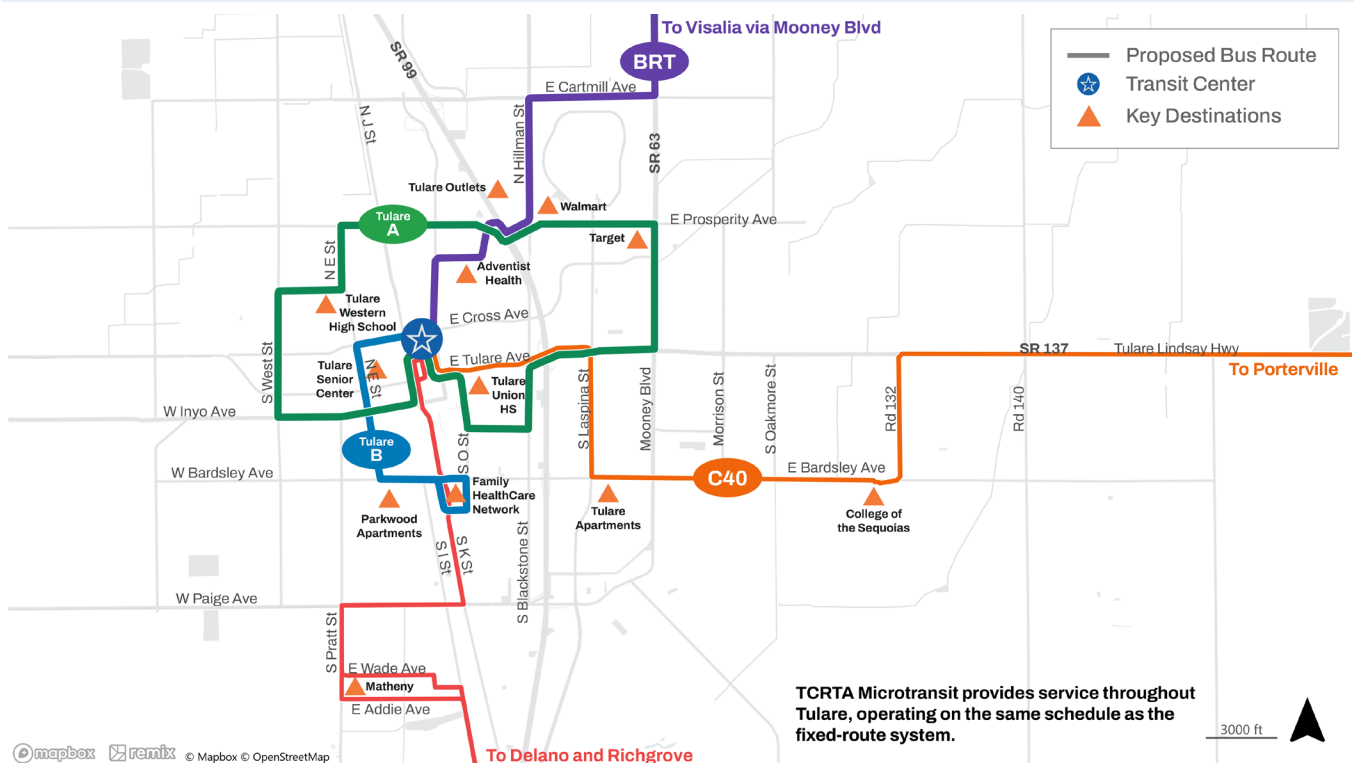
Tulare-Visalia: Bus Rapid Transit

TCRTA and Visalia Transit plan to construct a surface-street Bus Rapid Transit (BRT) corridor between Visalia and Tulare, with service every 15 minutes planned to begin by 2029. The BRT route will replace existing Route 11X service between the two cities' transit centers, doubling service frequency between these locations. On Mooney Boulevard, BRT will also replace Visalia Transit's local Route 1 and restore service south of Tulare County Government Plaza following the realignment of Route C40. In Tulare, the BRT will connect Tulare Outlets, Walmart, Adventist Health, and Tulare Transit Center, replacing the northern leg of proposed Tulare B. South of Tulare Transit Center, Tulare B will continue operating every 30 minutes as a separate route. Resulting efficiencies will enable Route C20 to operate hourly to Matheny, Delano, and Richgrove, ensuring all routes serving Tulare Transit Center pulse every 60 minutes. The proposed Tulare local network with the BRT route incorporated is shown below.

TCRTA and Visalia Transit may consider implementing the proposed BRT route earlier than 2029, before infrastructure improvements take place, to synchronize with the Route C40 realignment and ensure no gap in service south of County Government Plaza occurs. Visalia Route 1 service would continue operating every 15 minutes between Visalia Transit Center and Government Plaza, with half the route's trips extended to Tulare Transit Center (service every 30 minutes) using resources re-purposed from existing Route 11X and proposed Tulare B's northern leg. Improving headways on the extended route south of Government Plaza from 30 to 15 minutes requires transit priority enhancements and/or new funding.

Since the BRT route and any preceding extension of Route 1 will operate on surface streets, in contrast to the freeway-based Route 11X, scheduled Visalia-Tulare run times will likely change. TCRTA will need to adjust schedules network-wide when Visalia-Tulare service shifts to the BRT alignment to maintain timed transfers at Visalia and Tulare Transit Centers.

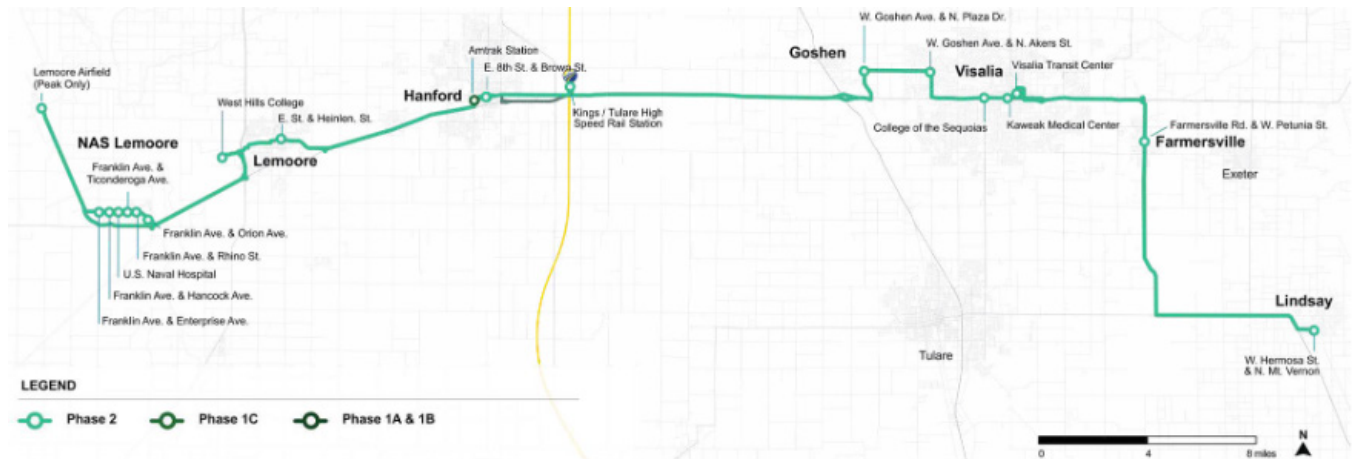
Figure 23: Proposed Tulare Local Network with Visalia-Tulare BRT Route



Regional: Cross Valley Express

The Cross Valley Express, proposed by the Tulare County Association of Governments, is an east-west express bus corridor that will link Lindsay and Visalia in Tulare County to Hanford and Lemoore in Kings County every 30 minutes. The route, to be operated by Visalia Transit and Kings Area Regional Transit (KART), will also stop at the under-construction Hanford-Tulare California High Speed Rail Station. Visalia Transit Center will be a major stop, and it is recommended the schedule pulse with Visalia-Tulare BRT and TCRTA Routes, C10, and C30. Riders will also be able to transfer to Route C40 in Lindsay for onward travel to Porterville. When the Cross Valley Express opens, TCRTA may need to adjust schedules network-wide to ensure its Visalia Transit Center routes pulse with the new route while also maintaining timed transfers at the other transit centers.

Figure 24: Proposed Cross Valley Express Route



Fare Policy

The following fare adjustments for single rides are proposed to reflect TCRTA and TCAG's proposed Regional Uniform Fare Structure for transit throughout the county, as well as microtransit fare changes needed to accommodate riders at fixed route stops and ensure service remains fiscally sustainable after the SB 125-funded pilot runs out in FY 2028.

Table 17: Proposed fare changes as described further in the Financial and Capital Plan

SERVICE TYPE	CURRENT FARE	PROPOSED FARE
Local Fixed Route	\$1.50 (\$0.75 discounted)	\$1.50 (\$0.75 discounted)
Regional Fixed Route	\$2 (\$1 discounted)	\$1.50 (\$0.75 discounted)
Microtransit (base fare)	\$5	\$5
Microtransit (base fare, to/from transit center)	\$4	\$4
Microtransit (to/from discontinued fixed route stop)	n/a	\$2 or less
Microtransit (Visalia-Tulare intercity)	\$5	\$10
Microtransit (discounted) and ADA Paratransit	\$3	\$3
Transfers	One free transfer between local and regional routes, otherwise riders must pay separate fares	Free between all route types for up to 2 hours (fare difference applies if transferring between different service types)

As summarized in Table 17, it is recommended that TCRTA eliminate transfer penalties, meaning that riders who need to use multiple services to complete a trip pay no more than the fare for the most expensive service type used, be it fixed route or microtransit. Seamless, unpenalized transfers are needed to realize the benefits of pulsed schedules across multiple routes and ensure microtransit remains an affordable and equitable option at stops where fixed route coverage is discontinued. Given the large size of the TCRTA service area and long distances covered by regional routes, single-ride fares should cover travel for up to two hours.

Financial and Capital Plan

The financial plan projects TCRTA's operating and capital costs for the proposed transit service over the next five years. It also assesses how TCRTA's current revenue streams will evolve and the steps needed to ensure revenue in future years is sufficient to cover these costs. This section evaluates scenarios that may result if revenue falls below the expectations on which the proposed service levels are based, as well as opportunities for new funding to expand services and modernize the bus fleet.

Operating Budget

TCRTA operating budget, totaling \$18.6 million in FY 2027, includes the agency's fixed and marginal costs, as follows:

Table 18: Fixed and Marginal Costs

EXPENSE TYPE	DESCRIPTION	AMOUNT (FY 2027)
Fixed Costs	Overhead TCRTA and contractor expenses. Remains the same, independent of transit service levels.	\$8.0 million
Marginal Costs	Labor, maintenance, and fuel. \$90.98 per hour of transit service.	\$9.8 million

Total marginal costs are expected to fall to \$8.5 million in FY 2028, reflecting efficiencies gained from SRTP implementation that will allow TCRTA to reduce service hours while continuing to meet the area's transit needs effectively. Also, unit costs are expected to increase 2.5% annually, in line with inflation.

Table 19: Projected Operating Expenditures

EXPENSES	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Labor (contract)	\$6,976,817	\$5,982,491.33	\$6,132,053.62	\$6,285,354.96	\$6,442,488.83
Maintenance (contract)	\$2,077,498	\$1,781,416.13	\$1,825,951.53	\$1,871,600.32	\$1,918,390.33
Fuel - CNG, Gasoline, and Electricity	\$787,559	\$675,316.99	\$692,199.91	\$709,504.91	\$727,242.53
Marginal Cost Subtotal	\$9,841,873	\$8,439,224.45	\$8,650,205.06	\$8,866,460.19	\$9,088,121.69
Overhead (internal)	\$3,303,219	\$3,385,799.11	\$3,470,444.08	\$3,557,205.19	\$3,646,135.32
Overhead (contract)	\$4,692,858	\$4,810,179.20	\$4,930,433.68	\$5,053,694.53	\$5,180,036.89
Overhead Cost Subtotal	\$7,996,076	\$8,195,978.31	\$8,400,877.77	\$8,610,899.71	\$8,826,172.20
Total Expenses (Proposed SRTP service levels)	\$17,837,950*	\$16,597,902	\$17,012,850	\$17,438,171	\$17,874,125

*TCRTA's FY 2027 revenues are forecast to be \$759,853 more than expenses. Precise amounts may vary.

Revenue to cover these costs comes from a combination of recurring federal, state, and local programs, discretionary grants applied for individually, and directly generated revenue such as fares and earnings from bus advertisements.

Table 20: Projected Revenue Sources

REVENUE TYPE	KEY FUNDING SOURCES	SHARE OF TCRTA FY 2027 REVENUE
Formula Grants (recurring, similar year-to-year)	Federal Transit Administration, California Transportation Development Act (TDA), Tulare County Measure R	66%
Discretionary Grants (non-recurring, can vary significantly from year to year)	California Senate Bill 125 microtransit grant, Federal grants for tribal service	28%
Directly Generated Revenue	Fares, Advertising	7%

FY 2027 will be the final year of TCRTA's SB 125 grant from the state that has funded the agency's on-demand service since it began in 2024. In addition to funding general-public microtransit, the SB 125 grant temporarily replaced TDA Local Transportation Fund (LTF) revenue that was used for ADA paratransit service before it was commingled with microtransit. TCRTA service will remain fiscally sustainable in future years due to its LTF revenue share returning to pre-SB 125 levels to cover paratransit costs after the one-time grant ends, as well as reduced costs due to improved efficiency of both fixed-route and on-demand services. The following steps are proposed to optimize and streamline microtransit service:

- ♦ Microtransit fares for intercity travel between Visalia and Tulare are proposed to increase to \$10. This will allow for more efficient deployment of vans across the five zones, sustaining current service levels for ADA trips and rural areas, and maintaining an on-demand option between the two cities that is more affordable than private ride-hailing.
- ♦ Microtransit span will also be standardized to 7am-7pm Monday-Saturday and 8am-5pm Sunday in all zones (except Woodlake, which will retain its current weekday-only, 7:30am-3:30pm span).

In addition to changes associated with these strategies to reduce costs and boost revenue, all revenues and costs are expected to rise 2.5% annually in line with inflation.

Table 21: Projected Annual Revenue

	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Annual Funding					
Federal Transit Administration (FTA)	\$3,458,578	\$3,545,042	\$3,633,669	\$3,724,510	\$3,817,623
<i>FTA Small Urban (5307)</i>	<i>\$2,207,751</i>	<i>\$2,262,945</i>	<i>\$2,319,518</i>	<i>\$2,377,506</i>	<i>\$2,497,868</i>
<i>FTA Rural (5311)</i>	<i>\$1,250,827</i>	<i>\$1,282,098</i>	<i>\$1,314,150</i>	<i>\$1,347,004</i>	<i>\$1,380,679</i>
California Transportation Development Act (TDA)	\$7,855,234	\$10,708,109	\$10,980,312	\$11,259,320	\$11,545,303
<i>TDA State Transportation Assistance</i>	<i>\$2,497,344</i>	<i>\$2,559,777</i>	<i>\$2,623,772</i>	<i>\$2,689,366</i>	<i>\$2,756,600</i>
<i>TDA Local Transportation Fund</i>	<i>\$5,357,890</i>	<i>\$8,148,332</i>	<i>\$8,356,540</i>	<i>\$8,569,953</i>	<i>\$8,788,702</i>
Local (Measure R)	\$877,500	\$899,438	\$921,923	\$944,972	\$968,596
Annual Subtotal	\$12,191,312	\$15,152,589	\$15,535,904	\$15,928,801	\$16,331,521
One-Time Funding					
Federal 5311 (f)	\$300,000	\$180,000	\$180,000	\$180,000	\$180,000
State SB 125	\$4,871,568				
Discretionary Subtotal	\$5,171,568	\$180,000	\$180,000	\$180,000	\$180,000
Directly Generated Revenue (Fares, Advertising, etc.)	\$1,234,452	\$1,265,313	\$1,296,946	\$1,329,370	\$1,362,604
Total Revenue (Proposed SRTP Service Levels)	\$18,597,332	\$16,597,902	\$17,012,850	\$17,438,171	\$17,874,125

The increased annual LTF revenue specified in Table 21, which restores the share of the funding TCRTA received from jurisdictions prior to the SB 125 microtransit grant, will enable TCRTA to provide fixed route, microtransit, and commingled ADA paratransit service as proposed in FY 2028. Jurisdictions will retain \$7.9 million to continue funding local priorities such as road projects, as shown in Table 22, should TCAG find in future years that there are no unmet transit needs in Tulare County.

Table 22: Projected LTF Revenues

	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Total LTF available to TCRTA members (Proposed SRTP Service Levels)	\$10,331,522	\$7,896,015	\$8,088,916	\$8,286,639	\$8,489,305

To implement service expansion concepts such as the restored two-bus local network in Dinuba, 15-minute service between Visalia and Tulare, and the Cross Valley Express, TCRTA will require new funding. Potential sources of new revenue are as follows:

- ♦ Discretionary grants that include funding for transit operations. For example, in early 2026 the City of Dinuba applied for an Affordable Housing and Sustainable Communities grant to fund an additional microtransit vehicle in the community. However, like the expiring SB 125 microtransit funds, such discretionary grants are often intended to start up a new service, meaning TCRTA may ultimately need to replace them with funding from other sources or make reductions elsewhere in the network to offset added costs and sustain the new service long-term.
- ♦ Value capture from private businesses that benefit from transit. For example, should the Route C40 extension to Eagle Mountain Casino attract significant ridership from casino patrons and employees, the Tule River Tribe may consider funding additional service on the route. Some well-performing transit routes to tribal casinos elsewhere in California, such as YoloBus Route 215, which serves Cache Creek Casino in the Sacramento region, receive funding from the casino's owner.
- ♦ LTF revenue from jurisdictions higher than the expected pre-SB 125 share. LTF is a relatively stable funding source as it is sales tax-based and intended to meet public transit needs, though any LTF contribution beyond that required to address known transit needs would be at jurisdictions' discretion and may involve tradeoffs with other local priorities.

Actual annual expenses – especially marginal costs per service hour – may fluctuate from the inflation-based amounts. For example, labor market changes may affect the contractor's driver salaries, maintenance costs to replace vehicle parts may increase due to supply chain disruptions, and fuel costs may change as TCRTA transitions its full-size buses to zero-emission vehicles. Any cost fluctuations may affect the amount of service TCRTA can operate.

Capital Needs and Funding Plan

TCRTA's planned capital expenses through FY 2031 primarily cover new vehicle purchases, including electric buses to transition the full-size bus fleet to zero emissions, and charging infrastructure to support the zero-emission transition.

Table 23: Planned Revenue Vehicle Acquisitions and Supporting Infrastructure

	NUMBER OF VEHICLES/UNITS	COST PER VEHICLE/UNIT	TOTAL COST
35' Bus (electric)	8	\$1,412,500	\$11,300,000
Charging infrastructure to support electric buses	2	\$1,300,000 (240 kWh), \$3,300,000 (480 kWh)	\$4,600,000
35' Bus (CNG)	3	\$790,000-850,000	\$2,478,000
Cutaway	25	\$175,000-250,000	\$5,550,000
Microtransit Van	10	\$150,000-170,000	\$1,580,000

Smaller-scale capital projects include bus stop improvements – including proposed stop relocations needed to support the recommended service changes – as well as upgrades to fare infrastructure and rebranding of buses and signage to reflect TCRTA's brand rather than that of the predecessor agencies. All planned capital expenses and grants expected to cover them are listed in Table 24:

Table 24: Capital Expenditures and Revenue Sources

	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	TOTAL
Vehicle Purchases						
35' Gillig Bus (CNG)		1	2			3
Cost		\$790,000	\$1,688,000			\$2,478,000
FTA 5339		\$547,000	\$1,538,000			\$2,085,000
SGR		\$243,000	\$150,000			\$393,000
Gillig 35' Bus (Electric)			8			8
Cost			\$11,300,000			\$11,300,000
FTA 5307			\$4,000,000			\$4,000,000
TIRCP			\$4,000,000			\$4,000,000
LCTOP			\$3,300,000			\$3,300,000
Ford E450 Cutaway CNG	12	8				20
Cost	\$2,662,000	\$2,000,000				\$4,662,000
FTA 5339	\$425,000	\$1,740,000				\$2,165,000
SGR	\$75,000	\$260,000				\$335,000
Measure R	\$2,162,000					\$2,162,000
Ford E450 Cutaway Gasoline	5					5
Cost	\$888,000					\$888,000
Measure R	\$888,000					\$888,000
Dodge ProMaster Vans	6	1	1	1	1	10
Cost	\$980,000	\$150,000	\$150,000	\$150,000	\$150,000	\$1,580,000
FTA 5339	\$809,000	\$120,000	\$120,000	\$120,000	\$120,000	\$1,289,000
SGR	\$171,000	\$30,000	\$30,000	\$30,000	\$30,000	\$291,000

	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	TOTAL
Electrical Vehicle Charging Infrastructure						
Mobile 240 kWh Charger	1					1
Cost	\$1,300,000					\$1,300,000
SB125	\$1,300,000					\$1,300,000
Mobile 480 kWh Charger			1			1
Cost			\$3,300,000			\$3,300,000
SB125			\$3,300,000			\$3,300,000
Bus Stops, Branding & On-Vehicle Equipment						
Ride TC Bus Rebranding						
Cost	\$50,000					\$50,000
Measure R	\$50,000					\$50,000
Bus Stop Sign Rebranding						
Cost	\$100,000					\$100,000
Measure R	\$100,000					\$100,000
Bus Shelters		10				10
Cost		\$120,000				\$120,000
Measure R		\$120,000				\$120,000
Electronic Payment On-board Validators						
Cost	\$300,000					\$300,000
LCTOP	\$300,000					\$300,000
Total	\$6,280,000	\$3,060,000	\$16,438,000	\$150,000	\$150,000	\$26,078,000
FTA 5307	\$-	\$-	\$4,000,000	\$-	\$-	\$4,000,000
FTA 5339	\$1,234,000	\$2,407,000	\$1,658,000	\$120,000	\$120,000	\$5,539,000
SGR	\$246,000	\$533,000	\$180,000	\$30,000	\$30,000	\$1,019,000
TIRCP	\$-	\$-	\$4,000,000	\$-	\$-	\$4,000,000
LCTOP	\$300,000	\$-	\$3,300,000	\$-	\$-	\$3,600,000
Measure R	\$3,200,000	\$120,000	\$-	\$-	\$-	\$3,320,000
SB125	\$1,300,000	\$-	\$3,300,000	\$-	\$-	\$4,600,000

As described in the table, TCRTA is relying on discretionary funding from the Transit and Intercity Rail Capital Program (TIRCP) and the Low Carbon Transit Operations Program (LCTOP) to cover the planned purchase of eight electric buses. Revenue for both these programs comes from California's Greenhouse Gas Reduction Fund (GGRF). But ongoing changes to the state's Cap-and-Invest Program may significantly reduce revenue for these programs, impacting service reliability as TCRTA's current fleet ages and jeopardizing the agency's state-required zero-emission transition. Thus, it will be important for TCRTA to monitor legislative developments regarding TIRCP and LCTOP, as well as any changes to the state's Innovative Clean Transit (ICT) rule that lawmakers may consider to mitigate the impacts of GGRF funding reductions on transit agencies' ability to transition to electric buses.

Proposed Adjustment to Bus Fleet Composition

The SRTP recommends that TCRTA expand its fleet of full-size buses from 10 to 14. This would allow regional trunk Routes C10 and C40, which are likely to see ridership increase due to their stronger local role in the new network, to transition from cutaways to full-size buses. Downsizing Route C20 (which currently uses full-size buses but is TCRTA's least-used regional trunk route) to cutaways would partially address these needs, but, depending on the current fleet's lifespan, a greater share of TCRTA's new vehicles may need to be large buses.

A higher share of full-size bus purchases would increase capital expenses significantly. For example, if TCRTA adjusts its planned FY 2028 vehicle purchases to comprise five full-size buses and four cutaways (instead of the currently proposed eight cutaways and one full-size bus) to adjust its fleet composition as recommended, capital expenses for that year would increase \$540,000 per vehicle, or nearly \$2.2 million total. Delaying the extra full-size bus purchases to later fiscal years, when ICT requires that all new full-size buses be electric, would result in a greater cost increase of up to \$1.2 million per vehicle.

Conclusion and Next Steps

The TCRTA SRTP will strengthen transit in Tulare County over the next five years. The recommendations redesign local routes to be direct and bidirectional, establish pulsed schedules on both local and regional routes with timed transfers at all major hubs, and make microtransit a permanent component of the network with an effective, sustainable balance of fixed route and on-demand services. The changes improve transit access to employment, retail, and other key destinations; better serve riders in both larger cities and rural communities; improve network efficiency to adapt to fiscal constraints; and establish a blueprint for seamlessly incorporating the planned Visalia-Tulare BRT and Cross Valley Express routes into the network. TCRTA services will become a more convenient and equitable option for all, while remaining financially stable for years to come.

TCRTA services will become a more convenient and equitable option for all, while remaining financially stable for years to come.

Implementation Plan

Service changes are recommended throughout the TCRTA network, but may be rolled out in phases since timelines for actions needed to implement the changes, such as bus stop relocations and adjustments to TDA contributions, may vary by member jurisdiction. Should TCRTA proceed with a phased implementation, it is recommended that the changes be grouped as follows:

- ♦ **City of Dinuba and Visalia Area:** The Dinuba local network redesign, Route C10 changes, and Route DC changes should occur together since the SRTP envisions local and regional routes in Dinuba functioning as a unified network. Optimally, the Route C30 changes and addition of new Route C31 will also occur concurrently with Route C10 changes, so that Routes C10, C30, and 11X (or an extended Visalia Route 1) all pulse at Visalia Transit Center.
- ♦ **City of Tulare and Porterville Area:** The Tulare local network redesign, Route C20 changes, and Route C40 changes should occur together since the SRTP envisions local and regional routes in Tulare functioning as a unified network. All of these routes should pulse at Tulare Transit Center with service to Visalia, be it existing Route 11X, Visalia-Tulare BRT, or an earlier extension of Visalia Route 1 via the proposed BRT alignment. The Route C90 changes also should occur at this time since the Route C40 extension will replace Route C90 service to South County Detention Center. Optimally, changes to the other regional lifeline routes serving Porterville Transit Center will occur concurrently with the Route C40 changes so schedules of these routes are coordinated as proposed at Porterville Transit Center.
- ♦ **Microtransit:** Discounted microtransit fares to and from existing fixed route stops where service will be discontinued should begin when the service change affecting the given stop takes effect. The recommended shortening of service span in all zones but Woodlake, increase of Visalia-Tulare microtransit fares to \$10, and any adjustments to how vans are deployed in response to the fare increase's impact on demand may occur when the SB 125-funded microtransit pilot ends in FY 2028, unless TCRTA obtains funding from a new source to sustain current service levels.

The SRTP also provides guidance for future changes contingent on new funding or capital projects, such as restored two-bus local service in Dinuba, Visalia-Tulare BRT, and Cross Valley Express. When BRT and Cross Valley Express begin service, or if a surface-street extension of Visalia Route 1 replaces current Route 11X service to Tulare before BRT infrastructure is constructed, TCRTA should re-evaluate and adjust schedules of other routes as needed to ensure network-wide pulsing is sustained.

Appendix A

Conceptual Schedules

Conceptual schedules have been developed for all TCRTA routes. They were built around the current Route 11X schedule, which ties together North County routes (timed connections at Visalia Transit Center) and South County routes (timed transfers at Tulare Transit Center). Every route is timed to connect with each route it intersects, thereby minimizing the travel time between any two points in Tulare County. If there is a desire to have trips at different times (for example, have afternoon trips at different times than AM trips), to maintain connectivity integrity, all trips on all routes will need to move in sync.

When the Visalia-Tulare BRT Line replaces Route 11X, and service runs every 15 minutes, there is more flexibility for buses to pulse at the Visalia and Tulare Transit Centers. However, there should be an effort to pulse with the same trips in both Visalia and Tulare and to ensure pulsing occurs at times when the BRT operates at 30 or 60-minute frequencies, especially if TCRTA and Visalia Transit extend Visalia Route 1 to Tulare via the proposed BRT alignment before transit priority features are constructed. For example if Route 1 is extended to Tulare and buses leave Tulare on the 15 and 45 instead of the current 00 and 30, then all South County routes will have to move in sync 15 minute earlier or 15 minutes later.

C10 WEEKDAY						
Block	Visalia Transit Center	Dinuba Transit Center	Dinuba Transit Center	Visalia Transit Center	Next Trip	Revenue Hours
2			6:00	6:50	7:00	1:00
1	6:00	6:50	7:00	7:50	8:00	2:00
2	7:00	7:50	8:00	8:50	9:00	2:00
1	8:00	8:50	9:00	9:50	10:00	2:00
2	9:00	9:50	10:00	10:50	11:00	2:00
1	10:00	10:50	11:00	11:50	12:00	2:00
2	11:00	11:50	12:00	12:50	13:00	2:00
1	12:00	12:50	13:00	13:50	14:00	2:00
2	13:00	13:50	14:00	14:50	15:00	2:00
1	14:00	14:50	15:00	15:50	16:00	2:00
2	15:00	15:50	16:00	16:50	17:00	2:00
1	16:00	16:50	17:00	17:50	18:00	2:00
2	17:00	17:50	18:00	18:50	19:00	2:00
1	18:00	18:50	19:00	19:50	G	1:50
2	19:00	19:50			G	0:50
Block 1 based at Central and Block 2 at Dinuba. Alternatively both based at Central and instead of a 17:00 Visalia departure a 5:00 departure. Currently cutaways, recommend heavy duty bus.					Total	26:50:00

C10 WEEKEND							
Block	Visalia Transit Center	Dinuba Transit Center	Dinuba Transit Center	Visalia Transit Center	Interline	Next Trip	Revenue Hours
1	7:00	7:50			to DC	8:00	1:00
1			9:00	9:50	to C30	10:00	1:00
2	9:00	9:50			to DC	10:00	1:00
2			11:00	11:50	to C30	12:00	1:00
1	11:00	11:50			to DC	12:00	1:00
1			13:00	13:50	to C30	14:00	1:00
2	13:00	13:50			to DC	14:00	1:00
2			15:00	15:50	to C30	16:00	1:00
1	15:00	15:50			to DC	16:00	1:00
1			17:00	17:50	to C30	18:00	1:00
2	17:00	17:50			to DC	18:00	1:00
2			19:00	19:50		G	0:50
						Total	11:50:00

C20 WEEKDAY										
Block	Tulare Transit Center	Matheny	Delano	Richgrove	Richgrove	Delano	Matheny	Tulare Transit Center	Next Trip	Revenue Hours
10	6:00	6:11	7:05	7:20	7:30	7:45	8:39	8:50	9:00	3:00
11	7:30	7:41	8:35	8:50	9:00	9:15	10:09	10:20	10:30	3:00
10	9:00	9:11	10:05	10:20	10:30	10:45	11:39	11:50	12:00	3:00
11	10:30	10:41	11:35	11:50	12:00	12:15	13:09	13:20	13:30	3:00
10	12:00	12:11	13:05	13:20	13:30	13:45	14:39	14:50	15:00	3:00
11	13:30	13:41	14:35	14:50	15:00	15:15	16:09	16:20	16:30	3:00
10	15:00	15:11	16:05	16:20	16:30	16:45	17:39	17:50	18:00	3:00
11	16:30	16:41	17:35	17:50	18:00	18:15	19:09	19:20	G	2:50
10	18:00	18:11	19:05	19:20	19:30	19:45	20:39	20:50	G	2:50
Heavy duty buses based at Central. Can be served by cutaways since C10 and C40 have heavier ridership.									Total	23:40:00

C20 WEEKEND										
Block	Tulare Transit Center	Matheny	Delano	Richgrove	Richgrove	Delano	Matheny	Tulare Transit Center	Next Trip	Revenue Hours
10	7:00	7:11	8:05	8:20	8:30	8:45	9:39	9:50	10:00	3:00
10	10:00	10:11	11:05	11:20	11:30	11:45	12:39	12:50	13:00	3:00
10	13:00	13:11	14:05	14:20	14:30	14:45	15:39	15:50	16:00	3:00
10	16:00	16:11	17:05	17:20	17:30	17:45	18:39	18:50	G	2:50
									Total	11:50:00

C30 WEEKDAY													
Block	Visalia Transit Center	Ivanhoe	Woodlake	Three Rivers	Lemon Cove	Lemon Cove	Three Rivers	Woodlake	Ivanhoe	Visalia Transit Center	Interline	Next Trip	Revenue Hours
5						5:40	6:00	6:30	6:41	6:55		7:00	1:20
6								7:00	7:11	7:25		7:30	0:30
5	7:00	7:14	7:25					7:30	7:41	7:55		8:00	1:00
6	7:30	7:44	7:55					8:00	8:11	8:25		8:30	1:00
5	8:00	8:14	8:25					8:30	8:41	8:55		9:00	1:00
6	8:30	8:44	8:55	9:25							To C31	9:27	0:57
5	9:00	9:14	9:25					9:30	9:41	9:55		10:00	1:00
5	10:00	10:14	10:25					10:30	10:41	10:55		11:00	1:00
5	11:00	11:14	11:25					11:30	11:41	11:55		12:00	1:00
5	12:00	12:14	12:25					12:30	12:41	12:55		13:00	1:00
5	13:00	13:14	13:25					13:30	13:41	13:55		14:00	1:00
5	14:00	14:14	14:25					14:30	14:41	14:55		15:00	1:00
5	15:00	15:14	15:25					15:30	15:41	15:55		16:00	1:00
6							15:30	16:00	16:11	16:25		16:30	1:00
5	16:00	16:14	16:25					16:30	16:41	16:55		17:00	1:00
6	16:30	16:44	16:55					17:00	17:11	17:25		17:30	1:00
5	17:00	17:14	17:25					17:30	17:41	17:55		18:00	1:00
6	17:30	17:44	17:55					18:00	18:11	18:25		18:30	1:00
5	18:00	18:14	18:25					18:30	18:41	18:55		19:00	1:00
6	18:30	18:44	18:55	19:25	19:45							G	1:15
5	19:00	19:14	19:25									G	0:25
Cutaways based at Central.												Total	20:27:00

C30 WEEKEND													
Block	Visalia Transit Center	Ivanhoe	Woodlake	Three Rivers	Lemon Cove	Lemon Cove	Three Rivers	Woodlake	Ivanhoe	Visalia Transit Center	Interline	Next Trip	Revenue Hours
2						6:40	7:00	7:30	7:41	7:55		8:00	1:20
2	8:00	8:14	8:25					8:30	8:41	8:55	toC10	9:00	1:00
1	10:00	10:14	10:25					10:30	10:41	10:55	toC10	11:00	1:00
2	12:00	12:14	12:25					12:30	12:41	12:55	toC10	13:00	1:00
1	14:00	14:14	14:25					14:30	14:41	14:55	toC10	15:00	1:00
2	16:00	16:14	16:25					16:30	16:41	16:55	toC10	17:00	1:00
1	18:00	18:14	18:25	18:55	19:15							G	1:15
												Total	7:35:00

C31 WEEKDAY										
Block	Three Rivers	Woodlake	Woodlake	Exeter	Woodlake	Woodlake	Three Rivers	Interline	Next Trip	Revenue Hours
6	9:55	10:25	10:35	10:55	11:15	11:25	11:55		11:55	2:00
6	11:55	12:25	12:35	12:55	13:15				13:35	1:40
6			13:35	13:55	14:15	14:30	15:00	to 30	15:30	1:55
									Total	5:35:00

C40 WEEKDAY											
Block	Tulare Transit Center	COS Tulare	Porterville Transit Center	Porterville Transit Center	Eagle Mountain Casino	Porterville Transit Center	Porterville Transit Center	COS Tulare	Tulare Transit Center	Next Trip	Revenue Hours
7							5:55	6:40	6:55	7:00	1:05
8	5:00	5:15	6:00	6:10	6:30	6:50	6:55	7:40	7:55	8:00	3:00
9	6:00	6:15	7:00	7:10	7:30	7:50	7:55	8:40	8:55	9:00	3:00
7	7:00	7:15	8:00	8:10	8:30	8:50	8:55	9:40	9:55	10:00	3:00
8	8:00	8:15	9:00	9:10	9:30	9:50	9:55	10:40	10:55	11:00	3:00
9	9:00	9:15	10:00	10:10	10:30	10:50	10:55	11:40	11:55	12:00	3:00
7	10:00	10:15	11:00	11:10	11:30	11:50	11:55	12:40	12:55	13:00	3:00
8	11:00	11:15	12:00	12:10	12:30	12:50	12:55	13:40	13:55	14:00	3:00
9	12:00	12:15	13:00	13:10	13:30	13:50	13:55	14:40	14:55	15:00	3:00
7	13:00	13:15	14:00	14:10	14:30	14:50	14:55	15:40	15:55	16:00	3:00
8	14:00	14:15	15:00	15:10	15:30	15:50	15:55	16:40	16:55	17:00	3:00
9	15:00	15:15	16:00	16:10	16:30	16:50	16:55	17:40	17:55	18:00	3:00
7	16:00	16:15	17:00	17:10	17:30	17:50	17:55	18:40	18:55	19:00	3:00
8	17:00	17:15	18:00	18:10	18:30	18:50	18:55	19:40	19:55	G	2:55
9	18:00	18:15	19:00	19:10	19:30	19:50				G	1:50
7	19:00	19:15	20:00							G	1:00
All blocks based at Central. Currently cutaways, recommend heavy duty bus.										Total	38:45:00

C40 WEEKEND											
Block	Tulare Transit Center	COS Tulare	Porterville Transit Center	Porterville Transit Center	Eagle Mountain Casino	Porterville Transit Center	Porterville Transit Center	COS Tulare	Tulare Transit Center	Next Trip	Revenue Hours
8							7:25	8:10	8:25	8:30	1:05
7	7:00	7:15	8:00	8:10	8:30	8:50	8:55	9:40	9:55	10:00	3:00
8	8:30	8:45	9:30	9:40	10:00	10:20	10:25	11:10	11:25	11:30	3:00
7	10:00	10:15	11:00	11:10	11:30	11:50	11:55	12:40	12:55	13:00	3:00
8	11:30	11:45	12:30	12:40	13:00	13:20	13:25	14:10	14:25	14:30	3:00
7	13:00	13:15	14:00	14:10	14:30	14:50	14:55	15:40	15:55	16:00	3:00
8	14:30	14:45	15:30	15:40	16:00	16:20	16:25	17:10	17:25	17:30	3:00
7	16:00	16:15	17:00	17:10	17:30	17:50	17:55	18:40	18:55	19:00	3:00
8	17:30	17:45	18:30	18:40	19:00	19:20				G	1:50
7	19:00	19:15	20:00							G	1:00
										Total	24:55:00

C70 WEEKDAY						
Block	Porterville Transit Center	Springville	Porterville Transit Center	Interline	Next Trip	Revenue Hours
19	9:05	9:35	10:05	to C80	10:10	1:05
19	15:05	15:35	16:05	to C80	16:10	1:05
Cutaway based at Central.					Total	2:10:00

C80 WEEKDAY						
Block	Porterville Transit Center	Ducor	Porterville Transit Center	Interline	Next Trip	Revenue Hours
19	10:10	10:33	10:55	to TR	11:05	0:55
19	16:10	16:33	16:55	to TR	17:05	0:55
					Total	1:50:00

C90 WEEKDAY								
Block	Porterville Transit Center	Woodville	Strathmore	Strathmore	Woodville	Porterville Transit Center	Next Trip	Revenue Hours
12	7:05	7:35	7:55	8:00	8:20	8:50	9:05	2:00
12	9:05	9:35	9:55	10:00	10:20	10:50	11:05	2:00
12	11:05	11:35	11:55	12:00	12:20	12:50	13:05	2:00
12	13:05	13:35	13:55	14:00	14:20	14:50	15:05	2:00
12	15:05	15:35	15:55	16:00	16:20	16:50	17:05	2:00
12	17:05	17:35	17:55	18:00	18:20	18:50	G	1:45
Cutaway based at Central.							Total	11:45:00
Trips leaving Porterville at 9:05 and 15:05 will only operate if the daily weekday, 3-trip-per-day option is selected for Route TR.								

DC WEEKDAY						
Block	Reedley College	Dinuba Transit Center	Dinuba Transit Center	Reedley College	Next Trip	Revenue Hours
3			7:00	7:25	7:25	0:25
3	7:25	7:50	8:00	8:25	8:25	1:00
3	8:25	8:50	9:00	9:25	9:25	1:00
3	9:25	9:50	10:00	10:25	10:25	1:00
3	10:25	10:50	11:00	11:25	11:25	1:00
3	11:25	11:50	12:00	12:25	12:25	1:00
3	12:25	12:50	13:00	13:25	13:25	1:00
3	13:25	13:50	14:00	14:25	14:25	1:00
3	14:25	14:50	15:00	15:25	15:25	1:00
3	15:25	15:50	16:00	16:25	16:25	1:00
3	16:25	16:50	17:00	17:25	17:25	1:00
3	17:25	17:50	18:00	18:25	18:25	1:00
3	18:25	18:50			G	0:25
Cutaway based at Dinuba.					Total	11:50:00

DC WEEKEND							
Block	Reedley College	Dinuba Transit Center	Dinuba Transit Center	Reedley College	Interline	Next Trip	Revenue Hours
1			8:00	8:25		8:25	0:25
1	8:25	8:50			to C10	9:00	0:35
2			10:00	10:25		10:25	0:25
2	10:25	10:50			to C10	11:00	0:35
1			12:00	12:25		12:25	0:25
1	12:25	12:50			to C10	13:00	0:35
2			14:00	14:25		14:25	0:25
2	14:25	14:50			to C10	15:00	0:35
1			16:00	16:25		16:25	0:25
1	16:25	16:50			to C10	17:00	0:35
2			18:00	18:25		18:25	0:25
2	18:25	18:50			to C10	19:00	0:25
						Total	5:50:00

DA/DB WEEKDAY								
Block	Dinuba Transit Center	Viscaya and Rosemary	Wilson Elementary	Wilson Elementary	Viscaya and Rosemary	Dinuba Transit Center	Next Trip	Revenue Hours
4	6:00	6:10	6:25	6:25	6:40	6:50	7:00	1:00
4	7:00	7:10	7:25	7:25	7:40	7:50	8:00	1:00
4	8:00	8:10	8:25	8:25	8:40	8:50	9:00	1:00
4	9:00	9:10	9:25	9:25	9:40	9:50	10:00	1:00
4	10:00	10:10	10:25	10:25	10:40	10:50	11:00	1:00
4	11:00	11:10	11:25	11:25	11:40	11:50	12:00	1:00
4	12:00	12:10	12:25	12:25	12:40	12:50	13:00	1:00
4	13:00	13:10	13:25	13:25	13:40	13:50	14:00	1:00
4	14:00	14:10	14:25	14:25	14:40	14:50	15:00	1:00
4	15:00	15:10	15:25	15:25	15:40	15:50	16:00	1:00
4	16:00	16:10	16:25	16:25	16:40	16:50	17:00	1:00
4	17:00	17:10	17:25	17:25	17:40	17:50	18:00	1:00
4	18:00	18:10	18:25	18:25	18:40	18:50	G	0:50
Cutaway based in Dinuba. If additional funding is obtained service will be every 30 minutes with two cutaways based in Dinuba.							Total	12:50:00

DA/DB WEEKEND								
Block	Dinuba Transit Center	Viscaya and Rosemary	Wilson Elementary	Wilson Elementary	Viscaya and Rosemary	Dinuba Transit Center	Next Trip	Revenue Hours
4	7:00	7:10	7:25	7:25	7:40	7:50	8:00	1:00
4	8:00	8:10	8:25	8:25	8:40	8:50	9:00	1:00
4	9:00	9:10	9:25	9:25	9:40	9:50	10:00	1:00
4	10:00	10:10	10:25	10:25	10:40	10:50	11:00	1:00
4	11:00	11:10	11:25	11:25	11:40	11:50	12:00	1:00
4	12:00	12:10	12:25	12:25	12:40	12:50	13:00	1:00
4	13:00	13:10	13:25	13:25	13:40	13:50	14:00	1:00
4	14:00	14:10	14:25	14:25	14:40	14:50	15:00	1:00
4	15:00	15:10	15:25	15:25	15:40	15:50	16:00	1:00
4	16:00	16:10	16:25	16:25	16:40	16:50	17:00	1:00
4	17:00	17:10	17:25	17:25	17:40	17:50	18:00	1:00
4	18:00	18:10	18:25	18:25	18:40	18:50	G	0:50
							Total	11:50:00

TR WEEKDAY											
Block	Porterville Transit Center	SR 190 P&R	Tribal Offices	Old Casino	Old Casino	Tribal Offices	SR 190 P&R	Porterville Transit Center	Interline	Next Trip	Revenue Hours
19	7:05	7:20	7:40	7:48	7:53	8:15	8:35	8:50	to C70	11:05	2:00
19	11:05	11:20	11:40	11:48	11:53	12:15	12:35	12:50	to C70	17:05	2:00
19	15:05	15:20	15:40	15:48	15:53	16:15	16:35	16:50			2:00
This schedule reflects the proposed 3-trip-per-day option that maintains daily weekday service to the Tule River Reservation.										Total	6:00:00

TA CLOCKWISE WEEKDAY					
Block	Tulare Transit Center	Target	Tulare Transit Center	Next Trip	Revenue Hours
13	7:00	7:35	7:50	8:00	1:00
14	7:30	8:05	8:20	8:30	1:00
13	8:00	8:35	8:50	9:00	1:00
14	8:30	9:05	9:20	G	0:50
13	9:00	9:35	9:50	10:00	1:00
13	10:00	10:35	10:50	11:00	1:00
13	11:00	11:35	11:50	12:00	1:00
13	12:00	12:35	12:50	13:00	1:00
13	13:00	13:35	13:50	14:00	1:00
13	14:00	14:35	14:50	15:00	1:00
14	14:30	15:05	15:20	15:30	1:00
13	15:00	15:35	15:50	16:00	1:00
14	15:30	16:05	16:20	16:30	0:50
13	16:00	16:35	16:50	17:00	1:00
14	16:30	17:05	17:20	17:30	1:00
13	17:00	17:35	17:50	18:00	1:00
14	17:30	18:05	18:20	G	0:50
13	18:00	18:35	18:50	19:00	1:00
13	19:00	19:35	19:50	G	0:50
Heavy duty bus based at Central.				Total	17:20:00

TA CLOCKWISE WEEKEND					
Block	Tulare Transit Center	Target	Tulare Transit Center	Next Trip	Revenue Hours
13	7:00	7:35	7:50	8:00	1:00
13	8:00	8:35	8:50	9:00	1:00
13	9:00	9:35	9:50	10:00	1:00
13	10:00	10:35	10:50	11:00	1:00
13	11:00	11:35	11:50	12:00	1:00
13	12:00	12:35	12:50	13:00	1:00
13	13:00	13:35	13:50	14:00	1:00
13	14:00	14:35	14:50	15:00	1:00
13	15:00	15:35	15:50	16:00	1:00
13	16:00	16:35	16:50	17:00	1:00
13	17:00	17:35	17:50	18:00	1:00
7:50	18:00	18:35	18:50	G	0:50
				Total	10:50:00

TA COUNTERCLOCKWISE WEEKDAY					
Block	Tulare Transit Center	Target	Tulare Transit Center	Next Trip	Revenue Hours
15	7:00	7:15	7:50	8:00	1:00
16	7:30	7:45	8:20	8:30	1:00
15	8:00	8:15	8:50	9:00	1:00
16	8:30	8:45	9:20	G	0:50
15	9:00	9:15	9:50	10:00	1:00
15	10:00	10:15	10:50	11:00	1:00
15	11:00	11:15	11:50	12:00	1:00
15	12:00	12:15	12:50	13:00	1:00
15	13:00	13:15	13:50	14:00	1:00
15	14:00	14:15	14:50	15:00	1:00
16	14:30	14:45	15:20	15:30	1:00
15	15:00	15:15	15:50	16:00	1:00
16	15:30	15:45	16:20	16:30	0:50
15	16:00	16:15	16:50	17:00	1:00
16	16:30	16:45	17:20	17:30	1:00
15	17:00	17:15	17:50	18:00	1:00
16	17:30	17:45	18:20	G	0:50
15	18:00	18:15	18:50	19:00	1:00
15	19:00	19:15	19:50	G	0:50
Heavy duty bus based at Central.				Total	17:20:00

TA COUNTERCLOCKWISE WEEKEND					
Block	Tulare Transit Center	Target	Tulare Transit Center	Next Trip	Revenue Hours
15	7:00	7:15	7:50	8:00	1:00
15	8:00	8:15	8:50	9:00	1:00
15	9:00	9:15	9:50	10:00	1:00
15	10:00	10:15	10:50	11:00	1:00
15	11:00	11:15	11:50	12:00	1:00
15	12:00	12:15	12:50	13:00	1:00
15	13:00	13:15	13:50	14:00	1:00
15	14:00	14:15	14:50	15:00	1:00
15	15:00	15:15	15:50	16:00	1:00
15	16:00	16:15	16:50	17:00	1:00
15	17:00	17:15	17:50	18:00	1:00
15	18:00	18:15	18:50	G	0:50
				Total	10:50:00

TB WEEKDAY										
Block	Tulare Outlets	Tulare Transit Center	Tulare Transit Center	Parkwood Apartments	Parkwood Apartments	Tulare Transit Center	Tulare Transit Center	Tulare Outlets	Next Trip	Revenue Hours
17							7:00	7:10	7:10	0:10
18			7:00	7:10	7:10	7:20	7:30	7:40	7:40	0:40
17	7:10	7:25	7:30	7:40	7:40	7:50	8:00	8:10	8:10	1:00
18	7:40	7:55	8:00	8:10	8:10	8:20	8:30	8:40	8:40	1:00
17	8:10	8:25	8:30	8:40	8:40	8:50	9:00	9:10	9:10	1:00
18	8:40	8:55	9:00	9:10	9:10	9:20			G	0:40
17	9:10	9:25	9:30	9:40	9:40	9:50	10:00	10:10	10:10	1:00
17	10:10	10:25	10:30	10:40	10:40	10:50	11:00	11:10	11:10	1:00
17	11:10	11:25	11:30	11:40	11:40	11:50	12:00	12:10	12:10	1:00
17	12:10	12:25	12:30	12:40	12:40	12:50	13:00	13:10	13:10	1:00
17	13:10	13:25	13:30	13:40	13:40	13:50	14:00	14:10	14:10	1:00
18							14:30	14:40	14:40	0:10
17	14:10	14:25	14:30	14:40	14:40	14:50	15:00	15:10	15:10	1:00
18	14:40	14:55	15:00	15:10	15:10	15:20	15:30	15:40	15:40	1:00
17	15:10	15:25	15:30	15:40	15:40	15:50	16:00	16:10	16:10	1:00
18	15:40	15:55	16:00	16:10	16:10	16:20	16:30	16:40	16:40	1:00
17	16:10	16:25	16:30	16:40	16:40	16:50	17:00	17:10	17:10	1:00
18	16:40	16:55	17:00	17:10	17:10	17:20	17:30	17:40	17:40	1:00
17	17:10	17:25	17:30	17:40	17:40	17:50	18:00	18:10	18:10	1:00
18	17:40	17:55	18:00	18:10	18:10	18:20			G	0:40
17	18:10	18:25	18:30	18:40	18:40	18:50	19:00	19:10	19:10	1:00
17	19:10	19:25	19:30	19:40	19:40	19:50			G	0:40
Heavy duty bus based at Central.									Total	18:10:00

TB WEEKEND										
Block	Tulare Outlets	Tulare Transit Center	Tulare Transit Center	Parkwood Apartments	Parkwood Apartments	Tulare Transit Center	Tulare Transit Center	Tulare Outlets	Next Trip	Revenue Hours
17							7:00	7:10	7:10	0:10
17	7:10	7:25	7:30	7:40	7:40	7:50	8:00	8:10	8:10	1:00
17	8:10	8:25	8:30	8:40	8:40	8:50	9:00	9:10	9:10	1:00
17	9:10	9:25	9:30	9:40	9:40	9:50	10:00	10:10	10:10	1:00
17	10:10	10:25	10:30	10:40	10:40	10:50	11:00	11:10	11:10	1:00
17	11:10	11:25	11:30	11:40	11:40	11:50	12:00	12:10	12:10	1:00
17	12:10	12:25	12:30	12:40	12:40	12:50	13:00	13:10	13:10	1:00
17	13:10	13:25	13:30	13:40	13:40	13:50	14:00	14:10	14:10	1:00
17	14:10	14:25	14:30	14:40	14:40	14:50	15:00	15:10	15:10	1:00
17	15:10	15:25	15:30	15:40	15:40	15:50	16:00	16:10	16:10	1:00
17	16:10	16:25	16:30	16:40	16:40	16:50	17:00	17:10	17:10	1:00
17	17:10	17:25	17:30	17:40	17:40	17:50	18:00	18:10	18:10	1:00
17	18:10	18:25	18:30	18:40	18:40	18:50	19:00	19:10	19:10	1:00
17	19:10	19:25	19:30	19:40	19:40	19:50			G	0:40
									Total	12:40:00

Appendix B

Detailed Route Descriptions

Dinuba Local: Dinuba A

| NB

- › Start at Dinuba Transit Center – existing bus bays (North Side of M St between Fresno St and Merced St)
- › Northwest on M St to the end of the block
- › Right on Merced St
- › Right on L St
- › Left on Tulare St
- › Left on H St
- › Continue north across El Monte Way onto Lincoln Ave
- › Left on Adelaide Way
- › Right on Eaton Ave
- › Left on E Saginaw Ave
- › Left on Alta Ave
- › Right on W Saginaw Ave
- › Right on Viscaya Parkway
- › Turn Around at Viscaya Parkway & Rosemary Ave Roundabout
- › Continue as Dinuba B

| SB

- › Start at Viscaya Parkway & Rosemary Ave Roundabout (bus arrives as Dinuba B and remains in service)
- › South on Viscaya Parkway
- › Left on W Saginaw Ave
- › Left on Alta Ave
- › Right on E Saginaw Ave
- › Right on Eaton Ave
- › Left on Adelaide Way
- › Right on Lincoln Ave, proceed to El Monte Way
- › Continue South across El Monte Way onto H St
- › Right on Tulare St
- › Right on M St
- › Proceed to Dinuba Transit Center – existing bus bays (North Side of M St between Fresno St and Merced St)
- › Layover – end of route

Dinuba Local: Dinuba B

| Loop

- › Start at Viscaya Parkway & Rosemary Ave Roundabout (Bus arrives as Dinuba A and remains in service)
- › South on Viscaya Parkway
- › Left on W Saginaw Ave
- › Right on Alta Ave
- › Right on El Monte Way
- › Left on Monte Vista Dr
- › Left on Surabian Dr
- › Continue across Alta Ave onto Uruapan Way
- › Left on Merced St
- › Right on L St
- › Right on College Ave
- › Right on Kamm Ave
- › Right on S Greene Ave
- › Right on Kern St
- › Left on O St
- › Right on Tulare St
- › Left on M St
- › Left on Merced St
- › Left on Uruapan Way, proceed to Alta Ave
- › Continue across Alta Ave onto Surabian Dr
- › Right on Monte Vista Dr
- › Right on El Monte Way
- › Left on Alta Ave
- › Left on West Saginaw Ave
- › Right on Viscaya Parkway
- › Turn Around at Viscaya Parkway & Rosemary Ave Roundabout
- › Continue as Dinuba A

Tulare Local: Tulare A

| Clockwise

- › Start at Tulare Transit Center
- › Exit the transit center west onto K St, turn left, and proceed to San Joaquin Ave.
- › Right on San Joaquin Ave
- › Left on J St
- › Right on Inyo Ave
- › Right on West St

- › Right on Pleasant Ave
- › Left on E St
- › Right on W Prosperity Ave
- › Prosperity Ave becomes Blackstone St at SR-99 offramp
- › Left on E Prosperity Ave
- › Right on Mooney Blvd
- › Right on Tulare Ave
- › Left on Blackstone St
- › Right on Martin Luther King Jr Ave
- › Right on O St
- › Left on Tulare Ave
- › Right on L St
- › Left into Dinuba Transit Center
- › End of Route

Counterclockwise

- › Start at Tulare Transit Center
- › Exit the transit center east onto L Street, turn right, and proceed to Tulare Ave.
- › Left on Tulare Ave
- › Right on O St
- › Left on Martin Luther King Jr Ave
- › Left on Blackstone St
- › Right on Tulare Ave
- › Left on Mooney Blvd
- › Left on E Prosperity Ave
- › Right on Blackstone St
- › Blackstone St becomes Prosperity Ave at SR-99 offramp
- › Left on E St
- › Right on Pleasant Ave
- › Left on West St
- › Left on Inyo Ave
- › Left on J St
- › Right on San Joaquin Ave
- › Left on K St
- › Right into Tulare Transit Center
- › End of Route

Tulare Local: Tulare B

North Leg

- › Start at Tulare Transit Center
- › Exit the transit center east onto L St, turn left
- › Right on Cross Ave
- › Left on M St
- › Right on Merritt Ave
- › Left on Cherry St
- › Right on Prosperity Ave
- › Prosperity Ave becomes Blackstone St at SR-99 offramp
- › Left on Prosperity Ave
- › Left on Hillman St
- › Left on Cartmill Ave
- › Left on Retherford St
- › Retherford St becomes Leland Ave at Tulare Outlets
- › Right on Hillman St
- › Right on Prosperity Ave
- › Right on Blackstone St
- › Blackstone St becomes Prosperity Ave at SR-99 offramp
- › Left on Cherry St
- › Right on Merritt Ave
- › Left on M St
- › Right on Cross Ave
- › Left on L St
- › Right into Tulare Transit Center
- › Layover, bus will continue onto Tulare B South Leg at the next departure pulse.

South Leg

- › Exit Tulare Transit Center west onto K St, turn right
- › Left on Cross Ave
- › Left on E St
- › Left on Bardsley Ave
- › Right on O St
- › Right on Walnut Ave
- › Right on K St
- › Left on Bardsley Ave
- › Right on E St
- › Right on Cross Ave
- › Right on K St

- › Left into Tulare Transit Center
- › Layover, bus will continue onto Tulare B North Leg at the next departure pulse.

Regional: 11X

NB

- › Start at Tulare Transit Center
- › Exit the transit center east onto L St, turn left
- › Right on Cross Ave
- › Left on M St
- › Right on Cartmill Ave
- › Merge right onto the SR-99 North freeway onramp
- › Continue on SR-99 North freeway to the SR-198 interchange
- › Merge right onto SR-198 east to Noble Ave/Mooney Blvd offramp
- › Merge onto Noble Ave and continue straight to Santa Fe St
- › Left on Santa Fe St
- › Left into Visalia Transit Center
- › End of Route

SB

- › Exit Visalia Transit Center west onto Bridge St and turn left
- › Right on Mineral King Ave
- › Just after crossing Mooney Blvd, merge left onto SR-198 West onramp
- › Continue on SR-198 West freeway to the SR-99 interchange
- › Merge right onto SR-99 South freeway to the J St offramp
- › Exit onto J St and continue south to Cross Ave
- › Left on Cross Ave
- › Right on K Street
- › Left into Tulare Transit Center
- › End of Route

Regional: DC

Loop

- › Start at Dinuba Transit Center – existing bus bays (North Side of M St between Fresno St and Merced St)
- › Northwest on M St to the end of the block
- › Left on Uruapan Way, proceed 171 feet to Alta Ave
- › Continue across Alta Ave onto Surabian Dr, proceed 0.5 mi
- › Right on Monte Vista Dr, proceed 0.3 mi
- › Left on El Monte Way
- › El Monte Way becomes Avenue 416 at Dinuba City Limit

- › Right on Road 64
- › Road 64 becomes Buttonwillow Ave at Fresno County Line
- › Enter Reedley
- › Left on Manning Ave
- › Right on Frankwood Ave
- › Left on Carob Ave
- › Left on Acacia Ave
- › Right on Cypress Ave
- › Left on Hollywood Dr
- › Left on Sycamore Ave
- › Right on Frankwood Ave
- › Right on Manning Ave
- › Left on I Street
- › At Reed Ave split, merge left to stay on I Street
- › Left on Dinuba Ave
- › Right on Buttonwillow Ave
- › Exit Reedley
- › Buttonwillow Ave becomes Road 64 at the Tulare County Line
- › Left on Avenue 416
- › Avenue 416 becomes El Monte Way at Dinuba City Limit
- › Right on El Monte Way, proceed 0.5 mi
- › Left on Monte Vista Dr, proceed 0.3 mi
- › Left on Surabian Dr, proceed 0.5 mi to Alta Ave
- › Continue across Alta Ave onto Uruapan Way, proceed 171 feet
- › Left on Merced St, proceed 0.2 mi
- › Right on L St
- › Right on Tulare St
- › Right on M St
- › Proceed 0.2 mi (2 blocks) to Dinuba Transit Center – existing bus bays (North Side of M St between Fresno St and Merced St)
- › Layover – end of route

Regional: C10

| SB

- › Start at Dinuba Transit Center – existing bus bays (North Side of M St between Fresno St and Merced St)
- › Northwest on M St to the end of the block
- › Right on Merced St, proceed 400 ft (1 block)
- › Right on L St, proceed 0.2 mi (2 blocks)
- › Left on Tulare St

- › Right on El Monte Way
- › Right into the Mercantile Row parking lot
- › Loop through the parking lot and return to El Monte Way
- › Right onto El Monte Way
- › El Monte Way becomes Avenue 416 at Dinuba City Limit
- › Proceed to Orosi
- › Right on Road 128
- › Road 124 becomes Dinuba Blvd, then Road 124
- › Right on Avenue 368
- › Right into the William Silveria Jr Juvenile Justice Center parking lot
- › Loop through the parking lot back to the Avenue 368-Road 112 intersection
- › Continue south on Road 112
- › Left on Avenue 328
- › Right on Road 124
- › Road 124 becomes Dinuba Blvd at the Visalia City Limit
- › 1 block after crossing Houston Ave, turn left onto 2nd Ave
- › Right on Locust St
- › Left on Murray Ave
- › Right on Sante Fe St
- › Right into the Visalia Transit Center
- › End of Route

NB

- › Exit Visalia Transit Center west onto Bridge St and turn right
- › Left on Bridge St
- › Right on Court St to Lincoln Oval traffic circle
- › Exit the traffic circle right onto 3rd Ave
- › Continue across Houston Ave onto Dinuba Blvd
- › Dinuba Blvd becomes Road 124 at the Visalia City Limit
- › Left on Avenue 328
- › Right on Road 112
- › Continue across Avenue 368 into the William Silveria Jr Juvenile Justice Center parking lot.
- › Loop through the parking lot back to the Avenue 368-Road 112 intersection
- › Left on Avenue 368
- › Right on Road 124
- › Road 124 becomes Dinuba Blvd, then Road 128. Proceed straight to Orosi.
- › Left on Avenue 416
- › Avenue 416 becomes El Monte Way at Dinuba City Limit
- › Left into the Mercantile Row parking lot

- › Loop through the parking lot back to El Monte Way
- › Left on El Monte Way
- › Left on Tulare St
- › Right on M Street
- › Proceed 0.2 mi (2 blocks) to Dinuba Transit Center – existing bus bays (North Side of M St between Fresno St and Merced St)
- › Layover – end of route

Regional: C20

SB

- › Start at Tulare Transit Center
- › Exit the Transit Center east onto L Street and turn right
- › Right on Tulare Ave
- › Left on J Street
- › Merge onto K Street and continue straight
- › Right on Paige Ave
- › Left on Pratt St
- › Left on Wade Ave (Matheny)
- › Wade Ave becomes Casa St
- › Left on Beacon Ave
- › Right on I Street
- › Left on Rankin Road
- › Continue straight onto SR-99 South onramp
- › Continue on SR-99 South to Burnett Road-Olive St offramp (Tipton)
- › Exit and turn right on Burnett Road
- › Right on Olive St
- › Right on Evans Rd
- › Right on Poplar Ave
- › Left on Burnett Rd
- › Continue straight onto SR-99 South offramp
- › Continue on SR-99 South to the Main St offramp (Pixley)
- › Exit the freeway and continue straight on Main St
- › After passing through Pixley, continue straight onto SR-99 South onramp
- › Continue on SR-99 South to Bishop Dr/Avenue 80 offramp (Teviston)
- › Exit and proceed straight on Bishop Dr
- › After passing through Teviston, continue straight onto SR-99 South onramp
- › Continue on SR-99 South to Sierra Road offramp (Earlimart)
- › Exit and turn left on Sierra Road
- › Right on State Street

- › Left on Washington Ave
- › Right on Church Road
- › Right on Armstrong Ave
- › Left on Front St
- › Continue straight onto SR-99 South onramp
- › Continue on SR-99 South to Cecil Ave offramp (Delano)
- › Left on Cecil Ave
- › Right on Glenwood St
- › Left on 12th Ave, then immediately right into the Delano Transit Center
- › Exit the transit center onto Glenwood St, turn left
- › Left on 11th Ave
- › Right on High St
- › Left on 9th Ave
- › Left on Randolph St
- › Right on Cecil Ave
- › Left on Famoso Porterville Highway
- › Famoso Porterville Highway becomes Richgrove Dr
- › Right on Dooley Dr
- › Proceed to Richgrove Food Center
- › End of Route

NB

- › Start at Richgrove Food Center
- › Proceed on Dooley Dr
- › Right on Wheatland Dr
- › Right on Chaney Dr
- › Left on Richgrove Dr
- › Richgrove Dr becomes Famoso Porterville Highway
- › Right on Cecil Ave to Delano
- › Left on Randolph St
- › Right on 9th Ave
- › Right on High St
- › Left on 11th Ave
- › Right on Glenwood St, then immediate right into Delano Transit Center
- › Exit the transit center onto 12th Ave, turn left
- › Right on Fremont St
- › Continue straight onto SR-99 North onramp
- › Continue on SR-99 North to Armstrong Ave offramp (Earlimart)
- › Exit SR-99 and turn right onto Armstrong Ave

- › Left on Church St
- › Left on Washington St
- › Right on State St
- › Left on Sierra Ave, then immediate right onto SR-99 North onramp
- › Continue on SR-99 North to Avenue 72 Road 130B offramp (Teviston)
- › Exit and continue straight on Road 130B
- › After passing through Teviston, turn left onto SR-99 North onramp at the intersection with Road 128
- › Continue on SR-99 North to Terra Bella Ave offramp (Pixley)
- › Exit SR-99 and turn left on Terra Bella Ave
- › Right on Main St
- › Right on Court Ave
- › Left on Park Dr
- › At Pixley Park, turn left onto SR-99 North onramp
- › Continue on SR-99 North to Poplar Ave offramp (Tipton)
- › Exit SR-99 and turn right onto Poplar Ave
- › Left on Evans Rd
- › Left on Olive St
- › Left on Thompson Rd, then immediate right onto SR-99 North onramp
- › Continue on SR-99 North to the Rankin Road offramp
- › Exit SR-99 and continue straight on Rankin Road
- › After crossing the freeway overpass, turn left at the intersection with K Street to stay on Rankin Road.
- › Right on I St
- › Left on Addie Ave (Matheny)
- › Right on Pratt St
- › Right on Paige Ave
- › Right on K Street
- › At the split with J Street (just before Owens Ave), merge left onto J Street.
- › Right on San Joaquin Ave
- › Left on K Street
- › Right into Tulare Transit Center
- › End of Route

Regional: C30

| **EB**

- › Start at Visalia Transit Center
- › Exit the transit center west onto Bridge St and turn right
- › Immediate right on Oak Ave
- › Left on Santa Fe St
- › At the Santa Fe St-Houston Ave traffic circle, merge right onto Houston Ave.

- › Houston Ave becomes Ivanhoe Dr, then Road 160
- › In Ivanhoe, turn right onto Millwood Dr (Avenue 328) after crossing the railroad tracks.
- › Right onto Naranjo Blvd (Avenue 344)
- › In Woodlake, turn left on Palm St
- › Right on Lakeview Ave
- › Right into Woodlake Whitney Transit Center
- › End of route, except for the last trip of the day, which continues as follows:
- › Exit Woodlake Whitney Transit Center onto Magnolia St, turn right
- › Left on Naranjo Blvd
- › Naranjo Blvd becomes Road 228, then Lomitas Dr
- › Left onto Sierra Dr (SR-198)
- › At Three Rivers Memorial Building, loop through the parking lot back to Sierra Dr and turn left
- › Continue on Sierra Dr (SR-198 West) to Lemon Cove Post Office
- › After serving the Lemon Cove Post Office stop, the bus goes out of service.

WB

- › First trip of the day begins at Lemon Cove Post Office:
- › Continue straight on Sierra Dr (SR-198 East)
- › At Three Rivers Memorial Building, loop through the parking lot back to Sierra Dr, turn left, and proceed on SR-198 West.
- › Right on Lomitas Dr
- › Lomitas Dr becomes Road 228, then Naranjo Blvd
- › Right on Palm St
- › Right on Lakeview Ave
- › Right into Woodlake Whitney Transit Center
- › All other trips begin at Woodlake Whitney Transit Center
- › Exit Woodlake Whitney Transit Center onto Magnolia St, turn right
- › Right on Naranjo Blvd
- › Left on Millwood Dr
- › In Ivanhoe, turn left onto Road 160 just before crossing the railroad tracks.
- › Road 160 becomes Ivanhoe Dr., then Houston Ave.
- › At Houston Ave-Santa Fe Street traffic circle, proceed through the circle and merge right onto Santa Fe St.
- › Right into the Visalia Transit Center
- › End of Route

Regional: C31

Three Rivers Leg

- › Start at Woodlake Whitney Transit Center
- › Exit Woodlake Whitney Transit Center onto Magnolia St, turn right
- › Left on Naranjo Blvd

- › Naranjo Blvd becomes Road 228, then Lomas Dr
- › Left onto Sierra Dr (SR-198)
- › At Three Rivers Memorial Building, loop through the parking lot back to Sierra Dr, turn left, and proceed on SR-198 West.
- › Right on Lomas Dr
- › Lomas Dr becomes Road 228, then Naranjo Blvd
- › Right on Palm St
- › Right on Lakeview Ave
- › Right into Woodlake Whitney Transit Center
- › Layover, bus will depart on Exeter Leg at the next scheduled pulse

Exeter Leg

- › Start at Woodlake Whitney Transit Center
- › Exit Woodlake Whitney Transit Center onto Magnolia St, turn right
- › Right on Naranjo Blvd
- › At Naranjo Blvd-Valencia Blvd traffic circle, proceed through the circle and merge onto Valencia Blvd Southbound.
- › Valencia Blvd becomes Road 212 at Woodlake City Limit
- › Right on Avenue 314
- › Left on Road 204
- › Right on Avenue 296
- › Left on Kaweah Ave (Road 196) to Exeter
- › Right on Pine St
- › Right on F Street
- › Right on Palm St
- › Left on Kaweah Ave
- › Right on Avenue 296
- › Left on Road 204
- › Right on Avenue 314
- › Left on Road 212
- › Road 212 becomes Valencia Blvd at Woodlake City Limit
- › At Naranjo Blvd-Valencia Blvd traffic circle, proceed through the circle and merge onto Naranjo Blvd Westbound
- › Right on Palm St
- › Right on Lakeview Ave
- › Right into Woodlake Whitney Transit Center
- › Layover, bus will depart on the Three Rivers Leg at the next scheduled pulse.

Regional: C40

SB

- › Start at Tulare Transit Center
- › Exit the transit center east onto L St and turn right
- › Left on Tulare Ave
- › Right on Laspina St
- › Left on Bardsley Ave
- › At the intersection with Allen Rd, turn right into the College of the Sequoias-Tulare parking lot.
- › Loop through the parking lot back to Bardsley Ave (east entrance)
- › Right on Bardsley Ave
- › Left on Road 132 (Olive St)
- › Right on Tulare Lindsay Highway
- › Tulare Lindsay Highway becomes Avenue 232
- › In Lindsay, turn left on Hermosa St (Avenue 228)
- › Right on Mirage Ave
- › Mirage Ave becomes Orange Belt Dr at Lindsay City Limit, then Main St at Porterville City Limit
- › Right on Putnam Ave
- › Left on Hockett St
- › Right into Porterville Transit Center
- › Mid-Route Layover
- › Exit the transit center west onto D Street, turn left
- › Right on Olive Ave
- › Left on Jaye St
- › Right on Poplar Ave
- › At the interchange with SR-65, merge right onto the southbound onramp
- › Continue on SR-65 South to Avenue 136, turn right
- › Right into the South County Detention Center parking lot
- › Loop through the parking lot back to Avenue 136, turn right
- › Left on West St
- › Left into Eagle Mountain Casino driveway
- › End of route

NB

- › Start at Eagle Mountain Casino
- › Exit the driveway and turn right onto West St
- › Right on Avenue 136
- › Left into South County Detention Center parking lot
- › Loop through the parking lot back to Avenue 136, turn right
- › Left onto SR-65 North

- › Continue on SR-65 North to the SR-190 (Poplar Ave) interchange, exit onto Poplar Ave EB.
- › Left on Jaye St
- › Right on Olive Ave
- › Left on D Street
- › Right into Porterville Transit Center
- › Mid-Route Layover
- › Exit Porterville Transit Center east onto Hockett St, turn left
- › Right on Morton Ave
- › Left on Main St
- › Main St becomes Orange Belt Dr at Porterville City Limit, then Mirage Ave at Lindsay City Limit
- › Left on Hermosa St
- › Right on SR-65 (Avenue 232)
- › Avenue 232 becomes Tulare-Lindsay Highway
- › Left on Road 132
- › Left on Bardsley Ave
- › Left into College of the Sequoias-Tulare parking lot
- › Loop through the parking lot back to Bardsley Ave and turn left
- › Right on Laspina St
- › Left on Tulare Ave
- › Right on L Street
- › Left into Tulare Transit Center
- › End of Route

Regional: C70

EB

- › Start at Porterville Transit Center
- › Exit east at the proceed on Oak Ave
- › Right on Main St
- › Left on Olive Ave
- › Right on Plano St
- › Left on Poplar Ave (SR-190 East)
- › At SR 190-Road 284 traffic circle, merge right onto Road 284
- › Immediate right into SR-190 Park & Ride
- › Loop through Park & Ride back to Road 284, turn left
- › At SR 190-Road 284 traffic circle, merge right onto SR-190 East
- › Just past Bridge Dr in Springville, turn left into the Sequoia Dawn Apartments driveway
- › End of Route

| WB

- › Start at Sequoia Dawn Apartments
- › Exit the driveway and turn right onto SR-190 West
- › Continue on SR-190 West to SR 190-Road 284 traffic circle
- › Proceed through the traffic circle and south onto Road 284
- › Immediate right into SR-190 Park & Ride
- › Loop through Park & Ride back to Road 284, turn left
- › At SR 190-Road 284 traffic circle, proceed through the traffic circle and merge onto SR-190 West to Porterville
- › Right on Plano St
- › Left on Olive Ave
- › Right on Main St
- › Left on Oak Ave, then straight into Porterville Transit Center
- › End of Route

Regional: C80

| Loop

- › Start at Porterville Transit Center
- › Exit east at the proceed on Oak Ave
- › Right on Main St
- › Left on Olive Ave
- › Right on Plano St
- › Right on College Ave
- › Left on Main St
- › Main St becomes Orange Belt Dr at Porterville City Limit, then Road 236
- › Proceed through Terra Bella to Ducor
- › Right on Avenue 56, then through Ducor
- › Right on Road 232 to Terra Bella
- › Right on Terra Bella Ave
- › Right on 4th Street
- › Right on Cypress Ave
- › Right on Road 236
- › Road 236 becomes Orange Belt Dr, then Main St at Porterville City Limit
- › Right on Vandalia Ave
- › Left on Plano St
- › Left on Olive Ave
- › Right on Main St
- › Left on Oak Ave, then straight into Porterville Transit Center
- › End of Route

Regional: C90

NB

- › Start at Porterville Transit Center
- › Exit the transit center west onto D Street, turn left
- › Right on Olive Ave
- › Left on Jaye St
- › Right on Poplar Ave
- › Poplar Ave becomes Avenue 144 at Porterville City Limit
- › In Poplar, right on Road 192
- › In Vincent, left on Acacia Dr
- › Loop through the Vincent School parking lot back to Acacia Dr and turn left
- › Left on Road 192
- › Left on Avenue 168
- › In Woodville, left on Road 167
- › Left on Avenue 167
- › Left on Road 168
- › Right on Avenue 168
- › Left on Road 192
- › Right on Avenue 192
- › Left on Cairns Ave (Road 196)
- › Right on Avenue 196
- › In Strathmore, right on Road 230
- › Right on Bishop Ave
- › Right on Orange Belt Dr
- › End of Route (Orange Belt Dr & Ave 196)

SB

- › Start at Orange Belt Dr & Ave 196
- › Left onto Avenue 196
- › In Plainview, left onto Cairns Ave (Road 196)
- › Right on Avenue 192
- › Left on Road 192
- › Right on Avenue 168
- › In Woodville, left on Road 167
- › Left on Avenue 167
- › Left on Road 168
- › Right on Avenue 168
- › Right on Road 192
- › In Vincent, left on Acacia Dr

- › Loop through the Vincent School parking lot back to Acacia Dr and turn left
- › Right on Road 192
- › In Poplar, left on Avenue 144
- › Avenue 144 becomes Poplar Ave at Porterville City Limit
- › Left on Jaye St
- › Right on Olive Ave
- › Left on D Street
- › Right into Porterville Transit Center
- › End of Route

Regional: TR

| Loop

- › Start at Porterville Transit Center
- › Exit east and proceed on Oak Ave
- › Right on Main St
- › Left on Olive Ave
- › Right on Plano St
- › Left on Poplar Ave (SR-190 East)
- › At SR 190-Road 284 traffic circle, merge right onto Road 284
- › Immediate right into SR-190 Park & Ride
- › Loop through Park & Ride back to Road 284
- › Left on Avenue 138
- › Merge right onto Reservation Road and proceed to Tule River Reservation
- › No changes to route alignment on reservation, loop back to Avenue 138 & Road 284
- › Right on Road 284
- › Left into SR-190 Park & Ride
- › Loop through Park & Ride back to Road 284, turn left
- › At SR 190-Road 284 traffic circle, proceed through the traffic circle and merge onto SR-190 West to Porterville
- › Right on Plano St
- › Left on Olive Ave
- › Right on Main St
- › Left on Oak Ave, then straight into Porterville Transit Center
- › End of Route