

California Air Resources Board

Southern California Consolidation Project



SITE ANALYSIS

LEED AND ZNE ATTRIBUTES

January 31, 2016

Prepared by:



Owen Group, Inc.
811 Wilshire Blvd., Suite 1050
Los Angeles, CA 90017

Table of Contents:

1.0 Introduction.....1

2.0 LEED V4 Site Selection Attribute Analysis.....1

 2.1 Pomona Site LEED V4 Site Selection Attribute Analysis.....3

 2.1.1 Pomona Site LEED V4 Site Selection Attribute Analysis Table Notes.....4

 2.2 Riverside #1 Site LEED V4 Site Selection Attribute Analysis.....9

 2.2.1 Riverside #1 Site LEED V4 Site Selection Attribute Analysis Table Notes.....10

 2.3 Riverside #2 Site LEED V4 Site Selection Attribute Analysis.....13

 2.3.1 Riverside #2 Site LEED V4 Site Selection Attribute Analysis Table Notes.....14

3.0 Zero Net Energy (ZNE) Site Attribute Analysis.....18

 3.1 Pomona: Analysis for Site Related ZNE.....19

 3.1.1 Pomona: Notes for Site Related ZNE.....20

 3.2 Riverside #1: Analysis for Site Related ZNE.....22

 3.2.1 Riverside #1: Notes for Site Related ZNE.....23

 3.3 Riverside #2: Analysis for Site Related ZNE.....25

 3.3.1 Riverside #2: Notes for Site Related ZNE.....26

4.0 Conclusions.....27

5.0 Appendices.....28

 Appendix 1: Location Map Exhibits

 Appendix 2: Climate Information

 Appendix 3: FEMA Flood Zone Maps

 Appendix 4: PVWatts Calculator Results (From ZNE Supplemental Report Dated Nov6, 2015 by IBI)

 Appendix 5: Bus Stop Distance

 Appendix 6: Bus Route Schedules

 Appendix 7: NRCS Web Soil Survey

1.0 Introduction

DGS is evaluating three (3) possible project site locations, two (2) in Riverside and one (1) in Pomona for the California Air Resources Board (CARB). The purpose of this report is to assist DGS with specific site related attribute analysis regarding LEED and Zero Net Energy (ZNE) attributes. This report presents a description/ characterization of the three (3) sites relative to only site related attributes for LEED and ZNE. The items are presented in an informational matrix as they relate to the project's program and ZNE report.

The sites evaluated are:

Pomona Site (Appendix 1, Exhibit A):	3608-3698 Pomona Blvd Pomona, CA 91768
Riverside #1 Site (Appendix 1, Exhibit B):	1418-1498 Research Park Dr Riverside, CA 92507
Riverside #2 Site (Appendix 1, Exhibit C):	4000 Iowa Ave Riverside, CA 92507

This report presents information in a matrix about each attribute for each site with accompanying analysis notes. The information should not replace any necessary complete environmental review required as part of the California Environmental Quality Act, but to aid the project team in their evaluation of the project sites.

2.0 LEED V4 Site Item Analysis

As described in the California ARB Program Update Report, dated Jan. 7, 2015 by IBI Group, the goal of this project is to achieve the highest level of LEED (Leadership in Energy and Environmental Design) compliance. ARB would like to achieve the LEED Platinum level which is consistent with their overall environmental conservation mission. This section presents an analysis of only the site related LEED attribute items and the feasibility of achieving the LEED points.

The following tables describe the site related items in LEED V4. These tables show that only a limited amount of LEED points that can be achieved from these attributes due to the site locations and distant proximity to multimodal transportation choices.

January 31, 2016

To achieve LEED Platinum, the project must achieve 80 or more points out of a possible 110 points. There are only a few categories related to site selection which account for a maximum of 24 points. The following table summarizes the sites' ability to achieve this subset of possible points towards earning LEED Platinum certification:

		Pomona	Riverside#1	Riverside#2
	Maximum Points	Possible Points	Possible Points	Possible Points
Location and Transportation (LT)				
Neighborhood Development Location	0	0	0	0
Sensitive Land Protection	1	1	1	0
High Priority site	2	0	0	0
Surrounding Density and Diverse Uses	5	2	3	2
Access to Quality Transit	5	2	0	2
Bicycle Facilities	1	1	1	1
Sustainable Sites (SS)				
Site Development - Protect or Restore Habitat	2	2	2	2
Open Space	1	1	1	1
Materials and Resources (MR)				
Building Life-Cycle Impact Reduction	5	0	0	0
Regional Priority (RP)				
Surrounding Density and Diverse Uses (Pomona)*	2	0		
Surrounding Density and Diverse Uses (Riverside)*	1		1	1
Total (Pomona):	24	9		
Total (Riverside):	23		9	9

* For Regional Priority (RP), the maximum points shown in this table only represent the options available relating to site selection categories. LEED provides six options to earn a maximum of four (4) points for the Regional Priority (RP) credit. The project may still be able achieve the maximum allowable points even if the options related to site selection cannot earn the points. Refer to site discussion notes.

Pomona Site: Maximum LEED potential = 95 points

Riverside #1 Site: Maximum LEED potential = 96 points

Riverside #2 Site: Maximum LEED potential = 96 points

Based on the analysis presented above, all three sites may be eligible to earn LEED Platinum certification.

2.1 Pomona Site: LEED V4 Site Items Analysis Table

SITE SELECTION LEED RELEVANT CREDIT SECTIONS	Max. Points	V4 SUMMARY	TARGET	POSSIBLE	COMMENTS
LOCATION AND TRANSPORTATION (LT)					
LEED for Neighborhood Development Location (ND)	**	Locate the project under boundary LEED verified ND	0		There is no LEED verified ND in this area. **Projects attempting this credit are not eligible to earn points under other Location and Transportation credits below.
Sensitive Land Protection	1	Locate the project on land that has been previously developed, or that does not meet the criteria for sensitive land - farmland, habitat, water bodies and wetlands.	1		The site is not a sensitive site. (Note 1)
High Priority Site	2	Locate the project at historic district infill, or on the site list under EPA, Federal- Empowerment, Enterprise and Renewal Community, Dept. of Treasury and HUD	0		The site does not meet any of the criteria. (Note 2)
Surrounding Density and Diverse Uses	5	Locate the project on a site that surrounding density, within 1/4 m, >22k or 35K SF/Acre. Locate the project to 4 to 8 diverse use facilities within 1/2 m.	2		Recommend claiming 2 points for eight and more diverse facilities. (Note 3)
Access to Quality Transit	5	Locate the project to be ¼ mile to bus stop, ½ mile to transit/rail stop. Minimum trips is a factor for points.	2		The intersection of Pomona Blvd and Temple Ave is served by several transit routes. (Note 4)
Bicycle Facilities	1	Locate a project to be within 3 miles to diverse use/bus-transit stop/school and connected with bicycle network. Install shower and bike storage in the project, if no existing facility available.		1	Project to include shower and bike storage on site; coordinate with city to bring bicycle network to the project entry. (Note 5)
SUSTAINABLE SITES (SS)					
Site Development - Protect or Restore Habitat	2	Locate a project in an existing natural area and to restore damaged area		2	Recommend revising the project program to include native/adaptive vegetation. (Note 6)
Open Space	1	Locate a project where the site can provide 30% of open space , 25% of the open space is vegetated area		1	Recommend revising the project program include native/adaptive vegetation and include elements of human interaction. (Note 7)
MATERIALS AND RESOURCES (MR)					
Building Life-Cycle Impact Reduction	5	Locate a project at a site that can reuse the existing building resource	0		Not applicable for this site. (Note 8)
REGIONAL PRIORITY (RP)					
Surrounding Density and Diverse Uses		RP allows for additional points for qualifying for other credits that have been identified as local priorities. This geographic area allows this project to achieve RP			This project does not meet the threshold for 'Surrounding Density and Diverse Uses' and 'Access to Quality Transit.' *Project design should pursue the other categories. (Note 9)
Access to Quality Transit	2*		0		
Total Maximum Points	24	Total Possible Points	5	4	

2.1.1 Pomona Site: LEED V4 Site Items Analysis Table Notes:**Note 1:**

LT Credit: Sensitive Land Protection: This site is not a sensitive site; therefore, there should be no issue in qualifying for this LEED point. The proposed project development is located on undeveloped land; and to qualify for this LEED point it must be located on land that does not meet the following criteria for sensitive land:

- A. **Prime Farmland:** Per the Draft Environmental Impact Report (EIR) for Innovation Village @ Campus South, California State Polytechnic University, Pomona; (SCH#2015021050) by Parsons Brinkerhoff, dated August 2015; no portions of this property are under Williamson Act contract; land mapped as Prime, Unique, or of State or Local Importance Farmland; or forest land exists on or adjacent to the project site. The site is located within an urban area and although portions of the site have been used for academic class instruction in the agricultural sciences, the site does not qualify as prime farmland per the LEED definition.
- B. **Floodplains:** Per FEMA FIRM Map #06037C1725F Sept. 26, 2008, the entire portion of this property is in Flood Zone X, which are areas determined to be outside the 0.2% annual chance floodplain. The project site is not located within a delineated 100-year flood hazard area and therefore, the project will not place a structure within a flood zone area. (Appendix 3, Exhibit A)
- C. **Habitat:** Per the Draft Environmental Impact Report (EIR) for Innovation Village @ Campus South, California State Polytechnic University, Pomona; (SCH#2015021050) by Parsons Brinkerhoff, dated August 2015; the project is an urban campus surrounded by urban development. No habitat or natural community conservation plan applies to the campus. No natural habitat or any special status, candidate or sensitive species, riparian habitat, wetland or wildlife corridor exists at the site or in its surroundings.
- D. **Water Bodies:** Potential jurisdictional waters regulated by the U.S. Army Corps of Engineers (ACOE), California Department of Fish and Wildlife (CDFW), and Regional Water Quality Control Board (RWQCB) are present. South San Jose Creek consists of a concrete channel that runs along the southeastern boundary of the site. Additionally, there is an unnamed natural channel on the southwestern boundary. It is unlikely these are considered water bodies. Additional research is recommended including contacting ACOE and CDFW. Alternatively, site improvements, except minor improvements, should not be proposed within 100 ft of these streams.
- E. **Wetlands:** Per the Draft Environmental Impact Report (EIR) for Innovation Village @ Campus South, California State Polytechnic University, Pomona; (SCH#2015021050) by Parsons Brinkerhoff, dated August 2015; the site does not have any effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service. The site does not effect on any federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

January 31, 2016

Note 2:

LT Credit: High Priority Site: There are three (3) options identified in the LEED Reference Guide. Option 1 is to locate the project on an infill location in a historic district. Option 2 is by locating the site in an area listed by the EPA National Priorities List, Federal Empowerment Zone sites, Federal Enterprise Community sites, Federal Renewal Community sites, Department of the Treasury Community Development Financial Institutions Fund Qualified Low-Income Community sites, U.S. Department of Housing and Urban Development's Qualified Census Tract (QCT) or Difficult Development Area (DDA). Option 3 is to locate the site on a Brownfield site that will be mitigated. This site does not meet any of the criteria for the three options.

Note 3:

LT Credit: Surrounding Density and Diverse Uses Site is surrounded 3 sides (north, east and west) by mixed high density single family residential parcel and other higher end residential homes, also commercial properties - majority are multiple story; therefore, meeting the threshold of 22KSF/acre for Surrounding Density. However, the proposed site has not been previously developed, therefore is not able to earn two points for Surrounding Density.

The surrounding commercial properties tend to provide the diverse uses for residential neighborhood and the south side development is less dense, and has a lot of open area.

Recommend claiming 2 points for eight and more diverse facilities.

Note 4:

LT Credit: Access to Quality Transit: The project area is served by transit operated by the Los Angeles County Metropolitan Transportation Authority (METRO), Foothill Transit, and the CalPoly Pomona Bronco Express. (Appendix 6, Exhibit A)

- A. The closest bus transit service is located at Pomona Blvd and Temple Ave. If a functional entry is located close to 3608 Pomona Blvd (northern corner of the project site), then this stop will meet the distance requirement (about ¼-mile). This is a bus stop and not a *bus rapid transit (BRT) stop*. In review of the published bus schedules and routes, this location is served by the following bus services:

	Weekday Trips:		Weekend Trips:	
METRO route 190	27	22.0%	17	17.4%
METRO route 194	26	21.1%	31	31.6%
Foothill Transit route 195	30	24.4%	15	15.3%
Foothill Transit route 482	40	32.5%	35	35.7%
Total:	123	100%	98	100%



The Pomona Blvd and Temple Ave transit stop has 123 total qualifying weekday trips and 98 weekend trips which qualifies for 1 LEED point. Additionally, this location is served by two or more transit routes, and no routes are more than 60% of the levels; therefore an additional LEED point is available for a total of 2 points.

The next threshold for qualifying for an additional 2 LEED points (total of 3 LEED points) is 144 total qualifying weekday trips and 108 weekend trips. This site is already close to this next threshold, and the Cal Poly Pomona Bronco Express Route C does not currently have a stop at this location. It is recommended that ARB staff work with the Cal Poly Pomona Bronco Express staff to change/update the routes and stops, when this project opens, to be able to earn the two additional LEED points.

- B. The transit stops at the intersection of Valley Blvd. and Temple Ave. appears to have the minimum qualifying daily transit trips to qualify for 2 points (along with the additional point two or more transit routes, for a total of 3 points); however, it is approximately ½-mile from the site and does not meet the distance requirement. In review of the published bus schedules and routes, this location is served by the following bus services:
- Foothill Transit routes 195, 480, and 482.
 - METRO bus routes 190/194.
 - Cal Poly Pomona Bronco Express Route C goes through this intersection but does not have shuttle stop at this location.
- C. The Metrolink train that serves downtown Pomona is approximately 4.5 miles from the project site and does not meet the distance requirement.
- D. Regarding planned transit stops, a search of the transit service operator's websites and published documents, there does not appear to be any planned bus, streetcar, or rideshare stops within ¼ mile of the project site. The City of Pomona General Plan mentions a potential for a new transit Metrolink at the Lanterman Center; however, this project will not be able to take advantage of this because it is still well into the future. Additionally, this station will most likely be outside the ½-mile walking distance requirement.

Note 5:

LT Credit: Bicycle Facilities: The City of Pomona has an existing bicycle system, however it consists of a limited coverage of bicycle lanes (Class II) and routes (Class III). Bicycle facilities provided along corridors in the project area are:

Diamond Bar Boulevard between Temple Avenue and State Route (SR) 60 ramps– Class II

South Campus Drive between SR 57 and Kellogg Drive – Class II

South Campus Drive north of SR 17 and south of Kellogg Drive – Class III

The bicycle routes are well outside the 200-yard walking distance from a functional entry. In order to qualify for this credit, this project will have to work with the City and construct qualifying bike paths to within 200-yards of the closest functional entry.

Note 6:

SS Credit: Site Development – Protect or Restore Habitat: This requires the project to satisfy one of two options. Option 1 is the protection or restoration of 30% of the site footprint to native or adapted vegetation, and option 2 is financially supporting a nationally or locally recognized land trust or conservation organization to preserve open space.

Option 1: The Project Program Update Report dated January 7, 2015, by IBI indicates the site will be approximately 14 acres. The site layout uses do not indicate an area for native/adaptive vegetation; therefore, for the current program this option does not qualify. The Project Program should be updated to include 30% of the site as native/adaptive vegetation, and then a possible 2 LEED points can be gained. This option will also allow the project to gain an additional LEED point for Open Space (see Note 7 below).

ARB Staff has indicated that pursuing Option 1 as the recommend path to pursue points for this credit.

Option 2: This option is for the project to contribute \$0.40 per square foot of the total site area to a nationally or locally recognized land trust or conservation organization. The Project Program Update Report dated January 7, 2015 indicates the site will be approximately 14 acres, which equates to about \$244,000. If the project decides to pursue this option then a possible 1 LEED point can be gained.

The following link can be used to find a qualifying land trust:

http://findalandtrust.org/land_trusts/129884

Note 7:

SS Credit: Site Development – Open Space: The Campus program has five (5) building components plus one (1) garage structure, with multiple and single story design on a 14 acre site. Total footprint is less than 300k SF which is less than 50% of the site. The Project Program should be updated to provide outdoor space greater than or equal to 30% of the total site area and keep 25% of the open space to be vegetated and recreational.

Note 8:

MR Credit: Building Life Cycle Impact Reduction: Building Life-Cycle Impact Reduction LEED provides four options for this credit. Two options are not applicable because there are no existing buildings on site. However, the Project may pursue points for the other options which are related to site design and construction, and are not analyzed as part of this site selection study. These options are reusing or salvaging building materials from off site, and conduct a life-cycle assessment of the project's structure and enclosure for new construction.

Note 9:

RP Credit: Regional Priority – Surrounding Density and Diverse Uses: The Regional Priority credit offers up to four (4) points for achieving points in other credits that have been identified as local environmental priorities. There are six options possible for earning a maximum of four points. In Pomona, the regional priorities include the following credits:

Items related to Site Selection:

- 1) Surrounding Density and Diverse Uses: The threshold to achieve this credit is 5 points, currently our assessment is 4 points.
- 2) Access to Quality Transit: The threshold to achieve this credit is 3 points, currently our assessment is 2 points.

Items related to Project Design:

- 3) Optimize Energy Performance;
- 4) Reduced Parking Footprint;
- 5) Rainwater Management;
- 6) Indoor Water Use Reduction.

Projects can earn one point for at least four of these options if they earn the minimum number of points identified in these credits as a regional priority. Since this site does not qualify for 'Surrounding Density and Diverse Uses' or 'Access to Quality Transit,' the project will need to pursue the other credits to earn up to four points for the Regional Priority (RP) credit.

2.2 Riverside#1 Site: LEED V4 Site Items Analysis Table

SITE SELECTION LEED RELEVANT CREDIT SECTIONS	Max. Points	V4 SUMMARY	TARGET	POSSIBLE	COMMENTS
LOCATION AND TRANSPORTATION (LT)					
LEED for Neighborhood Development Location (ND)	**	Locate the project under boundary LEED verified ND	0		There is no LEED verified ND in this area. **Projects attempting this credit are not eligible to earn points under other Location and Transportation credits below.
Sensitive Land Protection	1	Locate the project on land that has been previously developed, or that does not meet the criteria for sensitive land - farmland, habitat, water bodies and wetlands	1		The site is not a sensitive site. (Note 1)
High Priority Site	2	Locate the project at historic district infill, or on the site list under EPA, Federal- Empowerment, Enterprise and Renewal Community, Dept. of Treasury and HUD	0		The site does not meet any of the criteria. (Note 2)
Surrounding Density and Diverse Uses	5	Locate the project on a site that surrounding density, within 1/4 m, >22k or 35K SF/Acre Locate the project to 4 to 8 diverse use facilities within 1/2 m.	3		Recommend to claim 2 points for 22KSF/acre for Surrounding Density and 1 point for 4 and more diverse facilities for Diverse Use. (Note 3)
Access to Quality Transit	5	Locate the project to be 1/4 m to bus stop, 1/2m to transit/rail stop. Minimum trips is a factor for points	0		Existing transit stops are approximately 1 mile from project site. (Note 4)
Bicycle Facilities	1	Locate a project to be within 3 miles to diverse use/bus-transit stop/school and connected with bicycle network. Install shower and bike storage in the project, if no existing facility available.		1	Project to include shower and bike storage on site; coordinate with city to bring bicycle network to the project entry. (Note 5)
SUSTAINABLE SITES (SS)					
Site Development - Protect or Restore Habitat	2	Locate a project in an existing natural area and to restore damaged area		2	Recommend revising the project program to include native/adaptive vegetation. (Note 5)
Open Space	1	Locate a project that site can provide 30% of open space , 25% of the open space is vegetated area		1	Recommend revising the project program to include native/adaptive vegetation and include elements of human interaction. (Note 7)
MATERIALS AND RESOURCES (MR)					
Building Life-Cycle Impact Reduction	5	Locate a project at a site that can reuse the existing building resource	0		Not applicable for this site (Note 8)
REGIONAL PRIORITY (RP)					
Surrounding Density and Diverse Uses	1*	RP allows for additional points for qualifying for other credits that have been identified as local priorities. This geographic area allows this project to achieve RP.	1		The threshold to achieve this credit is 2 points. Currently, our assessment is 3 points. *Project design should pursue the other categories. (Note 9)
Total Maximum Points:	23	Total Possible points	5	4	

January 31, 2016

2.2.1 Riverside #1 Site: LEED V4 Site Items Analysis Table Notes:

Note 1:

LT Credit: Sensitive Land Protection: The proposed project development is located on undeveloped land; and therefore must be located on land that does not meet the following criteria for sensitive land:

- A. Prime Farmland: The project site is already a developed site that has been rough graded and zoned B-M-P (Business & Manufacturing Park Zone); therefore, the development of the site is comparable to the surrounding urban development and is not anticipated to result in the conversion of Farmland.
- B. Floodplains: Per FEMA FIRM Map #06065C0727G Aug. 28, 2008, the entire portion of this property is in Flood Zone X, which are areas determined to be outside the 0.2% annual chance floodplain. The project site is not located within a delineated 100-year flood hazard area and therefore, the project will not place a structure within a flood zone area. (Appendix 3, Exhibit B)
- C. Habitat: The project site is already a developed site that has been rough graded and zoned B-M-P (Business & Manufacturing Park Zone); therefore, it is not anticipated that any natural habitat or any special status, candidate or sensitive species, riparian habitat, wetland or wildlife corridor exists at the site or in its surroundings.
- D. Water Bodies: The project site is already a developed site that has been rough graded and zoned B-M-P (Business & Manufacturing Park Zone); there are no known water bodies on or adjacent to the project site.
- E. Wetlands: The project site is already a developed site that has been rough graded and zoned B-M-P (Business & Manufacturing Park Zone); there are no known water bodies on or adjacent to the project site; the site does not appear to have any effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service. The site does not appear to effect on any federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

Note 2:

LT Credit: High Priority Site: There are three (3) options identified in the LEED Reference Guide. Option 1 is to locate the project on an infill location in a historic district. Option 2 is by locating the site in an area listed by the EPA National Priorities List, Federal Empowerment Zone sites, Federal Enterprise Community sites, Federal Renewal Community sites, Department of the Treasury Community Development Financial Institutions Fund Qualified Low-Income Community sites, U.S. Department of Housing and Urban Development's Qualified Census Tract (QCT) or Difficult Development Area (DDA). Option 3 is to locate the site on a Brownfield site that will be mitigated. This site does not meet any of the criteria for the three options.

January 31, 2016

Note 3:

LT Credit: Surrounding Density and Diverse Uses: Site is irregular shape. Surrounded on north side, by mainly commercial properties and institutions - majority are multiple stories. South side development is open space. The commercial properties may provide the minimum 4 diverse uses. The proposed site is currently vacant; however, the site has been graded and infrastructure installed and is considered to be previously developed, and therefore is able to earn two points for Surrounding Density.

Recommend claiming 2 points for 22KSF/acre for Surrounding Density and 1 point for 4 and more diverse facilities.

Note 4:

LT Credit: Access to Quality Transit: The project area is served by bus lines operated by Riverside Transit Authority (RTA). The closest bus transit service is located at Columbia Ave. and Iowa Ave which is about one mile away from the project site and does not meet the distance requirement of ¼ mile. (Appendix 5, Exhibit B) In order to qualify for this credit, this project will have to work with the bus/transit authorities to revise the bus routes to have these bus stops within ¼-mile of the closest functional entry. Additionally, the minimum daily transit trips at this stop do not appear to meet the 72 weekday and 40 weekend trips to qualify for 1 point.

Note 5:

LT Credit: Bicycle Facilities: The project area has an existing bicycle system on Columbia Ave with an existing striped bike lane. The bicycle routes are outside the 200-yard walking distance from a functional entry; however, extending a bicycle route on Research Drive and Technology Ct should be fairly inexpensive.

Note 6:

SS Credit: Site Development – Protect or Restore Habitat: This requires the project to satisfy one of two options. Option 1 is the protection or restoration of 30% of the site footprint to native or adapted vegetation, and option 2 is financially supporting a nationally or locally recognized land trust or conservation organization to preserve open space.

Option 1: The Project Program Update Report dated January 7, 2015, by IBI indicates the site will be approximately 14 acres. The site layout uses do not indicate an area for native/adaptive vegetation; therefore, for the current program this option does not qualify. The Project Program should be updated to include 30% of the site as native/adaptive vegetation, and then a possible 2 LEED points can be gained. This option will also allow the project to gain an additional LEED point for Open Space (see Note 7 below).

ARB Staff has indicated that pursuing Option 1 as the recommend path to pursue points for this credit.

Option 2: This option is for the project to contribute \$0.40 per square foot of the total site area to a nationally or locally recognized land trust or conservation organization. The Project Program Update

January 31, 2016

Report dated January 7, 2015 indicates the site will be approximately 14 acres, which equates to about \$244,000. If the project decides to pursue this option then a possible 1 LEED point can be gained.

The following link can be used to find a qualifying land trust:

http://findalandtrust.org/land_trusts/129884

Note 7:

SS Credit: Site Development – Open Space: The Campus program has five (5) building components plus one (1) garage structure, with multiple and single story design on a 14 acre site. Total footprint is less than 300k SF which is less than 50% of the site. The Project Program should be updated to provide outdoor space greater than or equal to 30% of the total site area and keep 25% of the open space to be vegetated and recreational.

Note 8:

MR Credit: Building Life Cycle Impact Reduction: Building Life-Cycle Impact Reduction LEED provides four options for this credit. Two options are not applicable because there are no existing buildings on site. However, the Project may pursue points for the other options which are related to site design and construction, and are not analyzed as part of this site selection study. These options are reusing or salvaging building materials from off site, and conduct a life-cycle assessment of the project's structure and enclosure for new construction.

Note 9:

RP Credit: Regional Priority – Surrounding Density and Diverse Uses: The Regional Priority credit offers up to four (4) points for achieving points in other credits that have been identified as local environmental priorities. There are six options possible for earning a maximum of four points. In Riverside, the regional priorities include the following credits:

Items related to Site Selection:

- 1) Surrounding Density and Diverse Uses: The threshold to achieve this credit is 2 points. Currently, our assessment is 3 points.

Items related to Project Design:

- 2) Renewable Energy Production;
- 3) Optimize Energy Performance;
- 4) Daylight;
- 5) Outdoor Water Use Reduction.
- 6) Indoor Water Use Reduction.

Projects can earn one point for at least four of these options if they earn the minimum number of points identified in these credits as a regional priority. This project meets the threshold to qualify for 'Surrounding Density and Diverse Uses.' The project will need to also pursue the other credits to earn up to four points for the Regional Priority (RP) credit.

2.3 Riverside #2 Site: LEED V4 Site Items Analysis Table

SITE SELECTION LEED RELEVANT CREDIT SECTIONS	Max. Points	V4 SUMMARY	TARGET	POSSIBLE	COMMENTS
LOCATION AND TRANSPORTATION (LT)					
LEED for Neighborhood Development Location (ND)	**	Locate the project under boundary LEED verified ND	0		There is no LEED verified ND in this area. **Projects attempting this credit are not eligible to earn points under other Location and Transportation credits below.
Sensitive Land Protection	1	Locate the project on land that has been previously developed, or that does not meet the criteria for sensitive land - farmland, habitat, water bodies and wetlands	0		The site is considered prime farmland if irrigated. (Note 1)
High Priority Site	2	Locate the project at historic district infill, or on the site list under EPA, Federal- Empowerment, Enterprise and Renewal Community, Dept. of Treasury and HUD	0		The site does not meet any of the criteria. (Note 2)
Surrounding Density and Diverse Uses	5	Locate the project on a site that surrounding density, within 1/4 m, >22k or 35K SF/Acre. Locate the project to 4 to 8 diverse use facilities within 1/2 m.	2		Recommend claiming 2 points for 8 and more diverse facilities. (Note 3)
Access to Quality Transit	5	Locate the project to be 1/4 m to bus stop, 1/2m to transit/rail stop Minimum trips is a factor for points	2		The intersection of University Ave & Iowa Ave is served by several transit routes. (Note 4)
Bicycle Facilities	1	Locate a project to be within 3 miles to diverse use/bus-transit stop/school and connected with bicycle network. Install shower and bike storage in the project, if no existing facility available.		1	Project to include shower and bike storage on site; coordinate with city to bring bicycle network to the project entry. (Note 5)
SUSTAINABLE SITES (SS)					
Site Development - Protect or Restore Habitat	2	Locate a project in an existing natural area and to restore damaged area		2	Recommend revising the project program to include native/adaptive vegetation. (Note 6)
Open Space	1	Locate a project that site can provide 30% of open space , 25% of the open space is vegetated area		1	Recommend revising the project program to include native/adaptive vegetation and include elements of human interaction. (Note 7)
MATERIALS AND RESOURCES (MR)					
Building Life-Cycle Impact Reduction	5	Locate a project at a site that can reuse the existing building resource	0		Not applicable for this site. (Note 8)
REGIONAL PRIORITY (RP)					
Surrounding Density and Diverse Uses	1*	RP allows for additional points for qualifying for other credits that have been identified as local priorities. This geographic area allows this project to achieve RP.	1		The threshold to achieve this credit is 2 points. Currently, our assessment is 2 points. *Project design should pursue the other categories. (Note 9)
Total Maximum Points:	23	Total Possible points	5	4	

2.3.1 Riverside #2: LEED V4 Site Items Analysis Table Notes:**Note 1:**

LT Credit: Sensitive Land Protection: The proposed project development is located on undeveloped land; and therefore must be located on land that does not meet the following criteria for sensitive land:

- A. Prime Farmland: Per the USDA Natural Resources Conservation Service (NRCS) Web Soil Survey (WSS) report (see Appendix 7, Exhibit A) this site is considered prime farmland if irrigated; therefore, this site would not be able to claim a point for Sensitive Land Protection.
- B. Floodplains: The current Flood Insurance Rate Map (FIRM) shows the site is located outside the 100-year flood zone per Panel No. 06065C0727G, dated 8/28/2008. (see Appendix 2, Exhibit C)
- C. Habitat: the project is an urban campus surrounded by urban development and farmland. The site is located within the Riverside/Norco Multiple Species Habitat Conservation Plan (MSHCP) Area Plans for the Burrowing Owl. The site is not located within an MSHCP criteria cell. A habitat assessment is required.
- D. Water Bodies: There are no known water bodies on or adjacent to the project site.
- E. Wetlands: There are no known water bodies on or adjacent to the project site; the site does not appear to have any effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service. The site does not appear to effect on any federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

Note 2:

LT Credit: High Priority Site: There are three (3) options identified in the LEED Reference Guide. Option 1 is to locate the project on an infill location in a historic district. Option 2 is by locating the site in an area listed by the EPA National Priorities List, Federal Empowerment Zone sites, Federal Enterprise Community sites, Federal Renewal Community sites, Department of the Treasury Community Development Financial Institutions Fund Qualified Low-Income Community sites, U.S. Department of Housing and Urban Development's Qualified Census Tract (QCT) or Difficult Development Area (DDA). Option 3 is to locate the site on a Brownfield site that will be mitigated. This site does not meet any of the criteria for the three options.

January 31, 2016

Note 3:

LT Credit: Surrounding Density and Diverse Uses: Site is rectangular in shape and surrounded on the east, south and west sides’ development are agricultural. On north side of the site it is surrounded by residential and commercial properties and institutions - majority are multiple stories; therefore, meeting the threshold of 22KSF/acre for Surrounding Density. However, the proposed site has not been previously developed, therefore is not able to earn two points for Surrounding Density.

The commercial properties to the north may provide the minimum 8 diverse uses located within ½ mile walking distance, if the main entrance were located at the north-east corner of the project site.

Recommend claiming 2 points for eight and more diverse facilities

Note 4:

LT Credit: Access to Quality Transit: The project area is served by bus lines operated by Riverside Transit Authority (RTA). (Appendix 6, Exhibit B)The closest bus transit service is located at University Ave. and Iowa Ave. which is less than 1/4 mile away if a functional entrance were located at the north-east corner of the project site. There is also a bus stop at University Ave. and Cranford Ave. which is also less than ¼ mile away if a functional entrance were located at the north-west corner of the project site. (Appendix 5, Exhibit C) The RTA Commuter Link Express does not stop at University Ave. and Cranford Ave. These locations are served by the following bus services:

	Weekday Trips:		Weekend Trips:	
RTA route 1	63	48.5%	31	44.3%
RTA route 14	12	9.2%	11	15.7%
RTA route 16	46	35.4%	28	40.0%
RTA Commuter Link Express (204)	9	6.9%	0	0.0%
Total:	130	100%	70	100%

The University Ave. and Iowa Ave transit stop has 130 total qualifying weekday trips and 70 weekend trips which qualifies for 1 LEED point. The University Ave. and Cranford Ave. transit stop also qualifies without the Commuter Link Express. Additionally, these locations are served by two or more transit routes, and no routes are more than 60% of the levels; therefore an additional LEED point is available for a total of 2 points.

January 31, 2016

Note 5:

LT Credit: Bicycle Facilities: The project area has an existing bicycle system on University Ave with an existing striped bike lane. The bicycle route on University Ave is at the 200-yard walking distance from a functional entry; however, extending a bicycle route on Iowa Ave should be fairly inexpensive.

Note 6:

SS Credit: Site Development – Protect or Restore Habitat: This requires the project to satisfy one of two options. Option 1 is the protection or restoration of 30% of the site footprint to native or adapted vegetation, and option 2 is financially supporting a nationally or locally recognized land trust or conservation organization to preserve open space.

Option 1: The Project Program Update Report dated January 7, 2015, by IBI indicates the site will be approximately 14 acres. The site layout uses do not indicate an area for native/adaptive vegetation; therefore, for the current program this option does not qualify. The Project Program should be updated to include 30% of the site as native/adaptive vegetation, and then a possible 2 LEED points can be gained. This option will also allow the project to gain an additional LEED point for Open Space (see Note 7 below).

ARB Staff has indicated that pursuing Option 1 as the recommend path to pursue points for this credit.

Option 2: This option is for the project to contribute \$0.40 per square foot of the total site area to a nationally or locally recognized land trust or conservation organization. The Project Program Update Report dated January 7, 2015 indicates the site will be approximately 14 acres, which equates to about \$244,000. If the project decides to pursue this option then a possible 1 LEED point can be gained.

The following link can be used to find a qualifying land trust:

http://findalandtrust.org/land_trusts/129884

Note 7:

SS Credit: Site Development – Open Space: The Campus program has five (5) building components plus one (1) garage structure, with multiple and single story design on a 14 acre site. Total footprint is less than 300k SF which is less than 50% of the site. The Project Program should be updated to provide outdoor space greater than or equal to 30% of the total site area and keep 25% of the open space to be vegetated and recreational.

Note 8:

MR Credit: Building Life Cycle Impact Reduction: Building Life-Cycle Impact Reduction LEED provides four options for this credit. Two options are not applicable because there are no existing buildings on site. However, the Project may pursue points for the other options which are related to site design and construction, and are not analyzed as part of this site selection study. These options are reusing or salvaging building materials from off site, and conduct a life-cycle assessment of the project's structure and enclosure for new construction.

Note 9:

RP Credit: Regional Priority – Surrounding Density and Diverse Uses: The Regional Priority credit offers up to four (4) points for achieving points in other credits that have been identified as local environmental priorities. There are six options possible for earning a maximum of four points. In Riverside, the regional priorities include the following credits:

Items related to Site Selection:

- 1) Surrounding Density and Diverse Uses: The threshold to achieve this credit is 2 points. Currently, our assessment is 2 points.

Items related to Project Design:

- 2) Renewable Energy Production;
- 3) Optimize Energy Performance;
- 4) Daylight;
- 5) Outdoor Water Use Reduction.
- 6) Indoor Water Use Reduction.

Projects can earn one point for at least four of these options if they earn the minimum number of points identified in these credits as a regional priority. This project meets the threshold to qualify for ‘Surrounding Density and Diverse Uses.’ The project will need to also pursue the other credits to earn up to four points for the Regional Priority (RP) credit.

3.0 Zero Net Energy (ZNE) Site Attribute Analysis

As described in the California ARB Program Update Report, dated Jan. 7, 2015 by IBI Group, ARB has a vested interest in providing leadership in sustainable practices in the design and implementation of buildings in California. In 2008 the State of California established a policy that will require all new commercial construction achieve ZNE by 2030 and in through Governor's Executive order B-18-02, all new State buildings and major renovations beginning design after 2025 be constructed as Zero Net Energy facilities with an interim target for 50% of new facilities beginning design after 2020 to be Zero Net Energy. Because of the formal policies and the expansion and technology upgrades required for this project, California ARB is evaluating the project sites to achieve ZNE.

ZNE is focused on achieving maximal energy efficiency and load reduction, by leveraging advanced design, construction and building operations before the addition of on-site renewable energy generation, such as solar PV. A zero net energy building is one that produces as much clean, renewable, grid-tied energy on-site as it uses when measured over a calendar year.

Per the ARB ZNE Program report dated November 6, 2015 by IBI Group, the amount of energy that needs to be provided by on-site renewable energy sources is anticipated to be 6,434,514 kWh per year.

The following tables describe the site related items that affect ZNE. This analysis shows that photovoltaic (PV) is feasible and additional research is required for ground source heat pump (GSHP) and wind resources.

3.1 Pomona Site: Analysis for Site Related Attributes related to Zero Net Energy (ZNE)

Attribute Category	Site 1: Pomona Site
<p>Temperate local climate:</p> <p>Average summer temperature not to exceed high of 85°F.</p> <p>Average winter temperature not to drop below 40° F.</p>	<p>This site does not qualify as a temperate local climate.</p> <p>Average Summer Temp: Average High Temps in July (89), Aug (89), and Sept (87) are greater than 85 degrees. (Note 1)</p> <p>Average Winter Temp: Average low temperatures do not go below 40 degrees.</p>
<p>Wind resources (available footprint for wind power)</p>	<p>The average wind speed is less than 12 mph recommended for wind resources to be feasible; therefore, wind turbine is most likely not feasible for this site.</p>
<p>Good solar access - Free of immoveable obstructions, such as trees, neighboring buildings, and land-forms that could interfere with adequate solar access.</p>	<p>The project site is located in a relatively flat location, so mountains do not appear to be an issue. Regarding trees, adjacent buildings, etc that affect solar access should be addressed through the site design process.</p>
<p>Sufficiently wide east-west lot line - Allows for placement of the building on the site so there is adequate south facing roof for solar collectors and south facing windows and doors for passive solar gain.</p>	<p>The east west orientation of the site buildings should be addressed through the site design process.</p>
<p>Rectangular in shape and level grade</p>	<p>The project site is relatively flat and rectangular in shape. The exact site layout must be further researched in site design process.</p>

Attribute Category	Site 1: Pomona Site
<p>Site size sufficient for on-site renewable generation</p>	<p>From the Zero Net Energy Supplemental Program Update Report dated Nov 6, 2015, the required area for the PV system is approximately 381,700 sq. ft.</p> <p>The required area for the PV system is greater than 50% of the 14 acre site. A more detailed site layout plan is required to determine if the system will work on the site. (Note 2)</p>
<p>Ground source heat pump (GSHP) resources - Local conditions to support the installation and operation of a ground source heat pump system.</p>	<p>GSHP systems are being used in larger buildings such as this successfully; however, there are limitations, meaning hybrid solutions sometimes are required. A GSHP system is bound by the amount of land available for the ground loop — the portion of the system that connects with the ground for heat transfer — and the viability of creating a sufficient bore field. The required land footprint for these types of systems may be significantly larger than the footprint of the project. If site space is restricted, the tubes can always go vertically down, rather than horizontal.</p> <p>It is recommended that a specific study determining the geological conditions that are available at this site, an evaluation of bore-field size, depth, and spacing; and getting an accurate understanding of bore field’s heating and cooling loads, which may require test bores.</p>
<p>Close proximity to biofuel facility/biodigester - may be a source of biofuels to fuel a stationary fuel cell.</p>	<p>The Spandra Landfill (now closed) has a gas-to-energy facility using landfill gasses to produce approximately 5 MW of electricity. The power is sold to the local utility company, Southern California Edison (SCE).</p> <p>The Spandra Landfill (now closed) is approximately ½ mile from the site located 4125 W. Valley Boulevard.</p>

3.1.1 Pomona Site : Notes for Site Related Attributes related to Zero Net Energy (ZNE)

Note 1:

Higher average temperatures will increase the cooling load and energy demand of the building which will result in a larger size of the onsite renewable energy generation systems and for this project, a larger PV system. (Appendix 2, Exhibit B)

Note 2:

The required area for the PV system is greater than 50% of the 14 acre site. A more detailed site layout plan is required to determine if the system will work on the site. (Note 3) The following items should be considered in a PV system design:

1. Photovoltaic (PV) system can be placed on the roof for 50% of the roof area. Project design should include a central plant system to reduce the number of rooftop mechanical equipment. This will maximize the roof are that can be used for PV.
2. PV can be used for carports and must be strategically located to avoid building shadows etc. In general it can be assumed that only 50% of the parking area can be used for PV system.
3. PV panels may be able to be installed on the buildings south and west elevations.
4. Additional land will required to be purchased or leased for the additional PV panels to meet the project requirements. The use of PV for the site should also take into account the project's requirements for Open Space per the LEED program.

3.2 Riverside Site: Analysis for Site Related Attributes related to Zero Net Energy (ZNE)

Attribute Category	Site 2: Riverside Site
<p>Temperate local climate:</p> <p>Average summer temperature not to exceed high of 85°F.</p> <p>Average winter temperature not to drop below 40° F.</p>	<p>This site does not qualify as a temperate local climate</p> <p>Average Summer Temp: Average High Temps in June (87), July (94), Aug (95), and Sept (91) are greater than 85 degrees. (Note 1)</p> <p>Average Winter Temp: Average low temperatures do not go below 40 degrees.</p>
<p>Wind resources (available footprint for wind power)</p>	<p>The average wind speed is less than 12 mph recommended for wind resources to be feasible; therefore, wind turbine is most likely not feasible for this site.</p>
<p>Good solar access - Free of immovable obstructions, such as trees, neighboring buildings, and land-forms that could interfere with adequate solar access.</p>	<p>The project site is located adjacent to a mountain to the southeast; however, it appears that this should not affect the efficiency of a photovoltaic system. Recommend a detailed feasibility analysis study to confirm that PV will work for this site.</p> <p>Regarding trees, adjacent buildings, etc that affect solar access should be addressed through the site design process.</p>
<p>Sufficiently wide east-west lot line - Allows for placement of the building on the site so there is adequate south facing roof for solar collectors and south facing windows and doors for passive solar gain.</p>	<p>The east west orientation of the site buildings should be addressed through the site design process.</p>
<p>Rectangular in shape and level grade</p>	<p>The project site slopes from east to west and irregular in shape. The exact site layout must be further researched in site design process to maximize the use of PV system.</p>
<p>Site size sufficient for on-site renewable generation</p>	<p>From the Zero Net Energy Supplemental Program Update Report dated Nov 6, 2015, the required area for the PV system is approximately 381,700 sq. ft.</p> <p>The required area for the PV system is greater than 50% of the 14 acre site. A more detailed site layout plan is required to determine if the system will work on the site. (Note 2)</p>

Attribute Category	Site 2: Riverside Site
<p>Ground source heat pump (GSHP) resources - Local conditions to support the installation and operation of a ground source heat pump system.</p>	<p>GSHP systems are being used in larger buildings such as this successfully; however, there are limitations, meaning hybrid solutions sometimes are required. A GSHP system is bound by the amount of land available for the ground loop — the portion of the system that connects with the ground for heat transfer — and the viability of creating a sufficient bore field. The required land footprint for these types of systems may be significantly larger than the footprint of the project. If site space is restricted, the tubes can always go vertically down, rather than horizontal.</p> <p>It is recommended that a specific study determining the geological conditions that are available at this site, an evaluation of bore-field size, depth, and spacing; and getting an accurate understanding of bore field’s heating and cooling loads, which may require test bores.</p>
<p>Close proximity to biofuel facility/biodigester - may be a source of biofuels to fuel a stationary fuel cell.</p>	<p>none known to be close</p>

3.2.1 Riverside Site: Notes for Site Related Attributes related to Zero Net Energy (ZNE)

Note 1:

Higher average temperatures will increase the cooling load and energy demand of the building which will result in a larger size of the onsite renewable energy generation systems and for this project, a larger PV system.

Note 2:

The required area for the PV system is greater than 50% of the 14 acre site. A more detailed site layout plan is required to determine if the system will work on the site. (Note 3) The following items should be considered in a PV system design:

1. Photovoltaic (PV) system can be placed on the roof for 50% of the roof area. Project design should include a central plant system to reduce the number of rooftop mechanical equipment. This will maximize the roof area that can be used for PV.

January 31, 2016

2. PV can be used for carports and must be strategically located to avoid building shadows etc. In general it can be assumed that only 50% of the parking area can be used for PV system.
3. PV panels may be able to be installed on the buildings south and west elevations.
4. Additional land will required to be purchased or leased for the additional PV panels to meet the project requirements. The use of PV for the site should also take into account the project's requirements for Open Space per the LEED program.

3.3 Riverside #2 Site: Analysis for Site Related Attributes related to Zero Net Energy (ZNE)

Attribute Category	Site 2: Riverside Site
<p>Temperate local climate:</p> <p>Average summer temperature not to exceed high of 85°F.</p> <p>Average winter temperature not to drop below 40° F.</p>	<p>This site does not qualify as a temperate local climate.</p> <p>Average Summer Temp: Average High Temps in June (87), July (94), Aug (95), and Sept (91) are greater than 85 degrees. (Note 1)</p> <p>Average Winter Temp: Average low temperatures do not go below 40 degrees.</p>
<p>Wind resources (available footprint for wind power)</p>	<p>The average wind speed is less than 12 mph recommended for wind resources to be feasible; therefore, wind turbine is most likely not feasible for this site.</p>
<p>Good solar access - Free of immoveable obstructions, such as trees, neighboring buildings, and land-forms that could interfere with adequate solar access.</p>	<p>The project site is located in a relatively flat location, so mountains do not appear to be an issue. Regarding trees, adjacent buildings, etc that affect solar access should be addressed through the site design process.</p>
<p>Sufficiently wide east-west lot line - Allows for placement of the building on the site so there is adequate south facing roof for solar collectors and south facing windows and doors for passive solar gain.</p>	<p>The east west orientation of the site buildings should be addressed through the site design process.</p>
<p>Rectangular in shape and level grade</p>	<p>The project site is relatively flat and rectangular in shape. The exact site layout must be further researched in site design process.</p>
<p>Site size sufficient for on-site renewable generation</p>	<p>From the Zero Net Energy Supplemental Program Update Report dated Nov 6, 2015, the required area for the PV system is approximately 381,700 sq. ft.</p> <p>The required area for the PV system is greater than 50% of the 14 acre site. A more detailed site layout plan is required to determine if the system will work on the site. (Note 2)</p>

Attribute Category	Site 2: Riverside Site
<p>Ground source heat pump (GSHP) resources - Local conditions to support the installation and operation of a ground source heat pump system.</p>	<p>GSHP systems are being used in larger buildings such as this successfully; however, there are limitations, meaning hybrid solutions sometimes are required. A GSHP system is bound by the amount of land available for the ground loop — the portion of the system that connects with the ground for heat transfer — and the viability of creating a sufficient bore field. The required land footprint for these types of systems may be significantly larger than the footprint of the project. If site space is restricted, the tubes can always go vertically down, rather than horizontal.</p> <p>It is recommended that a specific study determining the geological conditions that are available at this site, an evaluation of bore-field size, depth, and spacing; and getting an accurate understanding of bore field’s heating and cooling loads, which may require test bores.</p>
<p>Close proximity to biofuel facility/biodigester - may be a source of biofuels to fuel a stationary fuel cell.</p>	<p>none known to be close</p>

3.3.1 Riverside #2 Site: Notes for Site Related Attributes related to Zero Net Energy (ZNE)

Note 1:

Higher average temperatures will increase the cooling load and energy demand of the building which will result in a larger size of the onsite renewable energy generation systems and for this project, a larger PV system. (Appendix 2, Exhibit B)

Note 2:

The required area for the PV system is greater than 50% of the 14 acre site. A more detailed site layout plan is required to determine if the system will work on the site. (Note 3) The following items should be considered in a PV system design:

1. Photovoltaic (PV) system can be placed on the roof for 50% of the roof area. Project design should include a central plant system to reduce the number of rooftop mechanical equipment. This will maximize the roof area that can be used for PV.

2. PV can be used for carports and must be strategically located to avoid building shadows etc. In general it can be assumed that only 50% of the parking area can be used for PV system.
3. PV panels may be able to be installed on the buildings south and west elevations.
4. Additional land will required to be purchased or leased for the additional PV panels to meet the project requirements. The use of PV for the site should also take into account the project's requirements for Open Space per the LEED program.

4.0 Conclusions

This report presents an analysis of three (3) possible project site locations in Riverside and Pomona for the California Air Resources Board (CARB). This information is to assist DGS project team with specific site related attribute analysis regarding LEED and Zero Net Energy (ZNE) attributes.

- There is only a limited amount of LEED points that can be achieved for either site due to the site location and remote proximity to multimodal transportation choices.
- The ZNE analysis shows that photovoltaic (PV) is feasible for both locations. The project will need to further analyze the area requirements of PV panels for 100% of the energy.
- Additional geotechnical investigation is required for a ground source heat pump (GSHP) to determine the required size and viability of a bore field.

5.0 Appendices

Appendix 1: Location Map Exhibits

Exhibit A: Pomona Site

Exhibit B: Riverside Site

Exhibit C: Riverside #2 Site

Appendix 2: Climate Information

Exhibit A: Pomona Site

Exhibit B: Riverside Site

Appendix 3: FEMA Flood Zone Maps

Exhibit A: Pomona Site

Exhibit B: Riverside Site

Exhibit C: Riverside #2 Site

Appendix 4: PVWatts Calculator Results (From ZNE Supplemental Report Dated Nov6, 2015 by IBI)

Appendix 5: Bus Stop Distance

Exhibit A: Pomona Site

Exhibit B: Riverside Site

Exhibit C: Riverside #2 Site

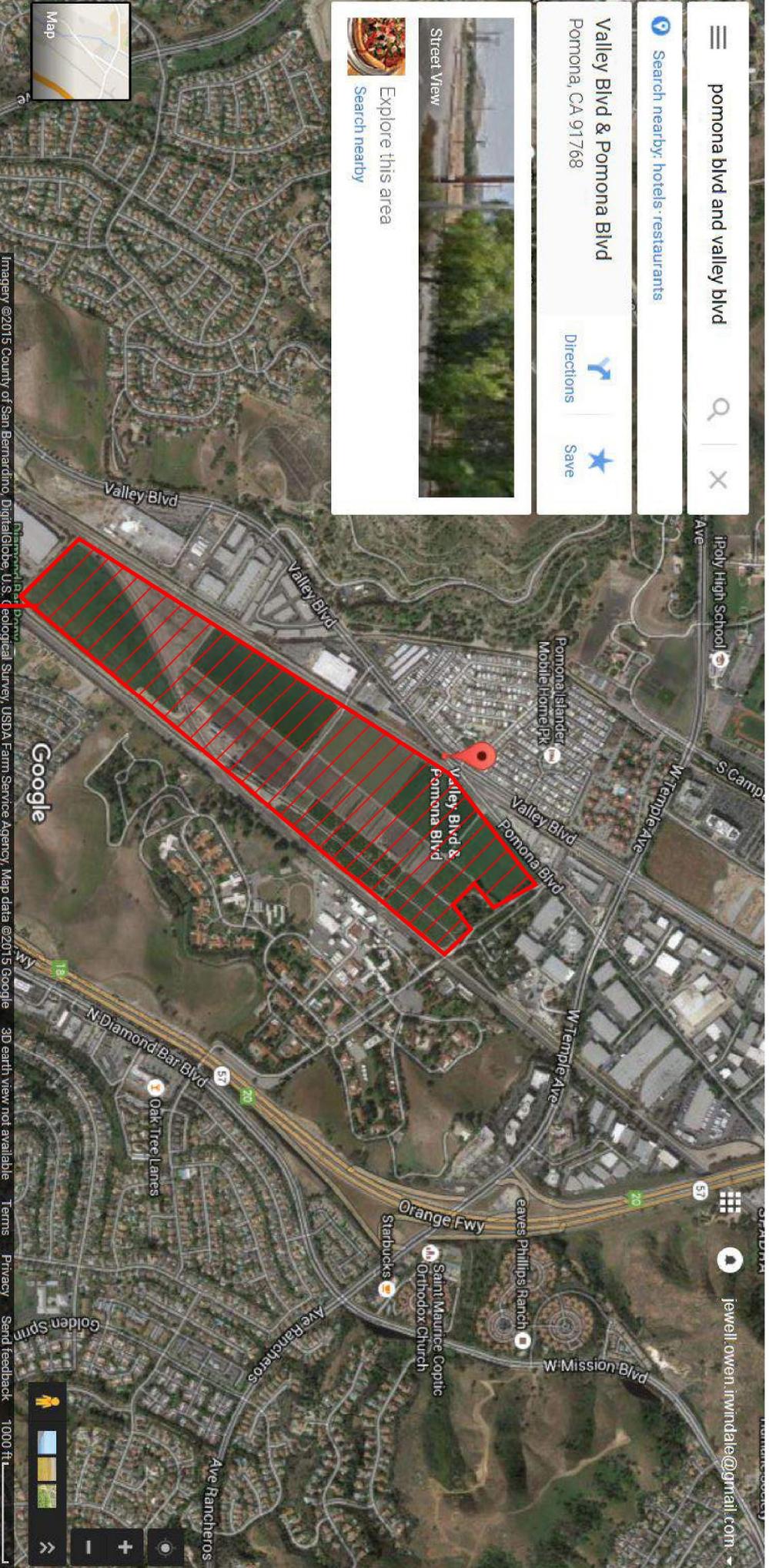
Appendix 6: Bus Schedules

Exhibit A: Pomona Site

Exhibit B: Riverside #2 Site

Appendix 7: NRCS Web Soil Survey

Exhibit A: Riverside #2 Site





Average Weather For Ontario, California, USA

Location

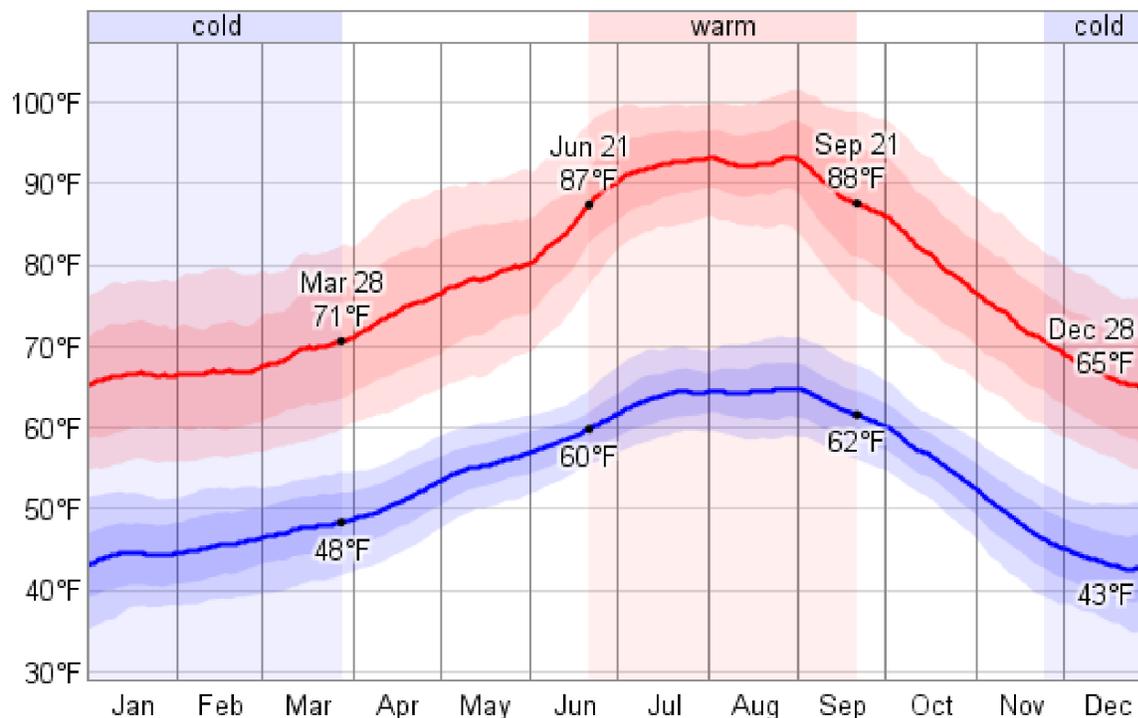
This report describes the typical weather at the Ontario International Airport (Ontario, California, United States) weather station over the course of an average year. It is based on the historical records from 1974 to 2012. Earlier records are either unavailable or unreliable.

Ontario, California has a mediterranean climate with dry hot summers and mild winters. The area within 25 miles of this station is covered by *shrublands* (50%), *forests* (27%), *built-up areas* (18%), and *grasslands* (4%).

Temperature

Over the course of a year, the temperature typically varies from 42°F to 93°F and is rarely below 35°F or above 102°F.

Daily High and Low Temperature

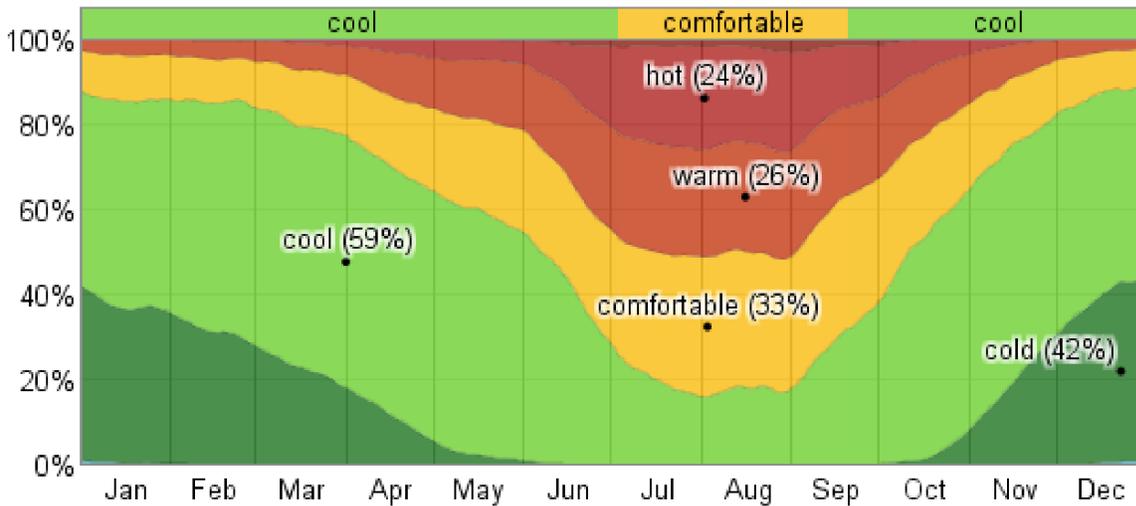


The daily average low (blue) and high (red) temperature with percentile bands (inner band from 25th to 75th percentile, outer band from 10th to 90th percentile).

The *warm season* lasts from June 21 to September 21 with an average daily high temperature above 88°F. The hottest day of the year is August 29, with an average high of 93°F and low of 65°F.

The *cold season* lasts from November 24 to March 28 with an average daily high temperature below 71°F. The coldest day of the year is December 23, with an average low of 42°F and high of 65°F.

Fraction of Time Spent in Various Temperature Bands

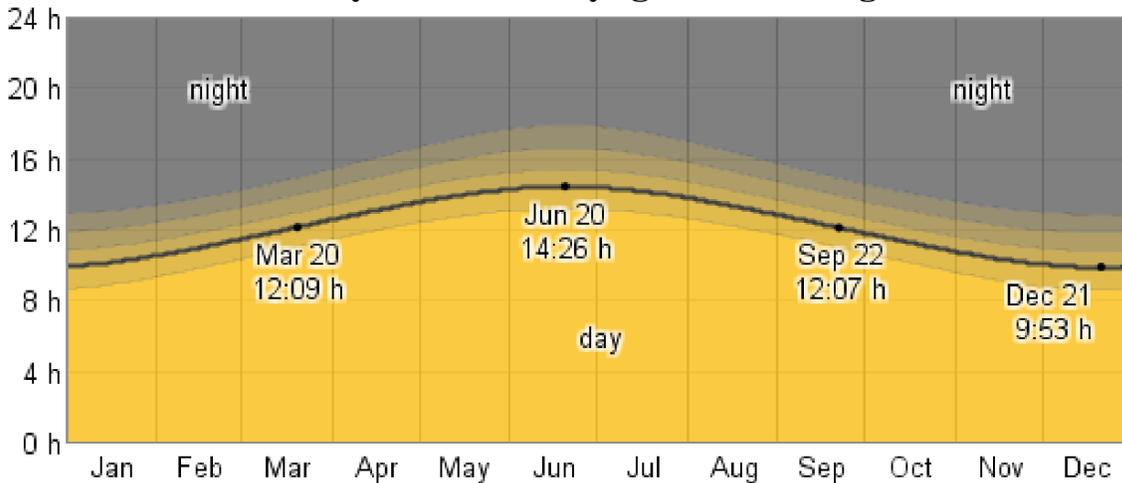


The average fraction of time spent in various temperature bands: frigid (below 15°F), freezing (15°F to 32°F), cold (32°F to 50°F), cool (50°F to 65°F), comfortable (65°F to 75°F), warm (75°F to 85°F), hot (85°F to 100°F) and sweltering (above 100°F).

Sun

The length of the day varies significantly over the course of the year. The shortest day is December 21 with 9:54 hours of daylight; the longest day is June 20 with 14:26 hours of daylight.

Daily Hours of Daylight and Twilight

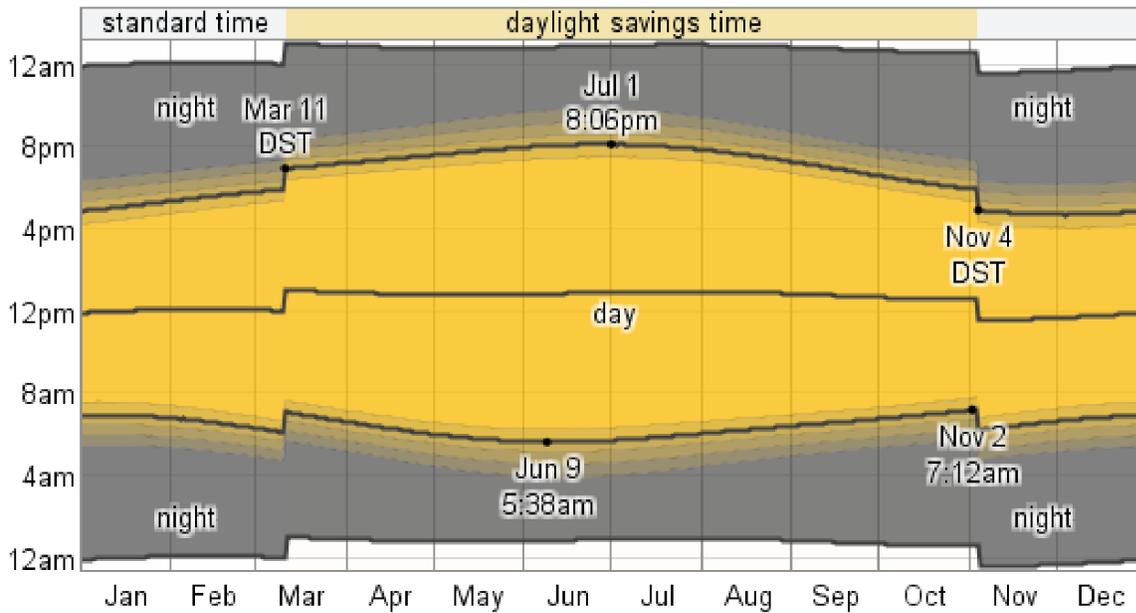


The number of hours during which the Sun is visible (black line), with various degrees of daylight, twilight, and night, indicated by the color bands. From bottom (most yellow) to top (most gray): full daylight, solar twilight (Sun is visible but less than 6° from the horizon), civil twilight (Sun is not visible but is less than 6° below the horizon), nautical twilight (Sun is between 6° and 12° below the horizon), astronomical twilight (Sun is between 12° and 18° below the horizon), and full night.

The earliest sunrise is at 5:38am on June 9 and the latest sunset is at 8:06pm on July 1. The latest sunrise is at 7:12am on November 2 and the earliest sunset is at 4:41pm on December 4.

Daylight savings time (DST) is observed in this location during 2012, starting in the spring on March 11 and ending in the fall on November 4.

Daily Sunrise & Sunset with Twilight and Daylight Savings Time

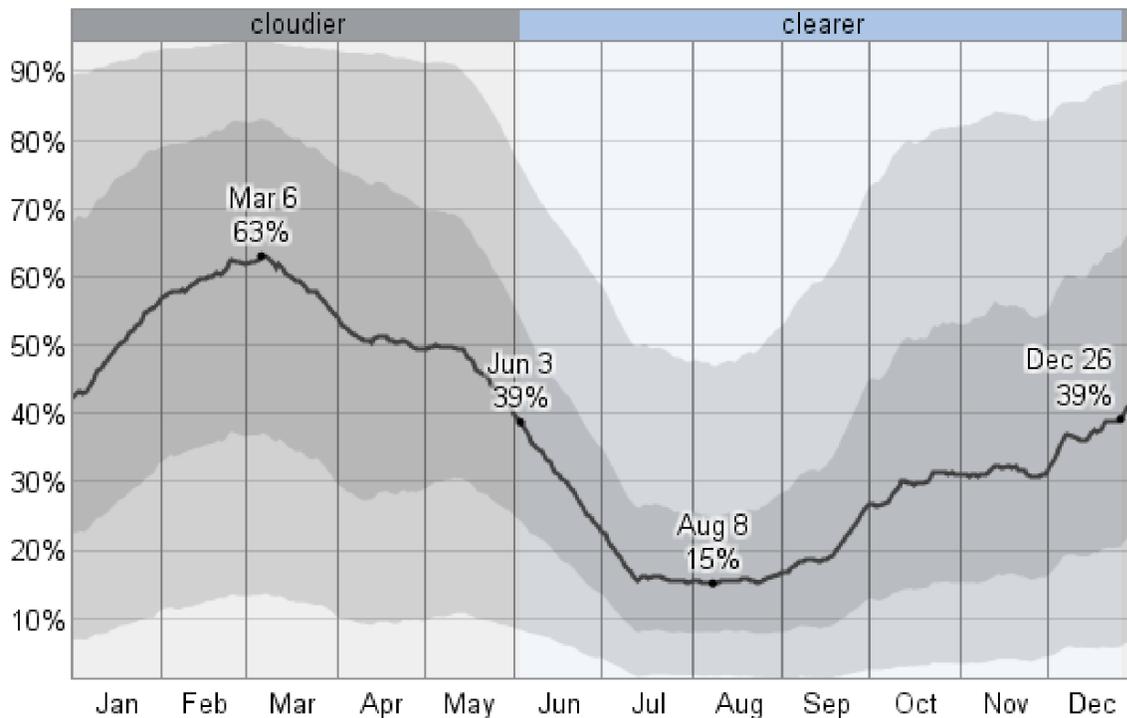


The solar day over the course of the year 2012 . From bottom to top, the black lines are the previous solar midnight, sunrise, solar noon, sunset, and the next solar midnight. The day, twilights (solar, civil, nautical, and astronomical), and night are indicated by the color bands from yellow to gray. The transitions to and from daylight savings time are indicated by the "DST" labels.

Clouds

The median cloud cover ranges from 15% (mostly clear) to 63% (partly cloudy). The sky is cloudiest on March 6 and clearest on August 8. The clearer part of the year begins around June 3. The cloudier part of the year begins around December 26.

Median Cloud Cover

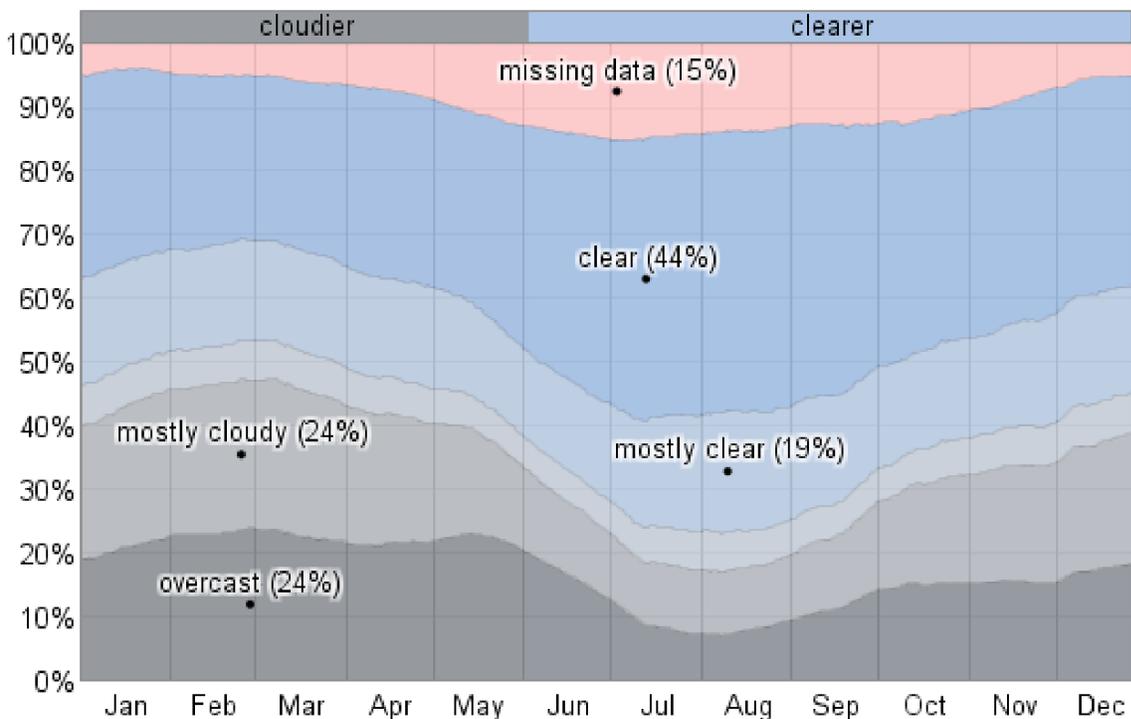


The median daily cloud cover (black line) with percentile bands (inner band from 40th to 60th percentile, outer band from 25th to 75th percentile).

On August 8, the *clearest day* of the year, the sky is *clear, mostly clear, or partly cloudy* 69% of the time, and *overcast or mostly cloudy* 17% of the time.

On March 6, the *cloudiest day* of the year, the sky is *overcast, mostly cloudy, or partly cloudy* 54% of the time, and *clear or mostly clear* 41% of the time.

Cloud Cover Types



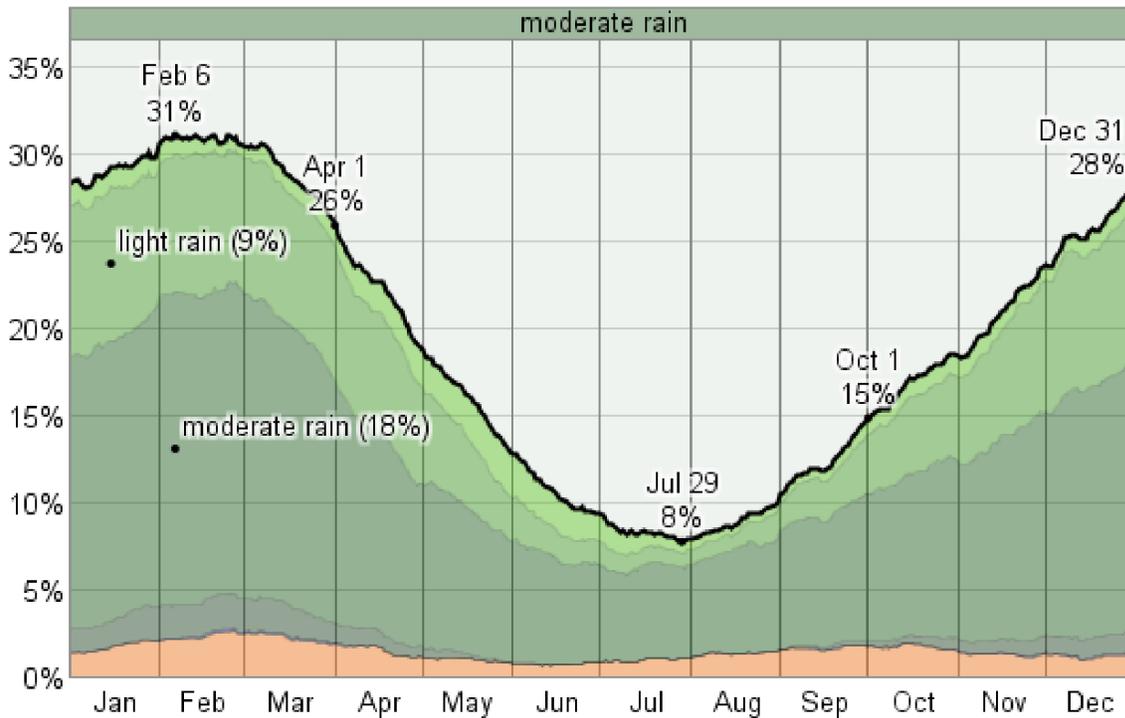
The fraction of time spent in each of the five sky cover categories. From top (most blue) to bottom (most gray), the categories are clear, mostly clear, partly cloudy, mostly cloudy, and overcast. Pink indicates missing data. Outside of the United States clear skies are often reported ambiguously, leading them to be lumped in with the missing data.

Precipitation

The probability that precipitation will be observed at this location varies throughout the year.

Precipitation is most likely around February 6, occurring in 31% of days. Precipitation is least likely around July 29, occurring in 8% of days.

Probability of Precipitation at Some Point in the Day



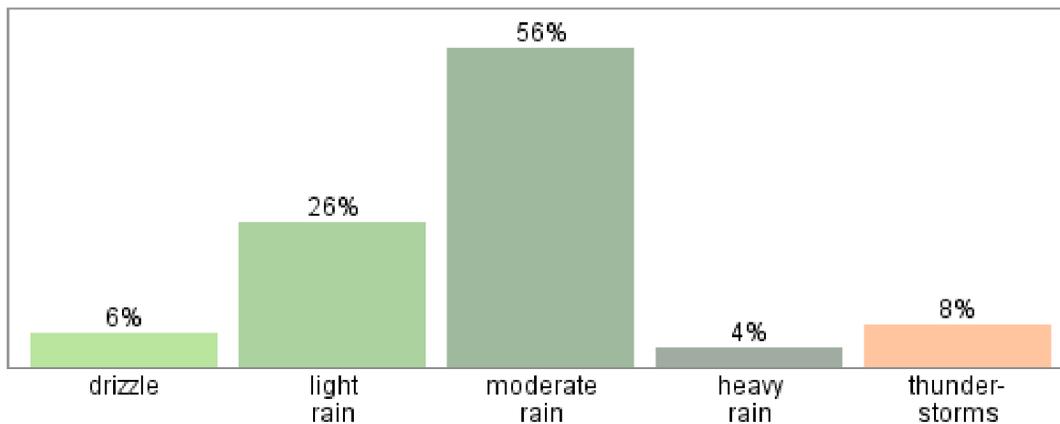
The fraction of days in which various types of precipitation are observed. If more than one type of precipitation is reported in a given day, the more severe precipitation is counted. For example, if light rain is observed in the same day as a thunderstorm, that day counts towards the thunderstorm totals. The order of severity is from the top down in this graph, with the most severe at the bottom.

Over the entire year, the most common forms of precipitation are moderate rain and light rain.

Moderate rain is the most severe precipitation observed during 56% of those days with precipitation. It is most likely around February 6, when it is observed during 18% of all days.

Light rain is the most severe precipitation observed during 26% of those days with precipitation. It is most likely around January 15, when it is observed during 9% of all days.

Types of Precipitation Throughout the Year



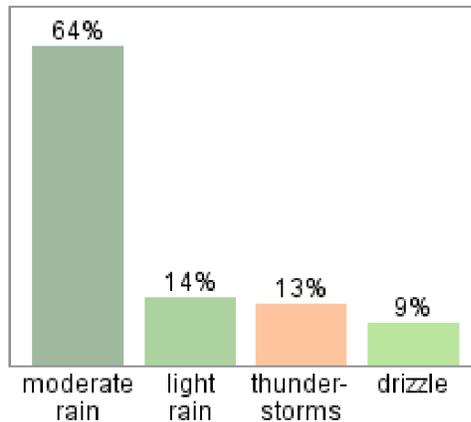
Relative frequency of various types of precipitation over the course of a typical year.

During the *warm season*, which lasts from June 21 to September 21, there is a 9% average chance that precipitation will be observed at some point during a given day. When precipitation does occur it is most often in the form of moderate rain (64% of days with precipitation have at worst moderate rain), light

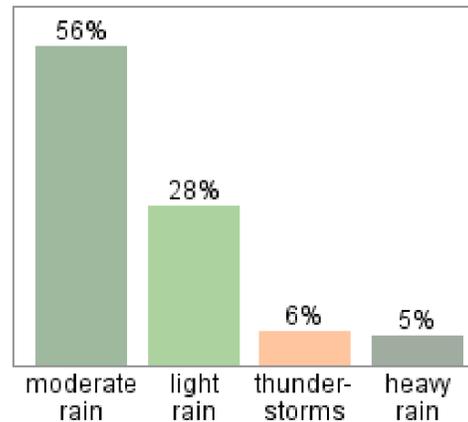
rain (14%), thunderstorms (13%), and drizzle (9%).

During the *cold season*, which lasts from November 24 to March 28, there is a 28% average chance that precipitation will be observed at some point during a given day. When precipitation does occur it is most often in the form of moderate rain (56% of days with precipitation have at worst moderate rain), light rain (28%), thunderstorms (6%), and heavy rain (5%).

Warm Season Precipitation



Cold Season Precipitation



Relative frequency of various types of precipitation during the warm and cold seasons respectively.

Snow

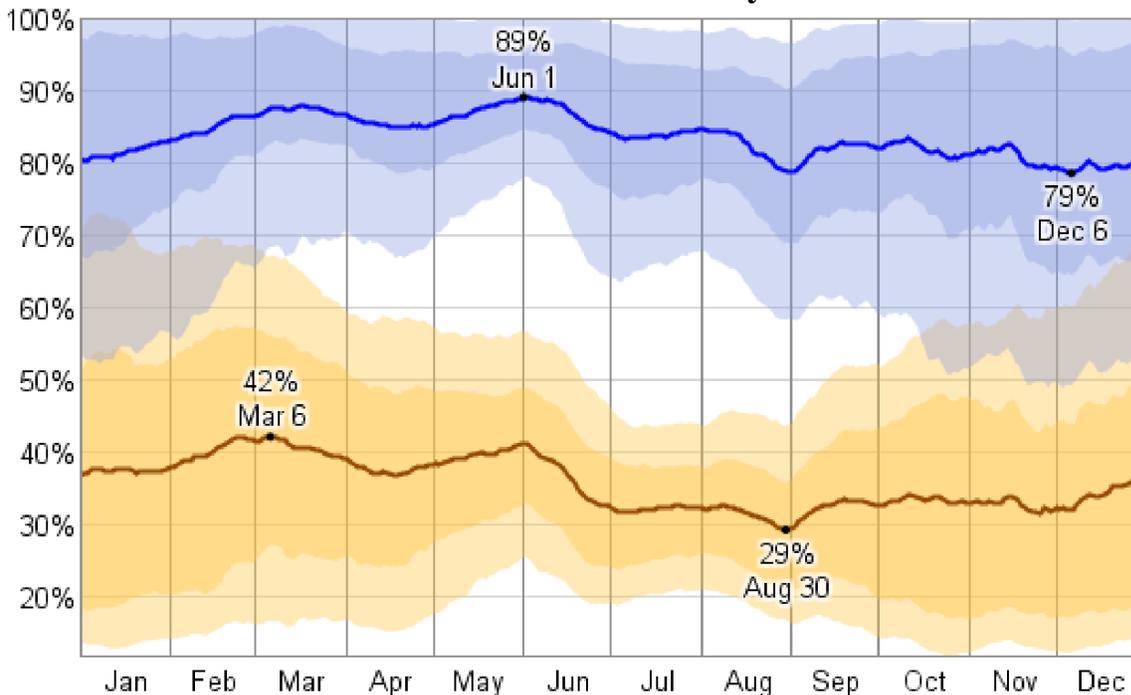
Either snow is exceptionally unlikely to fall at any time during the year at this location or this station does not reliably report precipitation types.

Humidity

The relative humidity typically ranges from 29% (dry) to 89% (very humid) over the course of the year, rarely dropping below 12% (very dry) and reaching as high as 100% (very humid).

The air is *driest* around August 30, at which time the relative humidity drops below 36% (comfortable) three days out of four; it is *most humid* around June 1, exceeding 85% (humid) three days out of four.

Relative Humidity



The average daily high (blue) and low (brown) relative humidity with percentile bands (inner bands from 25th to 75th percentile, outer bands from 10th to 90th percentile).

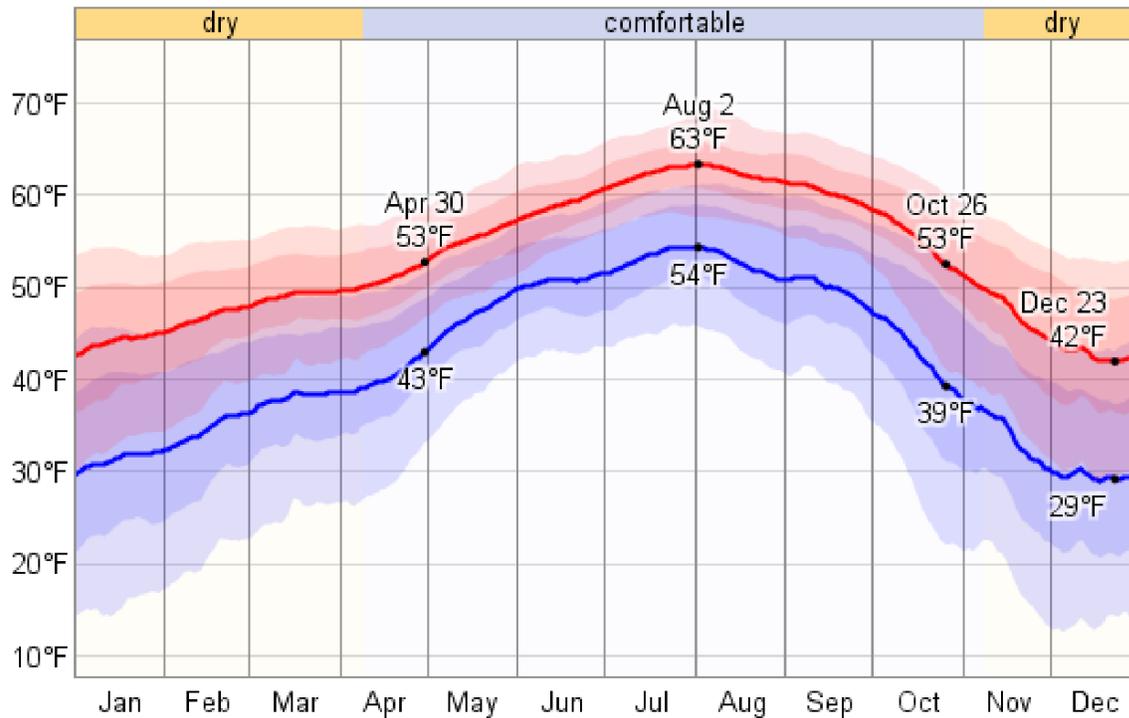
Dew Point

Dew point is often a better measure of how comfortable a person will find the weather than relative humidity because it more directly relates to whether perspiration will evaporate from the skin, thereby cooling the body. Lower dew points feel drier and higher dew points feel more humid.

Over the course of a year, the dew point typically varies from 29°F (dry) to 63°F (mildly humid) and is rarely below 13°F (dry) or above 69°F (muggy).

The time of the year between April 9 and November 8 is the most comfortable, with dew points that are neither too dry nor too muggy.

Dew Point



The daily average low (blue) and high (red) dew point with percentile bands (inner band from 25th to 75th percentile, outer band from 10th to 90th percentile).

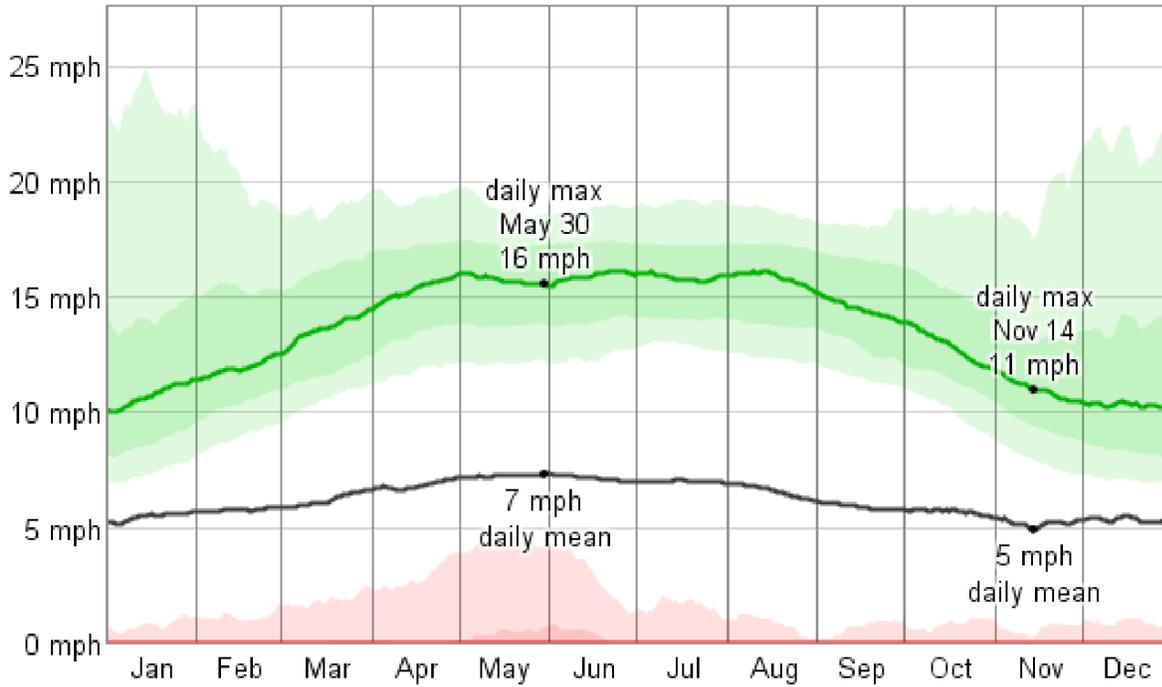
Wind

Over the course of the year typical wind speeds vary from 0 mph to 16 mph (calm to moderate breeze), rarely exceeding 25 mph (strong breeze).

The *highest* average wind speed of 7 mph (light breeze) occurs around May 30, at which time the average daily maximum wind speed is 16 mph (moderate breeze).

The *lowest* average wind speed of 5 mph (light breeze) occurs around November 14, at which time the average daily maximum wind speed is 11 mph (gentle breeze).

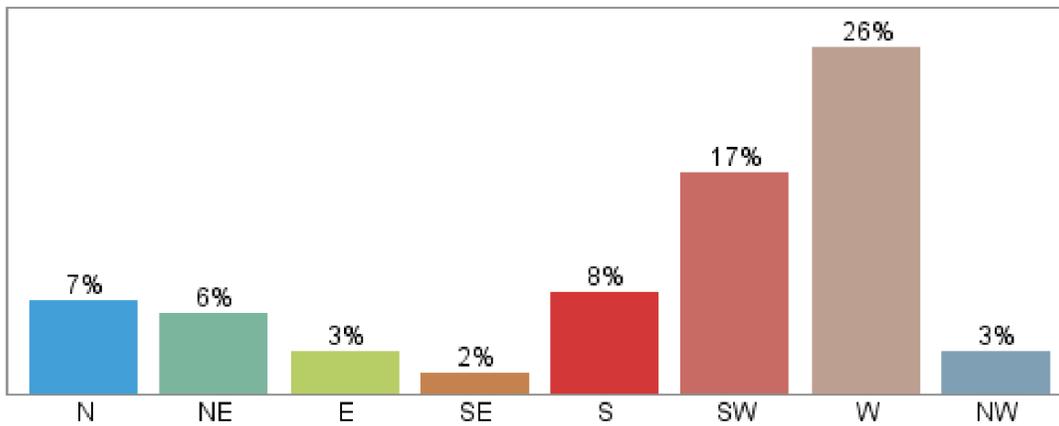
Wind Speed



The average daily minimum (red), maximum (green), and average (black) wind speed with percentile bands (inner band from 25th to 75th percentile, outer band from 10th to 90th percentile).

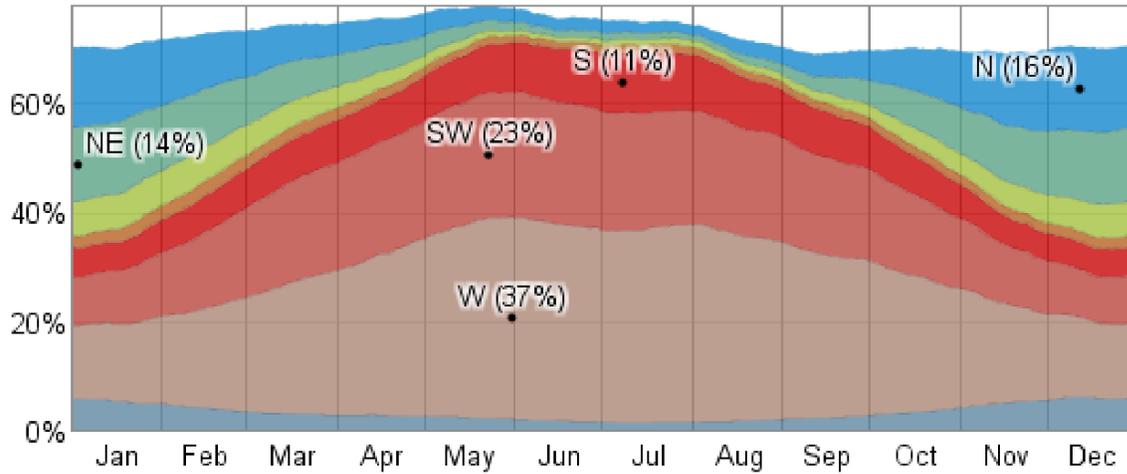
The wind is most often out of the *west* (26% of the time) and *south west* (17% of the time). The wind is least often out of the *south east* (2% of the time), *east* (3% of the time), and *north west* (3% of the time).

Wind Directions Over the Entire Year



The fraction of time spent with the wind blowing from the various directions over the entire year. Values do not sum to 100% because the wind direction is undefined when the wind speed is zero.

Fraction of Time Spent with Various Wind Directions



The fraction of time spent with the wind blowing from the various directions on a daily basis. Stacked values do not always sum to 100% because the wind direction is undefined when the wind speed is zero.

© Cedar Lake Ventures, Inc

Average Weather For Riverside, California, USA

Location

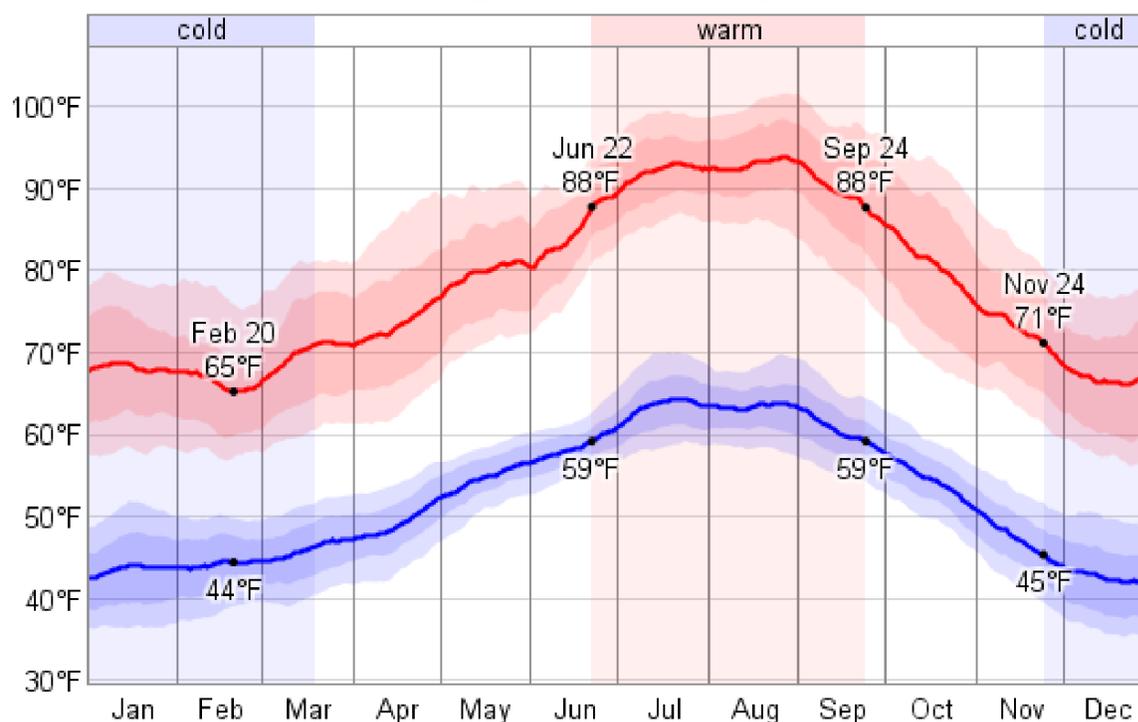
This report describes the typical weather at the Riverside Municipal Airport (Riverside, California, United States) weather station over the course of an average year. It is based on the historical records from 1998 to 2012. Earlier records are either unavailable or unreliable.

Riverside, California has a cold semi-arid steppe climate. The area within 25 miles of this station is covered by *shrublands* (66%), *forests* (19%), and *built-up areas* (12%).

Temperature

Over the course of a year, the temperature typically varies from 42°F to 94°F and is rarely below 35°F or above 102°F.

Daily High and Low Temperature

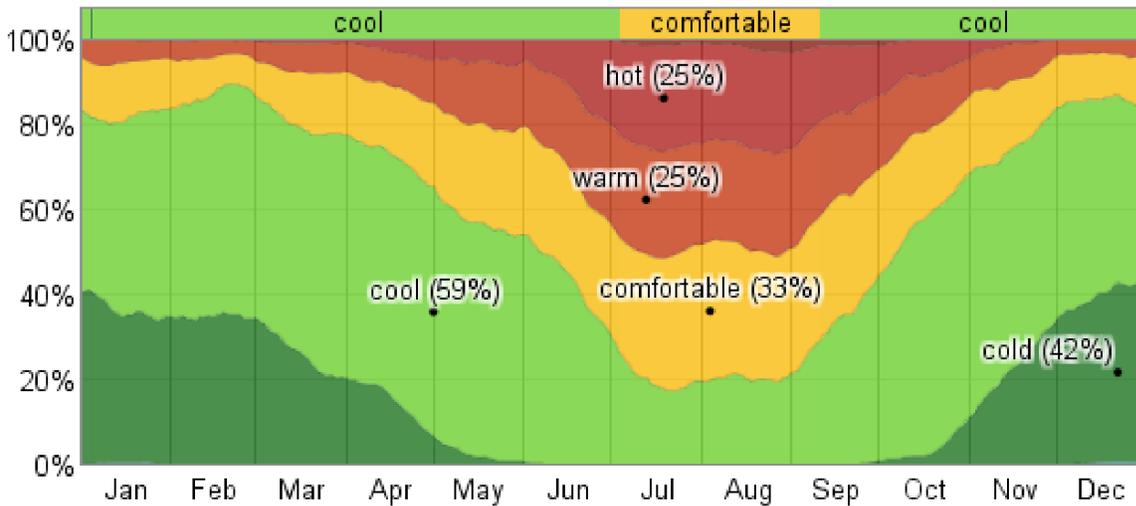


The daily average low (blue) and high (red) temperature with percentile bands (inner band from 25th to 75th percentile, outer band from 10th to 90th percentile).

The *warm season* lasts from June 22 to September 24 with an average daily high temperature above 88°F. The hottest day of the year is August 27, with an average high of 94°F and low of 64°F.

The *cold season* lasts from November 24 to March 19 with an average daily high temperature below 71°F. The coldest day of the year is December 22, with an average low of 42°F and high of 66°F.

Fraction of Time Spent in Various Temperature Bands

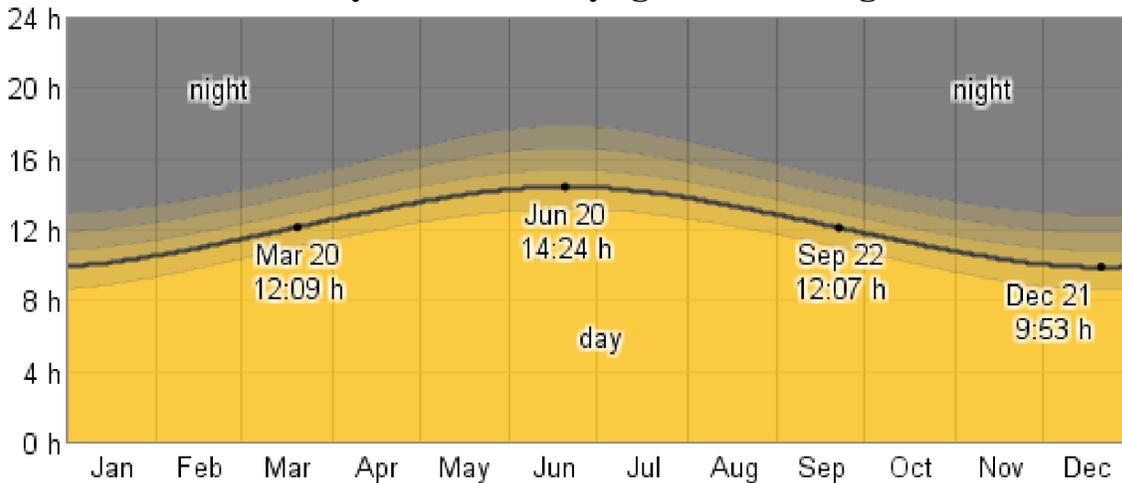


The average fraction of time spent in various temperature bands: frigid (below 15°F), freezing (15°F to 32°F), cold (32°F to 50°F), cool (50°F to 65°F), comfortable (65°F to 75°F), warm (75°F to 85°F), hot (85°F to 100°F) and sweltering (above 100°F).

Sun

The length of the day varies significantly over the course of the year. The shortest day is December 21 with 9:54 hours of daylight; the longest day is June 20 with 14:25 hours of daylight.

Daily Hours of Daylight and Twilight

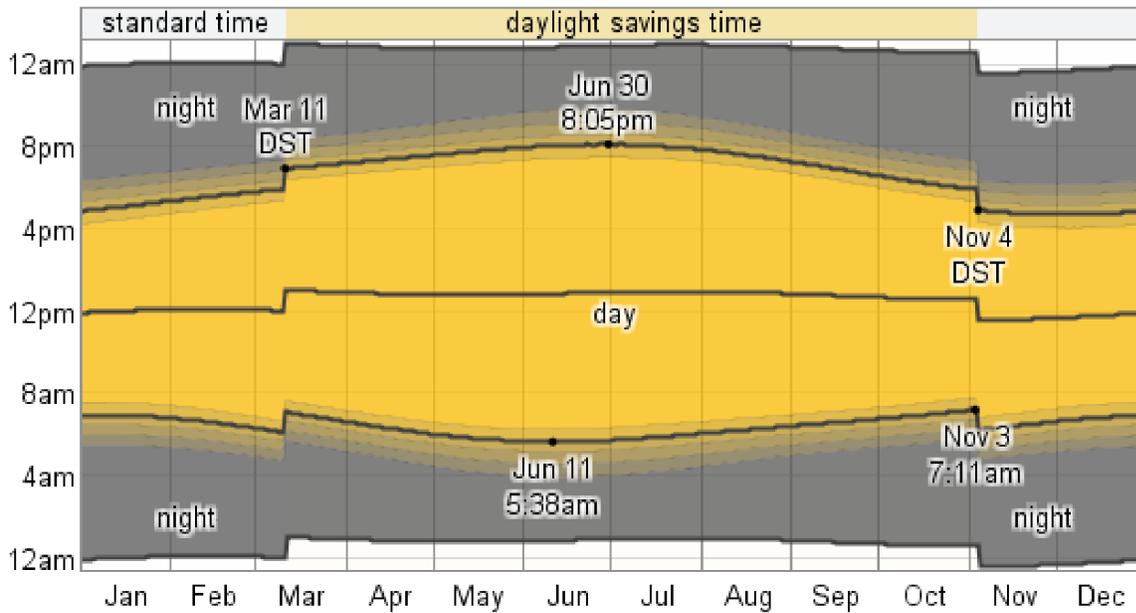


The number of hours during which the Sun is visible (black line), with various degrees of daylight, twilight, and night, indicated by the color bands. From bottom (most yellow) to top (most gray): full daylight, solar twilight (Sun is visible but less than 6° from the horizon), civil twilight (Sun is not visible but is less than 6° below the horizon), nautical twilight (Sun is between 6° and 12° below the horizon), astronomical twilight (Sun is between 12° and 18° below the horizon), and full night.

The earliest sunrise is at 5:38am on June 11 and the latest sunset is at 8:05pm on June 30. The latest sunrise is at 7:11am on November 3 and the earliest sunset is at 4:40pm on December 5.

Daylight savings time (DST) is observed in this location during 2012, starting in the spring on March 11 and ending in the fall on November 4.

Daily Sunrise & Sunset with Twilight and Daylight Savings Time

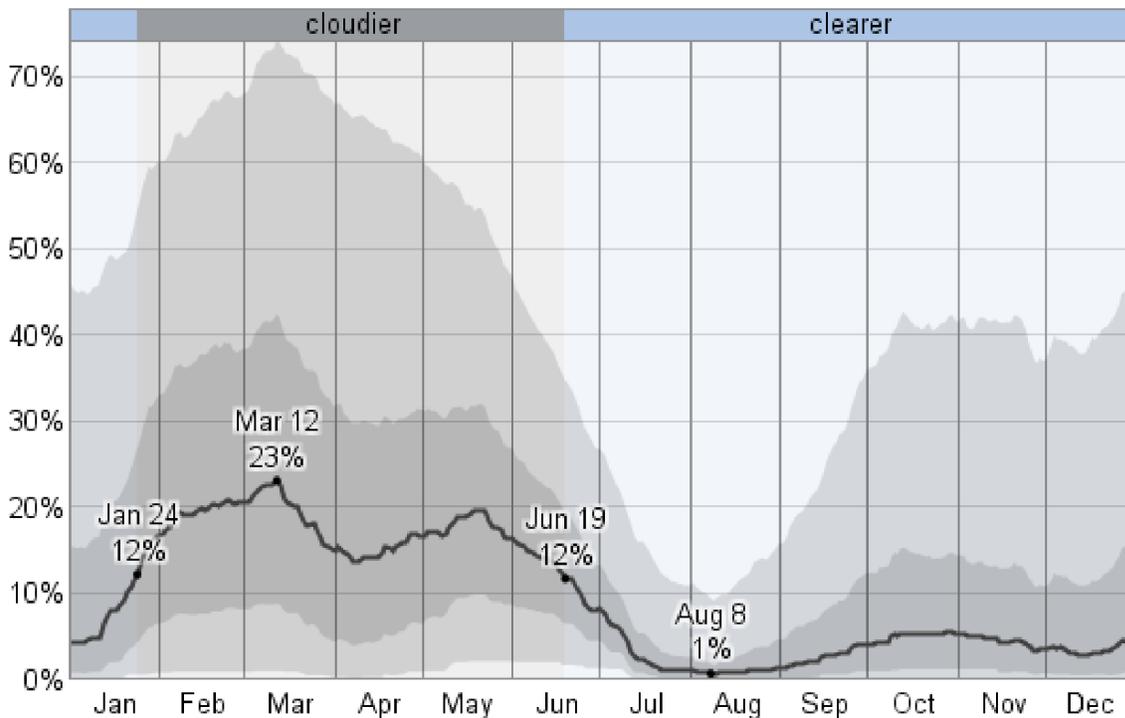


The solar day over the course of the year 2012 . From bottom to top, the black lines are the previous solar midnight, sunrise, solar noon, sunset, and the next solar midnight. The day, twilights (solar, civil, nautical, and astronomical), and night are indicated by the color bands from yellow to gray. The transitions to and from daylight savings time are indicated by the "DST" labels.

Clouds

The median cloud cover ranges from 1% (clear) to 23% (mostly clear). The sky is cloudiest on March 12 and clearest on August 8. The clearer part of the year begins around June 19. The cloudier part of the year begins around January 24.

Median Cloud Cover

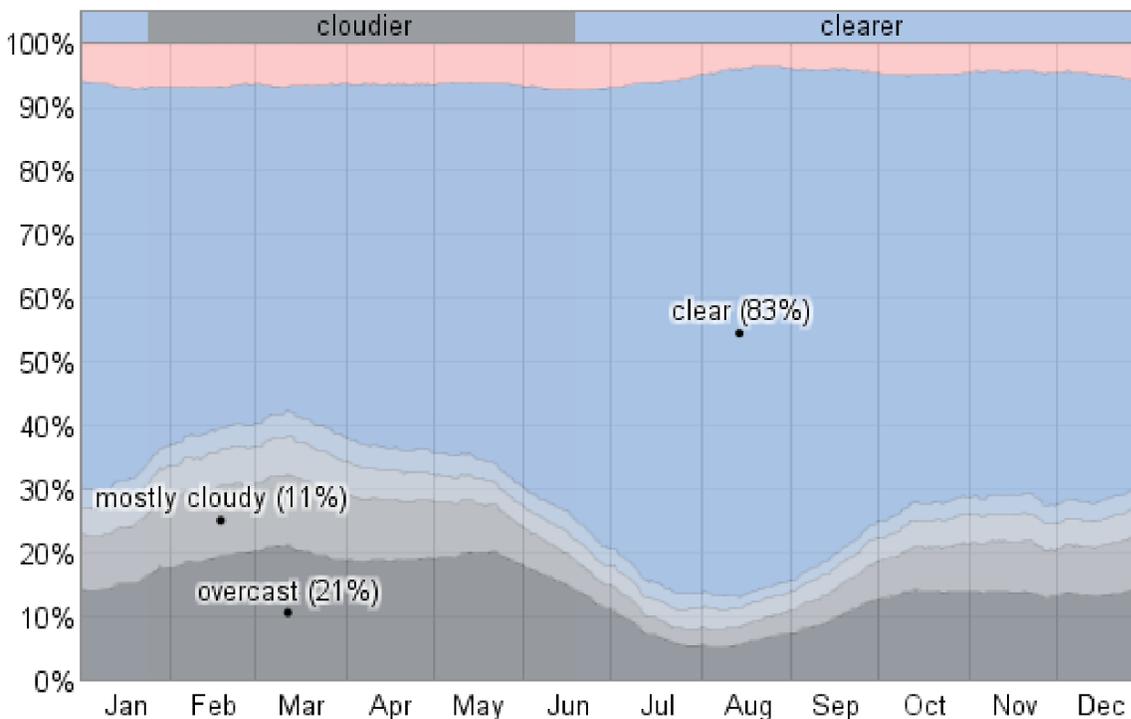


The median daily cloud cover (black line) with percentile bands (inner band from 40th to 60th percentile, outer band from 25th to 75th percentile).

On August 8, the *clearest day* of the year, the sky is *clear, mostly clear, or partly cloudy* 88% of the time, and *overcast or mostly cloudy* 8% of the time.

On March 12, the *cloudiest day* of the year, the sky is *overcast, mostly cloudy, or partly cloudy* 38% of the time, and *clear or mostly clear* 55% of the time.

Cloud Cover Types



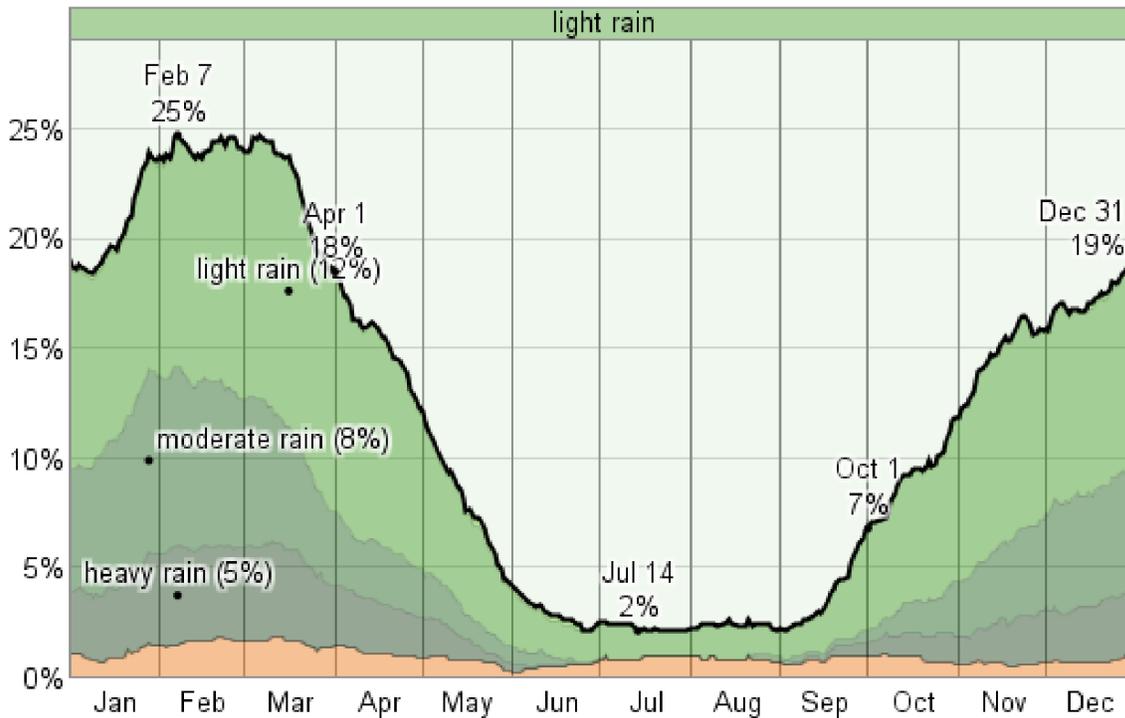
The fraction of time spent in each of the five sky cover categories. From top (most blue) to bottom (most gray), the categories are clear, mostly clear, partly cloudy, mostly cloudy, and overcast. Pink indicates missing data. Outside of the United States clear skies are often reported ambiguously, leading them to be lumped in with the missing data.

Precipitation

The probability that precipitation will be observed at this location varies throughout the year.

Precipitation is most likely around February 7, occurring in 25% of days. Precipitation is least likely around July 14, occurring in 2% of days.

Probability of Precipitation at Some Point in the Day



The fraction of days in which various types of precipitation are observed. If more than one type of precipitation is reported in a given day, the more severe precipitation is counted. For example, if light rain is observed in the same day as a thunderstorm, that day counts towards the thunderstorm totals. The order of severity is from the top down in this graph, with the most severe at the bottom.

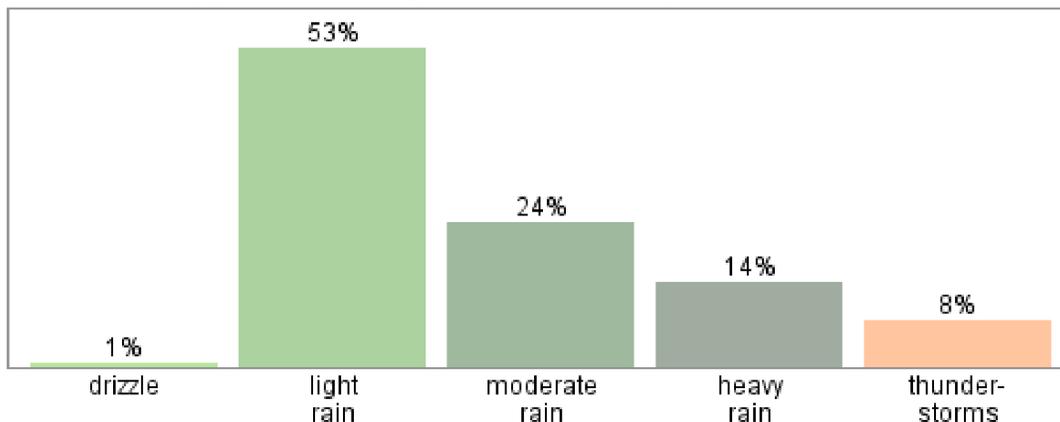
Over the entire year, the most common forms of precipitation are light rain, moderate rain, and heavy rain.

Light rain is the most severe precipitation observed during 53% of those days with precipitation. It is most likely around March 16, when it is observed during 12% of all days.

Moderate rain is the most severe precipitation observed during 24% of those days with precipitation. It is most likely around January 28, when it is observed during 8% of all days.

Heavy rain is the most severe precipitation observed during 14% of those days with precipitation. It is most likely around February 7, when it is observed during 5% of all days.

Types of Precipitation Throughout the Year

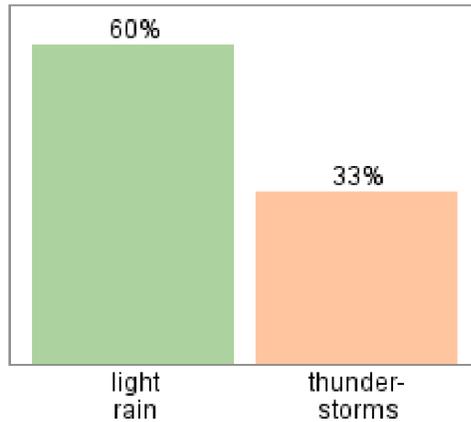


Relative frequency of various types of precipitation over the course of a typical year.

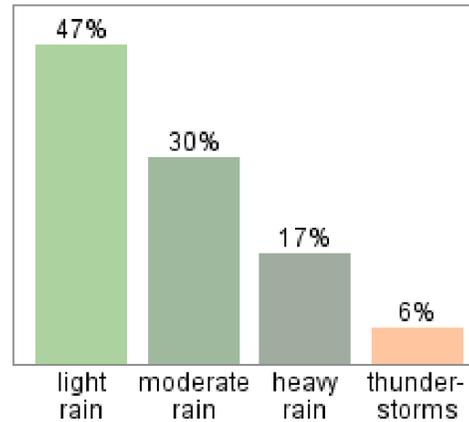
During the *warm season*, which lasts from June 22 to September 24, there is a 2% average chance that precipitation will be observed at some point during a given day. When precipitation does occur it is most often in the form of light rain (60% of days with precipitation have at worst light rain) and thunderstorms (33%).

During the *cold season*, which lasts from November 24 to March 19, there is a 21% average chance that precipitation will be observed at some point during a given day. When precipitation does occur it is most often in the form of light rain (47% of days with precipitation have at worst light rain), moderate rain (30%), heavy rain (17%), and thunderstorms (6%).

Warm Season Precipitation



Cold Season Precipitation



Relative frequency of various types of precipitation during the warm and cold seasons respectively.

Snow

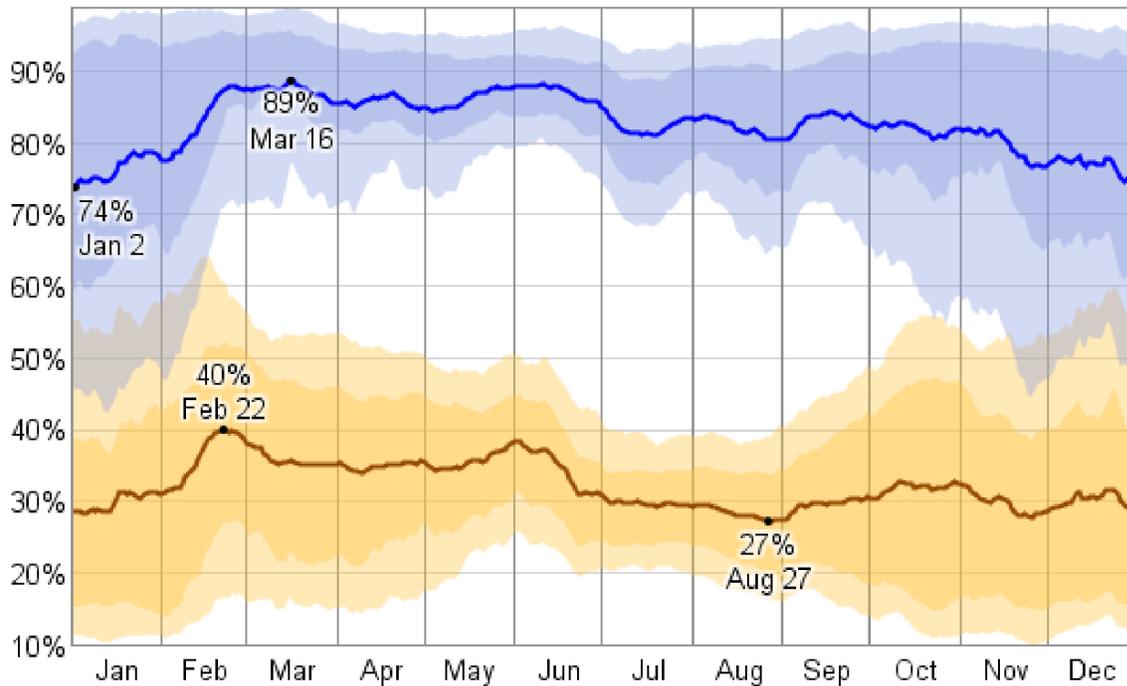
Either snow is exceptionally unlikely to fall at any time during the year at this location or this station does not reliably report precipitation types.

Humidity

The relative humidity typically ranges from 27% (dry) to 89% (very humid) over the course of the year, rarely dropping below 10% (very dry) and reaching as high as 99% (very humid).

The air is *driest* around August 27, at which time the relative humidity drops below 34% (comfortable) three days out of four; it is *most humid* around March 16, exceeding 86% (very humid) three days out of four.

Relative Humidity



The average daily high (blue) and low (brown) relative humidity with percentile bands (inner bands from 25th to 75th percentile, outer bands from 10th to 90th percentile).

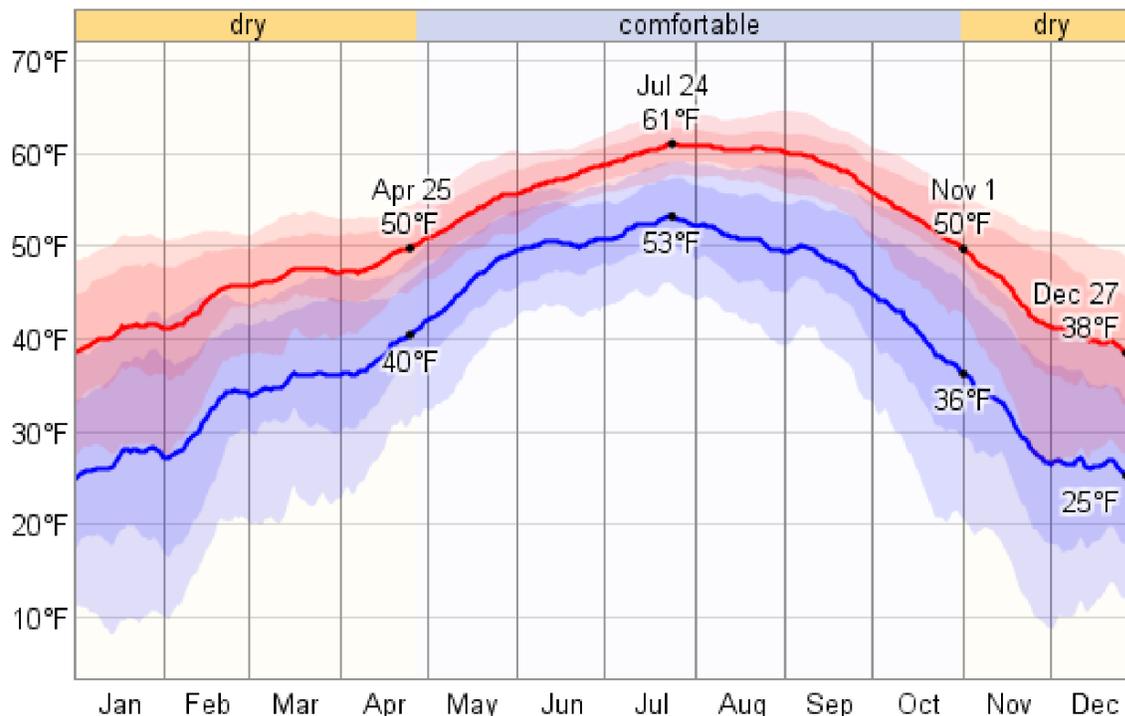
Dew Point

Dew point is often a better measure of how comfortable a person will find the weather than relative humidity because it more directly relates to whether perspiration will evaporate from the skin, thereby cooling the body. Lower dew points feel drier and higher dew points feel more humid.

Over the course of a year, the dew point typically varies from 25°F (dry) to 61°F (comfortable) and is rarely below 8°F (dry) or above 65°F (mildly humid).

The time of the year between April 27 and October 31 is the most comfortable, with dew points that are neither too dry nor too muggy.

Dew Point



The daily average low (blue) and high (red) dew point with percentile bands (inner band from 25th to 75th percentile, outer band from 10th to 90th percentile).

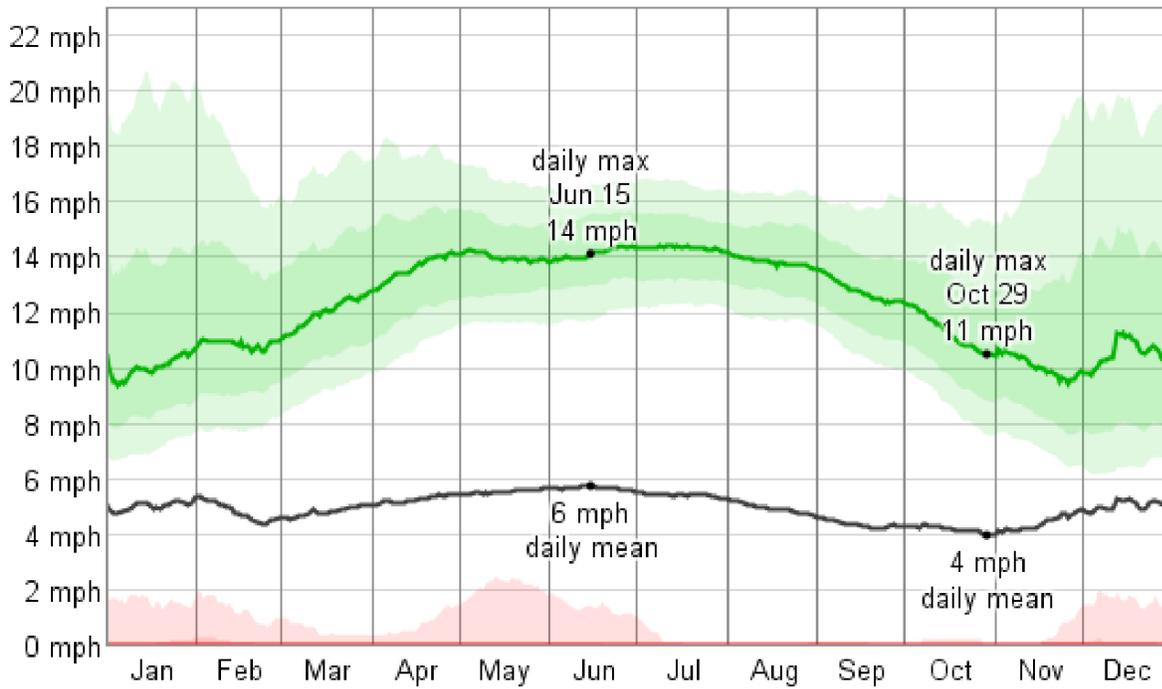
Wind

Over the course of the year typical wind speeds vary from 0 mph to 14 mph (calm to moderate breeze), rarely exceeding 21 mph (fresh breeze).

The *highest* average wind speed of 6 mph (light breeze) occurs around June 15, at which time the average daily maximum wind speed is 14 mph (moderate breeze).

The *lowest* average wind speed of 4 mph (light breeze) occurs around October 29, at which time the average daily maximum wind speed is 11 mph (gentle breeze).

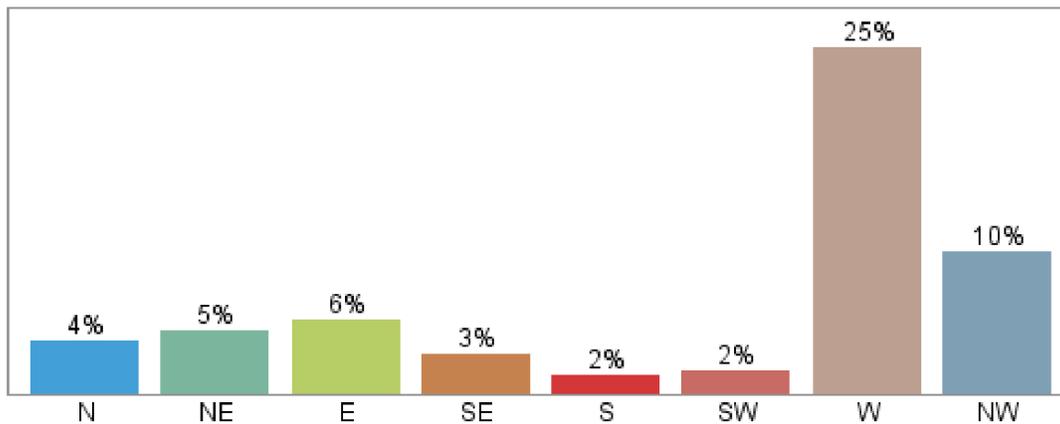
Wind Speed



The average daily minimum (red), maximum (green), and average (black) wind speed with percentile bands (inner band from 25th to 75th percentile, outer band from 10th to 90th percentile).

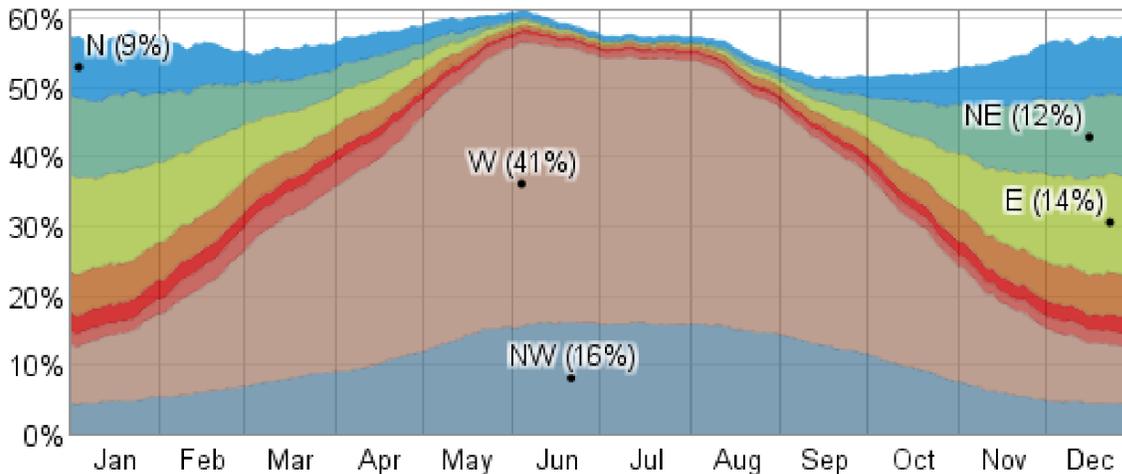
The wind is most often out of the *west* (25% of the time) and *north west* (10% of the time). The wind is least often out of the *south* (2% of the time), *south west* (2% of the time), *south east* (3% of the time), *north* (4% of the time), and *north east* (5% of the time).

Wind Directions Over the Entire Year



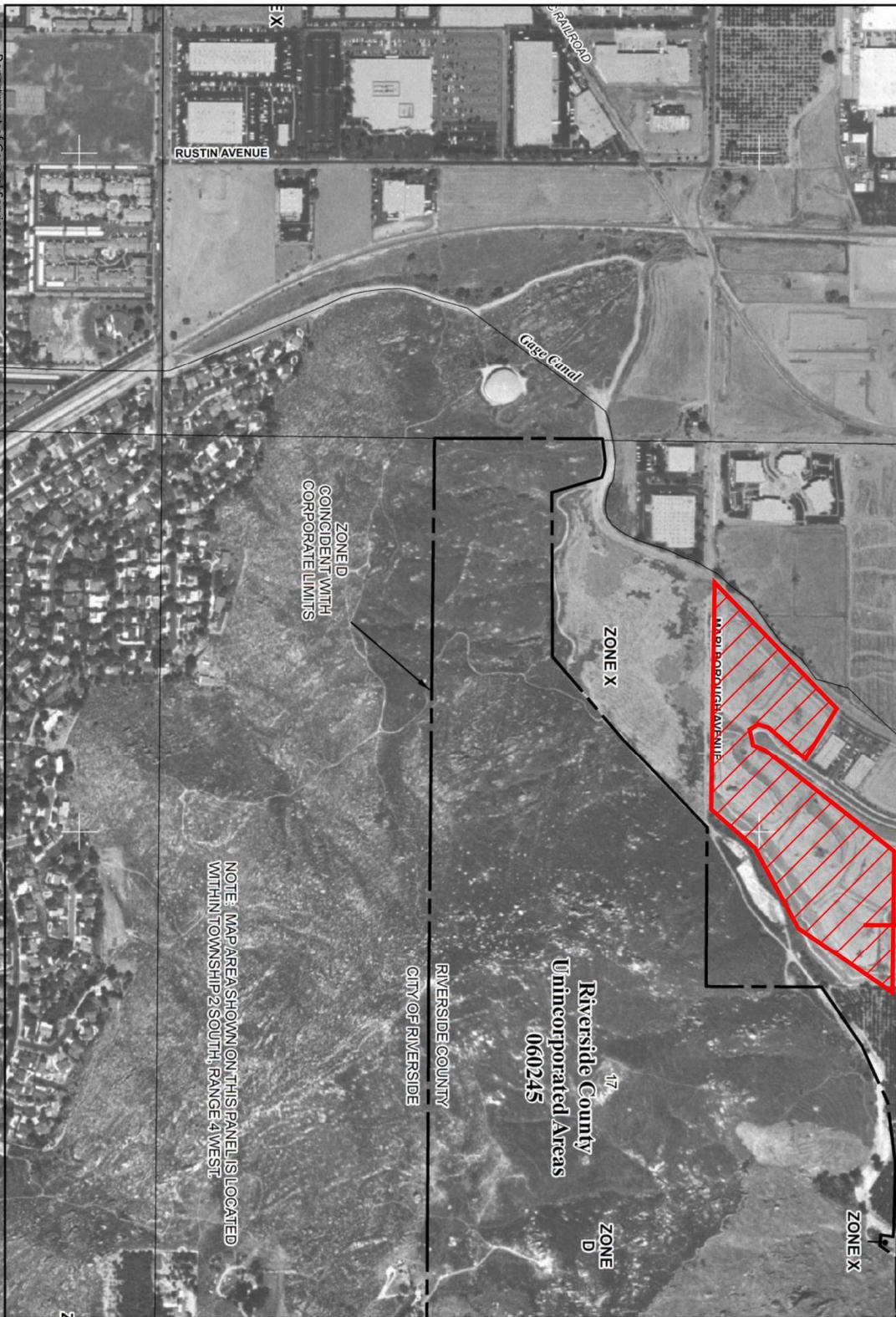
The fraction of time spent with the wind blowing from the various directions over the entire year. Values do not sum to 100% because the wind direction is undefined when the wind speed is zero.

Fraction of Time Spent with Various Wind Directions



The fraction of time spent with the wind blowing from the various directions on a daily basis. Stacked values do not always sum to 100% because the wind direction is undefined when the wind speed is zero.

© Cedar Lake Ventures, Inc



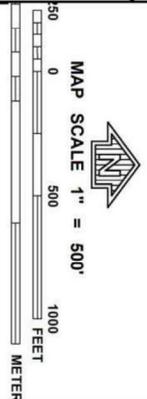
JOINS PANEL 0065 6235000 FT

Site

ZONE D
CONCIDENT WITH
CORPORATE LIMITS

NOTE: MAP AREA SHOWN ON THIS PANEL IS LOCATED
WITHIN TOWNSHIP 2 SOUTH, RANGE 4 WEST

RIVERSIDE COUNTY
Unincorporated Areas
060245



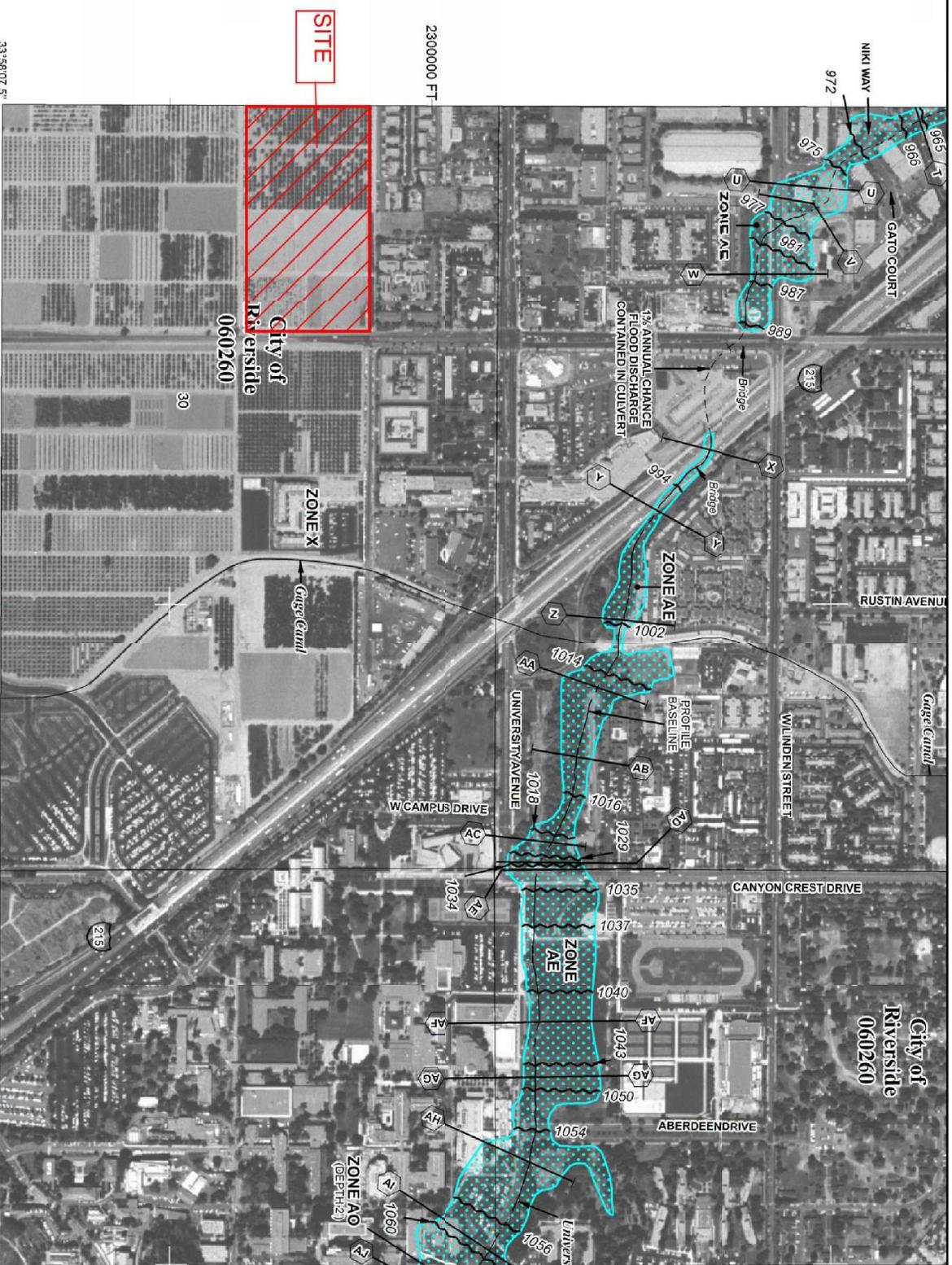
NFIP	
FIRM	PANEL 0727G
FLOOD INSURANCE RATE MAP RIVERSIDE COUNTY, CALIFORNIA AND INCORPORATED AREAS	
PANEL 727 OF 3805 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)	
CONTAINS:	NUMBER PANEL SURTIS
COMMUNITY	RIVERSIDE COUNTY
INSURANCE CITY OF	060245 0727 G

Notes to User: The Map Number shown below should be used when placing map orders. The Community Number shown above should be used on insurance applications for the map community.



FEDERAL EMERGENCY MANAGEMENT AGENCY
MAP NUMBER 0606550727G
EFFECTIVE DATE AUGUST 28, 2008

This is an official copy of a portion of the above referenced flood map. It was extracted using FIRM On-Line. This map does not reflect changes to the flood hazard information shown on this map. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.nfip.gov



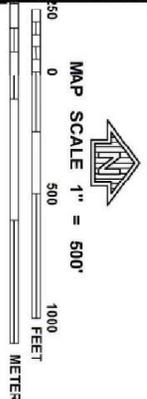
33°58'07.5"
117°20'37.5"

2300000 FT

69°00'00" E

JOINS PANEL 0729

7°0'



NFIP	
PANEL 0727G	
FIRM	
FLOOD INSURANCE RATE MAP	
RIVERSIDE COUNTY, CALIFORNIA AND INCORPORATED AREAS	
PANEL 727 OF 3805 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)	
CONTAINS:	
COMMUNITY NUMBER RIVERSIDE COUNTY 060260	MAPPER PANEL SUFFIX 0727 0
<p>Notes to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications by the applicant(s).</p>	
<p>Standard Engineering & Planning Services Agency</p>	<p>MAP NUMBER 06065C0727G</p> <p>EFFECTIVE DATE AUGUST 28, 2008</p>

This is an official copy of a portion of the above referenced flood map. It was prepared using the Flood Insurance Rate Map (FIRM) data from the title block. For the latest product information about National Flood Insurance Program floodmaps check the FEMA Flood Map Store at www.fema.gov

Customer Renewable system performance predictions calculated by PVWatts® include many inherent assumptions and uncertainties and do not reflect variations between PV technologies for a specific location and weather conditions. The model uses typical meteorological data (TMY) for the location. PV module and inverter performance are not differentiated either. Performance from lesser performing modules, such as thin-film, and private companies provide more sophisticated PV modeling tools. Call us the System Advisor Model at nrel/energytools for advice on more precise and comprehensive PV systems.

Disclaimer: The PVWatts Model ("Model") is provided by the National Renewable Energy Laboratory ("NREL"), which is operated by the Alliance for Sustainable Energy, LLC ("Alliance") for the U.S. Department of Energy ("DOE") and may be used for any purpose whatsoever.

The names DOE/NREL/ALLIANCE shall not be used in any representation, advertisement, solicitation or other manner without the express or implied consent of the DOE or NREL. THE MODEL, DEVELOPMENTAL SOFTWARE PROVIDED BY THE MODEL, AND ANY SUPPORT, CONSULTING, TRAINING OR ASSISTANCE OF ANY KIND WITH REGARD TO THE USE OF THE MODEL OR ANY UPDATES, REVISIONS OR NEW VERSIONS OF THE MODEL.

YOU AGREE TO INDEMNIFY, DEFEND, HOLD HARMLESS AND PAY THE COSTS OF DEFENSE AND REASONABLE ATTORNEY'S FEES, INCLUDING REASONABLE ATTORNEY'S FEES, RELATED TO YOUR USE, REVISION, OR DISTRIBUTION OF THE MODEL FOR ANY PURPOSE WHATSOEVER. THE MODEL IS PROVIDED BY DOE/NREL/ALLIANCE "AS IS" AND ANY DAMAGES OR OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE ARE EXPRESSLY DISCLAIMED. IN NO EVENT SHALL DOE/NREL/ALLIANCE BE LIABLE FOR ANY SPECIAL, INDIRECT OR CONSEQUENTIAL DAMAGES OR ANY DAMAGES WHATSOEVER, INCLUDING BUT NOT LIMITED TO, LOSS OF PROFITS, BUSINESS INTERRUPTION, DATA OR PROFITS, WHICH MAY RESULT FROM ANY ACTION IN CONTRACT, NEGLIGENCE OR OTHER TORTIOUS CLAIM THAT ARISES OUT OF OR IN CONNECTION WITH THE USE OR PERFORMANCE OF THE MODEL.

RESULTS

6,536,025 kWh per Year *

Month	Solar Radiation (kWh / m ² / day)	AC Energy (kWh)	Energy Value (\$)
January	4.63	453,720	53,584
February	4.64	411,006	48,540
March	6.21	602,458	71,150
April	6.86	636,445	75,164
May	6.31	602,790	71,190
June	7.10	649,266	76,678
July	7.00	655,385	77,401
August	7.05	657,357	77,634
September	5.25	476,088	56,226
October	4.81	465,259	54,947
November	5.40	501,868	59,271
December	4.34	424,383	50,120
Annual	5.80	6,536,025	\$ 771,905

Location and Station Identification

Requested Location	917731
Weather Data Source	(TMY3) CHINO AIRPORT, CA 24 mi
Latitude	33.97° N
Longitude	117.63° W

PV System Specifications (Commercial)

DC System Size	4000 kW
Module Type	Premium
Array Type	Fixed (open rack)
Array Tilt	31°
Array Azimuth	180°
System Losses	14%
Inverter Efficiency	96%
DC to AC Size Ratio	1.1

Initial Economic Comparison

Average Cost of Electricity Purchased from Utility	0.12 \$/kWh
Initial Cost	2.60 \$/Wdc
Cost of Electricity Generated by System	0.10 \$/kWh

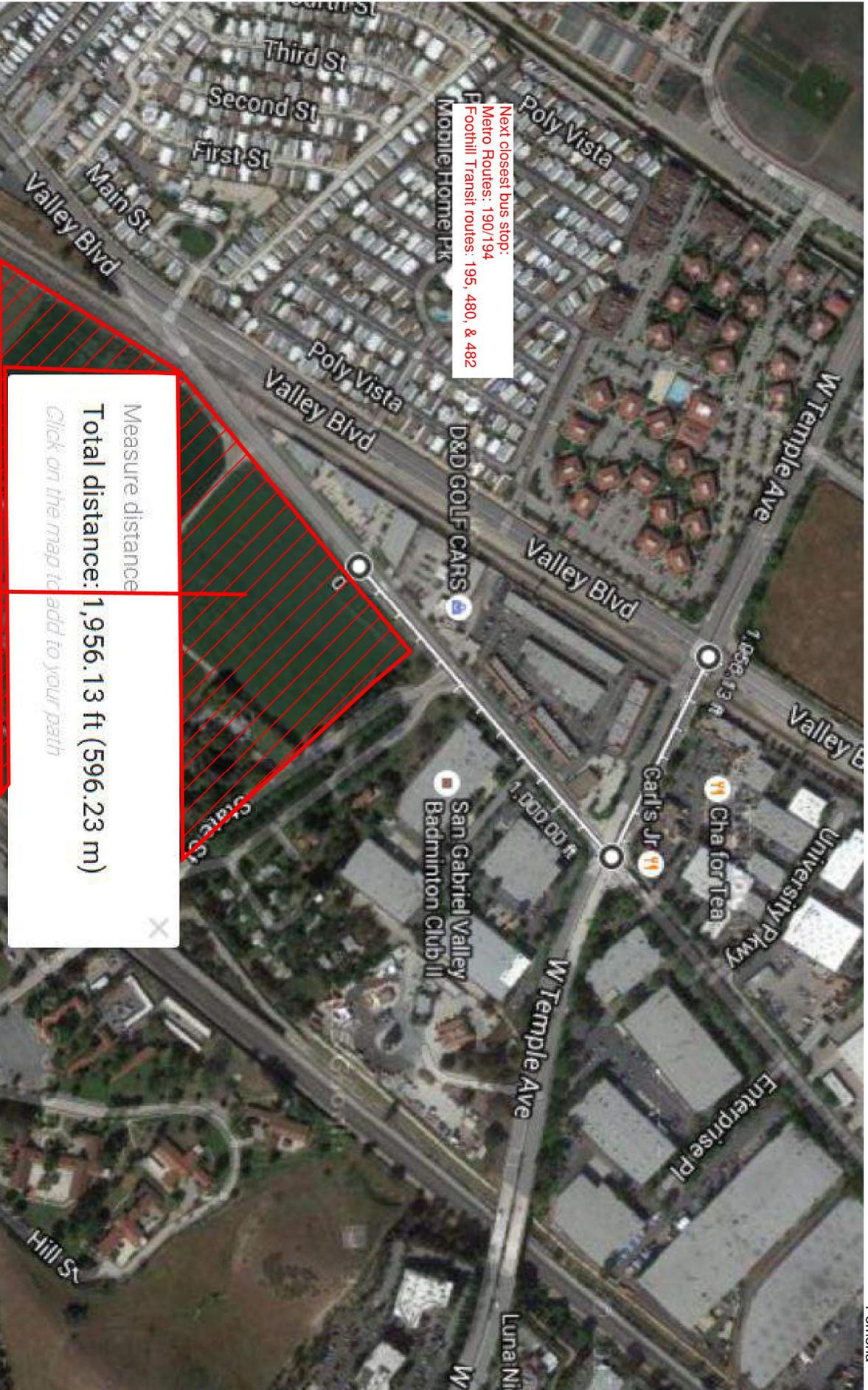
These values can be compared to get an idea of the cost-effectiveness of this system. However, system costs, system financing options (including 3rd party ownership) and complex utility rates can significantly change the relative value of the PV system.



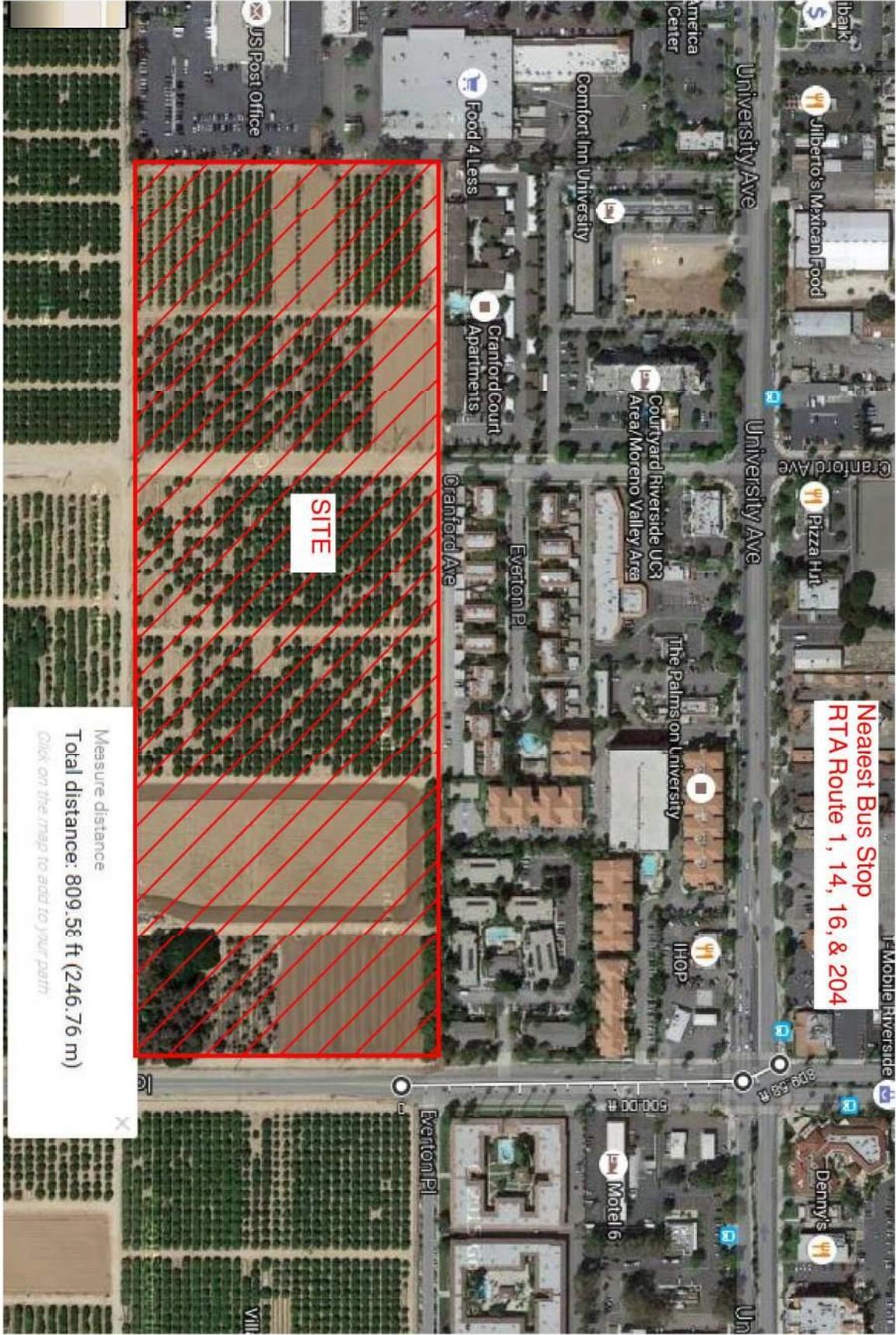
Measure distance
Total distance: 1,540.29 ft (469.48 m)
Click on the map to add to your path

Nearest Bus Stop:
Metro Route 190/194 (Terminus)
Foothill Transit Routes: 195 & 482

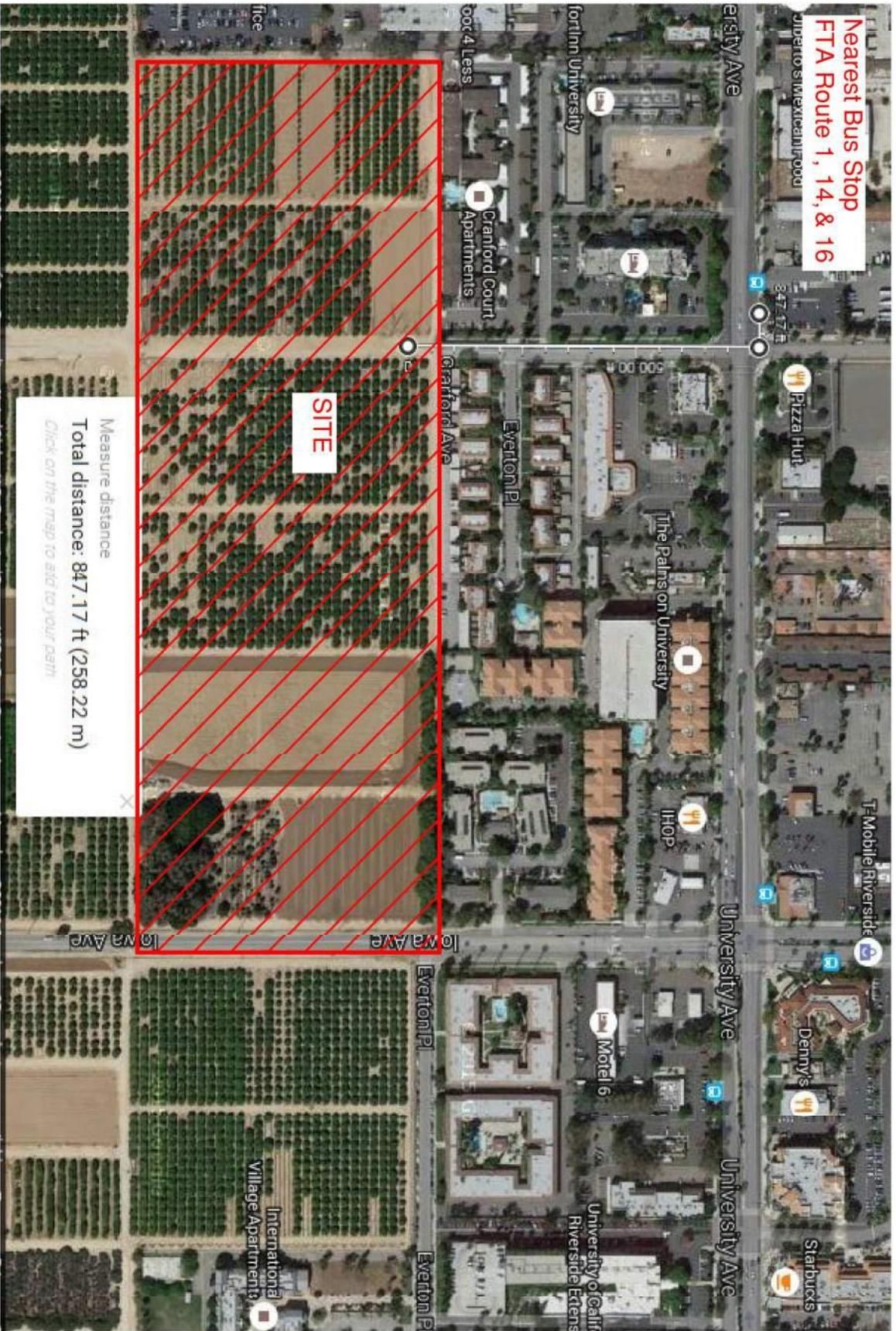
Site







Department of General Services
Southern California Consolidation Project



Department of General Services
Southern California Consolidation Project

Owen Group, Inc.



Monday through Friday

Effective Dec 15 2013

190/194

Eastbound (Approximate Times)

Route	EL MONTE	BALDWIN PARK	COVINA	WEST COVINA	LA PUENTE	WALNUT	MT. SAC COLLEGE	CAL POLY POMONA
	El Monte Station	Ramona & Francisquito	San Bernardino & Azusa	Workman & 2nd (Eastland Center)	Stimson & 2nd	Valley & Lemon	Temple & Grand	Temple & Pomona
194	4:24A	—	—	—	4:51A	5:04A	5:12A	5:18A
194	4:50	—	—	—	5:19	5:33	5:41	5:47
190	5:08	5:23A	5:42A	5:50A	—	6:02	6:02	6:10
194	5:20	—	—	—	5:50	6:04	—	—
194	5:36	—	—	—	6:06	6:22	6:31	6:38
190	5:47	6:02	6:22	6:29	—	—	—	—
194	5:50	—	—	—	6:21	6:36	—	—
194	6:02	—	—	—	6:34	6:50	6:59	7:06
190	6:08	6:25	6:45	6:54	—	—	7:08	7:16
194	6:14	—	—	—	6:46	7:01	—	—
194	6:26	—	—	—	6:59	7:17	7:27	7:34
190	6:28	6:45	7:05	7:12	—	—	—	—
194	6:40	—	—	—	7:14	7:30	—	—
190	6:46	7:03	7:24	7:34	—	—	7:48	7:56
194	6:55	—	—	—	7:29	7:47	7:57	8:04
190	7:01	7:19	7:40	7:50	—	—	8:04	8:12
194	7:11	—	—	—	7:45	8:01	—	—
190	7:19	7:37	7:58	8:08	—	—	8:22	8:30
194	7:27	—	—	—	8:01	8:19	8:29	8:36
194	7:43	—	—	—	8:18	8:34	—	—
190	7:47	8:06	8:27	8:37	—	—	8:51	8:59
194	8:01	—	—	—	8:36	8:54	9:04	9:12
190	8:16	8:35	8:56	9:06	—	—	9:19	9:27
194	8:19	—	—	—	8:54	9:10	—	—
194	8:34	—	—	—	9:09	9:26	9:36	9:44
190	8:46	9:05	9:26	9:36	—	—	9:49	9:57
194	9:06	—	—	—	9:41	9:58	10:08	10:16
190	9:26	9:45	10:07	10:17	—	—	10:30	10:38
194	9:46	—	—	—	10:21	10:38	10:48	10:56
190	10:06	10:25	10:47	10:57	—	—	11:10	11:18
194	10:26	—	—	—	11:01	11:18	11:28	11:36
190	10:46	11:05	11:27	11:37	—	—	11:50	11:58
194	11:06	—	—	—	11:41	11:58	12:08P	12:16P
190	11:26	11:46	12:08P	12:18P	—	—	12:31	12:39
194	11:46	—	—	—	12:21P	12:38P	12:48	12:56
190	12:06P	12:26P	12:48	12:58	—	—	1:11	1:19
194	12:26	—	—	—	1:02	1:19	1:29	1:37
190	12:46	1:06	1:29	1:39	—	—	1:52	2:00
194	1:06	—	—	—	1:42	1:59	2:09	2:17
190	1:21	1:41	2:04	2:14	—	—	2:27	2:35
194	1:31	—	—	—	2:07	2:25	2:35	2:43
190	1:46	2:06	2:29	2:39	—	—	2:52	3:00
194	1:56	—	—	—	2:33	2:51	3:01	3:09
190	2:10	2:30	2:53	3:03	—	—	3:16	3:24
194	2:20	—	—	—	2:57	3:15	3:25	3:33
190	2:30	2:50	3:13	3:23	—	—	3:36	3:44
194	2:40	—	—	—	3:18	3:36	3:47	3:55
190	2:50	3:11	3:34	3:44	—	—	—	—
194	3:00	—	—	—	3:39	3:57	4:08	4:16
190	3:10	3:32	3:55	4:05	—	—	4:18	4:26
194	3:22	—	—	—	4:01	4:19	4:30	4:38
190	3:30	3:52	4:15	4:25	—	—	—	—
194	3:44	—	—	—	4:24	4:41	—	—
190	3:49	4:11	4:34	4:44	—	—	4:57	5:05
194	4:05	4:27	4:50	5:00	—	—	—	—
194	4:08	—	—	—	4:48	5:06	5:16	5:24
190	4:20	4:42	5:05	5:15	—	—	5:28	5:36
194	4:28	—	—	—	5:08	5:25	—	—
190	4:35	4:57	5:20	5:30	—	—	5:43	5:51
194	4:43	—	—	—	5:23	5:40	5:50	5:58
190	4:50	5:12	5:35	5:45	—	—	—	—
194	4:57	—	—	—	5:37	5:54	—	—
190	5:05	5:27	5:50	6:00	—	—	6:12	6:20
194	5:09	—	—	—	5:49	6:05	—	—
190	5:21	5:43	6:06	6:15	—	—	—	—
194	5:21	—	—	—	6:01	6:17	6:27	6:35
194	5:33	—	—	—	6:12	6:27	—	—
190	5:38	6:00	6:22	6:31	—	—	6:43	6:51
190	5:47	6:08	6:30	6:39	—	—	6:51	6:59
190	5:56	6:16	6:38	6:47	—	—	—	—
194	6:07	—	—	—	6:44	7:00	7:10	7:18
190	6:16	6:36	6:58	7:07	—	—	7:19	7:26
194	6:30	—	—	—	7:06	7:22	7:32	7:40
190	6:44	7:04	7:24	7:33	—	—	—	—
194	7:00	—	—	—	7:33	7:48	—	—
190	7:20	7:38	7:58	8:07	—	—	8:17	8:25
194	7:40	—	—	—	8:12	8:26	8:35	8:42
190	8:00	8:16	8:33	8:42	—	—	8:52	8:59
194	8:20	—	—	—	8:50	9:04	—	—
194	9:00	—	—	—	9:27	9:40	9:49	9:55
190	9:05	9:20	9:35	9:42	—	—	9:51	9:58
190	10:10	10:25	10:40	10:47	—	—	10:56	11:03
194	10:10	—	—	—	10:34	10:46	10:53	10:59
194	11:10	—	—	—	11:34	11:46	11:53	11:59
190	11:10	11:25	11:40	11:47	—	—	—	—
190	12:10A	12:25A	12:40A	12:47A	—	—	—	—
194	12:10	—	—	—	12:34A	12:46A	12:53A	12:59A
194	1:10	—	—	—	1:34	1:46	1:51	1:55

Westbound (Approximate Times)

Route	CAL POLY POMONA	MT. SAC COLLEGE	WEST COVINA	COVINA	BALDWIN PARK	WALNUT	LA PUENTE	EL MONTE
	Temple & Pomona	Temple & Grand	Workman & Palmetto (Eastland Center)	San Bernardino & Azusa	Ramona & Francisquito	Valley & Lemon	Old Valley & Stimson	El Monte Station
194	4:14A	4:19A	—	—	—	4:26A	4:40A	5:05A
190	—	—	4:42A	4:49A	5:06A	—	—	5:20
194	4:46	4:51	—	—	—	4:58	5:13	5:40
190	—	—	5:09	5:18	5:36	—	—	5:50
194	5:14	5:19	—	—	—	5:26	5:41	6:08
190	—	—	5:37	5:46	6:04	—	—	6:20
194	5:35	5:42	—	—	—	5:50	6:05	6:36
190	—	—	5:52	6:01	6:21	—	—	6:37
194	5:48	5:55	6:05	6:14	6:34	—	—	6:50
190	5:57	6:04	—	—	—	6:13	6:29	7:00
190	—	—	6:15	6:24	6:44	—	—	7:00
190	—	—	6:29	6:38	6:58	—	—	7:15
194	—	—	—	—	—	6:27	6:43	7:19
190	6:22	6:31	6:41	6:50	7:10	—	—	7:27
194	6:25	6:31	—	—	—	6:38	6:54	7:31
190	—	—	6:52	6:59	7:20	—	—	7:37
194	—	—	—	—	—	6:47	7:04	7:42
190	—	—	7:01	7:11	7:32	—	—	7:49
194	6:44	6:51	—	—	—	7:00	7:17	7:55
190	—	—	7:13	7:23	7:44	—	—	8:01
194	—	—	—	—	—	7:12	7:29	8:07
190	—	—	7:28	7:36	7:57	—	—	8:14
194	7:11	7:17	—	—	—	7:25	7:42	8:20
190	7:16	7:26	7:39	7:49	8:10	—	—	8:27
194	—	—	—	—	—	7:40	7:57	8:35
190	—	—	7:52	8:03	8:24	—	—	8:41
194	7:37	7:45	—	—	—	7:56	8:13	8:51
190	7:50	8:00	8:13	8:24	8:45	—	—	9:02
194	—	—	—	—	—	8:16	8:33	9:11
190	8:11	8:21	8:34	8:45	9:06	—	—	9:23
194	8:29	8:37	—	—	—	8:48	9:05	9:43
190	8:50	9:00	9:13	9:25	9:46	—	—	10:03
194	9:09	9:17	—	—	—	9:28	9:45	10:23
190	9:29	9:40	9:53	10:05	10:26	—	—	10:43
194	9:48	9:56	—	—	—	10:08	10:25	11:03
190	10:09	10:20	10:33	10:45	11:06	—	—	11:23
194	10:27	10:36	—	—	—	10:48	11:05	11:43
190	10:48	10:59	11:13	11:25	11:46	—	—	12:03P
194	11:08	11:16	—	—	—	11:28	11:45	12:23
190	11:28	11:39	11:53	12:05P	12:26P	—	—	12:43
194	11:48	11:56	—	—	—	12:08P	12:25P	1:03
190	12:08P	12:19P	12:33P	12:45	1:06	—	—	1:23
194	12:28	12:36	—	—	—	12:48	1:05	1:43
190	12:43	12:54	1:08	1:20	1:41	—	—	1:58
194	12:55	1:03	—	—	—	1:15	1:32	2:10
190	1:07	1:18	1:32	1:44	2:05	—	—	2:22
194	1:23	1:31	—	—	—	1:43	2:00	2:39
190	1:36	1:45	1:59	2:11	2:32	—	—	2:49
194	1:39	1:47	—	—	—	1:59	2:16	2:55
190	1:53	2:01	—	—	—	2:13	2:30	3:09
194	2:06	2:15	2:29	2:41	3:02	—	—	3:19
190	2:13	2:21	—	—	—	2:33	2:50	3:29
194	2:24	2:35	2:49	3:01	3:22	—	—	3:39
190	2:34	2:45	2:59	3:11	3:32	—	—	3:49
194	2:44	2:55	3:09	3:21	3:42	—	—	3:59
190	2:53	3:01	—	—	—	3:13	3:30	4:09
194	3:04	3:15	3:29	3:41	4:02	—	—	4:19
190	3:15	3:23	—	—	—	3:35	3:52	4:31
194	3:23	3:34	3:48	4:00	4:22	—	—	4:39
190	3:35	3:43	—	—	—	3:55	4:12	4:51
194	3:50	3:59	—	—	—	4:11	4:28	5:07
190	3:54	4:05	4:19	4:31	4:53	—	—	5:10
194	4:00	4:10	—	—	—	4:23	4:40	5:19
190	4:15	4:25	—	—	—	4:38	4:55	5:34
194	4:30	4:41	4:55	5:07	5:29	—	—	5:46
190	—	—	—	—	—	4:54	5:11	5:50
194	4:56	5:06	—	—	—	5:19	5:36	6:14
190	—	—	—	—	—	5:34	5:51	6:28
194	5:15	5:26	5:40	5:52	6:13	—	—	6:29
190	5:34	5:44	—	—	—	5:57	6:14	6:50
194	5:51	6:02	6:15	6:25	6:45	—	—	7:01
190	6:01	6:09	—	—	—	6:21	6:38	7:11
194	6:23	6:31	—	—	—	6:43	7:00	7:30
190	6:44	6:54	7:06	7:16	7:34	—	—	7:49
194	7:04	7:11	—	—	—	7:22	7:38	8:08
190	7:47	7:54	—	—	—	8:05	8:18	8:46
194	7:49	7:58	8:09	8:18	8:34	—	—	8:47
190	8:51	8:58	—	—	—	9:07	9:20	9:44
194	8:56	9:04	9:15	9:24	9:40	—	—	9:53
190	10:01	10:08	—	—	—	10:16	10:29	10:53
194	10:04	10:11	10:20	10:28	10:42	—	—	10:53
190	11:05	11:12	—	—	—	11:20	11:33	11:57
194	11:09	11:16	11:25	11:33	11:47	—	—	11:58
190	12:05A	12:12A	—	—	—	12:20A	12:33A	12:57A
194	1:05	1:12	—	—	—	1:20	1:33	1:57

Sunday and Holiday Schedules

Horarios de domingo y días feriados

Sunday and Holiday Schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de domingo y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.

Special Notes

Avisos especiales

ⓑ Times at Temple & Grand are approximate. Bus may arrive 1-3 minutes before or after time shown.

ⓑ Horarios por Temple y Grand son aproximados. El autobus puede llegar 1-3 minutos antes o despues de la hora mostrada.

Saturday

Effective Dec 15 2013

190/194

Eastbound (Approximate Times)

Route	EL MONTE El Monte Station	BALDWIN PARK	Covina	WEST Covina (Eastland Center)	LA PUENTE	WALNUT	MT. SAC COLLEGE	CAL PLY POMONA
194	5:58A				5:18A	5:33A	5:40A	5:45A
194	5:30	5:43A	6:00A	6:08A		6:18	6:26	6:34
194	5:45				6:13	6:28	6:35	6:41
194	6:19	6:34	6:51	6:59		7:09	7:17	7:23
194	6:25				6:54	7:09	7:17	7:23
194	6:55				7:24	7:39	7:47	7:53
194	7:12	7:27	7:46	7:54		8:04	8:12	8:18
194	7:20				7:49	8:04	8:12	8:18
194	7:39				8:05	8:23	8:31	8:37
194	8:01				8:30	8:45		
194	8:11	8:27	8:48	8:57		9:08	9:16	9:24
194	8:21				8:58	9:05	9:13	9:19
194	8:41				9:11	9:26		
194	8:59				9:30	9:45	9:53	9:59
194	9:10	9:28	9:49	9:58		10:09	10:17	10:24
194	9:19				9:50	10:05		
194	9:39				10:11	10:27	10:35	10:41
194	9:57				10:29	10:45		
194	10:10	10:28	10:49	10:58		11:09	11:17	11:24
194	10:19				10:51	11:07	11:16	11:22
194	10:39				11:11	11:27	11:34	11:40
194	10:58				11:31	11:47	11:54	12:00P
194	11:10	11:28	11:49	11:58		12:09P	12:17	12:24
194	11:19				11:52	12:08P		
194	11:40				12:13P	12:29	12:38	12:44
194	11:59				12:33	12:49		
194	12:10P	12:28P	12:49P	12:58P		1:09	1:17	1:24
194	12:20				12:53	1:09	1:18	1:24
194	12:40				1:13	1:29		
194	1:01				1:34	1:50	1:59	2:05
194	1:10	1:28	1:49	1:58		2:09	2:17	2:24
194	1:45				1:56	2:12		
194	2:05				2:18	2:34	2:43	2:50
194	2:05	2:23	2:44	2:53		2:38	2:54	
194	2:25				2:58	3:14	3:23	3:30
194	2:45				3:18	3:34		
194	2:54	3:12	3:33	3:42		3:38	3:54	4:03
194	3:05				3:58	4:14	4:30	4:47
194	3:25	3:48	4:09	4:19		4:18	4:34	4:42
194	3:30				4:18	4:34	4:42	4:47
194	4:04	4:23	4:45	4:55		4:37	4:53	5:02
194	4:05	4:23	4:45	4:55		5:06	5:13	5:20
194	4:25				4:58	5:14	5:23	5:30
194	4:40	4:58	5:20	5:30		5:18	5:34	5:41
194	4:45				5:18	5:34		
194	5:05				5:38	5:54	6:01	6:06
194	5:15	5:33	5:55	6:05		6:16	6:24	6:31
194	5:23				5:56	6:11	6:24	6:31
194	5:42				6:14	6:30	6:39	6:45
194	5:55	6:12	6:33	6:42		6:53	7:00	7:07
194	6:03				6:34	6:50	6:57	7:02
194	6:23				6:54	7:09	7:17	7:23
194	6:40	6:57	7:16	7:25		7:25	7:33	7:39
194	7:00				7:09	7:24	7:31	7:38
194	7:26	7:42	8:01	8:10		8:20	8:28	8:34
194	7:45				8:13	8:26	8:33	8:39
194	8:11	8:27	8:43	8:52		9:02	9:08	9:14
194	8:32				8:59	9:11	9:16	9:20
194	9:05	9:20	9:35	9:42		9:29	9:41	9:48
194	9:16				10:33	10:45	10:52	10:57
194	10:10						10:35	11:02
194	10:10	10:25	10:40	10:47				
194	11:10	11:25	11:40	11:47				
194	11:10				11:33	11:45	11:52	11:57
194	12:10A	12:25A	12:40A	12:47A				
194	12:10				12:33A	12:45A	12:52A	12:57A
194	1:10				1:33	1:45	1:50	1:54

Westbound (Approximate Times)

Route	Temple & Pomona	Temple & Grand	Workman & Palmetto (Eastland Center)	San Bernardino & Anusa	Ramona & Francisquito	Valley & Lemon	Old Valley & Stinson	El Monte Station
194	5:34A	5:09A				5:15A	5:30A	6:00A
194	5:53	5:59	5:53A	6:01A	6:19A	6:07	6:23	6:34
194			6:24	6:32	6:50	6:38	6:54	7:05
194	6:26	6:31	6:33	7:01	7:20	6:54	7:26	7:35
194	6:37	6:44	6:53	7:31	7:50	7:06	7:22	7:54
194								8:05
194	7:10	7:17				7:25	7:41	8:13
194						7:43	7:59	8:32
194	7:39	7:46	7:56	8:05	8:25		8:41	8:40
194	7:46	7:53				8:01	8:17	8:50
194						8:20	8:36	9:09
194	8:13	8:20	8:30	8:40	9:00		9:15	9:15
194	8:26	8:33	9:03	9:13	9:34	8:41	8:57	9:31
194	8:46	8:53				9:01	9:17	9:49
194	9:04	9:13				9:21	9:37	10:11
194			9:41	9:51	10:12		10:27	10:27
194	9:45	9:53				9:41	9:57	10:31
194	9:54	10:02	10:13	10:24	10:45	10:01	10:17	10:51
194								11:00
194	10:26	10:33				10:21	10:37	11:11
194	10:34	10:42	10:53	11:04	11:25	10:41	10:57	11:31
194	11:04	11:11				11:00	11:17	11:51
194	11:34	11:42	11:53	12:04P	12:25P	11:40	11:57	12:31
194	11:44	11:51				11:59	12:17P	12:51
194						12:16P	12:33	1:07
194	12:34P	12:31P				12:40	12:57	1:31
194	12:34	12:42	12:53P	1:04	1:25		1:40	1:40
194						1:00	1:17	1:51
194	1:04	1:11				1:20	1:37	2:11
194	1:34	1:42	1:53	2:04	2:25	1:40	1:57	2:31
194	1:46	1:53				2:02	2:19	2:53
194						2:23	2:40	3:14
194	2:27	2:34				2:43	3:00	3:33
194	2:34	2:42	2:53	3:04	3:25	2:43	3:00	3:30
194						3:04	3:20	3:53
194	3:03	3:10				3:19	3:35	4:08
194	3:21	3:27				3:34	3:50	4:23
194						3:48	4:04	4:37
194	3:34	3:42	3:53	4:04	4:25		4:40	4:40
194	3:51	3:58				4:07	4:23	4:56
194	4:11	4:18				4:27	4:43	5:15
194						4:46	5:02	5:34
194	4:34	4:42	4:53	5:04	5:25	5:08	5:23	5:55
194	4:52	4:59				5:08	5:23	5:55
194	5:17	5:24				5:33	5:48	6:20
194	5:39	5:47	5:58	6:08	6:28		6:43	6:43
194						6:20	6:34	7:05
194	6:25	6:33	6:44	6:54	7:14	6:20	6:37	7:07
194	6:56	7:03	7:14	7:24	7:44	7:11	7:25	7:55
194	7:44	7:51	8:01	8:09	8:25		8:38	8:38
194	7:56	8:01				8:09	8:22	8:51
194	8:53	8:59				9:06	9:19	9:43
194	8:51	8:58	9:07	9:15	9:31		9:44	9:44
194	10:01	10:07				10:14	10:27	10:51
194	10:04	10:11	10:19	10:26	10:40		10:51	10:51
194	11:05	11:11				11:18	11:31	11:55
194	11:09	11:16	11:24	11:31	11:45		11:55	11:55
194	12:05A	12:11A				12:18A	12:31A	12:55A
194	1:05A	1:11				1:18	1:31	1:55

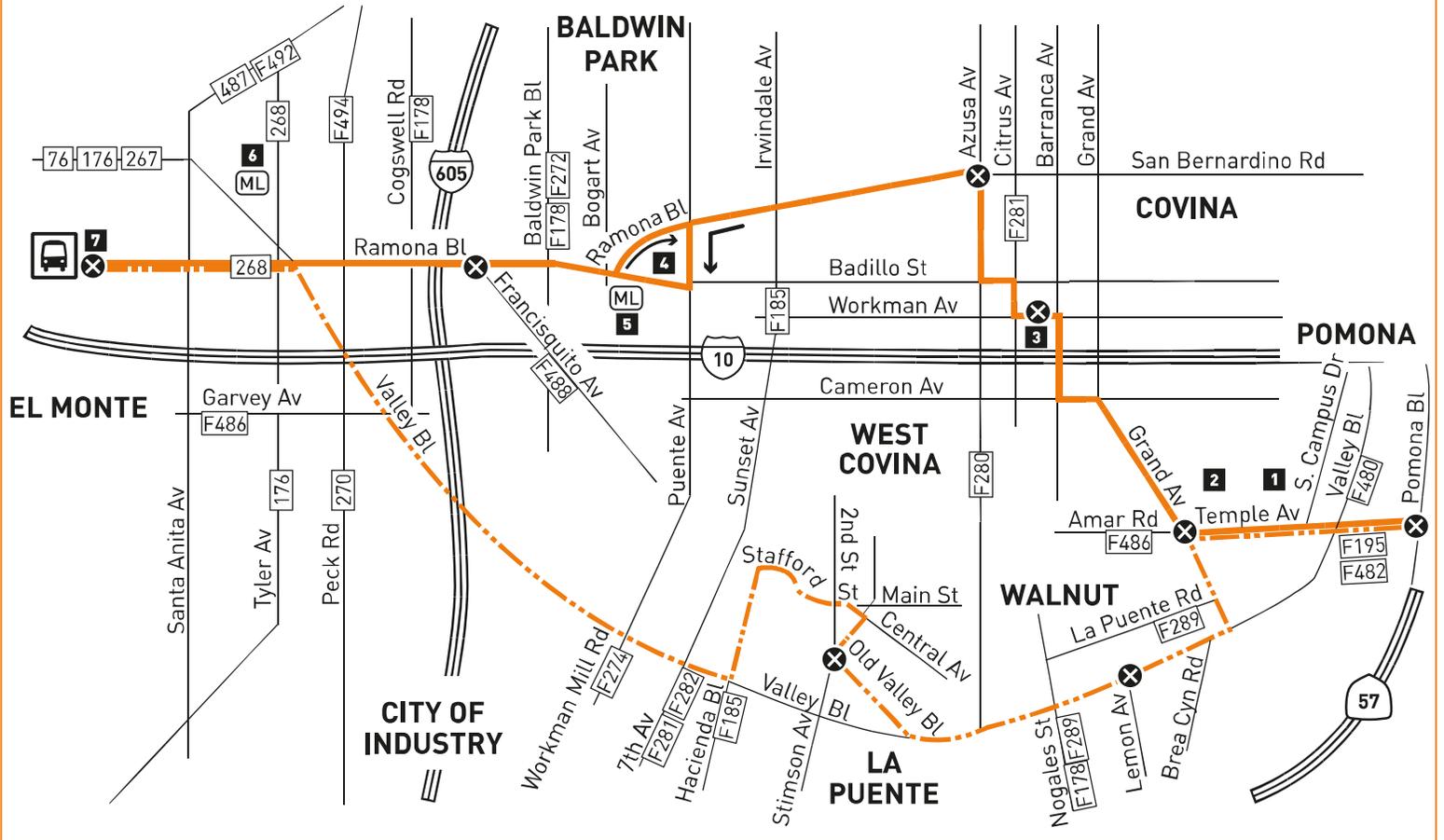
Sunday & Holiday

190/194

Eastbound (Approximate Times)

Route	EL MONTE El Monte Station	BALDWIN PARK	Covina	WEST Covina (Eastland Center)	LA PUENTE	WALNUT	MT. SAC COLLEGE	CAL PLY POMONA
194	5:37A				6:01A	6:13A	6:20A	6:25A
194	6:15	6:28A	6:45A	6:52A		7:06	7:19	7:32
194	7:05				7:32	7:45	7:52	7:58
194	7:20	7:34	7:51	7:58		8:08	8:16	8:22
194	7:40				8:07	8:20	8:27	8:33
194	8:00				8:27	8:40	8:47	8:53
194	8:20	8:34	8:51	8:59		9:09	9:17	9:23
194	8:40				9:07	9:21	9:28	9:34
194	9:00				9:28	9:42	9:49	9:55
194	9:20	9:35	9:54	10:03		10:14	10:22	10:27
194	9:40				10:08	10:22	10:29	10:35
194	10:00				10:23	10:43	10:54	11:00
194	10:20	10:38	10:59	11:09		11:20	11:28	11:34
194	10:40				11:09	11:23	11:30	11:36
194	11:00				11:31	11:45	11:52	11:58
194	11:20	11:38	11:59	12:09P		12:20P	12:28P	12:34
194	11:40				12:31	12:45	12:52	12:58
194	11:59						1:20	1:28
194	12:20P	12:38P	12:59P	1:09		1:11	1:26	1:40
194	12:40				1:31	1:46	1:54	2:00
194	1:00				2:11	2:26	2:34	2:40
194	1:20	1:38	1:59	2:09		2:31	2:45	2:53
194	1:40				2:11	2:26	2:34	2:40
194	2:00				2:31	2:45	2:53	2:59
194	2:20	2:36	2:59	3:06		3:11	3:25	3:38
194	2:40				3:13	3:23	3:29	3:34
194	3:00				3:31	3:45	3:53	3:59
194	3:20	3:38	3:59	4:08		4:18	4:26	4:32
194	3:40				4:11	4:26	4:34	4:40
194	4:00							

ROUTE MAP

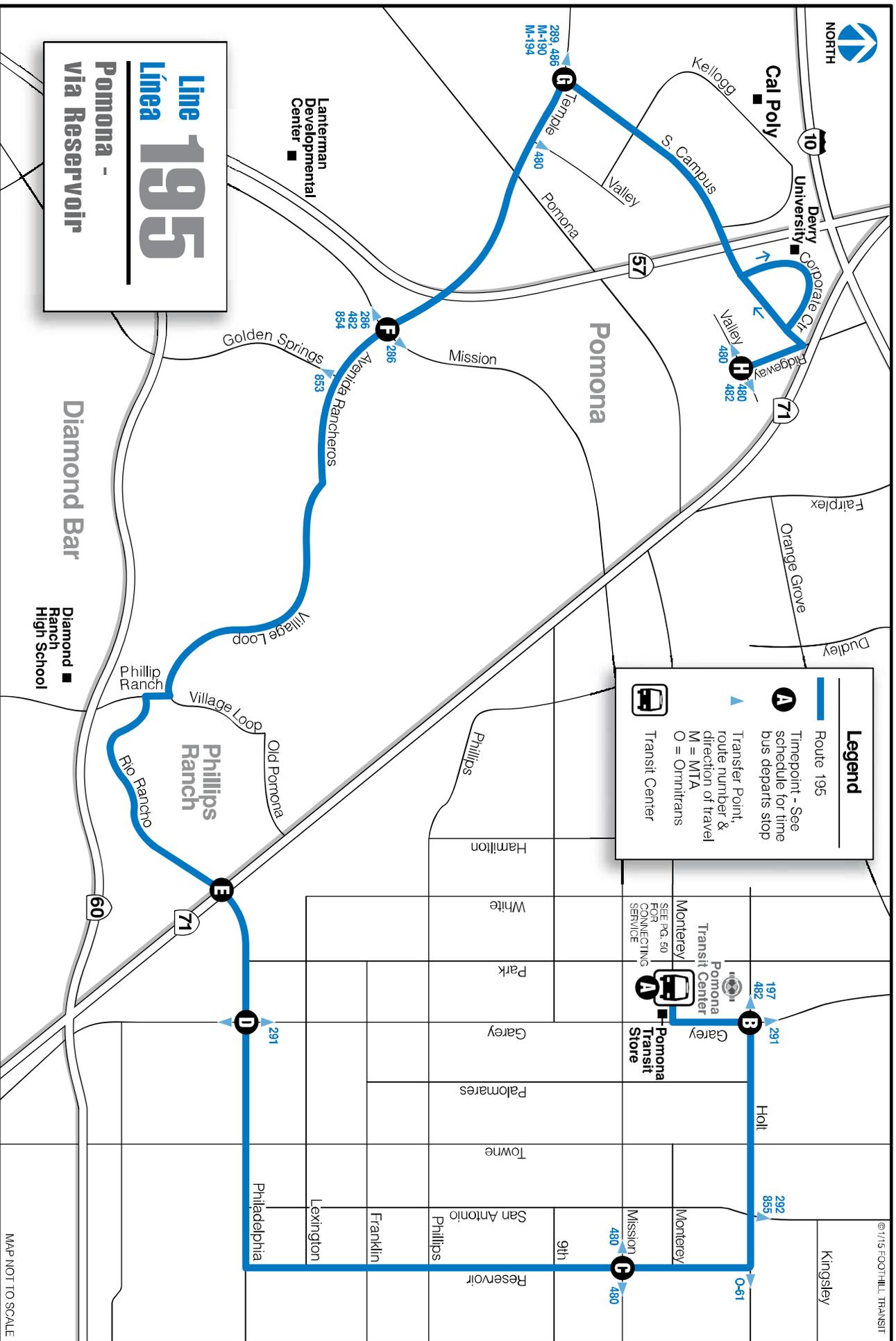


LEGEND

- Line 190 Route
- - - Line 194 Route
- Timetable Timepoint
- Transit Center
- Map Notes (see inset)
- ### Connecting Line
- ML Metrolink
- F Foothill Transit

MAP NOTES

- 1 Cal Poly Pomona (Temple Av & S. Campus Rd)**
Metro 190, 194; F195, F289, F480, F482, F486
- 2 Mt. San Antonio College**
Metro 190, 194; F289, F486
- 3 Eastland Center (Workman & 2nd / Workman & Palmetto)**
Metro 190; F281, F284, F480, F488, F851
- 4 Baldwin Park - Park & Ride Lot**
- 5 Baldwin Park Metrolink Station**
Metro 190; F178, F272, F274; San Bernardino Line
- 6 El Monte Metrolink Station**
Metro 76, 268; San Bernardino Line
- 7 El Monte Station**
Upper Level: Metro Silver Line; F481, F486, F488, F492, F494, Silver Streak; Greyhound
Lower Level: Metro 70, 76, 176, 190, 194, 267, 268, 270, 487, 577, 770; F178, F269, F282;
Mid-day El Monte Commuter Shuttle; Rosemead Explorer





Line | 195

Weekday - Entre Semanas
Westbound to Pomona
En Dirección Oeste Hacia Pomona

Line-Linea 195

Leave Pomona

Arrive Pomona

A	B	C	D	E	F	G	H
Pomona Transit Center	Garey Ave. & Holt Ave.	Mission Blvd. & Reservoir St.	Garey Ave. & Rio Rancho Rd.	Rio Rancho Rd. & 71 Expressway	Mission Blvd. & Temple Ave.	Temple Ave. & S. Campus Dr.	Ridgeway St. & Valley Blvd.
5:35	5:38	5:44	5:52	5:55	6:04	6:09	6:14
6:35	6:38	6:44	6:52	6:55	7:04	7:09	7:15
7:35	7:39	7:45	7:54	7:57	8:06	8:11	8:17
8:35	8:39	8:45	8:55	8:58	9:07	9:12	9:18
9:35	9:39	9:45	9:55	9:59	10:09	10:14	10:20
10:35	10:39	10:45	10:55	10:59	11:08	11:13	11:19
11:35	11:39	11:45	11:54	11:58	12:07	12:12	12:17
12:35	12:40	12:46	12:55	12:59	1:08	1:13	1:18
1:35	1:40	1:46	1:55	1:59	2:08	2:13	2:18
2:35	2:39	2:45	2:54	2:58	3:08	3:13	3:18
3:35	3:39	3:45	3:54	3:58	4:08	4:13	4:18
4:35	4:39	4:45	4:55	4:59	5:09	5:14	5:20
5:35	5:40	5:46	5:55	5:59	6:08	6:13	6:18
6:35	6:39	6:45	6:54	6:58	7:07	7:12	7:17
7:35	7:39	7:45	7:54	7:58	8:07	8:12	8:17

Weekend/Holiday - Fin de semana y día festivo

6:20	6:23	6:28	6:36	6:39	6:47	6:51	6:56
7:20	7:23	7:28	7:36	7:39	7:47	7:51	7:56
8:20	8:23	8:28	8:37	8:40	8:48	8:52	8:57
9:20	9:24	9:29	9:38	9:41	9:49	9:53	9:58
10:20	10:24	10:29	10:38	10:41	10:49	10:53	10:58
11:20	11:24	11:29	11:38	11:41	11:49	11:53	11:58
12:20	12:24	12:29	12:38	12:41	12:49	12:53	12:58
1:20	1:24	1:29	1:38	1:41	1:49	1:53	1:58
2:20	2:24	2:30	2:38	2:41	2:50	2:54	2:59
3:20	3:24	3:30	3:38	3:41	3:49	3:53	3:58
4:20	4:24	4:30	4:38	4:41	4:49	4:53	4:58
5:20	5:24	5:30	5:38	5:41	5:50	5:54	5:59
6:20	6:24	6:29	6:37	6:40	6:49	6:53	6:58

LIGHT TYPE = AM BOLD TYPE = PM



Line 195

Weekday - Entre Semana
Fastbound to Pomona
 En Dirección Este Hacia Pomona

Line-Linea 195

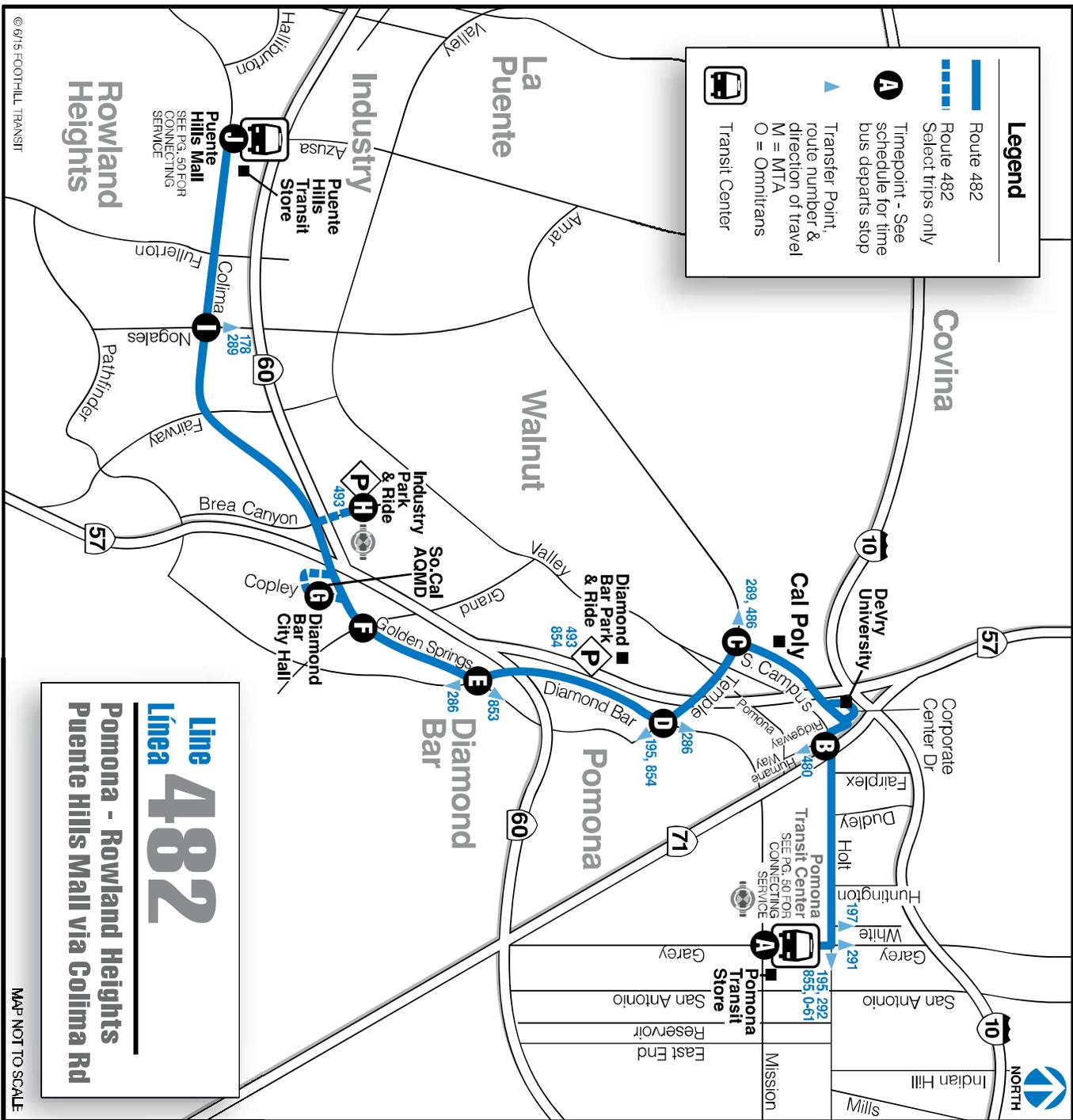
Leave Pomona

Arrive Pomona

H	G	F	E	D	C	B	A
Ridgeway St. & Valley Blvd.	Temple Ave. & S. Campus Dr.	Mission Blvd. & Temple Ave.	Rio Rancho Rd. & 71 Expressway	Garey Ave. & Rio Rancho Rd.	Mission Blvd. & Reservoir St.	Garey Ave. & Holt Ave.	Pomona Transit Center
5:30	5:37	5:42	5:50	5:53	6:01	6:07	6:09
6:30	6:37	6:42	6:50	6:53	7:01	7:07	7:09
7:30	7:37	7:43	7:51	7:54	8:03	8:09	8:11
8:30	8:37	8:43	8:51	8:54	9:03	9:09	9:11
9:30	9:37	9:43	9:51	9:54	10:03	10:09	10:11
10:30	10:37	10:43	10:51	10:55	11:04	11:11	11:13
11:30	11:37	11:43	11:51	11:55	12:04	12:11	12:13
12:30	12:37	12:43	12:51	12:55	1:04	1:11	1:13
1:30	1:37	1:43	1:51	1:55	2:04	2:12	2:14
2:30	2:37	2:44	2:52	2:56	3:05	3:13	3:15
3:30	3:37	3:44	3:52	3:56	4:05	4:13	4:15
4:30	4:37	4:45	4:53	4:56	5:05	5:13	5:15
5:30	5:37	5:45	5:53	5:58	6:07	6:14	6:16
6:30	6:37	6:44	6:52	6:55	7:04	7:11	7:13
7:30	7:37	7:44	7:52	7:55	8:04	8:11	8:13

Weekend/Holiday - Fin de semana y día festivo

6:14	6:21	6:25	6:33	6:36	6:43	6:48	6:50
7:14	7:21	7:25	7:33	7:36	7:43	7:48	7:50
8:14	8:21	8:27	8:35	8:38	8:45	8:50	8:52
9:14	9:21	9:27	9:35	9:38	9:47	9:53	9:55
10:14	10:21	10:27	10:35	10:38	10:47	10:53	10:55
11:14	11:21	11:27	11:35	11:38	11:47	11:53	11:55
12:14	12:21	12:27	12:35	12:38	12:47	12:53	12:55
1:14	1:21	1:28	1:36	1:39	1:47	1:54	1:56
2:14	2:21	2:28	2:37	2:41	2:48	2:55	2:57
3:14	3:21	3:28	3:36	3:39	3:46	3:52	3:54
4:14	4:21	4:26	4:32	4:35	4:42	4:48	4:50
5:14	5:21	5:26	5:32	5:35	5:42	5:48	5:50
6:14	6:21	6:26	6:32	6:35	6:42	6:48	6:50





Line 482

Leave Pomona

Arrive Industry

Weekday - Entre Semana

Westbound to Industry
En Dirección Oeste Hacia Industry

foothilltransit.org

800.RIDE.INFO (743.3463)

Line-Linea 482

A	B	C	D	E	F	G	H	I	J
Pomona Transit Center	Valley Blvd. & Humane Way	Temple Ave. & S. Campus Dr.	Mission Blvd. & Temple Ave.	Golden Springs Dr. & Diamond Bar Blvd.	Golden Springs Dr. & Grand Ave.	Diamond Bar City Hall	Industry Park & Ride	Collina Rd. & Nogales St.	Puente Hills Mall
4:05	4:15	4:22	4:27	4:33	4:36	5:10	.....	4:47	5:03
4:35	4:45	4:52	4:57	5:03	5:06	5:10	5:16	5:27	5:43
5:05	5:16	5:23	5:28	5:34	5:37	.....	.....	5:48	6:04
5:30	5:41	5:48	5:53	5:59	6:02	6:06	6:12	6:24	6:40
5:55	6:06	6:13	6:18	6:24	6:27	6:31	6:37	6:49	7:05
6:20	6:33	6:42	6:48	6:54	6:57	7:01	7:07	7:21	7:39
6:40	6:53	7:02	7:08	7:14	7:17	7:21	7:27	7:41	7:59
7:00	7:14	7:23	7:29	7:36	7:39	7:43	7:49	8:07	8:26
7:30	7:44	7:53	7:59	8:06	8:09	8:13	8:19	8:37	8:56
8:00	8:14	8:23	8:29	8:37	8:41	8:45	8:51	9:10	9:27
8:30	8:44	8:53	8:59	9:07	9:11	9:15	9:21	9:40	9:57
9:00	9:14	9:23	9:29	9:36	9:40	9:44	9:50	10:09	10:26
9:30	9:44	9:53	9:59	10:06	10:10	.....	.....	10:23	10:40
10:00	10:14	10:23	10:29	10:35	10:39	10:43	10:49	11:05	11:22
10:30	10:44	10:53	10:59	11:05	11:09	.....	.....	11:22	11:39
11:00	11:15	11:24	11:30	11:36	11:40	11:44	11:50	12:05	12:22
11:30	11:45	11:54	12:00	12:06	12:10	.....	.....	12:23	12:40
12:00	12:15	12:24	12:30	12:36	12:40	12:44	12:50	1:05	1:22
12:30	12:45	12:54	1:00	1:06	1:10	.....	.....	1:24	1:41
1:00	1:15	1:24	1:30	1:36	1:40	1:44	1:50	2:05	2:23
1:30	1:45	1:54	2:00	2:06	2:10	.....	.....	2:24	2:42
2:00	2:15	2:24	2:30	2:36	2:40	2:44	2:50	3:05	3:23
2:30	2:46	2:55	3:01	3:07	3:11	3:15	3:21	3:36	3:54
3:00	3:16	3:25	3:32	3:39	3:43	3:47	3:53	4:09	4:28
3:30	3:45	3:54	4:01	4:08	4:12	.....	.....	4:31	4:50
4:00	4:15	4:24	4:31	4:39	4:43	4:47	4:53	5:09	5:28
4:30	4:45	4:54	5:01	5:09	5:13	5:17	5:23	5:39	5:58
5:00	5:15	5:24	5:31	5:38	5:42	5:46	5:52	6:09	6:28
5:30	5:44	5:53	6:00	6:07	6:11	6:15	6:21	6:38	6:57
6:00	6:14	6:23	6:29	6:35	6:39	6:43	6:49	7:06	7:24
6:30	6:44	6:53	6:59	7:05	7:09	.....	.....	7:24	7:42
7:00	7:13	7:22	7:27	7:33	7:37	7:41	.....	7:55	8:12
7:30	7:43	7:52	7:57	8:03	8:07	.....	.....	8:21	8:38
8:00	8:11	8:19	8:24	8:30	8:33	.....	.....	8:47	9:03
8:30	8:41	8:49	8:54	9:00	9:03	9:07	.....	9:21	9:37
9:00	9:11	9:19	9:24	9:30	9:33	9:37	.....	9:49	10:05
9:30	9:41	9:49	9:54	10:00	10:03	.....	.....	10:17	10:33
10:00	10:11	10:19	10:24	10:30	10:33	10:37	.....	10:49	11:05
10:30	10:41	10:49	10:54	11:00	11:03	11:07	.....	11:19	11:35



Line 482

Leave Industry

Arrive Pomona

Weekday - Entre Semana
 Eastbound to Pomona
 En Dirección Este Hacia Pomona

J	I	H	G	F	E	D	C	B	A
Puente Hills Mall	Colima Rd. & Nogales St.	Industry Park & Ride	Diamond Bar City Hall	Golden Springs Dr. & Grand Ave.	Golden Springs Dr. & Diamond Bar Blvd.	Mission Blvd. & Temple Ave.	Temple Ave. & S. Campus Dr.	Valley Blvd. & Humane Way	Pomona Transit Center
5:10	5:21	.....	.....	5:36	5:40	5:46	5:52	5:59	6:09
5:40	5:51	6:02	6:11	6:14	6:18	6:24	6:30	6:37	6:47
6:10	6:23	6:34	6:43	6:46	6:50	6:57	7:03	7:10	7:20
6:40	6:53	7:04	7:13	7:16	7:20	7:27	7:33	7:40	7:50
7:10	7:25	7:38	7:48	7:51	7:55	8:05	8:11	8:18	8:28
7:40	7:55	8:08	8:18	8:22	8:26	8:36	8:42	8:49	8:59
8:10	8:25	8:38	8:48	8:54	8:58	9:09	9:15	9:22	9:32
8:40	8:55	9:08	9:18	9:24	9:28	9:39	9:45	9:52	10:02
9:10	9:25	9:38	9:47	9:53	9:57	10:08	10:14	10:21	10:32
9:40	9:55	.....	.....	10:14	10:18	10:29	10:35	10:42	10:53
10:10	10:26	10:38	10:47	10:52	10:56	11:05	11:11	11:18	11:29
10:40	10:56	.....	.....	11:11	11:15	11:24	11:30	11:37	11:48
11:10	11:26	11:38	11:47	11:51	11:55	12:04	12:10	12:18	12:30
11:40	11:56	.....	.....	12:11	12:15	12:24	12:30	12:38	12:50
12:15	12:31	12:44	12:53	12:57	1:01	1:09	1:15	1:23	1:35
12:45	1:01	.....	.....	1:16	1:20	1:28	1:34	1:42	1:54
1:15	1:31	1:44	1:53	1:57	2:01	2:09	2:15	2:23	2:35
1:45	2:01	2:14	2:23	2:27	2:31	2:39	2:45	2:53	3:05
2:15	2:31	.....	.....	2:46	2:50	2:59	3:05	3:13	3:26
2:45	3:01	3:14	3:23	3:27	3:31	3:40	3:46	3:54	4:07
3:15	3:31	.....	.....	3:48	3:52	4:01	4:07	4:16	4:29
3:45	4:01	4:14	4:23	4:28	4:32	4:41	4:47	4:56	5:09
4:15	4:32	4:45	4:54	4:59	5:03	5:13	5:20	5:29	5:42
4:45	5:02	5:16	5:26	5:31	5:35	5:45	5:52	6:01	6:14
5:15	5:33	5:47	5:58	6:04	6:08	6:19	6:26	6:35	6:48
5:45	6:03	6:17	6:28	6:34	6:38	6:49	6:56	7:05	7:18
6:15	6:34	6:47	6:57	7:03	7:07	7:18	7:25	7:34	7:45
6:45	7:04	7:17	7:27	7:31	7:35	7:46	7:53	8:02	8:13
7:15	7:29	.....	.....	7:45	7:49	8:00	8:07	8:15	8:26
7:45	7:59	.....	.....	8:15	8:19	8:30	8:37	8:45	8:56
8:15	8:28	.....	.....	8:43	8:47	8:57	9:03	9:10	9:20
8:45	8:58	.....	9:10	9:14	9:18	9:28	9:34	9:41	9:51
9:15	9:27	.....	.....	9:41	9:45	9:55	10:01	10:08	10:18
9:45	9:57	.....	.....	10:10	10:14	10:24	10:30	10:37	10:47
10:55	11:06	.....	11:16	11:20	11:24	11:32	11:38	11:45	11:55
11:55	12:06	.....	12:16	12:20	12:24	12:32	12:38	12:45	12:55

LIGHT TYPE = AM **BOLD TYPE = PM**



Line | 482

Weekend/Holiday - Fin de Semana y Día Festivo

Westbound to Industry
 En Dirección Oeste Hacia Industry

Line-Línea 482

Leave Pomona

Arrive Industry

A	B	C	D	E	F	G	H	I	J
Pomona Transit Center	Valley Blvd. & Humane Way	Temple Ave. & S. Campus Dr.	Mission Blvd. & Temple Ave.	Golden Springs Dr. & Diamond Bar Blvd.	Golden Springs Dr. & Grand Ave.	Diamond Bar City Hall	Collina Rd. & Nogales St.	Puente Hills Mall	
5:40	5:51	5:58	6:03	6:10	6:13	6:16	6:27	6:39	
6:10	6:21	6:28	6:33	6:40	6:43	6:46	6:57	7:09	
6:40	6:51	6:58	7:03	7:10	7:13	7:16	7:27	7:39	
7:10	7:21	7:28	7:33	7:40	7:43	7:46	7:58	8:10	
7:40	7:51	7:58	8:03	8:10	8:13	8:16	8:28	8:40	
8:10	8:22	8:29	8:34	8:41	8:44	8:47	8:58	9:11	
8:40	8:52	8:59	9:04	9:11	9:14	9:17	9:29	9:42	
9:10	9:22	9:29	9:34	9:44	9:48	9:51	10:05	10:19	
9:40	9:52	9:59	10:04	10:14	10:18	10:21	10:35	10:49	
10:10	10:23	10:30	10:36	10:47	10:51	10:54	11:08	11:23	
10:35	10:48	10:55	11:01	11:12	11:16	11:19	11:33	11:48	
11:05	11:18	11:25	11:31	11:42	11:46	11:49	12:04	12:21	
11:35	11:48	11:55	12:01	12:12	12:16	12:19	12:34	12:51	
12:05	12:18	12:26	12:32	12:43	12:47	12:50	1:05	1:24	
12:35	12:48	12:56	1:02	1:13	1:17	1:20	1:35	1:54	
1:05	1:18	1:26	1:32	1:44	1:48	1:51	2:07	2:27	
1:35	1:48	1:56	2:02	2:14	2:18	2:21	2:37	2:57	
2:05	2:18	2:26	2:32	2:44	2:48	2:51	3:06	3:26	
2:40	2:53	3:01	3:07	3:19	3:23	3:26	3:42	4:02	
3:10	3:23	3:31	3:37	3:49	3:53	3:56	4:12	4:32	
3:40	3:53	4:01	4:07	4:19	4:23	4:26	4:41	5:01	
4:10	4:23	4:31	4:37	4:48	4:52	4:55	5:10	5:30	
4:40	4:53	5:01	5:07	5:18	5:22	5:25	5:40	6:00	
5:10	5:23	5:31	5:37	5:48	5:52	5:55	6:10	6:30	
5:40	5:53	6:01	6:07	6:18	6:22	6:25	6:40	7:00	
6:10	6:23	6:31	6:37	6:48	6:51	6:54	7:08	7:25	
6:40	6:53	7:01	7:07	7:18	7:21	7:24	7:39	7:56	
7:10	7:21	7:29	7:34	7:44	7:47	7:50	8:03	8:17	
7:30	7:41	7:49	7:54	8:04	8:07	8:10	8:23	8:37	
8:00	8:11	8:19	8:24	8:31	8:34	8:37	8:49	9:02	
8:30	8:41	8:49	8:54	9:01	9:04	9:07	9:18	9:31	
9:00	9:11	9:18	9:23	9:30	9:33	9:36	9:47	9:59	
9:30	9:41	9:48	9:53	10:00	10:03	10:06	10:17	10:29	
10:00	10:11	10:18	10:23	10:30	10:33	10:36	10:46	10:58	
10:30	10:41	10:48	10:53	11:00	11:03	11:06	11:16	11:28	

LIGHT TYPE = AM BOLD TYPE = PM



Line | **482**
Línea

Weekend/Holiday - Fin de Semana y Día Festivo

Eastbound to Pomona
En Dirección Este Hacia Pomona

Line-Línea 482

Appendix 6, Exhibit A
foothilltransit.org 800.RIDE.INFO (743.3463)

Leave Industry

Arrive Pomona

J	I	G	F	E	D	C	B	A
Puente Hills Mall	Colima Rd. & Nogales St.	Diamond Bar City Hall	Golden Springs Dr. & Grand Ave.	Golden Springs Dr. & Diamond Bar Blvd.	Mission Blvd. & Temple Ave.	Temple Ave. & S. Campus Dr.	Valley Blvd. & Humane Way	Pomona Transit
6:30	6:40	6:51	6:56	6:59	7:07	7:12	7:19	7:29
7:00	7:11	.....	7:26	7:29	7:37	7:42	7:49	7:59
7:30	7:41	.....	7:56	7:59	8:07	8:12	8:19	8:29
8:00	8:13	8:25	8:30	8:33	8:41	8:47	8:54	9:04
8:30	8:43	8:55	9:00	9:03	9:11	9:17	9:24	9:34
9:00	9:14	.....	9:29	9:32	9:40	9:46	9:53	10:03
9:30	9:44	9:57	10:02	10:05	10:13	10:19	10:26	10:36
10:00	10:16	10:29	10:36	10:40	10:48	10:54	11:01	11:14
10:30	10:46	.....	11:05	11:09	11:17	11:23	11:30	11:43
11:00	11:17	11:31	11:38	11:42	11:50	11:57	12:04	12:17
11:30	11:47	12:01	12:08	12:12	12:20	12:27	12:34	12:47
12:00	12:17	.....	12:36	12:40	12:50	12:57	1:04	1:18
12:30	12:47	1:02	1:09	1:13	1:23	1:30	1:37	1:51
1:00	1:17	1:31	1:37	1:41	1:51	1:58	2:05	2:19
1:30	1:47	.....	2:05	2:09	2:19	2:26	2:33	2:47
2:00	2:17	2:31	2:37	2:41	2:51	2:58	3:05	3:19
2:30	2:47	3:01	3:07	3:11	3:21	3:28	3:35	3:49
3:00	3:17	3:31	3:35	3:39	3:49	3:56	4:03	4:16
3:30	3:47	4:01	4:07	4:11	4:21	4:28	4:35	4:48
4:00	4:17	4:31	4:37	4:41	4:51	4:58	5:05	5:18
4:30	4:47	.....	5:04	5:08	5:18	5:25	5:32	5:45
5:00	5:16	5:30	5:36	5:40	5:48	5:55	6:02	6:15
5:30	5:46	6:00	6:06	6:10	6:18	6:25	6:32	6:45
6:00	6:16	.....	6:33	6:37	6:45	6:52	6:59	7:12
6:30	6:46	7:00	7:06	7:10	7:18	7:25	7:32	7:45
7:00	7:14	7:28	7:33	7:36	7:46	7:53	8:00	8:10
7:30	7:44	.....	7:59	8:02	8:12	8:19	8:26	8:36
8:00	8:12	8:25	8:30	8:33	8:41	8:47	8:54	9:04
8:30	8:42	8:55	9:00	9:03	9:11	9:17	9:24	9:34
9:00	9:12	.....	9:27	9:30	9:38	9:44	9:51	10:01
9:30	9:42	9:55	10:00	10:03	10:11	10:17	10:24	10:34
10:10	10:20	10:33	10:38	10:41	10:49	10:55	11:02	11:12
10:40	10:50	.....	11:05	11:08	11:16	11:22	11:29	11:39
11:10	11:20	.....	11:35	11:38	11:46	11:52	11:59	12:09
11:40	11:50	.....	12:05	12:08	12:16	12:22	12:29	12:39

LIGHT TYPE = AM **BOLD TYPE = PM**

CALIFORNIA STATE POLYTECHNIC UNIVERSITY, POMONA



Building Number	Building Name
1	Building One (E21)
2	Agriculture, College of (B31)
3	Science Laboratory (C2)
4	Biochem Lab/ (C3)
4A	BioTech Learning Center (C3)
5	College of Education & Leadership Studies, College of (C2)
6	Environmental Design, College of (B3)
7	Science, College of (C2)
8	Engineering, College of (D2)
9	Art Department/Engineering Annex (E2)
10	Library (E3)
11	Engineering Laboratories (E2)
12	Residence Hall, Palmdale (F1)
13	Residence Hall, Alhambra (F1)
14	Residence Hall, Alhambra (F1)
15	Residence Hall, Alhambra (F1)
16	Music (D3)
17	Drama & Theatre (D4)
18	Union Plaza (E4)
19	Water Treatment Plant (F3)
20	W. K. Kellogg Horse Center (H3)
21	W. K. Kellogg Horse Center (H3)
22	Agriculture Unit (A4)
23	Poultry Unit & Poultry Houses (A4)
24	Best Unit & Feed Shed (B4)
25	Feddrell (B5)
26	Meat Lab (A5)
27	Bronco Student Center (D4)
28	Art Center (D3) Kern and Janet Kellogg
29	Swine Unit & Sheds (D5)
30	Sheep & Wool Unit (D5)
31	Gymnasium, Darlene Mays (D6)
32	Gymnasium, Kellogg (F5)
33	Gymnasium, Kellogg (F5)
34	Student Health Services (B3)
35	Student Health Services (B3)
36	Student Health Services (B3)
37	Student Health Services (B3)
38	Student Health Services (B3)
39	Student Health Services (B3)
40	Student Health Services (B3)
41	Student Health Services (B3)
42	Student Health Services (B3)
43	Student Health Services (B3)
44	Student Health Services (B3)
45	Student Health Services (B3)
46	Student Health Services (B3)
47	Student Health Services (B3)
48	Student Health Services (B3)
49	Student Health Services (B3)
50	Student Health Services (B3)
51	Student Health Services (B3)
52	Student Health Services (B3)
53	Student Health Services (B3)
54	Student Health Services (B3)
55	Student Health Services (B3)
56	Student Health Services (B3)
57	Student Health Services (B3)
58	Student Health Services (B3)
59	Student Health Services (B3)
60	Residential Suites, Vista Bonita (F5)
61	Residential Suites, Vista del Sol (F5)
62	Residential Suites, Vista de las Montañas (F5)
63	Residential Suites, Vista de la Luna (F5)
64	Roe Roat Laboratory (K2)
65	Environ Research Facility (H2)
66	Environ Research Facility (H2)
67	Environ Research Facility (H2)
68	Environ Research Facility (H2)
69	Environ Research Facility (H2)
70	Los Olivos Dining Commons (E1)
71	Facilities, University Housing Services (G1)
72	Procurement & Receiving (K3)
73	Procurement & Receiving (K3)
74	Procurement & Receiving (K3)
75	Procurement & Receiving (K3)
76	Procurement & Receiving (K3)
77	Procurement & Receiving (K3)
78	Procurement & Receiving (K3)
79	Procurement & Receiving (K3)
80	Procurement & Receiving (K3)
81	Procurement & Receiving (K3)
82	Procurement & Receiving (K3)
83	Procurement & Receiving (K3)
84	Procurement & Receiving (K3)
85	Procurement & Receiving (K3)
86	Procurement & Receiving (K3)
87	Procurement & Receiving (K3)
88	Procurement & Receiving (K3)
89	Procurement & Receiving (K3)
90	Procurement & Receiving (K3)
91	Procurement & Receiving (K3)
92	Procurement & Receiving (K3)
93	Procurement & Receiving (K3)
94	Procurement & Receiving (K3)
95	Procurement & Receiving (K3)
96	Procurement & Receiving (K3)
97	Procurement & Receiving (K3)
98	Procurement & Receiving (K3)
99	Procurement & Receiving (K3)
100	Procurement & Receiving (K3)
101	Procurement & Receiving (K3)
102	Procurement & Receiving (K3)
103	Procurement & Receiving (K3)
104	Procurement & Receiving (K3)
105	Procurement & Receiving (K3)
106	Procurement & Receiving (K3)
107	Procurement & Receiving (K3)
108	Procurement & Receiving (K3)
109	Procurement & Receiving (K3)
110	Procurement & Receiving (K3)
111	Procurement & Receiving (K3)
112	Procurement & Receiving (K3)
113	Procurement & Receiving (K3)
114	Procurement & Receiving (K3)
115	Procurement & Receiving (K3)
116	Procurement & Receiving (K3)
117	Procurement & Receiving (K3)
118	Procurement & Receiving (K3)
119	Procurement & Receiving (K3)
120	Procurement & Receiving (K3)
121	Procurement & Receiving (K3)
122	Procurement & Receiving (K3)
123	Procurement & Receiving (K3)
124	Procurement & Receiving (K3)
125	Procurement & Receiving (K3)
126	Procurement & Receiving (K3)
127	Procurement & Receiving (K3)
128	Procurement & Receiving (K3)
129	Procurement & Receiving (K3)
130	Procurement & Receiving (K3)
131	Procurement & Receiving (K3)
132	Procurement & Receiving (K3)
133	Procurement & Receiving (K3)
134	Procurement & Receiving (K3)
135	Procurement & Receiving (K3)
136	Procurement & Receiving (K3)
137	Procurement & Receiving (K3)
138	Procurement & Receiving (K3)
139	Procurement & Receiving (K3)
140	Procurement & Receiving (K3)
141	Procurement & Receiving (K3)
142	Procurement & Receiving (K3)
143	Procurement & Receiving (K3)
144	Procurement & Receiving (K3)
145	Procurement & Receiving (K3)
146	Procurement & Receiving (K3)
147	Procurement & Receiving (K3)
148	Procurement & Receiving (K3)
149	Procurement & Receiving (K3)
150	Procurement & Receiving (K3)
151	Procurement & Receiving (K3)
152	Procurement & Receiving (K3)
153	Procurement & Receiving (K3)
154	Procurement & Receiving (K3)
155	Procurement & Receiving (K3)
156	Procurement & Receiving (K3)
157	Procurement & Receiving (K3)
158	Procurement & Receiving (K3)
159	Procurement & Receiving (K3)
160	Procurement & Receiving (K3)
161	Procurement & Receiving (K3)
162	Procurement & Receiving (K3)
163	Procurement & Receiving (K3)
164	Procurement & Receiving (K3)
165	Procurement & Receiving (K3)
166	Procurement & Receiving (K3)
167	Procurement & Receiving (K3)
168	Procurement & Receiving (K3)
169	Procurement & Receiving (K3)
170	Procurement & Receiving (K3)
171	Procurement & Receiving (K3)
172	Procurement & Receiving (K3)
173	Procurement & Receiving (K3)
174	Procurement & Receiving (K3)
175	Procurement & Receiving (K3)
176	Procurement & Receiving (K3)
177	Procurement & Receiving (K3)
178	Procurement & Receiving (K3)
179	Procurement & Receiving (K3)
180	Procurement & Receiving (K3)
181	Procurement & Receiving (K3)
182	Procurement & Receiving (K3)
183	Procurement & Receiving (K3)
184	Procurement & Receiving (K3)
185	Procurement & Receiving (K3)
186	Procurement & Receiving (K3)
187	Procurement & Receiving (K3)
188	Procurement & Receiving (K3)
189	Procurement & Receiving (K3)
190	Procurement & Receiving (K3)
191	Procurement & Receiving (K3)
192	Procurement & Receiving (K3)
193	Procurement & Receiving (K3)
194	Procurement & Receiving (K3)
195	Procurement & Receiving (K3)
196	Procurement & Receiving (K3)
197	Procurement & Receiving (K3)
198	Procurement & Receiving (K3)
199	Procurement & Receiving (K3)
200	Procurement & Receiving (K3)
201	Procurement & Receiving (K3)
202	Procurement & Receiving (K3)
203	Procurement & Receiving (K3)
204	Procurement & Receiving (K3)
205	Procurement & Receiving (K3)
206	Procurement & Receiving (K3)
207	Procurement & Receiving (K3)
208	Procurement & Receiving (K3)
209	Procurement & Receiving (K3)
210	Procurement & Receiving (K3)
211	Procurement & Receiving (K3)
212	Procurement & Receiving (K3)
213	Procurement & Receiving (K3)
214	Procurement & Receiving (K3)
215	Procurement & Receiving (K3)
216	Procurement & Receiving (K3)
217	Procurement & Receiving (K3)
218	Procurement & Receiving (K3)
219	Procurement & Receiving (K3)
220	Procurement & Receiving (K3)
221	Procurement & Receiving (K3)
222	Procurement & Receiving (K3)
223	Procurement & Receiving (K3)
224	Procurement & Receiving (K3)
225	Procurement & Receiving (K3)
226	Procurement & Receiving (K3)
227	Procurement & Receiving (K3)
228	Procurement & Receiving (K3)
229	Procurement & Receiving (K3)
230	Procurement & Receiving (K3)

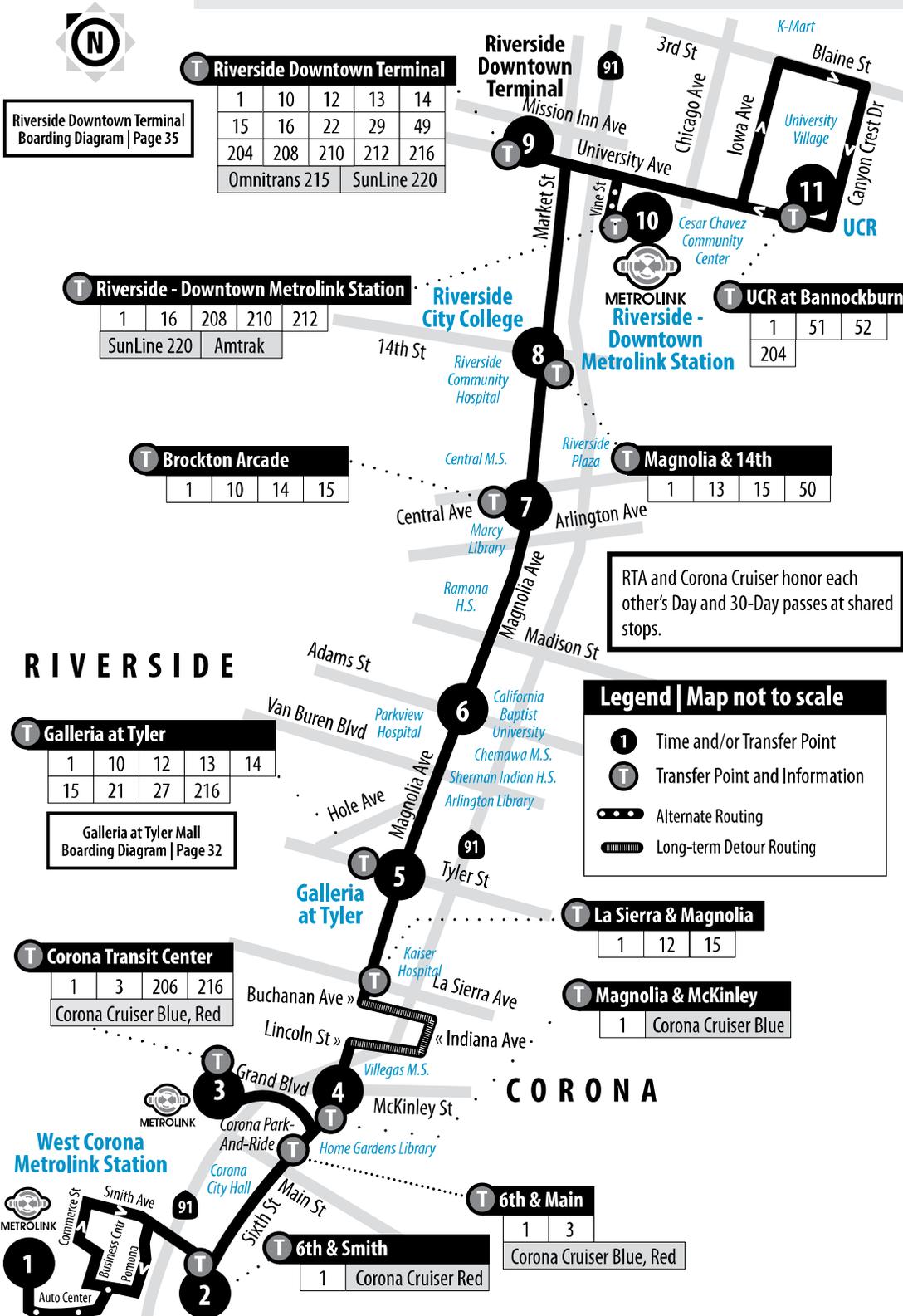
1

UCR / Riverside Downtown Terminal to W. Corona Metrolink Station

Information Center
(951) 565-5002
Web site
www.RiversideTransit.com

Routing and timetables subject to change.
Rutas designadas y horarios son sujetos a cambios.

Also serving: RCC, California Baptist University, Parkview Community Hospital, Galleria at Tyler, Kaiser Hospital, Corona. **No service on:** New Year's Day, Thanksgiving Day and Christmas Day.



Riverside Downtown Terminal Boarding Diagram | Page 35

T Riverside Downtown Terminal	1	10	12	13	14
	15	16	22	29	49
	204	208	210	212	216
	Omnitrans 215		SunLine 220		

T Riverside - Downtown Metrolink Station	1	16	208	210	212
	SunLine 220		Amtrak		

T Brockton Arcade	1	10	14	15
--------------------------	---	----	----	----

T UCR at Bannockburn	1	51	52
	204		

RTA and Corona Cruiser honor each other's Day and 30-Day passes at shared stops.

Legend | Map not to scale

- 1** Time and/or Transfer Point
- T** Transfer Point and Information
- Alternate Routing
- Long-term Detour Routing

RIVERSIDE

T Galleria at Tyler	1	10	12	13	14
	15	21	27	216	

Galleria at Tyler Mall Boarding Diagram | Page 32

T Corona Transit Center	1	3	206	216
	Corona Cruiser Blue, Red			

T La Sierra & Magnolia	1	12	15
-----------------------------------	---	----	----

T Magnolia & McKinley	1	Corona Cruiser Blue
----------------------------------	---	---------------------

CORONA

T 6th & Main	1	3
	Corona Cruiser Blue, Red	

T 6th & Smith	1	Corona Cruiser Red
--------------------------	---	--------------------

1

Weekdays | Eastbound to Riverside Downtown Terminal/UCR

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

West Corona Metrolink Station	6th & Smith	Corona Transit Center	Magnolia & McKinley	Galleria at Tyler	Magnolia & Adams	Brockton Arcade	Riverside City College	Riverside Downtown Terminal	Riverside-Downtown Metrolink Station	UCR at Bannockburn
1	2	3	4	5	6	7	8	9	10	11
—	—	—	—	3:58	4:04	4:09	4:15	4:20	4:27	4:45
—	3:57	4:07	4:16	4:28	4:35	4:40	4:46	4:51	4:58	5:16
—	4:27	4:37	4:46	4:58	5:05	5:11	5:17	5:22	5:29	5:47
—	4:47	4:57	5:06	5:18	5:25	5:31	5:37	5:43	5:50	6:08
—	5:00	5:14	5:25	5:37	5:45	5:51	5:57	6:03	6:10	6:28
5:05	5:10	5:24	5:35	5:48	5:56	6:02	6:08	6:14	6:21	6:39
—	5:23	5:37	5:48	6:01	6:09	6:15	6:22	6:29	6:36	6:54
5:30	5:35	5:49	6:00	6:13	6:21	6:27	6:34	6:41	6:50	7:06
—	5:50	6:04	6:15	6:28	6:38	6:44	6:52	6:59	7:06	7:24
6:00	6:05	6:19	6:31	6:46	6:55	7:02	7:10	7:17	—	7:39
—	6:20	6:34	6:46	7:01	7:10	7:18	7:26	7:33	—	7:55
6:26	6:31	6:45	6:57	7:12	7:23	7:31	7:39	7:47	7:54	8:14
—	6:42	6:59	7:12	7:27	7:38	7:48	7:56	8:06	—	8:28
6:50	6:55	7:12	7:25	7:42	7:54	8:04	8:12	8:19	—	8:41
7:05	7:10	7:27	7:40	7:57	8:08	8:15	8:23	8:30	—	8:52
7:20	7:25	7:42	7:55	8:12	8:23	8:30	8:38	8:45	—	9:07
7:35	7:40	7:57	8:10	8:27	8:38	8:45	8:53	9:01	—	9:23
7:49	7:54	8:10	8:22	8:39	8:49	8:56	9:04	9:12	—	9:34
—	8:09	8:25	8:37	8:54	9:04	9:11	9:19	9:27	—	9:49
—	8:23	8:39	8:51	9:08	9:18	9:26	9:34	9:42	—	10:04
—	8:37	8:51	9:05	9:22	9:32	9:40	9:48	9:56	10:03	10:23
8:48	8:53	9:09	9:21	9:38	9:48	9:56	10:04	10:12	10:19	10:39
—	9:08	9:24	9:36	9:53	10:03	10:11	10:19	10:27	10:34	10:54
9:20	9:25	9:41	9:53	10:10	10:20	10:28	10:37	10:45	—	11:07
—	9:40	9:56	10:08	10:25	10:35	10:43	10:52	11:00	—	11:22
9:50	9:55	10:11	10:23	10:40	10:51	10:59	11:07	11:15	—	11:37
—	10:08	10:24	10:36	10:53	11:04	11:12	11:21	11:29	—	11:51
10:20	10:25	10:41	10:53	11:10	11:21	11:29	11:38	11:46	—	12:08
—	10:38	10:54	11:06	11:23	11:34	11:42	11:51	11:59	—	12:21
10:50	10:55	11:11	11:23	11:40	11:51	11:59	12:08	12:16	—	12:38
11:05	11:10	11:26	11:38	11:55	12:06	12:14	12:23	12:31	—	12:53
—	11:23	11:40	11:52	12:09	12:20	12:28	12:38	12:46	—	1:08
—	11:38	11:56	12:08	12:25	12:36	12:44	12:54	1:02	—	1:24
—	11:53	12:11	12:23	12:40	12:51	12:59	1:09	1:17	—	1:39
—	12:08	12:26	12:38	12:55	1:06	1:14	1:24	1:32	—	1:54
—	12:25	12:43	12:55	1:12	1:23	1:31	1:41	1:49	—	2:11
—	12:42	1:00	1:12	1:29	1:40	1:48	1:57	2:05	—	2:27
12:53	12:58	1:16	1:28	1:45	1:56	2:04	2:13	2:21	—	2:43
1:08	1:13	1:31	1:43	2:00	2:11	2:19	2:28	2:36	—	2:58
—	1:27	1:45	1:57	2:14	2:25	2:33	2:42	2:50	2:57	3:17
1:40	1:45	2:03	2:15	2:32	2:43	2:51	3:00	3:08	—	3:32
—	1:59	2:17	2:29	2:46	2:57	3:05	3:14	3:22	—	3:46
—	2:14	2:32	2:44	3:01	3:12	3:20	3:29	3:37	—	4:01
—	2:28	2:46	3:00	3:17	3:28	3:36	3:46	3:54	—	4:16
—	2:43	3:01	3:14	3:32	3:43	3:52	4:02	4:07	—	4:31
—	2:56	3:14	3:28	3:47	3:58	4:07	4:17	4:26	—	4:50
—	3:15	3:33	3:49	4:06	4:17	4:26	4:36	4:45	—	5:09
3:30	3:35	3:53	4:09	4:26	4:37	4:46	4:56	5:05	—	5:29
3:52	3:53	4:11	4:25	4:42	4:53	5:02	5:12	5:21	—	5:45
—	4:08	4:26	4:40	5:00	5:11	5:20	5:30	5:39	5:46	6:08
—	4:24	4:42	4:56	5:16	5:27	5:36	5:46	5:55	6:02	6:24
4:40	4:45	5:05	5:19	5:39	5:50	5:58	6:06	6:13	6:20	6:42
4:57	5:02	5:22	5:36	5:56	6:07	6:14	6:22	6:29	6:36	6:58
5:24	5:29	5:47	6:00	6:20	6:30	6:37	6:45	6:52	—	7:14
5:41	5:46	6:04	6:17	6:34	6:44	6:51	6:59	7:06	7:13	7:33
6:06	6:11	6:29	6:42	6:59	7:09	7:16	7:24	7:31	7:38	7:58
6:34	6:39	6:55	7:07	7:24	7:34	7:41	7:49	7:56	8:03	8:23
7:06	7:11	7:27	7:39	7:54	8:04	8:11	8:19	8:26	8:33	8:53
7:36	7:41	7:57	8:09	8:24	8:34	8:41	8:49	8:56	—	9:16
8:09	8:14	8:28	8:39	8:54	9:03	9:10	9:18	9:24	—	9:44
—	8:44	8:58	9:09	9:24	9:33	9:40	9:48	9:54	—	10:14
—	9:15	9:28	9:39	9:54	10:03	10:10	10:18	10:24	—	10:44
—	9:48	10:00	10:11	10:24	10:31	10:37	10:45	10:51	—	11:11

1**Weekdays | Westbound to W. Corona Metrolink Station**A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

UCR at Bannockburn	Riverside-Downtown Metrolink Station	Riverside Downtown Terminal	Riverside City College	Brockton Arcade	Magnolia & Adams	Galleria at Tyler	Magnolia & McKinley	Corona Transit Center	6th & Smith	West Corona Metrolink Station
11	10	9	8	7	6	5	4	3	2	1
—	—	4:00	4:03	4:09	4:15	4:23	4:40	4:51	5:00	5:07
—	—	4:28	4:31	4:37	4:43	4:51	5:08	5:19	5:30	5:37
4:42	—	4:52	4:58	5:04	5:11	5:19	5:36	5:48	5:59	6:07
5:02	—	5:12	5:18	5:24	5:31	5:39	5:56	6:08	6:19	6:27
5:17	—	5:27	5:33	5:39	5:46	5:54	6:11	6:23	6:35	6:43
5:32	—	5:44	5:50	5:56	6:03	6:11	6:28	6:42	6:56	7:04
5:47	—	5:59	6:05	6:11	6:18	6:26	6:43	6:57	7:11	7:19
6:02	—	6:14	6:18	6:25	6:33	6:42	6:59	7:13	7:27	7:35
6:19	—	6:31	6:37	6:43	6:51	7:01	7:18	7:35	7:49	—
6:28	—	6:40	6:46	6:54	7:02	7:12	7:32	7:51	8:05	—
6:40	—	6:54	7:00	7:08	7:16	7:26	7:46	8:05	8:19	—
6:51	—	7:05	7:11	7:19	7:29	7:41	8:01	8:18	8:28	8:36
7:06	7:18	7:26	7:32	7:40	7:50	8:02	8:20	8:37	8:49	—
7:18	7:32	7:40	7:46	7:54	8:02	8:14	8:34	8:49	9:01	9:08
7:41	—	7:56	8:02	8:10	8:20	8:32	8:50	9:05	9:17	—
7:56	—	8:11	8:17	8:25	8:35	8:47	9:05	9:17	9:31	9:38
8:13	—	8:28	8:34	8:42	8:50	9:02	9:20	9:34	9:46	—
8:26	—	8:41	8:47	8:55	9:03	9:15	9:35	9:49	10:01	10:08
8:41	—	8:56	9:03	9:12	9:20	9:32	9:52	10:06	10:18	—
8:54	—	9:09	9:16	9:25	9:33	9:45	10:05	10:19	10:31	10:38
9:09	—	9:24	9:32	9:40	9:48	10:00	10:20	10:32	10:46	10:53
9:25	—	9:40	9:48	9:56	10:04	10:16	10:36	10:48	11:02	—
9:37	—	9:55	10:03	10:11	10:19	10:31	10:51	11:05	11:18	—
9:48	10:03	10:11	10:19	10:27	10:35	10:47	11:07	11:21	11:34	—
10:01	10:16	10:24	10:32	10:41	10:50	11:02	11:22	11:36	11:50	—
10:16	10:31	10:39	10:47	10:56	11:05	11:17	11:37	11:51	12:05	—
10:35	—	10:54	11:02	11:11	11:20	11:32	11:52	12:06	12:20	—
10:51	—	11:09	11:17	11:26	11:35	11:47	12:07	12:21	12:35	12:42
11:05	—	11:23	11:31	11:40	11:49	12:01	12:21	12:35	12:49	12:56
11:21	—	11:39	11:47	11:56	12:05	12:18	12:40	12:54	1:08	—
11:34	—	11:52	12:00	12:09	12:18	12:31	12:53	1:07	1:21	1:28
11:50	—	12:08	12:16	12:25	12:34	12:47	1:09	1:23	1:37	—
12:03	12:18	12:26	12:34	12:43	12:52	1:05	1:27	1:41	1:55	—
12:23	—	12:41	12:49	12:58	1:07	1:20	1:42	1:56	2:10	—
12:33	12:48	12:56	1:04	1:13	1:22	1:35	1:57	2:11	2:25	—
12:51	—	1:09	1:17	1:26	1:35	1:48	2:10	2:24	2:38	—
1:06	—	1:24	1:32	1:41	1:50	2:03	2:25	2:41	2:55	—
1:20	—	1:38	1:46	1:55	2:04	2:17	2:39	2:55	3:09	3:16
1:36	—	1:54	2:02	2:11	2:20	2:33	2:57	3:13	3:27	3:34
1:51	—	2:09	2:17	2:26	2:36	2:49	3:13	3:30	3:44	—
2:06	—	2:24	2:32	2:41	2:51	3:05	3:27	3:47	4:01	—
2:24	—	2:42	2:50	2:59	3:10	3:24	3:46	4:03	4:17	4:24
2:39	2:54	3:02	3:10	3:19	3:28	3:42	4:04	4:21	4:35	4:42
2:55	3:10	3:18	3:26	3:35	3:44	3:58	4:20	4:34	4:48	—
3:12	—	3:30	3:38	3:47	3:56	4:10	4:30	4:47	5:01	5:08
3:29	—	3:47	3:55	4:04	4:15	4:26	4:46	5:01	5:15	5:22
3:44	—	4:02	4:10	4:20	4:30	4:43	5:05	5:22	5:36	5:43
3:59	—	4:17	4:25	4:35	4:45	4:58	5:20	5:35	5:49	—
4:14	—	4:32	4:40	4:50	5:00	5:13	5:35	5:50	6:04	6:11
4:29	—	4:47	4:55	5:05	5:15	5:28	5:50	6:05	6:19	—
4:48	—	5:06	5:14	5:24	5:34	5:47	6:09	6:24	6:36	6:43
5:02	5:17	5:25	5:33	5:43	5:53	6:06	6:26	6:41	6:55	—
5:22	5:37	5:45	5:52	6:02	6:11	6:24	6:44	6:58	7:10	7:17
5:42	5:57	6:05	6:12	6:21	6:30	6:43	7:01	7:15	7:27	—
6:00	6:15	6:23	6:30	6:38	6:47	7:00	7:18	7:32	7:44	7:51
6:20	6:35	6:43	6:50	6:58	7:06	7:18	7:36	7:48	8:00	—
6:40	6:55	7:03	7:10	7:18	7:26	7:38	7:56	8:08	8:20	—
7:10	7:25	7:33	7:40	7:48	7:56	8:06	8:24	8:34	8:46	—
7:45	7:58	8:06	8:13	8:20	8:28	8:38	8:54	9:04	9:16	—
8:15	8:28	8:36	8:43	8:50	8:58	9:08	9:24	9:34	9:44	—
8:53	—	9:06	9:13	9:20	9:28	9:38	9:53	10:03	10:13	—
9:26	—	9:38	9:44	9:51	9:58	10:08	10:23	10:33	10:43	—
9:56	—	10:08	10:14	10:21	10:28	10:36	10:51	11:01	11:11	—
10:26	—	10:38	10:44	10:50	10:56	11:04	11:19	11:29	11:39	—

1**Saturdays | Eastbound to Riverside Downtown Terminal/UCR**A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

West Corona Metrolink Station	6th & Smith	Corona Transit Center	Magnolia & McKinley	Galleria at Tyler	Magnolia & Adams	Brockton Arcade	Riverside City College	Riverside Downtown Terminal	Riverside - Downtown Metrolink Station	UCR at Bannockburn
1	2	3	4	5	6	7	8	9	10	11
—	—	—	—	5:36	5:43	5:50	5:56	6:00	—	6:16
—	5:22	5:34	5:45	6:00	6:09	6:16	6:22	6:26	—	6:42
—	6:00	6:12	6:23	6:38	6:47	6:54	7:01	7:05	7:11	7:28
—	6:42	6:56	7:07	7:22	7:32	7:39	7:46	7:50	—	8:08
—	7:15	7:29	7:40	7:55	8:05	8:12	8:19	8:23	8:29	8:46
7:44	7:49	8:03	8:15	8:31	8:41	8:48	8:55	9:00	9:06	9:23
8:14	8:19	8:33	8:45	9:01	9:11	9:19	9:28	9:33	—	9:51
—	8:45	9:02	9:16	9:33	9:43	9:51	9:58	10:03	—	10:23
9:05	9:10	9:27	9:42	9:59	10:09	10:17	10:25	10:31	—	10:53
9:35	9:40	9:57	10:12	10:29	10:41	10:49	10:57	11:03	—	11:25
—	10:12	10:29	10:44	11:01	11:13	11:21	11:29	11:35	—	11:57
—	10:40	10:57	11:12	11:29	11:41	11:49	11:57	12:03	—	12:25
—	11:10	11:27	11:42	11:59	12:11	12:19	12:27	12:33	—	12:55
—	11:37	11:54	12:11	12:29	12:43	12:51	12:59	1:05	—	1:27
—	12:07	12:24	12:41	12:59	1:13	1:21	1:29	1:35	—	1:58
—	12:39	12:56	1:13	1:31	1:45	1:53	2:01	2:07	—	2:30
—	1:09	1:26	1:43	2:01	2:15	2:23	2:31	2:37	—	3:00
—	1:44	2:02	2:18	2:37	2:51	2:59	3:07	3:13	—	3:35
—	2:14	2:32	2:48	3:07	3:21	3:29	3:37	3:43	—	4:05
—	2:42	3:00	3:16	3:35	3:49	3:57	4:05	4:11	—	4:33
—	3:12	3:30	3:46	4:05	4:19	4:27	4:35	4:41	—	5:03
—	3:44	4:02	4:18	4:37	4:49	4:56	5:04	5:10	5:16	5:38
—	4:17	4:35	4:51	5:10	5:22	5:29	5:37	5:43	—	6:05
4:47	4:52	5:09	5:22	5:39	5:51	5:58	6:06	6:12	—	6:34
—	5:20	5:37	5:50	6:07	6:19	6:26	6:34	6:40	6:48	7:10
—	5:50	6:07	6:20	6:37	6:49	6:56	7:04	7:10	—	7:32
6:22	6:27	6:42	6:53	7:11	7:22	7:29	7:37	7:42	—	8:02
—	6:57	7:12	7:23	7:41	7:52	7:59	8:07	8:12	—	8:32
—	7:45	7:58	8:14	8:32	8:41	8:47	8:54	8:59	9:05	9:23
8:40	8:45	8:58	9:09	9:23	9:32	9:38	9:45	9:50	—	10:08
—	9:43	9:56	10:07	10:21	10:30	10:36	10:43	10:48	—	11:04

1**Saturdays | Westbound to W. Corona Metrolink Station**A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

UCR at Bannockburn	Riverside-Downtown Metrolink Station	Riverside Downtown Terminal	Riverside City College	Brockton Arcade	Magnolia & Adams	Galleria at Tyler	Magnolia & McKinley	Corona Transit Center	6th & Smith	West Corona Metrolink Station
11	10	9	8	7	6	5	4	3	2	1
—	—	5:22	5:25	5:29	5:35	5:42	5:56	6:07	6:19	—
5:40	—	5:52	5:57	6:03	6:09	6:17	6:32	6:43	6:55	—
6:08	—	6:20	6:25	6:31	6:37	6:45	7:00	7:11	7:24	7:30
6:36	—	6:48	6:54	7:00	7:06	7:14	7:31	7:45	7:57	8:03
6:54	7:08	7:14	7:20	7:27	7:34	7:44	8:01	8:15	8:27	—
7:14	7:28	7:34	7:40	7:47	7:54	8:04	8:21	8:35	8:47	8:53
7:47	—	8:03	8:09	8:16	8:23	8:33	8:50	9:04	9:16	9:22
8:20	—	8:36	8:42	8:49	8:57	9:09	9:26	9:39	9:53	—
8:39	8:53	9:00	9:06	9:13	9:21	9:33	9:50	10:03	10:17	—
9:12	—	9:30	9:36	9:43	9:51	10:03	10:20	10:33	10:47	—
9:42	—	10:00	10:06	10:13	10:21	10:33	10:50	11:04	11:18	—
10:03	—	10:21	10:29	10:38	10:47	11:01	11:21	11:35	11:49	—
10:35	—	10:53	11:01	11:10	11:19	11:33	11:53	12:07	12:21	—
11:05	—	11:23	11:31	11:40	11:49	12:03	12:23	12:37	12:51	—
11:39	—	11:57	12:05	12:14	12:23	12:37	12:57	1:11	1:26	—
12:09	—	12:27	12:35	12:44	12:53	1:07	1:27	1:41	1:56	—
12:37	—	12:55	1:03	1:12	1:21	1:35	1:55	2:09	2:24	—
1:07	—	1:25	1:33	1:42	1:51	2:05	2:25	2:39	2:54	—
1:40	—	1:58	2:06	2:15	2:24	2:38	2:58	3:09	3:24	—
2:10	—	2:28	2:36	2:45	2:54	3:08	3:28	3:42	3:57	—
2:42	—	3:00	3:08	3:17	3:26	3:40	4:00	4:14	4:29	4:35
3:15	—	3:33	3:41	3:50	3:59	4:13	4:33	4:47	5:02	—
3:47	—	4:05	4:13	4:22	4:31	4:45	5:05	5:19	5:32	—
4:17	—	4:35	4:43	4:52	5:01	5:15	5:35	5:49	6:04	6:10
4:46	5:02	5:08	5:16	5:23	5:31	5:44	6:04	6:18	6:34	—
5:16	5:32	5:38	5:46	5:53	6:01	6:14	6:34	6:48	7:02	—
5:48	—	6:06	6:13	6:20	6:28	6:40	7:00	7:14	7:26	—
6:18	—	6:36	6:43	6:50	6:58	7:10	7:30	7:44	7:56	—
6:46	7:02	7:08	7:15	7:22	7:29	7:39	7:57	8:09	8:21	8:27
7:23	—	7:38	7:45	7:52	7:59	8:09	8:27	8:39	8:51	—
7:51	—	8:06	8:13	8:20	8:27	8:37	8:55	9:07	9:19	—
8:21	—	8:36	8:43	8:50	8:57	9:05	9:23	9:35	9:47	—
8:46	9:00	9:06	9:13	9:19	9:26	9:36	9:54	10:04	10:14	—
9:41	—	9:56	10:03	10:09	10:16	10:29	10:42	10:52	11:02	—

1**Sundays | Eastbound to Riverside Downtown Terminal/UCR**A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

West Corona Metrolink Station	6th & Smith	Corona Transit Center	Magnolia & McKinley	Galleria at Tyler	Magnolia & Adams	Brockton Arcade	Riverside City College	Riverside Downtown Terminal	Riverside - Downtown Metrolink Station	UCR at Bannockburn
1	2	3	4	5	6	7	8	9	10	11
—	5:44	5:54	6:04	6:19	6:26	6:33	6:39	6:43	—	6:58
—	6:19	6:29	6:39	6:54	7:01	7:08	7:15	7:19	7:25	7:41
—	6:51	7:03	7:13	7:28	7:37	7:44	7:51	7:55	—	8:10
—	7:25	7:39	7:49	8:04	8:13	8:20	8:27	8:31	8:37	8:53
7:53	7:58	8:12	8:22	8:37	8:46	8:53	9:00	9:04	9:10	9:26
—	8:24	8:38	8:50	9:05	9:14	9:21	9:28	9:32	—	9:50
—	8:50	9:06	9:18	9:33	9:43	9:50	9:57	10:02	—	10:20
9:10	9:15	9:31	9:43	9:58	10:09	10:16	10:24	10:29	—	10:49
9:40	9:45	10:01	10:14	10:31	10:42	10:49	10:57	11:02	—	11:22
—	10:10	10:26	10:39	10:56	11:07	11:15	11:23	11:28	—	11:48
—	10:40	10:56	11:09	11:26	11:37	11:45	11:53	11:58	—	12:18
—	11:10	11:26	11:40	11:57	12:08	12:16	12:24	12:29	—	12:51
—	11:40	11:56	12:10	12:27	12:38	12:46	12:54	12:59	—	1:21
—	12:08	12:24	12:38	12:55	1:07	1:15	1:23	1:28	—	1:50
—	12:38	12:54	1:08	1:25	1:37	1:45	1:53	1:58	—	2:20
—	1:06	1:24	1:38	1:55	2:07	2:15	2:23	2:28	—	2:50
—	1:40	1:58	2:12	2:29	2:41	2:48	2:56	3:01	—	3:23
—	2:10	2:28	2:42	2:59	3:11	3:18	3:26	3:31	—	3:53
—	2:40	2:58	3:12	3:29	3:41	3:48	3:56	4:01	—	4:23
—	3:10	3:28	3:42	3:59	4:11	4:18	4:26	4:31	—	4:53
—	3:40	3:58	4:12	4:29	4:41	4:48	4:56	5:01	5:07	5:29
—	4:10	4:28	4:40	4:57	5:08	5:15	5:22	5:27	—	5:49
4:36	4:41	4:58	5:10	5:27	5:38	5:45	5:52	5:57	—	6:19
—	5:11	5:28	5:40	5:57	6:08	6:15	6:22	6:27	—	6:49
—	5:41	5:58	6:10	6:27	6:38	6:45	6:52	6:57	7:03	7:25
—	6:14	6:31	6:43	7:00	7:11	7:18	7:25	7:30	—	7:50
6:41	6:46	7:01	7:12	7:29	7:40	7:47	7:54	7:58	—	8:16
—	7:16	7:31	7:42	7:59	8:10	8:17	8:24	8:28	—	8:46
—	7:48	8:01	8:12	8:26	8:37	8:43	8:53	8:57	9:03	9:21
8:26	8:31	8:43	8:54	9:08	9:19	9:25	9:31	9:35	—	9:53

1**Sundays | Westbound to W. Corona Metrolink Station**A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

UCR at Bannockburn	Riverside-Downtown Metrolink Station	Riverside Downtown Terminal	Riverside City College	Brockton Arcade	Magnolia & Adams	Galleria at Tyler	Magnolia & McKinley	Corona Transit Center	6th & Smith	West Corona Metrolink Station
11	10	9	8	7	6	5	4	3	2	1
5:46	—	5:58	6:03	6:09	6:15	6:23	6:37	6:49	7:01	—
6:16	—	6:28	6:34	6:40	6:46	6:54	7:08	7:20	7:32	7:38
6:49	—	7:04	7:12	7:16	7:22	7:30	7:44	7:56	8:08	—
7:22	7:34	7:40	7:46	7:52	7:59	8:09	8:26	8:38	8:50	8:56
7:58	—	8:10	8:16	8:22	8:29	8:39	8:56	9:08	9:20	9:26
8:20	8:34	8:40	8:46	8:53	9:01	9:11	9:28	9:42	9:54	—
8:45	8:59	9:05	9:11	9:18	9:26	9:36	9:53	10:07	10:19	—
9:18	—	9:33	9:39	9:46	9:54	10:04	10:21	10:35	10:47	—
9:43	—	9:58	10:04	10:11	10:21	10:34	10:51	11:05	11:19	—
10:09	—	10:25	10:33	10:40	10:49	11:02	11:22	11:36	11:50	—
10:39	—	10:55	11:03	11:10	11:19	11:32	11:52	12:06	12:20	—
11:09	—	11:25	11:33	11:40	11:49	12:02	12:22	12:36	12:50	—
11:39	—	11:55	12:03	12:10	12:19	12:32	12:52	1:06	1:20	—
12:09	—	12:25	12:33	12:40	12:49	1:02	1:22	1:36	1:50	—
12:39	—	12:55	1:03	1:10	1:19	1:32	1:52	2:06	2:20	—
1:09	—	1:25	1:33	1:40	1:49	2:02	2:22	2:36	2:50	—
1:39	—	1:55	2:03	2:10	2:19	2:32	2:52	3:06	3:20	—
2:09	—	2:25	2:33	2:40	2:49	3:02	3:22	3:36	3:50	—
2:39	—	2:55	3:03	3:10	3:19	3:32	3:52	4:06	4:20	4:26
3:09	—	3:25	3:33	3:40	3:49	4:01	4:21	4:35	4:49	—
3:39	—	3:55	4:03	4:10	4:19	4:31	4:51	5:05	5:19	—
4:14	—	4:30	4:33	4:45	4:54	5:06	5:26	5:40	5:54	—
4:42	4:57	5:03	5:11	5:18	5:26	5:38	5:58	6:12	6:24	6:30
5:12	5:27	5:33	5:41	5:48	5:56	6:08	6:28	6:42	6:54	—
5:46	—	6:01	6:08	6:15	6:23	6:35	6:55	7:09	7:21	—
6:14	—	6:29	6:36	6:43	6:51	7:03	7:21	7:35	7:47	—
6:37	6:51	6:57	7:04	7:11	7:18	7:28	7:46	7:58	8:10	8:16
7:08	—	7:23	7:30	7:37	7:44	7:54	8:12	8:24	8:36	—
7:40	—	7:53	8:00	8:07	8:14	8:24	8:42	8:54	9:06	—
8:10	—	8:23	8:30	8:37	8:44	8:54	9:12	9:24	9:36	—

14

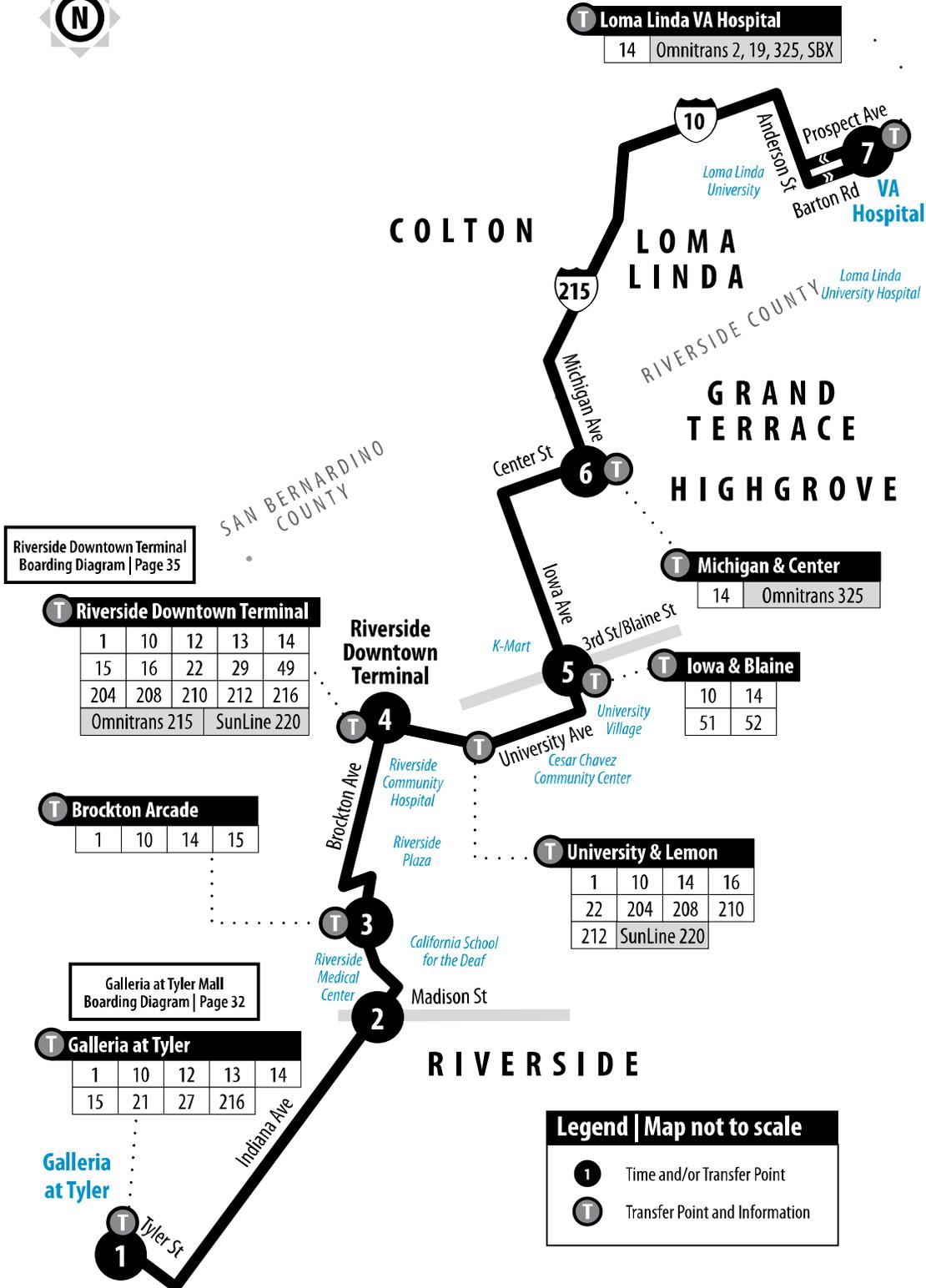
Galleria at Tyler to Riverside Downtown Terminal to Loma Linda VA Hospital

Information Center
(951) 565-5002
Web site
www.RiversideTransit.com

Routing and timetables subject to change.
Rutas designadas y horarios son sujetos a cambios.

Also serving: Galleria at Tyler, Riverside Auto Center, Calif. School for the Deaf, Riverside Medical Clinic, RCC. **No service on:** New Year's Day, Thanksgiving Day and Christmas Day.

RTA does not serve Michigan Ave., Omnitrans Route 325 does.



Riverside Downtown Terminal Boarding Diagram | Page 35

Galleria at Tyler Mall Boarding Diagram | Page 32

14 Weekdays | Eastbound to VA HospitalA.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Galleria at Tyler	Indiana & Madison	Brockton Arcade	Riverside Downtown Terminal	Iowa & Blaine	Center & Michigan	VA Hospital
1	2	3	4	5	6	7
—	—	—	5:22	5:33	5:42	6:02
5:54	6:07	6:11	6:23	6:37	6:48	7:11
6:57	7:13	7:19	7:34	7:50	8:03	8:26
8:14	8:29	8:35	8:50	9:06	9:19	9:42
9:22	9:37	9:43	9:58	10:14	10:27	10:50
10:29	10:44	10:50	11:05	11:21	11:34	11:57
11:39	11:55	12:01	12:16	12:33	12:46	1:09
12:49	1:05	1:11	1:26	1:43	1:56	2:19
1:59	2:15	2:21	2:36	2:53	3:06	3:30
3:10	3:27	3:33	3:49	4:06	4:19	4:43
4:23	4:40	4:46	5:01	5:20	5:33	5:57
5:34	5:51	5:57	6:12	6:29	6:40	7:02
6:53	7:07	7:12	7:25	—	—	—
7:54	8:07	8:11	8:23	—	—	—

14 Weekdays | Westbound to Galleria at TylerA.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

VA Hospital	Center & Michigan	Iowa & Blaine	Riverside Downtown Terminal	Brockton Arcade	Indiana & Madison	Galleria at Tyler
7	6	5	4	3	2	1
5:25	5:40	5:52	6:02	6:12	6:17	6:32
6:33	6:49	7:05	7:17	7:31	7:37	7:55
7:36	7:59	8:15	8:29	8:43	8:49	9:07
8:48	9:05	9:20	9:34	9:48	9:54	10:12
9:58	10:15	10:30	10:44	11:00	11:07	11:25
11:08	11:25	11:40	11:54	12:10	12:17	12:35
12:10	12:30	12:50	1:05	1:21	1:28	1:47
1:20	1:40	2:00	2:15	2:31	2:38	2:57
2:30	2:53	3:11	3:26	3:42	3:49	4:08
3:43	4:06	4:21	4:36	4:52	4:59	5:18
5:00	5:23	5:38	5:53	6:09	6:16	6:35
6:11	6:29	6:42	6:57	7:11	7:17	7:33
7:36	7:54	8:05	8:17	—	—	—

14 Weekends | Eastbound to VA Hospital

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate
 † = Saturdays only, **trip does not operate on Sundays.**

	Galleria at Tyler	Indiana & Madison	Brockton Arcade	Riverside Downtown Terminal	Iowa & Blaine	Center & Michigan	VA Hospital
	1	2	3	4	5	6	7
†	—	—	—	7:04	7:16	7:25	7:43
†	7:29	7:42	7:47	7:59	8:12	8:23	8:43
†	8:28	8:41	8:46	8:58	9:12	9:23	9:43
	9:25	9:40	9:45	9:58	10:12	10:23	10:43
	10:26	10:41	10:46	10:59	11:15	11:26	11:46
	11:29	11:44	11:49	12:02	12:18	12:29	12:49
	12:33	12:48	12:53	1:06	1:22	1:33	1:53
	1:36	1:51	1:56	2:09	2:25	2:36	2:56
	2:41	2:56	3:01	3:14	3:30	3:41	4:01
	3:45	4:00	4:05	4:18	4:34	4:45	5:05
	4:48	5:03	5:08	5:20	5:34	5:44	6:02
	5:48	6:02	6:06	6:18	—	—	—
	7:12	7:26	7:30	7:42	—	—	—

14 Weekends | Westbound to Galleria at Tyler

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate
 † = Saturdays only, **trip does not operate from VA Hospital to Downtown Terminal on Sundays.**

	VA Hospital	Center & Michigan	Iowa & Blaine	Riverside Downtown Terminal	Brockton Arcade	Indiana & Madison	Galleria at Tyler
	7	6	5	4	3	2	1
†	7:58	8:14	8:27	8:40	8:52	8:58	9:13
	8:58	9:14	9:27	9:40	9:53	9:59	10:14
	9:58	10:14	10:27	10:41	10:54	11:00	11:17
	10:58	11:15	11:29	11:44	11:58	12:04	12:23
	12:01	12:18	12:32	12:47	1:01	1:07	1:26
	1:04	1:21	1:35	1:50	2:04	2:10	2:29
	2:08	2:25	2:39	2:54	3:08	3:14	3:33
	3:11	3:28	3:42	3:57	4:11	4:17	4:36
	4:16	4:33	4:46	5:00	5:13	5:19	5:36
	5:20	5:37	5:50	6:04	6:17	6:23	6:40
	—	—	—	7:12	7:25	7:31	7:46

16

Riverside Downtown Terminal to Moreno Valley Mall

Information Center
(951) 565-5002
Web site
www.RiversideTransit.com

Routing and timetables subject to change.
Rutas designadas y horarios son sujetos a cambios.

Also serving: Downtown, UCR, Canyon Crest Towne Center, Canyon Springs Plaza. **No service on:** New Year's Day, Thanksgiving Day and Christmas Day.

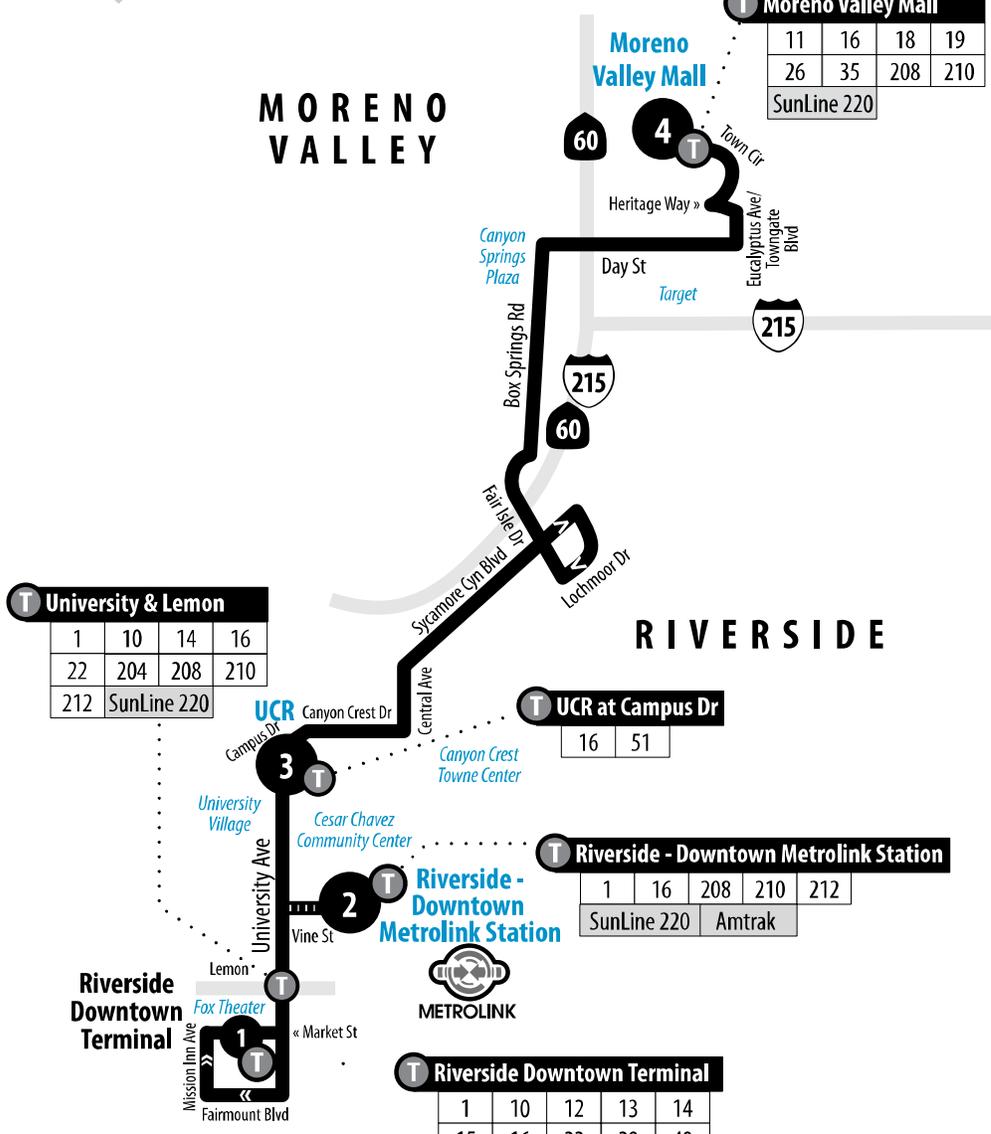


Moreno Valley Mall
Boarding Diagram | Page 33

T Moreno Valley Mall				
11	16	18	19	
26	35	208	210	
SunLine 220				

MORENO VALLEY

RIVERSIDE



T University & Lemon				
1	10	14	16	
22	204	208	210	
212	SunLine 220			

T UCR at Campus Dr	
16	51

T Riverside - Downtown Metrolink Station					
1	16	208	210	212	
SunLine 220			Amtrak		

T Riverside Downtown Terminal					
1	10	12	13	14	
15	16	22	29	49	
204	208	210	212	216	
Omnitrans 215			SunLine 220		

Legend | Map not to scale

- 1 Time and/or Transfer Point
- T Transfer Point and Information
- Alternate Routing

Riverside Downtown Terminal
Boarding Diagram | Page 35

16**Weekdays | Eastbound to Moreno Valley Mall**A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Riverside Downtown Terminal	Riverside- Downtown Metrolink Station	UCR at Campus Dr	Moreno Valley Mall
1	2	3	4
4:56	5:02	5:10	5:33
5:33	5:39	5:49	6:13
6:04	6:11	6:22	6:48
6:38	6:45	6:57	7:23
7:06	7:13	7:25	7:51
7:25	7:32	7:45	8:13
7:44	7:53	8:06	8:37
8:08	—	8:26	8:57
8:36	—	8:52	9:20
9:01	—	9:21	9:47
9:24	—	9:44	10:10
9:47	9:54	10:07	10:33
10:08	10:16	10:29	10:58
10:28	10:36	10:49	11:19
10:42	—	10:59	11:33
11:01	—	11:19	11:53
11:25	—	11:43	12:13
11:44	—	12:03	12:33
12:02	12:10	12:27	12:57
12:22	12:30	12:47	1:17
12:41	12:49	1:06	1:41
1:07	—	1:26	1:57
1:33	—	1:52	2:23
1:58	—	2:17	2:48
2:10	2:18	2:35	3:06
2:30	2:39	2:56	3:29
2:53	3:02	3:19	3:52
3:16	—	3:38	4:11
3:38	—	4:00	4:33
4:02	—	4:27	5:00
4:24	—	4:49	5:23
4:46	—	5:10	5:44
5:08	5:17	5:33	6:04
5:28	5:37	5:51	6:22
5:50	5:59	6:13	6:44
6:13	6:22	6:36	7:04
6:35	6:44	6:56	7:24
7:01	7:10	7:22	7:49
7:32	7:41	7:52	8:19
7:52	8:01	8:12	8:39
8:18	8:27	8:38	9:04
8:47	—	9:06	9:30
9:13	—	9:32	9:54
9:38	—	9:57	10:19
10:03	—	10:22	10:44
10:33	—	10:52	11:14

16**Weekdays | Westbound to Riverside Downtown Terminal**A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Moreno Valley Mall	UCR at Campus Dr	Riverside-Downtown Metrolink Station	Riverside Downtown Terminal
4	3	2	1
4:07	4:25	4:35	4:41
4:45	5:04	5:16	5:22
5:12	5:32	5:44	5:50
5:45	6:07	6:20	6:26
6:03	6:26	6:40	6:46
6:25	6:48	7:02	7:08
6:45	7:11	7:27	7:33
7:05	7:35	7:51	7:57
7:34	8:04	—	8:19
7:59	8:26	—	8:41
8:24	8:51	—	9:06
8:48	9:15	—	9:32
9:12	9:38	9:53	10:00
9:32	9:58	10:13	10:20
10:00	10:26	10:41	10:48
10:22	10:48	—	11:06
10:44	11:10	—	11:28
11:08	11:34	—	11:52
11:28	11:54	—	12:10
11:44	12:10	12:25	12:32
12:04	12:29	12:44	12:51
12:28	12:53	—	1:09
12:45	1:11	—	1:27
1:08	1:34	—	1:50
1:29	1:55	2:12	2:19
1:52	2:18	2:35	2:43
2:09	2:35	2:52	3:00
2:34	3:00	3:16	3:25
2:56	3:22	—	3:43
3:18	3:44	—	4:05
3:40	4:07	—	4:28
4:03	4:30	—	4:50
4:26	4:53	5:09	5:17
4:48	5:15	5:31	5:39
5:11	5:38	5:54	6:02
5:32	5:56	6:12	6:20
6:02	6:26	6:40	6:48
6:32	6:56	7:10	7:18
6:55	7:19	7:33	7:41
7:18	7:38	7:52	8:00
7:41	8:01	8:15	8:23
8:04	8:24	—	8:39
8:27	8:47	—	9:02
8:52	9:12	—	9:27
9:17	9:37	—	9:51
9:47	10:07	—	10:21

16**Saturday | Eastbound to Moreno Valley Mall**A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Riverside Downtown Terminal	UCR at Campus Way	Moreno Valley Mall
1	3	4
6:22	6:33	6:56
6:52	7:03	7:26
7:21	7:32	7:55
7:47	7:56	8:21
8:17	8:28	8:53
8:47	8:59	9:24
9:17	9:30	9:55
9:37	9:51	10:20
10:02	10:16	10:49
10:32	10:47	11:20
11:02	11:14	11:48
11:32	11:43	12:16
12:00	12:09	12:44
12:30	12:39	1:13
1:00	1:09	1:43
1:35	1:48	2:18
2:05	2:18	2:48
2:35	2:48	3:18
3:05	3:18	3:48
3:35	3:48	4:18
4:05	4:18	4:48
4:35	4:48	5:18
5:05	5:18	5:48
5:35	5:48	6:18
6:05	6:18	6:48
6:36	6:49	7:19
7:06	7:20	7:49
8:06	8:20	8:49
9:09	9:26	9:52



FYI: *Arrive to your bus stop at least 10 minutes early. When calling the Customer Information Center, please be prepared to provide the nearest street and main cross street of your starting point and/or destination.*

16**Saturday | Westbound to Riverside Downtown Terminal**A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Moreno Valley Mall	UCR at Campus Way	Riverside Downtown Terminal
4	3	1
6:35	6:54	7:06
7:05	7:24	7:36
7:34	7:53	8:05
8:04	8:24	8:36
8:34	8:54	9:06
9:05	9:27	9:40
9:35	9:57	10:10
10:05	10:28	10:43
10:35	10:59	11:14
11:05	11:29	11:44
11:35	12:00	12:15
12:05	12:30	12:45
12:35	1:00	1:15
1:05	1:30	1:45
1:35	2:00	2:15
2:05	2:30	2:45
2:35	3:00	3:15
3:05	3:30	3:45
3:35	4:00	4:15
4:05	4:30	4:45
4:35	5:00	5:15
5:05	5:29	5:44
5:35	5:59	6:14
6:05	6:29	6:43
6:35	6:59	7:13
7:05	7:29	7:43
8:05	8:26	8:40
9:05	9:26	9:40

16**Sunday | Eastbound to Moreno Valley Mall**A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Riverside Downtown Terminal	UCR at Campus Way	Moreno Valley Mall
1	3	4
6:17	6:28	6:51
6:52	7:03	7:26
7:21	7:32	7:55
7:47	7:56	8:21
8:17	8:28	8:52
8:47	8:58	9:23
9:18	9:29	9:54
9:37	9:44	10:13
10:02	10:07	10:40
10:32	10:38	11:11
11:02	11:09	11:42
11:32	11:42	12:15
12:00	12:10	12:43
12:30	12:40	1:14
1:00	1:10	1:44
1:35	1:49	2:19
2:05	2:19	2:49
2:35	2:49	3:19
3:05	3:19	3:49
3:35	3:49	4:19
4:05	4:19	4:49
4:35	4:49	5:19
5:05	5:19	5:49
5:35	5:49	6:19
6:05	6:19	6:49
6:36	6:50	7:20
7:06	7:21	7:50

16**Sunday | Westbound to Riverside Downtown Terminal**A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Moreno Valley Mall	UCR at Campus Way	Riverside Downtown Terminal
4	3	1
6:35	6:54	7:06
7:05	7:24	7:36
7:35	7:54	8:06
8:05	8:25	8:37
8:35	8:55	9:07
9:05	9:27	9:40
9:35	9:57	10:10
10:05	10:28	10:43
10:35	10:59	11:14
11:05	11:29	11:44
11:35	12:00	12:15
12:05	12:30	12:45
12:35	1:00	1:15
1:05	1:30	1:45
1:35	2:00	2:15
2:05	2:30	2:45
2:35	3:00	3:15
3:05	3:30	3:45
3:35	4:00	4:15
4:05	4:30	4:45
4:35	5:00	5:15
5:05	5:29	5:44
5:35	5:59	6:14
6:05	6:29	6:43
6:35	6:59	7:13
7:05	7:29	7:43

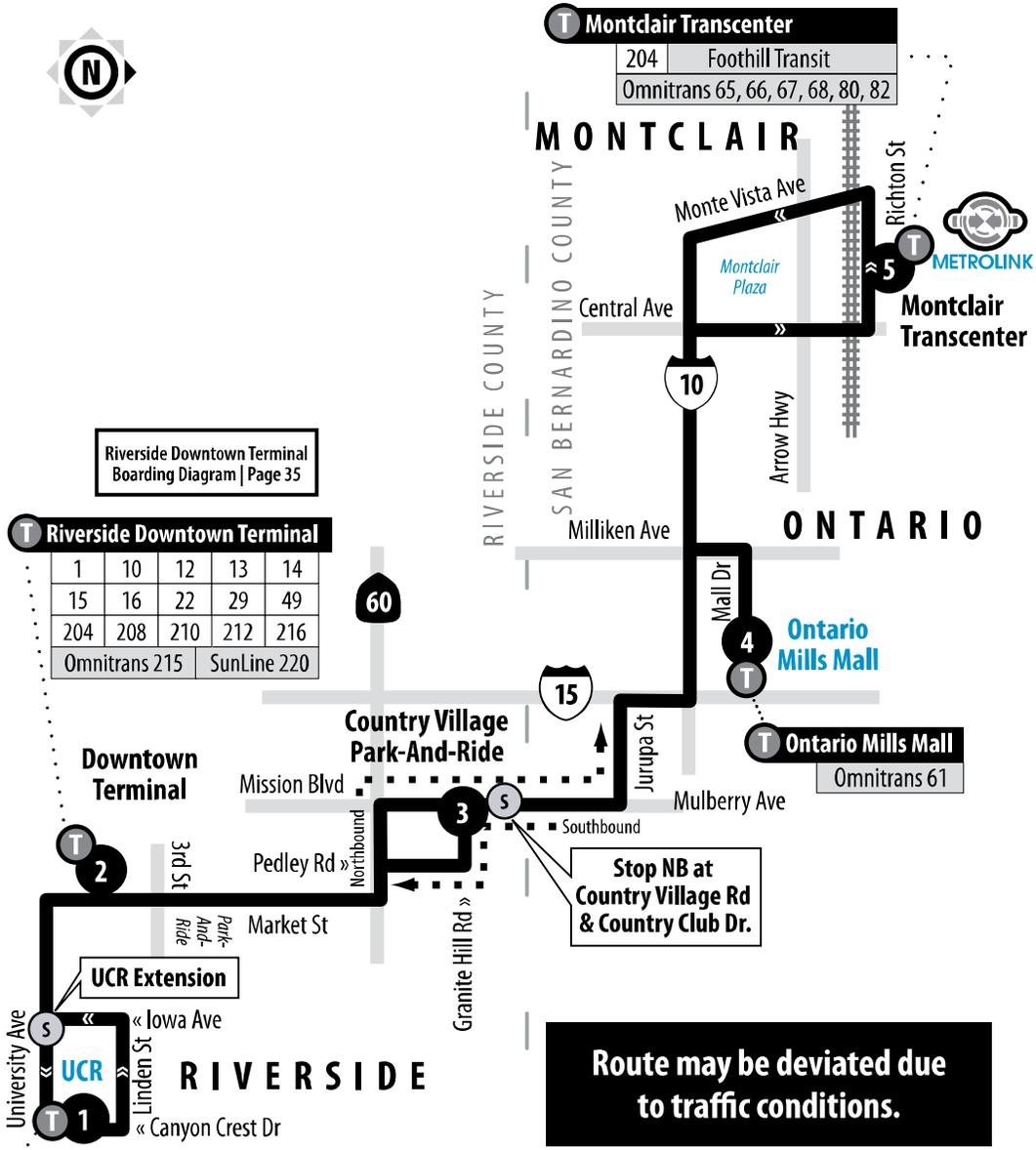
204

Riverside - Montclair Transcenter

\$3.00 GEN. FARE EACH WAY
FREE WITH VALID METROLINK PASS

Routing and timetables subject to change.
Rutas designadas y horarios son sujetos a cambios.

No service on weekends or the following holidays: New Year's Day, Thanksgiving Day and Christmas Day.



Riverside Downtown Terminal
Boarding Diagram | Page 35

T Riverside Downtown Terminal	1	10	12	13	14
	15	16	22	29	49
	204	208	210	212	216
	Omnitrans 215	SunLine 220			

T Montclair Transcenter	204	Foothill Transit
	Omnitrans 65, 66, 67, 68, 80, 82	

5 **T** METROLINK
Montclair Transcenter

4 **T** **Ontario Mills Mall**

T **Ontario Mills Mall**
Omnitrans 61

Stop NB at
Country Village Rd
& Country Club Dr.

Route may be deviated due to traffic conditions.

UCR Extension

UCR
University Ave
Linden St
Canyon Crest Dr

T UCR at Bannockburn	1	51	52
	204		

Legend | Maps not to scale

- 1** Time and/or Transfer Point
- T** Transfer Point and Information
- S** Stop



204 Weekdays | Northbound to Montclair TranscenterA.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

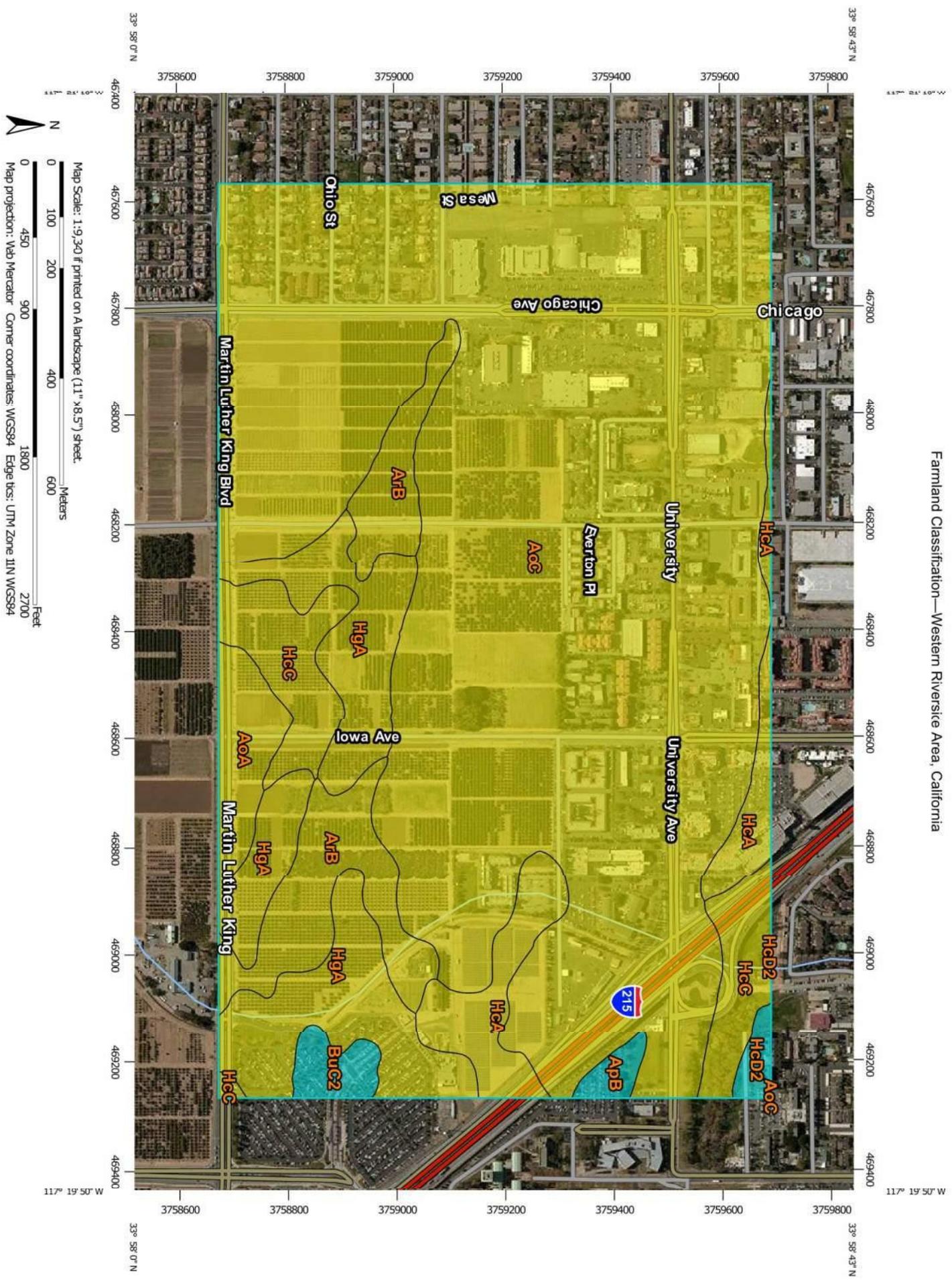
UCR at Bannockburn	Riverside Downtown Terminal	Country Village Park-And-Ride	Ontario Mills Mall	Montclair Transcenter
1	2	3	4	5
—	4:33	4:47	5:02	5:22
—	5:16	5:30	5:46	6:06
—	6:00	6:13	6:29	6:51
6:50	7:00	7:13	7:29	7:51
2:07	2:22	2:37	2:57	3:17
2:57	3:11	3:26	3:46	4:06
3:47	4:01	4:16	4:35	4:57
4:56	5:09	5:24	5:43	6:05
6:15	6:28	6:43	7:01	7:23

204 Weekdays | Southbound to UCRA.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Montclair Transcenter	Ontario Mills Mall	Country Village Park-And-Ride	Riverside Downtown Terminal	UCR at Bannockburn
5	4	3	2	1
5:34	5:51	6:09	6:23	6:38
6:21	6:39	6:57	7:11	7:26
7:09	7:27	7:49	8:03	8:18
8:03	8:21	8:43	8:57	9:12
3:27	3:49	4:11	4:30	4:46
4:19	4:47	5:12	5:31	5:50
5:07	5:35	5:54	6:13	6:29
6:15	6:39	6:58	7:14	7:29
7:35	7:57	8:16	8:31	8:46

For Metrolink information, go to metrolinktrains.com or call 800-371-5465.

Farmland Classification—Western Riverside Area, California



MAP INFORMATION

-  Streams and Canals
- Transportation**
-  Rails
-  Interstate Highways
-  I-15 Routes
-  Major Roads
-  Local Roads
- Background**
-  Aerial Photography

The soil surveys that comprise your AOI were mapped at 1:15,800.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Western Riverside Area, California
 Survey Area Data: Version 8, Sep 22, 2015

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jan 5, 2015—Jan 18, 2015

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Farmland Classification

Farmland Classification— Summary by Map Unit — Western Riverside Area, California (CA679)				
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
AoA	Arlington fine sandy loam, deep, 0 to 2 percent slopes	Prime farmland if irrigated	9.0	2.1%
AoC	Arlington fine sandy loam, deep, 2 to 8 percent slopes	Prime farmland if irrigated	301.6	70.3%
ApB	Arlington loam, 2 to 5 percent slopes	Farmland of statewide importance	2.2	0.5%
ArB	Arlington loam, deep, 0 to 5 percent slopes	Prime farmland if irrigated	25.8	6.0%
BuC2	Buren fine sandy loam, 2 to 8 percent slopes, eroded	Farmland of statewide importance	4.2	1.0%
HcA	Hanford coarse sandy loam, 0 to 2 percent slopes	Prime farmland if irrigated	18.2	4.3%
HcC	Hanford coarse sandy loam, 2 to 8 percent slopes	Prime farmland if irrigated	21.3	5.0%
HcD2	Hanford coarse sandy loam, 8 to 15 percent slopes, eroded	Farmland of statewide importance	2.2	0.5%
HgA	Hanford fine sandy loam, 0 to 2 percent slopes	Prime farmland if irrigated	44.6	10.4%
Totals for Area of Interest			429.1	100.0%

Description

Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops. NRCS policy and procedures on prime and unique farmlands are published in the "Federal Register," Vol. 43, No. 21, January 31, 1978.

Rating Options

Aggregation Method: No Aggregation Necessary

Tie-break Rule: Lower