

City of Beaumont

SHORT RANGE TRANSIT PLAN FY 2021/22 - 2023/24



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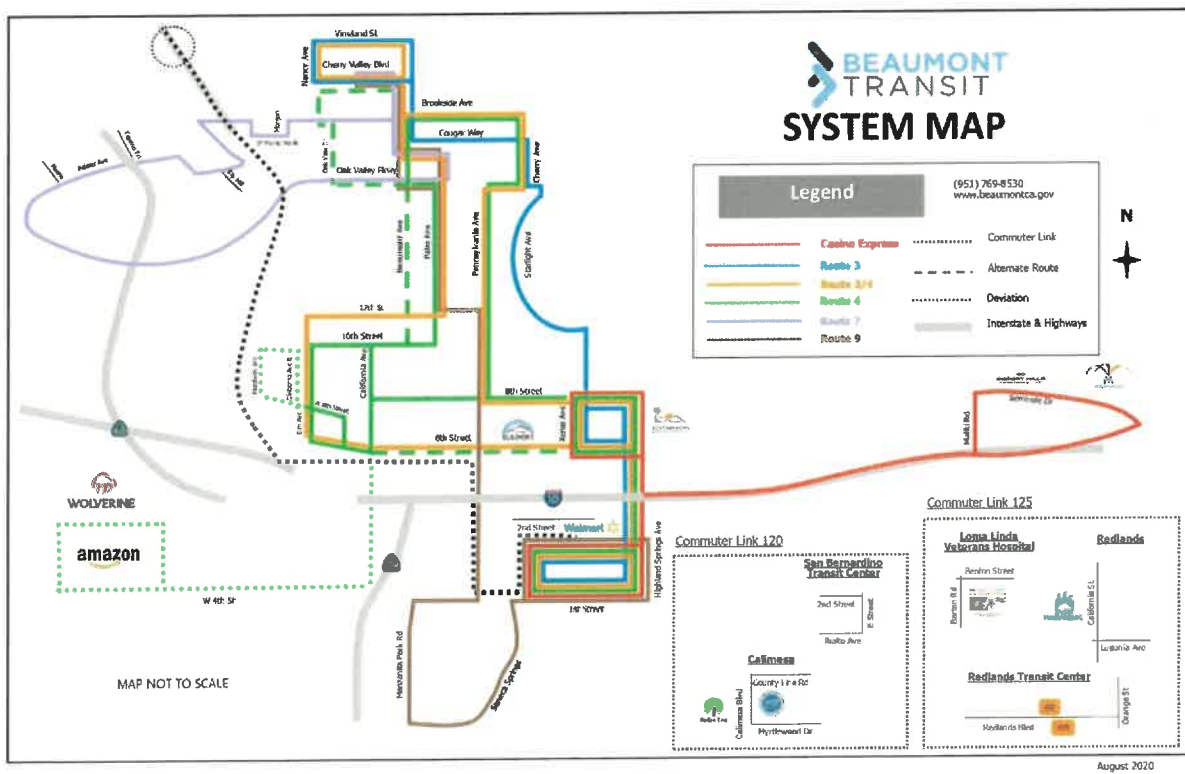
CHAPTER 1 – SYSTEM OVERVIEW AND SERVICE PROFILE

1.1 Description of Service Area

The City of Beaumont’s public transit system services approximately 50 square miles and includes the City of Beaumont and parts of unincorporated Riverside County area known as Cherry Valley. Additionally, Beaumont transports passengers to the commercial areas of Cabazon, including Casino Morongo and the Desert Hills Premium Outlet Malls.

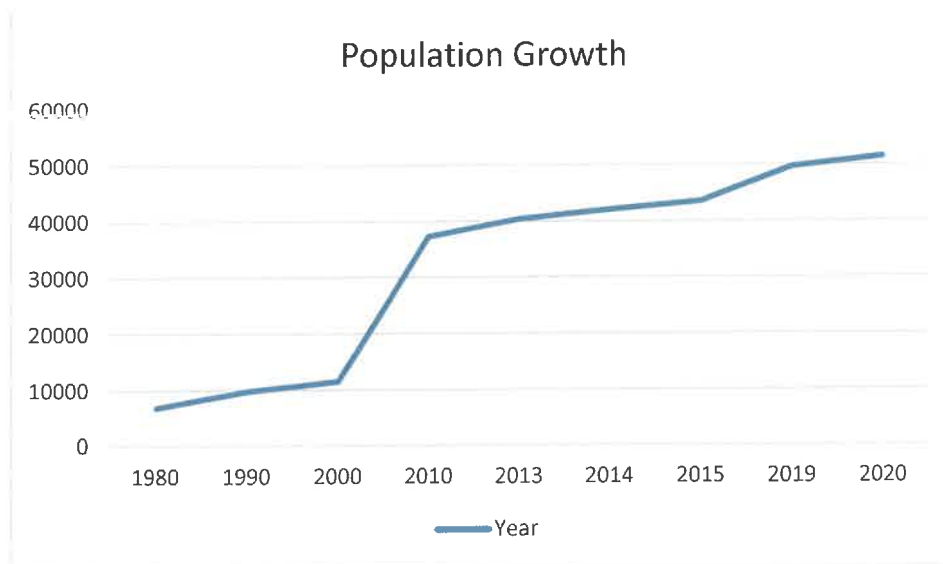
At the center of three major thoroughfares, including Interstate 10, Highway 60 and Highway 79, Beaumont offers fixed route, commuter link, and paratransit service. Passengers can connect easily with other Beaumont routes, as well as with regional transit providers such as Banning, Riverside Transit Agency (RTA) and Sunline Transit Agency at one central location, the Beaumont Walmart transit center.

Beaumont operates two commuter link routes that connect San Gorgonio Pass area residents with San Bernardino County. This express service from Beaumont stops in Calimesa, the San Bernardino Transit Center (SBTC), Kaiser Permanente Redlands medical offices, downtown Redlands, and the Jerry L. Pettis Memorial Veterans Administration Medical Center (VA). The SBTC is centrally located within downtown San Bernardino and offers extensive connection possibilities for passengers, including the Metrolink train system, OmniTrans, Victor Valley Transit Agency (VVTA), RTA and Mountain Transit.



1.2 Population Profile and Demographics

According to the most recent report published by California Department of Finance in May 2020, Beaumont is the fastest growing city not only in Riverside County, but also in the State of California. Beaumont has experienced a 3.72% population increase from January 2019 to January 2020 and has an estimated population of 51,475¹. Since the 1980s, Beaumont's population has increased exponentially and has held the title of fastest growing city in Riverside County for several years.



Beaumont has twelve (12) schools located within Beaumont Unified School District consisting of seven (7) elementary schools, two (2) middle schools, two (2) senior high schools, and one (1) charter school. Transportation provided by Beaumont Unified School District was eliminated in 2008 and many families rely on Beaumont's public transportation system to transport youth passengers to and from school. Beaumont's youth population (age 18 and under) equals 36%²; however, ridership reports taken throughout the year show youth passengers make up 56% of the total passenger base in Beaumont.

Beaumont has three large active adult communities, with another two located in Cherry Valley. Although the median age of residents in Beaumont is 35 years, persons over the age of 65 make up 13.5% of the population, not including those living in Cherry Valley³. The growing active adult communities and the corresponding increase in population for this age group may impact paratransit and fixed route needs.

¹ State of California, Department of Finance

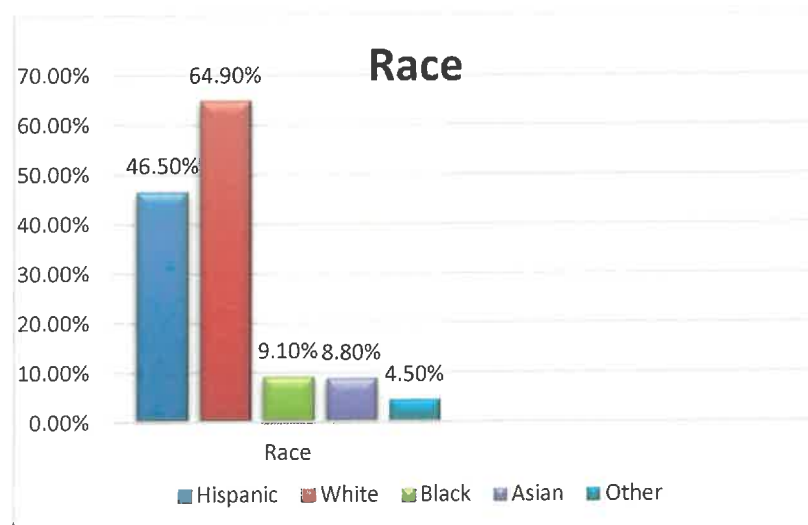
² 2015-2019 American Community Survey 5-year Estimates U.S. Census Bureau

³ Ibid

The mean household income in Beaumont is \$84,105, below California’s statewide mean household income of \$101,493⁴. The percentage of families in Beaumont whose income is below poverty level is 10.5%.

For California residents over the age of 16 years, 63.5% participate in the labor force, where Beaumont shows almost equal to the state at 61.3%. The mean travel time to work for residents of Beaumont is 34.4 minutes. This means that most of the labor force works outside of Beaumont’s city limits and into neighboring areas including Redlands, San Bernardino, Moreno Valley, and Palm Springs areas.

Beaumont residents make up two predominant races with Hispanic or Latino at 46.5%, while another 64.9% are White (not Hispanic or Latino).⁵:



Almost 87.5% of residents over 25 years have at least a high school diploma (or equivalent) with 26.1% earning a bachelor’s degree or higher degree⁶.

Ridership Demographics

Ridership surveys were conducted in December 2019 and January 2020, before COVID-19 shutdown, as part of the 2020 Comprehensive Operations Analysis. There were 427 responses.

General passengers surveyed indicate that 68% live in a household with an annual income of less than \$30,000. Approximately half of the passengers ride the service five or more days per week, with 70.5% indicating that they lack access to a personal vehicle. Additionally, almost 54% state that they use the service to travel either to work or school.

⁴ Ibid

⁵ Ibid

⁶ Ibid

Of the passengers surveyed, 36.4% state that they are Hispanic or Latino and 70.3% are 25 years or age and over.

1.3 Services - Fixed Route Transit Services and Paratransit Service, Regional Express Bus Service

Prior to COVID-19, Beaumont Transit operated seven days a week. Since March of 2020, Beaumont Transit has been operating six days a week. There have been many adjustments to the service schedule over the past year. The current service schedule is listed below. Included are the suspended routes of Route 3, 7 and 9. Route 3 will resume service in April 2021 and the peak Routes 7 and 9 will resume service as COVID recovery continues:

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	Casino Express	Casino Express	Casino Express	Casino Express	Casino Express	
	Route 3	Route 3	Route 3	Route 3	Route 3	
	Route 4	Route 4	Route 4	Route 4	Route 4	Route 3/4
	Route 7*	Route 7*	Route 7*	Route 7*	Route 7*	
	Route 9*	Route 9*	Route 9*	Route 9*	Route 9*	
	Commuter 120	Commuter 120	Commuter 120	Commuter 120	Commuter 120	Commuter 120
	Commuter 125	Commuter 125	Commuter 125	Commuter 125	Commuter 125	

* Peak Service

Table 1
Description of Routes

Route		Description	Major Destinations
Casino Express	Weekday	Downtown to Walmart with Express Service to Cabazon	Second Street Marketplace and restaurants, Walmart Regional Connection Stop, San Gorgonio Hospital servicing Casino Morongo and Outlet Malls via the I-10 freeway.
3	Weekday	Walmart to Cherry Valley via Sundance	Second Street Marketplace and restaurants, Walmart Regional Connection Stop, San Gorgonio Hospital, Sundance Community, Mountain View Middle School, San Gorgonio Middle School, Albert Chatigny Community Recreation Center, Sports Park, Cherry Valley commercial, Cherry Valley Deviations and Beaumont High School
4	Weekday	Walmart to Downtown via 3 Rings Ranch	Second Street Marketplace and restaurants, Walmart Regional Connection Stop, San Gorgonio Hospital, downtown residential areas, Glen View High School, library, 3 Rings Ranch Community, Palm Ave, Mountain View Middle School, San Gorgonio Middle School, Sports Park, Beaumont High School, north residential area, Albert Chatigny Community Recreation Center, Pennsylvania Ave
7	Weekday (Peak Service)	Tournament Hills and Fairway Canyon to Middle Schools and Beaumont High School	Following the Beaumont School District calendar: Western masterplan communities of Tournament Hills, Fairway Canyon to Beaumont High School, Mountain View Middle School, San Gorgonio Middle School, Oak Valley Shopping Center
9	Weekday (Peak Service)	Seneca Springs to Middle Schools and Beaumont High School	Following the Beaumont School District calendar: Southern masterplan community of Seneca Springs, Beaumont High School, Mountain View Middle School, and San Gorgonio Middle School
3/4	Weekend	Walmart to Cherry Valley via Downtown	Second Street Marketplace and restaurants, Walmart Regional Connection Stop, San Gorgonio Hospital, downtown residential areas, Glen View High School, library, 3 Rings Ranch Community, Palm Ave, Mountain View Middle School, San Gorgonio Middle School, Sports Park, Beaumont High School, Cherry Valley Commercial, north residential area, Albert Chatigny Community Recreation Center, Pennsylvania Ave
CL 120	Weekday and Saturday	Walmart to San Bernardino Transit Center	Walmart, Beaumont Civic Center, Calimesa downtown shopping centers, Calimesa Library, San Bernardino Transit Center
CL 125	Weekday	Walmart to Loma Linda Veterans Hospital	Walmart, Beaumont Civic Center, Redlands Transit Center, Kaiser Redlands Medical Office, Loma Linda Veteran's Affairs Hospital and Loma Linda Medical Center
City Wide DAR	Weekday	Demand Response/Reservation Based	Service for Seniors 65+, and persons certified under American Disability Act (ADA) that live in the City of Beaumont and parts of Cherry Valley who are going to places in Beaumont or certain areas within Cherry Valley. Additionally, service is provided to persons who live within 3/4 of a mile from a FR stop and going to a destination also within an area of 3/4 of a mile from a FR stop

Fixed Route

Beaumont normally operates five weekday fixed routes, two in peak service only, and one weekend fixed route. Due to COVID-19, the two peak route services have been suspended due to the close of the school district in March of 2020.

Fixed Route service hours are:

Monday through Friday	6:30 a.m. to 6:40 p.m.
Saturday	8:00 a.m. to 5:00 p.m.

During the holidays of Martin Luther King Jr. Day, Presidents’ Day, Columbus Day, Veterans Day, and Day after Thanksgiving, Beaumont operates limited service and follows a Saturday schedule.

Beaumont does not operate on New Year’s Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, or Christmas Day.

Paratransit Services

Paratransit service, otherwise known as Dial-A-Ride (DAR), is a reservation-based curb to curb service for residents of Beaumont and parts of unincorporated Cherry Valley. Qualified passengers include those who reside 3/4 of a mile from a fixed bus route and are certified under the American with Disabilities Act (ADA). Due to COVID-19, Beaumont Transit has suspended transportation of passengers 65 years of age or over, without ADA certification.

DAR service hours are:

Persons with ADA certification

Monday through Friday	6:30 a.m. to 6:30 p.m.
Saturday	8:00 a.m. to 5:00 p.m.

DAR observes the same holiday schedule as the fixed route system. Limited Service is provided on Martin Luther King Jr. Day, Presidents’ Day, Columbus Day, Veterans Day, and Day after Thanksgiving. No service is provided on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, or Christmas Day.

Regional Express Bus Service

Beaumont operates two regional express routes, including Commuter Link (CL) 120 and Commuter Link (CL) 125. The CL 120 originates at Beaumont’s Walmart transit center and provides service to and from Walmart, the Beaumont Civic Center, Calimesa, and San Bernardino Transit Center (SBTC). The CL 125 also originates at Beaumont Walmart transit center and provides service to and from Redlands Transit Center, Loma Linda VA Hospital, and Kaiser Medical Offices in Redlands.

Commuter Link service hours are:

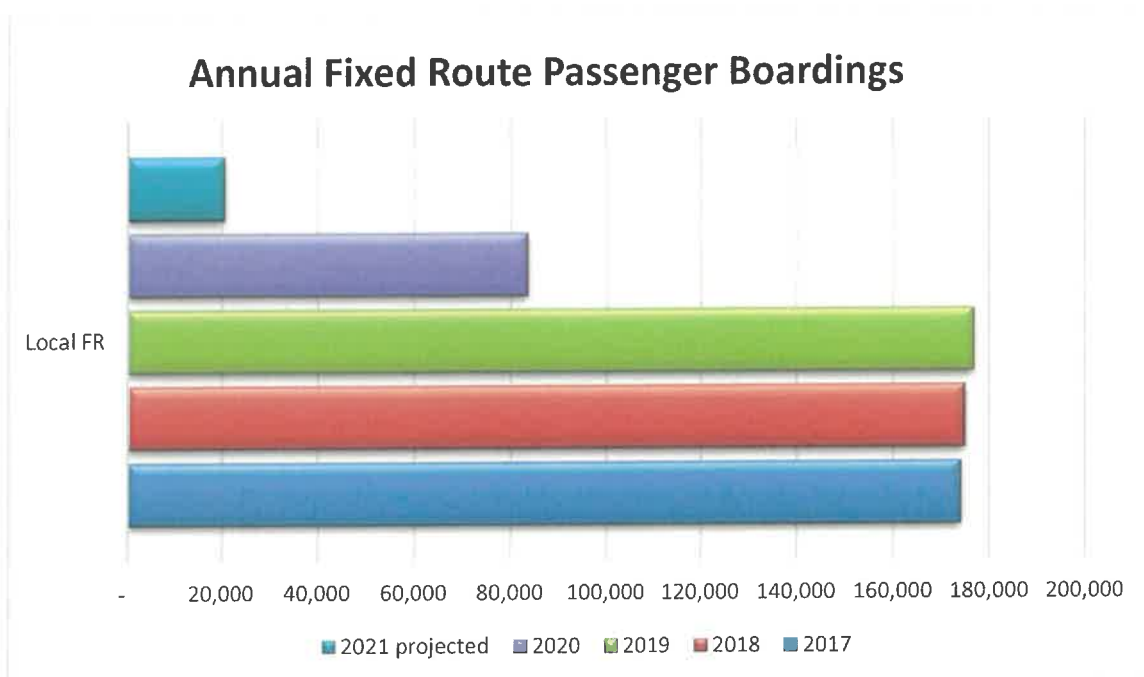
Monday through Friday
Saturday

5:30 a.m. to 7:00 p.m.
7:30 a.m. to 5:20 p.m.

1.4 Ridership, Revenue Miles, Revenue Hours

Fixed Route

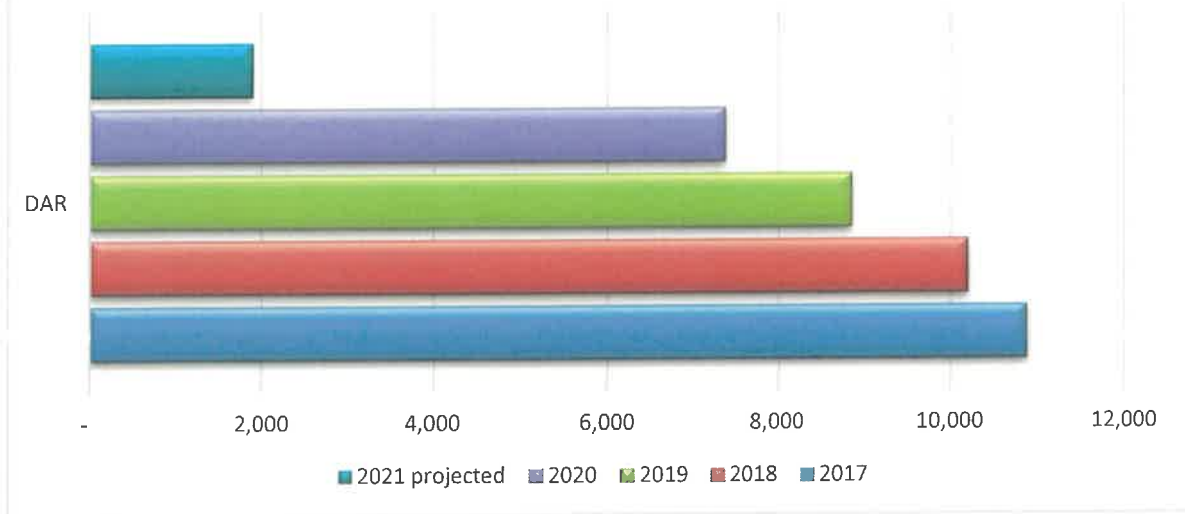
The 2017, 2018, and 2019 fiscal year's passenger boarding's were similar. The average boarding's for the three years was 175,237. In the FY 21 SRTP, Beaumont Transit forecasted passenger boarding's would see a decrease of 39% to close FY 20. Actual numbers closing FY 20 show an actual decline of 52% over prior years. Total fixed route passenger boarding's for FY 20 was 83,699. Unfortunately, most of FY 21 experienced the effects of COVID-19 and passenger boarding's continued to decrease. It is projected that total fixed route passenger boarding's to end FY 21 will be 20,623. This is a 75% decline from FY 20 and an 88% decline compared to FY's 17, 18, and 19 passenger boarding's.



Paratransit Services

In response to the pandemic and social distancing guidelines due to COVID-19, Beaumont Transit's Dial-A-Ride (DAR) has experienced a decrease in passenger trips in FY 20 compared to FY 19 by 34%. In FY 19, there were 8,862 passenger trips. FY 20 ended with 5,820 passenger trips. FY 21 is projected to have completed 1,909 passenger trips which is a 78% decline from FY 19 and a 67% decline from FY 20. The decline can be attributed to the reduction of service to only those persons certified under the Americans Disability Act.

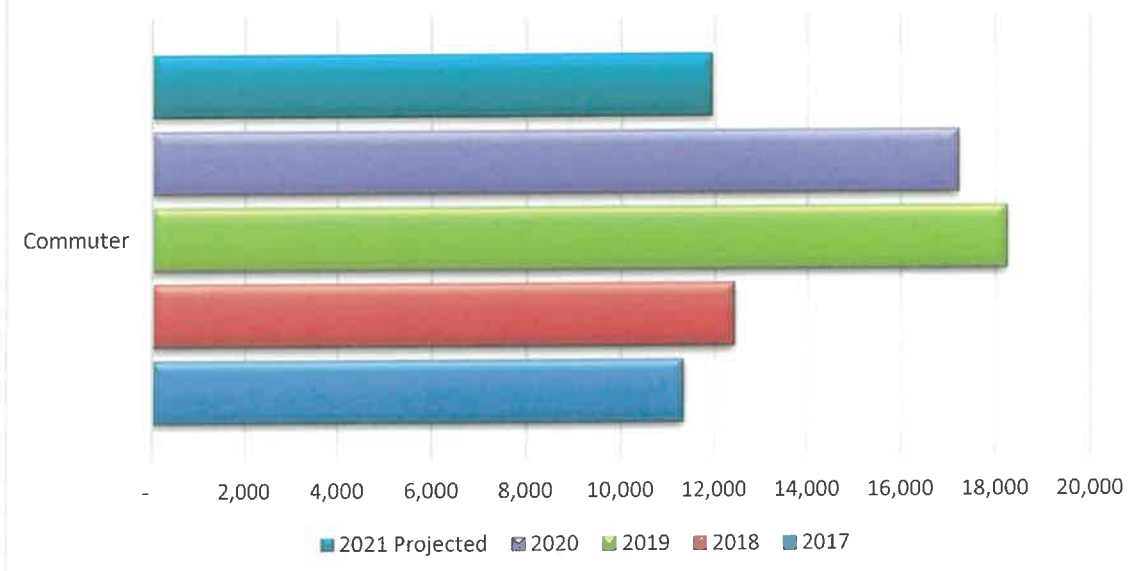
Annual Paratransit Passenger Boardings



Regional Express Bus Service

Commuter Link service has experienced a small decrease in passenger boarding's compared to the fixed route and DAR services Beaumont Transit offers. The fractional decline in boarding's can be attributed to an increase of service and frequency of the service. In 2019 there were 18,252 boarding's. FY 20 had 17,224 boarding's and is a 6% decline compared to FY 19. FY 21 is projected to end with 11,958 passenger boarding's which is a 31% decline compared to FY 20 and 35% decline compared to FY 19.

Annual Commuter Passenger Boardings



1.5 Current Fare Structure

Fixed Route

On fixed route service, passengers pay general fare unless they qualify for a discounted fare. Discounted fares are available to seniors, persons with disabilities, veterans, or active military. Children 46" tall or under ride for \$0.25 with a paying adult. The following is the current fare structure:

Fare Category	Base Fare	Day Pass	10 Ticket Book	Monthly Pass
General	\$1.25	\$3.10	\$12.50	\$39.13
Child (46" tall or under) Accompanied by a paying adult. Limit 2	\$0.25	N/A	N/A	N/A
Senior/Disabled (60+)	\$0.75	\$1.90	\$7.50	\$24.80
Military Veterans	\$0.75	\$1.90	\$7.50	\$24.80
Deviations (Route 3 and 4)	\$0.50	N/A	N/A	N/A
Go Pass: MSJC Students (During valid session only)	Free	N/A	N/A	N/A
Active Military	Free	N/A	N/A	N/A

Paratransit Services

Fare Categories	Base Fare	10-Ride Punch Card
One-Way	\$2.00	\$18.00
Companion & Child	\$3.00	N/A
PCA (with ID)	Free	Free
No Show	\$2.00	N/A

Regional Express Bus Service

Fare Categories	Base Fare	10 Ride Punch Card	Day Pass	Monthly Pass
General	\$3.50	\$31.50	\$8.00	\$75.00
Child (46" tall or under) Accompanied by a paying adult. Limit 2	\$2.50	\$22.50	\$6.00	\$50.00
Senior/Disabled (60+)	\$2.50	\$22.50	\$6.00	\$50.00
Military Veterans	\$2.50	\$22.50	\$6.00	\$50.00
Active Military	Free	N/A	N/A	N/A

Fare Collection Systems

There are a variety of options available to passengers to pay fares. Passengers can purchase monthly passes at the Beaumont Civic Center where cash, check or credit cards are acceptable forms of payment. Onboard the bus, passengers can purchase ticket books, punch cards, and

day passes from the driver using cash or check. Beaumont Transit has also partnered with Token Transit as an additional fare payment option.

Token Transit is used primarily on the peak routes; Routes 7 and 9. In FY 20, 28% of the passengers on Route 7 use Token Transit. 30% of the Route 9 passengers use Token Transit. Predominately, passengers use cash or prepaid tickets as their preferred fare media for transportation.

Incentive Programs and Ridership Promotion

Before COVID-19, Beaumont Transit actively participated in many community events throughout the calendar year, including the annual Cherry Festival parade, holiday light parade, Touch-A-Bus, Trunk-or-Treat, Veteran's Expo, Stuff-the-Bus, and Free Fare Friday.

Beaumont Transit applied for and received funding for a free fare promotion through Low Carbon Transportation Operation Program (LCTOP) for FY 20. All passengers have been able to ride Beaumont Transit free because of this grant funding opportunity. Beaumont Transit is partnering with our neighboring agency, Banning Connect, to continue to offer free fare for passengers from July 2021 through December 2021. Beaumont and Banning will jointly share advertising and outreach efforts to gain confidence of our choice and dependent passengers to get on board public transportation again as we recover from COVID-19 restrictions.

Beaumont offers a real-time bus tracking system called Double Map for our passengers to use. This program, initially purchased in 2016, promotes the reliability of the local transit system for passengers. This real-time bus tracking is accessible on a free smart phone app or through any connection with the Internet. This program gives passengers the ability to find and track their buses to eliminate unnecessary waiting.

1.6 Revenue Fleet

Beaumont Transit's fleet consists of twenty-two vehicles, fourteen of which are CNG fueled and the other eight by gasoline, as shown in Tables 1.1. Two of the gas buses are out of service and are in the process of being replaced with electric shuttles. Three new CNG vehicles were delivered in FY 21 and are in service. The CNG fueled vehicles meet the emission mitigation standards mandated by the California Air Resources Board (CARB).

Beaumont maximizes the life of vehicles in our fleet. Most of the vehicles are considered Medium Duty vehicles under Federal Transit Administration (FTA) and have a 7-year, 200,000-mile life expectancy⁷. Beaumont maintenance keeps vehicles in service longer than FTA guidelines.

⁷ https://www.transitwiki.org/TransitWiki/images/6/64/Useful_Life_of_Buses.pdf

Table 1.1 - Fleet Inventory
FY 2021/22 Short Range Transit Plan
City of Beaumont

Bus (Motorbus) / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2020/21	# of Contingency Vehicles FY 2020/21	Life to Date Vehicle Miles Prior Year End FY 2019/20	Life to Date Vehicle Miles through March FY 2020/21	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2020/21
2010	CMD	C 5500	28	1	32	CN			230,600	233,880	
2015	EBC	XHF 40	43	1	40	CN			57,702	69,003	
2011	EDN	EDN	30	1	33	GA			278,190	297,396	
2011	EDN	EDN	30	1	33	CN			165,591	173,617	
2015	EDN	XHF 40	43	1	40	CN			51,249	73,757	
2015	EDN	XHF 40	43	1	40	CN			48,907	67,721	
2019	GLV	GLV	28	1	33	CN				2,919	
2019	GLV	GLV	28	1	33	CN				2,847	
2009	GMC	C-5500	28	1	32	CN			187,418	188,545	
2009	STR	C-5500	28	1	32	CN			219,620	224,959	
Totals:									1,239,277	1,334,644	

Table 1.1 - Fleet Inventory
FY 2021/22 Short Range Transit Plan
 City of Beaumont

Commuter Bus / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2020/21	# of Contingency Vehicles FY 2020/21	Life to Date Vehicle Miles Prior Year End FY 2019/20	Life to Date Vehicle Miles through March FY 2020/21	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2020/21
2018	EDN	EZRider II	30	1	32	CN			72,726	111,121	
2011	EDN	FORD 550	30	1	33	GA			318,361	339,791	
2011	EDN	FORD F550	30	1	33	GA			338,738	358,625	
2016	EDN	FORD F550	30	1	33	CN			94,643	119,368	
2010	FRD	Ford E450	16	1	24	GA			345,017	359,779	
2010	FRD	Ford E-450	16	1	24	GA			396,901	413,377	
2010	FRD	Ford E-450	16	1	24	GA			379,989	389,699	
2019	GLV	GLV	28	1	33	CN				2,833	
2010	STR	C-5500	30	1	32	GA			341,112	354,712	
Totals:									2,287,487	2,449,305	

Table 1.1 - Fleet Inventory
FY 2021/22 Short Range Transit Plan
 City of Beaumont

Demand Response / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2020/21	# of Contingency Vehicles FY 2020/21	Life to Date Vehicle Miles Prior Year End FY 2019/20	Life to Date Vehicle Miles through March FY 2020/21	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2020/21
2016	EDN	FORD E-450	20	1	24	CN			51,571	57,918	
Totals:										51,571	57,918

All vehicles meet the ADA accessibility requirements and are equipped with bike racks. Vehicle capacity ranges in size from 16 passengers to 43 passengers.

Beaumont Transit is in the finishing stages of rebranding our agency from Beaumont Pass Transit to Beaumont Transit. We have rebranded our buses with new wraps. Below is an example of our new bus wrap.



1.7 Existing Facilities and Bus Stop Amenities

Existing Transit Facilities

Administrative services for Beaumont Transit are temporarily located in the heart of downtown Beaumont at the Beaumont Civic Center, 550 E 6th Street, Building D. It is at this location where dispatch, administrative assistance, and the operations yard are located.

Customer service calls for general information, route planning, and Dial-A-Ride appointments are serviced at this location, while walk in customers, including the purchase of fare media, are serviced within the main civic center building.

The Fleet maintenance operations is located at 550 California Ave, approximately 1 mile from the administrative building.

Bus Stop Amenities

Beaumont has 23 bus shelters, 157 bus stops, and a dozen stops with benches. Staff is working with the City of Beaumont Engineering Department to create plans and a request for proposal to improve the Walmart Regional Bus Stop which connects passengers with four transit agencies. This improvement is funded by the Low Carbon Transportation Operations Program

(LCTOP) FY 18 award. Additionally, LCTOP will install bus shelters at two other locations located in the disadvantaged community of Beaumont, including the Beaumont Library.

1.8 Existing Coordination Between Transit Agencies

Because the San Geronio Pass area is geographically isolated from the desert, western Riverside County and the urban area of San Bernardino county, public transit coordination is vital for the movement of passengers. Passengers traverse cities to accomplish needs such as social services, employment opportunities, and more diverse commercial businesses.

Beaumont has entered into multiple agreements with surrounding transit operators, including Banning, OmniTrans, RTA, and Victor Valley Transit Authority (VVTA). The 2019 interagency agreement with Banning has an added feature of a paper transfer system, reminiscent of the early 2000s. This has proven to be problematic to Beaumont's transit-dependent residents needing to access social services, the courthouse, and DMV services, all located in Banning, as they are now faced with a "two-seat" ride each way.

Agreements with OmniTrans, RTA and VVTA have added value for connecting passengers.

- Passengers presenting a Beaumont multi use (day or month) pass can connect to OmniTrans, RTA or VVTA for free wherever the two agencies connect.
- Passengers presenting a multi-use (day, week, or month) pass from OmniTrans or VVTA receive a \$1.00 discount on commuter service or free connection with our fixed route wherever we connect.
- Passengers presenting RTA multi use pass (day, week, or month) connect for free to Beaumont's commuter and fixed route service wherever the two agencies connect.

1.9 Prior or Existing Studies and Plans

Beaumont completed a Comprehensive Operations Analysis (COA) in 2020. There are three phases to implementing the action plan outlined by the independent consultant.

- Phase 1 was a discovery phase wherein surveys were conducted, on-time performance analyzed, and preliminary findings were documented.
- Phase 2 addressed a funding analysis including a fare equity analysis, route evaluation, and service recommendations.
- Phase 3 developed an action plan including a 5-year action plan with short-term, mid-term, and long-term recommendations.

Short-Term plan includes discussing a return to regular service under the guidance provided by the Centers for Disease Control (CDC). Vehicle capacity is discussed as the biggest challenge moving forward and the ability to meet the needs of passengers as schools reopen.

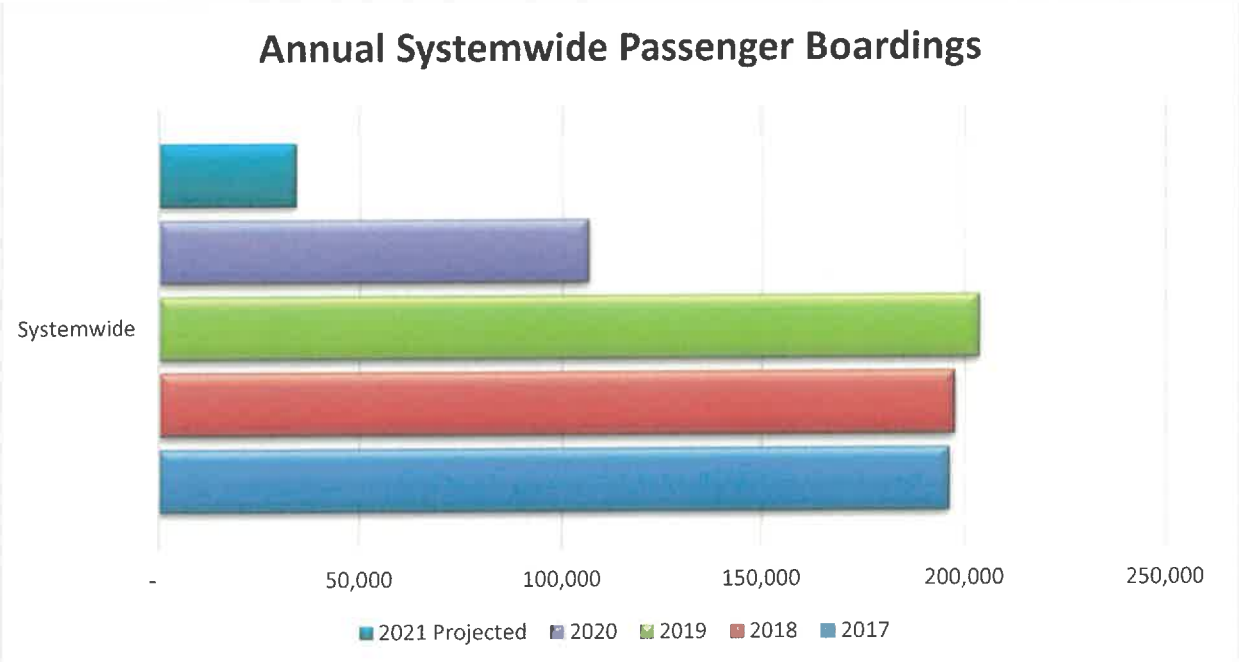
Additionally, improvements to on-time performance and mid-trip fueling were discussed and recommendations for improvement were offered.

Mid-Term plan (now through December 2022) recommendations include the elimination of service to Calimesa. It was found that few individuals travel to or from Calimesa. The Calimesa stop slows down the commuter route whose primary purpose is to connect to San Bernardino. Second, it is recommended to implement a 20% fare increase once the on-time performance is resolved. Third, enhance the commuting options to the logistic center that is a major employment center of the city and includes Amazon Distribution Center. Finally, integration to the new operations and fleet maintenance facility with the routes to offer service in the area. Other recommendations include enhancing connectivity with Banning and RTA transit agencies and building a Bus Stop Improvement Plan.

Long-Term plan (Jan 2023 – June 2025) gave recommendations for the future including expanding local service to emerging residential neighborhoods. Realignment of routes to a more centralized transfer station is discussed. Transition to an alternative fuel fleet and infrastructure is an ongoing project. Finally, COA consultants recommend introducing more technology for passengers to offer predictive arrival features.

CHAPTER 2 - EXISTING SERVICE AND ROUTE PERFORMANCE

Fiscal Year 20 was a challenging year for everyone, including public transportation due to COVID-19. The year was projected to end with less passenger trips than years prior, however the pandemic created and continues to create passenger boarding’s significantly less then were thought possible. Beaumont Transit systemwide passenger trips for FY 20 ended with 106,743 passenger trips. This is lower than the passenger trips that were projected and delivered in FY 19. In FY 19, systemwide passenger trips, including paratransit, totaled 203,660. FY 21 is projected to end significantly lower at 34,500 passenger trips. An 83% decline from 2019 and a 68% decline from FY 20.



There are two primary reasons to explain why Beaumont Transit is experiencing a decline in passenger boarding's. First, is the pandemic. The stay-at-home order negatively impacted Beaumont's operations since passengers were not going to work or school. As the school district and stores begin to open and the social distancing mandate lifted, we hope to see Beaumont Transit's passenger boarding's increase. Second, Beaumont eliminated service on the Route 2 in FY 20. The Route 2 previously connected Beaumont passengers in the low income and downtown area to social services in Banning; however, this service was eliminated with the entering of an Interagency Agreement with City of Banning which took effect July 1, 2019.

2.1 Key Performance Indicators

Beaumont Transit monitors performance indicators throughout the year to ensure the system is performing productively. Customer complaints and suggestions are received, noted, and implemented where appropriate. Route schedules and timepoints are reviewed for connectivity with other routes and regional connection opportunities. Department expenses are monitored for farebox recovery ratio.

RCTC also provides an ability to demonstrate performance indicators in Table 2.0. Key performance indicators include seven discretionary and one mandatory, with transit operators required to meet four of the seven discretionary indicators. Beaumont currently fails to meet the mandatory performance indicator of 10% farebox recovery ratio and meets five of the seven discretionary.

Table 2.0 -- Service Provider Performance Targets Report
 FY 2020/21 Short Range Transit Plan Review
 City of Beaumont

Data Elements	FY 2020/21 Plan	FY 2020/21 Target	FY 2020/21 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	169,846			
Passenger Miles	1,477,908			
Total Actual Vehicle Revenue Hours	26,560.0			
Total Actual Vehicle Revenue Miles	567,924.0			
Total Actual Vehicle Miles	590,904.0			
Total Operating Expenses	\$2,775,646			
Total Passenger Fare Revenue	\$307,338			
Net Operating Expenses	\$2,468,308			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	14.43%	>= 10.00%	2.15%	Fails to Meet Target
Discretionary:				
1. Operating Cost Per Revenue Hour	\$104.50	<= \$83.25	\$67.99	Meets Target
2. Subsidy Per Passenger	\$14.53	>= \$10.05 and <= \$13.59	\$25.73	Better Than Target
3. Subsidy Per Passenger Mile	\$1.67	>= \$2.10 and <= \$2.84	\$5.67	Better Than Target
4. Subsidy Per Hour	\$92.93	>= \$62.24 and <= \$84.20	\$66.53	Meets Target
5. Subsidy Per Mile	\$4.35	>= \$2.92 and <= \$3.96	\$2.96	Meets Target
6. Passengers Per Revenue Hour	6.39	>= 5.27 and <= 7.13	2.59	Fails to Meet Target
7. Passengers Per Revenue Mile	0.30	>= 0.25 and <= 0.33	0.11	Fails to Meet Target

Note: Must meet at least 4 out of 7 Discretionary Performance Indicators

Productivity Performance Summary:

Service Provider Comments:

2.2 SRTP Performance Report

In FY 20, when the SRTP was prepared for FY 21, Beaumont set a plan for performance. RCTC in turn set targets for Beaumont to keep in mind as the year of operation. The following Table 2.1 outlines the planned performance indicators for FY 21 and compares the FY 22 plan to the FY 21 targets.

At the time of this draft and printing of reports, targets have not been set by RCTC. This section will be updated when the targets are set.

FY 2021/22 - Table 2.1 -- SRTP Performance Report
Service Provider: City of Beaumont
All Routes

Performance Indicators	FY 2019/20 End of Year Actual	FY 2020/21 3rd Quarter Year-to-Date	FY 2021/22 Plan	FY 2021/22 Target	Plan Performance Scorecard (a)
Passengers	108,367	26,383	84,316	None	
Passenger Miles	517,775	119,731	785,168	None	
Revenue Hours	18,380.8	10,205.2	18,930.0	None	
Total Hours	19,852.3	11,348.1	21,394.0	None	
Revenue Miles	393,041.0	229,575.0	359,560.0	None	
Total Miles	409,890.0	239,255.0	417,064.0	None	
Operating Costs	\$1,522,741	\$693,892	\$2,535,849	None	
Passenger Revenue	\$136,784	\$14,949	\$168,650	None	
Measure-A Revenue				None	
LCTOP Revenue			\$40,465	None	
Operating Subsidy	\$1,385,957	\$678,943	\$2,367,199	None	
Operating Costs Per Revenue Hour	\$82.84	\$67.99	\$133.96	None	
Operating Cost Per Revenue Mile	\$3.87	\$3.02	\$7.05	None	
Operating Costs Per Passenger	\$14.05	\$26.30	\$30.08	None	
Farebox Recovery Ratio	8.98%	2.15%	8.24%	None	
Subsidy Per Passenger	\$12.79	\$25.73	\$28.08	None	
Subsidy Per Passenger Mile	\$2.68	\$5.67	\$3.01	None	
Subsidy Per Revenue Hour	\$75.40	\$66.53	\$125.05	None	
Subsidy Per Revenue Mile	\$3.53	\$2.96	\$6.58	None	
Passengers Per Revenue Hour	5.90	2.59	4.45	None	
Passengers Per Revenue Mile	0.28	0.11	0.23	None	

a) The Plan Performance Scorecard column is the result of comparing the FY 2021/22 Plan to the FY 2021/22 Primary Target.

2.3 SRTP Service Summary

In the following pages are reports that give an insight on how the Beaumont Transit service is performing in various areas compared to years past, as well as the plan for the coming fiscal year.

Table 2.2 Service Summary for City of Beaumont All Routes: Like Table 2.1 above, this table compares 3rd Quarter actual of FY 21 to the plan of FY 21. In addition, the table also shows actual audited figures for FY 19 and 20 as well as showing FY 21 compared to FY 22 plan. This table shows all routes Beaumont operates including Dial-A-Ride and excluded routes.

Table 2.2 -- City of Beaumont -- SRTP Service Summary
FY 2021/22 Short Range Transit Plan
All Routes

	FY 2018/19 Audited	FY 2019/20 Audited	FY 2020/21 Plan	FY 2020/21 3rd Qtr Actual	FY 2021/22 Plan
Fleet Characteristics					
Peak-Hour Fleet	9	9	13	4	12
Financial Data					
Total Operating Expenses	\$2,796,318	\$1,522,741	\$2,775,646	\$693,892	\$2,535,849
Total Passenger Fare Revenue	\$240,041	\$136,784	\$400,684	\$14,949	\$209,115
Net Operating Expenses (Subsidies)	\$2,556,276	\$1,385,957	\$2,468,308	\$678,943	\$2,367,199
Operating Characteristics					
Unlinked Passenger Trips	204,274	108,367	169,846	26,383	84,316
Passenger Miles	976,877	517,775	1,477,908	119,731	785,168
Total Actual Vehicle Revenue Hours (a)	24,456.7	18,380.8	26,560.0	10,205.2	18,930.0
Total Actual Vehicle Revenue Miles (b)	457,808.9	393,041.0	567,924.0	229,575.0	359,560.0
Total Actual Vehicle Miles	483,043.8	409,890.0	590,904.0	239,255.0	417,064.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$114.34	\$82.84	\$104.50	\$67.99	\$133.96
Farebox Recovery Ratio	8.58%	8.98%	14.43%	2.15%	8.24%
Subsidy per Passenger	\$12.51	\$12.79	\$14.53	\$25.73	\$28.08
Subsidy per Passenger Mile	\$2.62	\$2.68	\$1.67	\$5.67	\$3.01
Subsidy per Revenue Hour (a)	\$104.52	\$75.40	\$92.93	\$66.53	\$125.05
Subsidy per Revenue Mile (b)	\$5.58	\$3.53	\$4.35	\$2.96	\$6.58
Passenger per Revenue Hour (a)	8.4	5.9	6.4	2.6	4.5
Passenger per Revenue Mile (b)	0.45	0.28	0.30	0.11	0.23

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

Table 2.2 is further broken down into Excluded and Non-Excluded Routes. The following two tables reflect these two categories.

In FY 21, Beaumont had 4 excluded routes from the farebox recovery ratio reporting. These routes were Casino Express, Route 3/4, Commuter Link 120 and Commuter Link 125. Excluded Routes are new routes or routes that have had 25% change in route. Being excluded gives a grace period for the route to perform and gain passenger ridership for three years.

More detail on excluded routes is in Table 2.2A

**Table 2.2 -- City of Beaumont -- SRTP Service Summary
FY 2021/22 Short Range Transit Plan
Excluded Routes**

	FY 2018/19 Audited	FY 2019/20 Audited	FY 2020/21 Plan	FY 2020/21 3rd Qtr Actual	FY 2021/22 Plan
Fleet Characteristics					
Peak-Hour Fleet	2	4	5	2	5
Financial Data					
Total Operating Expenses	\$460,249	\$1,110,135	\$1,359,487	\$513,991	\$1,486,755
Total Passenger Fare Revenue	\$14,420	\$44,092	\$163,923	\$7,546	\$71,950
Net Operating Expenses (Subsidies)	\$445,829	\$1,066,044	\$1,241,987	\$506,444	\$1,435,605
Operating Characteristics					
Unlinked Passenger Trips	7,344	33,563	52,476	14,400	19,634
Passenger Miles	35,251	161,102	801,695	69,120	429,778
Total Actual Vehicle Revenue Hours (a)	2,849.2	10,461.4	16,116.0	6,538.7	11,809.0
Total Actual Vehicle Revenue Miles (b)	76,021.0	266,476.0	425,086.0	164,300.0	266,082.0
Total Actual Vehicle Miles	77,316.0	272,658.0	434,330.0	169,759.0	312,410.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$161.54	\$106.12	\$84.36	\$78.61	\$125.90
Farebox Recovery Ratio	3.13%	3.97%	12.05%	1.47%	4.83%
Subsidy per Passenger	\$60.71	\$31.76	\$23.67	\$35.17	\$73.12
Subsidy per Passenger Mile	\$12.65	\$6.62	\$1.55	\$7.33	\$3.34
Subsidy per Revenue Hour (a)	\$156.48	\$101.90	\$77.07	\$77.45	\$121.57
Subsidy per Revenue Mile (b)	\$5.86	\$4.00	\$2.92	\$3.08	\$5.40
Passenger per Revenue Hour (a)	2.6	3.2	3.3	2.2	1.7
Passenger per Revenue Mile (b)	0.10	0.13	0.12	0.09	0.07

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

Table 2.2 -- City of Beaumont -- SRTP Service Summary
FY 2021/22 Short Range Transit Plan
Non-Excluded Routes

	FY 2018/19 Audited	FY 2019/20 Audited	FY 2020/21 Plan	FY 2020/21 3rd Qtr Actual	FY 2021/22 Plan
Fleet Characteristics					
Peak-Hour Fleet	8	7	8	3	7
Financial Data					
Total Operating Expenses	\$2,336,069	\$412,606	\$1,416,159	\$179,901	\$1,049,094
Total Passenger Fare Revenue	\$225,621	\$92,693	\$236,761	\$7,402	\$137,165
Net Operating Expenses (Subsidies)	\$2,110,448	\$319,913	\$1,226,321	\$172,499	\$931,594
Operating Characteristics					
Unlinked Passenger Trips	196,930	74,804	117,370	11,983	64,682
Passenger Miles	941,626	356,673	676,213	50,611	355,390
Total Actual Vehicle Revenue Hours (a)	21,607.6	7,919.3	10,444.0	3,666.5	7,121.0
Total Actual Vehicle Revenue Miles (b)	381,787.9	126,565.0	142,838.0	65,275.0	93,478.0
Total Actual Vehicle Miles	405,727.8	137,232.0	156,574.0	69,496.0	104,654.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$108.11	\$52.10	\$135.60	\$49.07	\$147.32
Farebox Recovery Ratio	9.66%	22.47%	16.71%	4.11%	13.07%
Subsidy per Passenger	\$10.72	\$4.28	\$10.45	\$14.40	\$14.40
Subsidy per Passenger Mile	\$2.24	\$0.90	\$1.81	\$3.41	\$2.62
Subsidy per Revenue Hour (a)	\$97.67	\$40.40	\$117.42	\$47.05	\$130.82
Subsidy per Revenue Mile (b)	\$5.53	\$2.53	\$8.59	\$2.64	\$9.97
Passenger per Revenue Hour (a)	9.1	9.5	11.2	3.3	9.1
Passenger per Revenue Mile (b)	0.52	0.59	0.82	0.18	0.69

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

Table 2.2 -- Beaumont-BUS -- SRTP Service Summary
FY 2021/22 Short Range Transit Plan
All Routes

	FY 2018/19 Audited	FY 2019/20 Audited	FY 2020/21 Plan	FY 2020/21 3rd Qtr Actual	FY 2021/22 Plan
Fleet Characteristics					
Peak-Hour Fleet	8	8	11	4	11
Financial Data					
Total Operating Expenses	\$2,528,180	\$1,334,203	\$2,471,923	\$583,021	\$2,318,526
Total Passenger Fare Revenue	\$236,763	\$116,125	\$376,684	\$11,486	\$189,115
Net Operating Expenses (Subsidies)	\$2,291,416	\$1,218,078	\$2,188,585	\$571,535	\$2,169,876
Operating Characteristics					
Unlinked Passenger Trips	195,400	102,547	160,782	24,944	82,486
Passenger Miles	937,920	492,226	1,429,869	119,731	777,299
Total Actual Vehicle Revenue Hours (a)	21,785.4	16,571.9	23,844.0	9,751.2	18,295.0
Total Actual Vehicle Revenue Miles (b)	424,129.0	369,493.0	532,748.0	219,507.0	346,810.0
Total Actual Vehicle Miles	445,928.3	383,827.0	552,664.0	227,562.0	402,230.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$116.05	\$80.51	\$103.67	\$59.79	\$126.73
Farebox Recovery Ratio	9.36%	8.70%	15.23%	1.97%	8.15%
Subsidy per Passenger	\$11.73	\$11.88	\$13.61	\$22.91	\$26.31
Subsidy per Passenger Mile	\$2.44	\$2.47	\$1.53	\$4.77	\$2.79
Subsidy per Revenue Hour (a)	\$105.18	\$73.50	\$91.79	\$58.61	\$118.60
Subsidy per Revenue Mile (b)	\$5.40	\$3.30	\$4.11	\$2.60	\$6.26
Passenger per Revenue Hour (a)	9.0	6.2	6.7	2.6	4.5
Passenger per Revenue Mile (b)	0.46	0.28	0.30	0.11	0.24

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

Table 2.2 -- Beaumont-DAR -- SRTP Service Summary
FY 2021/22 Short Range Transit Plan
All Routes

	FY 2018/19 Audited	FY 2019/20 Audited	FY 2020/21 Plan	FY 2020/21 3rd Qtr Actual	FY 2021/22 Plan
Fleet Characteristics					
Peak-Hour Fleet	1	1	2	1	1
Financial Data					
Total Operating Expenses	\$268,138	\$188,538	\$303,723	\$110,871	\$217,323
Total Passenger Fare Revenue	\$3,278	\$20,659	\$24,000	\$3,463	\$20,000
Net Operating Expenses (Subsidies)	\$264,860	\$167,879	\$279,723	\$107,408	\$197,323
Operating Characteristics					
Unlinked Passenger Trips	8,874	5,820	9,064	1,439	1,830
Passenger Miles	38,957	25,550	48,039	7,869	7,869
Total Actual Vehicle Revenue Hours (a)	2,671.3	1,808.9	2,716.0	454.0	635.0
Total Actual Vehicle Revenue Miles (b)	33,679.9	23,548.0	35,176.0	10,068.0	12,750.0
Total Actual Vehicle Miles	37,115.5	26,063.0	38,240.0	11,693.0	14,834.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$100.38	\$104.23	\$111.83	\$244.20	\$342.24
Farebox Recovery Ratio	1.22%	10.96%	7.90%	3.12%	9.20%
Subsidy per Passenger	\$29.85	\$28.85	\$30.86	\$74.64	\$107.83
Subsidy per Passenger Mile	\$6.80	\$6.57	\$5.82	\$236.57	\$25.08
Subsidy per Revenue Hour (a)	\$99.15	\$92.81	\$102.99	\$10.67	\$310.74
Subsidy per Revenue Mile (b)	\$7.86	\$7.13	\$7.95	\$3.2	\$15.48
Passenger per Revenue Hour (a)	3.3	3.2	3.3	3.2	2.9
Passenger per Revenue Mile (b)	0.26	0.25	0.26	0.14	0.14

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

City of Beaumont
Short Range Transit Plan
FY 2021/2022 - 2023/2024



Table 2.2A Excluded Routes

Excluded routes are new routes or new service extensions that are eligible for exemptions from the farebox recovery requirements

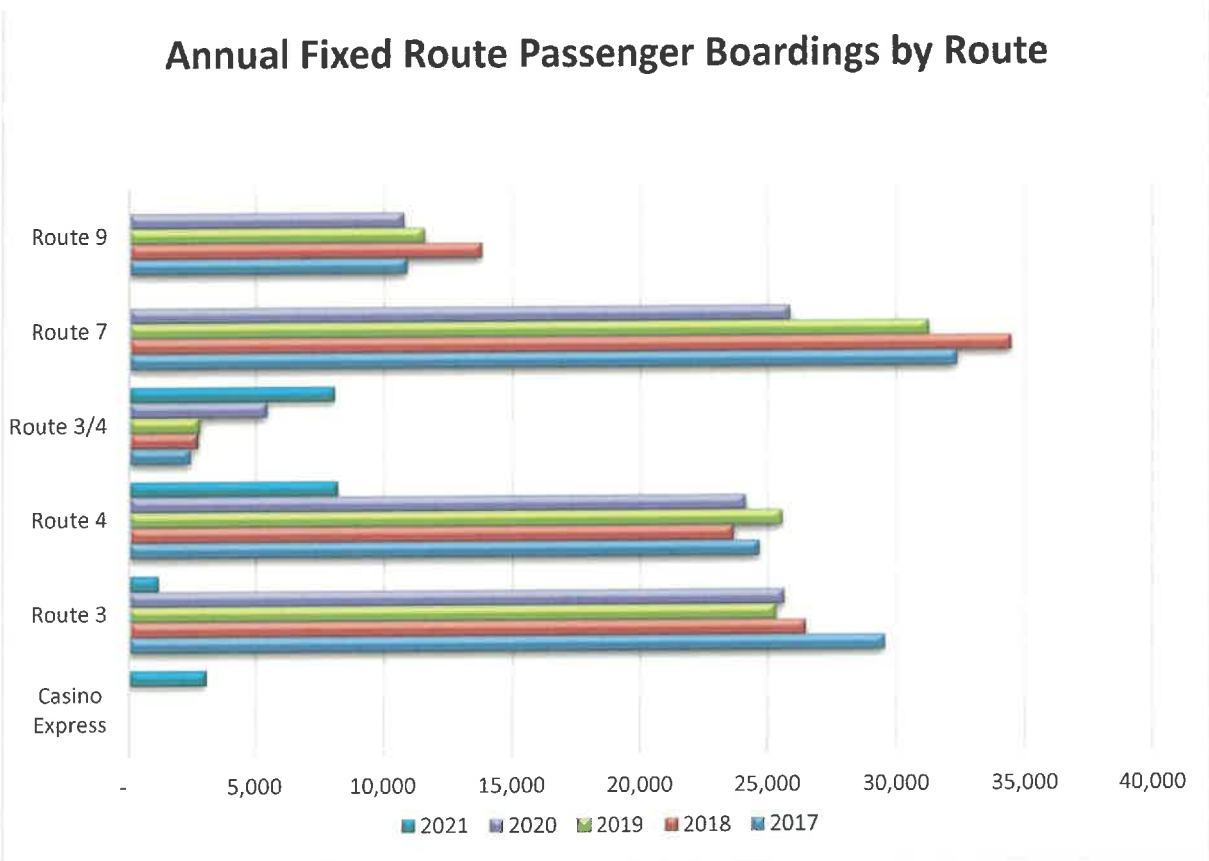
Route #	Mode (FR/DAR)	Service Type (DO/CO)	Route Description	Date of Implementation	Exemption End Date
Route 3/4	FR	DO	Saturday & Sunday Service: Walmart to Cherry Valley via Downtown	August 2019	August 2022
Route 120	FR	DO	Monday - Saturday Service: Walmart to San Bernardino Transit Center	August 2019	August 2022
Casino Express	FR	DO	Monday - Friday: Downtown to Walmart with Express Service to Casino Morongo and Outlet Malls	August 2020	August 2023
Route 125	FR	DO	Monday - Friday Service: Walmart to Loma Linda Veterans Hospital	October 2020	October 2023

2.4 Service Performance

Beaumont Transit operates six local fix routes, two of which are peak routes, and two commuter links. In this section, each route will be analyzed and discussed.

Fixed Route Service

The following chart compares the total passenger trips by the route and by year for the local fixed route.



In the statistics and analysis discussed for each route, route performance is projected based on the passenger boarding trends for the first three-quarters of FY 21. This is a projection to end FY 21. The Routes 7 and 9, which are our peak routes that primarily service the schools, will not run the remainder of FY 21.

Casino Express

The Casino Express began in August 2020. It serves as an express service from Beaumont Walmart to Casino Morongo and the Outlet Mall in Cabazon. These destinations are a major employer of the area. The Route runs a 20-minute headway and operates on a Monday through Friday schedule.

Since it is the first year in service, there is no other data to compare it to. However, the route has shown an increase month over month of passenger boarding's. In FY 21, the Casino Express is projected to finish the fiscal year with 3,087 passenger boarding's. The Casino Express currently makes up 8.83% of systemwide passengers.



Route 3

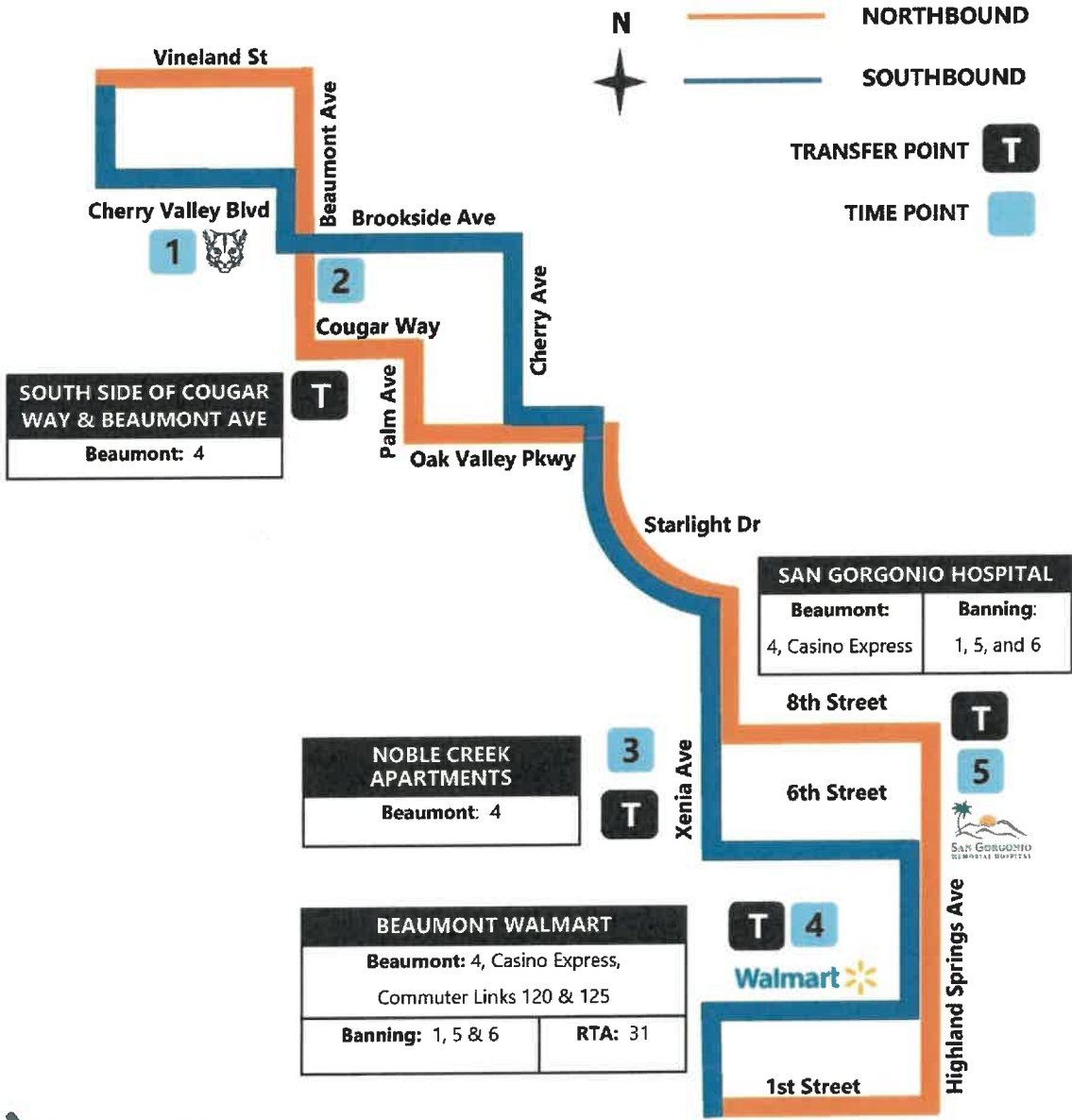
The Route 3 operates weekdays with a one-hour headway and services the north area of Beaumont, residential community of Sundance and Walmart. This route also connects Sundance with both middle schools, the high schools, and three elementary schools. At the recommendation of the COA findings, deviations to the unincorporated areas of Cherry Valley have been eliminated.

In FY 21, the Route 3 is projected to finish the fiscal year with 1,200 passenger boarding's. A significant decrease of 94% compared to FY 20 which had 19,279 passenger boarding's. The Route 3 makes up 3.44% of systemwide passengers.

3

Beaumont | Cherry Valley

WEEKDAY SERVICE | No Service on Holidays



Routing and timetables subject to change.
OCTOBER 2020

Route 4

The Route 4 operates weekdays with a one-hour headway and primarily services the SB535 identified disadvantaged community located in the heart of Beaumont's original 9-square miles of city limits. This route connects passengers with the local library, two elementary schools, the community center, both middle schools, the main high school, and the commercial shopping area of Walmart. In FY 21, an Amazon Distribution Center opened in the industrial park to the south west in Beaumont city limits. To facilitate the passenger's ability to travel to the major employment center, the Route 4 offers deviations to the industrial area. Passengers either notify the driver or call customer service for a deviation request.

In FY 21, Route 4 is projected to finish the fiscal year at 8,235 passenger boarding's. This is a 23.56% decrease in passenger trips compared to FY 20. This route makes up 40% of the systemwide passengers.

4

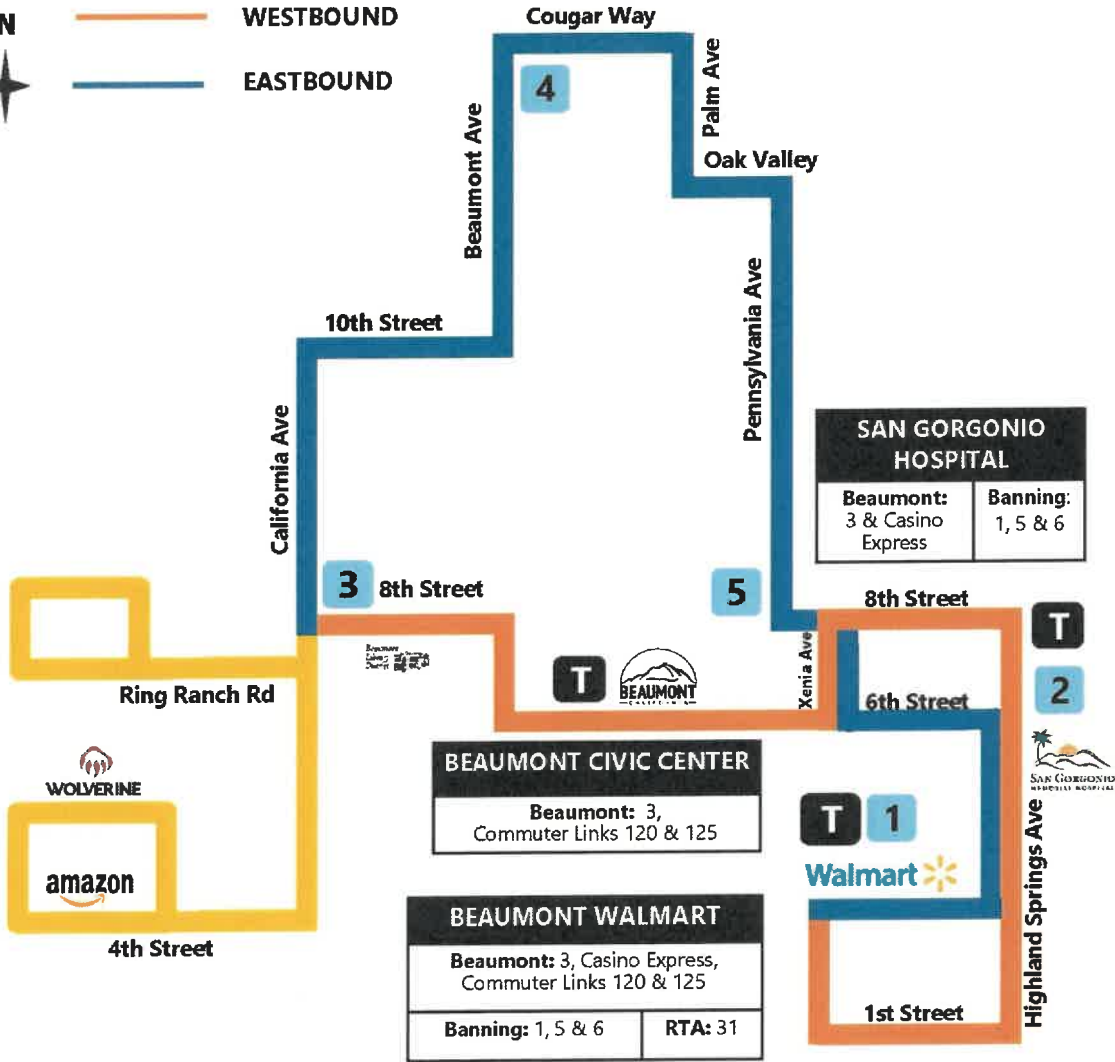
Beaumont | 6th Street

WEEKDAY SERVICE | *No Service on Holidays*

TRANSFER **T** TIME POINT DEVIATION



— WESTBOUND
— EASTBOUND



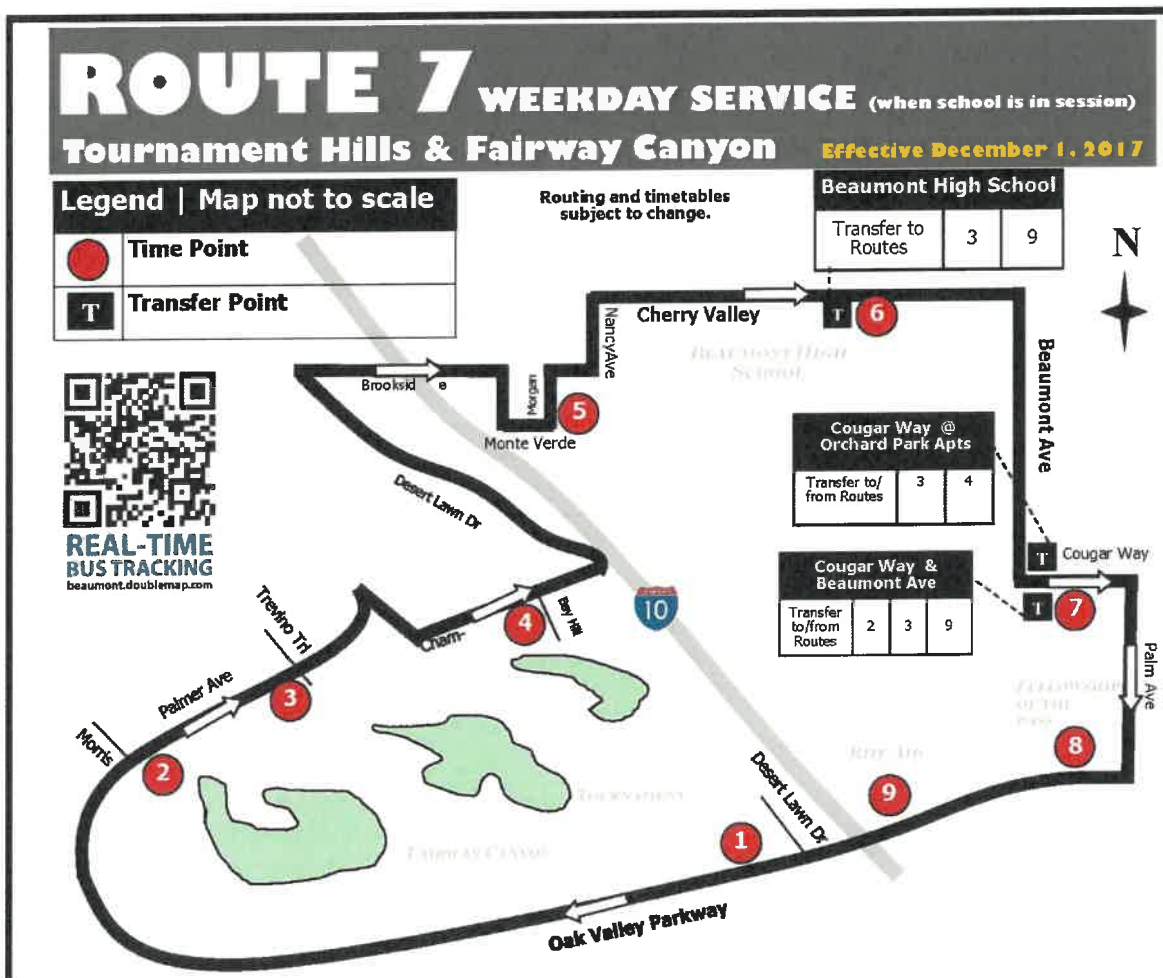
Routing and timetables subject to change.
OCTOBER 2020



Route 7

Route 7 is a weekday peak hour service and follows the Beaumont Unified School District academic calendar. This route is designed to service the passengers during the peak hours of the morning and afternoon to connect the westernmost portion of Beaumont residential areas with schools and connecting routes. The route services the masterplan communities commonly known in Beaumont as Fairway Canyon and Tournament Hills, providing transportation to both middle schools, as well as the main high school.

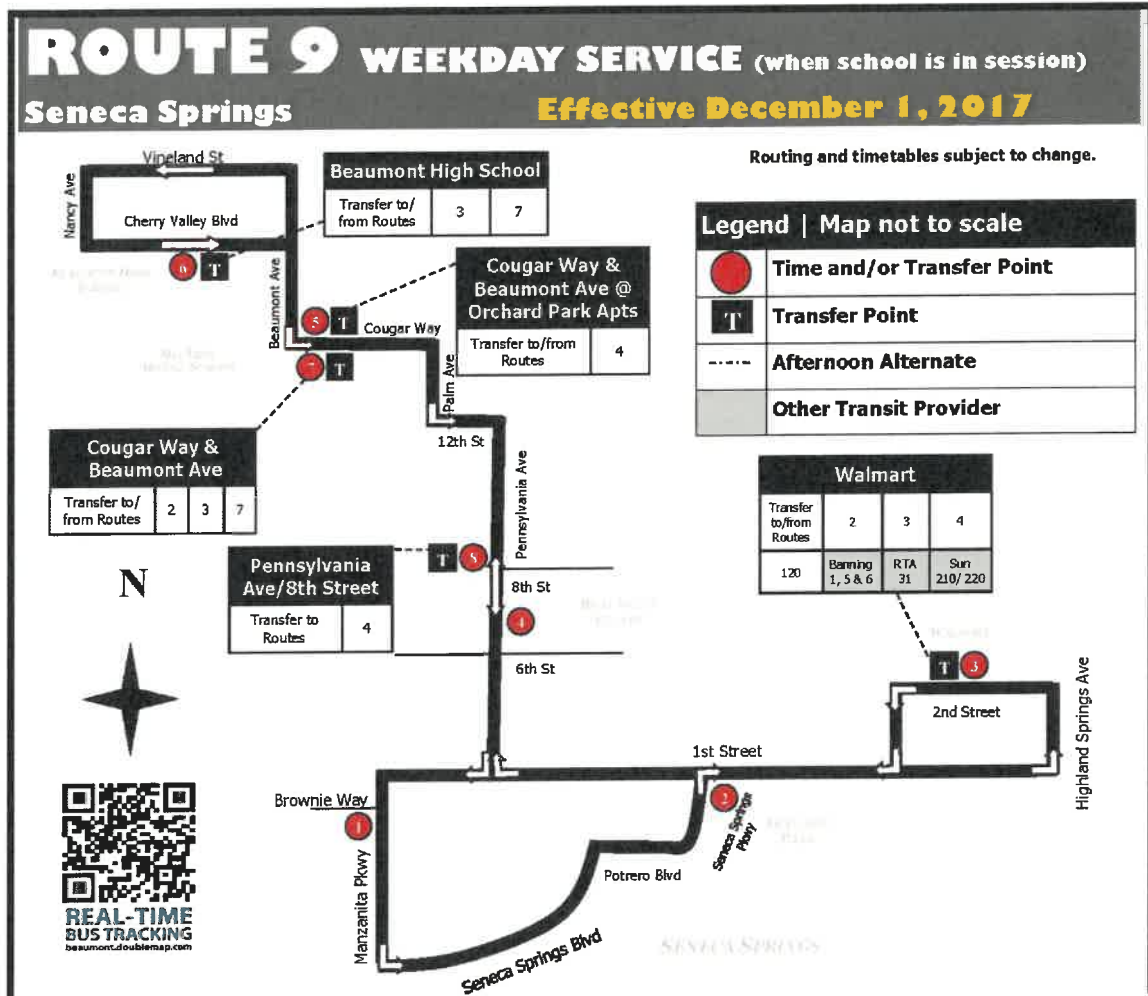
The service on Route 7 was suspended in March 2020 due to COVID-19 and the shutdown of the Beaumont Unified School District. Beaumont Transit is working closely with Beaumont Unified School District, along with abiding by CDC guidelines, to return the Route 7 when in-person classes return in FY 22.



Route 9

Like Route 7, Route 9 is a weekday peak hour service and follows the Beaumont Unified School District academic calendar. This route is designed to connect passengers during the morning and afternoon with the southernmost masterplan residential community commonly known as Seneca Springs with both middle schools, the high school, and connecting routes.

The service on Route 9 was suspended in March 2020 due to COVID-19 and the shutdown of the Beaumont Unified School District. Beaumont Transit is working closely with Beaumont Unified School District, along with abiding by CDC guidelines, to return the Route 9 when in-person classes return in FY 22.



Route 3/4

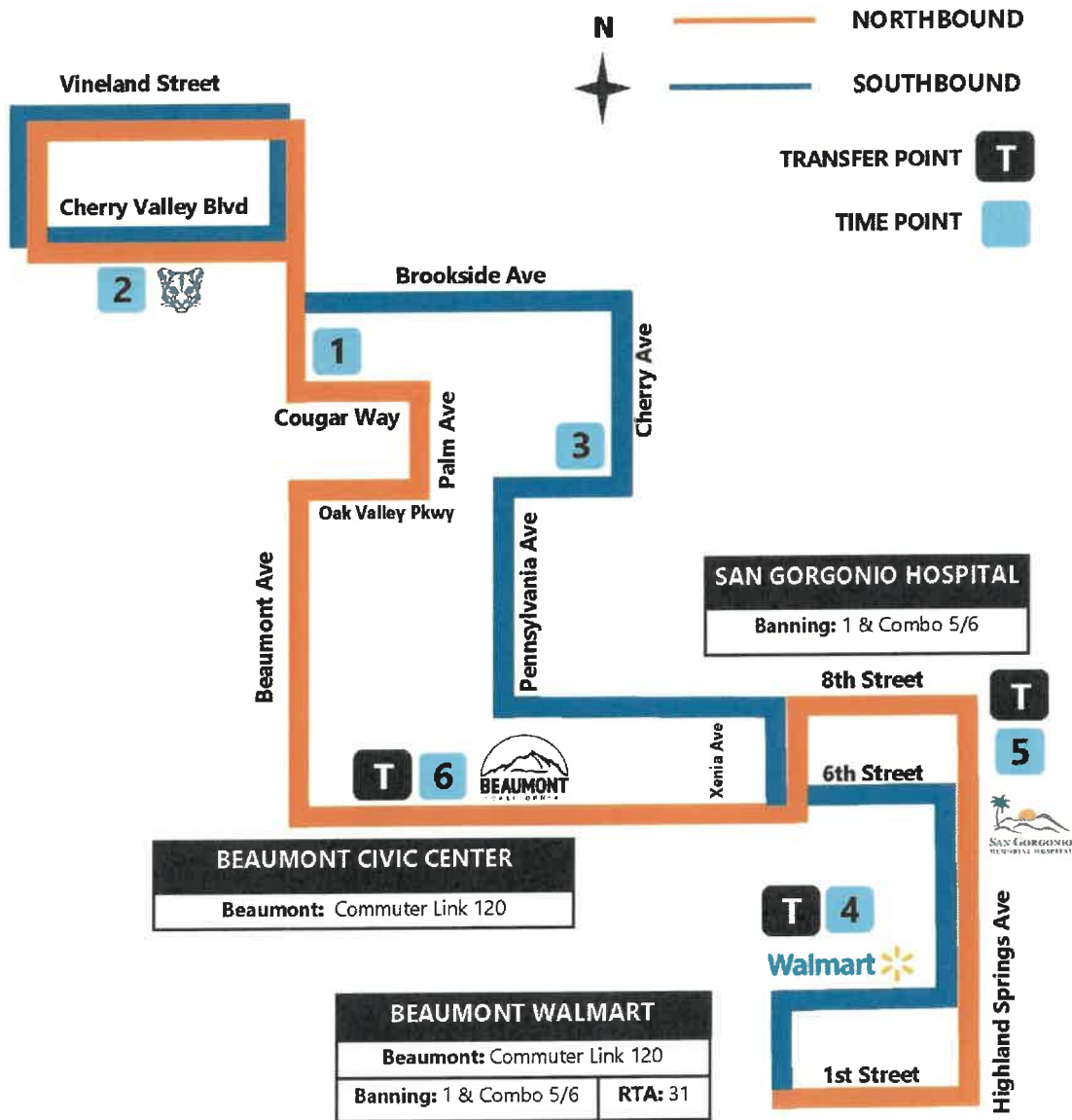
The Route 3/4 is a one-hour headway Saturday only service. This route also operates on recognized limited-service holidays. This route is a combination of the weekday service areas of Route 3 and Route 4 and connects the downtown residential areas with places of interest such as the local library, a recreation center, several churches, and the commercial area of Walmart.

In FY 21 Route 3/4 is projected to finish the fiscal year with 5,994 passenger boarding's. This is a 5% decrease compared to FY 20 which had 6,318 passenger boarding's. The small decrease is attributed to the Route 3/4 being the only fixed route in service in the first quarter of FY 21 due

to the pandemic and stay-at-home orders. The Route 3/4 makes up 23.17% of systemwide passengers.

3/4 Downtown Beaumont | Cherry Valley

SATURDAY | Limited Holiday Service



Routing and timetables subject to change.
OCTOBER 2020

Commuter Link 120

The Commuter Link (CL) 120 operates two buses Monday through Friday and transports passengers from Beaumont Walmart, Beaumont Civic Center, and Calimesa to San Bernardino Transit Center (SBTC). The CL 120 also operates on Saturday and recognized limited-service holidays. On Saturday schedules, the CL 120 has an additional stop and connects passengers with the Casino Morongo via express service on the I-10 freeway.

In FY 21, CL 120 is projected to finish the fiscal year with 6,549 passenger boarding's. A 46.58% decline from FY 20 which had 12,261 passenger boarding's. The CL 120 makes up 18.74% of systemwide passengers.

120

Beaumont | SB Transit Center

WEEKDAY SERVICE | *No Service on Holidays*

TRANSFER **T**

TIME POINT



CASINO SERVICED ON SATURDAY AND HOLIDAYS ONLY



Routing and timetables subject to change.

OCTOBER 2020

Commuter Link 125

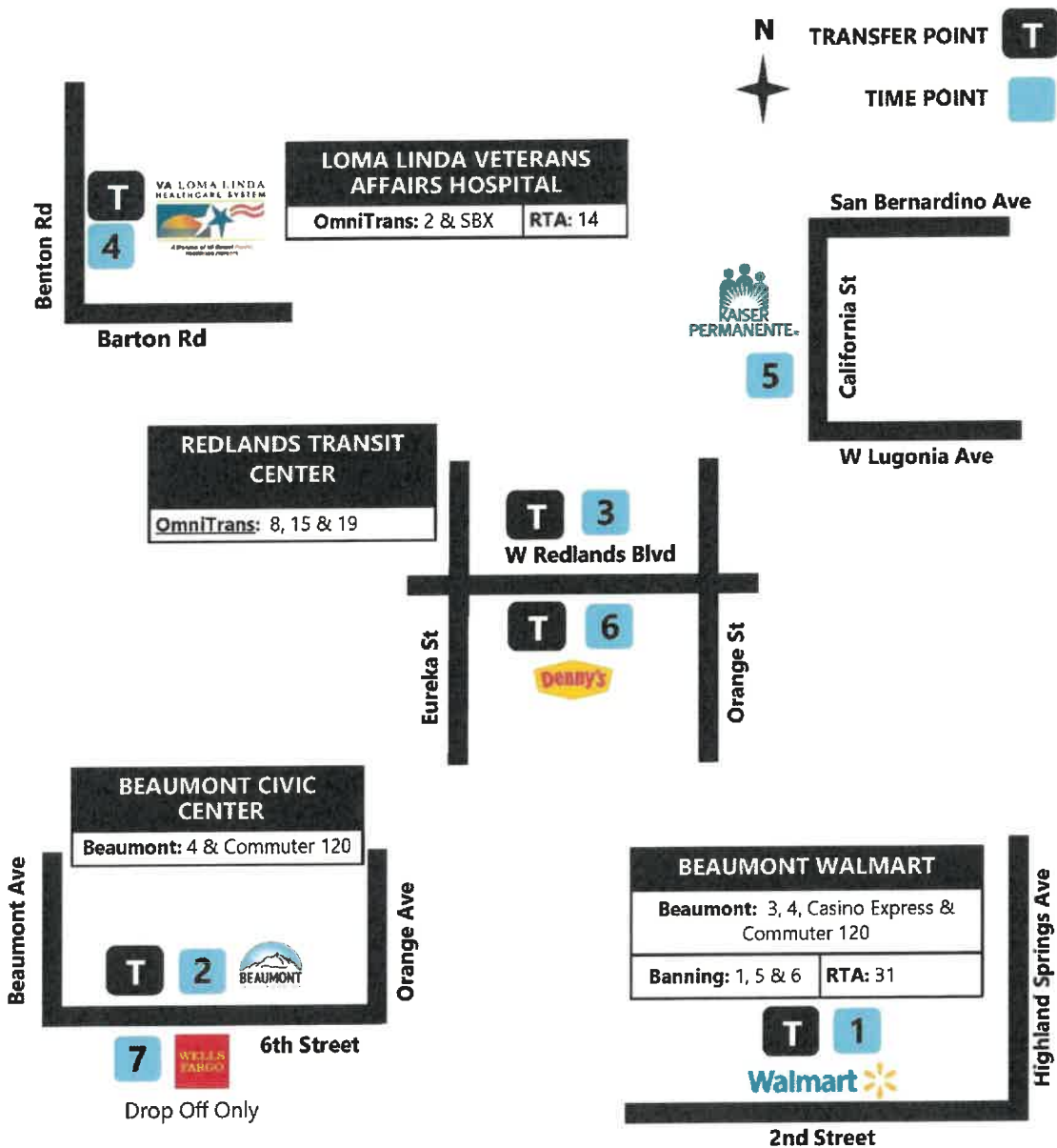
The Commuter Link (CL) 125 operates weekday service from Beaumont Walmart to San Bernardino County medical facilities, as well as recreational and employment opportunities. Originating from Beaumont Walmart, the CL 125 connects with Redlands Transit Center, Kaiser Redlands Medical Offices, and Loma Linda Veterans Affairs Hospital.

In FY 21, the CL 125 is projected to finish the fiscal year with 1,701 passenger boarding's. This is a 50.42% decline from FY 20 which saw 3,431 passenger boarding's. The CL 125 makes up 4.87% of systemwide passengers.

125

Beaumont | Redlands | Loma Linda VA

WEEKDAY SERVICE | No Service on Holidays



Routing and timetables subject to change.
OCTOBER 2020

Commuter Link 120/125 Combo

During the stay-at-home order and the reduction of service that consequently came of it, the Commuter Links 120 and 125 were suspended. In their place, a combination route was created to accommodate those essential workers that still required commuting transportation. The Combo 120/125 operated from April 2020 to September 2020. This combination route brought passengers from Beaumont to Calimesa to Redlands, Loma Linda VA Hospital and San Bernardino Transit Center.

In FY 21, the Combo 120/125 had 2,778 passenger boarding's and makes up 11.92% of systemwide passengers in FY 21.

COMMUTER LINK 120/ 125

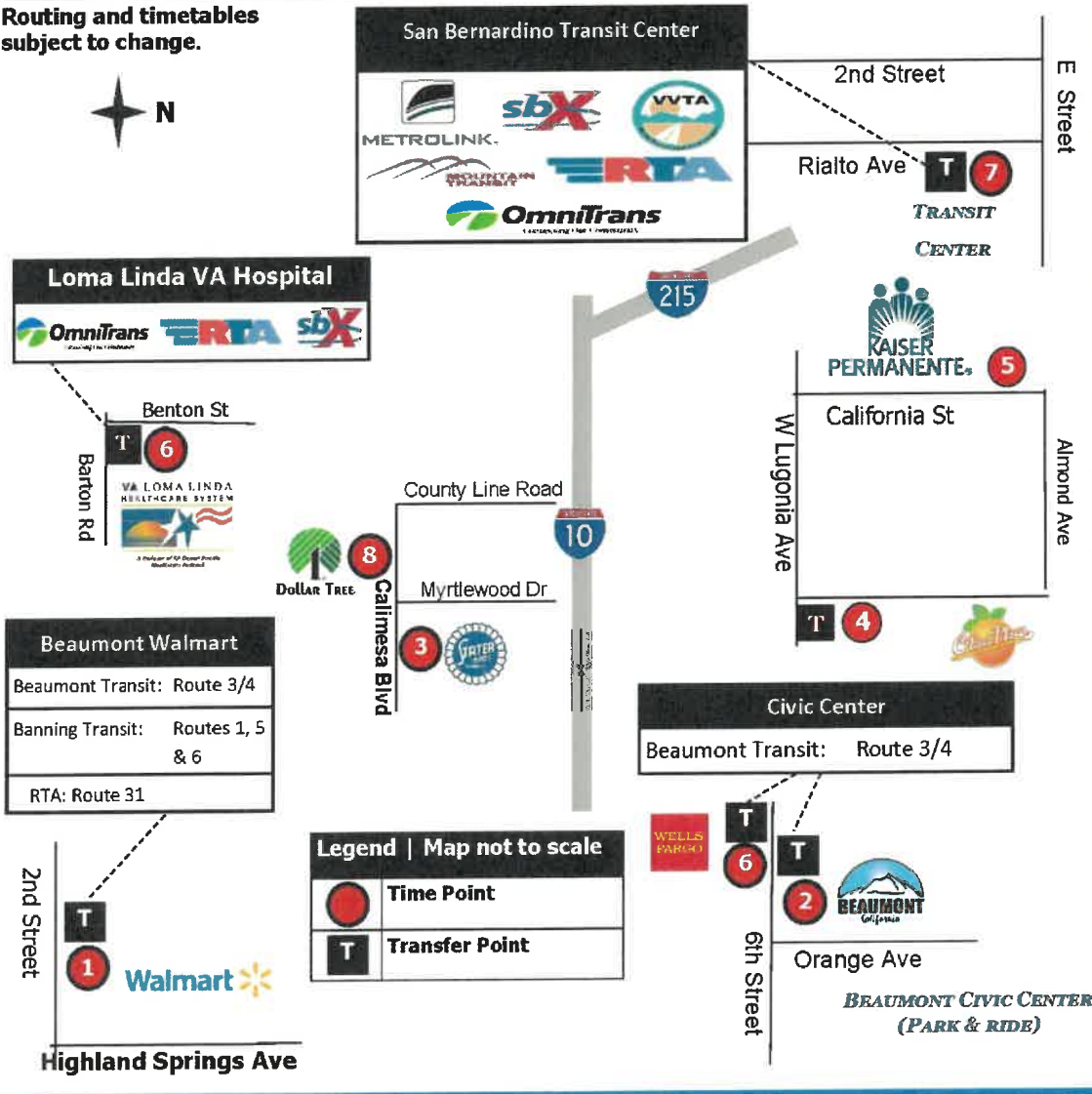
Beaumont, Calimesa, Redlands, Kaiser, VA Hospital, & San Bernardino Transit Center

TEMPORARY SCHEDULE Effective March 30, 2020



Monday– Friday and
Saturday Service
(Except Holidays)

**Routing and timetables
subject to change.**



Legend | Map not to scale

	Time Point
	Transfer Point

Dial A Ride (Paratransit)

Beaumont Dial A Ride (DAR) is a curb-to-curb service for qualified passengers residing in Beaumont and parts of Cherry Valley. Due to COVID-19, qualified passengers are limited to those certified under the Americans with Disability Act. Beaumont Transit honors and recognizes those passengers carrying ADA compliant identification cards from RTA and Omnitrans.

DAR operates as a federally mandated complimentary service to the fixed routes in Beaumont and mirrors that schedule. Reservations are required at least 24 hours in advance and is available to ADA passengers only.

In FY 21, DAR is projected to finish the fiscal year with 1,910 passenger boarding's. This is a decrease of 67.19% compared to the 5,820-passenger boarding's in FY 20. DAR makes up 5.46% of systemwide passengers in FY 21.



Table 2.3 - SRTP Route Statistics
 City of Beaumont -- 2
 FY 2021/22
 All Routes

Data Elements

Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Measure-A Revenue	LCTOP Revenue
BEA-120	All Days	2	11,208	314,945	5,625	6,120	165,036	169,940	\$641,082	\$33,600		\$11,200
BEA-125	All Days	1	3,160	73,219	2,940	3,216	74,640	76,956	\$330,855	\$10,550		\$3,600
BEA-3	All Days	1	3,000	14,400	2,525	2,711	31,164	30,552	\$220,525	\$25,003		\$4,265
BEA-3/4	All Days	1	1,932	9,274	503	541	6,906	7,278	\$182,522	\$5,000		\$1,000
BEA-4	All Days	1	14,020	67,296	2,742	2,913	29,268	31,224	\$289,712	\$25,600		\$6,400
BEA-7	All Days	3	32,568	188,894	805	1,280	14,744	20,408	\$160,912	\$33,897		\$6,000
BEA-9	All Days	1	13,264	76,931	414	654	5,552	7,636	\$160,624	\$13,000		\$3,000
BEA-CEXP	All Days	1	3,334	32,340	2,741	2,914	19,500	58,236	\$332,297	\$20,000		\$5,000
BEA-DAR	All Days	1	1,830	7,869	635	1,045	12,750	14,834	\$217,323	\$20,000		\$3,000
		12	84,316	785,168	18,930	21,394	359,560	417,064	\$2,535,849	\$168,650		\$40,465

Table 2.3 - SRTP Route Statistics
City of Beaumont -- 2
FY 2021/22
All Routes

Performance Indicators

Route #	Day Type	Net Subsidy	Operating Cost Per Revenue Mile	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
BEA-120	All Days	\$607,482	\$113.97	\$3.88	\$57.20	6.98%	\$54.20	\$1.93	\$108.00	\$3.68	1.99	0.07
BEA-125	All Days	\$320,305	\$112.54	\$4.43	\$104.70	4.27%	\$101.36	\$4.37	\$108.95	\$4.29	1.07	0.04
BEA-3	All Days	\$195,522	\$87.34	\$7.08	\$73.51	13.27%	\$65.17	\$13.58	\$77.43	\$6.27	1.19	0.10
BEA-3/4	All Days	\$177,522	\$362.87	\$26.43	\$94.47	3.28%	\$91.88	\$19.14	\$352.93	\$25.71	3.84	0.28
BEA-4	All Days	\$264,112	\$105.66	\$9.90	\$20.66	11.04%	\$18.84	\$3.92	\$96.32	\$9.02	5.11	0.48
BEA-7	All Days	\$127,015	\$199.89	\$10.91	\$4.94	24.79%	\$3.90	\$0.67	\$157.78	\$8.61	40.46	2.21
BEA-9	All Days	\$147,624	\$387.98	\$28.93	\$12.11	9.96%	\$11.13	\$1.92	\$356.58	\$26.59	32.04	2.39
BEA-CExp	All Days	\$330,297	\$121.23	\$17.04	\$99.67	2.10%	\$99.07	\$10.21	\$120.50	\$16.94	1.22	0.17
BEA-DAR	All Days	\$197,323	\$342.24	\$17.04	\$118.76	9.20%	\$107.83	\$25.08	\$310.74	\$15.48	2.88	0.14
		\$2,367,199	\$133.96	\$7.05	\$30.08	8.24%	\$28.08	\$3.01	\$125.05	\$6.58	4.45	0.23

2.5 Productivity Improvement Efforts

Beaumont encourages participation and insights from our customers and the public. Customer satisfaction is our number one priority, and we engage feedback. All customer comments and complaints are considered and generally resolved immediately. As a small agency, requests for new stops or an adjustment in timepoints are easily resolved.

Beaumont monitors the schedules in correspondence with other agencies. Metrolink, RTA, Omni, and Banning Connect schedules are all reviewed, and changes are made usually in response to a change in the larger agencies' schedules. Our goal is to ensure that transit passengers can connect with other agencies to complete their trip.

Currently, Beaumont uses several products to keep passengers connected with system information and announcements. These products are Facebook, Instagram, Double Map (a web based real time GPS bus locating system), Google Transit, and Everbridge (a mass communication system operated in conjunction with Beaumont Police Department).



A comprehensive operations analysis (COA) was completed this fiscal year. The findings of the study offered recommendations for a five-year action plan with three phases. Some recommendations have already been implemented, while recommendations to adjust time routes and schedules are being prepared for later implementation.

2.6 Major Trip Generators

Half of Beaumont Transit's passengers attend Beaumont schools, with primary travel patterns between residential neighborhoods and middle and senior high schools during peak hours-morning and afternoon. However, this type of service is not sustainable, but more importantly is more costly to the overall operations. For this reason, additional service will not be added to the two peak routes, Routes 7 and 9.

Beaumont will continue to focus on regional transportation as a means of sustainability. Commuter Link 120 has been in service since 2013 and Commuter Link 125 was introduced in September 2018. Although FY 20 and 21 were anomalies, both commuters had shown growth in passenger boarding's month over month and are widely popular with inquiries from traveling

passengers on Metrolink and other regional providers connecting to Beaumont and Casino Morongo.

2.7 Recent Service Changes

Recent service changes were introduced with the addition of the Casino Express as well as with the Commuter Link 125.

Casino Express

The Casino Express began service in August 2020. It is an express service from Beaumont Walmart to Casino Morongo and the Outlet Malls. When the Route 2 was dissolved, the Casino Express was created as a direct response from passengers needing transportation to their places of employment. All changes were a direct result of the July 2019 Interagency Agreement entered into with the city of Banning.

Commuter Link 125

In cooperation with OmniTrans, additional stops were added to the Commuter Link 125 to increase efficiency and connectivity. Additional eastbound and westbound stops at the Redlands Transit Center were added. The Redlands Transit Center offers passengers connection ability to OmniTrans buses into areas of San Bernardino, Redlands, and Yucaipa that were normally not an option unless traveling to San Bernardino Transit Center on Commuter Link 120.

CHAPTER 3 – FUTURE SERVICE PLANS, FARE CHANGES, CAPITAL PLANNING, AND MARKETING

3.1 Planned Service Changes

The Comprehensive Operations Analysis (COA) outlined a five-year action plan with various stages of implementation recommendations. As discussed earlier, the COA proposes a five-year action plan which includes short, mid, and long-term recommendations. Short-term recommendations, to be completed by June 2021, have largely been implemented and timing recommendations will be assessed as we move into a return to full service.

Mid-term recommendations (July 1, 2021 to December 31, 2022) include:

- The elimination of service to Calimesa.
- A recommendation for a 20% fare adjustment increase.
- Enhance service to industrial center including Amazon and other distribution centers.
- Integrate service to new operations facility.
- Enhance connectivity with Banning Connect and RTA.
- Build a Bus Stop Improvement plan.

Longer-term recommendation (January 1, 2023-June 30, 2025) include:

- Expand local service to emerging residential neighborhoods.
- Realign routes to a more centralized transfer location. Proposes to move away from Walmart and the hospital and focus on the Beaumont Civic Center.
- Transition to electric vehicles as gas vehicles are being replaced.
- Introduce predictive arrival features at bus stops.

Industrial and employment opportunities are also growing. Amazon opened a million square foot distribution center in Beaumont and continues to hire full-time employees in addition to the hundreds of employees already hired. Beaumont Transit has added deviations to Amazon on the Route 4, but a more permanent solution will be explored under the mid-term recommendations.

3.2 Future Marketing Plans, Studies, and Promotions to Promote Ridership

Free Fare Promotion

Beaumont Transit has been offering free fare to all passengers as part of a grant allocated by the Low Carbon Transit Operations Program (LCTOP) since October 2020. In partnership with Banning Connect, free fare will be offered to all passengers from July 1 to December 31, 2021. The joint effort will create advertising efforts to encourage passengers to get back onboard public transportation.

Annual Promotions

Throughout the year our service is marketed with not only free fares, but visible appearances, as well. The opportunity to present the service and fleet to a captive audience has had positive effects with the community that would have normally not considered public transit. COVID-19 has all but eliminated all our annual outreach that we usually do. The following are descriptions of what we typically participate in and will participate again soon.

In the month of July, \$0.25 (twenty-five cent) fare for youth passengers is offered on weekday Route 3, Route 4, and Saturday Route 3/4. Youth passengers, under the age of 18, can enjoy points of interest that these routes service, including destinations such as the community center, library, parks, city pool, and shopping.

In conjunction with October's Breast Cancer Awareness month, passengers wearing pink on Wednesdays are given a raffle ticket as they board the bus. A drawing of a winning raffle ticket was drawn each week for a November monthly pass. The winning ticket number and winner were posted on Pass Transit's Facebook.

Multiple marketing and promotional appearances are attended throughout the year. Informational booths at back-to-school nights and orientations are attended by staff. Additionally, entries in local parades, free rides to all Veterans during the annual Veteran's Expo, the holiday 'Stuff the Bus' food drive, rider appreciation events, and multiple community

presentations and events, are all included in promotions to promote ridership and expose choice riders to public transportation.

Beaumont offers free shuttle service to the annual signature event, the Cherry Festival, located in the downtown area of Beaumont. This annual festival, arts/crafts, food, and live entertainment gathering is a four-day event with attendance of over 50,000 throughout the four days.

Redevelopment of Walmart Regional Transportation Hub

Beaumont Transit has secured LCTOP and SGR funding for the purpose of redeveloping the Walmart Regional Transportation Hub and promoting ridership. This location is serviced by Beaumont, Banning, RTA and Sunline agencies. Hundreds of passengers connect at this location and the facility is undersized for the connecting passenger traffic. The Walmart stop is a central and visible location to the commercial center of Beaumont. With improvement, it will encourage additional use by existing passengers, but also entice new passengers to try transit. Beaumont Engineering Department has created plans for the Walmart location and an RFP is being prepared for publication.

3.3 Projected Ridership Growth

Projected ridership growth will be problematic; however, Beaumont is taking the necessary steps to analyze and create a profitable business model in the coming fiscal years. The economy resulting from Covid-19 will have a significant hardship for many people. As residents shift employment because of the virus, it is an opportunity to encourage transit as a cost-saving measure. The development of routes because of the comprehensive operations analysis is anticipated to encourage ridership growth.

3.4 Proposed Fare Structure Changes

Beaumont recently updated the fare schedule for FY 20. As part of the Comprehensive Operations Analysis, a recommendation has been included to increase fares by 20%. This will likely be addressed in FY 21 for a FY 22 proposal.

The Go Pass program was voted into effect by the Associated Student Body (ASB) at MSJC as an additional fee for students during registration. That fee is entirely allocated to RTA to subsidize free fare to all MSJC students on RTA's routes. Beaumont has traditionally honored Mt. San Jacinto's (MSJC) Go Pass program without receiving subsidies, providing free fare to all MSJC students. As part of the most recent Triennial Performance Audit, a recommendation was made to either cease accepting the Go Pass and charge students as general passengers, or coordinate efforts with MSJC to present to the ASB to vote on an additional fee during registration for Beaumont Transit. Should the student body vote against the proposed fee for Beaumont, the fare schedule would reflect the elimination of the Go Pass program on Beaumont routes.

3.5 Capital Improvement Planning

Two 32' EZ Rider II CNG Buses (Project 22-01)

Aging fleet and moving to cleaner fuel requires the acquisition of new buses.

Video Camera Purchase and Installation (Project 22-02)

For the safety and security of passengers and drivers, video cameras are necessary on the fleet. The current video system is outdated and unreliable. This project is funded by two sources: STA as well as LCTOP.

Purchase of Paratransit Scheduling Software (Project 22-03)

Dial a Ride appointments are currently being made and tracked on an excel spreadsheet. For efficiency and effectiveness, paratransit scheduling software will be beneficial to our customers and the agency to reduce wasted resources.

Mobile Lifts (Project 22-04)

Current equipment is not capable of lifting large buses for repairs. Mechanics are working on the ground to make repairs.

City of Beaumont
Short Range Transit Plan
FY 2021/2022 - 2023/2024



Table 3 Highlights

- Continuation of a Free Fare promotion in conjunction with Banning Connect until the end of calendar year 2021.
- Redevelopment of the Walmart Transportation hub.
- Begin the implementation of Comprehensive Operations Analysis (COA) recommendations.
- Procurement of two 32' EZ Rider CNG Buses
- Purchase and installation of video camera system on the fleet
- Purchase paratransit scheduling software
- Purchase of mobile lifts for vehicle maintenance

Type	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Audited	FY 2020/21 Estimate (Based on 3rd Qtr actuals and annualized)	FY 2021/22 Plan
System-Wide Ridership	197,775	204,274	106,743	34,849	84,316
Operating cost per revenue hours	89.47	114.34	82.84	90.65	133.96
Expenses	3,198,214	3,353,923	3,260,922	925,200	2,535,849

CHAPTER 4 – FINANCIAL PLANNING

4.1 Operating and Capital Budget

Operating Budget

As shown in Table 4 of this plan, Beaumont Transit projects a total amount of \$2,535,849 needed in operational funding to fully operate a public transit program for the residents of Beaumont. Included in that amount is \$2,411,849 from Local Transit Funds and \$124,000 in Measure A. Farebox revenues projection of \$168,650, LCTOP operational grant funding in the amount of \$40,465, and interest earned in the amount of \$1,000. This equals a decrease in LTF operational request from FY 20 by 8.65%. Operational funding is allocated to 82% in personnel, 17% in maintenance and operations, and 2% in contractual services.



Table 4.0 - Summary of Funding Requests - FY 2021/22
City of Beaumont
 Original

Operating	Project	Total Amount of Funds	FARE	LCTOP OB	LCTOP PUC98313	LCTOP PUC98314	LTF	MAIB	OTHR LCL	SGR PUC98313	SGR PUC98314	STA PUC98313
	1) Operating Assistance	\$1,722,337	\$104,500	\$25,665			\$1,592,172					
	2) Commuter Link 120 Operating Assistance	\$604,021	\$33,600	\$11,200			\$477,221	\$82,000				
	3) Commuter Link 125 Operating Assistance	\$263,144	\$10,550	\$3,600			\$206,994	\$42,000				
	4) Dial-A-Ride Operating Assistance	\$156,462	\$23,000				\$135,462					
	5) Interest and Other Income	\$1,000							\$1,000			
	Sub-total Operating	\$2,745,964	\$168,650	\$40,465	\$0	\$0	\$2,411,849	\$124,000	\$1,000	\$0	\$0	\$0
Capital	Project	Total Amount of Funds	FARE	LCTOP OB	LCTOP PUC98313	LCTOP PUC98314	LTF	MAIB	OTHR LCL	SGR PUC98313	SGR PUC98314	STA PUC98313
	12-01 GPS System on Buses											
	13-01 Building Improvements											
	14-03 Building D Improvements											
	15-01 2 Type 7 Buses for Replacement/Expansion											
	15-02 2 Security Camera Systems for the above Project											
	17-01 Bus Yard Parking Lot with Security Gates											
	18-02 Type H EZ Rider II Vehicle											
	21-01 CNG Station											
	21-02 Fleet Maintenance and Operations Facility											
	21-03 Bus Stop Signage & Amenities											
	22-01 Two 32' EZ Rider II CNG Buses - 22-01	\$1,400,000			\$37,711							\$1,400,000
	22-02 Video Camera Purchase and Installation - 22-02	\$110,000			\$2,289							\$70,000
	22-03 Paratransit Scheduling Software - 22-03	\$14,000										\$14,000
	22-04 Mobile Lifts - 22-04	\$60,000								\$56,715	\$3,285	
	Sub-total Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Sub-total Capital	\$1,684,000	\$0	\$0	\$37,711	\$2,289	\$0	\$0	\$0	\$56,715	\$3,285	\$1,464,000
	Total Operating & Capital	\$4,328,964	\$168,650	\$40,465	\$37,711	\$2,289	\$2,411,849	\$124,000	\$1,000	\$56,715	\$3,285	\$1,464,000

FY 2021/22 Projected Funding Details

FARE	\$168,650
LCTOP OB	\$40,465
LTF	\$2,411,849
MAIB	\$124,000
OTHR LCL	\$1,000
Total Estimated Operating Funding Request	\$2,745,964
LCTOP PUC98313	\$37,711
LCTOP PUC98314	\$2,289
SGR PUC98313	\$56,715
SGR PUC98314	\$3,285
STA PUC98313	\$1,464,000
Total Estimated Capital Funding Request	\$1,584,000
Total Funding Request	\$4,329,964

City of Beaumont
Short Range Transit Plan
FY 2021/22 - 2023/24



Table 4B Fare Revenue Calculations

(Consistent with RCTC Commission Farebox Recovery Policy 3/12/2008)

#	Revenue Sources included in Farebox Calculation	FY2018/19 Audited	FY2019/20 Audited	FY2020/21 Estimated	FY 2021/22 Plan
1	Charge for Service	184,282	174,542	287	168,650
2	Interest	2,784	2,258	2,310	1,000
3	Other Income/Transfers In	322	30	1,727	-
4	LCTOP	131,338	0	34,642	40,465
5	Exclusion	(49,675)	(58,940)	(16,403)	(71,950)
	Total Revenue (1-5)	269,051	117,890	22,563	138,165
	Net Operating Expense (after exclusions)	2,302,689	1,508,389	376,141	1,376,537
	Farebox Recovery Ratio	11.68%	7.82%	6.00%	10.04%

Capital Budget

2- EZ Rider II CNG Buses (Project 22-01)

Beaumont Transit proposes to purchase two EZ Rider II buses like one purchased in FY 18. These buses are full size transit buses and have a seated capacity of 30 passengers. These buses will replace an aging cutaway type bus. These buses have a higher seating capacity and will be utilized on our fixed route system.



FY 2021/22 SRTP

City of Beaumont

Table 4.0 A - Capital Project Justification Original

Project Number: 22-01

FTIP No: Not Assigned - New Project

Project Name: 22-01 Two 32' EZ Rider II CNG Buses

Category: Bus

Sub-Category: Replacement

Fuel Type: CNG

Project Description: Purchase of two 32' EZ Rider II CNG buses

Project Justification: Aging fleet and moving to cleaner fuel requires the acquisition of new buses.

Project Schedule:

Start Date	Completion Date
July 2021	June 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2021/22	\$1,400,000
Total		\$1,400,000

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

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

Video Camera Purchase and Installation (Project 22-02)

This project will upgrade 18 of our 22 buses with a new camera system. Video cameras are necessary for the safety and security of our drivers and passengers. This project is partially funded by LCTOP.



FY 2021/22 SRTP

City of Beaumont

Table 4.0 A - Capital Project Justification Original

Project Number: 22-02

FTIP No: Not Assigned - New Project

Project Name: 22-02 Video Camera Purchase and Installation

Category: Equipment

Sub-Category: Systems

Fuel Type: N/A

Project Description: Purchase and install video cameras on transit's fleet.

Project Justification: For the safety and security of passengers and drivers, video cameras are necessary on the fleet. The current video system is outdated and unreliable.

Project Schedule:

Start Date	Completion Date
July 2021	June 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
LCTOP PUC99313	FY 2021/22	\$37,711
LCTOP PUC99314	FY 2021/22	\$2,289
STA PUC99313	FY 2021/22	\$70,000
Total		\$110,000

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

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

Paratransit Scheduling Software (Project 22-03)

Procurement of a new scheduling software to schedule DAR appointments. The current software has failed. This software will navigate appointments effectively and efficiently navigate the program to save resources.



FY 2021/22 SRTP

City of Beaumont

Table 4.0 A - Capital Project Justification Original

Project Number: 22-03

FTIP No: Not Assigned - New Project

Project Name: 22-03 Paratransit Scheduling Software

Category: Paratransit

Sub-Category: Systems

Fuel Type: N/A

Project Description: Purchase of paratransit scheduling software

Project Justification: Dial A Ride appointments are currently being made and tracked on an excel spreadsheet. For efficiency and effectiveness, paratransit scheduling software will be beneficial to our customers and the agency to reduce wasted resources.

Project Schedule:

Start Date	Completion Date
July 2021	June 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2021/22	\$14,000
Total		\$14,000

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

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

Mobile Lifts (Project 22-04)

Beaumont Transit fleet mechanics need a mobile lift capable of lifting our 40' buses for maintenance.



FY 2021/22 SRTP

City of Beaumont

Table 4.0 A - Capital Project Justification Original

Project Number: 22-04

FTIP No: Not Assigned - New Project

Project Name: 22-04 Mobile Lifts

Category: Equipment

Sub-Category: Parts

Fuel Type: N/A

Project Description: Purchase of Mobile Bus Lifts capable of lifting large buses

Project Justification: Current equipment is not capable of lifting large buses for repairs. Mechanics must work on the ground under the buses for repairs.

Project Schedule:

Start Date	Completion Date
July 2021	June 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2021/22	\$56,715
SGR PUC99314	FY 2021/22	\$3,285
Total		\$60,000

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

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

4.2 Funding Plans to Support Proposed Operating and Capital Program

Beaumont Transit continues to explore all available funding options to support transit operating and capital costs. Current secured funding includes STA, LCTOP, MSRC, and SGR grants but is void of any Federal funds.

In FY 23, Beaumont Transit proposes a tentative funding plan request in the amount of \$4,828,342, of which \$2,611,924 is LTF, \$2,000,000 is STA, and \$216,418 farebox revenue.

City of Beaumont
Short Range Transit Plan
FY 2021/22 - 2023/2024



Table 4.1
Fiscal Year 2022/2023

Operating Purpose	Total Amount	LTF	LCTOP	STA	Farebox	Other Revenue
Operations	2,828,342	2,611,924			216,418	
Total Operating Request	\$ 2,828,342	\$ 2,611,924	\$ -	\$ -	\$ 216,418	\$ -

Capital Purpose	Total Amount	LTF	LCTOP	STA	Farebox	Other Revenue
CNG Station	500,000			500,000		
Passenger Amenities	100,000			100,000		
Replacement Vehicles	1,400,000			1,400,000		
	0					
	0					
Total Capital Request	\$2,000,000	\$0	\$0	\$2,000,000	\$0	\$0
Grand Total Operating & Capital	\$4,828,342	\$2,611,924	\$0	\$2,000,000	\$216,418	\$0

In FY 24, Beaumont Transit proposes a tentative funding plan request in the amount of \$5,313,193, of which \$2,913,193 is LTF, \$2,400,000 is STA, and \$222,911 in farebox revenue.

City of Beaumont
Short Range Transit Plan
FY 2021/22 - 2023/2024



Table 4.2
Fiscal Year 2023/2024

Operating Purpose	Total Amount	LTF	LCTOP	STA	Farebox	Other Revenue
Operations	2,913,193	2,690,282			222,911	
Total Operating Request	\$ 2,913,193	\$ 2,690,282	\$ -	\$ -	\$ 222,911	\$ -
Capital Purpose	Total Amount	LTF	LCTOP	STA	Farebox	Other Revenue
Maintenance and Operations Facility	1,000,000			1,000,000		
Replacement Vehicles	1,400,000			1,400,000		
	0					
	0					
	0					
Total Capital Request	\$2,400,000	\$0	\$0	\$2,400,000	\$0	\$0
Grand Total Operating & Capital	\$5,313,193	\$2,690,282	\$0	\$2,400,000	\$222,911	\$0

4.3 Regulatory and Compliance Requirements

The American with Disabilities Act of 1990

The Dial-A-Ride service provides complimentary paratransit services as a required element of ADA. Although Beaumont Transit does not have an internal application process due to staffing constraints, all other public transit operators' identification cards are accepted as verification on all routes.

DBE, EEO, and Title VI

Beaumont Transit System does not utilize federal funds for operating expenses. As such, DBE, EEO, and Title VI requirements do not currently apply to this public transit operator.

Triennial Performance Audit

RCTC retained the services of Michael Baker International to conduct the TDA triennial performance audit of the public transit operators under its jurisdiction in Riverside County, including Beaumont Transit, for Fiscal Years 2015-2016 through 2017-2018.

Beaumont Transit fully complied with five of the eight applicable requirements and partially complied with the remaining three. The audit also summarized the major findings and provided a set of recommendations from the auditing firm.

For this reporting period, four recommendations were given and as required by RCTC, are included in this plan as shown in Table 4.3. Two of the four recommendations have since been implemented or completed.

City of Beaumont
Short Range Transit Plan
FY 2021/2022 - 2023/2024



Table 4.3 TDA Triennial

Audit Recommendations	Action Taken and Results
Prepare and submit separate State Controller Transit Operators Financial Transactions Reports for general public transit and specialized service.	Beaumont continues to strive for timely completion of SCO reports. Additional staff in the finance department has been added to help prevent delays.
Continue to work with RTA and Mt. San Jacinto College on fare revenue reimbursement from the College GO-PASS Revenue Agreement.	Beaumont will explore the Go-Pass program and reach out to San Jacinto College to engage students for a student body vote to implement fare program for Beaumont Transit, independent from RTA.
Include a link to Banning Transit on the Beaumont Transit web page.	Completed
Report mechanical road calls and other vehicle operation metrics in TransTrack Manager.	Completed

Alternative Fueled Vehicles (RCTC Policy)

Beaumont Transit System operates nine CNG buses and six gasoline powered. Future vehicle purchases, like all current purchases, will follow the RCTC and SCAQMD policies regarding alternative fuel for transit vehicles.

The State of California and California Air Resources Board has established a goal of transitioning all public fleet to electric buses by 2040. Beaumont is preparing for transition as our gas vehicles retire and intend to replace with electric buses in the coming FY's.

4.4 Open Capital Projects

This final section includes a summary of open capital projects, and balances outstanding for each project as outlined in Table 4.4.

City of Beaumont
Short Range Transit Plan
FY 2021/2022 - 2023/2024



Table 4.4 Open Projects Prior to FY2021/2022

Project Name	SRTP Capital Project No's	Balance
CNG Station Improvements	19-01, 20-01, 21-01	2,241,795
Shop Building Maintenance	17-04	55,524
Shop Tools	20-05	11,974
Modernization of Vehicle Maintenance	19-04, 20-02, 21-02	1,220,677
Brand & Logo Update	20-03	56,830
Passenger Amenities (LCTOP)	20-04	127,444
Two Electric Shuttles	21-04	220,000
New Vehicle Communications	21-05	52,673