

City of Beaumont

SHORT RANGE TRANSIT PLAN FY 2020/21 - 2022/23



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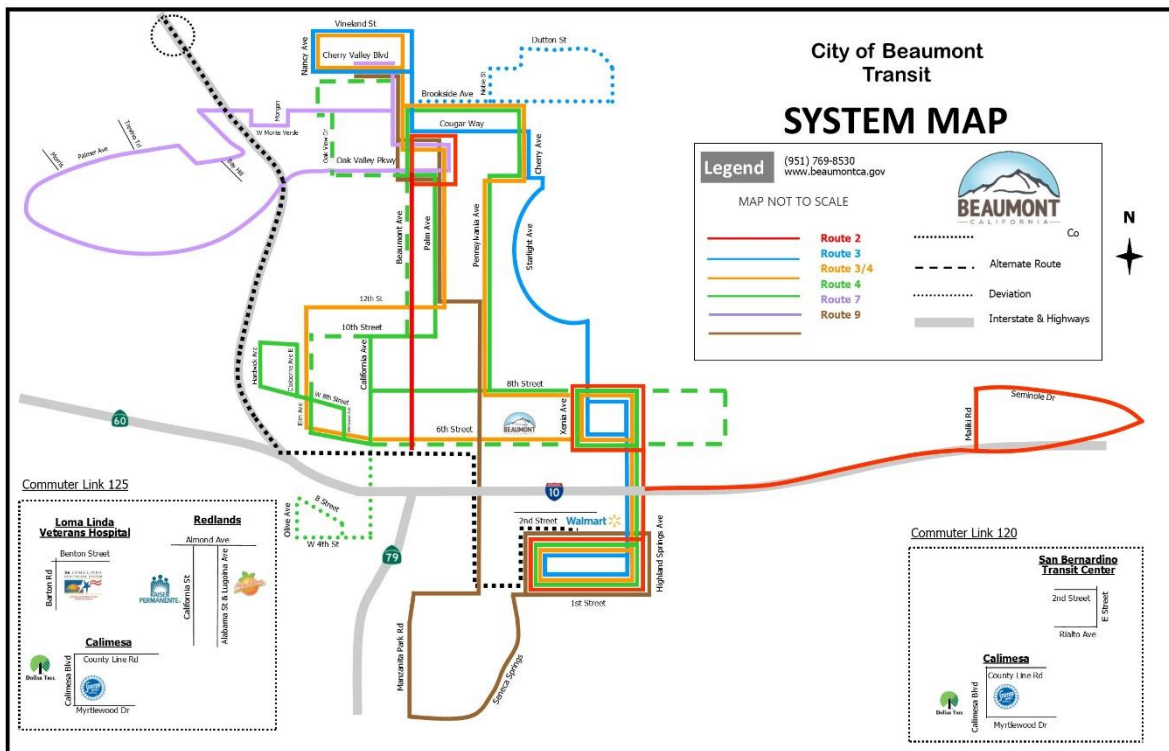
CHAPTER 1 – SYSTEM OVERVIEW AND SERVICE PROFILE

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 Calabazón, including Casino Morongo and the Desert Hills Premium Outlet Malls.

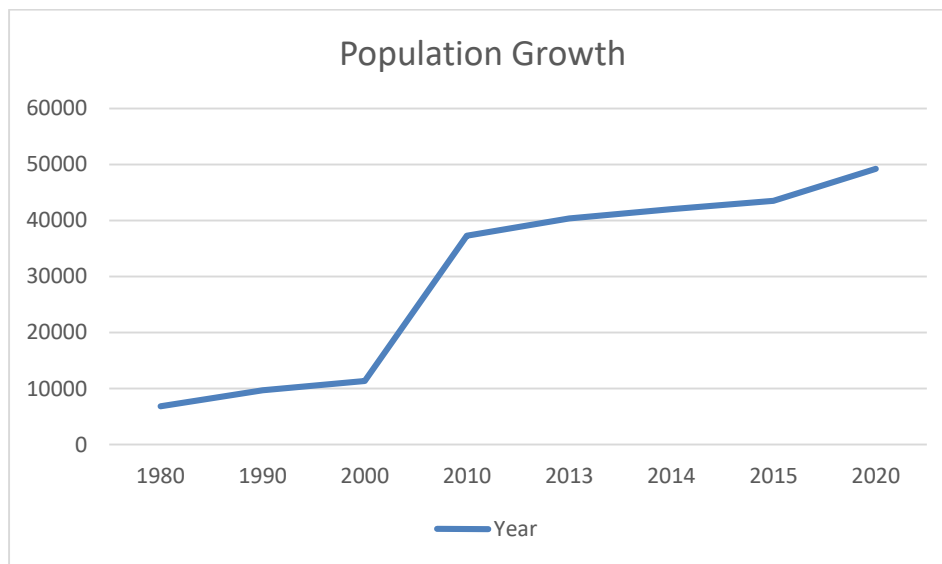
At the center of three major thoroughfares, including Interstate 10, Highway 60 and Highway 79, Beaumont offers fixed route, commuter link, and paratransit service. Passengers can connect easily with other Beaumont routes, as well as with regional transit providers such as Banning, Riverside Transit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

Beaumont operates two commuter link routes that connect San Geronimo 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, 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 2019, Beaumont is the fastest growing city in Riverside County. Beaumont has experienced a 3.99% population increase from January 2018 to January 2019, with a total population of 48,401. Since the 1980s, Beaumont population has increased exponentially, with the largest increase in the late 2000s.



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%¹; 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 13.6% of the population, not including those living in Cherry Valley². The growing active adult communities and the corresponding increase in population for this age group may impact paratransit and fixed route needs.

The mean household income in Beaumont is \$88,701, slightly below California's statewide mean household income of \$101,493³. However, the percentage of families in Beaumont whose income is below poverty level is 7.6%, while across the state the poverty level is higher at 10.4%.

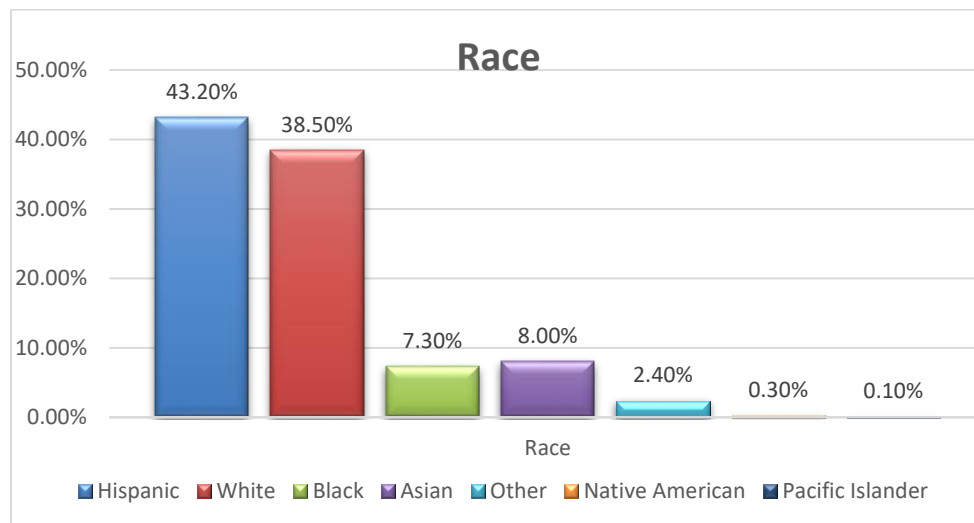
¹ 2014-2018 American Community Survey 5-year Estimates U.S. Census Bureau

² Ibid

³ Ibid

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 61.1%.

Beaumont residents make up two predominant races with Hispanic or Latino at 43.2%, while another 38.5% are White (not Hispanic or Latino). Asian, Native American, and Pacific Islander make most of the other races, as shown below:



Almost 89% of residents over 25 years have at least a high school diploma (or equivalent) with 16.6% earning a bachelor’s degree and 8.7% a graduate or professional degree.

Finally, of the total population in Beaumont, civilian veterans equal 7.7%, while another 10% report being disabled.

Ridership Demographics

Ridership surveys were conducted in December and January of this fiscal year as part of the Comprehensive Operations Analysis currently underway.

General passengers surveyed indicate that almost 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.

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

As shown in Table 1, Beaumont operates seven days a week, as follows:

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	Route 2	Route 2	Route 2	Route 2	Route 2	
	Route 3	Route 3	Route 3	Route 3	Route 3	
	Route 4	Route 4	Route 4	Route 4	Route 4	
Route 3/4						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

Fixed Route

Beaumont operates five weekday fixed routes, two in peak service only, and one weekend fixed route.

Fixed Route service hours are:

Monday through Friday	6:30 a.m. to 7:26 p.m.
Saturday and Sunday	8:00 a.m. to 6:00 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 either certified under the American with Disabilities Act (ADA) or 65 years of age or over, living in the Beaumont area.

DAR service hours are:

Persons with ADA certification

Monday through Friday	6:30 a.m. to 7:30 p.m.
Saturday and Sunday	8:00 a.m. to 6:00 p.m.

Seniors *without* ADA certification

Monday through Friday	8:00 a.m. to 4:00 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 120 and Commuter Link 125. The CL 120 originates at Beaumont's Walmart transit center and provides service to and from the Beaumont Civic Center, Casino Morongo, Desert Outlet Mall, Calimesa and SBTC. The CL 125 also originates at Beaumont's Walmart transit center and provides service to and from Calimesa, Kaiser Redlands, Redlands Citrus Grove shopping center, and the VA Hospital in Loma Linda.

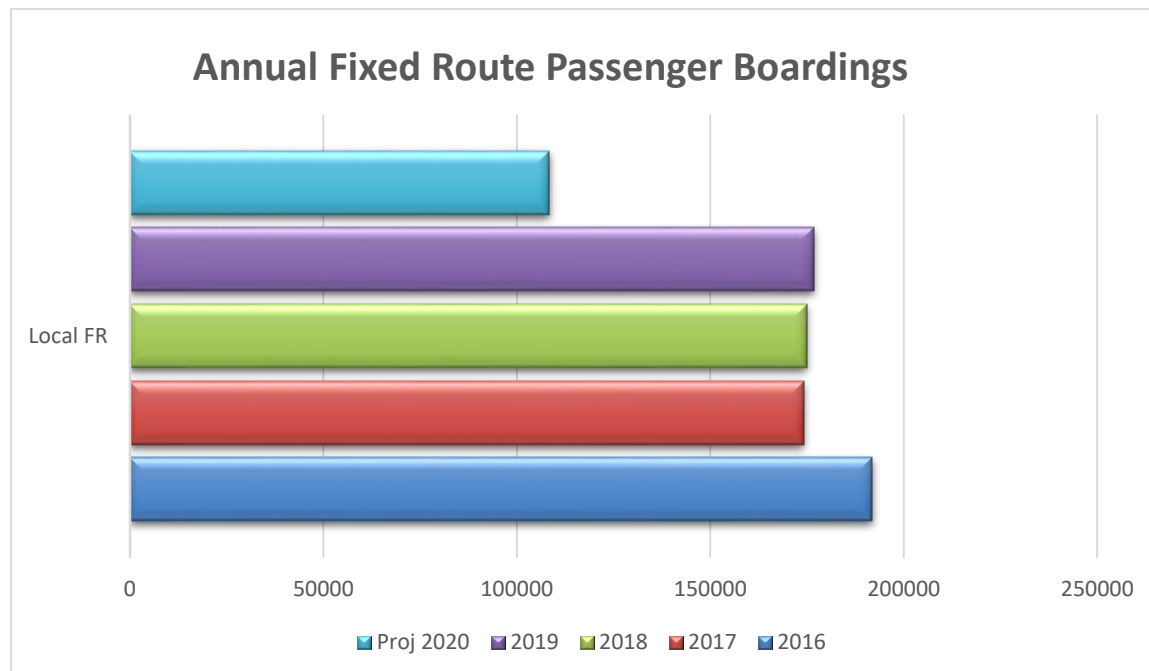
Commuter Link service hours are:

Monday through Friday	4:30 a.m. to 8:15 p.m.
Saturday	7:50 a.m. to 6:30 p.m.

1.4 Ridership, Revenue Miles, Revenue Hours

Fixed Route

Since 2016, passenger boardings across most fixed routes have steadily declined since 2016. In FY19, the overall fixed route system had 176,794 passenger boardings, operated 219,639 revenue miles and 15,256 revenue hours of service. Passenger boardings are projected to be less in FY 20, at 108,448 which is a 38.65% decrease from FY19.

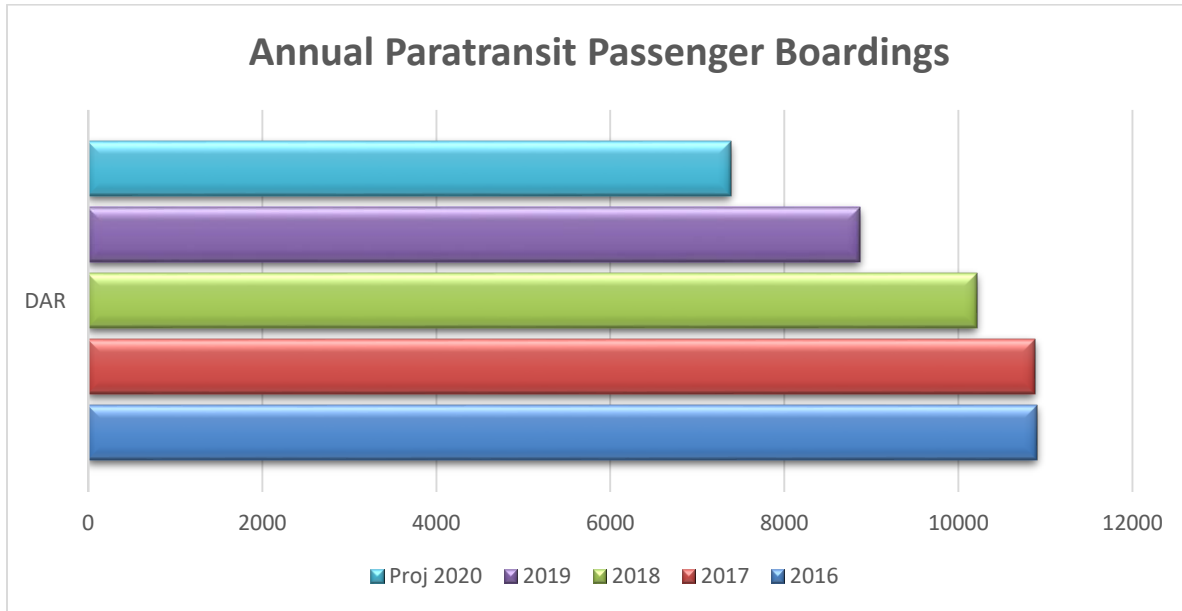


Beaumont is in the process of a Comprehensive Operations Analysis (COA) wherein each route is individually assessed and analyzed as a part of the overall system. Based on route data, surveys, and passenger data collection, the consultant conducting the COA is required to

propose performance standards for adoption by Beaumont City Council. These standards will be used as an ongoing monitoring and management tool used to increase service in the coming years.

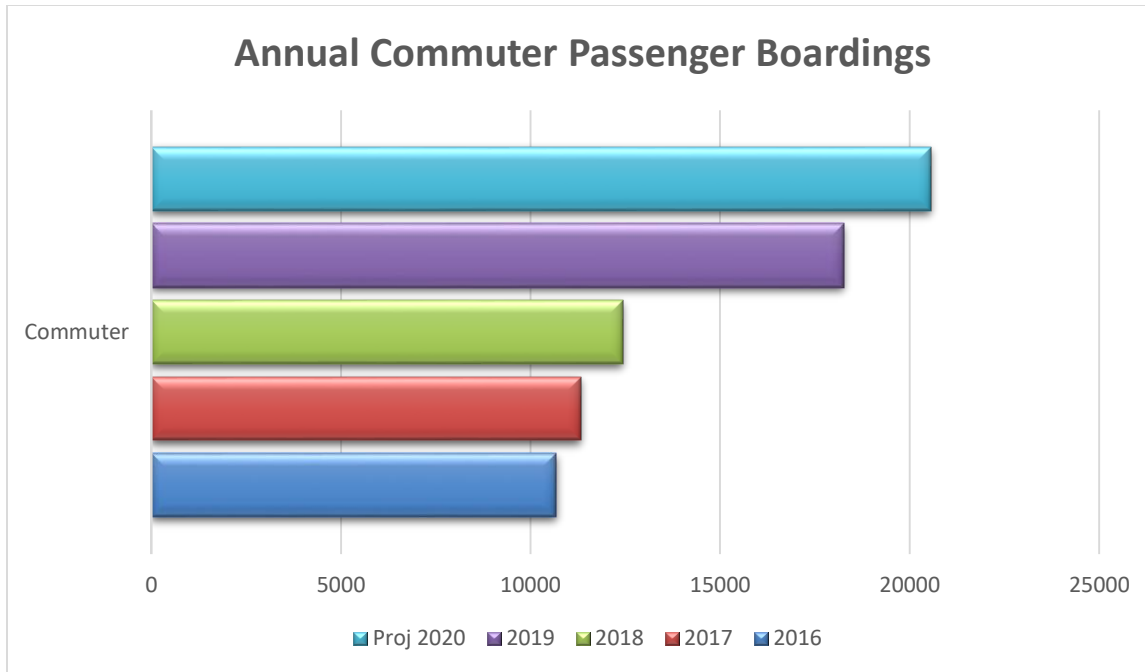
Paratransit Services

DAR has experienced a decrease in passenger trips in FY 20 compared to FY 19. In FY 19, there were 8,874 passenger trips, operated for 2,670 revenue hours and 33,680 revenue miles. Passenger trip projections for FY 20 are approximately 7,383 and equates to a 16.8% decrease.



Regional Express Bus Service

Commuter Link service has experienced increases in passenger boardings partially attributed to added service and increased frequency. Combined commuter service saw 18,280 passenger boardings in FY 19, operated 213,928 revenue miles and 7539.48 revenue hours of service. Together, commuter service has a projected increase of passenger boardings of 20,565 which is a 12.5% increase over FY19.



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. At the beginning of FY 20 Beaumont increased fares for all services except paratransit.

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.

New in FY 20 was the introduction of an electronic fare media called Token Transit as an additional fare option to our passengers. Available to all passengers on all modes of service, except Dial A Ride, Beaumont Transit passengers can purchase any fare category on their mobile phones. Beaumont Transit joined the dozens of agencies currently using the platform for seamless use of the application for connecting passengers.

Incentive Programs and Ridership Promotion

Beaumont Transit actively participates 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.

The summer Travel Training program continues to be successful. Launched in 2017, Travel Training began in partnership with Metrolink to teach choice riders in the Pass area how to use public transportation to and from Los Angeles via the commuter bus and train. Once in Los Angeles, a tour of Union Station is offered to highlight the important connecting features of the regional connection hub. The endeavor continues to be a welcomed addition to the promotional efforts Beaumont Transit offers to the community.

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 nineteen vehicles, ten of which are CNG fueled and the other nine by gasoline, as shown in Table 1.1. Three additional CNG vehicles are scheduled to be delivered in the next month. The CNG fueled vehicles meet the emission mitigation standards mandated by the California Air Resources Board (CARB).

All vehicles meet the ADA accessibility requirements and are equipped with bike racks. Vehicle capacity ranges in size from 16 passengers to 43 passengers. The vehicle shown below is the newest member of the Beaumont Transit fleet and primarily used on the CL 120 to SBTC.



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. A request for proposal has been issued to improve the Walmart Regional Bus Stop which connects passengers with four 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 Gorgonio 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 in the urban areas, 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.

Conversely, 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

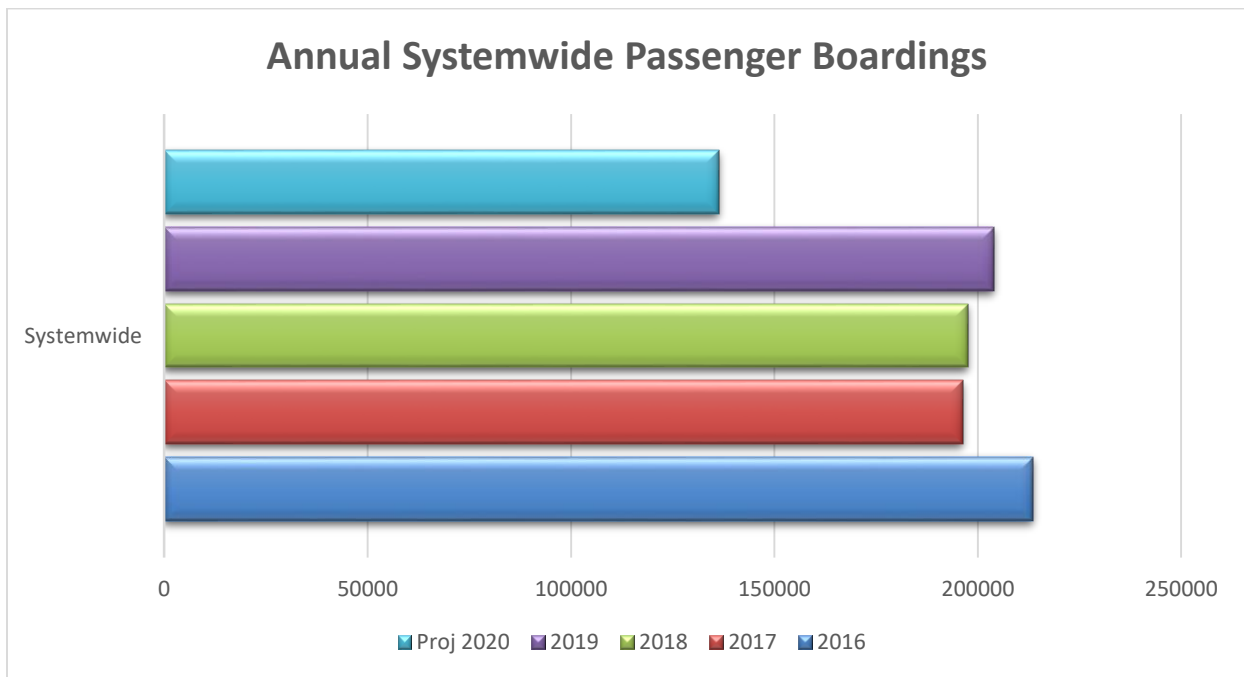
Beaumont completed a Comprehensive Operations Analysis (COA) in 2014 in conjunction with the City of Banning. The results of the study were partially implemented until the new agreement with the City of Banning in July 2019, which largely eliminated crossing of city boundaries.

In early 2020, Beaumont retained the services of a consultant to complete an independent COA. Suggested in three phases, Beaumont has completed phase 1 of the project and the consultant is preparing to present to City Council. The final phases of the COA are scheduled to

be completed by end of FY 20 and implementation expected FY 21, pending the outcome of the COVID-19 pandemic.

CHAPTER 2 - EXISTING SERVICE AND ROUTE PERFORMANCE

Overall, Beaumont Transit systemwide passenger trips for FY 20 is projected to end lower than the passenger trips delivered in FY 19. In FY 19, systemwide passenger trips, including paratransit, totaled 203,948. FY 20 is projected to end at 136,396, resulting in a 33.12% decline from the previous year.



Public transit operators nationwide have seen a reduction in passengers across all modes of transportation. There is an additional adverse effect to Beaumont’s decline in passenger trips in 2020 specifically related to the 2019 agreement with the city of Banning, including:

- The inability to provide Beaumont’s low income and transit dependent passengers with a one-seat ride to and from social services solely located in Banning, a mere 5 miles from Beaumont’s low-income area.
 - Other options of transportation are considered optimum, including walking, for passengers that are now faced with a two-seat trip and experiencing an hour or more of travel on two separate buses.
 - Transit-dependent passengers living in Beaumont’s disadvantaged community and accessing the downtown Route 4 have the highest number of Banning transfers used at 46% of the total transfers accepted systemwide.
 - A systemwide total of 1,849 passenger trips used free transfers from Banning during the period July to March, resulting in a reduction to the farebox recovery ratio.

2.1 Key Performance Indicators

Riverside County Transportation Commission adopted a Productivity Improvement Plan (PIP) for the transit operators of Riverside County. Although compliance with PIP is no longer required, it is used for monitoring and service improvement to improve efficiency. Beaumont's performance indicators are shown 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 three of the seven discretionary.

2.2 SRTP Performance Report

The SRTP performance report shown in Table 2.1 outlines the planned performance indicators for FY 20 and compares the FY 20 plan to the FY 20 targets.

This report indicates that five of the seven discretionary performance indicators are being met, while the mandatory performance indicator, farebox recovery ratio, is not.

2.3 SRTP Service Summary

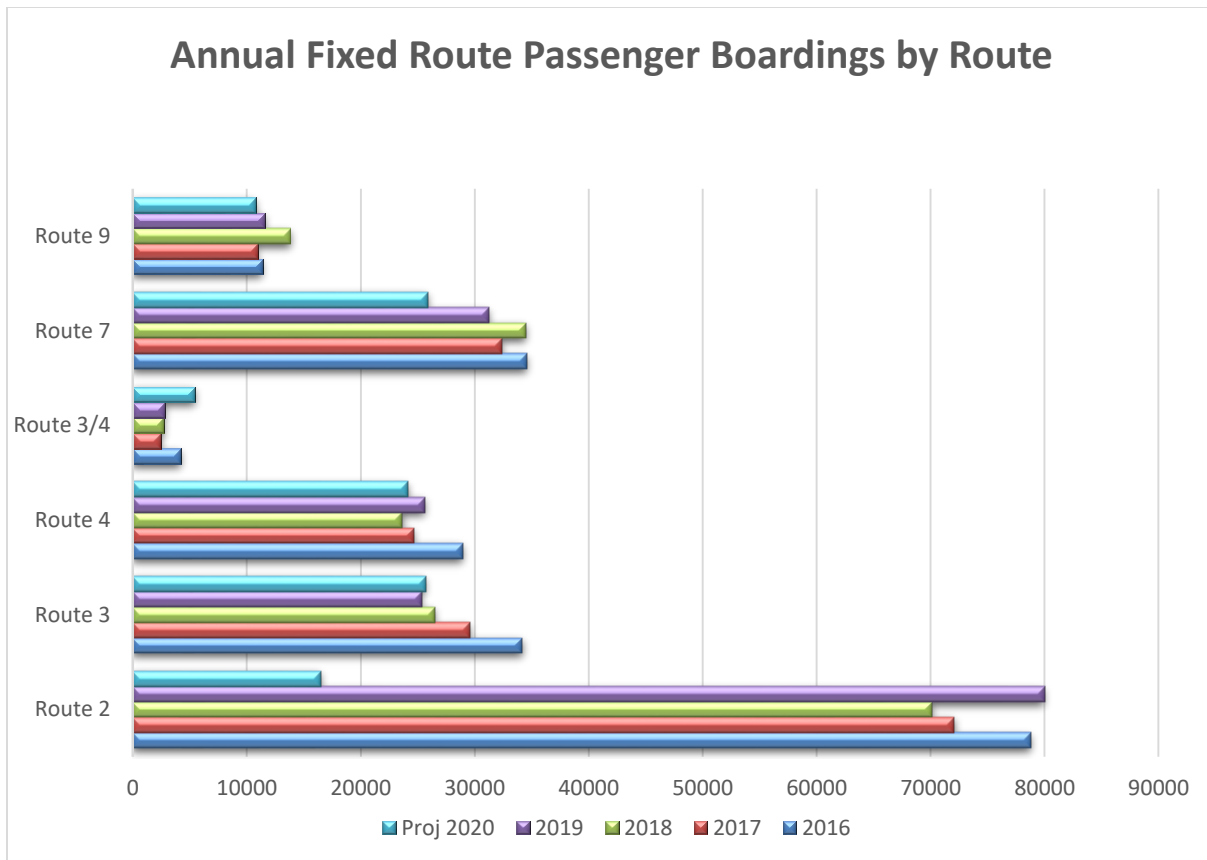
The SRTP service summary shows multi-year data for fleet characteristics, financial data, operational characteristics, and performance characteristics dating back to FY 18 (Table 2.2).

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 20. Although this is a projection to end FY 20, the last quarter of FY 20 will have an anomaly in boardings because of Covid-19; however, this anomaly is not reflected in the projections.

Route 2

Route 2 is Beaumont’s trunk route and operates weekdays only. It was dramatically reduced in FY 20 as a result of an Interagency Agreement with Banning Transit. This route previously served passengers with two buses and had a 1-hour headway Monday through Friday and served with a 2-hour headway on weekends.

The current design of this route is one bus operating on a 1.5-hour headway, Monday through Friday only. The route was restructured to by-pass Banning city streets and connect passengers to major employment and recreational opportunities in Cabazon via the I-10 freeway.

In FY 20, Route 2 is projected to finish the fiscal year with a significant decrease in passenger trips compared to FY19. Passenger trips for FY 20 are projected at 16,501, a 79.37% decrease from FY 19 end of year at 79,995. This route represents 12.79% of the systemwide passenger trips, excluding paratransit.

Route 3

Route 3 operates weekdays with a one-hour headway and services the north area of Beaumont, a portion of Cherry Valley via deviations, residential community of Sundance and Walmart. This route also connects Sundance with both middle schools, the high schools, and three elementary schools. Passengers traveling to outer portions of Cherry Valley can request deviations while on board the bus or by calling customer service.

In FY 20, Route 3 is projected to finish the fiscal year with 25,668 passenger trips, a slight increase of 1.35% in passenger trips compared to FY19, which ended at 25,326. Route 3 makes up 19.90% of systemwide passengers, excluding paratransit.

Route 4

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 20, Route 4 is projected to finish the fiscal year at 24,133, a 5.68% decrease in passenger trips compared to FY19. This route services 18.71% of the systemwide passengers, excluding paratransit.

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. Connection opportunities include Route 2, Route 3, and Route 4.

In FY 20, Route 7 is projected to finish the fiscal year with a decrease in passenger trips compared to FY19. Passenger trips projected to end FY 20 are 25,880, a decrease of 17.23% from FY 19 which had 31,269 passenger trips. Route 7 makes up 20.06% of systemwide passengers, excluding paratransit.

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.

In FY 20, Route 9 is projected to finish the fiscal year with a decrease in passenger trips compared to FY19. Passenger trips projected to end FY 20 are 10,810, a decrease of 6.87% from

FY 19, which had 11,609 passenger trips. Route 9 makes up 8.38% of all systemwide passengers, excluding paratransit.

Route 3/4

Route 3/4 is a one-hour headway weekend-only service. 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. Route 3/4 service was increased in FY 20 with the addition of Sunday service to accommodate transit dependent passengers needing to access religious services. This route also operates on recognized limited-service holidays.

In FY 20, Route 3/4 is projected to finish the fiscal year with a significant increase in passenger trips compared to FY19. Passenger trips projected to end FY 20 were 5,454, an increase of 93.9% from FY 19 which had 2,813 passenger trips. Route 3/4 makes up 4.23% of systemwide passengers, excluding paratransit.

Commuter Link 120

The Commuter Link (CL) 120 operates two buses Monday through Friday, one bus with a 2-hour and 20-minute headway, and one with a 1-hour and 20-minute headway. The CL 120 also operates on Saturday and recognized limited-service holidays. On Saturdays, CL 120 is serviced by one bus and has a 2-hour and 20-minute headway.

This express commuter service connects passengers at the Beaumont Walmart to Calimesa and the San Bernardino Transit Center. In FY 20, the CL120's schedule was adjusted to also connect commuting passengers from San Bernardino to Casino Morongo.

In FY 20, CL 120 is projected to finish the fiscal year with an increase in passenger trips compared to FY19. Passenger trips projected to end FY 20 are 15,996, an increase of 16.35% from FY 19, which had 13,748 passenger trips. The CL 120 makes up 12.4% of systemwide passengers, excluding paratransit.

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 stops in Calimesa, Redlands Citrus Plaza (Alabama St and Lugonia Ave), Kaiser Redlands Medical Offices, and Loma Linda Veterans Affairs Hospital.

In FY 20, the CL 125 is projected to finish the fiscal year relatively equal in passenger trips compared to FY19. Passenger trips projected to end FY 20 are 4,569, a slight increase of .82% from FY 19, which had 4,532 passenger trips. The CL 120 makes up 3.54% of systemwide passengers, excluding paratransit.

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. Qualified passengers include persons over the age of 65 as well as those passengers 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 complimentary service to the fixed routes in Beaumont and mirrors that schedule. Reservations are required at least 24 hours in advance and priority is given to ADA passengers. On the weekends, DAR is available to ADA passengers only.

In FY 20, DAR is projected to finish the fiscal year with a decrease in passenger trips compared to FY19. Passenger trips projected to end FY 20 are 7,382, a decrease of 16.8% from FY 19 which had 8,874 passenger trips.

2.5 Productivity Improvement Efforts

As shown in the previous section, Beaumont Transit passenger trips continue to decline. However, Beaumont is not alone as many public transit operators can attest to numerous factors involved in the reduction of passengers.

Beaumont recently secured a consultant to perform a comprehensive operations analysis (COA) and are currently completing phase 1 of a 3-phase project. The primary purpose of the COA will be to determine demographics and needs of the residents of Beaumont, as well as connecting passengers traveling into and out of the city via our commuter links. An analysis of our growing city and our increased residential, commercial, and industrial areas will require the implementation of new routes and route design. COA professionals will be crucial to the connectivity of routes and determining service needs to better service passengers in the area.

Currently, Beaumont uses several products to keep passengers connected with system information and announcements. These products are Facebook, 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).



Additionally, Pass area residents are invited to attend monthly travel training trips led by Beaumont staff members to such key destinations as Los Angeles Union Station, Downtown Disney, and Oceanside. The purpose of travel training is to empower the public with strategy and knowledge of local transit system, as well as other regional connecting systems such as Metrolink, RTA and Metro. Education of public transit, by means of travel training informational meetings and outings, will assist in the alleviation of common fears surrounding public transit and get passengers comfortable with moving around and using public transportation.

Beaumont has once again applied for a grant from Low Carbon Transit Operations Program (LCTOP) for Free Fare Promotion on Beaumont buses. The previous Free Fare Promotion was successful and showed an increase in passenger trips when comparing March 2019 over March 2018. Beaumont transit system saw 19,677 passenger trips in March 2019 over the 17,154 passenger trips made in March 2018, equating to a 12.82% increase in ridership.

2.6 Major Trip Generators

Over one-third of Beaumont'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. Both commuters have grown in passenger trips 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 on Route 2, Route 3/4, and Commuter Link 120.

Route 2

Route 2 had several significant changes at the onset of FY 20. All changes were a direct result of the July 2019 Interagency Agreement entered into with the city of Banning. At the request of Banning, Route 2 bypasses the Ramsey St. corridor and travels along Interstate 10 to Casino Morongo and the Desert Hills Outlet mall. Additionally, the route decreased service from two buses to one bus, as well as decreased days of operation from seven days to weekday only.

Route 3/4

Because of the significant decreases in operational service on Route 2, it was determined that Route 3/4 would be better designed to add service, from Saturday only to Saturday and Sunday. This allows transit-dependent passengers to travel on Sundays accessing religious services and patronize commercial shopping areas of Beaumont.

Commuter 120

The Commuter Link 120 also experienced changes in FY 20. A second bus was added to the route which increased the route frequency. This change was made based on passenger surveys requesting more service to and from SBTC. With the additional bus, CL 120 is now able to service Casino Morongo, allowing passengers to connect from the Metrolink train or other bus operators at SBTC a one-seat ride to the casino and outlet malls.

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

3.1 Planned Service Changes

The current COA project will determine the future of Beaumont’s service changes in the coming years. The City of Beaumont continues to grow with an average of 750 additional new homes built every year. There are currently 3,500 homes approved for construction. The COA will tell us where service will best be served.

Industrial and employment opportunities are also growing. Amazon is preparing to open a million square foot distribution center in Beaumont. Amazon reports that they intend to hire several hundred full-time employees and will begin doing so at the end of May or June 2020, with an anticipated opening date in July or August 2020. Beaumont Transit has been approached by Amazon to provide public transportation to the facility and is considering a micro-transit system as a pilot program to address transportation needs of the Amazon employees.

A rideshare voucher program for senior and ADA passengers to offset the rising operational expenses incurred by paratransit service is also being explored. This voucher program will mirror a similar program offered by other public transit operators and consists of a 50-50 share in fare directly redeemable with the rideshare provider when the service is used.

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

Comprehensive Operations Analysis

As discussed in previous sections of this plan, Beaumont is currently underway with a Comprehensive Operations Analysis. As part of the COA, a fare elasticity study will be completed to ensure that the schedule reflects a good business model, is fair to all passengers, and equitable in the industry. This COA will be central to the development of the department and is expected to be completed by June 2020.

Travel Training

Travel Training continues to be a successful program to teach Pass area residents how to ride public transportation from the Pass area to places of interest. Travel Training season begins in the early Spring and runs through the Fall, with trips to Union Station, Downtown Disney, and Oceanside. A common consensus with passengers is that public transportation is intimidating.

Travel training offers guidance to individuals, eases concerns, and empowers passengers to make similar trips on their own in the future. Since its inception, over 300 choice riders have experienced travel training with Beaumont staff.



Free Fare Promotion

In FY 18, Beaumont successfully implemented a systemwide Free Fare Promotion that was funded by a grant from the Low Carbon Transit Operations Program (LCTOP). This 3-month promotion was extended to the city of Banning Transit, with both agencies reporting an increase in passenger trips and were a welcomed program to all passengers. Because of the overall success of the program, a new LCTOP grant funding application has been completed and will be used for a Free Fare Promotion in FY 21.

The new Free Fare Promotion will consist of systemwide free fare for seniors, veterans, and disabled passengers for one year. Additionally, free fares will be extended to general passengers for three months. This program will be introduced in conjunction with any new route changes or added service as part of the COA study. Finally, with the potential aftereffects of Covid-19 on the overall economy, this promotion will assist passengers economically traveling to work and recreation.

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.

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. In 2019, the shuttle service provided 1,619 passenger trips to festival patrons.



Redevelopment of Walmart Regional Transportation Hub

Beaumont also intends to promote ridership by redeveloping the Walmart Regional Transportation Hub. 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.

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 as a result of the virus, it is an opportunity to encourage transit as a cost-saving measure. The development of routes as a result of the comprehensive operations analysis is anticipated to encourage ridership growth.

Additionally, Beaumont Transit will continue to focus on regional transportation and will consider an express commuter link route to the desert communities in FY 22.

3.4 Proposed Fare Structure Changes

Beaumont recently updated the fare schedule for FY 20. As part of the Comprehensive Operations Analysis, a fare elasticity study will be completed to ensure that the schedule reflects a good business model, is fair to all passengers, and equitable in the industry.

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

Compressed Natural Gas Fueling Station (Projects 19-01 and 20-01)

In FY 20, Beaumont purchased a 6.14-acre parcel in the city's southwest industrial area, in partnership with the Wastewater Fund. This property will include a 28,000 square foot public fueling station for compressed natural gas vehicles and serve as a critical revenue source for Beaumont Transit's farebox recovery. More importantly, it will eliminate Beaumont Transit's reliance and dependence on the limited fueling available at the only station in Beaumont, owned and operated by Beaumont Unified School District (BUSD). Fueling the CNG buses has been problematic and more frequently than not, BUSD station is unavailable, forcing the fleet to fuel at stations located as far away as Hemet and Moreno Valley.

Additionally, the parcel will include slow-fill stations for each CNG bus in the fleet, with room for expansion, giving Beaumont Transit the ability to fuel CNG vehicles during non-operational hours.

A conceptual master plan has been completed for Transit's portion of the land. The next phase will include adopting a compression services tariff agreement with Southern California Gas to design build the CNG station, with construction anticipated to be completed by end of FY 21.

Fleet Maintenance and Operations Facility (Project 20-02)

As part of Projects 19-01 and 20-01, a fleet maintenance and operations facility will be constructed on the purchased parcel. Included is a 4,100 square foot, one-story building to house fleet and operations personnel, serve as a customer service point of sale location, and completely remove Beaumont Transit from the downtown area. All transit operations will be housed at one location, increasing effectiveness and efficiencies of the department. Design and engineering will begin in FY 21, with construction scheduled for FY 22. Part of the funding for this project is a State of Good Repair grant awarded in FY 19, as well as reprogramming of several previously obligated State Transit Assistance projects with fund balances.

Replacement Vehicles (Project 20-06)

Beaumont Transit's fleet includes three 16-passenger vehicles with over 300,000 miles each and have been in service for the past decade. Three new Ford Entourage Type E buses were purchased last summer and expected delivery is May 2020.

Electric Vehicle Charging Station (Project 20-07)

In FY 20, Beaumont designed and constructed an electric vehicle charging station, located strategically in the downtown area as a revenue source for Beaumont Transit's farebox. The project was funded by the Southern California Incentive Project (SCIP) in the form of a rebate of \$240,000. The remaining project costs of \$31,870 will come from the Mobile Source Air Pollution Reduction Committee (MSRC), and the station is set to open in June 2020.

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 \$3,084,384 needed in operational funding to fully operate a public transit program for the residents of Beaumont. Included in that amount is \$2,776,096 from Local Transit Funds, farebox revenues collected of \$213,942, LCTOP operational grant funding in the amount of \$93,346, and interest earned in the amount of \$1,000. This equals a modest 1.48% increase over funding in FY 20. Operational funding is allocated to 83% in personnel, 15% in maintenance and operations, and 2% in contractual services.

Capital Budget

Compressed Natural Gas Fueling Station (Project 21-01)

As mentioned in Section 3.5, Beaumont will continue funding for this critical project until construction is completed, and the station is open to the public. The continuation of funding for this project is critical to the sustainability of the public transit program in Beaumont. The revenue generated from the public fueling station will adequately support a significant increase to Beaumont Transit's farebox recovery.

Fleet Maintenance and Operations Facility (Project 21-02)

This project is a continuation of funding for the fleet maintenance and operations facility, to be constructed the purchased parcel. Included is a 4,100 square foot, one-story building to house fleet and operations personnel, serve as a customer service point of sale location, and completely remove Beaumont Transit from the downtown area. All transit operations will be housed at one location, increasing effectiveness and efficiencies of the department. Design and engineering will begin in FY 21, with construction scheduled for FY 22. Part of the funding for this project is a State of Good Repair grant awarded in FY 19, as well as reprogramming of several previously obligated State Transit Assistance projects with fund balances.

Bus Stop Signage and Amenities (Project 21-03)

New bus stop signage and amenities will be funded by the State of Good Repair grant awarded in FY 20. New bus benches and lighting will be added at bus stops to improve passenger comfort and safety, along with new signage throughout the service area. This project is funded by a State of Good Repair grant from FY 20.

Electric Vehicle Shuttle (Project 21-04)

Beaumont Transit has applied for and has subsequently been approved for the Volkswagen Mitigation Rebate earmarked for the purchase of two electric vehicle shuttles, allowing for a rebate of \$160,000 per vehicle. Additional funding is needed in order to procure the two vehicles. Project 21-04 reflects the difference in the price of the shuttle and the rebate from Volkswagen. These shuttles are ADA compliant with a wheelchair ramp and will be used on Dial-A-Ride. Charging will be available with an electric vehicle charging station currently in construction at the Beaumont Civic Center public parking lot, near a primary bus stop.

Vehicle Communications for New Vehicles (Project 21-05)

All Beaumont Transit vehicles are outfitted with two-way radios that serve as the sole communication between drivers and dispatch. An added benefit to this communication system is the ability of the driver to immediately contact Beaumont Police dispatch through direct connection in an emergency. Funding for this project will be reprogrammed from prior obligated State Transit Assistance fund balances.

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 22, Beaumont Transit intends to submit a proposed funding plan request in the amount of \$4,983,675, of which \$2,859,379 is LTF, \$1,800,000 is STA, \$41,796 in LCTOP, \$16,000 Measure A, \$265,500 farebox revenue, and \$1,000 in interest or other income.

In FY 23, Beaumont Transit intends to submit a proposed funding plan request in the amount of \$4,594,936, of which \$2,945,160 is LTF, \$1,300,000 is STA, \$41,840 in Measure A, \$307,296 in farebox revenue, and \$1,000 in interest or other income.

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.

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, balances outstanding for each project, and plan to reprogram old projects to future critical projects as outlined in Table 4.4.

Beaumont Open Projects STA Capital			
Project #	Original Amount Awarded	Items Approved in SRTP	Estimated balance 6/30/20
	Amount		
		CNG related	
	200,000.00	MSRC Grant	200,000.00
19-01	300,000.00	CNG Station Improvements	241,795.10
20-01	1,500,000.00	CNG Station	1,500,000.00
		Total amount available for CNG Project	1,941,795.10
		Maintenance Facility	
17-02	85,000.00	Mobile Bus Lift, Jack Stands & Tools	338.17
17-04	75,000.00	Shop Building Maintenance	70,880.79
19-04	66,478.00	SGR Grant- Modernization of Vehicle Maintenance	66,478.00
20-05	40,000.00	Shop Tools	40,000.00
	49,885.00	SGR Grant- Modernization of Vehicle Maintenance	49,885.00
		Total amount available for shop related projects	227,581.96
		Building Improvements	
14-03	75,000.00	Building D Improvements	11,274.00
13-01	13,939.24	Building Improvements	10,086.83
17-01	100,000.00	Bus Yard Parking Lot with Security Gates	100,000.00
		Total amount available for building improvements	121,360.83
		Other	
20-02	500,000.00	Fleet Maintenance and Operations Facility	481,760.00
20-03	100,000.00	Brand and Logo Update	100,000.00
20-04	129,943.00	Passenger Amenities (LCTOP 18/19)	127,444.00
20-07	100,000.00	EV Charging Station	100,000.00
SGR	51,999.00	Bus Stop Rehabilitation (SGR)	51,999.00
		Total amount available for other projects	861,203.00
		Bus Purchases	
15-01	1,000,000.00	2 Type 7 Buses for Replacement/ Expansion	29,725.82
12-01	5,181.52	GPS System on Buses	4,117.75
19-02	175,000.00	Type H EZ Rider II Vehicle	18,417.50
15-02	36,000.00	2 Security Camera Systems for the above project	5,236.67
20-06	700,000.00	3- Ford Entourage Type E	700,000.00
		Total amount available for bus purchase	757,497.74
		Route 125	
	16,899.00	Route 125 (LCTOP 16/17)	16,899.00
		Total amount available for 125 operations	16,899.00

Reprogram to 21-02:
Fleet Maintenance &
Operations Facility

Reprogram to 21-05:
New Vehicle
Communications
Installation