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SHORT-RANGE TRANSIT PLAN

FY 2025/26 - 2027/28



beaumontca.gov/transit

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CHAPTER 1. SYSTEM OVERVIEW AND SERVICE PROFILE

1.1 DESCRIPTION OF SERVICE AREA

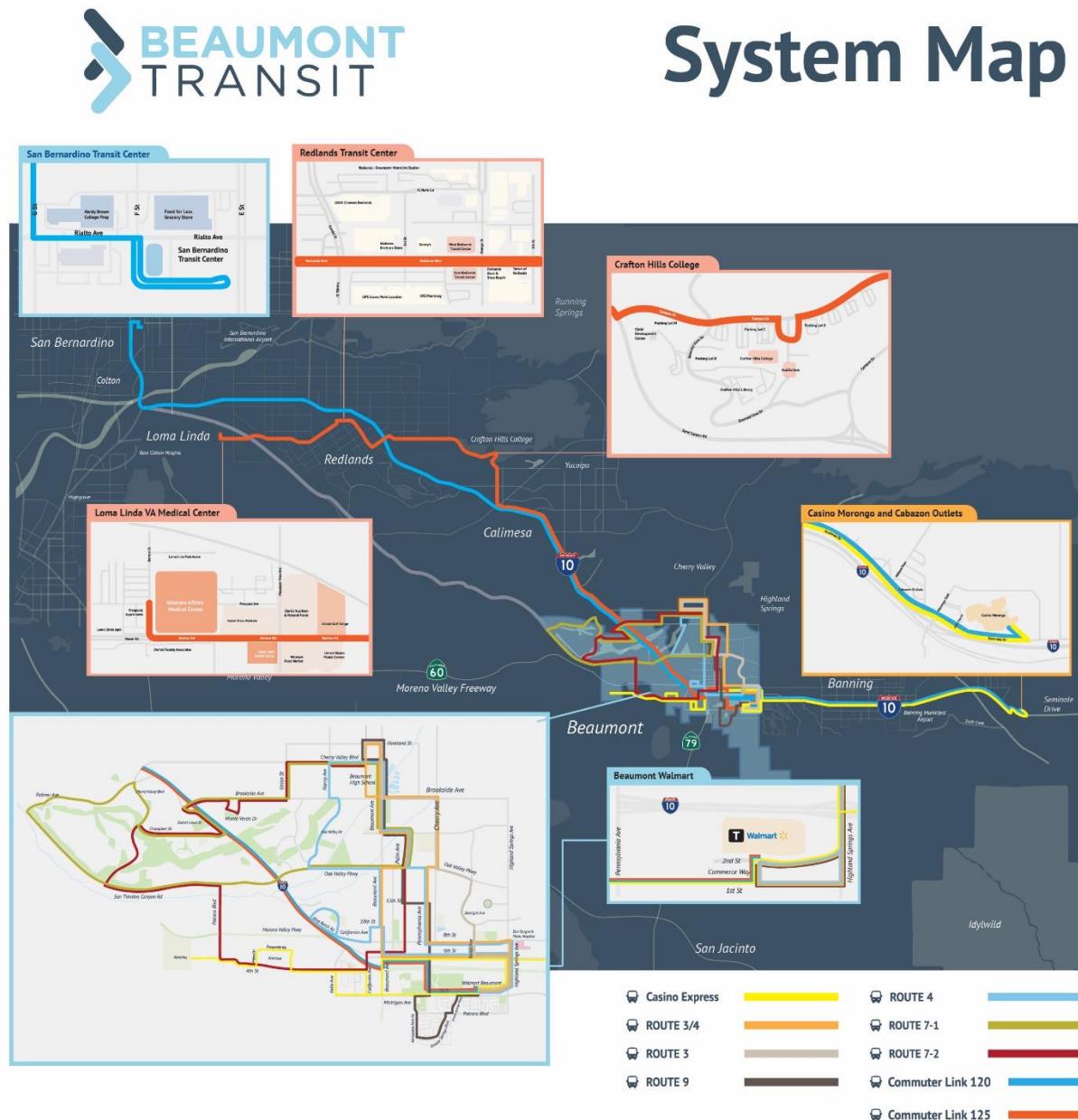
Beaumont Transit services approximately 40 square miles, primarily servicing the City of Beaumont and extending into Cherry Valley, an unincorporated area of Riverside County to the north, Banning and Cabazon to the east, and Yucaipa, Redlands, and San Bernardino to the West (Figure 1-1). Most of Beaumont Transit's service area has recently evolved from a rural to an urbanized area, as indicated by the 2020 census urbanized areas (UZA) map¹.

The City of Beaumont is located at the center of three major thoroughfares: Interstate 10, Highway 60 and Highway 79. Beaumont Transit provides a range of services including fixed route, commuter link and paratransit service. Passengers using these services can conveniently transfer to other Beaumont routes and connect with neighboring transit systems such as Banning Connect, Riverside Transit Agency (RTA), and Sunline Transit Agency (Sunline), at a central hub bus stop in South Beaumont.

Additionally, Beaumont Transit operates two commuter link routes that link the San Gorgonio Pass Area with San Bernardino County. These routes serve various destinations in San Bernardino County, such as the San Bernardino Transit Center (SBTC), Redlands Transit Center, Crafton Hills College (CHC), and the Loma Linda Veterans Administration (VA) Hospital. The SBTC, located in downtown San Bernardino, provides extensive connectivity options for passengers, allowing easy transfers to Metrolink, Omnitrans, Victor Valley Transit Agency (VVTA), RTA, and Mountain Transit.

¹ Federal Transit Administration Census Map. (2023). Retrieved from usdot.maps.arcgis.com: <https://usdot.maps.arcgis.com/apps/mapviewer/index.html?webmap=5287ba87422448c7a97e5d60cc5e4f7b>

Figure 1-1 Beaumont Transit System Map



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1.2 POPULATION PROFILE AND DEMOGRAPHICS

POPULATION PROFILE

The City of Beaumont has experienced steady population growth in recent years. As of January 2024, the California Department of Finance estimates the city's population at

57,416.² This is an increase of 7.8% from 53,275 in August 2020. According to a 2024 report by The Retail Coach, the city's population is projected to reach 60,479 by 2029³. The report also provides an overview of the city's racial and ethnic composition, income levels, and age distribution, shown in Figure 1-2.

Figure 1-2 Beaumont Demographic Profile

BEAUMONT DEMOGRAPHIC PROFILE

By Single-Classification Race

White Alone	42.5%
Black or African American Alone	8.8%
Amer. Indian and Alaska Native Alone	1.8%
Asian Alone	8.6%
Native Hawaiian and other Pacific Islander Alone	0.2%
Some Other Race Alone	21.1%
Two or More Races	17.0%

By Hispanic or Latino Origin

Not Hispanic or Latino		54.2%
Hispanic or Latino		45.8%

Age

0-17		24.9%
18-64		57.2%
65 and older		17.9%

Income

Average HH	\$121,564
Median HH	\$104,524
Per Capita	\$39,441



² State of California Department of Finance. (2024, April 15). Department of Finance. Retrieved from dof.ca.gov: <https://dof.ca.gov/Forecasting/Demographics/Estimates/e-4-population-estimates-for-cities-counties-and-the-state-2021-2024-with-2020-census-benchmark/>

³ TheRetailCoach. (2024). Community Demographic Profile. TheRetailCoach, LLC.

In addition to short-term projections, long-range forecasts from the Southern California Association of Governments (SCAG) show that Beaumont's population, household count, and employment base are all expected to grow significantly through 2045⁴:

Table 1 Jurisdiction Level Growth Forecast

Measure	2016	2045	Change 2016-2045	% Change 2016-2045
City of Beaumont				
Population	45,500	80,200	34,700	76%
Households	14,200	25,100	10,900	77%
Employment	9,300	15,900	6,600	71%

This projected growth suggests a growing need for public transportation, particularly as new residential areas develop and commute patterns evolve. As more residents move to the city and job opportunities expand, demand for reliable and convenient transit options will increase.

RIDERSHIP DEMOGRAPHICS

To better understand current riders and how they use the system, Beaumont Transit conducted an on-board survey in December 2019 and January 2020 as part of its Comprehensive Operational Analysis. The results offer insight into the characteristics and travel patterns of existing riders:

A typical rider of Beaumont Transit:

- Pay their fare with cash (72.5%)
- Uses the service to travel to school or work (53.4%)
- Rides five or more days a week (50.4%)
- Lacks access to a personal vehicle (70.5%)
- Is over the age of 25 (70.3%)
- Is a student (37.8%) or employed (28.0%)
- Identifies as Hispanic/Latino (36.4%) or Black/African American (27.3%)
- Lives in a household with an income less than \$29,999 (67.6%)
- Lives in a household of three or less people (52.0%)
- Typical Travel does not include connections/transfers (79.7%)

⁴ SCAG. (2020). Demographics & Growth Forecast. Southern California Association of Governments (SCAG).

The data indicates that many riders rely on transit as their primary means of transportation, particularly for work and school trips. A large share of riders come from lower-income households and do not have access to a personal vehicle, highlighting the importance of keeping transit services affordable, frequent, and easy to use.

Beaumont plans to conduct a new rider survey in late 2025. This updated data will help assess how the rider base has changed in recent years and guide service adjustments as population and mobility needs continue to evolve.

1.3 DESCRIPTION OF SERVICES

Beaumont Transit provides three types of services to meet the diverse needs of the community: Fixed Route, Commuter Link, and Dial-A-Ride. These services ensure access to local and regional destinations while accommodating a wide range of mobility needs. For more details on each service by route, see table 2 below.

Service Schedule

Beaumont Transit provides Fixed Route, Commuter Link, and Paratransit services six days a week:

- Monday – Friday: 6 fixed routes, 2 commuter link routes, and Dial-A-Ride service.
- Saturday: 1 fixed route, 1 commuter link route, and Dial-A-Ride service.

Holiday Schedule

On the following holidays, Beaumont Transit operates on a limited-service schedule (equivalent to a Saturday schedule):

- Martin Luther King Jr. Day
- Presidents Day
- Indigenous Peoples’ Day
- Veterans Day
- Day after Thanksgiving
- Christmas Eve
- Day after Christmas
- New Years Eve

There is no service on:

- New Years Day
- Memorial Day
- Independence Day

- Labor Day
- Thanksgiving Day
- Christmas Day

FIXED ROUTE SERVICES

Beaumont operates six weekday routes and one Saturday route, designed to connect key locations such as schools, shopping centers, and community hubs. Most routes operate on 60–80-minute headways, while three peak-hour routes run on 45-minute headways to accommodate student ridership. While the current system prioritizes broad coverage, Beaumont recognizes that improving service frequency is essential for attracting more riders and will evaluate potential enhancements in future service planning.

COMMUTER LINK SERVICES

Commuter Link (CL) services provide express regional connections for longer-distance travel. CL 120 connects Beaumont to the San Bernardino Transit Center, offering access to Metrolink and multiple regional transit agencies. On Saturdays, this route also serves Casino Morongo. CL 125 connects Beaumont to Crafton Hills College (a new addition as of January 2025), downtown Redlands near the Metrolink Arrow Station, and the Loma Linda VA Hospital. CL buses provide essential inter-city connectivity that would otherwise require car travel.

DIAL-A-RIDE SERVICES

Dial-A-Ride is a curb-to-curb, reservation-based service available weekdays and Saturdays, complementing the fixed-route system. It is available to eligible passengers residing within 3/4 mile of the service area who are certified under the Americans with Disabilities Act (ADA). This service is essential for individuals unable to access fixed-route services due to disabilities or other impairments.

Table 2 Route Descriptions

Route	Route Description	Connections
Fixed Route		
Casino Express	Weekday service connecting Beaumont to Cabazon Outlets, Morongo Casino, Amazon Warehouses, Wolverine, and Beaumont's industrial area.	Banning Connect, RTA, Sunline

Route 3	Weekday service to Walmart, Sundance, Beaumont High, both middle schools, Chatigny Rec Center, and parts of Cherry Valley.	Banning Connect, RTA, Sunline
Route 4	Weekday service to Walmart, Beaumont Civic Center, Beaumont Library, mid-town Beaumont, and both middle schools. Route 4 offers an alternate route upon request to Three Rings Ranch Park.	Banning Connect, RTA, Sunline
Route 3/4	Saturday service from Cherry Valley to Beaumont via Pennsylvania Ave, including Beaumont Library, Walmart, and 6th Street.	Banning Connect, RTA, Sunline
Route 7-1	Peak weekday service to Tournament Hills, Fairway Canyon, Cherry Valley, Beaumont High, and both middle schools.	N/A
Route 7-2	Peak weekday service to Civic Center, Amazon, Olivewood, Rangel Park, Fairway Canyon, Cherry Valley, Beaumont High, and both middle schools.	N/A
Route 9	Peak weekday service to Central Beaumont, Seneca Springs, Beaumont High, Cherry Valley, both middle schools, and Walmart.	Banning Connect, RTA, Sunline
Commuter Link		
Commuter Link 120	Weekday service connecting Beaumont to the San Bernardino Transit Center. Saturday service also connects to Casino Morongo.	Banning Connect, RTA, Sunline, Omnitrans, VVTA, Mountain Transit, Metrolink
Commuter Link 125	Weekday service connecting Beaumont to Crafton Hills College, Redlands, and the Loma Linda VA Hospital.	Banning Connect, RTA, Sunline, Omnitrans, Metrolink

Dial-A-Ride	A weekday and Saturday curb-to-curb, reservation-based service that operates within the same areas and hours as the fixed-route system.	Banning Connect, RTA
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1.4 CURRENT FARE STRUCTURE

In August 2023, Beaumont Transit launched a three-year discounted fare program with funding from the Low Carbon Transit Operations Program (LCTOP). This program lowers bus fares through July 31, 2026, making transit more affordable for riders. With this discount, local bus rides cost just \$0.25, Commuter Link rides are \$1.00, and Dial-A-Ride rides are \$0.50. A full breakdown of regular fares, which will resume after the promotion ends, can be found in Table 3.

Passengers have three ways to pay for their ride. They can pay with cash when boarding the bus, use the Token Transit app on their phone to buy and store passes digitally, or purchase physical bus passes in advance at the Beaumont Civic Center.

Table 3 Fare Schedule

Fare Schedule				
Fixed Route Fares				
Fare Categories	Base Fare	Day Pass	10 Ticket Book	Monthly Pass
General	\$1.50	\$3.50	\$15.00	\$45.00
Child	\$0.50	N/A	N/A	N/A
Seniors	\$1.00	\$2.50	\$10.00	\$30.00
Military Veterans	\$1.00	\$2.50	\$10.00	\$30.00
Active Military	FREE	N/A	N/A	N/A
Deviations (Route 4)	\$0.50	N/A	N/A	N/A
Commuter Link Fares				
10 Ride Punch				
Fare Categories	Base Fare	Day Pass	Card	Monthly Pass
General	\$3.75	\$8.50	\$34.00	\$80.00
Child	\$2.75	\$6.50	\$25.00	\$60.00
Seniors	\$2.75	\$6.50	\$25.00	\$60.00
Military Veterans	\$2.75	\$6.50	\$25.00	\$60.00
Active Military	FREE	N/A	N/A	N/A
Dial-A-Ride Fares				
Fare Categories	Base Fare	10 Ride Punch Card		
One-Way	\$3.00	\$27.00		
Companion & Child	\$4.00	N/A		
PCA	FREE	FREE		

No-Show	\$3.00	N/A
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1.5 REVENUE FLEET

Beaumont Transit operates a revenue fleet of 22 vehicles, consisting of 20 CNG buses and 2 electric shuttles. Table 1.1 below outlines the vehicle inventory by service type. Lifespan details are listed below:

- Twelve 32' CNG EZ Rider Buses – Altoona tested for a lifespan of 12 years or 500,000 miles.⁵
- Three 40' CNG XHF Buses – Classified as large, heavy-duty buses by the Federal Transit Administration (FTA) with a life span of 12 years or 500,000 miles.⁶
- Four CNG Ford F550 Buses & One CNG E450 Bus – Considered medium-duty buses by the FTA, with a standard lifespan of 7 years or 200,000 miles.⁷ However, Beaumont's maintenance team has extended their service life beyond FTA guidelines.
- Two electric Greenpower EV shuttles – Designed for an approximate lifespan of 10 years

⁵ E-Z RIDER II. (2025, April 15). Retrieved from El Dorado National: <https://eldorado-ca.com/e-z-rider-ii/>

⁶ Richard Laver, D. S. (2007). Useful Life of Transit Buses and Vans. Federal Transit Administration.

⁷ Richard Laver, D. S. (2007). Useful Life of Transit Buses and Vans. Federal Transit Administration.

Figure 1-3 Beaumont Transit Fleet



Bus (Motorbus) / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles		# of Contingency Vehicles FY 2024/25	Life to Date Vehicle Miles Prior Year End FY 2023/24	Life to Date Vehicle Miles through March FY 2024/25	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2024/25
							FY 2024/25	FY 2024/25				
2024	EDN	EZ-RIDERII	27	1	32	CN	1				20,939	20,939
2024	EDN	EZ-RIDERII	27	1	32	CN	1				26,623	26,623
2024	EDN	EZ-RIDERII	27	1	32	CN	1				16,716	16,716
2024	EDN	EZ-RIDERII	27	1	32	CN	1				18,014	18,014
2024	EDN	EZ-RIDERII	27	1	32	CN	1				17,679	17,679
2024	EDN	EZ-RIDERII	27	1	32	CN	1				13,572	13,572
2024	EDN	EZ-RIDERII	27	1	32	CN	1				7,654	7,654
2015	EDN	XHF 40	43	1	40	CN	1			101,051	105,435	105,435
2015	EDN	XHF 40	43	1	40	CN	1			102,584	110,155	110,155
2015	EDN	XHF 40	43	1	40	CN	1			93,478	99,298	99,298
2016	FRD	E-450	20	1	24	CN	1			112,289	122,698	122,698
Totals:			338	11			11			409,402	558,783	50,798

Commuter Bus / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles		Life to Date Vehicle Miles	Life to Date Vehicle Miles through March	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March)
							FY 2024/25	FY 2024/25			
2018	EDN	EZ-RIDER	30	1	32	CN	1		206,264	213,494	213,494
2023	EDN	EZ-RIDERII	27	1	32	CN	1		14,452	46,825	46,825
2023	EDN	EZ-RIDERII	27	1	32	CN	1		9,281	38,776	38,776
2024	EDN	EZ-RIDERII	27	1	32	CN	1			690	690
2024	EDN	EZ-RIDERII	27	1	32	CN	1			4,194	4,194
2016	FRD	F-550	30	1	33	CN	1		177,317	182,156	182,156
2019	FRD	F-550	28	1	33	CN	1		126,988	148,158	148,158
2019	FRD	F-550	28	1	33	CN	1		138,680	158,491	158,491
2019	FRD	F-550	28	1	33	CN	1		137,431	162,261	162,261
Totals:			252	9			9		810,413	955,045	106,116

Demand Response / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles		# of Contingency Vehicles FY 2024/25	Life to Date Vehicle Miles Prior Year End FY 2023/24	Life to Date Vehicle Miles through March FY 2024/25	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2024/25
							FY 2024/25	FY 2024/25				
2019	ZZZ	EVStar	10	1	25	EB	1			29,096	32,949	32,949
2019	ZZZ	EVStar	10	1	25	EB	1			25,198	33,714	33,714
Totals:				20	2					54,294	66,663	33,332

1.6 EXISTING FACILITIES AND BUS STOP AMENITIES

EXISTING TRANSIT FACILITIES

Administrative services for Beaumont Transit are in downtown Beaumont at the Beaumont Civic Center, 550 E 6th St, Building D. It is at this location where dispatch, administrative services, and the operations yard are located. The fleet maintenance garage is located at 550 California Ave, approximately 1 mile from the administrative building.

Customer service calls for general information, route planning, and Dial-A-Ride appointments are serviced by phone at the 6th Street location in Building D. Walk in customers, including the purchase of fare media, are available at the main civic center building.

BUS STOP AMENITIES

Beaumont has 23 bus shelters, 147 bus stops, and 24 stops with benches. A key hub in the system is the Walmart bus stop on 2nd Street, located between Highland Springs and Commerce Avenue in South Beaumont. This stop serves as a major transfer point, connecting four transit agencies and 10 bus routes.

Figure 1-4 Beaumont Walmart Bus Stop



1.7 EXISTING COORDINATION BETWEEN TRANSIT AGENCIES

Beaumont Transit partners with neighboring agencies to improve travel options and reduce fare costs for riders. These partnerships include Banning Connect, Omnitrans, Riverside Transit Agency (RTA), and Victor Valley Transit Authority (VVTA).

TRANSFERS WITH OMNITRANS, RTA, AND VVTA

- Riders with a Beaumont day or month pass can transfer for free to Omnitrans, RTA, or VVTA at shared stops.
- Riders with a day, week, or month pass from Omnitrans, RTA, or VVTA receive:
 - A \$1 discount on Beaumont's commuter link service.
 - Free transfers to Beaumont's local bus routes at shared stops.

TRANSFERS WITH BANNING CONNECT

Beaumont and Banning Connect have an agreement for riders to make trips between the two cities:

- Free transfers between the two systems at San Gorgonio Memorial Hospital and Beaumont Walmart stops.
- Paper transfers are valid for one hour.
- Riders with a day or month pass from either agency receive a \$1 discount on the other agency's commuter link service.

1.8 REVIEW OF PREVIOUS STUDIES AND PLANS

COMPREHENSIVE OPERATIONAL ANALYSIS

In 2020, Beaumont conducted a Comprehensive Operational Analysis (COA), which outlined a long-term plan (January 2023 – June 2025) with four key recommendations:

1. Expand service to emerging residential neighborhoods.
2. Realign routes to enable timed transfers at a more centralized location.
3. Transition to an alternative fuel transit fleet and infrastructure.
4. Introduce technology for predictive arrival features.

Progress:

- Service was adjusted in southwest Beaumont to meet demand, but northeast expansion has not yet been implemented. It will be reconsidered in the next COA.
- The central transfer hub at the Civic Center was not pursued, given Walmart's strategic location in Beaumont's retail center, where all other agencies stop, and transfers are best coordinated.

- Zero-emission infrastructure is in progress, with construction expected to be completed by mid-2027. Zero-emission bus procurement will follow.
- Real-time bus tracking via Swiftly launched in 2022.

ZERO-EMISSION BUS ROLLOUT PLAN

In FY 23, Beaumont Transit, with support from RCTC, CTE, and Arcadis IBI group, developed a plan for transitioning Beaumont's bus fleet to zero-emission buses (ZEB). The City Council adopted the plan, which was submitted to the California Air Resources Board and subsequently approved (see full study [here](#)). The plan outlines a transition to a mixed fleet of hydrogen and battery-electric buses to meet state emissions goals. Beaumont Transit will gradually phase in these buses, ensuring the necessary infrastructure is in place before full implementation.

CHAPTER 2. EXISTING SERVICES AND SYSTEM PERFORMANCE

2.1 KEY PERFORMANCE INDICATORS

Beaumont Transit tracks key performance indicators (KPIs) to evaluate efficiency and service quality. These include farebox recovery, ridership, and on-time performance.

Table 2.0 provides a breakdown of service performance metrics, including the required farebox recovery ratio and seven discretionary ones.

FAREBOX RECOVERY RATIO

The 1971 Transportation Development Act (TDA) established farebox recovery requirements of 20% for urbanized areas and 10% for rural areas for fixed-route and commuter services. Beaumont's service area was previously classified as rural, but following the 2020 Census Urbanized Area maps, most of it is now designated as urbanized. As a result, starting in Fiscal Year 2027/28, Beaumont Transit must meet the 20% farebox recovery ratio, or a blended ratio, for fixed-route and commuter link services.

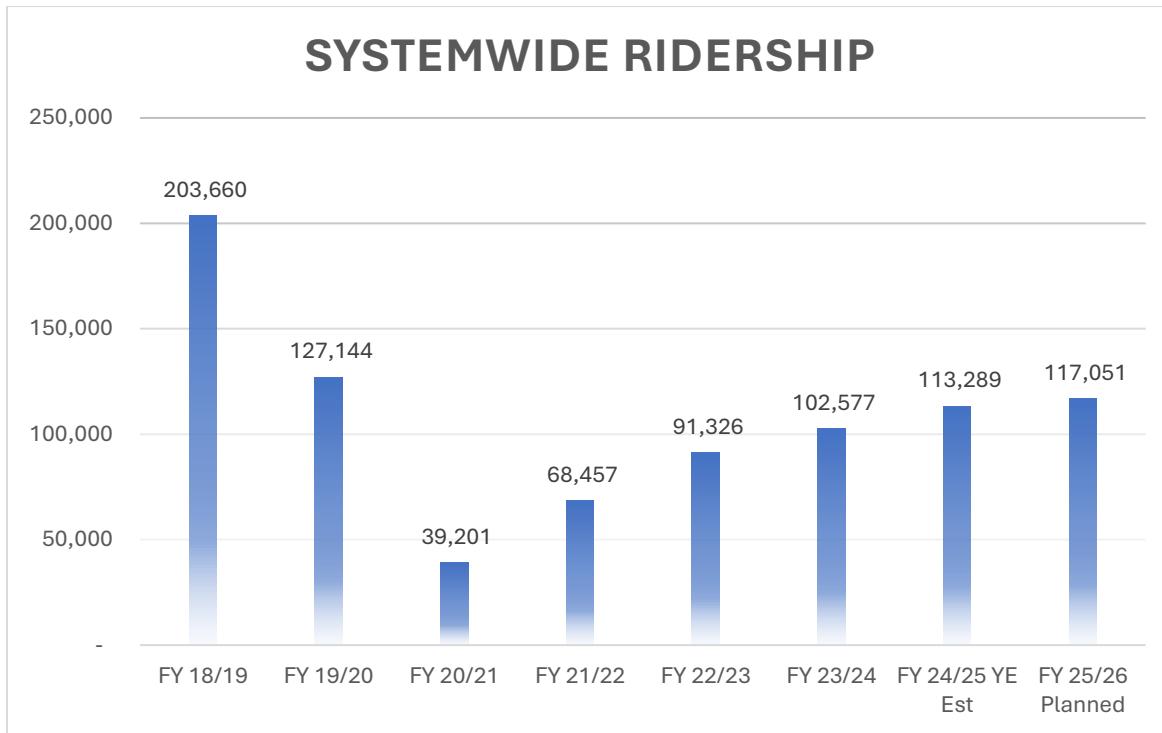
For the time being, Beaumont Transit is still subject to the 10% requirement and is on track to meet it as seen in Table 2.0.

RIDERSHIP

Figure 2-1 illustrates systemwide ridership trends over recent years. Ridership reached 203,660 passengers in FY 18/19 before declining in subsequent years. However, ridership

has shown consistent growth since FY 21/22, with steady increases year after year. This year, 113,289 passengers are expected to ride, a 10.4% increase from last year, showing that more people are choosing to use transit.

Figure 2-1 Historical Systemwide Ridership

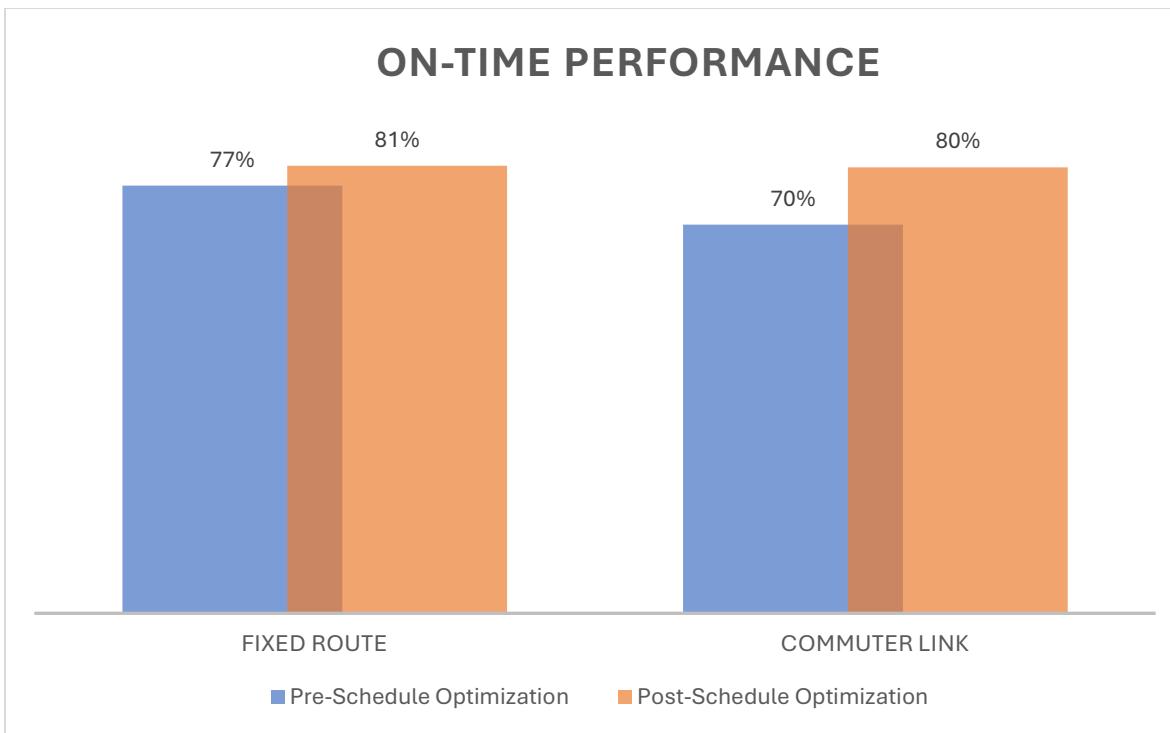


Source: Beaumont Transit Annual Passenger Counts

ON-TIME PERFORMANCE

On-time performance (OTP) is an important measure of service reliability, directly affecting rider satisfaction and the likelihood of continued use. Beaumont Transit aims for 90% OTP, meaning buses are considered “on time” if they leave no more than one minute early or arrive within five minutes of the scheduled time. While current OTP is below this target, Beaumont is actively working on improvements, including schedule adjustments made in January 2025 to help buses run more reliably and better serve riders. Figure 6 illustrates OTP improvements since schedules were optimized in January 2025 to mid-April 2025.

Figure 2-2 Pre vs. Post Schedule Optimization On-Time Performance



Source: Beaumont Transit Stop-Level Schedule Adherence Data

Table 2.0 -- Service Provider Performance Measures Report

FY 2024/25 Short Range Transit Plan Review

City of Beaumont

Data Elements	FY 2024/25 Plan	FY 2024/25 Target	FY 2024/25 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	104,385			
Passenger Miles	825,221			
Total Actual Vehicle Revenue Hours	19,934.0			
Total Actual Vehicle Revenue Miles	423,865.0			
Total Actual Vehicle Miles	450,130.0			
Total Operating Expenses	\$3,278,071			
Total Passenger Fare Revenue	\$90,050			
Net Operating Expenses	\$3,188,021			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	12.87%	>= 10.00%	18.24%	Meets Target
Additional:				
1. Operating Cost Per Revenue Hour	\$164.45	<= \$148.69	\$143.25	Meets Target
2. Subsidy Per Passenger	\$30.54	>= \$18.06 and <= \$24.44	\$20.11	Meets Target
3. Subsidy Per Passenger Mile	\$3.86	>= \$3.77 and <= \$5.11	\$6.32	Fails to Meet Target
4. Subsidy Per Hour	\$159.93	>= \$94.49 and <= \$127.85	\$117.12	Meets Target
5. Subsidy Per Mile	\$7.52	>= \$4.52 and <= \$6.12	\$5.73	Meets Target
6. Passengers Per Revenue Hour	5.24	>= 4.45 and <= 6.01	5.82	Meets Target
7. Passengers Per Revenue Mile	0.25	>= 0.21 and <= 0.29	0.29	Better Than Target

Note: Targets reflect +/- 15%

Productivity Performance Summary:

Service Provider Comments:

2.2 SRTP PERFORMANCE REPORT

The performance targets shown in Table 2.1 were developed by RCTC for FY 2025/26 and are included for informational purposes. However, due to differences in how certain subsidies such as LCTOP and Measure A are reflected across fiscal years, and because recent legislative changes affecting farebox calculations are not yet incorporated, direct year-to-year comparisons may not be fully accurate. The data should be viewed as a general planning reference rather than a precise performance evaluation.

FY 2025/26 - Table 2.1 -- SRTP Performance Report
**Service Provider: City of Beaumont
All Routes**

Performance Indicators	FY 2023/24 End of Year Actual	FY 2024/25 4th Quarter Year-to-Date	FY 2025/26 Plan	FY 2025/26 Target	Plan Performance Scorecard (a)
Passengers	102,577	89,941	117,050	None	
Passenger Miles	490,465	286,207	783,113	None	
Revenue Hours	19,685.4	15,440.7	20,658.0	None	
Total Hours	22,230.8	17,340.5	23,234.0	None	
Revenue Miles	411,715.0	315,635.0	424,518.0	None	
Total Miles	436,779.0	339,181.0	455,728.0	None	
Operating Costs	\$2,928,600	\$2,211,921	\$3,626,368	None	
Passenger Revenue	\$653,627	\$403,520	\$172,955	None	
Measure-A Revenue			\$206,123	None	
LCTOP Revenue			\$180,000	None	
Operating Subsidy	\$2,274,973	\$1,808,402	\$3,453,413	None	
Operating Costs Per Revenue Hour	\$148.77	\$143.25	\$175.54	<= \$148.91	Fails to Meet Target
Operating Cost Per Revenue Mile	\$7.11	\$7.01	\$8.54	None	
Operating Costs Per Passenger	\$28.55	\$24.59	\$30.98	None	
Farebox Recovery Ratio	22.32%	18.24%	15.41%	>= 0.1	Meets Target
Subsidy Per Passenger	\$22.18	\$20.11	\$29.50	>= \$17.09 and <= \$23.13	Fails to Meet Target
Subsidy Per Passenger Mile	\$4.64	\$6.32	\$4.41	>= \$5.37 and <= \$7.27	Better Than Target
Subsidy Per Revenue Hour	\$115.57	\$117.12	\$167.17	>= \$99.55 and <= \$134.69	Fails to Meet Target
Subsidy Per Revenue Mile	\$5.53	\$5.73	\$8.13	>= \$4.87 and <= \$6.59	Fails to Meet Target
Passengers Per Revenue Hour	5.21	5.82	5.67	>= 4.95 and <= 6.69	Meets Target
Passengers Per Revenue Mile	0.25	0.29	0.28	>= 0.25 and <= 0.33	Meets Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2025/26 Plan to the FY 2025/26 Primary Target.

2.3 SRTP SERVICE SUMMARY

The following reports provide an overview of Beaumont Transit's performance in FY 2024/25, comparing actual results to the service plan developed in FY 2023/24. Audited data from FY 2022/23 and FY 2023/24 is also included to offer context and highlight recent performance trends.

For FY 2025/26, one route, the Casino Express, is excluded from the farebox recovery ratio calculation. This route was restructured in FY 2023/24 and qualifies for a temporary exemption through the end of FY 2025/26. Under state guidelines, newly implemented or significantly changed routes (with changes of 25% or more) are allowed a three-year grace period to build ridership before being included in farebox performance reporting.

- Table 2.2 Service Summary includes all routes in the system, both excluded and non-excluded, and provides a systemwide snapshot of overall service performance.
- Table 2.2 Excluded Routes isolates data only for routes that are currently exempt from farebox recovery calculations. Because the number and type of excluded routes can vary from year to year, results are not directly comparable across fiscal years. Table 2.2A Excluded Route Details provides specific information about the excluded route(s) for FY 2024/25.
- Table 2.2 Non-Excluded Routes includes all remaining services that have not undergone major changes in the past three years and are subject to standard farebox and performance reporting requirements.

Table 2.2 -- City of Beaumont -- SRTP Service Summary
FY 2025/26 Short Range Transit Plan
All Routes

	FY 2022/23 Audited	FY 2023/24 Audited	FY 2024/25 Plan	FY 2024/25 3rd Qtr Actual	FY 2025/26 Plan
Fleet Characteristics					
Peak-Hour Fleet	6	6	12	6	12
Financial Data					
Total Operating Expenses	\$2,848,974	\$2,928,600	\$3,278,071	\$2,211,921	\$3,626,368
Total Passenger Fare Revenue	\$355,978	\$653,627	\$422,050	\$403,520	\$559,078
Net Operating Expenses (Subsidies)	\$2,492,996	\$2,274,973	\$3,188,021	\$1,808,402	\$3,453,413
Operating Characteristics					
Unlinked Passenger Trips	91,318	102,577	104,385	89,941	117,050
Passenger Miles	436,692	490,465	825,221	286,207	783,113
Total Actual Vehicle Revenue Hours (a)	18,950.4	19,685.4	19,934.0	15,440.7	20,658.0
Total Actual Vehicle Revenue Miles (b)	382,938.0	411,715.0	423,865.0	315,635.0	424,518.0
Total Actual Vehicle Miles	407,262.0	436,779.0	450,130.0	339,181.0	455,728.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$150.34	\$148.77	\$164.45	\$143.25	\$175.54
Farebox Recovery Ratio	12.49%	22.32%	12.87%	18.24%	15.41%
Subsidy per Passenger	\$27.30	\$22.18	\$30.54	\$20.11	\$29.50
Subsidy per Passenger Mile	\$5.71	\$4.64	\$3.86	\$6.32	\$4.41
Subsidy per Revenue Hour (a)	\$131.55	\$115.57	\$159.93	\$117.12	\$167.17
Subsidy per Revenue Mile (b)	\$6.51	\$5.53	\$7.52	\$5.73	\$8.13
Passenger per Revenue Hour (a)	4.8	5.2	5.2	5.8	5.7
Passenger per Revenue Mile (b)	0.24	0.25	0.25	0.29	0.28

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

Table 2.2 -- City of Beaumont -- SRTP Service Summary
FY 2025/26 Short Range Transit Plan
Excluded Routes

	FY 2022/23 Audited	FY 2023/24 Audited	FY 2024/25 Plan	FY 2024/25 3rd Qtr Actual	FY 2025/26 Plan
Fleet Characteristics					
Peak-Hour Fleet	2	1	1	1	1
Financial Data					
Total Operating Expenses	\$707,419	\$502,870	\$398,286	\$401,576	\$457,613
Total Passenger Fare Revenue	\$28,954	\$22,722	\$3,850	\$10,419	\$17,275
Net Operating Expenses (Subsidies)	\$678,465	\$480,148	\$397,436	\$391,157	\$447,938
Operating Characteristics					
Unlinked Passenger Trips	3,767	3,400	3,255	4,406	6,600
Passenger Miles	18,082	16,320	15,624	14,496	21,714
Total Actual Vehicle Revenue Hours (a)	3,595.0	1,767.1	2,450.0	1,885.4	2,464.0
Total Actual Vehicle Revenue Miles (b)	88,273.0	45,892.0	63,400.0	41,491.0	54,766.0
Total Actual Vehicle Miles	93,248.0	48,836.0	67,600.0	44,265.0	58,442.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$196.78	\$284.57	\$162.57	\$213.00	\$185.72
Farebox Recovery Ratio	4.09%	4.52%	0.96%	2.59%	3.77%
Subsidy per Passenger	\$180.11	\$141.22	\$122.10	\$88.78	\$67.87
Subsidy per Passenger Mile	\$37.52	\$29.42	\$25.44	\$26.98	\$20.63
Subsidy per Revenue Hour (a)	\$188.73	\$271.71	\$162.22	\$207.47	\$181.79
Subsidy per Revenue Mile (b)	\$7.69	\$10.46	\$6.27	\$9.43	\$8.18
Passenger per Revenue Hour (a)	1.1	1.9	1.3	2.3	2.7
Passenger per Revenue Mile (b)	0.04	0.07	0.05	0.11	0.12

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

Table 2.2 -- City of Beaumont -- SRTP Service Summary
FY 2025/26 Short Range Transit Plan
Non-Excluded Routes

	FY 2022/23 Audited	FY 2023/24 Audited	FY 2024/25 Plan	FY 2024/25 3rd Qtr Actual	FY 2025/26 Plan
Fleet Characteristics					
Peak-Hour Fleet	4	5	11	5	11
Financial Data					
Total Operating Expenses	\$2,141,554	\$2,425,730	\$2,879,785	\$1,810,345	\$3,168,755
Total Passenger Fare Revenue	\$327,024	\$630,905	\$418,200	\$393,101	\$541,803
Net Operating Expenses (Subsidies)	\$1,814,530	\$1,794,825	\$2,790,585	\$1,417,244	\$3,005,475
Operating Characteristics					
Unlinked Passenger Trips	87,551	99,177	101,130	85,535	110,450
Passenger Miles	418,611	474,145	809,597	271,711	761,399
Total Actual Vehicle Revenue Hours (a)	15,355.4	17,918.3	17,484.0	13,555.3	18,194.0
Total Actual Vehicle Revenue Miles (b)	294,665.0	365,823.0	360,465.0	274,144.0	369,752.0
Total Actual Vehicle Miles	314,014.0	387,943.0	382,530.0	294,916.0	397,286.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$139.47	\$135.38	\$164.71	\$133.55	\$174.16
Farebox Recovery Ratio	15.27%	26.01%	14.52%	21.71%	17.09%
Subsidy per Passenger	\$20.73	\$18.10	\$27.59	\$16.57	\$27.21
Subsidy per Passenger Mile	\$4.33	\$3.79	\$3.45	\$5.22	\$3.95
Subsidy per Revenue Hour (a)	\$118.17	\$100.17	\$159.61	\$104.55	\$165.19
Subsidy per Revenue Mile (b)	\$6.16	\$4.91	\$7.74	\$5.17	\$8.13
Passenger per Revenue Hour (a)	5.7	5.5	5.8	6.3	6.1
Passenger per Revenue Mile (b)	0.30	0.27	0.28	0.31	0.30

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

Table 2.2A Excluded Routes

Route #	Mode (FR/DAR)	Service Type (DO/CO)	Route Description	Date of Implementation	Exemption End Date
Casino Express	FR	DO	Weekday transportation service available from Beaumont Walmart to Industrial Beaumont and Morongo Casino.	July 2023	July 2026

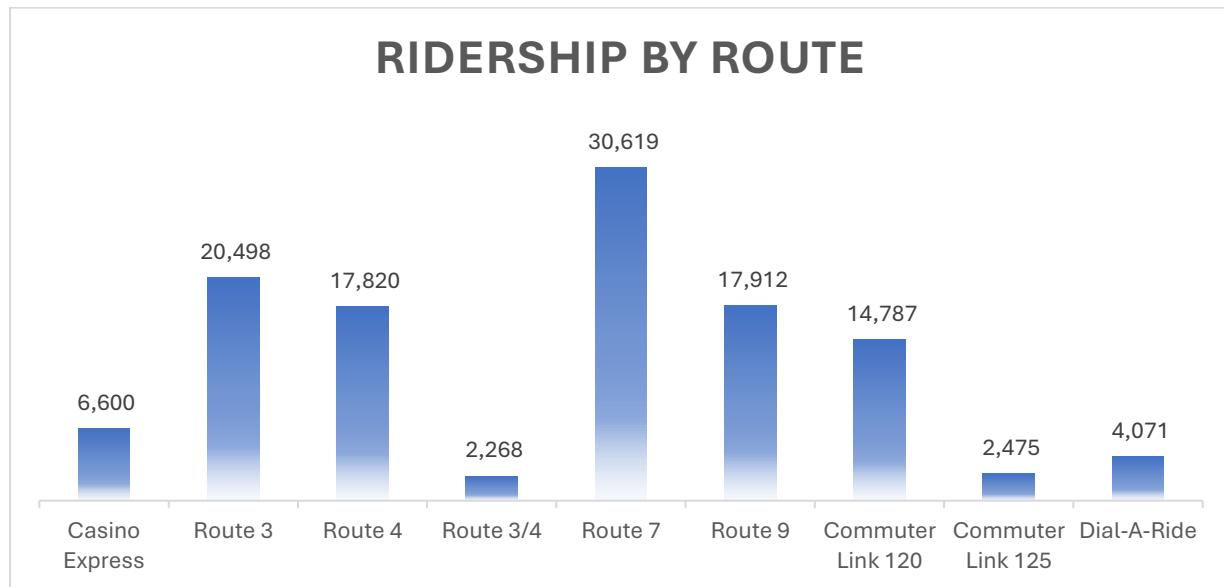
2.4 SERVICE PERFORMANCE

Table 2.3 shows key operational statistics for Beaumont Transit's planned services in FY 2025/26. The data is broken down by route to highlight how each service contributes to systemwide performance.

Systemwide, ridership is projected to exceed 117,000 boardings, with more than 783,000 passenger miles traveled. Total operating costs are estimated at \$3.6 million, supported by a combination of passenger fares and funding sources such as LCTOP, Measure A, and, this year, State of Good Repair (SGR) funds.

Figure 2-3 below provides a snapshot of projected ridership by route. Local services (Routes 3, 4, 7, and 9) generate the highest boardings, while regional and specialized services like Commuter Link 120, Commuter Link 125, Casino Express, and Dial-A-Ride reflect smaller but important ridership segments.

Figure 2-3 Projected FY 2025/26 Ridership by Route



Commuter Link 120 (BEA-120) is projected to carry 14,787 passengers and nearly 400,000 passenger miles. Although it averages 2.45 passengers per hour, this service offers a critical alternative to driving, supporting regional mobility and reducing reliance on private vehicles.

Commuter Link 125 (BEA-125) which currently averages 1.13 passengers per hour and is expected to serve 2,475 passengers, provides essential access to educational institutions, healthcare facilities, and the recently launched Metrolink Arrow. Though productivity is lower, recent service expansions are anticipated to improve performance and increase ridership. Beaumont Transit is focused on aligning the route schedule more closely with college class times and VA appointment blocks, conducting targeted outreach to students,

veterans, and commuters, and promoting regional connections through the Arrow line. The goal is to increase productivity over the next year and evaluate additional adjustments through the upcoming Comprehensive Operational Analysis (COA).

Local Routes 3 (BEA-3) and 4 (BEA-4) provide core weekday service within Beaumont, carrying 20,498 and 17,820 boardings. Route 3 averages 7.89 passengers per hour, while Route 4 averages 6.06 passengers per hour and operates at a slightly lower cost per passenger. These routes form the backbone of our local transit, offering reliable access to employment, schools, and shopping.

Routes 7 (BEA-7) and 9 (BEA-9) are the system's top performers, operating primarily during peak service hours to align with school schedules. These routes serve key corridors and provide critical transportation to local middle and high schools, with most of the ridership made up of students. Route 7 averages 22.78 passengers per hour and serves over 30,000 boardings, while Route 9 leads the network with 27.26 passengers per hour and nearly 18,000 boardings. Both routes demonstrate strong ridership and financial performance, with farebox recovery rates exceeding 23%.

Saturday service on Route 3/4 (BEA-3/4) reflects lower weekend demand but remains an important mobility option, carrying 2,268 boardings and averaging 5.01 passengers per hour.

Casino Express (BEA-CExp) shows low cost-efficiency, with a farebox recovery rate of 3.77% and an average of 2.68 passengers per hour. However, it serves a unique area of Beaumont not covered by other public transit. Its future will be evaluated in the upcoming COA.

Dial-A-Ride (BEA-DAR) is projected to serve close to 4,000 passengers, with an average of 2.05 passengers per hour. Like most paratransit services, it has a higher cost per ride but remains essential for providing mobility options to individuals with disabilities.

Systemwide, Beaumont Transit is projected to average 5.67 passengers per revenue hour, with a cost per passenger of \$29.50. These indicators will help guide service planning efforts during the COA scheduled to begin this year.

Data Elements

Route #	Day Type	Peak Vehicles	Passenger 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	14,787	397,020	6,032	6,514	179,922	185,680	\$1,076,623	\$31,200	\$144,124	\$40,000
BEA-125	Weekday	1	2,475	47,527	2,186	2,371	62,888	65,298	\$369,958	\$5,393	\$61,999	\$6,600
BEA-3	Weekday	1	20,498	67,439	2,598	2,931	33,830	38,730	\$380,237	\$26,254	\$0	\$28,500
BEA-3/4	Saturday	1	2,268	7,462	453	508	6,242	6,802	\$89,673	\$3,258	\$0	\$2,800
BEA-4	Weekday	1	17,820	58,628	2,942	3,144	30,686	32,830	\$422,634	\$25,375	\$0	\$20,500
BEA-7	Weekday	2	30,619	100,736	1,344	1,866	26,578	33,360	\$345,829	\$37,471	\$0	\$43,500
BEA-9	Weekday	1	17,912	58,932	657	923	10,448	13,300	\$189,289	\$22,140	\$0	\$23,500
BEA-CExp	Weekday	1	6,600	21,714	2,464	2,793	54,766	58,442	\$457,613	\$9,675	\$0	\$7,600
BEA-DAR	All Days	2	4,071	23,655	1,982	2,184	19,158	21,286	\$294,512	\$12,189	\$0	\$7,000
		12	117,050	783,113	20,658	23,234	424,518	455,728	\$3,626,368	\$172,955	\$206,123	\$180,000

Table 2.3 - SRTP Route Statistics
City of Beaumont -- 2
FY 2025/26
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	\$1,045,423	\$178.49	\$5.98	\$72.81	19.99%	\$70.70	\$2.63	\$173.31	\$5.81	2.45	0.08
BEA-125	Weekday	\$364,565	\$169.24	\$5.88	\$149.48	20.00%	\$147.30	\$7.67	\$166.77	\$5.80	1.13	0.04
BEA-3	Weekday	\$353,983	\$146.36	\$11.24	\$18.55	14.39%	\$17.27	\$5.25	\$136.25	\$10.46	7.89	0.61
BEA-3/4	Saturday	\$86,415	\$197.95	\$14.37	\$39.54	6.75%	\$38.10	\$11.58	\$190.76	\$13.84	5.01	0.36
BEA-4	Weekday	\$397,259	\$143.66	\$13.77	\$23.72	10.85%	\$22.29	\$6.78	\$135.03	\$12.95	6.06	0.58
BEA-7	Weekday	\$308,358	\$257.31	\$13.01	\$11.29	23.41%	\$10.07	\$3.06	\$229.43	\$11.60	22.78	1.15
BEA-9	Weekday	\$167,149	\$288.11	\$18.12	\$10.57	24.11%	\$9.33	\$2.84	\$254.41	\$16.00	27.26	1.71
BEA-CExp	Weekday	\$447,938	\$185.72	\$8.36	\$69.34	3.77%	\$67.87	\$20.63	\$181.79	\$8.18	2.68	0.12
BEA-DAR	All Days	\$282,323	\$148.59	\$15.37	\$72.34	6.51%	\$69.35	\$11.94	\$142.44	\$14.74	2.05	0.21
		\$3,453,413	\$175.54	\$8.54	\$30.98	15.41%	\$29.50	\$4.41	\$167.17	\$8.13	5.67	0.28

2.5 PRODUCTIVITY IMPROVEMENT EFFORTS

In FY 2025/26, Beaumont Transit will continue to monitor system performance, gather rider feedback, and coordinate with other agencies to maintain reliable service. While no major service changes are planned this year, ongoing efforts are focused on service quality, financial oversight, and planning for future improvements.

Performance data and ridership trends are reviewed regularly to support decision-making. Rider input is collected throughout the year via phone, email, and in-person feedback. Suggestions that require broader service changes are tracked and considered during the annual Short-Range Transit Plan process.

Coordination remains active with regional transit providers including RTA, Banning Connect, Omnitrans, and Metrolink. Partner schedules are reviewed to identify potential alignment improvements that support better transfers and regional connectivity. Service announcements and updates continue to be shared using tools such as Facebook, the Transit App, and Google Transit.

The next Comprehensive Operational Analysis (COA) is scheduled to begin in FY 2024/25 and continue through FY 2025/26. This study will evaluate current operations and provide updated recommendations to help guide long-term service planning.

Financial performance and ridership are monitored monthly to ensure the system remains within budget and responsive to demand. This regular oversight helps Beaumont Transit manage resources effectively and maintain a stable level of service.

2.6 MAJOR TRIP GENERATORS

Recent boarding data shows that the busiest stops in the Beaumont Transit system are located near major destinations such as Walmart, Beaumont High School, Mountain View Middle School, and San Gorgonio Memorial Hospital. These locations consistently generate high ridership due to their connections to shopping, education, and healthcare services.

Additional boarding activity is concentrated near major employers like Amazon, Casino Morongo and along corridors such as 6th Street, which serves a mix of residential and commercial areas. Routes operating during peak school hours continue to see strong demand, particularly those serving local high schools and middle schools.

Beaumont Transit also operates commuter services that connect riders to key destinations outside of Beaumont, including San Bernardino, Crafton Hills College in Yucaipa, Redlands, and the Loma Linda VA Hospital. These commuter routes provide access to the

San Bernardino Transit Center and Redlands Transit Center, where passengers can transfer to Metrolink and other regional transit providers for expanded travel options. Notably, the San Bernardino Transit Center is among the busiest stops in the entire system.

Transfer activity within Beaumont is also a major driver of ridership. Locations such as Walmart and San Gorgonio Memorial Hospital serve as key connection points with RTA and Banning Connect, allowing passengers to continue their trips across the region.

Beaumont Transit continues to use stop-level boarding data to track travel patterns and identify areas of highest demand. These insights will help guide future planning efforts, including the upcoming Comprehensive Operational Analysis, which is scheduled to begin in FY 2024/25.

2.7 RECENT SERVICE CHANGES

CASINO EXPRESS

In FY 2024/25, Beaumont Transit increased service hours on the Casino Express route, building on the success of the previous years service expansion to Beaumont's industrial area. The route continues to serve key employment centers, the Cabazon Outlets, and Casino Morongo. As of the mid-year point, ridership on the Casino Express has already surpassed the total ridership for all of FY 24, highlighting sustained growth and continued demand.

COMMUTER LINK 125

Commuter Link 125 was expanded in FY 2024/25 to include service to Crafton Hills College in Yucaipa. This important addition makes this service the only public transit connection between the Pass Area and the Yucaipa region, including access to the local college. At the mid-year point, ridership on Commuter Link 125 has doubled compared to the same period in FY24, reflecting strong demand for this new connection and its value to students and the broader community.

CHAPTER 3. SERVICE PLANS, FARE CHANGES, CAPITAL PLANNING, AND MARKETING

3.1 PLANNED SERVICE CHANGES

There are no major route changes planned for the upcoming fiscal year. However, Beaumont will continue to monitor routes and make schedule adjustments as needed to improve transfers and keep buses on time.

The upcoming COA study is expected to provide guidance for future improvements. As part of this study, there will be an assessment to determine the feasibility of microtransit services, along with recommendations for potential route redesigns.

3.2 MARKETING PLANS, STUDIES AND PROMOTIONS

Beaumont Transit has created a new transit booklet as part of its marketing efforts to help the community better understand and use the bus system. The booklet will be printed soon and made available on buses, at local schools, community centers, and transit hubs.

In addition to printed materials, Beaumont Transit participates in local events such as parades and food drives to promote its services and connect with the community. These efforts help attract new riders and build awareness.

As part of the city's website redesign, the transit page was identified as one of the most visited sections. When the new site launches, transit will be featured prominently on the front page with a graphic icon, making it easy for users to access real-time bus information, schedules, and other transit information. Beaumont also plans to expand its social media presence by launching an Instagram account to reach more riders.

To help more people confidently use public transportation, Beaumont will continue offering group travel training. These sessions guide riders on how to use the bus system and connect with regional transit services to reach destinations across Southern California.

A three-year discounted fare program launched in 2023, offering reduced fares for all passengers on all services. The current rates are 25-cent rides on fixed-route buses, \$1 rides on Commuter Link, and 50-cent rides on Dial-A-Ride. This promotion is expected to continue through July 2026 and will expand to include free rides for youth riders.

Moreover, Beaumont Transit will offer free fares for all riders on the following days:

- Car Free Day
- California Clean Air Day

- Rideshare Week
- Election Day
- New Year's Eve
- Transit Equity Day
- Earth Day
- Dump the Pump Day

3.3 PROJECTED RIDERSHIP GROWTH

Systemwide ridership has steadily increased over the past few years, which is a positive trend. For FY 26, ridership is projected to grow by 3% compared to the year-end estimate for FY 25.

Beaumont is taking a conservative approach to these projections, as no major service changes or expansions are planned this year. Dial-A-Ride ridership has declined compared to last year and is expected to remain steady. However, Commuter Link ridership is expected to increase 3% over the FY 25 year-end estimate. Fixed-route service is also expected to see a 4% increase in ridership.

Figure 3-1 Systemwide Ridership

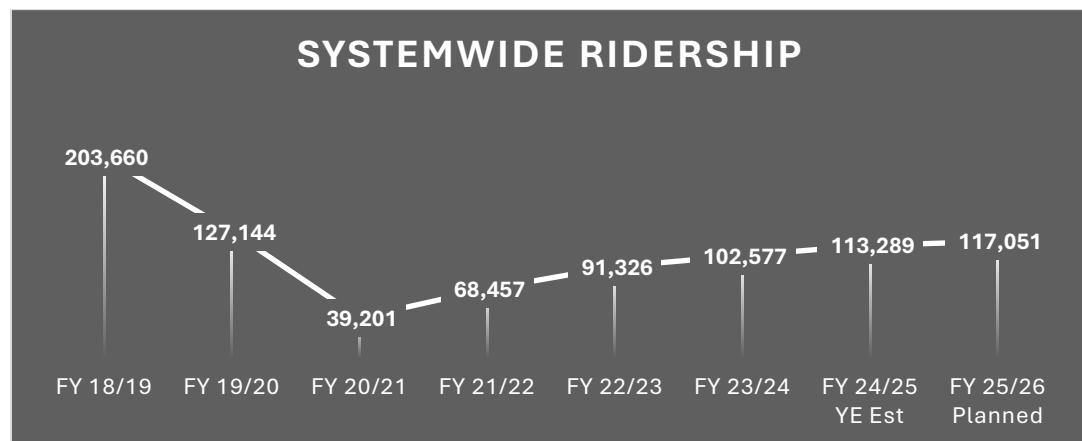


Figure 3-2 Dial-A-Ride Ridership



Figure 3-3 Commuter Link Ridership

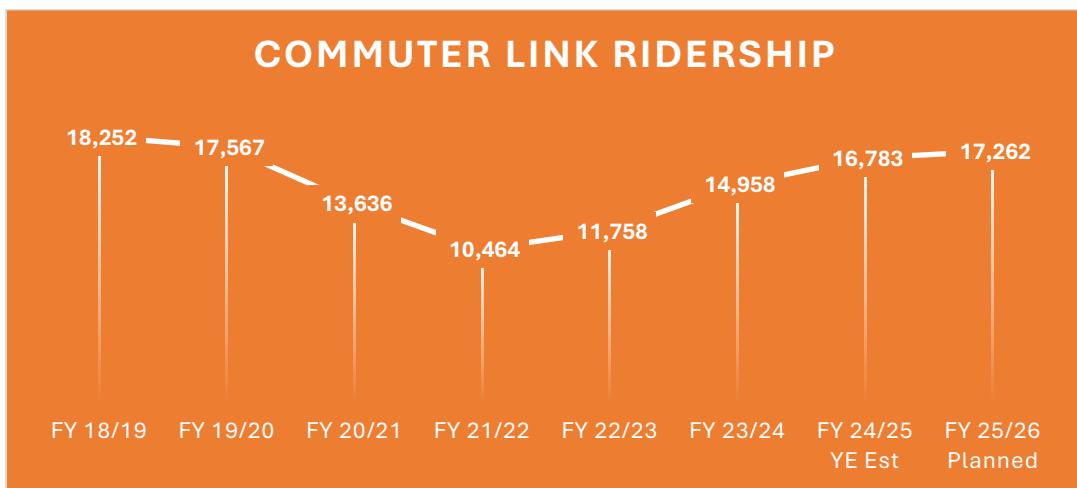
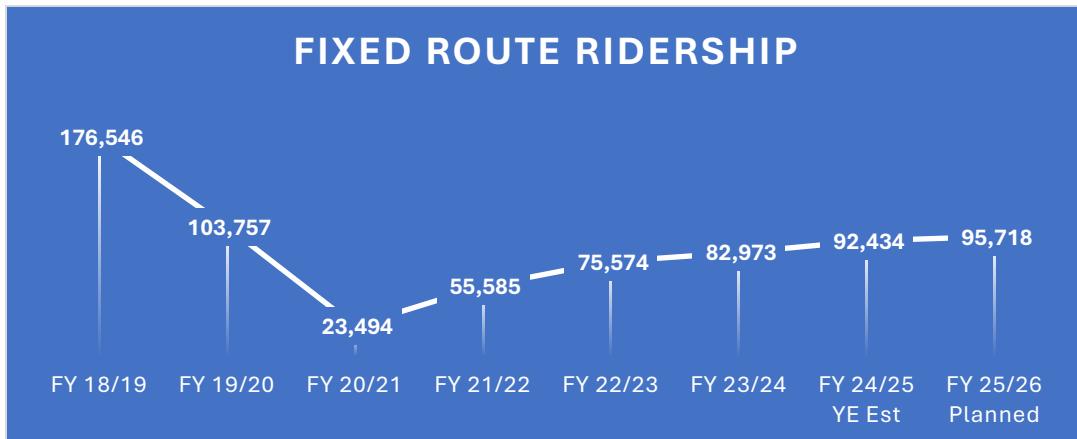


Figure 3-4 Fixed Route Ridership



Source: Beaumont Transit Annual Passenger Counts

3.4 PROPOSED FARE STRUCTURE CHANGES

Beaumont Transit raised fares by 20% in July 2023, but no further increases are planned at this time. A fare study as part of the forthcoming COA will be conducted to review future pricing and potential discount opportunities while ensuring transit remains affordable and accessible for the community.

3.5 CAPITAL IMPROVEMENT PLANNING

ZERO-EMISSION BUSES

Over the next few years, Beaumont will begin replacing older buses with zero-emission vehicles. These buses will help reduce emissions and improve air quality while ensuring a reliable fleet. The necessary infrastructure is currently in the design phase, and bus purchases will follow as funding becomes available. Grants will play a key role in funding this transition.

FUTURE CONTACTLESS PAYMENT SYSTEM

To make paying for bus rides simpler and more convenient, Beaumont plans to adopt contactless payment options. This system will modernize the fleet and allow passengers to pay fares easily using credit/debit cards, mobile wallets, and other electronic payment methods. As part of this effort, Beaumont will explore opportunities through the California Integrated Travel Project (Cal-ITP). Grant funding will be pursued to help bring this technology to the system.

CHAPTER 4. FINANCIAL PLANNING

4.1 OPERATING AND CAPITAL BUDGET

Table 4.0 below shows Beaumont's proposed FY 2025/26 Operating and Capital budget developed in alignment with the agency's goals to deliver safe, reliable, and efficient service while supporting ridership growth and maintaining fiscal responsibility.

The total proposed budget is \$3,898,609, with \$3,626,368 allocated to operating expenses and \$272,241 set aside for capital projects.

OPERATING BUDGET

The proposed operating budget represents an increase of \$348,297, or 10.6%, compared to the FY 2024/25 budget. This increase is primarily due to rising salary and benefit costs, along with higher internal service charges. The budget includes a 5% cost of living

adjustment and a 2.5% merit increase, as outlined in the union agreement. To better align with day-to-day needs, the agency is also proposing to convert a Lead Driver position into a Supervisor role.

Internal service charges are projected to increase by approximately \$34,000 based on the City's cost allocation plan. The budget also includes \$61,500 for capitalized preventive vehicle maintenance using SGR funds. This is a targeted investment for the upcoming fiscal year to help rehabilitate older vehicles, reduce long-term maintenance costs, and extend the useful life of the fleet. This level of funding is not expected to continue in future years.

Operating expenses will be funded through a mix of sources, including:

- Passenger Fares
- Low Carbon Transit Operations Program (LCTOP)
- Measure A
- EV Charging Station Revenue
- Interest
- Local Transportation Funds (LTF)
- State of Good Repair (SGR)

CAPITAL BUDGET

The proposed \$272,241 capital budget is dedicated to two key projects: Bus Stop Improvements and the Beaumont Transit Yard. Table 4.0 also reflects a reallocation of \$1,020,838 from closed projects to further support the Transit Yard. Funding for these projects will be from State Transit Assistance (STA).

Bus Stop Improvements

Bus Stop Improvement funds will go toward adding new amenities and upgrades at stops identified in the Bus Stop Improvement Plan. These improvements include things like new shelters, benches, lighting, updated signage, and better accessibility. This would all be designed to make the rider experience safer, more comfortable, and more convenient.

One of the major upgrades will focus on one of our busiest stops, which serves 10 bus routes and 4 different transit agencies. Enhancing this location will make transfers easier and help improve the overall flow of service for hundreds of daily riders.

Beaumont Transit Yard

The new Transit Yard will be a major milestone for Beaumont Transit, featuring CNG and hydrogen fueling stations, electric vehicle (EV) chargers, new maintenance and operations

buildings, and a solar energy system. While it's being built primarily to support the transit fleet, some of the fueling infrastructure will also be open to the public, creating a new source of revenue to help offset operating costs.

This facility plays a key role in Beaumont Transit's long-term plan to shift toward a zero-emission fleet. It will be the agency's first on-site fueling and maintenance center, helping improve day-to-day efficiency, reduce downtime, and support more reliable service. So far, \$14.35 million in funding has been secured, but there's still a gap of about \$12.6 million. If the proposed STA reallocation is approved, that gap would shrink to just over \$11.5 million.

To help close the rest of the gap, the City has applied for an \$11.2 million competitive grant. If awarded, Beaumont is ready to cover the remaining cost to complete the project all at once. The City will also pay for a portion of the maintenance facility to meet its own vehicle service needs.

Originally, the FY 2024/25 Short Range Transit Plan considered sharing the space with other City departments, but a recent feasibility review showed the site isn't large enough. As a result, the entire facility will be used exclusively for transit.

If full funding doesn't come through, Beaumont Transit is ready to move forward in phases. The first phase would prioritize building the fueling stations and maintenance facility which are essential to improving operations. Because some funding sources are restricted in how they can be used, the STA reallocation will be applied strategically to make sure these core components are completed and keep the project on track.

Table 4.0 - Summary of Funding Requests - FY 2025/26
City of Beaumont
Original

Operating														
Project	Total Amount of Funds	FARE	INT	LCTOP PUC99313	LTF	MA IB	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314			
1) Operating Assistance	\$1,427,662	\$13,741	\$35,555	\$118,800	\$1,168,740			\$65,201	\$25,625					
2) Commuter Link 120	\$1,076,621	\$14,482	\$5,899	\$40,000	\$845,923	\$144,124		\$10,818	\$11,518					
3) Commuter Link 125	\$369,958	\$2,594	\$988	\$6,600	\$285,716	\$61,999		\$1,811	\$10,250					
4) Dial A Ride	\$294,512	\$7,586	\$1,624	\$7,000	\$275,323			\$2,979						
5) Casino Express	\$457,612	\$2,213	\$2,633	\$7,600	\$430,087			\$4,829	\$10,250					
Sub-total Operating	\$3,626,365	\$40,616	\$46,699	\$180,000	\$3,005,789	\$206,123	\$85,638	\$57,643	\$3,857	\$0	\$0			
Capital														
Project	Total Amount of Funds	FARE	INT	LCTOP PUC99313	LTF	MA IB	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314			
Beaumont Transit Yard - 26-01	\$1,020,838											\$998,597	\$22,241	
Bus Stop Improvements - 26-02	\$250,000											\$250,000		
CNG Compressor and Upgrade Feasibility - 25-05	\$-69,627											\$-69,627		
Replacement Vehicles EZ Rider II - 23-01	\$-204,656											\$-204,656		
Seven EZ Rider II CNG Buses - 24-01	\$-694,838											\$-694,838		
Shop Tools - 20-05	\$-23											\$-23		
Support Vehicles - 24-02	\$-1,130											\$-1,130		
Two Hybrid Support Vehicles - 23-04	\$-6,770											\$-6,770		
Two Shop Trucks - 23-03	\$-10,372											\$-10,372		
Video Camera Purchase and Installation - 22-02	\$-11,181											\$-11,181		
Sub-total Capital	\$272,241	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$22,241			
Total Operating & Capital	\$3,898,606	\$40,616	\$46,699	\$180,000	\$3,005,789	\$206,123	\$85,638	\$57,643	\$3,857	\$250,000	\$22,241			
FY 2025/26 Projected Funding Details														
FARE	\$40,616													
INT	\$46,699													
LCTOP PUC99313	\$180,000													
LTF	\$3,005,789													
MA IB	\$206,123													
OTHR LCL	\$85,638													
SGR PUC99313	\$57,643													
SGR PUC99314	\$3,857													
Total Estimated Operating Funding Request	\$3,626,365													
SGR PUC99313	\$0													
SGR PUC99314	\$0													
STA PUC99313	\$250,000													
STA PUC99314	\$22,241													
Total Estimated Capital Funding Request	\$272,241													
Total Funding Request	\$3,898,606													

FY 2025/26 SRTP

City of Beaumont

Table 4.0 A - Capital Project Justification

Original

Project Number: 26-01

FTIP No: Not Assigned - New Project

Project Name: Beaumont Transit Yard

Category: Buildings and Facilities

Sub-Category: Expansion

Fuel Type: N/A

Project Description: The project will include a CNG and hydrogen fueling station, vehicle maintenance and operations facilities, EV charging stations, and a solar system with backup powerwalls. Along with private fueling options for the buses, both public hydrogen and CNG fueling stations will be available, offering more low and zero-emission fueling choices. Revenue from these stations will help support transit operations. For FY26, additional funding will come from reallocating funds from completed projects and 99314 formula funds. Beaumont is also actively seeking competitive grants to fill the remaining funding gap.

Project Justification: Consolidating all zero-emission infrastructure at one site ensures operational efficiency, streamlines maintenance, and fulfills the requirements of Beaumont's adopted ZEB rollout plan. This project also addresses the need for expanded operations and maintenance facilities and will add the agency's first on-site fueling stations to support daily transit operations.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2025/26	\$998,597
STA PUC99314	FY 2025/26	\$22,241
Total		\$1,020,838

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
		24-05	
		25-01	
		24-05	
		25-01	

FY 2025/26 SRTP

City of Beaumont

Table 4.0 A - Capital Project Justification

Original

Project Number: 26-02

FTIP No: Not Assigned - New Project

Project Name: Bus Stop Improvements

Category: Bus Stop and Amenities

Sub-Category: Expansion

Fuel Type: N/A

Project Description: Install bus stop amenities and upgrades identified in the Bus Stop improvement plan, which is scheduled for completion in FY 2025/26. Improvements may include shelters, benches, lighting, signage, and accessibility enhancements to improve the passenger experience.

Project Justification: Upgrading bus stops will enhance safety, accessibility, and comfort for riders, encouraging increased use of transit.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2025/26	\$250,000
Total		\$250,000

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

Tables 4.1 and 4.2 below outline the funding plans for FY 2026/27 and 2027/28. Funding sources are anticipated to be the same for these years. The operating budget projections are based on maintaining the current level of service, with a year-over-year inflation rate applied and anticipated cost increases tied to union personnel contracts. Revenue assumptions were carried forward based on current trends. The capital budget estimates reflect longer-term needs and priorities. These projections are for planning purposes only and may change as priorities or funding availability shift.

FAREBOX RECOVERY CALCULATION

Table 4B below reflects the historical and planned farebox recovery ratio. This table provides the farebox recovery ratio as reflected on the annual audit both with and without exclusions.

TABLE 4B

#	Farebox Recovery Factors	Actuals from FY2023/24 Audit	FY2024/25 YE Est.	FY2025/26 Plan
1	Passenger Fares	101,975	57,254	40,617
2	LCTOP	117,838	112,130	180,000
3	Measure A	199,000	199,000	206,123
4	Local Funds	234,815	174,030	132,338
8	Gross Revenue	653,628	542,414	559,078
9	Revenue Exclusion (Excluded Routes)	(20,872)	(23,605)	(36,465)
10	Net Revenue	632,756	518,809	522,613
11	Gross Expenses	3,573,593	3,079,799	3,626,368
12	Total Exclusions (Excluded Routes)	(1,100,761)	(600,865)	(752,125)
13	Net Expense	2,472,832	2,478,934	2,874,243
14	Farebox Recovery Ratio w/ Exclusions (Line 6/Line 9)	25.6%	20.9%	18.2%
15	Farebox Recovery Ratio Systemwide (Line 4/Line 7)	18.3%	17.6%	15.4%

Table 4.1 - Summary of Funding Requests - FY 2026/27
City of Beaumont
Original

Operating																
Project	Total Amount of Funds	FARE	INT	LCTOP PUC99313	LCTOP PUC99314	LTF	MA IB	OTHR LCL	SGR PUC99313	SGR PUC99314	SGR-OB PUC99313	SGR-OB PUC99314	STA PUC99313	STA PUC99314		
1) Operating Assistance	\$1,893,586	\$17,795	\$38,189	\$89,144	\$5,656	\$1,671,021		\$71,781								
2) Commuter Link 120	\$1,086,637	\$17,345	\$5,899	\$30,000		\$869,310	\$152,994	\$11,089								
3) Commuter Link 125	\$368,234	\$3,116	\$988	\$4,950		\$294,587	\$62,737	\$1,856								
4) Dial A Ride	\$301,602	\$7,933	\$1,624	\$5,250		\$283,742		\$3,053								
Sub-total Operating	\$3,650,059	\$46,189	\$46,700	\$129,344	\$5,656	\$3,118,660	\$215,731	\$87,779	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital																
Project	Total Amount of Funds	FARE	INT	LCTOP PUC99313	LCTOP PUC99314	LTF	MA IB	OTHR LCL	SGR PUC99313	SGR PUC99314	SGR-OB PUC99313	SGR-OB PUC99314	STA PUC99313	STA PUC99314		
Farebox Upgrade & Contactless Payment Integration - 27-05	\$250,000													\$250,000		
Zero-Emission Buses - 27-04	\$1,500,000													\$1,500,000		
Zero-Emission Maintenance Equipment - 27-01	\$200,000													\$114,759	\$22,241	
Sub-total Capital	\$1,950,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,143	\$3,857	\$1,864,759	\$22,241		
Total Operating & Capital	\$5,600,059	\$46,189	\$46,700	\$129,344	\$5,656	\$3,118,660	\$215,731	\$87,779	\$0	\$0	\$59,143	\$3,857	\$1,864,759	\$22,241		
FY 2026/27 Projected Funding Details																
FARE	\$46,189															
INT	\$46,700															
LCTOP PUC99313	\$129,344															
LCTOP PUC99314	\$5,656															
LTF	\$3,118,660															
MA IB	\$215,731															
OTHR LCL	\$87,779															
SGR PUC99313	\$0															
SGR PUC99314	\$0															
Total Estimated Operating Funding Request	\$3,650,059															
SGR-OB PUC99313	\$59,143															
SGR-OB PUC99314	\$3,857															
STA PUC99313	\$1,864,759															
STA PUC99314	\$22,241															
Total Estimated Capital Funding Request	\$1,950,000															
Total Funding Request	\$5,600,059															

Table 4.2 - Summary of Funding Requests - FY 2027/28
City of Beaumont
Original

Operating															
Project	Total Amount of Funds	FARE	INT	LCTOP PUC99313	LCTOP PUC99314	LTF	MA IB	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314			
1) Operating Assistance	\$1,930,475	\$17,888	\$38,189	\$90,092	\$5,656	\$1,705,434		\$73,216							
2) Commuter Link 120	\$1,107,985	\$17,488	\$5,899	\$30,300		\$886,388	\$156,599	\$11,311							
3) Commuter Link 125	\$375,063	\$3,142	\$988	\$5,000		\$300,050	\$63,990	\$1,893							
4) Dial A Ride	\$307,750	\$7,950	\$1,624	\$5,303		\$289,759		\$3,114							
Sub-total Operating	\$3,721,273	\$46,468	\$46,700	\$130,695	\$5,656	\$3,181,631	\$220,589	\$89,534	\$0	\$0	\$0	\$0			
Capital															
Project	Total Amount of Funds	FARE	INT	LCTOP PUC99313	LCTOP PUC99314	LTF	MA IB	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314			
Zero-Emission Buses - 28-02	\$1,250,000								\$61,143	\$3,857	\$1,162,759	\$22,241			
Sub-total Capital	\$1,250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$61,143	\$3,857	\$1,162,759	\$22,241			
Total Operating & Capital	\$4,971,273	\$46,468	\$46,700	\$130,695	\$5,656	\$3,181,631	\$220,589	\$89,534	\$61,143	\$3,857	\$1,162,759	\$22,241			
FY 2027/28 Projected Funding Details															
FARE	\$46,468														
INT	\$46,700														
LCTOP PUC99313	\$130,695														
LCTOP PUC99314	\$5,656														
LTF	\$3,181,631														
MA IB	\$220,589														
OTHR LCL	\$89,534														
SGR PUC99313	\$0														
SGR PUC99314	\$0														
Total Estimated Operating Funding Request	\$3,721,273														
SGR PUC99313	\$61,143														
SGR PUC99314	\$3,857														
STA PUC99313	\$1,162,759														
STA PUC99314	\$22,241														
Total Estimated Capital Funding Request	\$1,250,000														
Total Funding Request	\$4,971,273														

4.2 REGULATORY AND COMPLIANCE REQUIREMENTS

AMERICAN WITH DISABILITIES ACT

The Americans with Disabilities Act (ADA) of 1990 prohibits discrimination and ensures equal opportunity and access for individuals with disabilities. Under the ADA, public transit operators are required to provide complementary paratransit service to individuals who are ADA-certified and are traveling within three-quarters of a mile of a local fixed-route bus during the same hours of operation as the fixed-route service. Beaumont remains fully compliant with ADA regulations.

TDA TRIENNIAL AUDIT

The Transportation Development Act (TDA) provides two major sources of funding for public transportation: Local Transit Funds (LTF) and State Transit Assistance (STA). These funds support the development and operation of public transportation services throughout California and are allocated to each county based on population, taxable sales, and transit performance.

As required by the TDA, RCTC commissioned Michael Baker International to conduct a Triennial Performance Audit to evaluate compliance and performance.

The audit recommendations are summarized in Table 4 below.

Table 4 TDA Triennial Audit Recommendations

TDA Triennial Audit FY 2019-2021 Recommendations	
Audit Recommendations	Action Taken and Results
1. Prepare and submit separate State Controller Transit Operators Financial Transactions Reports for general public transit and specialized service.	Completed in FY24. Separate reports were submitted for general public transit and specialized services as recommended.
2. Ensure timely completion and submittal of external TDA financial reports.	Beaumont typically submits audit materials in October. To support timely completion, it is recommended that the auditor's hiring entity communicate deadlines in advance. This coordination will help ensure all parties stay on schedule.
3. Regularly update the vehicle fleet list in TransTrack.	Beaumont continues to update the vehicle inventory list in TransTrack on a regular basis to ensure accuracy.

4. Re-engage with riders and collect user input.	Beaumont Transit conducted community surveys in FY22 and FY25 to gather feedback from riders and residents. Ongoing outreach and rider engagement will continue, including a major effort planned as part of the upcoming Comprehensive Operational Analysis (COA).
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4.3 CAPITAL PROJECT STATUS

Table 4.4 below summarizes the status of Beaumont Transits existing capital projects and remaining funding as of March 2025. The projects are categorized by elements as shown in the legend below.

Legend	
Project Elements:	
1	Revenue Vehicle Purchases
2	Non-Revenue Vehicle Purchase
3	Vehicle Systems and Equipment
4	Building, Land and Facilities
5	Communication and Information Technology Systems
6	Transit Shelters and Amenities
7	Fixed Guideways and Tracks
8	Debt Service
9	Maintenance
10	Security
11	Planning/Feasibility
Funding Category:	
1	Fully Funded
2	Partially Funded

BEAUMONT TRANSIT
SHORT RANGE TRANSIT PLAN
FY2025/2026 - FY2027/2028

Table 4.4 Open Projects



SRTP | FY 2025/26 - 2027/28