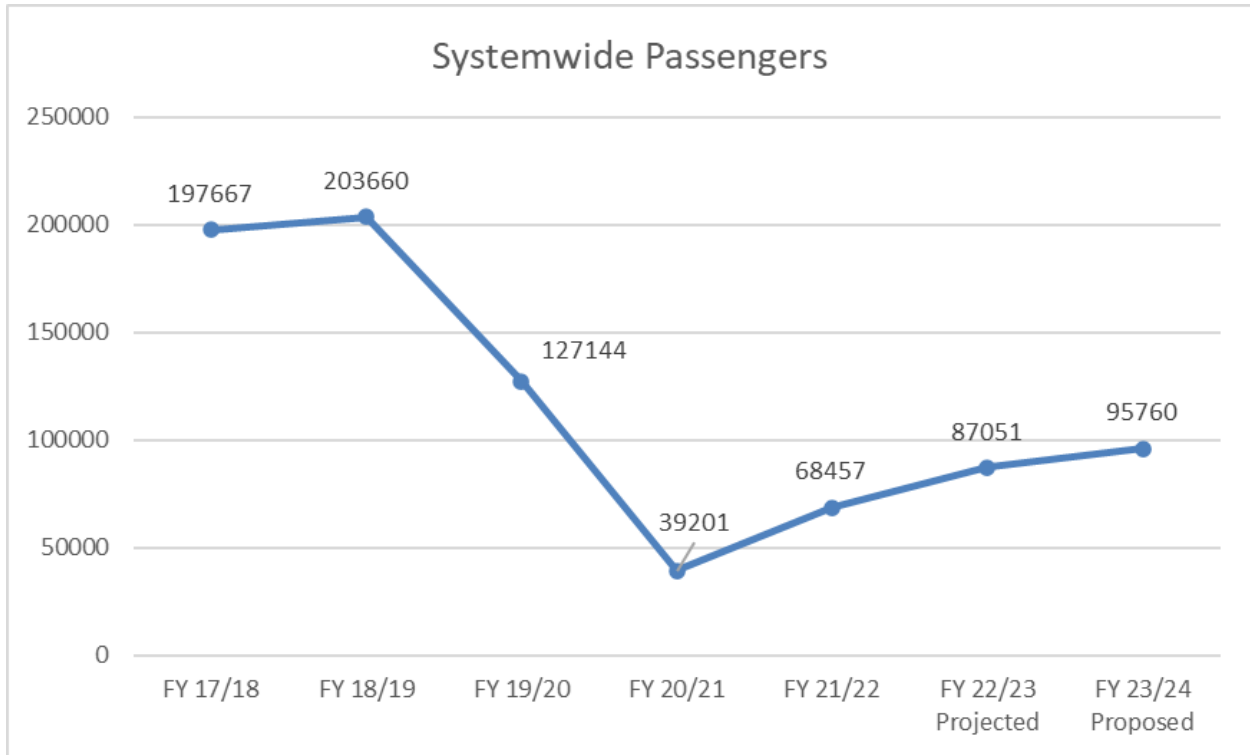




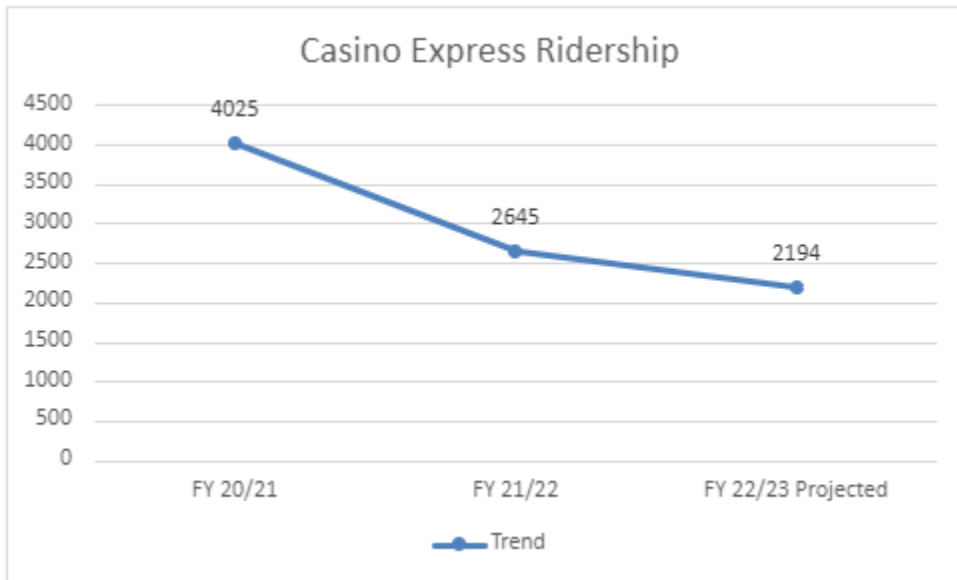
Introduction



Beaumont has been thoroughly evaluating ridership data and route performance throughout the pandemic and currently ridership has recovered to 44% of pre-pandemic levels. In the first six months of Fiscal Year 22/23, ridership has seen an increase of 21% in comparison to last year. Diving deeper into the data, it is evident two routes are not sustainable at current and projected ridership levels due to cost and farebox regulations. Proactively, Beaumont has created an action plan to help promote an increase in ridership among these two routes and one additional route. These include; the Casino Express, the Commuter 125, and the Route 7. These changes incorporate an increase in service frequency, the modification of bus stop locations, and the addition of bus stop locations. The Casino Express and the Commuter 125 are each in their last year of exemption from the farebox recovery ratio. Proposed changes will allow the exemption to be extended for the initial year of implementation, and the proceeding two full fiscal years, per the Riverside County Transportation Commission's FareBox Recovery Policy. This plan is reflective of Beaumont Transit's goals to; increase operational efficiency, increase revenues, maintain operator compliance standards, and improve upon our provided services to the community.

Casino Express

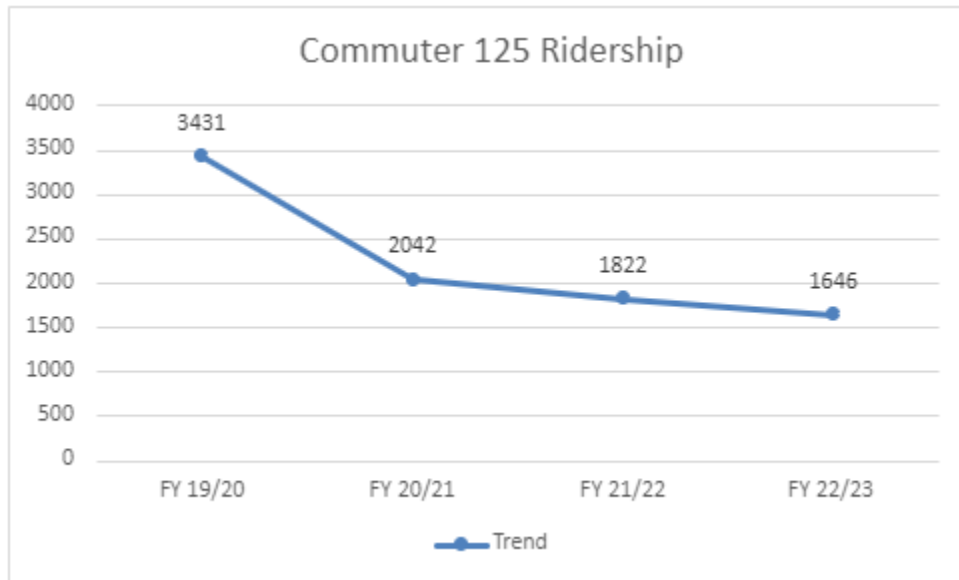
The Casino Express is one of the two routes experiencing a decline in ridership in comparison to last year. The estimated farebox recovery ratio for Fiscal Year 22/23 is less than one percent, at only 0.8%. This is not sustainable given the mandated 10% farebox recovery ratio for Transit Operators.



The proposed route changes shown in [Attachment C](#), lay out our plans to increase ridership, as well as close a gap in Beaumont Transit's service area, in order to provide a better service to our community. As the City of Beaumont is growing, our employee ridership is growing as well. Many of these employees are working in the warehouses on the south side of the freeway, and the proposed changes would fill the lack of service to those locations. The proposed route would also alleviate two timely deviations to Rangel Park and the Amazon Warehouse offered by the Route 4. This will result in an increase in Route 4's on time performance as well as implement passenger suggestions of servicing West 4th St.

Commuter 125

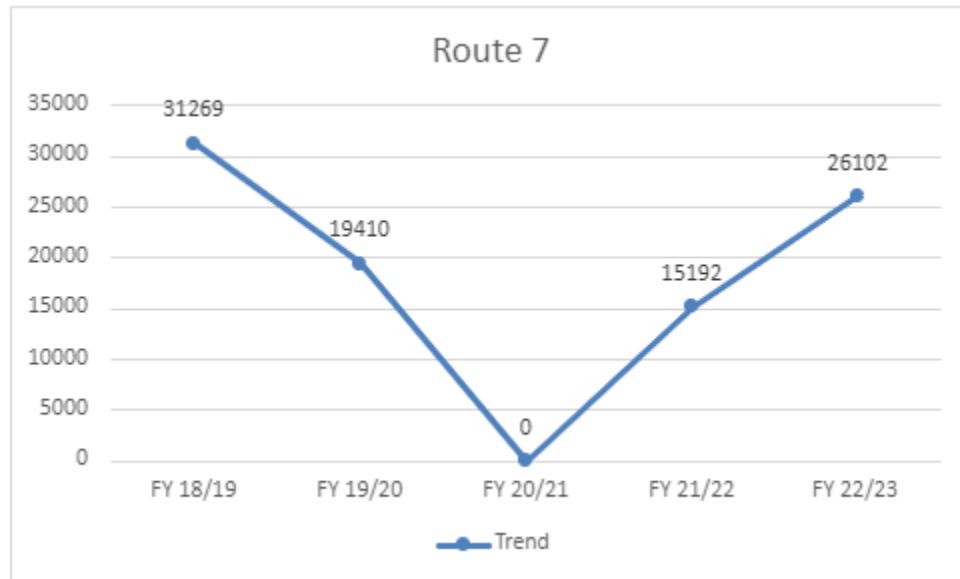
The Commuter 125 is the second route that is experiencing a decline in ridership in comparison to last year. The estimated farebox recovery ratio for Fiscal Year 22/23 is 1.2%.



The proposed route changes shown in [Attachment D](#), outline our strategic plan to increase efficiency, ridership and provide a better service to the community. These plans have resulted from 21 days of ridership surveys on the Commuter 125. The Riverside Transit Agency also conducted a ridership survey and the results were prominent. 47% of riders stated the most important service improvement is improving the frequency of service. All other categories were less than 15%. Our proposed changes, reflect this statistic as we plan to provide 7 trips per day, up from our current 4 trips per day. In order to make this possible, the proposal removes Kaiser as a stop, as survey results show only 1.6% of riders went to Kaiser. OmniTrans and Metrolink transfers are available at the Redlands Transit Center and San Bernardino Transit Center for transportation to other locations within San Bernardino County. The proposal provides peak service to the Loma Linda VA Hospital. We have coordinated our schedule with Omnitrans Route 19 to provide a seamless connection to the Loma Linda VA on the loops we do not service the VA. 79% of riders traveled between three stops; the Beaumont Walmart, the Redlands Transit Center and the Beaumont Civic Center.

Route 7

Route 7 is Beaumont Transit's most popular route of Fiscal Year 22/23. Unlike the other proposed changes, this is not due to struggling operational measures. Year to date, the estimated farebox recovery ratio is 33.3%. The Route 7 is a peak service route to provide transportation to the students of two middle schools, and Beaumont High School.



The ridership among this route has done so well that Beaumont Transit needed to implement a 7-tripper, which is a second bus that follows suit. This was due to consistently reaching maximum capacity on the buses. The proposed Route 7-2 is a variation of the Route 7 shown in [Attachment E](#). This Route will still serve as a tripper to the Route 7, however, it will also service new neighborhoods. These neighborhoods currently have no transportation options through the school district, and the nearest Bus Stop on Route 7 can be up to a two mile walk. Route 7-2 will help provide a currently missing, and essential service to our residents while also alleviating ridership from the Route 7 to stay within capacity.