



Staff Report

TO: City Council
FROM: Kari Mendoza, Administrative Services Director
DATE: April 2, 2024
SUBJECT: Review and Provide Direction on the Fiscal Year 2024/2025 – 2026/2027
Table 4 Drafts

Description Short Range Transit Plan Table 4, 4.1, and 4.2 Drafts

Background and Analysis:

Each year, the City of Beaumont is required to submit a Short-Range Transit Plan (SRTP) to the Riverside County Transportation Commission (RCTC) for operational expenses and capital improvement projects (CIP) for the coming fiscal year. This required document outlines the fiscal requirements to operate the services for the City's Transit Department for Fiscal Year 2024/2025. Additionally, the SRTP sets forth a tentative plan for two subsequent fiscal years. The SRTP process allows for the discussion of any potential service changes for the fixed route and commuter link services.

The proposed budgets have been meticulously crafted to align with the objectives of Beaumont Transit, aimed at ensuring safe and reliable public transportation services, delivering excellent customer service, fostering ridership retention, and stimulating growth. Staff remains fully committed to exploring alternative services to effectively address the evolving needs of our community.

Planned Service Highlights for FY 2024-2025

Planned services for the next fiscal year include:

- Increasing community outreach to gain local businesses interest in Beaumont's new transit advertising program.
- Continuing to provide public transportation trips through the travel training program.
- Continuing to clean and sanitize the transit fleet to encourage the return of passenger's post-pandemic.
- Expanding the Commuter Link 125 to provide services to service the Yucaipa Transit Center.
- Expanding the Casino Express hours of operation to provide midday services.

- Proceeding with the development of the Fourth & Veile Street property to support Beaumont Transit's transition to zero-emission vehicles, and to increase the farebox recovery ratio through the sale of CNG and hydrogen.
- Two additional part time bus drivers and one additional mechanic to establish sufficient staffing to maintain ongoing operations.

Funding

The City of Beaumont is proposing the following request as outlined in Table 4 (Attachment A):

- Local Transportation Funds (LTF) - \$2,856,021
- Measure A - \$199,000
- State Transit Assistance (STA) - \$30,000
- State of Good Repair (SGR) – \$60,000
- Low Carbon Transit Operations Program (LCTOP) - \$133,000
- SB125 (TIRCP/ZETCP) Funds – \$10,300,000

The requested LTF and Measure A amounts will be used to operate the Transit Department including personnel, vehicle maintenance, and fuel costs. The requested SB125 amount will be used to fund Capital Improvement Projects including the design and construction of zero-emission infrastructure, and administrative operations facility, Vehicle maintenance facility, and the purchase of vehicle lifts for the maintenance department. RCTC has previously approved this allocation of \$10.3 million and plans to allocate an additional \$4 million to Beaumont Transit for zero-emission bus purchases. This second round of funding is expected to be taken to the Commission for approval in May.

In addition to the above, passenger paid fare revenues are anticipated in the amount of \$47,550. In our continued effort to encourage the return of passengers to the public transit system in the post-pandemic environment, Beaumont launched a three-year discounted fare project. This promotion is made possible through the LCTOP program and is expected to contribute \$133,000 towards our fare revenues. This project was previously approved by the California Department of Transportation and this funding has already been received. This brings the total projected farebox revenue for FY 2024/2025 to \$180,550. This represents a 20.2% increase in revenues when compared to FY 2023/2024. Per RCTC farebox policy, Measure A and other revenues are factored into the farebox recovery calculation below.

The projected farebox recovery ratio is 12.87% of total operating expenses for all routes and 15.11% with exemptions. In FY 2024/2025 the Casino Express and Dial-a-Ride are both exempt from the farebox requirement. RCTC has notified the City of Beaumont of an increased farebox recovery requirement due to Beaumont's population increase in

the 2020 Census. The Transportation Development Act of 1971 (TDA) requires operators with a population of 50,000 or more to meet or exceed a farebox recovery ratio of 20% or a blended ratio if the operator provides services both inside and outside of urbanized areas. The City of Beaumont will be required to meet this new requirement and provide RCTC with the calculation by Fiscal Year 2027/2028. This will require a firm plan of action in the coming years to ensure that the funding allocations and compliance requirements are met.

Summary

The public transit system plays a vital role in the lives of transit-dependent residents in the San Gorgonio Pass area. Beaumont Transit will continue to operate as efficiently and effectively as possible while providing the highest level of customer service to the citizens of Beaumont.

Fiscal Impact:

Beaumont Transit services are currently fully funded through various state funding mechanisms, grant resources and local fares. Revenues and expenditures are reported to RCTC monthly and monitored closely to ensure that the operations are in line with the adopted SRTP and within funding limits. In the Transit budget there is a \$100,000 overhead contribution to the general fund.

The estimated cost to prepare this report is \$360.

Recommended Action:

Review and Provide Direction on the Fiscal Year 2024/2025 – 2026/2027 Table 4 Drafts.

Attachments:

- A. Table 4
- B. Table 4.1
- C. Table 4.2