



Staff Report

TO: City Council
FROM: Kari Mendoza, Administrative Services Director
DATE: October 7, 2025
SUBJECT: Update on Transit and School District Coordination, Responsibilities, and Funding Sources

Description: Provide City Council with an update on Beaumont Transit's role and responsibilities, its coordination with the Beaumont Unified School District (BUSD), the transit services currently available near schools, and the funding sources that sustain operations and capital projects.

Background and Analysis:

This item is being brought forward at the request of Council Member Fenn.

Beaumont Transit provides public transportation in accordance with the Transportation Development Act (TDA), California's primary funding mechanism for public transit. The TDA provides two ongoing funding sources:

- **Local Transportation Funds (LTF)** – From a ¼ cent statewide sales tax, primarily used for day-to-day operations.
- **State Transit Assistance (STA)** – From a statewide sales tax on diesel fuel; primarily used for capital projects.

In return for TDA funding, Beaumont Transit must meet several requirements, including:

- Operating services that are open to the general public and follow a consistent, published schedule.
- Maintaining a farebox recovery ratio (increasing to 20% beginning in FY 2027/28 due to Beaumont's new urbanized area status).
- Submitting annual audits and triennial performance reviews.

Coordination with the Beaumont Unified School District (BUSD)

TDA requirements guide the type of service Beaumont Transit can provide. Within this framework, the City coordinates with the Beaumont Unified School District to support student mobility. Several Beaumont Transit routes serve BUSD campuses, and

students represent a significant share of ridership during school start and dismissal times.

- **City's responsibility:** Transit must remain open to the general public and cannot flex around school calendars. Serving early release or late start days would require additional consistent service with dedicated funding and staffing.
- **School District's Responsibility:** California Education Code authorizes, but does not require, school districts to provide pupil transportation. BUSD currently provides transportation for qualifying TK-5 students who live more than one air-mile from their neighborhood school.

Current Beaumont Transit services near BUSD schools include:

- **Route 3:** Weekday service to Walmart, Sundance, Beaumont High, both middle schools, Chatigny Rec Center, and portions of Cherry Valley.
- **Route 4:** Weekday service to Walmart, Beaumont Civic Center, Beaumont Library, mid-town Beaumont, and both middle schools.
- **Route 7-1 (Peak Service):** Provides service before and after school between Fairway Canyon/Tournament Hills and Beaumont High School, Mountain View Middle School, and near San Geronio Middle School.
- **Route 7-2 (Peak Service):** Provides service before and after school between Olivewood/Tukwet Canyon and Beaumont High School, Mountain View Middle School, and near San Geronio Middle School.
- **Route 9 (Peak Service):** Provides service before and after school between Seneca Springs and Beaumont High School, Mountain View Middle School, and near San Geronio Middle School.

Beaumont Transit coordinates with BUSD each year on bell schedules and provides additional support such as:

- **Youth Ridership Programs:** Free rides for all youth aged 18 and under until June 2026, funded by the Low Carbon Transit Operations Program (LCTOP).
- **Public Information Sharing:** Providing route and service information to BUSD and families at community events, back-to-school nights, and through the district's Parent-Square platform. Families also have access to real-time bus tracking and trip planning through the Transit App.

As part of the City's Comprehensive Operational Analysis (COA), staff and the consultant will review service patterns, including school-related peak demand. The study may identify potential options for better aligning service with student travel needs, such as early release and late start days. Any recommendations will focus on improving overall service efficiency and will be developed with public outreach and community input. Findings from the COA will help inform future discussions with City Council and BUSD regarding transit service and coordination.

Transit Funding Sources and Status

Meeting student travel needs and other community priorities depends directly on the stability of Beaumont Transit's funding sources. In addition to the TDA, Beaumont Transit relies on a combination of local and state programs. The following summarizes the City's main transit funding sources, their current uses, and stability:

- **Transportation Development Act (TDA – LTF and STA):** Provides the city's primary ongoing transit funding. LTF comes from a statewide quarter cent sales tax and is generally stable for operations. STA comes from a statewide diesel fuel sales tax and is more variable, used primarily for capital and as a match for grants.
 - Status: LTF stable; STA fluctuates year to year.
- **Measure A:** Voter-approved half-cent sales tax collected countywide, in effect through 2039. Currently provides operating support for Beaumont's Commuter Link bus services.
 - Status: Stable, voter-approved through 2039.
- **State of Good Repair (SGR):** Created by SB1 and funded by the transportation improvement fee on vehicle registrations. Supports maintaining transit fleets and facilities. Currently used for preventative maintenance, vehicle lifts, bus stop improvements, and the new vehicle maintenance facility.
 - Status: Stable, with annual appropriations supported by SB 1 revenues.

Until recently, funding for state climate-related transit programs was uncertain. With the passage of AB 1207 and SB 840 in September 2025, the Legislature extended California's cap-and-trade program through 2046 and strengthened oversight of how revenues are spent. This provides long-term stability for programs funded through the Greenhouse Gas Reduction Fund (GGRF), including the following:

- **Low Carbon Transit Operations Program (LCTOP):** Funds operating and capital projects that reduce greenhouse gas emissions and improve mobility. Recent legislation converted LCTOP into a fixed statewide allocation of \$200 million annually, providing more predictability. Currently supports Beaumont's free and discounted fare programs.
 - Status: Stable at \$200 million annually, with funding authority secured through 2046. While the Legislature decides final allocations each year, the revenue source is now protected long-term.
- **SB125 / Transit and Intercity Rail Capital Program (TIRCP):** In FY 2023/24, Beaumont received one-time SB 125 General Fund appropriations distributed through the TIRCP framework for hydrogen fueling, a zero-emission maintenance facility, and electric vehicle charging infrastructure. Beginning in FY 2025/26, the statewide TIRCP program will provide approximately \$400 million

annually, awarded competitively by CalSTA. This program is supported by greenhouse gas reduction revenues now secured through 2046 under AB 1207.

- Status: Beaumont's one-time SB125 award is secure. Future TIRCP funding is competitive but backed by a stable statewide program with long-term revenue authority through 2046.

Fiscal Impact:

The estimated cost to prepare this staff report is \$189.

There is no immediate fiscal impact. Long-term transit funding levels will continue to depend on stable allocations from state and local programs.

Recommended Action:

Receive and file.