



Park and Recreation Commission

City of Arts & Innovation

TO: HONORABLE COMMISSIONERS **DATE: AUGUST 21, 2017**

FROM: PARKS, RECREATION AND COMMUNITY SERVICES DEPARTMENT

SUBJECT: SUMMARIZED OVERVIEW OF THE 2017/18 – 2019/20 SHORT RANGE TRANSIT PLAN AND AN UPDATE ON THE SPECIAL TRANSPORTATION PROGRAM'S FARE INCREASE

ISSUE:

Receive the summarized overview of the 2017/18 - 2019/20 Short Range Transit Plan and the update on the Special Transportation Program's fare increase from \$2.00 per trip to \$3.00 for non-medical trips.

RECOMMENDATION:

That the Park and Recreation Commission receive and file this report.

BACKGROUND:

The City of Riverside's Special Transportation Program offers transportation services for senior or developmentally disabled residents within the City of Riverside limits. The program, which was implemented in 1975, has grown significantly and currently has a fleet of 35 paratransit compressed natural gas (CNG) buses, a sedan, and a passenger van. The program fleet was expanded by five CNG buses in Fiscal Year 2012/13 to keep up with the rising demand, and a modern state-of-the art CNG garage maintenance bay was constructed to ensure the CNG buses are well maintained and serviced. The program provides an average of 600 to 700 rides, per day, with an expected growth rate of 2% annually.

SHORT RANGE TRANSIT PLAN

The Short Range Transit Plan (SRTP) includes operating information such as service and rider characteristics, performance indicators, targets, operating statistics, and funding levels, associated with the City of Riverside's Special Transportation Program. Special Transportation staff updates the SRTP each year for review and approval by the Riverside County Transportation Commission, the agency that is tasked under state law to administer and oversee the allocation of federal, state, and local funds to transit operators.

FARE INCREASE

The current fare structure for a one-way trip for City of Riverside Special Transportation

Program (CRSTP) is \$2.00 per passenger per trip. Clients may pay their fare in cash at boarding time or with pre-purchased tickets and punch cards; however, funding has been requested to implement an automated fare collection system which will allow for online, debit card, and gift card payment types. In order to continue to be eligible to receive transportation funds, the Transportation Development Act of 1971 requires CRSTP to recover 10% of its operating costs through fares. CRSTP has been able to achieve its mandatory farebox ratio of 10%, or more, in the years since the last fare increase in 2006 but it will become impossible to maintain with the rise in operating costs and service demands.

A fare increase from \$2.00 to \$3.00 per trip will go into effect September 1, 2017. Trips for medical purposes such as doctor visits, physical therapy, dialysis, pharmacy, etc., will remain at \$2.00.

FISCAL IMPACT:

This action has no negative impact to the General Fund. The Special Transportation Program is funded entirely through federal and state grants, local and state transportation funds, and passenger fares, all of which are allocated in the Special Transportation fund. The fare increase will not affect the General Fund, but will positively impact the Special Transportation fund with an increase in revenue of approximately \$189,000.

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Attachment: Presentation