



City of Arts & Innovation

# City Council Memorandum

**TO: HONORABLE MAYOR AND CITY COUNCIL**                      **DATE: AUGUST 6, 2024**

**FROM: PARKS, RECREATION AND COMMUNITY SERVICES DEPARTMENT**                      **WARDS: ALL**

**SUBJECT: SPECIAL TRANSPORTATION SHORT RANGE TRANSIT PLAN FOR FISCAL YEARS 2024/25 THROUGH 2026/27; SUBMIT FISCAL YEAR 2024/25 TRANSPORTATION DEVELOPMENT ACT, STATE OF GOOD REPAIR AND STATE TRANSIT ASSISTANCE CLAIM FORMS AND TRANSPORTATION DEVELOPMENT ACT STANDARD ASSURANCES FORM TO RIVERSIDE COUNTY TRANSPORTATION COMMISSION FOR THE OPERATION OF THE SPECIAL TRANSPORTATION PROGRAM**

**ISSUES:**

Adopt the Special Transportation Division’s Short Range Transit Plan for Fiscal Year 2024/25 - 2026/27; authorize the submittal of the Transportation Development Act, State of Good Repair and State Transit Assistance claim forms and Transportation Development Act Standard Assurances Form for the operation of the Special Transportation Program.

**RECOMMENDATIONS:**

That the City Council:

1. Adopt the Special Transportation Division’s Short Range Transit Plan for Fiscal Year 2024/25 - 2026/27; and,
2. Authorize the City Manager, or designee, to submit to Riverside County Transportation Commission the Transportation Development Act, State of Good Repair, and State Transit Assistance claim forms and Transportation Development Act Standard Assurances Form for Fiscal Year 2024/25.

**BACKGROUND:**

The City of Riverside Special Transportation Division receives annual funding allocations from various federal, state, and local sources administered by both the Riverside County Transportation Commission (RCTC) and the Federal Transit Administration (FTA). The formula-based grants are used to fund the operating budget as well as capital projects including the purchase of new buses.

The Mills-Alquist-Deddeh Act (SB 325) was enacted by the California Legislature to improve existing public transportation services and encourage regional transportation coordination. Known as the Transportation Development Act (TDA) of 1971, this law provides funding to be allocated to transit and non-transit related purposes that comply with regional transportation plans.

The TDA provides two funding sources:

1. Local Transportation Fund (LTF), which is derived from a ¼ cent of the general sales tax collected statewide.
2. State Transit Assistance fund (STA), which is derived from the statewide sales tax on diesel fuel.

The State Board of Equalization, based on sales tax collected in each county, returns the general sales tax revenues to each county's LTF. The STA funds are appropriated by the Legislature to the State Controller's Office; that Office then allocates the tax revenue, by formula, to planning agencies and other selected agencies. Statute requires 50% of STA funds be allocated according to population and 50% be allocated according to operator revenues from the prior fiscal year.

## **DISCUSSION:**

### **Fiscal Year 2024/25 - 2026/27 Short Range Transit Plan:**

The Short Range Transit Plan (SRTP) is a three-year plan submitted annually to Riverside County Transportation Commission (RCTC). RCTC is responsible, by statute, for developing and approving a SRTP for Riverside County (Pub. Util Code section 130303). The SRTP is intended to serve three purposes:

1. Identifies the transit services and capital improvements required to meet the disabled and senior passenger transit needs of Riverside over a three-year period and the proposed sources of funding to carry out the plan.
2. Serves as a management tool for the Special Transportation Program staff to guide their activities over the next year.
3. Provides justification for operating and capital assistance for grant applications to be submitted to state and federal funding agencies.

On June 12, 2024, the RCTC approved the Special Transportation Division's SRTP for Fiscal Year 2024/25, which included the operations budget of \$5,756,802.

### **Budget:**

The Transportation Development Act, Local Transportation funds in the amount of \$5,142,802 for Fiscal Year 2024/25, is included in the operating budget for the Special Transportation Division. The estimated farebox revenues approved in the SRTP is \$240,000 for Fiscal Year 2024/25. Capitalized Preventative Maintenance will be covered by \$600,000 in a combination of State of Good Repair, and STA funds. As well as \$14,000 in Low Carbon Transit Operations

Program funds to support free rides for first-time riders. A total budget of \$5,756,802 for Fiscal Year 2024/25.

**STRATEGIC PLAN ALIGNMENT:**

The Short Range Transit Plans contributes to **Strategic Priority 6 – Infrastructure, Mobility & Connectivity**, which ensures safe, reliable infrastructure that benefits the community and facilities connection between people, place, and information.

The Short Range Transit Plans proposed by Riverside Connect aligns with the Infrastructure, Mobility & Connectivity Priority, and contributes to **Strategic Goal 6.1** in addressing the transportation needs of the Senior and Disabled residents of Riverside.

This action aligns with the following Cross-Cutting Threads:

1. **Community Trust** – Riverside CONNECT’s Short Range Transit Plan benefits the City’s diverse populations, and result in greater public good.
2. **Equity** – Riverside CONNECT’s Short Range Transit Plan ensures that equitable transportation is available to all seniors and disabled residents within the City limits of Riverside.
3. **Fiscal Responsibility** – Riverside is a prudent steward of public funds and ensures responsible management of the City’s financial resources while providing quality public services to all.
4. **Innovation** - This action is neutral towards this Cross-Cutting Thread.
5. **Sustainability and Resiliency** – Riverside CONNECT is committed to meeting the transportation needs of the present without compromising the needs of the future and ensuring the City’s capacity to persevere, adapt and grow during good and difficult times alike.

**FISCAL IMPACT:**

There is no fiscal impact related to the recommendations in this report. The Special Transportation Division is funded entirely through federal and state grants, local and state transportation funds, and passenger fares, all of which are in the Special Transportation fund. Funds budgeted for FY 2024/25 are in alignment with the SRTP. Refer to Attachment 3, Section IV - Financial Planning for a detailed narrative of Plan financials.

Prepared by:	Ron Profeta, Special Transit Manager
Approved by:	Pamela M. Galera, Parks, Recreation and Community Services Director
Certified as to availability of funds:	Kristie Thomas, Finance Director/Assistant Chief Financial Officer
Approved by:	Kris Martinez, Assistant City Manager
Approved as to form:	Phaedra A. Norton, City Attorney

Attachments:

1. FY 2024/25 Claim Forms
2. Transportation Development Act Standard Assurances Form
3. FY 2024/25 - FY 2026/27 Short Range Transit Plan