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**SUBMITTAL TO THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**

FROM: Executive Office

SUBMITTAL DATE:
August 6, 2015

SUBJECT: Riverside Inmate Destination Endeavor (RIDE) Pilot Program Year End Report, Support for the Project and Decision to Continue or Cease, District 3 [Court Facilities (General Fund 100%) \$7,161]

RECOMMENDED MOTION: That the Board of Supervisors

1. Accept the Sheriff's one year summary report;
2. Authorize payment of \$7,161 to reimburse the Sheriff's Corrections Division by directing the Auditor-Controller to make the budget adjustments on the attached Schedule A.
3. Determine if it is necessary to continue the program;

BACKGROUND:

Summary

In early 2014 Third District constituents contacted then Supervisor Stone's office with concerns about neighborhood safety following the evening and night release of inmates from the Southwest Detention Center. Constituents feared a potential increase in property crimes. The Sheriff was asked to implement a one-year pilot project offering released inmates a ride to their destination if they were released during times when public transportation was not available. The program, Riverside Inmate Destination Endeavor (RIDE) was voluntary.


Elizabeth J. Olson
Principal Management Analyst

FINANCIAL DATA	Current Fiscal Year:	Next Fiscal Year:	Total Cost:	Ongoing Cost:	POLICY/CONSENT (per Exec. Office)
COST	\$ 7,161	\$	\$ 7,161	\$	Consent <input type="checkbox"/> Policy <input checked="" type="checkbox"/>
NET COUNTY COST	\$ 7,161	\$	\$ 7,161	\$	
SOURCE OF FUNDS: Court Facilities (General Fund) 100%				Budget Adjustment: Yes	
				For Fiscal Year: FY 15/16	

C.E.O. RECOMMENDATION:

APPROVE

BY: 
Alex Gann

County Executive Office Signature

MINUTES OF THE BOARD OF SUPERVISORS

FISCAL PROCEDURES APPROVED
PAUL ANGULO, CPA, AUDITOR-CONTROLLER
BY: 
Susana Garcia-Bocanegra

Departmental Concurrence

- A-30
- 4/5 Vote
- Positions Added
- Change Order

Prev. Agn. Ref.: 3-6 3/10/15

District: 3

Agenda Number:

3-7

BACKGROUND:

The Sheriff reports that \$77,161 was spent to provide between June 1, 2014 and May 31, 2015. Board approved allocations total \$70,000 so the Executive Office requests adding \$7,161 to reimburse the Sheriff for project efforts through May 31, 2015. Additional support will be needed if the Board determines that continuing the program is in the best interest of public safety. The estimated cost for FY 15/16 is \$100,000.

During the pilot project year the Sheriff released 7,158 inmates from the Southwest Detention Center during the hours of the transportation operation. Of these 1,547 who were unable to secure transportation were provided a taxi voucher averaging \$49.88 each.

In order to accurately measure the impact the RIDE had on crime the Sheriff compared Uniform Crime Reports of Part I crimes from June 1, 2013 to May 31, 2014 with the same statistics collected during the pilot year, June 1, 2014 through May 31, 2015 for three reporting areas, one where the jail is located and two residential and rural areas north of the Southwest Detention Center. The Sheriff reports that there was a 5.7% decrease in reported Part I crimes. However, all in all unincorporated areas of the Riverside County there was a 5.6% decrease in reported Part I crimes during the same period. The decrease in crime around the Southwest Detention Center is nearly identical to the county-wide unincorporated decrease in Part I crimes. The funds spent did not generate a measureable difference, however the effort may have altered public perception in the Third District.

The attached report from the Sheriff notes that the Corrections Division instituted its own transportation program in August 2014. This county-wide route moved soon-to-be federally released inmates along with those who have served their time closer to their residences. This transportation is staffed daily and transports once a day. During the first ten months of operation 4,997 inmates were transported, an average of nearly 500 per month.

Impact on Citizens and Businesses

Third District constituents living near the Southwest Detention Center have benefitted from knowing that the transportation effort was in place.

ATTACHMENTS

- A. **BUDGET ADJUSTMENT**
- B. **Riverside Inmate Destination Endeavor (RIDE) Program: One Year Summary (prepared by the Sheriff's Department Corrections Division)**

Schedule A


Decrease Appropriations 10000-1103900000-528500	Project Cost Expenses	\$7,161
Increase Appropriations 10000-1103900000-551100	Contributions to Other Funds	\$7,161
Increase Estimated Revenue 10000-2500400000-790600	Contribution from Other County Funds	\$7,161
Increase Appropriations 10000-2500400000-527780	Special Program Expense	\$7,161



RIVERSIDE COUNTY SHERIFF'S DEPARTMENT

Sheriff's Administration

Stan Sniff, Sheriff

TO: Executive Officer Jay Orr, via staff **DATE:** June 26, 2015
FROM: Assistant Sheriff Jerry Gutierrez 
SUBJECT: Riverside Inmate Destination Endeavor (RIDE) Program: One Year Summary

Summary:

On June 1, 2014, the Southwest Detention Center (SWDC) began a one-year pilot program at the request of the Board of Supervisors titled, Riverside Inmate Destination Endeavor (RIDE). The pilot program was related to the provision of transportation vouchers to released inmates from SWDC who could not arrange transportation upon their release from custody. This pilot program operated between the hours of 7 PM and 6 AM, Monday through Saturday, all day on Sunday, and applicable holidays. During these timeframes, public transportation is not available. At the onset of the pilot program, the Board of Supervisors allocated \$25,000 for transportation vouchers. As the program progressed, two additional disbursements of \$20,000 (12/09/14) and \$25,000 (03/10/15) were required and approved by the Board of Supervisors. At the conclusion of the pilot program, \$77,161 has been spent to facilitate the RIDE pilot program. As of May 31, 2015, \$7,161 in reimbursement funds is required to eliminate the current funding gap.

Transportation Service Selection:

Prior to beginning the pilot program, a request for quote was released. Fifteen transportation companies servicing the Southwestern Riverside County Region submitted bid proposals. Three companies were ultimately awarded the transportation contract. The companies awarded the contract provide multiple transportation conveyances to include, taxis, shuttles, private car and large motor coach. Taxi service was the most cost-effective form of transportation offered by the three providers awarded the contract.

Release Inmate Transportation Data:

Evaluations were conducted throughout the pilot program operation to determine who is utilizing the transportation vouchers, the reason vouchers were provided, the effectiveness of the program as measured by any impact to Uniform Crime Reporting (UCR) Part I crime statistics in the unincorporated area surrounding SWDC and community feedback.

During the 12-month period June 1, 2014 through May 31, 2015, the following occurred:

- 7,158 inmates were released from SWDC during the hours designated by the program.
- 5,567 of those inmates indicated they had transportation arrangements.
- 1,591 of those inmates were unable to arrange a ride.
- 1,547 of those inmates who could not get a ride received a taxi voucher.

- 44 inmates elected to not receive a taxi voucher and were released without arranging a ride
- The total amount expended on taxi vouchers was \$77,161
- Average monthly cost for vouchers was \$6,430
- The cost per voucher averaged \$49.88

Among the inmates who received a taxi voucher:

- 63% had been booked for a misdemeanor (970)
- 37% had been booked on a felony charge (577)
- 82% were male (1267)
- 18% were female (280)

Southwest Sheriff Station Community Feedback

Prior to the beginning of the RIDE program, Captain Jeff Kubel, commander of the Southwest Sheriff's Station, spoke with leaders from two small homeowner associations in French Valley regarding their perception of crime resulting from inmates released into the community. During the meeting, which took place in October 2013, Captain Kubel shared local-area crime statistics with the concerned residents, which demonstrated crime activity within the area had not increased as perceived. The outcome was the community members' initial apprehensions began to wane. These two homeowner associations were the only inquiry's Captain Kubel received from the community about a potential or a perceived increase in crime as a result of inmates released into the community from SWDC.

Notwithstanding his meeting with community groups, Captain Kubel detected social media commentary, which suggested a continuing community perception regardless of the ongoing pilot program. In the comments, some community members assumed any disheveled looking individual(s) observed near the Southwest Detention Center, or in a nearby shopping center, were recently released inmate(s). However, this appears purely speculative. As in most communities, there are some pedestrians and homeless people within community populations. Nevertheless, since the inception of the pilot program, there has been no variance in Part I crime. Further, the area has not experienced an increase in reports nor complaints from the community since the pilot program was instituted.

Captain Kubel has not been contacted again by these homeowner groups regarding previously expressed concerns. He is unaware of any current complaints or criticisms from the French Valley community surrounding the Southwest Detention Center regarding recently released inmates committing crimes or loitering in the area.

Third Supervisorial District

The RIDE program was implemented while State Senator Jeff Stone was overseeing the Third Supervisorial District. In March 2015, Supervisor Chuck Washington replaced Jeff Stone and assumed Supervisorial oversight over the Third District. According to Legislative Assistant Brian Tisdale of the Third Supervisorial District, French Valley Office, there has not been any

new complaints nor criticism voiced by the community homeowners surrounding the Southwest Detention Center regarding released inmates.

Crime Data Comparison

The SWDC occupies Sheriff's Reporting District (RD) SW544A¹. This RD includes the majority of the residential and commercial area directly surrounding SWDC. Adjacent to reporting district SW544A are reporting districts SW543B and SW543C; these RDs are residential and rural areas north of the SWDC. A comparison of Uniform Crime Reports (UCR) Part I crime statistics was conducted for the timeframe prior to the pilot program, June 1, 2013 through May 31, 2014. This comparison, with data obtained for the period during the pilot program, June 1, 2014 through May 31, 2015 demonstrated that the three reporting districts combined experienced a 5.7% decrease in reported Part 1 crimes. However, all areas in unincorporated Riverside County experienced a 5.6 % decrease in reported Part I crimes during this same period.

The crime analysis data provided no evidence that the pilot program has produced a measurable decrease in Part I crimes sought in the area neighboring the SWDC. Data suggests the decrease was universal throughout the entire unincorporated patrol areas throughout Riverside County during the pilot program timeframe.

Division-Wide Inmate Transportation Line

In August of 2014, the Corrections Division initiated a dedicated transportation route to transfer soon-to-be-federally released and time-served inmates closer to their place of residence. Ideally, the Sheriff's Department tries to incarcerate inmates nearest their residence, which often times is where their court proceedings are being adjudicated. However, because the County of Riverside lacks adequate bed capacity, we often have to transfer inmates amongst our five jails to maximize bed space. This transportation line is staffed seven days a week and runs once a day.

During the first ten months of this new transportation route, 4,997 inmates have been transported to a jail closer to their residence. The transportation route resulted in an average of 500 inmate transports per month.

Conclusion

The RIDE program was authorized in response to community concern expressed to the Third District Supervisor's office and to Southwest Sheriff's Station's command staff. The concern was some inmates released from SWDC were entering nearby residential and business communities and their presence was resulting in increased crime within the area, or a perception of increased criminal activity in the area. The Riverside County Sheriff's Department, through the request of the Third District Supervisor, initiated a transportation program with a specific objective of offering transportation to inmates who were released at night, and on weekends when public transportation was not available. The pilot program was an alternative transportation method for released individuals who did not have pre-arrangement transportation. The goal was to address a perceived crime increase in the neighborhood adjacent to the SWDC.

¹ Surrounding district map attached

Southwest Sheriff Station Captain Kubel, has not observed a change in crime activity within the area. He has previously monitored social media comments regarding the perception that pedestrians in the community who look unkempt are assumed to be inmates who have been released from the SWDC and may be committing crimes in the area.

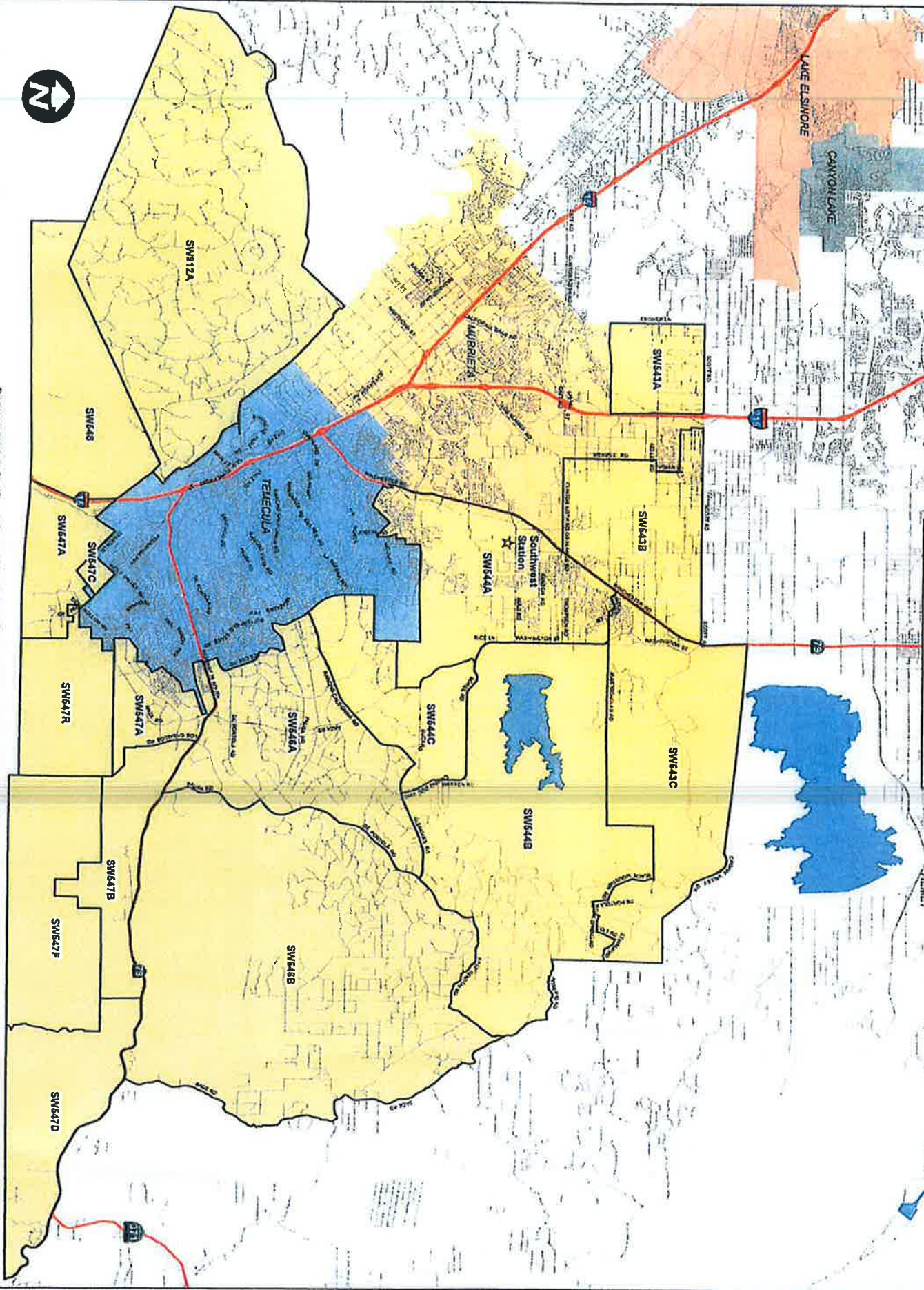
According to Legislative Assistant Brian Tisdale, Supervisor Washington's office has not received further complaints from constituents in the Third District concerning inmate releases from SWDC.

A comparison of UCR Part I Crimes during the course of the pilot program, as compared to the same period of time the year prior, shows a decrease in Part I crime. However, the measured crime decrease is consistent with the overall decrease in Part I crime experienced throughout the entire unincorporated area during the same timeframe. The decrease in crime surrounding the SWDC is therefore, unlikely the result of the RIDE program.

Options:

1. Continue program and approve funding at an estimated \$77,161 per year.
2. Discontinue the pilot program

South West Station



This map was made by the City of Tennessee Geographic Information System. The map is derived from base data produced by the Tennessee County Assessor's Department and the Transportation and Land Management Agency of Tennessee County. The City of Tennessee assumes no warranty or legal responsibility for the information contained in this map. Data and information represented on this map are subject to update and modification. The Geographic Information System and other sources should be queried for the most current information. The City of Tennessee is not responsible for any errors or omissions on this map.