AGENDA

Board Executive Committee Meeting
Riverside County Administrative Center
Conference Room C
4080 Lemon St., Fifth Floor
Riverside, CA 92501

Any person with a disability who requires a modification or accommodation in order to participate in this meeting, or any person with limited English proficiency (LEP) who requires language assistance to communicate with the Riverside Transit Agency Board of Directors during the meeting, should contact the Riverside Transit Agency Clerk of the Board, telephone number (951) 565-5044, no fewer than two business days prior to this meeting to enable the Riverside Transit Agency to make reasonable arrangements to assure accessibility or language assistance for this meeting.

Agenda item descriptions are intended to provide members of the public a general summary of business to be conducted or discussed. Posting of any recommended action on an agenda item does not indicate what action will be taken. The Board of Directors may take any action it believes is appropriate on the agenda item and is not limited in any way by the notice of any recommendation.

All documents related to any agenda item are available for public inspection at www.riversidetransit.com or through the Clerk of the Board's office at the Riverside Transit Agency, 1825 Third Street, Riverside, CA 92507.

<table>
<thead>
<tr>
<th>ITEM</th>
<th>RECOMMENDATION</th>
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</thead>
<tbody>
<tr>
<td>1.</td>
<td>CALL TO ORDER</td>
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<tr>
<td>2.</td>
<td>SELF-INTRODUCTIONS</td>
</tr>
</tbody>
</table>
3. PUBLIC COMMENTS – NON-AGENDA ITEMS
Members of the public may address the Board regarding any item within the subject matter jurisdiction of the Board; however, no action may be taken on off-agenda items unless authorized by law. Comments shall be limited to matters not listed on the agenda. Members of the public may comment on any matter listed on the agenda at the time that the Board considers that matter. Each person's presentation is limited to a maximum of three (3) minutes.

4. APPROVAL OF MINUTES – DECEMBER 13, 2018 EXECUTIVE COMMITTEE MEETING (P.3) APPROVE

5. TRANSPORTATION NOW QUARTERLY ATTENDANCE REPORT (P.5) RECEIVE AND FILE

6. 2019-2020 FEDERAL AND STATE LEGISLATIVE PROGRAM (P.10) APPROVE

7. AUTHORIZATION TO ENTER INTO A COOPERATION AGREEMENT (AGREEMENT) WITH WAKELAND HOUSING AND DEVELOPMENT CORPORATION (WAKELAND) TO FORMALIZE THE AGENCY’S SUPPORT AND PARTICIPATION IN THE AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM (P.19) APPROVE

8. RIVERSIDE COMMUNITY COLLEGE DISTRICT GO-PASS PROGRAM PRICING STRUCTURE; PROGRAM REQUIREMENTS AND AUTHORIZATION TO PROVIDE INFORMATION FOR STUDENT REFERENDUM (P.34) APPROVE

9. NEXT MEETING
Thursday, February 28, 2019, 1:00 p.m.
Riverside County Administrative Center
4080 Lemon St., 5th Floor
Conference Room C
Riverside, CA 92501

10. MEETING ADJOURNMENT
1. CALL TO ORDER

Chair Art Welch called the Board Executive Committee Meeting to order at 1:06 p.m. on December 13, 2018 in the Riverside Transit Agency Main Conference Room, 1825 Third St., Riverside, CA.

2. SELF-INTRODUCTIONS

Self-introductions were dispensed with.

Committee Attendees
1. Art Welch, City of Banning
2. Randon Lane, City of Murrieta
3. Linda Krupa, City of Hemet
4. Berwin Hanna, City of Norco
5. Andy Melendrez, City of Riverside

Committee Members Absent
1. Nancy Carroll, City of Beaumont
2. City of Perris
3. Maryann Edwards, City of Temecula

RTA Staff
1. Larry Rubio, Chief Executive Officer
2. Craig Fajnor, Chief Financial Officer
3. Vince Rouzaud, Chief Procurement & Logistics Officer
4. Tammi Ford, Clerk of the Board

Other Attendees
1. Barbara Raileanu, Agency General Counsel

3. PUBLIC COMMENTS - NON-AGENDA ITEMS

None.
4. APPROVAL OF MINUTES - NOVEMBER 15, 2018 EXECUTIVE COMMITTEE MEETING

M/S/C (HANNA/ KRUPA) approving the minutes of the October 25, 2018 Executive Committee meeting as revised to include no additional reportable action was taken.

The motion carried unanimously.

5. VEHICLE TRANSFER APPLICATIONS FOR CONSIDERATION TO BE PLACED ON THE RIVERSIDE TRANSIT AGENCY’S RETIRED VEHICLE RECIPIENT WAITLIST

M/S/C (LANE/MELENDEZ) as to the following:

- Approve applicants that have met the minimum eligibility requirements for placement on the recipient wait list for a retired vehicle in accordance with the Agency’s Vehicle Transfer Policy.

The motion carried unanimously.

Clerk of the Board, Tammi Ford, left the meeting at 1:12 p.m.

6. IEHP BULK PASS SALES

Mr. Vince Rouzaud led a discussion on IEHP bulk pass sales.

7. STATUS UPDATE ON ASSEMBLY BILL 1912 (AB1912)

Mr. Craig Fajnor presented a status update on AB 1912.

8. NEXT MEETING

Board Executive Committee Meeting
Thursday, January 24, 2019, 1:00 p.m.
Riverside County Administrative Center
Conference Room C
4080 Lemon St., Fifth Floor
Riverside, CA  92501

9. MEETING ADJOURNMENT

The meeting was adjourned at 1:31 p.m.
RIVERSIDE TRANSIT AGENCY
1825 Third Street
Riverside, CA 92507

January 24, 2019

TO: BOARD EXECUTIVE COMMITTEE

THRU: Larry Rubio, Chief Executive Officer

FROM: Eric Ustation, Government Affairs Manager

SUBJECT: Transportation NOW Quarterly Attendance Report

Summary: Transportation NOW has six chapters; Greater Riverside, Hemet/San Jacinto Valley, Moreno Valley/Perris, Northwest, San Gorgonio Pass, and Southwest. Each chapter meets monthly at a location convenient to the membership. Attendance includes transit users, elected officials, transit advocates, community activists and Riverside Transit Agency staff.

Attached is the calendar year 2018 4th quarter attendance report for all six chapters.

Recommendation:

Receive and file.
# Transportation NOW Meeting Attendees
## October - December 2018

### Greater Riverside Chapter
<table>
<thead>
<tr>
<th></th>
<th>Name</th>
<th>Organization/Role</th>
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<tbody>
<tr>
<td>1</td>
<td>Randy Barragan</td>
<td>Riverside Special Transit</td>
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<tr>
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<td>John Burnett</td>
<td>Riverside Special Transit</td>
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<tr>
<td>3</td>
<td>Clarissa Cervantes</td>
<td>Chapter Chair</td>
</tr>
<tr>
<td>4</td>
<td>Melanie Ling</td>
<td>Congressman Mark Takano’s Office</td>
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<td>Stan Morrison</td>
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<td>Arnold San Miguel</td>
<td>Southern California Association of Governments</td>
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### Hemet/San Jacinto Valley Chapter
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<tbody>
<tr>
<td>1</td>
<td>Linda Krupa</td>
<td>City of Hemet Councilmember</td>
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<td>2</td>
<td>Alonso Ledezma</td>
<td>City of San Jacinto Councilmember</td>
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<tr>
<td>3</td>
<td>James Pangrazzi</td>
<td>San Jacinto Community Activist</td>
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<tr>
<td>4</td>
<td>Eric Ustation</td>
<td>Riverside Transit Agency</td>
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<td>5</td>
<td>Kristin Warsinski</td>
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### Moreno Valley / Perris Chapter
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<tr>
<td>1</td>
<td>Tonya Burke</td>
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<td>Edward Init</td>
<td>City of Moreno Valley</td>
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<tr>
<td>5</td>
<td>Thomas Ketcham</td>
<td>Supervisor Kevin Jeffries’ Office</td>
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<tr>
<td>6</td>
<td>Randon Lane</td>
<td>City of Murrieta Councilmember</td>
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<td>Melanie Ling</td>
<td>Congressman Mark Takano’s Office</td>
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<td>David Marquez</td>
<td>City of Moreno Valley Councilmember</td>
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<td>9</td>
<td>Diana Martin</td>
<td>Community Stakeholder</td>
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<td>Eric Ustation</td>
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<td>Jonathan Vaughn</td>
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### Northwest Chapter
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<tr>
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<td>Brandon Plott</td>
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<td>4</td>
<td>Jerry Sincich</td>
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<td>Carina Tamayo</td>
<td>Senator Richard Roth’s Office</td>
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### San Gorgonio Pass Chapter
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<td>3</td>
<td>Victor Duran</td>
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<td>Sun Lakes</td>
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<tr>
<td>13</td>
<td>Art Welch</td>
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<td>1  Kwasi Agyakwa</td>
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<td>2  Greg August</td>
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<td>3  Darrell Connerton</td>
<td>Senator Jeff Stone's Office</td>
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<td>4  Nicole Dailey</td>
<td>City of Lake Elsinore</td>
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<td>5  Maryann Edwards</td>
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<td>6  Amy Hickman</td>
<td>Lake Elsinore</td>
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<td>7  Daryl Hickman</td>
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<td>8  Bob Moehling</td>
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<td>9  Joseph Morabito</td>
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<td>10 Pam Nelson</td>
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<td>11 Samantha Stilwell</td>
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<tbody>
<tr>
<td>Greater Riverside Chapter</td>
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<tr>
<td>1  Julie Diaz</td>
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<td>2  Anisa Escobedo</td>
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<td>3  John Krick</td>
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<td>4  Miguel Lujano</td>
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<td>6  Stan Morrison</td>
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<td>7  Tara Pueschel</td>
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<td>9  Jorrel Verella</td>
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<td>4  Monica Morales</td>
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<td>5  James Pangrazzi</td>
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<td>6  Allisha Paulk</td>
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<td>7  John Standiford</td>
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<td>8  Todd Warden</td>
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<tr>
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<tbody>
<tr>
<td>1  Ike Bootsma</td>
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<td>2  Berwin Hanna</td>
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<td>4  Gerardo Sanabria</td>
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### Transportation NOW Meeting Attendees
**October - December 2018**

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<td>Luisa Tassan</td>
<td>Assemblymember Sabrina Cervantes' Office</td>
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<td>Eric Ustation</td>
<td>Riverside Transit Agency</td>
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<td>Keith White</td>
<td>Rider</td>
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#### San Gorgonio Pass Chapter

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<td>4</td>
<td>Elizabeth Gibbs</td>
<td>City of Beaumont</td>
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<td>5</td>
<td>Mario Janesin</td>
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<td>Elisa Mendoza</td>
<td>City of Beaumont</td>
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<td>City of Calimesa Councilmember</td>
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<td>Harry Nead</td>
<td>Sun Lakes, RTA rider</td>
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<td>Diego Rojo</td>
<td>Sunline Transit Agency</td>
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<td>Richard Swkara</td>
<td>Braille Institute</td>
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<td>12</td>
<td>Rita Skwara</td>
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<td>13</td>
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<td>Art Welch</td>
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<td>17</td>
<td>Anita Worthen</td>
<td>Vet Expo/Beaumont resident</td>
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#### Southwest Chapter

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<tr>
<td>1</td>
<td>Tricia Almiron</td>
<td>Supervisor Kevin Jeffries' Office</td>
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<td>2</td>
<td>Greg August</td>
<td>City of Menifee Councilmember</td>
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<td>3</td>
<td>Kayla Charters</td>
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<td>Michael Momeni</td>
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<td>Joseph Morabito</td>
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<td>Pam Nelson</td>
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<td>Eric Ustation</td>
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<td>14</td>
<td>Todd Warden</td>
<td>South Coast Air Quality Management District</td>
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#### Greater Riverside Chapter

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<tbody>
<tr>
<td>1</td>
<td>Dylan-Marie Antoine</td>
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<td>John Burnett</td>
<td>Riverside Special Transit</td>
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<tr>
<td>3</td>
<td>Clarissa Cervantes</td>
<td>Chapter Chair</td>
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<td>4</td>
<td>Aurora Chavez</td>
<td>Community advocate</td>
</tr>
<tr>
<td>5</td>
<td>Julie Diaz</td>
<td>Riverside Transit Agency</td>
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<td>Anisa Escobedo</td>
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<td>John Krick</td>
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<td>South Coast Air Quality Management District</td>
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#### Hemet/San Jacinto Valley Chapter

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<td>Linda Krupa</td>
<td>City of Hemet Councilmember</td>
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<td>2</td>
<td>Randon Lane</td>
<td>City of Murrieta Councilmember</td>
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*Item 5*
Transportation NOW Meeting Attendees  
October - December 2018

3  Alonso Ledezma  City of San Jacinto Councilmember
4  Allisha Paulk  Assemblymember Melissa Melendez's Office
5  Heather Perry  Senator Mike Morrell's Office
6  Kathleen Prokop  San Jacinto resident
7  Eric Ustation  Riverside Transit Agency

Moreno Valley / Perris Chapter

1  Tonya Burke  City of Perris Councilmember
2  Cesar Gomez  Assemblymember Jose Medina's Office
3  Kendrick Iglesias  Moreno Valley resident
4  Thomas Ketcham  Supervisor Kevin Jeffries' Office
5  Eric Lewis  City of Moreno Valley
6  David Marquez  City of Moreno Valley Councilmember
7  Diana Martin  Community Stakeholder
8  Carina Tamayo  Senator Richard Roth’s Office
9  Eric Ustation  Riverside Transit Agency
10  Jonathan Vaughn  Bridging Community Gaps

Northwest Chapter

1  Ike Bootsma  County of Riverside District 2
2  Julie Diaz  Riverside Transit Agency
3  Berwin Hanna  City of Norco Councilmember
4  Gerardo Sanabria  City of Corona
5  Jerry Sincich  Riverside County District 1
6  Eric Ustation  Riverside Transit Agency
7  Keith White  RTA rider

San Gorgonio Pass Chapter

1  Celina Cabrera  City of Beaumont
2  Nancy Carroll  City of Beaumont Mayor
3  Tigre Carroll  City of Calimesa intern
4  Wynona Duvall  Calimesa Chamber of Commerce
5  Mario Janesin  Community Access Center
6  Kelly Lucia  City of Calimesa
7  Jack Marty  Riverside County Transportation Commission volunteer
8  Elisa Mendoza  City of Beaumont
9  Heidi Meraz  City of Banning
10  Linda Molina  City of Calimesa Councilmember
11  Harry Nead  Sun Lakes
12  Ron Roy  Beaumont resident
13  Mike Simon  Calimesa resident
14  Richard Skwara  Braille Institute
15  Rita Skwara  Sun Lakes
16  Eric Ustation  Riverside Transit Agency
17  Art Welch  City of Banning Councilmember
18  Maryn Wells  City of Calimesa
19  Anita Worthen  Beaumont resident

Southwest Chapter

1  Tricia Almiron  Supervisor Kevin Jeffries’ Office
2  Kayla Charters  City of Menifee
3  Darrel Connerton  Senator Jeff Stone’s Office
4  Julie Diaz  Riverside Transit Agency
5  Joseph Morabito  Wildomar City Council
6  Gary Oddi  Sierra Club
TO: BOARD EXECUTIVE COMMITTEE

THRU: Larry Rubio, Chief Executive Officer

FROM: Eric Ustation, Government Affairs Manager

SUBJECT: 2019-2020 Federal and State Legislative Program

Summary: The Riverside Transit Agency (RTA) relies heavily on operating and capital funding from various levels of government and therefore, actions at the federal and state legislative levels have profound effects on the operations of RTA. Assuring that adequate funds are allocated is critical to allow the Agency to meet its commitment in providing safe, efficient, reliable and economic transportation service to western Riverside County.

In the 2017-2018 session, numerous events at the federal and state levels affected RTA. Federal legislators were unable to pass a full year of transportation appropriations and were instead forced to pass continuing resolutions to fund the government for short periods of time. In December 2018, all negotiations on long-term appropriations broke down over the request to fund a border wall, resulting in a partial government shutdown. The Federal Transit Administration (FTA) is one of the agencies affected by the shutdown and is unable to appropriate federal funds to transit agencies, thus creating potential cash flow shortages for agencies throughout the country. When an agreement is reached and funding is restored, it is hoped that a long-term appropriation is passed to restore stability.

Other federal issues that will be actively monitored include the return of congressionally directed spending, or earmarks, new legislation focused on bus operator safety and an extension of the Alternative Fuels Excise Tax Credit.

In California, 2018 was a critical year for protecting newly created transportation funding. In 2017, Senate Bill 1 (SB 1) was passed, generating over $5 billion annually for projects to repair and maintain our state highways and local roads, improve trade corridors, and support public transit and active transportation.
Because these revenues were generated by creating new fees on vehicle registration and through increased gas taxes, there was well-organized and well-funded opposition that culminated in a ballot initiative, Proposition 6, to repeal SB 1. Proposition 6 was defeated in the November 2018 election, with nearly 57 percent of voting to keep SB 1 in place. This means RTA is assured of receiving the estimated $7 million in annual revenue anticipated from SB 1.

Another point of focus moving forward involves the California Air Resource Board’s (CARB) adoption of the Innovative Clean Transit Initiative (ICT). Passed in December 2018, the ICT mandates transit agencies transition entirely to a zero-emission bus (ZEB) fleet by 2040. To do so, each transit agency will submit a rollout plan demonstrating how it plans to purchase clean buses, build out necessary infrastructure and train the required workforce. The rollout plans are due in 2020 for large transit agencies and in 2023 for small agencies.

Agencies will then follow a phased schedule from 2023 until 2029, by which date 100 percent of annual new bus purchases will be zero-emission. To encourage early action, the zero-emission purchase requirement would not start until 2025 if a minimum number of zero-emission bus purchases are made by the end of 2021. Concerns with ZEB reliability and electrical infrastructure compatibility remains, and it is anticipated that legislative action in 2019-2020 will need to be taken to address those issues.

The proposed RTA Federal and State Legislative Program establishes the goals and methods RTA will use to advocate for the funding and business environment necessary to meet the transportation requirements of the communities served. The program is presented in the form of principles rather than specific action items to allow staff the necessary flexibility to quickly respond to legislative proposals and specific policy concerns that may arise over the course of a session. Furthermore, as funding opportunities materialize, staff will use this program as a foundation to prepare grant applications that best represent the needs of RTA and place the Agency in a position to be awarded funds.

The proposed 2019-2020 Federal and State Legislative Program is attached.

**Fiscal Impact:**

There are no direct costs associated with approving the Program.
Recommendation:

Approve and recommend this item to the full Board of Directors for their consideration as follows:

- Approve proposed 2019-2020 Federal and State Legislative Program.
I. Background

The Riverside Transit Agency (RTA) relies heavily on operating and capital funding from various levels of government and therefore, actions at the federal and state legislative levels have profound effects on the operations of RTA. Assuring that adequate funds are allocated is critical to allow the Agency to meet its commitment in providing safe, efficient, reliable and economic transportation service to western Riverside County.

The RTA Federal and State Legislative Program (Program) establishes the goals and methods RTA will use to advocate for the funding and regulatory environment necessary to meet the growing transportation demands of the region.

As in previous versions, the program is generally presented in the form of principles rather than specific action items to allow staff the necessary flexibility to quickly respond to legislative proposals and specific policy concerns that may arise over the course of a session. Furthermore, as funding opportunities materialize, staff will use this program as a foundation to prepare grant applications that represent the needs of RTA and place the Agency in the best position to be awarded funds. The program spans a two-year period, which coincides with the legislative cycles at both the federal and state levels.

In 2018, hopes were initially high that federal fiscal year 2019 appropriation bills would be quickly ushered through both chambers of Congress. In fact, a large majority of department spending bills were approved by both chambers by July. Unfortunately, political differences arose that bogged down the approval process. Ultimately, two continuing resolutions (CRs) had to be passed just to fund the government at previous authorized levels through late December.

Negotiations in late December 2018 on a full appropriations bill broke down over funding for a border wall. Funding for a short-term CR could not be agreed to and the government shut down multiple departments on December 22.

The Federal Transit Administration (FTA) is one of the agencies affected by the shutdown and is unable to appropriate federal funds to transit agencies, thus creating potential cash flow shortages for agencies throughout the country. When an agreement is reached, and funding is restored, it is hoped that a long-term appropriation is passed to restore stability.

The election in November 2018 brought a Democratic majority to the House of Representatives. This could mean the return of earmarks, or congressionally directed spending, in some form. Democrats have long supported earmarks and expect to address them as part of a rules package in the House. Earmarks offer the opportunity to work directly with our federal representatives to bring focused spending to Riverside County.

Other federal issues that will be monitored this session include bus operator safety legislation and an extension of the alternative fuels excise tax credit. Legislation was introduced in 2018 that would require transit agencies to develop programs to improve operator safety by reducing the number of bus accidents due to blind spots, preventing assaults on bus drivers, and improving bus driver seating to reduce ergonomic injuries. The legislation never gained any traction, but with the Democrats retaking control of the House, it is expected that some form of bus operator safety bill will be reintroduced next year.

The Alternative Fuels Excise Tax Credit is a credit that must be approved annually, and RTA is eligible for it by using CNG fuel in its heavy-duty fleet. The Agency receives more than $1 million annually from the credit and will actively support its extension once federal funding is restored.

On the state level, 2018 was a critical year for protecting newly created transportation funding. In 2017, Senate Bill 1 (SB 1) was passed, generating over $5 billion annually for projects to repair and maintain our state highways and local roads, improve trade corridors, and support public transit and active transportation.

Because these revenues were generated by creating new fees on vehicle registration and
through increased gas taxes, there was well-organized and well-funded opposition that culminated in a ballot initiative, Proposition 6, to repeal SB 1. Proposition 6 was defeated in the November 2018 election, with nearly 57 percent of voting to keep SB 1 in place. This means RTA is assured of receiving the estimated $7 million in annual revenue anticipated from SB 1.

In December 2017, The California Air Resources Board (CARB) disseminated its Innovative Clean Transit (ICT) regulation, which, among other things, proposed to compel transit agencies with more than 100 vehicles to purchase zero-emission buses (ZEBs) upon their next procurement, beginning in 2020.

There were many strong reactions, both pro and con, to the proposed regulation. CARB hosted a public meeting in late September 2018 and received extension feedback on the proposal. Of particular concern is creating service benchmarks for ZEBs before a purchase mandate is implemented. Issues such as battery range, charge times, electricity costs and fueling infrastructure costs should be benchmarked to ensure service levels can be maintained after any mandated transition to ZEBs. In December 2018, the CARB passed the ICT regulation.

To transition successfully to an all zero-emission bus fleet by 2040, each transit agency will submit a rollout plan under the regulation demonstrating how it plans to purchase clean buses, build out necessary infrastructure and train the required workforce. The rollout plans are due in 2020 for large transit agencies and in 2023 for small agencies.

Agencies will then follow a phased schedule from 2023 until 2029, by which date 100 percent of annual new bus purchases will be zero-emission. To encourage early action, the zero-emission purchase requirement would not start until 2025 if a minimum number of zero-emission bus purchases are made by the end of 2021.

Concerns with ZEB reliability and electrical infrastructure compatibility remains, and it is anticipated that legislative action in 2019-2020 will need to be taken to address those issues.

To assist in achieving its goals, RTA is a member of several transportation organizations that advocate for the increased role and importance of transit. For federal advocacy, the Agency is a member of the American Public Transportation Association (APTA), a national trade association that maintains an active lobbying program. RTA also utilizes the services of David Turch and Associates (DTA), legislative consultants based in Washington, DC. DTA works with RTA staff to monitor pertinent legislation, arrange meetings with our federal delegation and advocate on behalf of the Agency.

On the state level, the California Transit Association (CTA) serves as an advocate for transit to the California Legislature. CTA works to enhance transit funding and to represent transit’s interests before the Legislature, the governor, and regulatory agencies. CTA frequently updates RTA on policy developments, and RTA staff is an active member on the CTA Legislative Committee.

At the local level, RTA supports six Transportation NOW (T-NOW) chapters. These local grassroots organizations represent the various regions that make up RTA’s large service area and advocate for the use and support of public transportation as an essential component to their communities. T-NOW chapters work with RTA staff to support or oppose transit-related legislation; to raise awareness of the benefits of environmentally sound, safe, and energy-efficient transportation alternatives; and to encourage the use of public transportation in western Riverside County.
II. Federal Legislative Program

This program is a general policy statement of federal legislative issues of concern to the Riverside Transit Agency.

1. Transit Funding
   a. Advocate for full year appropriations to minimize funding delays from FTA.
   b. Coordinate with federal agencies to ensure equitable distribution of funding from Fixing America’s Surface Transportation (FAST) Act.
   c. Advocate for expanding eligible uses for federal funding in the FAST Act.
   d. Advocate for robust transit funding in the next surface transportation authorization legislation.
   e. Support the return of congressionally directed spending as an efficient way to maximize tax dollars in Riverside County.
   f. Advocate for local control and flexibility in delivering projects.
   g. Oppose efforts to erode Highway Trust Fund revenues without identifying a new dedicated and sustainable source of greater value.
   h. Support efforts to stabilize federal gas tax revenues by indexing the tax to the Consumer Price Index.
   i. Support efforts to ease and simplify local matching requirements for federal grants and programs.
   j. Advocate for transit agencies to be direct recipients of federal grants.
   k. Seek federal funding to meet state and local environmental quality requirements, including anticipated requirements for zero-emission buses, alternative fueling stations and future greenhouse gas reduction requirements.

2. Regulatory
   a. Monitor and engage with legislators on efforts to improvement operator safety.
   b. Advocate for a permanent extension of the alternative fuels excise tax credit.
   c. Coordinate with federal agencies and officials to ensure previously appropriated funds remain allocated to RTA.
   d. Oppose regulations adversely affecting the Agency’s ability to effectively and efficiently address labor relations, employee rights and administration of benefits.
   e. Support legislation that incentivizes the use of transit.
   f. Oppose legislation that places additional unfunded mandates or regulations on RTA.
   g. Support income tax deductions for employees receiving employer-provided transit benefits.
III. State Legislative Program

This program is a general policy statement of state legislative issues of concern to the Riverside Transit Agency.

1. Transit Funding
   a. Oppose efforts to repeal Senate Bill 1 funding.
   b. Oppose any measure that would divert local transit related funds to the state for use other than for transit activities.
   c. Support efforts to provide financial incentives for the introduction of zero-emission buses.
   d. Support legislation to provide specific funding for innovative and intelligent transit programs to leverage the use of smart devices.
   e. Advocate for additional funding for paratransit operations, travel training programs and transit accessibility capital improvements that support persons with disabilities and senior citizens.
   f. Advocate for the adoption of a regulatory or legislative framework that supports transit electrification by providing transit agencies with flexibility and additional funding.
   g. Monitor legislation that regulates the cost of electricity as a fuel source for transit agencies.

2. Environmental
   a. Defend and expand transit allocation of cap and trade revenue as authorized by AB 32.
   b. Ensure zero-emission bus policies do not place unfair or unfunded mandates on transit agencies.
   c. Advocate for the geographically equitable distribution of cap and trade revenue.
   d. Support efforts to encourage transit-oriented developments as a solution to environmental issues.

3. Regulation
   a. Support legislation that provides incentives for employees and employers to use public transportation to commute to work.
   b. Monitor efforts to review existing metrics for the qualification and distribution of Transportation Development Act revenues.
   c. Monitor minimum wage laws to ensure they are uniformly implemented statewide.
   d. Monitor state implementation of pension reform laws.
   e. Oppose labor-related legislation and regulations that would have a negative effect on RTA's ability to efficiently and economically provide service.
   f. Support maximum flexibility in the ability to use state funding.
   g. Support legislation that reduces liability for transit agencies.
   h. Support legislation that increases operator safety.
   i. Monitor any programs initiated from the recent pilot program evaluating a vehicle miles travelled fee.
IV. Advocacy Activities

To achieve the goals of the Agency’s Legislative Program, RTA will utilize the following activities and sources as appropriate:

a. Regular and consistent contact with the offices of federal, state and local legislators.

b. Strategic travel to federal and state legislators and agencies.

c. Maintain a database to track pertinent legislation and bring relevant bills to the Board of Directors for feedback, support or opposition.

d. RTA Board of Directors’ approved letters in support of or opposition to legislation.

e. Active involvement in the California Transit Association’s State Legislative Committee.

f. Regular communication with attendees of Transportation NOW chapters.

g. Initiate contact with legislators to sponsor transit-friendly legislation.

h. Coordination with press outlets to print transit-friendly publications.

i. Regular communication with RTA’s federal legislative consultants.

j. Legislative reports from trade organizations and other transportation agencies.

k. Coordination with regional transportation agencies to create a strong local advocacy voice.

l. Attend relevant seminars and conferences to stay apprised of current developments.

m. Engagement of the community via social media communications.
RIVERSIDE TRANSIT AGENCY
1825 Third Street
Riverside, CA 92507

January 24, 2019

TO: BOARD EXECUTIVE COMMITTEE

THRU: Larry Rubio, Chief Executive Officer

FROM: Vince Rouzaud, Chief Procurement and Logistics Officer
Rohan Kuruppu, Director of Planning

SUBJECT: Authorization to Enter into a Cooperation Agreement (Agreement) with Wakeland Housing and Development Corporation (Wakeland) to Formalize the Agency’s Support and Participation in the Affordable Housing and Sustainable Communities (AHSC) Program

Summary: In January 2018, the Board Executive Committee authorized staff to enter into an Agreement with Wakeland in support of an AHSC grant application for affordable housing funds through the Strategic Growth Council (SGC). There are two ways to obtain affordable housing funds; one is through the AHSC program directly, and the other is through the AHSC component of the larger Transformative Climate Communities (TCC) program. Wakeland’s application for the AHSC grant was unsuccessful. During their debriefing for the AHSC grant, Wakeland received positive feedback and the SGC encouraged them to apply in December of 2018. Wakeland submitted an application for TCC funds but was again unsuccessful. They are now focusing their efforts on the AHSC call for projects due in February 2019.

AHSC, whether under the TCC program or on its own, requires that each applicant incorporate a transit component into their project; as before, the Agency’s role in this project would be limited to supporting the project and providing the required transit component.

Wakeland’s project, named ‘Mission Heritage’, is a new construction, mixed-use project at the corner of Mission Inn Avenue and Fairmount Boulevard that replaces the current Fair Housing Council (FHC) building and adjacent vacant lots. This project will include the construction of a five-story building, a three-story building and on-grade parking. The combined improvements will house a new FHC office building, a Civil Rights Institute and 71 affordable homes in downtown Riverside. 100 percent of the rental units will be available to low-income households with incomes ranging from 30 to 60 percent of the established Area Medium Income. Residents may include individuals, families, seniors
and those with special needs.

This project was approved by the City of Riverside on October 17, 2017 (Attachment A) and is consistent with the policy adopted by the Agency’s Board of Directors at its April 28, 2016 meeting (Attachment B).

Of the $19.78 million in funding requested for this project, $2,317,171 will be used for transit improvements. The proposed improvements are:

- $25,000 to construct a bus stop, passenger amenities and a bus pad on Mission Inn Avenue
- $175,000 for transit improvements at seven (7) stops within the project area that are eligible for shelters, benches and trash cans
- $191,700 in guaranteed fare subsidies to purchase bus passes for all units for three years to encourage use of public transit
- $170,000 to install a crosswalk on Mission Inn Avenue for passenger safety
- $1,735,471 for construction of the Vine Street Mobility Hub including $200,000 for urban greening elements
- $20,000 for travel training salary and supplies

Including a formal Agreement with the grant application is recommended to strengthen the applicant’s chance at funding. The Agreement outlines the commitments for both Wakeland and the Agency.

Agency will be responsible for the following:

- Oversight on whether the transportation-related capital improvements meet the American with Disabilities Act (ADA) and other Agency requirements
- Available as a general resource for project support and liaison between participating city and county agencies, as necessary
- Provide readily available materials necessary to complete the 4th round AHSC Program application
- Provide readily available data needed for grant reports
- Provide service to the Mission Heritage complex via Route 49 or a comparable service
- Construct a mobility hub at Vine Street
- Improving seven (7) transit stops in the project area as identified by Agency staff
- Provide travel training to residents and Mission Heritage Management staff for three years as part of the Transit Subsidy Program
Wakeland will be responsible for the following:

- Complete the AHSC funded project as proposed in the grant application
- Provide all reporting required by the SGC
- Create and manage a Transit Subsidy Program to provide at least seventy-one (71) monthly bus passes per year for three (3) years to low-income tenants using the Agency’s bus service resulting in a total of $191,700 in fare revenue for the Agency
- Construct a bus stop on Mission Inn Avenue to be serviced by the Agency’s Route 49 for connecting passengers with numerous fixed routes along University Avenue as well as Metrolink service at the Riverside Metrolink Station on Vine Street
- Own and maintain the bus stop being installed on Mission Inn Avenue at the property (including shelter, bench and trash can)
- Install a crosswalk on Mission Inn Avenue for passenger safety

The Agency will not be responsible for any overages associated with the construction of the affordable housing units, transit stop and crosswalk on Mission Inn Ave. The Agency is responsible for any overages associated with the Vine Street Mobility Hub as well as the seven (7) transit enhancements.

Should Wakeland be unsuccessful, the Agreement automatically terminates.

**Fiscal Impact:**

There is no fiscal impact associated with this item. The adoption of this item will allow staff to enter into an Agreement with Wakeland to show Agency support for the AHSC grant application.

**Recommendation:**

Authorize staff to enter into a Cooperation Agreement of Understanding with Wakeland Housing and Development Corporation to formalize the Agency’s support and participation in the Affordable Housing and Sustainable Communities grant application.
Housing Authority Memorandum

TO: HONORABLE MAYOR AND HOUSING AUTHORITY MEMBERS

FROM: COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT

WARD: 1

SUBJECT: TRI PARTY AGREEMENTS WITH THE FAIR HOUSING COUNCIL OF RIVERSIDE COUNTY AND MISSION HERITAGE LP TO PROVIDE FOR A $3 MILLION RESIDUAL RECEIPTS LOAN FROM HOUSING AUTHORITY AFFORDABLE HOUSING RESTRICTED FUNDS TO FINANCE THE ACQUISITION OF LAND AND CONSTRUCTION OF A 72 UNIT AFFORDABLE HOUSING COMMUNITY, NEW FAIR HOUSING COUNCIL OF RIVERSIDE COUNTY OFFICES, AND A CIVIL RIGHTS INSTITUTE ON 1.47 ACRES AT 3901 AND 3933 MISSION INN AVENUE, 3942 6TH STREET

ISSUES:

Approve the creation of tri-party agreements with the Fair Housing Council of Riverside County and Mission Heritage LP to provide for a $3 million residual receipts loan from Housing Authority affordable housing restricted funds to finance the acquisition of land and construction of a 72 unit affordable housing community, new Fair Housing Council of Riverside County offices, and a Civil Rights Institute on 1.47 acres at 3901 and 3933 Mission Inn Avenue, 3942 6th Street, and identified as APNs 214-212-007, -008, -009, -010, -011, -012, and -013 (Mission Heritage Project).

RECOMMENDATION:

That the Housing Authority Board:

1. Approve a Loan Agreement, Promissory Note, Deed of Trust, Regulatory Agreement, Notice of Affordability Restrictions, Release of Construction Covenants, Request for Notice of Default, Assignment of Plans, Reports and Data (a sample set is included as Attachments 1-8) between the Housing Authority of the City of Riverside the Fair Housing Council of Riverside County and Mission Heritage LP for a $3 million residual receipts loan to finance the acquisition of land and construction of a 72 unit affordable housing community, new Fair Housing Council of Riverside County offices, and a Civil Rights Institute on 1.47 acres at 3901 and 3933 Mission Inn Avenue, 3942 6th Street, known as APNs 214-212-007, -008, -009, -010, -011, -012, and -013 to be finalized by the Housing Authority.
The Housing Authority Executive Director in consultation with the City Attorney, per the deal points included in this staff report, making minor changes as necessary, to conform to the deal. The potential changes will include:

a. Revisions of the sample agreements (Attachments 1-8) to tri-party agreements between the Housing Authority, Fair Housing Council of Riverside County and Mission Heritage LP;

b. Defining the uses of Housing Authority Funds (please see discussion on Page 6 of this staff report) between property acquisition and Project construction financing;

2. Authorize the Executive Director, or his designee, to execute the Loan Agreement, Regulatory Agreement, Notice of Affordability Restrictions, Release of Construction Covenants, Request of Notice of Default and other related documents to carry out the project identified in this staff report, including making minor and non-substantive changes.

3. Authorize a supplemental appropriation of $3 million from the Housing Authority Fund Balance Account Number No. 0000280-298000 to a project account to be established by Finance under the Housing Authority 280 Fund.

4. Staff will return to the Housing Authority Board if substantial changes are made to the Agreement.

COMMITTEE RECOMMENDATION:

The Development Committee met on June 22, 2017, with Chair Gardner, Former Vice Chair Davis and Member Melendrez present, to recommend to the Housing Authority Board approval of the Mission Heritage proposal from Wakeland Housing & Development Corporation and Fair Housing Council of Riverside County for a residual receipts loan in the amount of $3 million from Affordable Housing restricted funds to finance the acquisition of land and construction of a 72-unit affordable housing community, new Fair Housing Council of Riverside County offices, and a Civil Rights Institute on 1.47 acres at 3901 and 3933 Mission Inn Avenue and 3942 6th Street.

After discussion the Committee unanimously voted to recommend that the Housing Authority Board approve the aforementioned Committee recommendation.

BACKGROUND:

Wakeland Housing & Development Corporation (Wakeland), a non-profit developer based in San Diego, has a proven track record for planning, building, and operating innovative, high-quality residential communities that are integrated with service programming and offer opportunities for residents to reach greater levels of economic stability and personal growth. Wakeland’s most recently completed project was development of the Home Front at Camp Anza community, a 30 bungalow type residential units and the adaptive rehabilitation and re-use and of the Camp Anza Officers Club in the City of Riverside.

Incorporated in 1986, the Fair Housing Council of Riverside County (Fair Housing) is a nonprofit, HUD-approved housing counseling organization that fights to protect the housing rights of all
individuals. Fair Housing offers a variety of services to the community that include assistance with housing discrimination, landlord-tenant disputes, first-time homebuyer workshops, foreclosure prevention, one-on-one housing counseling, and training on fair housing laws.

Fair Housing sought innovative ways to find partners that affirmatively further fair housing, and put into practice the principals that the organization fights for in the Riverside community.

Affirming this mission, Fair Housing reached out to Wakeland to collaborate on the Mission Heritage Development, to develop 72 units of affordable rental units in addition to new offices for the Fair Housing Council, a flex area, and a Civil Rights Institute. This development will encompass a full service campus where Riverside residents can live affordably, seek advice on homeownership and fair housing issues, and learn and contribute to the civil rights story of inland Southern California. Fair Housing.

Wakeland and Fair Housing have formed the Mission Heritage LP, a California limited partnership to carry out the Mission Heritage project.

**DISCUSSION:**

In October of 2015, the Housing Authority received a development proposal titled “Mission Heritage Plaza” from Wakeland in partnership with Fair Housing to acquire land and construct a 72-unit affordable housing community, new Fair Housing Council of Riverside County offices and a Civil Rights Institute on 1.47 acres at 3901 and 3933 Mission Inn Avenue, 3942 6th Street, and identified as APNs 214-212-007, -008,-009, -010, -011, -012, and -013 that will be consolidated to facilitate the development.

Fair Housing has entered into purchase and sale agreements with the property owners of adjacent vacant land located at 3942 6th Street and APNs 214-212-011, -012, -013. Fair Housing currently owns the property at 3901 and 3933 Mission Inn Avenue and the abutting vacant land at APNs 214-212-007, 214-212-008, -009 and -010.

Below is the project rendering from the corner of Mission Inn Avenue and Fairmount Boulevard.
**Deal Points**

1. A Three Million ($3 million) dollar Housing Authority Loan;

2. Loan proceeds will be utilized to acquire property and pay for soft (design/engineering) and hard construction costs for completion of the Project;

3. The Project will contain 72 affordable housing units restricted to residents that earn at-or-below 60% of the Area Median Income (or $38,700 for a family of four in 2017) and eligible Veterans who will receive housing vouchers;

4. Loan repayment will begin when the Project is occupied (at a Certificate of Occupancy);

5. The loan will be repaid out of residual receipts; 50% of Project proceeds above the total costs of operating Project units; and

6. The loan will mature in 55 years, and the units will remain affordable for that same period.

**Affordability**

Of the 72 affordable units, 22 units will be reserved for veterans. Of the 22 units reserved for veterans, 11 units will be reserved for formerly homeless veterans participating in the Veterans Housing and Homeless Prevention Program (VHHP). The anticipated affordability and unit mix for the development is shown below:

<table>
<thead>
<tr>
<th>BEDROOM SIZE</th>
<th>SQUARE FEET</th>
<th>INCOME LEVELS</th>
</tr>
</thead>
<tbody>
<tr>
<td>One</td>
<td>643</td>
<td>• 14 units at 30% of Area Median Income (AMI)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• 2 units at 45% of AMI</td>
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<td></td>
</tr>
<tr>
<td>------</td>
<td>------</td>
<td>--------------------------------</td>
</tr>
<tr>
<td>Two</td>
<td>788</td>
<td>8 units at 50% of AMI</td>
</tr>
<tr>
<td></td>
<td></td>
<td>6 units at 60% of AMI</td>
</tr>
<tr>
<td>Three</td>
<td>1,086</td>
<td>3 units at 30% of AMI</td>
</tr>
<tr>
<td></td>
<td></td>
<td>7 units at 45% of AMI</td>
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<tr>
<td></td>
<td></td>
<td>7 units at 50% of AMI</td>
</tr>
<tr>
<td></td>
<td></td>
<td>6 units at 60% of AMI</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2 units at 30% of AMI</td>
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<tr>
<td></td>
<td></td>
<td>6 units at 45% of AMI</td>
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<tr>
<td></td>
<td></td>
<td>6 units at 50% of AMI</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4 units at 60% of AMI</td>
</tr>
</tbody>
</table>

These units would remain affordable for a 55 year period and the City would conduct annual inspections to ensure the property is being well maintained and the rent and income limits are being maintained.

**Design**

The project architect has drawn design inspiration from the surrounding neighborhood by including a promenade element along Mission Inn Avenue and spacious courtyards typical of nearby historic buildings. The building facing Mission Inn Avenue has massing that corresponds to the Fox Theater’s large, prominent features. Whereas the building Fairmount Boulevard emphasizes a front porch presence, providing a connection with the single-family homes on Sixth Street that is pedestrian in nature.

**Programming & Services**

Fair Housing will continue to provide the aforementioned services to the public within the new development. They will continue to hold training sessions and events open to the public on evenings and weekends. The Civil Rights Institute, further described below, is also expected to be open during normal business hours and hold special events and programming on nights and weekends, in compliment to the existing vibrant nature of Downtown Riverside. The Civil Rights Institute will also program in coordination with the new proposed main library across the street of Mission Inn Avenue.

**Civil Rights Institute**

The Civil Rights Institute of Inland Southern California (CRI) has been created as the voice of all civil rights within the inland region. It embraces the entire spectrum of the region's diversity, and includes voices from every race and ethnicity, from senior to women’s rights groups, from disenfranchised and discriminated groups, and people with disabilities.
Specifically, CRI is intended as:

1. An archive, library, museum and repository for display of civil rights materials from Inland Southern California;

2. A diversity center, multimedia center, and meeting space for the region’s many organizations that preserve, protect, and celebrate diversity and civil rights;

3. A performance space for readings, renditions, and performances focused on civil rights, both historical and contemporaneous;

4. A collaborative space for the region’s civil rights groups, universities, colleges and school districts for civil rights projects, grants and exhibitions;

5. A discussion and unity platform for discussions about, and leadership on contemporaneous—and emerging—civil rights challenges and issues;

6. An academic resource for the region’s universities, colleges and schools for research and scholarship on civil rights;

7. A meditation space for reflecting on civil rights movements, past and present, and for facilitating solutions;

8. Meeting space for community organizations; and

9. Annual celebration space for CRI related events.

**Financing**

The estimated total development cost is $35,235,820, which a breakdown is provided below.

<table>
<thead>
<tr>
<th>Activity</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Acquisition</td>
<td>$1,865,000</td>
</tr>
<tr>
<td>Construction</td>
<td>$23,811,851</td>
</tr>
<tr>
<td>Professional Fees/Soft Costs</td>
<td>$2,980,823</td>
</tr>
<tr>
<td>Financing Costs</td>
<td>$6,578,146</td>
</tr>
<tr>
<td><strong>Total Development Cost</strong></td>
<td><strong>$35,235,820</strong></td>
</tr>
</tbody>
</table>

The development cost is expected to be financed through the following funding sources:

<table>
<thead>
<tr>
<th>Sources of Funds</th>
<th>Funding Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>9% Tax Credit Equity</td>
<td>$11,046,677</td>
</tr>
</tbody>
</table>
Permanent Loan | $1,970,763
Affordable Housing and Sustainable Communities | $14,117,808
Program (State of California Program) | 
Veterans Housing and Homeless Prevention Program (VHHP) | $2,850,573
GP Capital Contribution | $1,499,999
Sponsorships/Other Sources | $750,000
City Housing Authority Loan | $3,000,000
**Total Sources of Funds** | **$35,235,820**

For the Housing Authority Loan, it is anticipated that the proceeds will be expended in the following manner:

1. Approximately $1 Million will be disbursed to the Fair Housing Council of Riverside County for acquisition of properties contiguous to its headquarters that will be used for construction of the Project. The Fair Housing Council will transfer the property where its offices currently reside into the Project, and will take office space offsite while the Project is under construction. The Housing Authority will pay no more than appraised value for any property acquired with Authority funds.

2. Approximately $2 million to Mission Heritage LP to cover portions of design, engineering, and construction costs of the Project.

Land acquisitions for the Project will be completed by the Fair Housing Council of Riverside County, who will then transfer the properties with all encumbrances (i.e., deeds of trust, regulatory agreements, promissory notes, etc.) to Mission Heritage LP for completion of the Project.

The identified sources of funds is estimated to be $32,235,820, which will leave a subsidy gap of approximately $3,000,000. Staff is requesting that $3 million in Housing Authority funds (former Redevelopment Housing Set-aside funds) be used in filling the subsidy gap to cover the cost of the affordable housing units. The subsidy gap requested from the Housing Authority represents approximately 9% of total project cost. The $3 million loan will be made as residual receipts loan, bearing 3% simple interest per annum, which will begin repayment twelve (12) months after project completion defined as a certificate of occupancy issued by the City of Riverside. The City shall maintain a deed of trust on all parcels should, for any reason, the Project not go forward after the City disburses loan funds for the property acquisition. The loan shall mature in fifty five (55) years.
Community Meetings

Wakeland and Fair Housing have presented the project to the following community groups:

1. Neighborhood Partnership Housing Services (NPHS)
2. Eleanor Jean Grier Leadership Academy
3. The Group
4. Omega Psi Phi Fraternity, Inc.
5. La Sierra University
6. Riverside East Rotary Club
7. Downtown Area Neighborhood Alliance
8. NAACP – Riverside Branch
9. Housing Opportunities Collaborative
10. Path of Life Ministries
12. Riverside County Black Chamber of Commerce
13. Riverside Latino Network
14. Greater Riverside Chamber of Commerce
15. Adjacent property owners and residents
16. Riverside County Supervisor Tavaglione
17. Senator Richard Roth’s Office
18. Mayor’s Multicultural Forum

FISCAL IMPACT:

There is no fiscal impact to the General Fund. The Housing Authority has $3 million available in the Housing Authority Fund Account No. 0000280-298000 to contribute towards development costs. The $3 million loan will be provided at a simple interest rate of 3% with a 55 year term. The developer will repay the loan in annual payments equal to fifty percent (50%) of the residual receipts for the prior fiscal year.

Prepared by: Rafael Guzman, Community & Economic Development Director
Certified as to availability of funds: Adam Raymond, Chief Financial Officer/City Treasurer
Approved by: Alexander T. Nguyen, Assistant City Manager
Approved as to form: Gary G. Geuss, City Attorney

Concurs with: [Signature]
Attachments:
1. Loan Agreement
2. Promissory Note
3. Deed of Trust
4. Regulatory Agreement
5. Notice of Affordability Restrictions
6. Release of Construction Covenants
7. Request for Notice of Default
8. Assignment of Plans, Reports, and Data
9. Presentation
RIVERSIDE TRANSIT AGENCY  
1825 Third Street  
Riverside, CA  92507  

April 28, 2016

TO: BOARD OF DIRECTORS

FROM: Larry Rubio, Chief Executive Officer

SUBJECT: Adopt Policy Requiring Staff to Present Requests for Affordable Housing Sustainable Communities (AHSC) Letters of Support and/or Requests for the Agency to Participate as Co-applicant for AHSC Projects to the Executive Committee of the Board of Directors for Consideration

Summary: As a result of the AHSC grant application process, staff has received several requests from developers for letters of support for grant applications. Since the grant applicant is required to incorporate a transit component into their project, it is anticipated these requests will increase in number and frequency as this funding source becomes popular. In order to minimize redundancy and potential conflicts, staff recommends that the Board adopt a policy to review and approve requests for AHSC support letters.

As background, the AHSC Program furthers the purposes of AB 32 and SB 375 by investing in projects that reduce greenhouse gas (GHG) emissions by supporting more compact, infill development patterns, encouraging active transportation and transit usage, and protecting agricultural land from sprawl development. Funding for the AHSC Program is provided from the Greenhouse Gas Reduction Fund (GGRF), an account established to receive Cap-and-Trade auction proceeds.

The AHSC Program provides grants and/or loans to projects that will achieve GHG reductions and benefit Disadvantaged Communities through increasing accessibility of affordable housing, employment centers and key destinations via low-carbon transportation resulting in fewer vehicle miles traveled (VMT) through shortened or reduced vehicle trip length or mode shift to transit, bicycling or walking. Three Project Area types have been identified to implement this strategy: 1) Transit Oriented Development (TOD) Project Areas, 2) Integrated Connectivity Project (ICP) Project Areas, or 3) Rural Innovation Project Areas (RIPA).

Funds are allocated through a competitive process, based on the merits of applications submitted and the proposed use of funds within...
the identified Project Area. The threshold requirements and application selection criteria focus on the extent to which developments realize the AHSC Program's objectives of reducing GHG emissions, benefiting Disadvantaged Communities, providing affordable housing, demonstrating project readiness, and meeting other policy considerations.

Projects are also to support related and coordinated public policy objectives, including:

1. Reducing air pollution;
2. Improving conditions in disadvantaged communities;
3. Supporting or improving public health;
4. Improving connectivity and accessibility to jobs, housing and services;
5. Increasing options for mobility, including active transportation;
6. Increasing transit ridership;
7. Preserving and developing affordable housing for lower income households; and
8. Protecting agricultural lands to support infill development.

Statutorily-eligible projects for funding pursuant to the AHSC program include the following:

1. Affordable Housing - Intermodal, affordable housing projects that support infill and compact development.
2. Transit - Transit capital projects and programs supporting transit ridership.
3. Active Transportation - Active transportation capital projects that qualify under the Active Transportation Program, including pedestrian and bicycle facilities and supportive infrastructure, including connectivity to transit stations.
4. Non-infrastructure related Active Transportation Projects - Non-infrastructure related active transportation projects that qualify under the Active Transportation Program, including activities that encourage active transportation goals conducted in conjunction with infrastructure improvement projects.
5. Transit Oriented Development Projects - Transit-Oriented development projects, including affordable housing and infrastructure at or near transit stations or connecting those developments to transit stations.
6. Complete Streets Capital Projects - Capital projects that implement local complete streets programs.
7. Other GHG and Criteria Air Pollutant Reduction projects or programs - Other projects or programs designed to reduce greenhouse gas emissions and other criteria air pollutants by reducing automobile trips and vehicle miles traveled within a community.

8. Sustainable Communities Strategy (SCS) Implementation Plans - Planning to support implementation of an SCS, including implementation of local plans.

To help ensure the proposed projects are evaluated equitably, fairly and meet the objectives of the Agency, as the Agency receives requests for support letters and/or requests to participate as co-applicant for an AHSC project, staff recommends the project details including the benefits to local transit be reviewed by staff and presented to the Executive Committee of the Board of Directors for consideration.

Fiscal Impact:

There are no direct costs associated with approving this Policy.

Committee Recommendation:

This item was presented to the Executive Committee of the Board of Directors on March 24, 2016. The Committee directed staff to present this item to the full Board of Directors for consideration with the following modifications:

1. Require the requesting party be required to perform the necessary due diligence to provide a thorough analysis explaining how their proposed development will benefit public transit.

2. Require the requesting party obtain and provide documentation showing the local jurisdiction's planning department's support and approval of the proposed improvement/development project.

Recommendation:

- Adopt policy requiring staff to present requests with analysis for AHSC letters of support and/or requests to participate as co-applicant for AHSC projects to the Executive Committee of the Board of Directors for consideration.
Summary: At the December 17, 2009 Board of Directors meeting, the Board authorized the development and implementation of a five-year Go-Pass program with the Riverside Community College District (RCCD). For the program to occur, students at Moreno Valley College (MVC), Norco College (NC) and Riverside City College (RCC) were required to vote on a referendum to establish a student transportation fee. A simple majority of those who voted was required for passage. If the student body referendum passed, the Board of Trustees would then vote to establish the program.

The Go-Pass student vote was held March 31 and April 1, 2010, and the students at each college voted independently on establishing the Go-Pass program at their respective colleges. MVC and RCC voted to participate in the program and NC voted not to participate.

The Go-Pass program began in August 2010 and allowed all MVC and RCC students to use their valid student ID cards for unlimited rides on all RTA fixed-route buses, including CommuterLink express buses. The program was financed by student fees of $5.00 per term (fall, spring and summer) for part-time students (those registered for six units or less) and $5.50 per term for full-time students (those registered for more than six units).

Moreno Valley College

MVC has two campus locations: the main campus on Lasselle Street in Moreno Valley and a satellite facility at the Ben Clark
Training Center (BCTC) on Davis Street in Riverside. BCTC is a regional training site that provides basic and advanced training to public safety personnel.

On May 1-2, 2012, as the result of BCTC students not wanting to pay the transit fee, MVC students conducted a vote that considered repealing the transit fee. A total of 339 votes were cast with 164 in favor of keeping the program and 175 in favor of terminating it. At the January 22, 2013 RCCD Board of Trustees meeting, the trustees voted 3-2 to terminate the program at MVC beginning with the summer term on June 8, 2013.

A new student vote was then held on April 8-9, 2014 that allowed MVC to participate while excluding BCTC and allowing any MVC student to waive the Go-Pass fee with Associated Students of Moreno Valley College (ASMVC) guaranteeing their payment to RTA. A total of 592 votes were cast with 562 voting yes to implement the program, 20 voting to not implement the program, and ten voided ballots. MVC rejoined the program effective August 25, 2014.

Four-Year Extension

On July 17, 2014, RTA staff met RCCD administration to discuss a new vote to extend the program beyond the August 22, 2015 expiration date. All agreed the program had been a great success and had been a benefit to the students, colleges and RTA.

For the program to continue at MVC and RCC, and for a new program to be established at NC, RCCD students were required to vote on a referendum to establish a student transportation fee to fund the program. A simple majority vote of those participating in the referendum was required for passage at each college. RCCD administration worked with RTA staff to hold a referendum vote during spring 2015 term. If the student body referendum passed at any of the colleges, the RCCD Board of Trustees would then vote to establish the program.

On September 25, 2014, staff provided the Board with an update on the Agency's efforts to renew the Go-Pass agreement. At that same meeting, the Board approved the continuation of the program's pricing structure and authorized staff to negotiate a new five-year agreement. During discussions with RCCD administration, they indicated a preference to extend the existing agreement for an additional four-year period rather than conduct a student vote. Staff agreed with this request. As such, on June 16, 2015, the RCCD's Board of Trustees approved a four-year extension to Agreement
No.10-035. On July 23, 2015, the RTA Board approved the four-year extension effective August 23, 2015 through August 22, 2019.

Norco College Joins Program

On April 19, 2016, Board Alternate Jerry Sincich received communication from Mark Hartley, Norco College Dean of Student Life, that the college wanted to discuss steps to place the Go-Pass Program on the Norco College ballot for the May 17-18, 2016 election. On April 28, RTA Board Members and staff met with RCCD administration and representatives of the Associated Students to discuss a new vote and conducting open student forums. Everyone in attendance agreed that the program had been a great success and a huge benefit to students at other universities and colleges in RTA’s service area.

For a new program to be established at Norco College, students were required to vote on a referendum to establish a student transportation fee to fund the program. A simple majority vote of those participating in the referendum was all that was required for passage. Voting for the Go-Pass initiative occurred on May 17 and 18 during the annual spring elections. The Go-Pass program passed overwhelmingly with an 87 percent affirmative vote, 201 voting in favor and 23 voting against the program. College staff presented these results to the RCCD Board of Trustees at their June 2016 meeting and received approval to implement the Go-Pass program at Norco College. On June 23, 2016 the RTA Board approved including Norco College in the Go-Pass program from August 23, 2016 through August 22, 2019.

The current RCCD Go-Pass program expires on August 22, 2019. Staff has contacted RCCD administration and discussed the need for a new program and student vote to extend the program beyond the expiration date. All agree the program has been a benefit to the students, colleges and RTA. For a new program to be established, RCCD students must vote on a referendum to establish a student transportation fee to fund the program. A simple majority vote of those participating in the referendum is required for passage at each college. RCCD administration has indicated that it intends to work with RTA staff to hold a referendum vote during the spring 2019 term. If the student body referendum passes at any of the colleges, the RCCD Board of Trustees must then vote to establish the program.

Staff recommends that a new eight-year, per-term program be established for every student who registers for, or during, the fall,
spring and summer terms. The per-student/per-term fee shall not apply to students registering for the winter term if they have paid for the previous fall term. Staff has analyzed the effect on farebox recovery and operational impacts of the Go-Pass and proposes the following fee scale for an on-going, eight-year Go-Pass program at RCCD:

<table>
<thead>
<tr>
<th>Academic Year</th>
<th>Per Term Part-Time Student Fee</th>
<th>Per Term Full-Time Student Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019-20</td>
<td>$7.00</td>
<td>$8.00</td>
</tr>
<tr>
<td>2020-21</td>
<td>$7.00</td>
<td>$8.00</td>
</tr>
<tr>
<td>2021-22</td>
<td>$7.00</td>
<td>$8.00</td>
</tr>
<tr>
<td>2022-23</td>
<td>$7.00</td>
<td>$8.00</td>
</tr>
<tr>
<td>2023-24</td>
<td>$8.00</td>
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</tr>
<tr>
<td>2024-25</td>
<td>$8.00</td>
<td>$9.00</td>
</tr>
<tr>
<td>2025-26</td>
<td>$8.00</td>
<td>$9.00</td>
</tr>
<tr>
<td>2026-27</td>
<td>$8.00</td>
<td>$9.00</td>
</tr>
</tbody>
</table>

Note: State regulations require that part-time students be charged a pro-rated fee.

Additional requirements that staff recommends as necessary to assure a successful program are the following:

1. The student fee program period is proposed for eight years and will begin one week before the fall 2019 term and terminate at the end of summer 2027.
2. The fee would be mandatory for all students who carry more than zero units and would be required during registration, excluding the Ben Clark Training Center.
3. Part-time students would be defined as those registering for six units or less. Full-time students would be defined as those registering for more than six units.
4. The fee would be non-refundable even if a student withdraws from the school or their number of units drops to zero.
5. Each term, students who withdraw from the school or decrease their number of units to zero would no longer be eligible to participate in the program.
6. The fee would remain fixed even if RTA adjusts fares during the program period.
Staff recommends that all of the above criteria be present in any final agreement in order to establish an ongoing program.

Any referendum campaign needs to be promoted by the students or the college. As a benefactor, RTA cannot participate in any way except to provide information on the proposed Go-Pass program.

If the student referendum and trustee votes are successful, staff will submit a formal program agreement to the Board for approval.

**Fiscal Impact:**

During the proposed eight-year program period, RTA would receive an estimated $525,000 per academic year in Go-Pass fees for year one through four and $594,000 for years five through eight. The forecasted revenue is based on current school participation numbers of 29,965 eligible students each fall and spring term, and 14,355 eligible students each summer term.

**Recommendation:**

Approve and recommend this item to the full Board of Directors for their consideration as follows:

- Approve the proposed RCCD Go-Pass pricing structure and program requirements.

- Authorize staff to provide the necessary information to RCCD students and administrators to create a student referendum to establish an eight-year Go-Pass program.