



March 22, 2018
1:00 p.m.

AGENDA

**Board Executive Committee Meeting
Riverside Transit Agency
Conference Room
1825 Third St.
Riverside, CA 92507**

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.

ITEM

RECOMMENDATION

- 1. CALL TO ORDER**
- 2. SELF-INTRODUCTIONS**

ITEM

RECOMMENDATION

3. PUBLIC COMMENTS – NON-AGENDA ITEMS

RECEIVE COMMENTS

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 – FEBRUARY 22, 2018 EXECUTIVE COMMITTEE MEETING (P.3)

APPROVE

5. GOVERNMENT RELATIONS UPDATE (P.6)

RECEIVE AND FILE

6. VINE STREET PROPERTY UPDATE

DISCUSS

7. AUTHORIZATION TO INITIATE PREPARATION OF A FACILITIES MASTERPLAN AND IMPLEMENTATION PLAN (P.10)

APPROVE

8. NEXT MEETING

Thursday, April 26, 2018
1:00 p.m.
Riverside County Administration Center
4080 Lemon St., 5th Floor
Conference Room C
Riverside, CA 92501

9. MEETING ADJOURNMENT

RTA SPECIAL BOARD EXECUTIVE COMMITTEE MEETING MINUTES

Minutes
February 22, 2018

1. CALL TO ORDER

Chair Art Welch called the Board Executive Committee meeting to order at 1:00 p.m. on February 22, 2018 in the Board of Supervisor's Conference Room C, 4080 Lemon St., Riverside, CA.

2. SELF-INTRODUCTIONS

Self-introductions were dispensed with.

Committee Attendees

1. Art Welch, City of Banning
2. Tonya Burke, City of Perris
3. Linda Krupa, City of Hemet
4. Berwin Hanna, City of Norco
5. Maryann Edwards, City of Temecula
6. Nancy Carroll, City of Beaumont
7. Andy Melendrez, City of Riverside

Absent

1. Randon Lane, City of Murrieta

RTA Staff

1. Larry Rubio, Chief Executive Officer
2. Craig Fajnor, Chief Financial Officer
3. Vince Rouzaud, Chief Procurement & Logistics Officer
4. Jim Kneepkens, Director of Marketing
5. Eric Ustation, Government Affairs Manager
6. Tammi Ford, Clerk of the Board of Directors

Other Attendees

1. James Donich, Agency General Counsel

3. PUBLIC COMMENTS - NON-AGENDA ITEMS

None.

4. APPROVAL OF MINUTES NOVEMBER 16, 2017 EXECUTIVE COMMITTEE MEETING

M/S/C (HANNA/BURKE) approving the minutes of the November 16, 2017 Executive Committee meeting.

The motion carried unanimously.

5. APPROVAL OF MINUTES JANUARY 25, 2018 EXECUTIVE COMMITTEE MEETING

M/S/C (HANNA/BURKE) approving the minutes of the January 25, 2018 Executive Committee meeting.

The motion carried unanimously.

6. APPROVAL OF MINUTES FEBRUARY 7, 2018 SPECIAL EXECUTIVE COMMITTEE MEETING

M/S/C (HANNA/BURKE) approving the minutes of the February 7, 2018 Special Executive Committee meeting.

The motion carried unanimously.

Director Maryann Edwards arrived to the meeting at 1:03 p.m.

7. REQUEST FOR EARLY TERMINATION OF VEHICLE TRANSFER AGREEMENT WITH WRIGHT'S COMMUNITY BUSINESS AND DEVELOPMENT CORP.

M/S/C (HANNA/KRUPA) as to the following:

- Approve request for early termination of the vehicle transfer agreement with Wright's Community Business and Development Corp. and consent to the sale, assignment or other transfer of the Type II 2009 El Dorado twelve passenger paratransit vehicle transferred on August 9, 2017.

The motion carried unanimously.

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

M/S/C (EDWARDS/MELENDREZ) approving and recommending this item to the full Board of Directors for their consideration as follows:

- 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 1:20 p.m.

9. APPROVE RESOLUTION TO SUPPORT PROPOSITION 69 AND OPPOSE THE REPEAL OF SENATE BILL 1

M/S/C (EDWARDS/HANNA) approving and recommending this item to the full Board of Directors for their consideration as follows:

- Approve Resolution No. 2018-02 to support Proposition 69; oppose the SB 1 repeal; and support and be listed as a member of the Coalition to Protect Location Transportation Improvements.
- Authorize the Board Chair to execute the resolution on behalf of the Agency.

The motion carried unanimously.

10. NEXT MEETING

Board Executive Committee Meeting
Thursday, March 22, 2018, 1:00 p.m.
Riverside Transit Agency
Conference Room
1825 Third St.
Riverside, CA 92507

11. MEETING ADJOURNMENT

The meeting was adjourned at 1:43 p.m.

RIVERSIDE TRANSIT AGENCY
1825 Third Street
Riverside, CA 92507

March 22, 2018

TO: BOARD EXECUTIVE COMMITTEE
THRU: Larry Rubio, Chief Executive Officer
FROM: Eric Ustation, Government Affairs Manager
SUBJECT: Government Relations Update

Summary: Following is a synopsis of federal and state legislative events and issues affecting the Riverside Transit Agency (RTA).

Federal Events and Issues

Federal Appropriation Bills

On February 9, 2018, Congress passed their latest continuing resolution (CR) funding government operations through March 23, 2018. The CR raises total spending levels by \$300 billion over two years and has allowed the House and Senate Appropriations Committees to work on an omnibus spending bill for the remainder of FY18. Included in the CR legislation was retroactive funding for the Alternative Fuels Excise Tax Credit (AFTC), a federal program that provided RTA in excess of \$1 million in revenue for the use of alternative fuels in the heavy-duty bus fleet.

As of the writing of this update, none of the twelve FY18 federal appropriation bills have become law.

President Trump's Infrastructure Plan

The White House finally unveiled President Trump's infrastructure plan, Building A Stronger America, which proposes to use \$200 billion in federal funds to leverage another \$1.3 trillion in state, local and private sector money to build/rebuild our nation's roads, bridges, airports and water infrastructure. The plan would divide \$200 billion over 10 years among five programs. The largest single program would allocate \$100 billion in incentives to states and local governments whose projects would be measured by how much non-federal funding is included in the project. The initiative requires states, localities and private investors to provide up to 80 percent of the cost of a project, inverting the current federal/local matching requirement.

The core criticism leveled at the plan is that it relies too heavily on non-federal funds to pay for projects while undermining the historic local/federal partnership that has been the staple of how state and localities have funded major infrastructure initiatives.

State Events and Issues

California Air Resources Board's (ARB) Innovative Clean Transit Regulation (ICT)

In December 2017, ARB disseminated its proposed ICT regulation, which will be presented for adoption by the agency at their June 2018 meeting. The regulation would compel transit agencies with more than 100 vehicles to purchase zero-emission buses (ZEBs) upon their next procurement, beginning in 2020. This purchase mandate would initially require 25% of new buses procured to be zero-emission, and would increase every three years until 100% of new bus procurements be ZEBs by 2029. In addition, the proposed regulation would disallow the use of current incentives to meet regulatory compliance, and the purchase mandate would also apply to smaller transit buses, known as cutaways.

There are numerous issues that transit agencies have with the proposed legislation. Of primary concern is cost. ZEBs cost more per unit than an equivalent CNG or diesel bus. There is also concern over the price to install the necessary infrastructure to support refueling ZEBs and the maintenance of this newer, unfamiliar technology. The price of electricity is also a variable and there are concerns over whether current municipal infrastructure is sufficient to support the capacity that will be necessary to recharge entire fleets of ZEBs.

The inclusion of smaller, cutaway buses in the purchase mandate is problematic because, unlike larger, heavy-duty buses, cutaways have not yet been approved for purchase with federal funding. Cutaway buses are critical to providing service in lower-density regions and to individuals who qualify for paratransit service. It will be especially difficult to purchase cutaway ZEBs if federal funding cannot be utilized.

The California Transit Association (CTA) has taken a very active role in advocating on behalf of transit agencies to both ARB and state legislators. Regular updates are given to RTA staff during CTA's bi-weekly Legislative Committee meetings.

Transit Legislation

February 16, 2018 was the last day for bills to be introduced this legislative session. The following are brief summaries of priority transit legislation that RTA is monitoring. Specific action will be brought to the Board of Directors if necessary.

AB 1759

This bill would seek to address the state's housing crisis by tying the appropriation of new local streets and road funding to a city or county to housing production. If the Department of Housing and Community Development determines a city or county has not met their minimum housing production goal, new transportation revenues created under Senate Bill 1 (SB 1) could be withheld until the goals are reached.

This bill faced immediate backlash from counties, cities and transit agencies concerned that it ties transportation funding to policy objectives outside the goals of SB 1. CTA has learned that because of this bill, Governor Brown's administration has made it clear he will not support any legislation that seeks to place conditions on SB 1 funding.

SB 827

This bill would require a local government to grant a development a transit-rich housing bonus if that development sits along a high-quality transit corridor and meets certain specified regulations. The bill would exempt such a development from various requirements, including parking minimums, height restrictions and density restrictions.

There is great concern from local jurisdictions that this bill would usurp their zoning laws and allow developments to occur without any local recourse. Transit agencies are concerned that high-quality transit corridors may be asked to be moved or eliminated as a backlash, as developments cannot qualify for a transit-rich housing bonus if there is no high quality transit adjacent to it.

SB 1119

This bill would give transit agencies additional opportunities to meet regulatory compliance with the Low Carbon Transit Operations Program (LCTOP). Current law requires transit agencies to expend 50% of LCTOP funding on projects or services that serve disadvantaged communities. The bill would authorize a transit agency to satisfy this requirement by expending at least 50% of LCTOP funds on:

- Transit fare subsidies, including student transit passes.

- Transit connections to major employment areas, education centers, or medical facilities for resident of disadvantaged or low-income communities.
- Technology improvements that reduce greenhouse gas emissions, including the purchase of ZEBs and fueling infrastructure.

Recommendation:

Receive and file.

RIVERSIDE TRANSIT AGENCY
1825 Third Street
Riverside, CA 92507

March 22, 2018

TO: BOARD EXECUTIVE COMMITTEE
THRU: Larry Rubio, Chief Executive Officer
FROM: Rohan Kuruppu, Director of Planning
SUBJECT: Authorization to Initiate Preparation of a Facilities Masterplan and Implementation Plan

Summary: The Agency's administrative offices, operations and maintenance facilities have reached their maximum capacity. With this critical infrastructure at capacity, RTA has been taking proactive steps to stretch the useful life of existing infrastructure and concurrently develop sufficient financial resources to initiate the preparation of a strategic plan, sketch plan, and land acquisition plan to construct future support infrastructure. Thus far, the Agency successfully secured \$17,291,798 in grant funds to initiate the preparation of the facilities masterplan, implementation plan and land acquisition plan.

Due to the magnitude of this capital investment and the lengthy lifespan of such major investments, the implementation plan must result from a well-thought-out process. Since projects of this magnitude are delivered over multiple years, it is essential to have a long-range strategic plan and a service plan to identify infrastructure needs. Up-to-date infrastructure is essential to support future mobility needs of this region and embrace rapidly evolving mobility strategies and technologies. Additionally, such a plan will guide the design and construction of a state-of-the-art transit system that is capable of mitigating congestion, supporting the regional economy and sustainability goals and more importantly improving the quality of life of residents that rely on RTA to meet their mobility needs.

The Agency must upgrade its support infrastructure, which includes: maintenance and operating facilities, fueling infrastructure, and administrative facilities to meet the future mobility demands of our region. Without these improvements, the Agency will not be able to cost-effectively expand service. Hence, the objective is to develop a well-thought-out strategic facilities masterplan and an implementation plan to meet the Agency's near and long-term responsibilities.

With the Board of Directors providing vision and policy guidance, a Project Development Team (PDT) made up of the chief executive officer, chief operating officer, chief logistics & procurement officer, chief financial officer, director of maintenance, operations managers, and director of planning will provide guidance to the consultant team. The director of planning will be the project manager. Ad hoc technical advisory committees will be formed on an as-needed basis.

In general terms, the following is a list of tasks expected to be performed by a consultant team with support of the PDT.

1. Conduct a comprehensive visioning exercise in partnership with the Board of Directors and develop a strategic plan and a long-range vision for the Agency.
2. Prepare a comprehensive existing conditions analysis and inventory of the Agency's current operating, maintenance, and administrative facilities, fleets (fixed route and demand response, contracted and directly operated fleets), structures, and support infrastructure. This analysis will identify current efficiencies, inefficiencies, constraints, and effective and ineffective elements.
3. Based on the best available data and information (economic, population, employment, trip origins, destinations, land use, emerging modes of transportation, transportation technologies, etc.), develop a multimodal system-wide transit corridors plan.
4. Develop a travel demand forecasting model to analyze the future system-wide transit corridors, various scenarios, optimize operating plans, support development of the funding plan and grants, assist with site selection, project ridership, costs, fleet requirements, etc. The model should comply with Federal Transit Administration's (FTA) methodologies and guidelines for ridership, cost, economic and emissions projections and support California's Cap and Trade grant applications.
5. Based on the findings of the analysis and vision established by the Board of Director's, identify potential site(s) and space requirements for RTA's future facilities (administrative, maintenance and operations). The site and space requirements analysis will also take into account the Agency's contracted and

directly operated services, emerging transportation modes and technologies and potential public/public partnership opportunities.

6. The recommendations will be supported with sufficient empirical data, justifications, risks, and an analysis of alternatives including a transportation system management (TSM) alternative, innovative strategies and strategies to leverage existing funds.
7. The end product will be a realistic Facilities Masterplan and Implementation Strategy with a clearly defined implementation sequence, schedules, sketch plans, cost estimates, and a funding plan that is capable of meeting RTA's immediate and long term (beyond twenty-five years) business and operational needs.
8. The consultant will also be responsible for identifying potential areas or sites for future facilities and preparing necessary documentation to support the land acquisition process, including environmental regulatory compliance work. Every attempt will be made to advance each site or improvement to a shovel-ready status to complete final engineering and construction. The Agency will be responsible for land acquisition.
9. As mentioned previously, the Agency's facilities (administration, operations, and maintenance) have reached capacity. The first step of the implementation plan will be to deliver sketch plans, cost estimates and a schedule to implement immediate-term improvements. The completion of this task will be necessary to support the Agency's short-term transit operations and administrative functions until the first new operating facilities are built or improvements to existing facilities are completed.
10. If the current facilities and bus operations are impacted by construction, the implementation plan will also identify interim support infrastructure, operating needs, and related costs until the facilities improvements are made or the new facilities are open.
11. RTA will also establish a secure electronic document control mechanism to efficiently share and file information with proper controls and various levels of access to information to ensure smooth and efficient delivery of the full vision over multiple years.

12. The study includes a communications and public outreach component to meet regulatory and administrative requirements to ultimately ensure the delivery of the Agency's vision.
13. The modeling results will also be used to support the development of the financial plan and grant applications. The Agency qualifies for numerous federal, state, and local capital funds. Each funding source has its own qualifications. A detailed analysis with the necessary empirical data is essential to developing the funding strategy and grant applications.

Fiscal Impact:

To prepare the Facilities Masterplan and Implementation Plan, RTA has currently programmed \$17,291,798 in various federal, state and local funding sources including \$2,860,410 in Local Transportation Funds (LTF), \$12,511,382 in Prop 1B Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA) funds, \$1,536,005 in FY16 FTA Section 5339 Urban funds and \$384,001 in State Transit Assistance (STA). Of these funds, \$1.8 million in LTF will be used to cover the planning phase of the project.

Recommendation:

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

Authorize staff to initiate preparation of a Facilities Masterplan and Implementation Plan.