



Connecting Our Community.

OPERATIONS AND SAFETY COMMITTEE

WEDNESDAY, FEBRUARY 27, 2019, 9:00 A.M.

OMNITRANS METRO FACILITY

1700 WEST 5TH STREET

SAN BERNARDINO, CA 92411

The meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or Limited English Proficiency services are needed in order to participate in the public meeting, requests should be made through the Recording Secretary at least three (3) business days prior to the Committee Meeting. The Recording Secretary's telephone number is 909-379-7110 (voice) or 909-384-9351 (TTY), located at 1700 West Fifth Street, San Bernardino, California. If you have comments about items on the agenda or other general concerns and are not able to attend the meeting, please mail them to Omnitrans at 1700 West Fifth Street, San Bernardino, California, Attention Board Secretary. Comments may also be submitted by email to BoardSecretary@omnitrans.org.

A. CALL TO ORDER

1. Pledge of Allegiance
2. Roll Call

B. ANNOUNCEMENTS/PRESENTATIONS

1. Next Committee Meeting: May 22, 2019

C. COMMUNICATIONS FROM THE PUBLIC

This is the time and place for the general public to address the Board for items that are not on the agenda. In accordance with rules applicable to meetings of the Operations and Safety Committee, comments on items not on the agenda and on items on the agenda are to be limited to a total of three (3) minutes per individual.

D. POSSIBLE CONFLICT OF INTEREST ISSUES

Disclosure – Note agenda items contractors, subcontractors and agents, which may require member abstentions due to conflict of interest and financial interests. Board Member abstentions shall be stated under this item for recordation in the appropriate item.

E. DISCUSSION ITEMS

1. Approve Operations and Safety Committee Minutes – November 28, 2018 2
2. Receive and Forward to the Board of Directors, Zero Emission Bus Regulation and Roll-Out Plan – *Connie Raya* 5
3. Receive and Forward to the Board of Directors, Redlands Passenger Rail Project (RPRP) Update – *Trischelle Baysden* 17

F. ADJOURNMENT

ITEM # _____ E1 _____

**OPERATIONS AND SAFETY COMMITTEE
MINUTES
NOVEMBER 28, 2018**

A. CALL TO ORDER

The Operations and Safety Committee Meeting was called to order by Committee Chair John Roberts at 9:01 a.m., Wednesday, November 28, 2018.

1. Pledge of Allegiance
2. Roll Call

Committee Members Present

Mayor Pro Tem John Roberts – Committee Chair
Council Member Ron Dailey, City of Loma Linda
Mayor Richard De La Rosa, City of Colton
Council Member David Avila, City of Yucaipa
Mayor Pro Tem Alan Wapner, City of Ontario – Via Teleconference

Committee Members Not Present

Supervisor Josie Gonzales, County of San Bernardino
Supervisor James Ramos, County of San Bernardino
Council Member Sam Spagnolo, City of Rancho Cucamonga

Omnitrans Administrative Staff Present

P. Scott Graham, CEO/General Manager
Erin Rogers, Deputy General Manager
Shawn Brophy, Director of Operations
Suzanne Pfeiffer, Director of Human Resources
Samuel Gibbs, Director of Internal Audit Services
Jacob Harms, Director of Information Technology
Connie Raya, Director of Maintenance
Douglas Stanley, Director of Special Transportation Services
Don Walker, Director of Finance
Wendy Williams, Director of Marketing & Planning
Jeremiah Bryant, Service Planning Manager
Melissa Castillo, Customer Service Manager

B. ANNOUNCEMENTS/PRESENTATIONS

There were no announcements.

C. COMMUNICATION FROM THE PUBLIC

There were no communications from the public.

D. POSSIBLE CONFLICT OF INTEREST ISSUES

There were no Conflict of Interest Issues identified.

E. DISCUSSION ITEMS

1. Approve Operations and Safety Committee Meeting Minutes – May 23, 2018

M/S (Dailey/Avila) that approved the Committee Minutes of May 23, 2018. Roll call vote was taken and the Motion was passed unanimously by Members present.

2. Proposed 2019 Calendar Year Committee Meeting Schedule

The Operations and Safety Committee meeting schedule for 2019 is set quarterly, at 9:00 a.m., the fourth Wednesday of the month. Meetings are set for February 27, May 22, August 28 and November 27.

The Committee received and filed the Proposed 2019 Calendar Year Committee Meeting Schedule.

3. Receive and File Safety & Security Update

Director of Operations, Shawn Brophy, provided a brief background on this item as detailed in the staff report.

Member DeLaRosa arrived at 9:08 a.m.

Member Wapner asked for more information regarding the total number of workers' compensation claims and the costs associated. Director of Operations, Shawn Brophy, provided additional information noting an increase from prior fiscal years with 81 claims in FY17 to 88 in FY18.

There was also some discussion regarding the graphs depicting assaults. Member Wapner suggested that the information on whether an assault or crime involved a passenger or a Coach Operator be labeled as such. He asked if the data was available. Mr. Brophy, stated that more detailed information related to assaults would be presented during the Closed Session portion of the meeting.

Member DeLaRosa inquired if a process was in place that barred customers from riding the bus who had a prior history of assault towards a Coach Operator. CEO/General

Manager, P. Scott Graham responded that there have been instances where a person is barred from utilizing the service. He further explained that the Agency works with the local police departments to assist with responding to these types of incidents. Director of Human Resources, Suzanne Pfeiffer stated that staff is currently working on a Code of Conduct Policy that will outline a legal process should the policy be violated.

Member Dailey stated that adding some contextual data in future reports would be helpful. Mr. Brophy noted the request.

Member DeLaRosa referred to a previous discussion regarding Coach Operator security barriers on board the buses and asked if there are any plans to implement some type of pilot project. Mr. Graham responded that staff has discussed this topic with other transit agencies and explained that legislation is being developed to determine the federal requirements for security panels on buses. He stated that agencies are holding off until the legislation is finalized.

F. BOARD BUSINESS

The Committee adjourned to Closed Session at 9:40 a.m.
The Committee reconvened to Open Session at 9:55 a.m.

G. ADJOURNMENT

The Committee reconvened to Open Session at 9:55 a.m. and immediately adjourned.

Prepared by:

Araceli Barajas, Executive Staff Assistant

ITEM # E2

DATE: February 27, 2019

TO: Committee Chair John Roberts and
Members of the Operations and Safety Committee

THROUGH: P. Scott Graham, CEO/General Manager

FROM: Connie Raya, Director of Maintenance

SUBJECT: ZERO EMISSION BUS REGULATION AND ROLL-OUT PLAN

FORM MOTION

Receive and forward to the Board of Directors an update on the Zero Emission Bus Regulation and Roll-Out Plan.

BACKGROUND

On December 14, 2018, the California Air Resources Board (CARB) adopted the Innovative Clean Transit regulation. The regulation requires transit agencies to begin to purchase zero-emission buses (ZEBs), as soon as 2023, with the goal of transitioning all transit buses in California to zero-emission technology by 2040. The regulation initially impacts standard transit buses, postponing the ZEB purchase mandate for articulated and cutaway buses until at least 2026.

To successfully transition to an all zero-emission bus fleet by 2040, each transit agency must 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 main provisions of the regulation require large transit agencies (greater than 65 buses) to submit a ZEB rollout plan by July 1, 2020, and acquire a minimum number of ZEBs at the time of new bus purchases, based on the following schedules:

- 2023 – 25 percent
- 2026 – 50 percent
- 2029 and after 100 percent

There are currently 153 zero-emission buses in the state, and it is expected that by the end of 2020 there will be 1,000. The 2023 ZEB purchase requirement could be delayed if California transit agencies collectively purchase at least 850 ZEBs by December 31, 2020. The 2024 ZEB purchase requirement would be delayed again if at least 1,250 ZEBs are purchased by December 31, 2021; the purchase requirements would then not start until 2025 if these collective minimums are achieved.

Omnitrans has a long history of adopting the latest clean fuel technology; dating back to 1996 when the first natural gas vehicles were purchased. Since that time, Omnitrans has continued to purchase the cleanest CNG vehicles available, reducing vehicle emission levels by over 90 percent.

In 2017 Omnitrans converted the West Valley and East Valley LCNG plants to CNG, saving approximately \$1,600,000 per year in fuel. Since that time, Omnitrans has purchased 47 near-zero CNG 40 foot buses. These are the cleanest CNG vehicles available on the market. In January 2019, Omnitrans released a solicitation for another 22 near-zero emission vehicles.

Since 2014, Omnitrans has replaced 67 unleaded paratransit vehicles with CNG powered paratransit vehicles; and is currently fueling these vehicles at the West Valley and East Valley CNG fueling facilities, saving approximately \$400,000 per year in fuel.

In 2018, Omnitrans purchased 64 Cummins L9N near zero emission engines that will be used to repower model year 2009, 2011, and 2012 CNG engines. By repowering these buses with cleaner emission engines, Omnitrans will not need to replace any buses until year 2024, at which time the ZEB requirement will be twenty-five percent.

Omnitrans Fleet Transition Plan

As mandated by CARB, Omnitrans will begin transitioning to ZEB in year 2024 and be 100 percent compliant by 2040. The roll-out plan (Attachment A) does not include the CNG articulated or paratransit vehicles, since these buses are not yet included in the ZEB regulation. The projected bus purchases are based on a replacement schedule of 14 years for CNG vehicles and 12 years for electric vehicles. The first vehicles to be replaced with zero-emissions will be the oldest 64 buses with near-zero engines, with replacement scheduled between 2024 and 2026. At that time, 14 of the articulated buses are scheduled to be replaced, however there is no requirement for zero-emission on articulated buses at this time.

Infrastructure

One of the biggest challenges to the infrastructure of a transit facility using electric buses is ensuring an adequate amount of power is available. Electric buses require more electric energy to operate than CNG, energy that would need to come from the region's electrical grid or generated on-site. Utility companies are one of the most important relationships for a transit agency, as they are the gatekeepers of that power.

Recognizing the future role of electric vehicles, Southern California Edison (SCE) is exploring ways to support city-wide and state-wide energy goals. By partnering with SCE, Omnitrans can begin to assess the level of electricity needed to charge electric buses, and when the best time to do that is, depending on what the grid can handle. Maintenance Department staff met with the SCE to learn about their charge-ready programs. SCE conducted a preliminary site feasibility study of both the East and West Valley facilities as well as the San Bernardino Transit Center (SBTC) as part of the process for Omnitrans to be considered for participation in the SCE's Charge Ready, Transit Bus Program. Under this program SCE will deploy make-ready electric vehicle charging

infrastructure for a select number of transit agencies operating in their territory. In addition, the program offers rebates to participating transit agencies to help offset the cost of buying and installing the electric bus charging equipment.

In December 2018, SBCTA awarded a Contract Task Order for the San Bernardino Countywide Bus Electrification Study to WSP USA, Inc. The study will begin the first of the year and will be completed by December 2019. The goals of the study are to determine the most cost-effective approach to a 100% bus fleet with zero emission propulsion; determine capital improvements required to achieve ZEB fleets for all of the County's Transit Operators; and provide a financing and purchasing strategy that allows local Transit Operators to meet ZEB deadlines. Once the study commences, WSP will be contacting Omnitrans to obtain information needed to conduct the analysis.

Range Limitations

The operating limitations of electric buses require consideration. Diesel and natural gas-powered buses can run up to 400 miles (range) on one tank of gas. These buses can make continuous routes without refueling breaks.

The current technology available in electric buses does not provide that same flexibility. While manufacturers and models vary, electric buses typically run between 120 to 200 miles on one charge. With that in mind, it is important to consider the location of the transit agency's operations and maintenance facility in relation to routes.

While over half of Omnitrans buses travel in excess of 200 miles per day, additional buses may need to be purchased to meet the daily service requirements. This will be evaluated in the studies, and is not included in the fleet projections discussed in this report.

Reviewing Alternatives

Members of the Maintenance Department staff are registered to attend seminars, webinars, and conferences to discover how peers in the industry are designing their facilities, financing the infrastructure, and securing grants to help with this significant investment.

FUNDING

An estimated cost for this item is included in the update to the Short Range Transportation Plan and was included in the recent Updated Financial Forecast document. There are a number of grant funding opportunities available. Omnitrans' Finance and Planning Departments will review the grant funding available and develop a strategy to obtain grant funding.

CONCLUSION

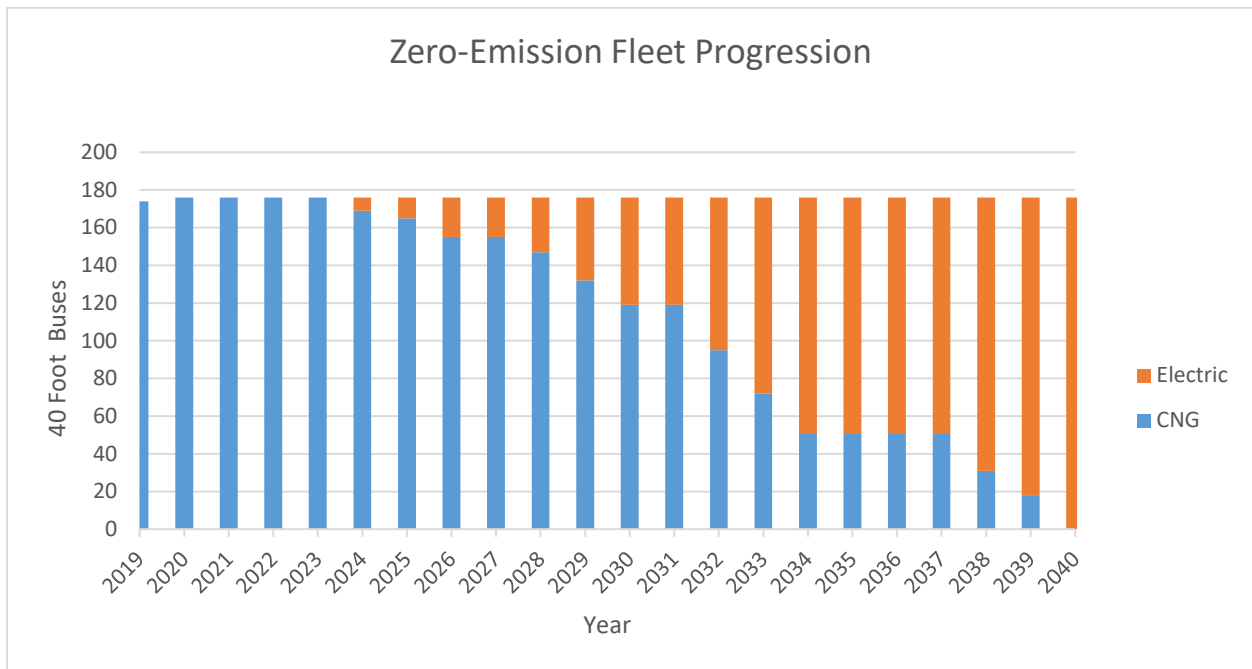
Omnitrans is on track to comply with the California Air Resources Board's adopted Innovative Clean Transit regulation. There are several unknown infrastructure requirements which will necessitate major construction to our facilities and transit center. There are also a number of meetings and seminars scheduled that will help Omnitrans plan for their infrastructure needs. The Maintenance Department staff developed a fleet roll-out plan, is reviewing infrastructure needs, and will roll out a complete training for Coach Operators, Mechanics, and Facilities technicians prior to the bus deliveries in 2024.

PSG:CR

Attachments: A: Roll-Out Plan
B: PowerPoint Presentation

Roll-Out Plan

Year	ZEB Requirement	# CNG	# ZEB	# Artic	Bus Purchases
2024	25%	20	7		27
2025	25%	13	4		17
2026	50%	10	10	14	34
2027	50%	0	0		0
2028	50%	8	8		16
2029	100%	0	15		15
2030	100%	0	13		13
2031	100%	0	0		0
2032	100%		24	1	25
2033	100%		23		23
2034	100%		21		21
2035	100%		0		0
2036	100%		7		7
2037	100%		4		4
2038	100%		30		30
2039	100%		13		13
2040	100%		26		26





ZERO EMISSION BUS REGULATION ROLL-OUT PLAN

Operations and Safety Committee

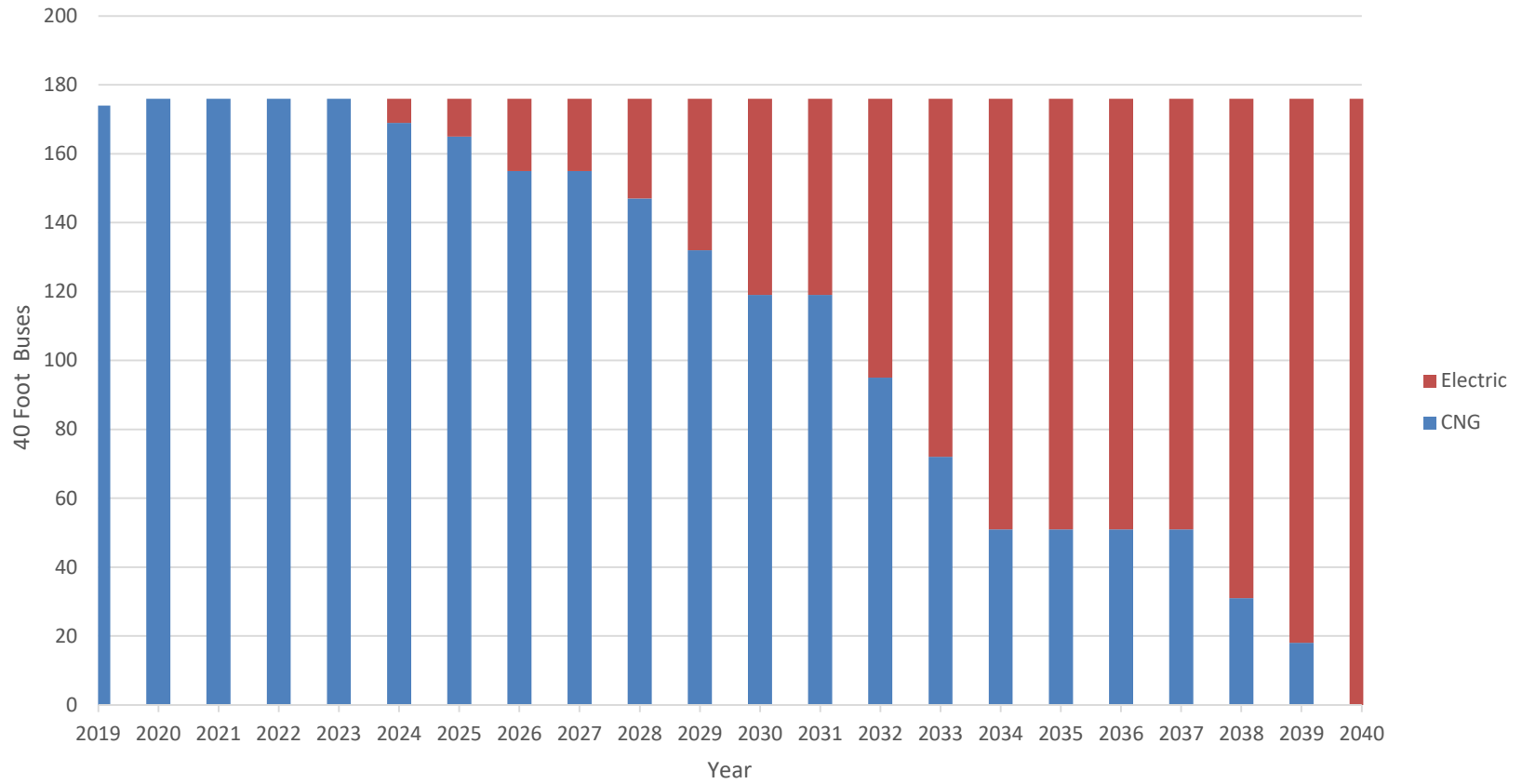
February 27, 2019

- History of Adopting Clean Fuel Technology
 - 2017 Converted Fueling Facilities from LCNG to CNG
 - 2017 Purchased the first New Flyer Near-Zero Emission Vehicles
 - 2018 Purchased 64 Cummins Near-Zero Emissions Engines to Repower 2009, 2011, and 2012 ISLG Engines
 - 2014 to 2018 Replaced 67 Unleaded Paratransit Vehicles with CNG Vehicles
 - 2019 Purchased up to 22 CNG Vehicles with Near-Zero Emission Engines
 - 2018 – Zero-Emission Bus Regulation

ZEB Rollout Plan by July 1, 2020 to include:

- Acquire a Minimum Number of ZEBs at the Time of Purchase
 - 2023 – 25 percent
 - 2026 – 50 percent
 - 2029 and after – 100 percent
 - Must be 100 percent ZEB Fleet by 2040
- Schedule for Construction and Infrastructure Modifications
- Training Program for Operators and Mechanics
- Identification of Potential Funding Sources

Zero-Emission Fleet Progression



- Costs of Purchasing ZEBs
- Building the Necessary Infrastructure
 - Scalability (multiple year purchases)
- Cost of Electricity to Operate
- Grid Capacity
- Range of Vehicles
- In-Depot Charging
- In-Route Charging

- Work with SBCTA on Electrification Study
- Monitor Status of ZEB Technology
- Attend Seminars and Webinars
- Partner with Southern California Edison on Charge Ready Programs
- Look for Funding Opportunities
- Begin Construction in 2022
- Take Delivery of Zero-Emission Buses in 2024



Questions

ITEM # E3

DATE: February 27, 2019

TO: Committee Chair John Roberts and
Members of the Operations & Safety Committee

THROUGH: P. Scott Graham, CEO/General Manager

FROM: Trischelle Baysden, Director of Rail

SUBJECT: **REDLANDS PASSENGER RAIL PROJECT UPDATE**

FORM MOTION

Receive and forward to the Board of Directors an update on the Redlands Passenger Rail Project (RPRP).

BACKGROUND

Each month, Omnitrans staff partners with San Bernardino County Transportation Authority (SBCTA) and Southern California Regional Rail Authority (SCRRA) staff via coordination meetings for the various components of the Redlands Passenger Rail Project. A three-party agreement between Omnitrans, SBCTA and SCRRA defines the roles and responsibilities of each organization and the associated governance structure of the project.

Since 2009, Omnitrans and SBCTA have fostered this working relationship to plan, design and expand rail operations into the Redlands area. The future Arrow service will provide a safe and reliable travel alternative for the communities along the corridor including San Bernardino, Loma Linda, Redlands and the surrounding areas. There are a number of on-going activities associated with the project.

Communications and Outreach

The monthly communications meeting was held on January 15, 2019 with SBCTA Communications and Outreach Consulting Firm, Communications Lab. Milestones include the completion of utility relocation within the City of Redlands. The City of San Bernardino has begun sewer relocation. Completion is estimated to occur in March 2019.

Mainline Construction

Mainline construction Request for Proposals (RFP) submissions were extended from December 2018 to February 14, 2019. The Contract Award/Notice of Award is currently scheduled for March/April 2019. Notice to Proceed is currently scheduled for a May/June 2019 issuance.

Maintenance Facility

SBCTA is considering various value engineering options for the Arrow Maintenance Facility. The release for the RFP for the Arrow Maintenance Facility is expected to occur in late February/early March 2019. The rail vehicle delivery schedule will be adjusted to closely coincide with the completion of the maintenance facility. Estimated delivery of the first vehicle is November 2020.

Operations & Maintenance Contract

Omnitrans is responsible for the development of the RFP to solicit for an Operations and Maintenance contractor. The RFP is in final review and scheduled for release in June/July 2019.

Plans for Future Events

SBCTA is planning to host Community Open House Events in the Cities of Redlands and San Bernardino. The first event will be a groundbreaking ceremony at the Downtown Redlands Station tentatively planned for June 2019. The second event will be held in San Bernardino during the Arrow service pre-revenue testing phase of the project. Project information and updates will continue to be made available at local events throughout the project phases.

Other Omnitrans Activities

Omnitrans is also engaged in discussions regarding rail liability insurance and Arrow fare policy. Items related to both of these issues will come before the Omnitrans Board of Directors for consideration in the future.

CONCLUSION

Receive and forward to the Board of Directors an update on the Redlands Passenger Rail Project.

PSG: VTB



REDLANDS PASSENGER RAIL PROJECT UPDATE

Operations and Safety Committee
February 27, 2019

Utility Relocation

- Arrow Communications Meeting in January 2019
- City of Redlands completion of utility relocation
- City of San Bernardino currently working on sewer relocation – to be complete mid-March

Upon Completion of RFP for Mainline

- Community Open House Events for San Bernardino and Redlands
- Discussions in progress for groundbreaking Event at Redlands Depot

- RFP bid submissions due February 14th
- Contract Award: March/April 2019
- Notice to Proceed: May/June 2019

- Value engineering options for maintenance facility
- Release RFP for facility following the award for Mainline
- First vehicle delivery scheduled for November 2020



- Release of RFP for O&M June/July 2019
- Updates given through CEO/General Manager's Friday Report
- Continued Quarterly Updates at the Operations and Safety Committee Meeting



Questions