



BOARD OF DIRECTORS MEETING
FRIDAY, SEPTEMBER 30, 2016 – 8:00 A.M.
OMNITRANS METRO FACILITY
1700 WEST 5TH STREET
SAN BERNARDINO, CA 92411

The Board of Directors 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 Board Secretary at least three (3) business days prior to the Board Meeting. The Board Secretary's telephone number is 909-379-7110 (voice) or 909-384-9351 (TTY). 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. Invocation
2. Pledge of Allegiance
3. Roll Call

B. ANNOUNCEMENTS/PRESENTATIONS

1. Next Board Meeting: Wednesday, November 2, 2016 – 8:00 a.m.
Omnitrans Metro Facility Board Room
2. Presentation – LEED Recognition – San Bernardino Transit Center – Presented by Erica Farr, US Green Building Council-Los Angeles Chapter

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 Board of Directors, 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

1. Note agenda item 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 on the appropriate item.

E. CONSENT CALENDAR

The following items are expected to be routine and non-controversial. The Board will act upon them at one time without discussion, unless the Board directs that an item be held for further discussion under Agenda Item F, Discussion Items. Any person wishing to address consent items should address the Board under Agenda Item #E16 Action on Consent Calendar.

- | | |
|---|----|
| 1. Approve Board Minutes – September 7, 2016 | 8 |
| 2. Receive and File Executive Committee Minutes – July 1, 2016 | 13 |
| 3. Receive and File Administrative and Finance Committee Minutes – August 11, 2016 | 17 |
| 4. Receive and File Construction Progress Report No. 50 through August 31, 2016 – sbX E Street Corridor BRT Project | 20 |



BOARD OF DIRECTORS MEETING
FRIDAY, SEPTEMBER 30, 2016 – 8:00 A.M.
OMNITRANS METRO FACILITY
1700 WEST 5TH STREET
SAN BERNARDINO, CA 92411

E. CONSENT CALENDAR CONTINUED

5. Cancel Funding Agreements between Omnitrans and VTrans, A Sub-recipient of Job Access Reverse Commute (JARC) and New Freedom Funding	28
6. Adopt Resolution No. 293-16 - Adopting Parking Restrictions for Omnitrans Parking Lots and the San Bernardino Transit Center	30
7. Approve Hiring One Customer Service Representative Position – Special Transit Services Department	33
8. Authorize Release – Request for Proposals RFP-ADM17-29, General Counsel Legal Services	35
9. Authorize Release – Request for Proposals RFP-FIN17-13, Third Party Consultant to Provide Natural Gas and Management of Low Carbon Fuel Standard (LCFS) Credit Program Under California AB 32	37
10. Authorize Release – Invitation for Bids IFB-MNT17-04, HVAC and Energy Management System (EMS) Maintenance Services	39
11. Authorize Release – Invitation for Bids IFB-MNT17-39, Landscaping Services	41
12. Authorize Release – Request for Proposals RFP-MNT17-40, Automotive Parts	43
13. Authorize Release, Request for Proposals RFP-OPS17-12, Onboard Video Surveillance System	45
14. Authorize Award – Contract IPMO17-16, Vehicle Maintenance Facility Modification Work	47
15. Press Articles and Letters of Interest to the Board	49
16. Action on Consent Calendar	

F. DISCUSSION ITEMS

The following items do not legally require any public testimony, although the Chair may open the meeting for public input.

1. CEO/General Manager's Report	70
2. Authorize CEO/General Manager to Dispose of Obsolete Inventory	71
3. Review and Approve Revised Proposed Overall Disadvantaged Business Enterprise (DBE) Goal for Federal Transit Administration Assisted Contracts (October 1, 2015 – September 30, 2018) and Shortfall Analysis for Federal Transit Assisted Contracts (October 1, 2012 – September 30, 2015)	73
4. Receive and File Progress Update – West Valley Connector Projects and Authorize CEO/General Manager to Proceed with Project Development with Branch Alignment	93
5. Authorize CEO/General Manager to Commit Alternative Funding, West Valley Connector Project	102

G. PUBLIC HEARING

1. Call for Public Hearing – Federal Transit Administration Fiscal Year 2017 Section 5307 and Section 5339 Funds	104
--	-----



**BOARD OF DIRECTORS MEETING
FRIDAY, SEPTEMBER 30, 2016 – 8:00 A.M.
OMNITRANS METRO FACILITY
1700 WEST 5TH STREET
SAN BERNARDINO, CA 92411**

H. BOARD BUSINESS

Closed Session

1. Conference with Labor Negotiator P. Scott Graham concerning labor negotiations with Amalgamated Transit Union Local No. 1704 regarding the Coach Operator Unit, pursuant to Government Code Section 54957.6
2. Conference with Labor Negotiator P. Scott Graham concerning labor negotiations with Teamsters Union Local No. 166 regarding the Maintenance and Administrative/Support Unit, pursuant to Government Code Section 54957.6
3. Conference with Legal Counsel George Ordonez, pursuant to Government Code Section 54956.9(a), Case No. CIVDS1400420, Robert Miller vs. Omnitrans

I. REMARKS AND ANNOUNCEMENTS

J. ADJOURNMENT

ITEM # D1

DATE: September 30, 2016

TO: Board Chair Sam Spagnolo and Members of the Omnitrans Board of Directors

THROUGH: P. Scott Graham, CEO/General Manager

FROM: Jennifer M. Sims, Director of Procurement

**SUBJECT: DISCLOSURE(S) REGARDING RECOMMENDATIONS FOR
ACTION BY THE OMNITRANS BOARD OF DIRECTORS**

FORM MOTION

Staff hereby provides a listing of principals and subcontractors associated with action items on the agenda for the Board of Director's Meeting scheduled September 30, 2016.

Item	Contract	Principals & Agents	Subcontractors
#F2	Dispose of Obsolete Inventory Thomas Bus Parts	<i>CHP Enterprises dba Ken Porter Auctions Carson, CA James Ido Vice President</i>	<i>None</i>
#F4	Authorize Award Contract IPMO17-16 Vehicle Maintenance Facility Modification Work	<i>Regency-Pacific Development Corporation Beaumont, A Leo J. Kramer President</i>	<i>Robertson Air Systems, Los Angeles, CA Combustion Associates, Inc. Corona, CA Cal Stripe, Inc. Colton, CA SimplexGrinnel LP Rancho Cucamonga</i>
#F6	West Valley Connector Project – Alternative Funding Parsons Transportation Group, Inc. Contract #MKP15-37 Architectural, Engineering and Final Design Services	<i>Parsons Transportation Group Ontario, CA Chris A. Johnson, P.E. Vice President</i>	<i>Gruen Associates Los Angeles, CA Eaine Carbrey Earth Mechanics, Inc.</i>

Item	Contract	Principals & Agents	Subcontractors
			<p><i>Fountain Valley, CA Lino Cheang</i></p> <p><i>Iteris Los Angeles, CA Michael Meyer</i></p> <p><i>HR&A Advisors Los Angeles, CA Judith Taylor</i></p> <p><i>MIG, Inc. Pasadena, CA AndyPendoly</i></p> <p><i>Terry A Hayes Associate, Inc. Culver City, CA Terry Hayes</i></p> <p><i>Arellano Associates LLC Chino Hills, CA Laura Muna- Landa</i></p> <p><i>Elwood Associates Marino Del Rey, CA Leslie Elwood</i></p> <p><i>Cambridge Systematics, Inc. Monterey Park, CA Eric Bierce</i></p> <p><i>Group Delta Consultants Ontario, CA Jim Cunneen</i></p> <p><i>Innovative Engineering Group Monterey Park,</i></p>

Item	Contract	Principals & Agents	Subcontractors
			<p>CA Jerry Lam</p> <p>Overland, Pacific & Cutler, Inc. Irvine, CA Joey Mendoza</p> <p>Psomas Riverside, CA Arief Naftali</p> <p>WRECO Walnut Creek, CA Han-Bin Liange, PhD, PE, QSD/P</p> <p>David Evans Associates, Inc. Ontario, CA Gabriel Rodriguez</p> <p>Butko Utility Design, Inc. Murrieta, CA Dave Petersen</p>

PSG:JMS

CONFLICT OF INTEREST FORM

PURPOSE: This form is provided to assist members of the Omnitrans Board of Directors in meeting requirements of Government Code Section 84308 and 87100 in documenting conflict of interest as related to Omnitrans Board/Committee agenda items.

INSTRUCTIONS: Under certain circumstances, Omnitrans Board Members may be required to disclose and disqualify themselves from participating in, influencing, or voting on an agenda item due to personal income, real property interests, investments, business positions, or receipt of campaign contributions. If applicable, Board Members must personally state the following information, for entry into the public record, prior to consideration of the involved agenda item(s) and turn in the completing form to the Recording Secretary prior to leaving the meeting.

BOARD MEMBER INFORMATION

BOARD MEMBER NAME	CITY/COUNTY NAME	MEETING DATE

CAMPAIGN CONTRIBUTIONS

1. I have a disqualifying campaign contribution of over \$250 from _____
(Name of Company and/or Individual)
and therefore I am abstaining from participation on Agenda Item _____, Subject: _____
2. I have a disqualifying campaign contribution of over \$250 from _____
(Name of Company and/or Individual)
and therefore I am abstaining from participation on Agenda Item _____, Subject: _____
3. I have a disqualifying campaign contribution of over \$250 from _____
(Name of Company and/or Individual)
and therefore I am abstaining from participation on Agenda Item _____, Subject: _____

FINANCIAL INTEREST

1. I have a financial interest of _____
State income, real property interest or business position

Identify company or property location
2. I have a financial interest of _____
State income, real property interest or business position

SIGNATURE

Board Member Signature	Date
------------------------	------

ITEM # _____ E1 _____

**BOARD OF DIRECTORS' MEETING
MINUTES OF SEPTEMBER 7, 2016**

A. CALL TO ORDER

Chairman Sam Spagnolo called the regular meeting of the Omnitrans Board of Directors to order at 8:01 a.m., Wednesday, September 7, 2016, at the Omnitrans Facility located at 1700 West 5th Street, San Bernardino, California.

1. Invocation
2. Pledge of Allegiance
3. Roll Call

BOARD MEMBERS PRESENT

Mayor Pro Tem Sam Spagnolo, City of Rancho Cucamonga – Chairman
Council Member Ron Dailey, City of Loma Linda – Vice Chairman
Mayor Carey Davis, City of San Bernardino
Mayor Richard DeLaRosa, City of Colton
Council Member Pat Gilbreath, City of Redlands
Council Member Ed Graham, City of Chino Hills
Council Member Larry McCallon, City of Highland - Alternate
Mayor Ray Musser, City of Upland
Council Member Dick Riddell, City of Yucaipa
Council Member John Roberts, City of Fontana
Mayor Deborah Robertson, City of Rialto
Supervisor Janice Rutherford, County of San Bernardino
Council Member Alan Wapner, City of Ontario
Mayor Dennis Yates, City of Chino

BOARD MEMBERS NOT PRESENT

Mayor Paul Eaton, City of Montclair
Supervisor Josie Gonzales, County of San Bernardino
Supervisor Curt Hagman, County of San Bernardino
Supervisor Robert Lovingood, County of San Bernardino
Supervisor James Ramos, County of San Bernardino
Mayor Pro Tem Sylvia Robles, City of Grand Terrace

OMNITRANS' ADMINISTRATIVE STAFF PRESENT

P. Scott Graham, CEO/General Manager
Diane Caldera, Director of Operations
Nathan Churan, Director of Special Transit Services
Jack Dooley, Director of Maintenance
Marge Ewing, Director of Human Resources, Safety & Regulatory Compliance
Samuel Gibbs, Director of Internal Audit
Jacob Harms, Director of Information Technology
Andres Ramirez, IPMO Project Manager
Jennifer Sims, Director of Procurement
Don Walker, Director of Finance
Wendy Williams, Director of Marketing/Planning
Jeremiah Bryant, Service Planning Manager
Barbara Erwin, Safety & Regulatory Compliance Manager
Maurice Mansion, Treasury Manager
Omar Bryant, East Valley Maintenance Manager
Ray Maldonado, Employee Relations Manager
Eugenia Pinheiro, Contracts Manager
Christine Van Matre, Contracts Administrator
Ross Hrinko, Safety & Regulatory Compliance Specialist
Mark Crosby, Security & Emergency Preparedness Coordinator
Vicki Dennett, Executive Assistant to CEO/General Manager

LEGAL COUNSEL

Erica Vega, Legal Counsel

B. ANNOUNCEMENTS/PRESENTATIONS

1. Next Board Meeting: Friday, September 30, 2016, 8:00 a.m.
Omnitrans Metro Facility Board Room

Member Robertson arrived at 8:05 a.m.

C. COMMUNICATIONS FROM THE PUBLIC

1. Jeffrey DeFillipes spoke to the Board about a bus driver on Route 3. A passenger was standing in the way, blocking his view of his bike mounted on the front of the bus. When he mentioned that a previous bike had been stolen off the bus, they laughed at him, which he believes is inappropriate. Mr. DeFillipes said he intends to circulate a petition to return some of the buses to their former routes. Mr. DeFillipes submitted a list of Coach Operators whom he suggested receive commendations for jobs well done. Chairman Spagnolo said an Omnitrans staff member would get in touch with him.
2. Paul Belinski spoke on behalf of a disabled friend who turned in her renewal application two months ago, and hasn't received her ID card yet. He attributes that to having the cards made out of state. Mr. Belinski also mentioned that it costs money

- to have a physician fill out the disability paperwork (\$25, plus \$5 to Omnitrans for the card), and doesn't believe it should be necessary to submit the paperwork every other year, if a person is permanently disabled. In addition, the bus stop at Mountain and Foothill in Upland is unsafe for wheelchairs, and Mr. Belinski asked staff to look into possibly moving the stop to Foothill and Mountain in front of the Farmer Boy's Restaurant. Omnitrans staff will investigate and follow up.
3. Rosalie Chavez spoke on behalf of The Way World Church because it's a 30-minute walk for many parishioners to reach the church from the nearest bus stop. Omnitrans staff will follow up with Ms. Chavez.
 4. Patricia Sachs spoke on behalf of The Way World Church, and echoed Rosalie Chavez's concerns about the 30-minute walk from the bus stop closest to the Church, emphasizing that there are no sidewalks, and it's tricky to navigate in the dark.

D. POSSIBLE CONFLICT OF INTEREST ISSUES

There were no Conflict of Interest Issues.

E. CONSENT CALENDAR

1. Approve Board Minutes – August 3, 2016
2. Receive and File Administrative and Finance Committee Minutes – July 14, 2016
3. Receive and File Plans & Programs Committee Minutes – March 24, 2016 and December 8, 2015
4. Receive and File Construction Progress Report No. 49 through July 31, 2016 – sbX E Street Corridor BRT Project
5. Receive and File Summary of Risk Assessment Results and Fiscal Year 2017 Internal Audit Workplan
6. Authorize CEO/General Manager to Sign Joint Procurement Memorandums of Understanding with Victor Valley Transit Authority, Mountain Transit and Morongo Basin Transit Authority
7. Adopt Title VI Disparate Impact and Disproportionate Burden Policy
8. Issue Call for Public Hearing for Major Service Change Proposal for Route 215
9. Authorize CEO/General Manager to Sign Cooperative Service Agreement with Pass Transit
10. Authorize Release, Request for Proposals RFP-MKP17-18 – Passenger and sbX Corridor Business Surveys
11. Authorize Amendment 2, Sole Source Contract ITS16-07, Transitmaster Hardware Upgrade and Training and Disposition of 50 Obsolete Integrated Vehicle Logic Units (IVLU) and Mobile Display Terminals (MDT)
12. Authorize Award, Contract MNT17-09, Auction Services
13. Press Articles and Letters of Interest to the Board

M/S (Wapner/Robertson) that approved Consent Calendar. Motion was unanimous by Members present.

F. DISCUSSION ITEMS

1. CEO/General Manager's Report

CEO/General Manager P. Scott Graham reviewed the CEO/General Manager's Report.

2. Authorize Award, Contract MNT17-08, West Valley Hydraulic Vehicle Lifts Replacement

M/S (Yates/McCallon) that authorized the CEO/General Manager to award Contract MNT17-08 to Autolift Services, Inc., of Los Alamitos, CA, for the provision of six (6) Hydraulic Bus Lifts and one (1) Vehicle Lift at the West Valley facility in the amount of \$1,288,435, plus a 12.5% contingency of \$161,054, and a 3.27% CAP in the amount of \$47,398, for a total not-to-exceed amount of \$1,496,887. Motion was unanimous by Members present.

Member Dailey arrived at 8:15 a.m.

3. Authorize Award, Contracts OPS17-07, 110 Tablets and Shared Cellular Data Plan

M/S (Gilbreath/Musser) that authorized the CEO/General Manager to award Contract OPS17-07 to Cellco Partnership dba Verizon Wireless (Cellco), of Basking Ridge, NJ, for the provision of a Shared Cellular Data Plan for a two-year base period beginning September 2016 and ending no later than September 2018, for a total not-to-exceed amount of \$50,470; and that authorized the CEO/General Manager to award a Purchase Order to CherryStoneIT, Inc. of Huntington Beach, CA, for the provision of 100 Tablets and associated hardware in the amount of \$56,087. Motion was unanimous by members present.

G. PUBLIC HEARING

There was no Public Hearing scheduled.

H. BOARD BUSINESS

Closed Session

The Board adjourned to Closed Session at 8:20 a.m.

Member Graham arrived at 8:21 a.m.

1. Conference with Labor Negotiator P. Scott Graham concerning labor negotiations with Amalgamated Transit Union Local No. 1704 regarding the Coach Operator Unit, pursuant to Government Code Section 54957.6

2. Conference with Labor Negotiator P. Scott Graham concerning labor negotiations with Teamsters Union Local No. 166 regarding the Maintenance and Administrative/Support Unit, pursuant to Government Code Section 54957.6
3. Conference with Legal Counsel – Anticipated Litigation – Significant Exposure to Litigation pursuant to Paragraph (2) or (3) of subdivision (d) of Section 54956.9: 1 case
4. Conference with Legal Counsel George Ordonez, pursuant to Government Code Section 54956.9(a), Case No. CIVDS1400420, Robert Miller vs. Omnitrans.

Open Session reconvened at 8:52 a.m. with no reportable action.

I. REMARKS AND ANNOUNCEMENTS

Member Davis announced the second annual Air Fest, scheduled at San Bernardino Airport on Saturday, September 10.

J. ADJOURNMENT

The Board adjourned at 8:59 a.m. The next regular meeting is scheduled Friday, September 30, 2016, at 8:00 a.m., with location posted on the Omnitrans website and at Omnitrans' San Bernardino Metro Facility.

Prepared by:

Christine Vega, Administrative Secretary



**EXECUTIVE COMMITTEE MEETING
MINUTES
JULY 1, 2016**

There were no Conflict of Interest Issues.

E. DISCUSSION ITEMS

1. Approve Executive Committee Minutes – June 10, 2016

M/S (Roberts/Wapner) that approved the Executive Committee Minutes of June 10, 2016. Motion was unanimous by Members present.

Member Lilburn joined by teleconference at 9:12 a.m.

2. Recommend to Move Forward to Administrative and Finance Committee, Approve New Position and Approve Position and Corresponding Budget Transfer

With the addition of the Deputy General Manager in the Executive Office, as well as the upcoming retirement of the Senior Executive Assistant, CEO/General Manager explained the need to restructure the Executive Office. The plan is to create a new position of Executive Staff Assistant that would take over some of the clerical duties of the Senior Executive Assistant and also provide administrative support to the new Deputy General Manager. In addition, the Administrative Secretary, who primarily handles liability claims, will be transferred to the Human Resources/Safety & Regulatory Compliance Department, which handles workers' comp risk.

M/S/C (Roberts/Wapner) that recommended to the Administrative and Finance Committee:

1. Approve new position, Executive Staff Assistant, Level VI, and transfer associated costs for salary and benefits of \$82,474 (mid-point salary and benefits) for Fiscal Year 2017 from Miscellaneous Expense to Salary and Benefits in the Administration Cost Center; and
2. Authorize the transfer of the Administrative Secretary position and the corresponding budget from the Executive Office to the Human Resources/Safety & Regulatory Compliance Department.

Motion approved by members present, with Member Graham opposed.

3. Recommend to Move Forward to Administrative and Finance Committee, Approve Re-Evaluation of Two Existing Positions

CEO/General Manager Graham explained that the current position of Operations Services Supervisor is responsible for overseeing the contract for Access services, currently operated by MV Transportation. The incumbent in the position has been given additional duties to include in-person ADA assessments as required by the Federal Transit Administration and supervisory responsibilities. The position has been re-evaluated and is recommended for a title change to Purchased Transportation Administrator and a level change from Level VI to Level V, with no change in salary. With regard to the

recommendation to move the Paratransit Eligibility Technician from the Teamsters Union to the Management Confidential classification, Human Resources met with the Union and they have agreed to the move. These two positions, as well as the Purchased Transportation Administrator, who were formerly in the Operations Department, have been transferred to the Special Transit Services Department, to work closely with the Consolidated Transportation Service Agency (former VTrans' employees) side of the house.

M/S/C (Wapner/Roberts) that recommended to the Administrative and Finance Committee:

1. Approve the re-evaluation of Operations Services Supervisor from Level VI to Level V, with a new title of Purchased Transportation Administrator, effective August 3, 2016; and
2. Approve the Paratransit Eligibility Technician removal from the represented Teamsters Union Local No. 166 to the Management Confidential classification, Level VIII, upon concurrence by the Union.

Motion was unanimous by members present.

4. First Responder Recognition at San Bernardino Transit Center - Update

CEO/General Manager Graham updated the Committee regarding the monument recognizing first responders (fire, police, military, medical). Preliminary estimates received from Omnitrans Program Manager range between \$400,000 - \$500,000 to design and construct a cement wall with granite plaques.

The Committee agreed that the cost was very high and that Omnitrans should pursue donations from private foundations, apply for grants, perhaps ask the County to install the monument or use the CTSA non-profit 501c (3) status rather than use taxpayer dollars to pay for it. The Committee directed that drawings/artist renderings showing several options ranging in cost be presented to the Executive Committee meeting for consideration, with the final recommendation being presented to the Board of Directors for approval.

F. BOARD BUSINESS

There was no Closed Session scheduled.

G. REMARKS AND ANNOUNCEMENTS

There were no remarks or announcements.

H. ADJOURNMENT

The Committee adjourned at 9:32 a.m.

F. BOARD BUSINESS

Meeting re-convened at 9:36 a.m. with Committee voting to add a Closed Session item to the agenda.

M/S/C (Roberts/Dailey) that voted to add an urgency Closed Session item to provide direction to CEO/General Manager as negotiator in a legal matter. Motion was unanimous by members present.

The Committee adjourned to Closed Session at 9:37 a.m.

Member Lilburn left the meeting at 9:37 a.m.

The Committee reconvened to Open Session at 10:11 a.m., with no reportable action to report.

H. ADJOURNMENT

The Committee adjourned at 10:11 a.m. The next Executive Committee Meeting is scheduled Friday, August 5, 2016, at 9:00 a.m., with location posted on the Omnitrans website and at the Omnitrans San Bernardino Metro Facility.

Prepared by:

Vicki Osborne Dennett, Executive Assistant to CEO/General Manager

ITEM # _____ E3 _____

**ADMINISTRATIVE & FINANCE COMMITTEE
MINUTES, AUGUST 11, 2016**

A. CALL TO ORDER

Chairman Ed Graham called the regular meeting of the Administrative and Finance Committee to order at 8:01 a.m., Thursday, August 11, 2016.

1. Pledge of Allegiance
2. Roll Call

Committee Members Present

Council Member Ed Graham, City of Chino Hills – Chair
Mayor Carey Davis, City of San Bernardino
Council Member Pat Gilbreath, City of Redlands
Supervisor Curt Hagman, County of San Bernardino
Mayor Ray Musser, City of Upland
Council Member Dick Riddell, City of Yucaipa
Council Member John Roberts, City of Fontana
Mayor Pro Tem Sylvia Robles, City of Grand Terrace
Council Member Alan Wapner, City of Ontario

Committee Members Not Present

Mayor Paul Eaton, City of Montclair

Others Present

Councilman Ron Dailey, City of Loma Linda

OmniTrans Administrative Staff Present

P. Scott Graham, CEO/General Manager
Diane Caldera, Director of Operations
Nathan Churan, Special Transit Services
Jack Dooley, Director of Maintenance
Sam Gibbs, Director of Internal Audit
Jacob Harms, Director of Information Technology
Andres Ramirez, IPMO Program Manager
Jennifer Sims, Director of Procurement
Don Walker, Director of Finance
Wendy Williams, Director of Marketing/Planning
Ray Maldonado, Employee Relations Manager

Jeremiah Bryant, Service Planning Manager
Maurice Mansion, Treasury Manager
Mark Crosby, Security & Emergency Preparedness Coordinator
Vicki Dennett, Senior Executive Assistant to CEO/General Manager

B. ANNOUNCEMENTS/PRESENTATIONS

The next Committee Meeting is scheduled Thursday, September 15, 2016, at 8:00 a.m.

C. COMMUNICATIONS 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 Administrative & Finance Committee Minutes – July 14, 2016

M/S (Wapner/Roberts) that approved the Committee Minutes of July 14, 2016. Motion was unanimous by Members present, with the exception of Members Graham and Hagman, who abstained.

2. Recommend the Board of Directors Receive and File Construction Progress Report No. 49 through July 31, 2016 – sbX E Street Corridor BRT Project

IPMO Program Manager Andres Ramirez presented this item. All concrete work is complete, as is paving on the east side of the road. Demolition on the west side is complete, and paving is imminent. The PA system contract was awarded, and is awaiting execution. The VMF contract closeout continues.

This item was received and filed, and will be forwarded to the Board of Directors for receipt and file.

3. Receive and File Omnitrans' Director of Finance's Report on Price of Compressed Natural Gas

Finance Director Don Walker presented this item. Prices continue to be low, holding steady at about \$.70 per gallon. Total fuel costs for the month of July exceeded budgeted costs by \$64,742 or 31%. This was anticipated for the first half of the year, but the cost of fuel is expected to go down significantly in February 2017, when pipeline fueling begins. Mr. Walker will continue to monitor and report to this committee.

This item was received and filed.

4. Recommend to Board of Directors, Receive and File Fiscal Year Ended June 30, 2016, Financial Audit Statement on Auditing Standards (SAS) 114 Letter

Finance Director Don Walker stated that this is the final year of the contract with Vavrinek, Trine, Day & Company, LLP (VTD), that was contracted by SANBAG. He explained the requirement for submittal of the SDS 114 letter, and requested the Board to notify Roger Alfaro of VTD by September 1, 2016 of any issue that would materially affect the financial status.

This item was received and filed.

Member Dailey arrived at 8:12 a.m.

5. Recommend to Board of Directors, Receive and File Summary of Risk Assessment Results and FY2017 Internal Audit Workplan

Director of Internal Audit Samuel Gibbs presented this item. Member Gilbreath asked whether there were any items of significance to the Board, especially any noteworthy improvements. Mr. Gibbs responded that the significant growth of Omnitrans has required constant growth and change. How has the assimilation of VTrans affected this process? Since VTrans was a sub-recipient previously, the only thing that has changed is that Omnitrans now has easier access due to physical proximity. Nathan Churan, Director of Special Transit Services, introduced himself to the Committee members, giving them a brief synopsis of his background and experience, and plans and progress with Special Transit Services. Their biggest issue right now looking at senior services are different services that don't require Smart Phones, which many senior citizens don't necessarily possess. "Go-Go Grandparents" is such a program, requiring only a basic phone. How are we doing with regard to asset inventory control? Those plans are more robust, and include not only vehicles, but programs as well, such as Title VI.

This item was received and filed.

F. ADJOURNMENT

The Administrative and Finance Committee meeting adjourned at 8:28 a.m.

Member Musser arrived at 8:28 a.m.

The next Administrative and Finance Committee Meeting is scheduled Thursday, September 15, 2016, at 8:00 a.m., with location posted on the Omnitrans website and at Omnitrans' San Bernardino Metro Facility.

Prepared by:

Christine Vega, Administrative Secretary

ITEM # E4

DATE: September 30, 2016

TO: Board Chair Sam Spagnolo and Members of the Omnitrans Board of Directors

THROUGH: P. Scott Graham, CEO/General Manager

FROM: Andres Ramirez, Program Manager

**SUBJECT: CONSTRUCTION PROGRESS REPORT NO. 50 THROUGH
AUGUST 31, 2016 – sbX E STREET CORRIDOR BRT PROJECT**

FORM MOTION

Receive and file Construction Progress Report No. 50 for the sbX E Street Corridor BRT Project through August 31, 2016.

This item was reviewed by the Administrative and Finance Committee at its September 15, 2016, meeting, and recommended for receipt and file.

BACKGROUND

This is Construction Progress Report No. 50 for the sbX E Street Corridor Project.

CONCLUSION

Receive and file Construction Progress Report No. 50 for the sbX E Street Corridor BRT Project through August 31, 2016.

PSG:AR

Attachment

**sbX E Street Corridor
Bus Rapid Transit (BRT) Project
Construction Progress Report No. 50**

August 31, 2016

Prepared By:

**Omnitrans
Integrated Project Management Office**

Contractor: SBX Corridor - Griffith/Comet Joint Venture
VMF – USS Cal Builders

Contractor Contract No.: IPMO11-5

Omnitrans Program Manager: Andres Ramirez



TABLE OF CONTENTS

- I. Project Status Summary
 - A. Project Description
 - B. Summary Status Update
- II. Project Schedule
- III. Safety
- IV. Project Budget and Cost

I. PROJECT STATUS SUMMARY

A. Project Description

The sbX E Street Corridor BRT Project is an Omnitrans transit improvement project that consists of three components.

E Street Corridor: A 15.7-mile-long Bus Rapid Transit corridor that will connect the northern portion of the City of San Bernardino with the City of Loma Linda. The sbX E Street Corridor Bus Rapid Transit (BRT) Project has evolved as the highest priority corridor identified in the System-Wide Transit Corridor Plan for the San Bernardino Valley.

Bus Purchase: In order to provide service to the E Street Corridor a total of fourteen 60' articulated buses will be purchased.

Vehicle Maintenance Facility Modifications: A 4.4-acre facility maintaining and servicing the Omnitrans' bus fleet, comprised of over 160 buses. Modifications to Omnitrans' facility include the demolition of a bus washing station, removal of abandoned underground fuel tanks and new construction of a bus washing system, a new Genset, a three-lane CNG fueling station, and re-configuring the bus parking area. Modifications to the maintenance building are made in order to accommodate Omnitrans' 60-foot articulated bus fleet.

B. Summary Status Update

E Street Corridor:

10th to Highland:

- Project approaching completion.
- Base paving complete and final cap completed on August 29.
- Traffic loop installation commenced on August 31, 2016.
- Final Completion Date is September 9, 2016.



Paving on E Street



Culvert work at Baseline & E Street



Rebuilt Culvert at Baseline



Baseline & E Street

PA System:

- Contract awarded June 1 by Board of Directors.
- Contract should be received from Contractor this week.

Traffic Signal Synchronization:

- Meeting to be set with City and Iteris for final acceptance.

Vehicle Maintenance Facility:

Contract Closeout

- Final Change Order and Final Acceptance to be issued.

Modification Work

- Solicitation is out for bids.
- Should go to A&F Committee for award on September 15 and to September 30 Board.
- Completion projected for February 2017.

II. PROJECT SCHEDULE

The three major components of the project (E Street Corridor, 60' Articulated Buses, and the Vehicle Maintenance) are complete and have been placed into operation. Additional components to the project (i.e. 10th to Highland, City Acceptance Work, the PA System, and the VMF Completion Work) are currently being worked on and are in different stages of progress. Projected completion dates are listed below:

	Scheduled Completion	Projected Completion
E Street Corridor		
City of SB Final Work / World Oil	February 2016	Completed
10 th to Highland	June 2016	September 2016
PA System	November 2016	April 2017
Vehicle Maintenance Facility		
Completion Work	May 2016	February 2017

III. SAFETY

The project team considers safety to be the utmost priority. As such, the entire project team works towards a “no-lost time” goal on a daily basis. Below is a breakdown of the hours achieved with zero lost time due to injuries:

	Through July 2016
E Street Corridor	
Corridor Construction including final Work	425,441
10 th to Highland	17,239
PA System	0
Vehicle Maintenance Facility	64,436
Total	507,116

IV. PROJECT BUDGET AND COST

The project continues to be within budget. We currently have zero open claims on the project. A breakdown of the project costs and projections is detailed in the following tables:

Total Project Budget Summary Budget as of July 31, 2016

Approved Budget	\$191,706,000
Cost to Date	\$183,722,205
Estimate to Complete	
Corridor Project	\$ 2,371,802
10 th to Highland	\$ 2,518,321
Estimate at Completion	\$188,612,238

Budget By Contract Packages 31-Jul-2016								(Contract Award + Approved Changes)		(Approved Current Budget- Committed)	Forecast		
											Potential Uses of Contingency		
	PCGA Budget	Approved Current Budget	Authorized for Expenditure	Expended to Date	% of Approved Current Budget	Contracts Awarded	Approved Changes	Committed	Expenditure Authorization Remaining	Remaining Contingency	Pending Commitments/ Potential Changes	Trends/Risks	Estimate At Completion
BRT Construction													
Griffith/Comet JV	90,780,000	84,637,000	87,760,263	81,238,395	96.2%	64,937,853	16,365,742	81,303,595	6,456,668	3,333,405	-	-	81,303,595
Art			68,000	68,000		68,000	-	68,000	-	(68,000)	-	-	68,000
Other Direct Payments			48,401	57,197		57,197	-	57,197	(8,796)	(57,197)	-	-	57,197
Delineators				70,991		89,943	(18,952)	70,991	(70,991)	(70,991)	-	-	70,991
PA System				-		563,875	-	563,875	(563,875)	(563,875)	56,388	-	620,263
Miscellaneous Work				-		17,500	-	17,500	(17,500)	(17,500)	75,000	75,000	167,500
BRT Design													
Parsons	19,193,400	17,849,400	18,097,876	19,028,955	107.0%	16,464,092	3,725,637	20,189,729	(2,091,853)	(2,340,329)	(1,334,545)	-	18,855,185
PA System				67,500		83,000	-	83,000	(83,000)	(83,000)	8,300	-	91,300
Miscellaneous Work				-		-	-	-	-	-	-	-	-
VMF Construction - USS Cal Builders	5,370,000	8,131,000	14,498,152	14,539,965	178.8%	10,579,786	3,955,349	14,535,135	(36,983)	(6,404,135)	700,000	-	15,235,135
VMF Design													
STV	1,007,600	1,007,600	1,418,132	1,885,714	189.0%	951,029	1,048,727	1,999,756	(581,624)	(992,156)	-	-	1,999,756
Carlin Environmental			27,800	18,380		10,000	9,800	19,800	8,000	(19,800)	-	-	19,800
Vehicles Design & Manufacturing-N.F.	16,628,000	16,628,000	15,978,093	15,211,154	92.5%	15,483,572	(272,418)	15,211,154	766,939	1,416,846	-	-	15,211,154
Other Vehicle Equipment			318,853	173,484		318,853	(145,369)	173,484	145,369	(173,484)	-	-	173,484
ROW Acquisition Services-SANBAG	6,532,000	10,357,000	11,738,400	11,416,608	110.2%	10,971,135	445,473	11,416,608	321,792	(1,059,608)	-	-	11,416,608
3rd Party Utilities Design & Reloc.		1,003,000	1,157,223	1,174,205	117.1%	1,174,205	-	1,174,205	(16,982)	(171,205)	50,000	-	1,224,205
Project Admin. And Management													
Jacobs	6,638,000	6,632,000	11,852,647	12,969,303	195.6%	3,898,769	9,070,534	12,969,303	(1,116,656)	(6,337,303)	-	-	12,969,303
Other													
IPMO	17,624,000	15,012,450	14,722,701	14,862,701	99.0%	15,172,701	(300,000)	14,872,701	(150,000)	139,749	-	-	14,872,701
Insurance	1,113,000	1,112,000	500,000	-	0.0%	500,000	(500,000)	-	500,000	1,112,000	-	-	-
Legal-BB&K, County	2,525,450	1,000,000	1,000,000	374,686	37.5%	1,000,000	(527,136)	472,864	527,136	527,136	-	-	472,864
In Kind Contributions	8,080,550	8,080,550	8,080,550	8,401,239	104.0%	8,401,239	-	8,401,239	(320,689)	(320,689)	-	-	8,401,239
Survey	1,464,000	1,463,000	464,000	-	0.0%	25,000	(25,000)	-	464,000	1,463,000	-	-	-
Start-Up	720,000	720,000	700,000	-	0.0%	-	-	-	700,000	720,000	700,000	-	700,000
Sub-Total	177,676,000	173,633,000	188,431,091	181,558,476	104.6%	150,767,749	32,832,387	183,600,135	4,830,955	(9,967,135)	255,143	75,000	183,930,278
Unallocated Contingency	14,030,000	18,073,000	4,500,812					9,967,135		8,105,865			7,775,722
10th to Highland Projected Costs			4,606,687	2,163,729	47.0%	3,901,000	96,863	3,997,863	608,824	(3,997,863)	634,187	50,000	4,682,050
Remaining Unallocated Contingency													3,093,672
Total	191,706,000	191,706,000	188,536,965	183,722,205	95.8%								191,706,000

IPMO/sbX Project Cost Report											
Period Ended 31-Jul-2016											
Description	Current Budget	Approved Current Budget	Authorized for Expenditure	Expenditures \$	%	Remaining Budget	Committed \$	%	Estimate to Complete	Estimate at Completion	Budget Forecast Variance
BRT Construction	\$ 84,637,000	\$ 84,637,000	\$ 87,876,664	\$ 81,434,583	96.2%	6,442,081	\$ 82,081,158	97.0%	\$ 206,388	\$ 82,287,545	\$ 5,589,119
Vehicle Maintenance Facility (VMF) Construction	\$ 8,131,000	\$ 8,131,000	\$ 14,498,152	\$ 14,539,965	178.8%	(41,813)	\$ 14,535,135	178.8%	\$ 700,000	\$ 15,235,135	\$ (736,983)
Vehicles - Design & Manufacturing	\$ 16,628,000	\$ 16,628,000	\$ 16,296,946	\$ 15,384,638	92.5%	912,308	\$ 15,384,638	92.5%	\$ -	\$ 15,384,638	\$ 912,308
ROW Acquisition Services	\$ 10,357,000	\$ 10,357,000	\$ 11,738,400	\$ 11,416,608	110.2%	321,792	\$ 11,416,608	110.2%	\$ -	\$ 11,416,608	\$ 321,792
3rd Party Utilities Design & Relocation	\$ 1,003,000	\$ 1,003,000	\$ 1,157,223	\$ 1,174,205	117.1%	(16,982)	\$ 1,174,205	117.1%	\$ 50,000	\$ 1,224,205	\$ (66,982)
BRT Design	\$ 17,849,400	\$ 17,849,400	\$ 18,097,876	\$ 19,096,455	107.0%	(998,579)	\$ 20,272,729	113.6%	\$ (1,326,245)	\$ 18,946,485	\$ (848,609)
VMF Design	\$ 1,007,600	\$ 1,007,600	\$ 1,445,932	\$ 1,904,094	189.0%	(458,162)	\$ 2,019,556	200.4%	\$ -	\$ 2,019,556	\$ (573,624)
Other Professional, Technical & Management Services	\$ 34,020,000	\$ 34,020,000	\$ 37,319,898	\$ 36,607,928	107.6%	711,970	\$ 36,716,107	107.9%	\$ 700,000	\$ 37,416,107	\$ (96,209)
Allocated Contingency (Construction Contract)	\$ -	\$ -	\$ -			-	\$ -	0.0%	\$ -	\$ -	\$ -
SUB-TOTAL	\$ 173,633,000	\$ 173,633,000	\$ 188,431,091	\$ 181,558,476	104.6%	6,872,615	\$ 183,600,135	105.7%	330,143	183,930,278	4,500,812
Unallocated Contingency	\$ 18,073,000	\$ 18,073,000	\$ 3,274,909	\$ -		3,274,909	\$ -	0.0%	\$ -	\$ -	\$ 3,274,909
10th to Highland	\$ -	\$ 4,682,050	\$ 4,682,050	\$ 2,163,729	46.2%	2,518,321	\$ 3,901,000	83.3%	\$ 2,518,321	\$ 4,682,050	\$ -
TOTAL	\$ 191,706,000	\$ 191,706,000	\$ 189,838,232	\$ 183,722,205	95.8%	\$ 12,665,845	\$ 187,501,135	97.8%	\$ 2,848,464	\$ 188,612,328	\$ 7,775,722

ITEM # E5

DATE: September 30, 2016

TO: Board Chair Sam Spagnolo and Members of the Omnitrans Board of Directors

THROUGH: P. Scott Graham, CEO/General Manager

FROM: Maurice Mansion, Treasury Manager

SUBJECT: CANCEL FUNDING AGREEMENTS BETWEEN OMNITRANS AND VALLEY TRANSPORTATION AGENCY, A SUB-RECIPIENT OF JARC AND NEW FREEDOM FUNDS

FORM MOTION

Authorize the CEO/General Manager to cancel the funding agreements between Omnitrans and Valley Transportation Agency (VTrans), awardee of Section 5316 Job Access Reverse Commute (JARC) and Section 5317 New Freedom (NF) federal funds awarded through SANBAG's 2011 Call for Projects.

These agreements were reviewed and approved by the Board of Directors on February 1, 2012.

BACKGROUND

On February 1, 2012, the Board of Directors reviewed and approved funding agreements between Omnitrans and VTrans as illustrated in Exhibit A.

Exhibit A:

Grant	Agreement Execution Date	Program	Original Funding	Remaining Funding as of September 30, 2016
CA-37-X174	February 1, 2012	TREP, Travel Training, RIDE	\$616,947	\$284,088
CA-57-X062	February 1, 2012	Mobility Management	\$370,768	\$47,006

Omnitrans and VTrans have consolidated and Omnitrans is now the CTSA. The programs previously run by VTrans are now operated by Omnitrans' new department, Special Transit Services. The programs continue as originally agreed upon until the allocated funding is exhausted. The JARC and NF funds that remain will be spent on these programs only, however under Omnitrans' name and operated by the Special Transit Services Department.

CONCLUSION

Staff recommends the Board of Directors authorize the CEO/General Manager to cancel the funding agreements between Omnitrans and Valley Transportation Agency.

PSG:MM

RESOLUTION NO. 293-16

**RESOLUTION OF THE OMNITRANS BOARD OF
DIRECTORS ADOPTING PARKING RESTRICTIONS
FOR OMNITRANS PARKING LOTS AND THE SAN
BERNARDINO TRANSIT CENTER**

WHEREAS, Vehicle Code section 21113 prohibits the parking of vehicles within the parking facilities and other property of a public transportation agency except with the permission of, and subject to any regulations imposed by, the legislative body of the public transportation agency.

WHEREAS, Omnitrans operates several “park and ride” parking lots, and three employee and visitor parking lots, and desires to impose regulations on the parking of vehicles in such lots.

WHEREAS, Omnitrans operates the San Bernardino Transit Center, and desires to prohibit parking by the public in areas designated for parking by Omnitrans buses and other vehicles.

WHEREAS, Vehicle Code section 22651(n) requires the legislative body of a local agency to specifically authorize the towing of vehicles in violation of adopted parking restrictions, and requires signs to be posted notifying persons of the parking restrictions.

NOW, THEREFORE BE IT RESOLVED that the Omnitrans Board of Directors hereby adopt the regulations and restrictions attached hereto as Exhibit “A” for all park and ride parking lots and employee and visitor parking lots owned operated by Omnitrans, as well as the San Bernardino Transit Center.

BE IT FURTHER RESOLVED that the Omnitrans Board of Directors hereby directs staff to cause signs to be posted in the areas subject to the parking restrictions adopted herein advising motorists of the parking restrictions, and authorizes the towing of vehicles in violation of the regulations approved herein.

I HEREBY CERTIFY that the foregoing resolution was duly adopted by the Omnitrans Board of Directors, at their regular meeting held on the 30th day of September 2016, by the following vote:

AYES:

NOES:

ABSENT:

Sam Spagnolo, Chair
Omnitrans Board of Directors

P. Scott Graham, CEO/General Manager
Secretary, Omnitrans Board of Directors

Approved as to form:

Erica L Vega
Legal Counsel for Omnitrans

EXHIBIT “A”**Parking Regulations**

1. Park and Ride parking lots are for Omnitrans patrons, carpool, vanpool, and public commuters only. Employee and Visitor parking lots are for Omnitrans employees and visitors to Omnitrans’ buildings only. Parking spaces at the San Bernardino Transit Center (SBTC) are for patrons of the SBTC only.
2. Vehicles must be parked in designated and marked parking spaces. Only vehicles owned or operated by Omnitrans, or its contractors, may stop, stand or park in any bus way or at any bus shelter.
3. Camping or sleeping in vehicles is not permitted.
4. Vehicles shall not be parked in Omnitrans parking facilities for more than 24 consecutive hours. Vehicles remaining in Omnitrans parking facilities for more than 24 consecutive hours will be ticketed with a 24-hour warning to remove the vehicle. If the vehicle is not removed from the lot within 24-hours after the ticket is issued, it will be towed at the vehicle owner’s expense.
5. Vehicles parked in Omnitrans parking facilities must be in operable condition and currently registered with the Department of Motor Vehicles.
6. No vehicles shall be parked or left standing in designated fire lanes.
7. No vehicle repair or maintenance activities are permitted in Omnitrans parking facilities.
8. Oversize vehicles occupying more than one parking spot, or vehicles that are in tow or that are towing a trailer, boat, or another vehicle are not authorized to park in Omnitrans parking facilities, except for vehicles owned or operated by Omnitrans or its contractors.
9. The speed limit within Omnitrans parking facilities is 5 mph. Drivers must drive with extreme caution, stop at stop signs, and watch for pedestrians as they have the right of way at all times.

Any vehicles not adhering to the above regulations are subject to being towed at the vehicle owner’s expense pursuant to Vehicle Code section 21113.

ITEM # E7

DATE: September 30, 2016

TO: Board Chair Sam Spagnolo and Members of the Omnitrans Board of Directors

THROUGH: P. Scott Graham, CEO/General Manager

FROM: Nathan Churan, Director of Special Transit Services

**SUBJECT: APPROVE HIRING ONE CUSTOMER SERVICE REPRESENTATIVE
POSITION - SPECIAL TRANSIT SERVICES DEPARTMENT**

FORM MOTION

Approve hiring one Customer Service Representative for the Special Transit Services Department.

This item was reviewed and the Administrative and Finance Committee at its September 15, 2016, meeting, and recommended to the Board of Directors for approval. Note: Title of position corrected from Information Clerk as presented to the Administrative and Finance Committee.

BACKGROUND

In December 2015, Omnitrans was designated by the San Bernardino Associated Governments (SANBAG) as the Consolidated Transportation Services Agency (CTSA) for the Valley Measure I Subarea. As a result of this designation and the Board-approved Transition Plan, a new department, Special Transit Services (STS), was formed within Omnitrans to provide CTSA services formerly provided by Valley Transportation Services (VTrans).

In addition, the Transition Plan provided that the function and oversight of Access, the service provided to comply with the Americans with Disabilities Act (ADA), also be included under the Special Transit Services umbrella.

Through this transition, the need for a Customer Service Representative to provide telephone customer service has been identified to keep up with the demand of phone calls requesting applications, program information, scheduling interviews, and handling ADA visitor requests from other counties. Previously, these duties were handled by the Paratransit Eligibility Technicians. However, the implementation of in-person ADA assessments consumes the day, leaving no one to answer the large volume of calls received on a daily basis. The addition of this position supports the immediate need of the department and will enable program staff to more effectively complete their tasks.

FUNDING SOURCE

The cost associated with this action is available in the Special Transit Services Department. The total cost for Fiscal Year 2017 (nine months) is estimated to be \$30,600, including salary and benefits.

Department: 2110
Expenditure Code 501130 – Wages, 502000 Benefits – Various

_____ Verification of Funding Sources and Availability of Funds.
(Verified and initialed by Finance)

Short Range Transit Plan/Strategic Initiative Supported – N/A

CONCLUSION

The Customer Service Representative will operate under the supervision of the Director of STS and perform direct customer service telephone support critical for communication of program information and ADA application processing that is vital to the response time effectiveness as the demand for STS programs increase.

PSG:NC

ITEM # E8

DATE: September 30, 2016

TO: Board Chair Sam Spagnolo and Members of the Omnitrans Board of Directors

THROUGH: P. Scott Graham, CEO/General Manager

FROM: Jennifer M. Sims, Director of Procurement

**SUBJECT: AUTHORIZE RELEASE – RFP-ADM17-29
GENERAL COUNSEL LEGAL SERVICES**

FORM MOTION

Authorize the CEO/General Manager to release Request for Proposals RFP-ADM17-29 for the provision of General Counsel Legal Services beginning January 8, 2017 for two (2) base years and three (3) single option years.

BACKGROUND

Since the formation of Omnitrans' Joint Powers Agreement, San Bernardino County's General Counsel (County Counsel) has served as Omnitrans' primary source of legal services. County Counsel provided day-to-day legal services with respect to the R.M. Brown Act, ethics, employee relations, relations with collective bargaining units, conflicts of interest, contract law, legal review and oversight over procurement contracts and all manners of inter-governmental agreements, formulation of language and negotiations over non-standardized contracts for special projects. County Counsel also assisted in the defense of Omnitrans against grievances, , and all other manner of claims against the Agency. In February 2016, Omnitrans was notified by the County of San Bernardino that, effective July 1, 2016, County Counsel would no longer be providing legal services to Omnitrans.

Omnitrans is currently under contract with Burke, Williams and Sorensen, LLP (Burke) of Riverside, CA to provide supplemental legal services. Therefore, effective July 1, 2016, Burke became Omnitrans' primary source of legal services and will continue to provide these services until a new contract is awarded. Burke's Option Year One expires January 7, 2017.

Omnitrans seeks a primary source of legal services with a qualified and experienced law firm to assist staff in the management and resolution of routine legal matters. These services will address Omnitrans' bus operations, special transit services, paratransit services, and the implementation, operation and maintenance of rail services.

Proposals will be evaluated in accordance with Procurement Procedure 4070-1 (Request for Proposals) and the weighted criteria established in the RFP document. A competitive range will be established and those within the range will be asked to participate in an interview presentation process. The CEO/General Manager will review results of the evaluation/interview process in Closed Session with the Executive Committee on Friday, December 2, 2016, with a recommended award scheduled for approval by the Board of Directors on January 4, 2017.

In accordance with the Procurement Policy 2000, Section 2.3.5.1.3 and FTA Circular 4220.1F, Board authorization and use of a formal procurement procedure is required to release Request for Proposals for procurements for good/services exceeding \$100,000. The Independent Cost Estimate for this project is \$900,000, if all options are exercised.

FUNDING SOURCE

The cost associated with this procurement is budgeted in the Administration Department's Operating Budget as follows:

Department	1300
Expenditure Code	503060

_____ Verification of Funding Sources and Availability of Funds.
(Verified and initialed by Finance)

Short Range Transit Plan/Strategic Initiative Supported – N/A

CONCLUSION

By proceeding with this solicitation, Omnitrans will have continuous legal service support.

PSG:JMS:KT

ITEM # E9

DATE: September 30, 2016

TO: Board Chair Sam Spagnolo and Members of the Omnitrans Board of Directors

THROUGH: P. Scott Graham, CEO/General Manager

FROM: Jennifer M. Sims, Director of Procurement

SUBJECT: AUTHORIZE RELEASE - RFP-FIN17-13, THIRD PARTY CONSULTANT TO PROVIDE NATURAL GAS AND MANAGEMENT OF A LOW CARBON FUEL STANDARD (LCFS) CREDIT PROGRAM UNDER CALIFORNIA AB 32

FORM MOTION

Authorize the CEO/General Manager to release Request for Proposals RFP-FIN17-13 for a Third Party Consultant to Provide Natural Gas and Management of a Low Carbon Fuel Standard (LCFS) Credit Program under California AB 32 for a three (3) year base and two (2) single option years.

BACKGROUND

California AB 32 is the cap-and-trade program that places a limit on various pollution generators and allows that cap to be exceeded through the purchase of credits from businesses that fall below their cap. The program requires California to reduce greenhouse gas emissions to 1990 levels by 2020. Under the cap-and-trade program, entities subject to the cap will be able to trade their credits (allowances) to other entities to offset their greenhouse gas emissions ("deficits") over the established cap.

Under California Air Resources Board (CARB) regulations, Omnitrans' compressed natural gas (CNG) pipeline fueling facilities will be eligible to earn LCFS credits for CNG Therm usage. Omnitrans' CNG pipeline fueling is anticipated to commence in January 2017. These credits may then be sold to other entities that have difficulty attaining the legislated standards for their carbon-cap limits.

In order to participate in the LCFS program, Omnitrans must opt-in as a Regulated Party, or alternatively delegate its Regulated Party status to a third-party. It was determined that it would be beneficial to contract with a third-party to purchase both Omnitrans' natural gas requirements and register as the Regulated Party on behalf of the Agency.

Upon Board approval, the third-party consulting firm awarded as a result of this solicitation will be authorized to act as the Regulated Party and assume all responsibilities associated with the LCFS regulatory compliance and program management, as well as regulatory and compliance issues. Additionally, by delegating its LCFS participation to a third party, Omnitrans will be able to realize the financial benefits of the LCFS program without the burden of additional costs or compliance issues.

By including the purchase of CNG based on a current index (e.g. SoCal Gas) plus or minus fees in the scope of work, the third party consultant will be able to pass additional savings on to Omnitrans due to the more favorable pricing they receive from SoCal Gas. The average fuel consumed per bus is approximately 45.9 gallons per day. Omnitrans' fleet consumes approximately 4 million gallons of fuel per year.

In accordance with the Procurement Policy 2000, Section 2.3.5.1.3, Board authorization and use of a formal procurement procedure is required to release Request for Proposals for procurements for goods/services exceeding \$100,000. The Independent Cost Estimate (ICE) for this project estimates the annual cost of CNG fuel at \$2,692,540 and the LCFS credits of \$1,072,032 for a total annual ICE of \$1,620,508.

FUNDING SOURCES

The cost reduction associated with this procurement is budgeted in the Operations and the Maintenance Department's FY2017 Operating budget as follows:

Department 1200, 2110, 2600
Expenditure Code 504090

_____ Verification of Funding Source and Availability of Funds
 (Verified and initialed by Finance)

Short Range Transit Plan/Strategic Initiative Supported – Strategic Initiative 1 – Operating Cost Reduction

CONCLUSION

By proceeding with this solicitation, Omnitrans will have the ability to implement a strategy to achieve its goal of operational cost reduction and service sustainability for the future.

PSG:JMS:CVM

ITEM # _____ E10 _____

DATE: September 30, 2016

TO: Board Chair Sam Spagnolo and Members of the Omnitrans Board of Directors

THROUGH: P. Scott Graham, CEO/General Manager

FROM: Jennifer M. Sims, Director of Procurement

**SUBJECT: AUTHORIZE RELEASE - IFB-MNT17-04, HVAC AND ENERGY
MANAGEMENT SYSTEM (EMS) MAINTENANCE SERVICES**

FORM MOTION

Authorize the CEO/General Manager to release Invitation for Bids IFB-MNT17-04 for the provision of maintenance and repair of the Heating, Ventilation and Air Conditioning (HVAC) and Energy Management Systems (EMS) beginning December 19, 2016 for three (3) base years and two (2) single option years.

BACKGROUND

Omnitrans utilizes the services of a Contractor for the maintenance and repair of its HVAC and EMS systems at the West Valley, East Valley, "I" Street, and Rancho Cucamonga facilities. The current contract is due to expire December 18, 2016. The new solicitation adds the San Bernardino Transit Center and the sbX E-Street Corridor to the scope of work.

In accordance with the Procurement Policy 2000, Section 2.3.5.1.3 and FTA Circular 4220.1F, Board authorization and use of a formal procurement procedure is required to release Invitation for Bids for construction procurements exceeding \$100,000. The Independent Cost Estimate for this project is \$637,413, including options.

FUNDING SOURCES

The cost associated with this procurement will be budgeted in the Maintenance Department's Operating budget as follows:

Department: 1200
Expenditure Code: 505060

Verification of Funding Source and Availability of Funds
(Verified and initialed by Finance)

Short Range Transit Plan/Strategic Initiative Supported – N/A

CONCLUSION

By proceeding with this solicitation, Omnitrans will have the ability to continue to provide heating and air conditioning at its facilities.

PSG:JMS:CVM

ITEM # E11

DATE: September 30, 2016

TO: Board Chair Sam Spagnolo and Members of the Omnitrans Board of Directors

THROUGH: P. Scott Graham, CEO/General Manager

FROM: Jennifer M. Sims, Director of Procurement

SUBJECT: AUTHORIZE RELEASE – IFB-MNT17-39, LANDSCAPING SERVICES

FORM MOTION

Authorize the CEO/General Manager to release Invitation for Bids, IFB-MNT17-39 for the provision of Landscaping Services beginning January 13, 2017 for three (3) base years and two (2) single option years.

BACKGROUND

Omnitrans utilizes landscaping services for weekly maintenance at East Valley, West Valley, “I” Street, sbX Green Line Corridor, park and rides, and the “J” Street lot, which includes lawn maintenance, irrigation system inspection, trimming of hedges, trees and bushes, weeding all gardens and flowerbeds, and clean-up of sidewalks and entrances.

On January 8, 2014, Omnitrans’ Board of Directors authorized award to RP Landscape and Irrigation of San Bernardino, CA, for the provision of Landscaping Services. The agreement did not include landscaping services at the San Bernardino Transit Center (SBTC). The base period expires January 11, 2017. In order to add the SBTC and an option to provide services at the adjacent San Bernardino Metrolink station, a new solicitation is needed.

In accordance with the Procurement Policy 2000, Section 2.3.5.1.3 and FTA Circular 4220.1F, Board authorization and use of a formal procurement procedure is required to release Invitation for Bids for procurements for good/services exceeding \$100,000. The Independent Cost Estimate for this project is \$524,147, if all options are exercised.

FUNDING SOURCE

The cost associated with this procurement is budgeted in the Maintenance Department's Operating Budget as follows:

Department	1200
Expenditure Code	505210

_____ Verification of Funding Sources and Availability of Funds.
(Verified and initialed by Finance)

Short Range Transit Plan/Strategic Initiative Supported – N/A

CONCLUSION

By proceeding with this solicitation, Omnitrans' properties will be aesthetically maintained.

PSG:JMS:KT

ITEM # _____ E12 _____

DATE: September 30, 2016

TO: Board Chair Sam Spagnolo and Members of the Omnitrans Board of Directors

THROUGH: P. Scott Graham, CEO/General Manager

FROM: Jennifer M. Sims, Director of Procurement

SUBJECT: AUTHORIZE RELEASE – RFP-MNT17-40, AUTOMOTIVE PARTS

FORM MOTION

Authorize the CEO/General Manager to release Request for Proposals, RFP-MNT17-40 for the provision of Automotive Parts for two (2) base years and three (3) single option years.

BACKGROUND

Omnitrans has an ongoing requirement to purchase new and remanufactured parts for Omnitrans' fleet of non-revenue vehicles and trucks. Parts delivered under this contract will be used in the repair and maintenance of these vehicles. Purchasing parts under contract provides the Agency a cost savings through economies of scale and will reduce down time.

In accordance with the Procurement Policy 2000, Section 2.3.5.1.3 and FTA Circular 4220.1F, Board authorization and use of a formal procurement procedure is required to release Request for Proposals for procurements for good/services exceeding \$100,000. The Independent Cost Estimate for this project is \$446,186, if all options are exercised.

FUNDING SOURCE

The cost associated with this procurement is budgeted in the Maintenance Department's Operating Budget as follows:

Department	1200
Expenditure Code	504010

_____ Verification of Funding Sources and Availability of Funds.
(Verified and initialed by Finance)

Short Range Transit Plan/Strategic Initiative Supported – N/A

CONCLUSION

By proceeding with this solicitation, Omnitrans will have the ability to repair and maintain Omnitrans' fleet of vehicles and trucks.

PSG:JMS:KT

ITEM # E13

DATE: September 30, 2016

TO: Board Chair Sam Spagnolo and Members of the Omnitrans Board of Directors

THROUGH: P. Scott Graham, CEO/General Manager

FROM: Jennifer M. Sims, Director of Procurement

**SUBJECT: AUTHORIZE RELEASE - RFP-OPS17-12
ONBOARD VIDEO SURVEILLANCE SYSTEM**

FORM MOTION

Authorize the CEO/General Manager to release Request for Proposals RFP-OPS17-12 for the provision, installation and maintenance of replacement Onboard Video Surveillance System (OBVSS) beginning February 2017.

BACKGROUND

The current fixed route OBVSS is seven years old and the paratransit OBVSS is five years old. Replacement Digital Video Recorders (DVR) and Hard Disk Drives (HDD) are no longer available and the extended maintenance agreements for fixed route and paratransit vehicles expire March 9, 2017 and October 31, 2017, respectively. The inability to maintain obsolete equipment will limit Omnitrans' ability to conduct investigations. The solicitation is seeking a solution that will integrate with or replace the DVRs and HDDs currently installed on Omnitrans' 174 forty-foot buses, 14 sixty-foot buses, and 106 paratransit vehicles.

OBVSS is a cost-effective method to provide Omnitrans and the public with a passive means of security in the absence of on-board security personnel. OBVSS technology captures and records GPS data, audio and video and playback to provide an improved security posture for the fixed route and paratransit fleets. Since its introduction, OBVSS systems have proven invaluable in providing evidence in criminal cases and civil claims.

In accordance with the Procurement Policy 2000, Section 2.3.5.1.3, Board authorization and use of a formal procurement procedure is required to release Request for Proposals for procurements for goods/services exceeding \$100,000. The Independent Cost Estimate for this project is \$3,697,496, including options.

FUNDING SOURCES

The cost associated with this procurement is budgeted in Omnitrans' Capital budget as follows:

FUNDING	GRANT	YEAR	PROJECT NAME	INTERNAL ORDER	AMOUNT
FTA	TBD	2017	OBVSS	TBD	\$2,957,996.80
Prop 1B	Prop 1B	2016	OBVSS	A1420104B	\$739,499.20
				Total	\$3,697,496.00

_____ Verification of Funding Source and Availability of Funds
(Verified and initialed by Finance)

Short Range Transit Plan/Strategic Initiative Supported – Strategic Initiative 5 – Technology Optimization

CONCLUSION

By proceeding with this solicitation, Omnitrans will maintain its security posture for Omnitrans' fleets, employees and passengers.

PSG:JMS:CVM

ITEM # _____ E14

DATE: September 30, 2016

TO: Board Chair Sam Spagnolo and Members of the Omnitrans Board of Directors

THROUGH: P. Scott Graham, CEO/General Manager

FROM: Jennifer M. Sims, Director of Procurement

**SUBJECT: AUTHORIZE AWARD – CONTRACT IPMO17-16
VEHICLE MAINTENANCE FACILITY MODIFICATION WORK**

FORM MOTION

Authorize the CEO/General Manager to award Contract IPMO17-16 to Regency-Pacific Development Corporation, of Beaumont, CA, for the provision of Vehicle Maintenance Facility (VMF) Modification Work, in the amount of \$697,000, plus a ten percent contingency of \$69,700, and a 3.27% Cost Allocation Plan (CAP) of \$25,071.09, for a total not-to-exceed amount of \$791,771.09.

This item was reviewed by the Administrative & Finance Committee at its September 15, 2016, meeting, and recommended for approval by the Board of Directors.

BACKGROUND

The sbX Project was comprised of three components: procuring the 60' buses, construction of the E Street BRT Corridor and remodel of the East Valley Vehicle Maintenance Facility.

On June 15, 2015, Omnitrans terminated work on Contract IFB-IPMO12-10 with USS Cal Builders for the construction of the VMF and operational use of the Maintenance Facility commenced. Unfinished work remaining included the vacuum system, removal of the temporary canopy and related concrete work was removed from the contract via a deductive change order. Omnitrans staff has been working with the design team (STV) to develop the solicitation package to complete the remaining tasks.

On August 3, 2016, Omnitrans' Board of Directors authorized staff to release Invitation for Bids IFB-IPMO17-16. Notices were published in four local newspapers of general circulation, three of which were minority newspapers, to promote Disadvantaged Business Enterprises (DBE) and Small Business Enterprises participation. The solicitation was posted on Omnitrans' online bidding system. Two bids were received by the September 8, 2016 deadline, one bid was found to be responsive.

Award is recommended to Regency-Pacific Development Corporation, in the amount of \$697,000. Although the bid is higher than the Independent Cost Estimate (ICE) of \$402,194.80, the bid was within 2% of the non-responsive bid. The amount of the ICE reported to the Admin and Finance Committee of \$580,000, was a budgetary figure. The Finance Department forecasted an amount of \$700,000 for the project. The detailed cost analysis deemed the cost fair and reasonable.

In accordance with FTA Circular 4220.1F, and Omnitrans Procurement Procedure 4050.1, Section 5, awarding a contract in response to a single bid is allowed when it can be determined that the lack of competition was not due to unfavorable terms and conditions or unduly restrictive scopes of work or technical specifications. Staff conducted extensive outreach and determine that the solicitation was not restrictive.

FUNDING SOURCE

FUNDING	GRANT #	YEAR	PROJECT NAME	INTERNAL ORDER	AMOUNT
STA	11-03-OMN-B	2011	VMF	X11G70060S	\$125,451.00
STA	10-09-OMN-B	2010	VMF	X10V20101S	\$66,641.78
LTF	S-1407-28	2014	VMF	X14101032L	\$274,440.28
LTF	S-08/11-024	2009	VMF	X09V70053L	\$86,836.86
LTF	S-07/11-036	2008	VMF	X08V70053L	\$147,617.27
STA	07-05-OMN-B	2007	VMF	X07G70055S	\$25,128.53
LTF	S-1208-012	2014	VMF	X14PAR002L	\$65,655.37
					\$791,771.09

_____ Verification of Funding Source and Availability of Funds
(Verified and initialed by Finance)

Short Range Transit Plan/Strategic Initiative Supported – Safety and Operations: Improve and expand public transportation service to our customers and community.

CONCLUSION

By approving award of this contract, Omnitrans will be able to complete the Vehicle Maintenance Facility Maintenance Construction project.

PSG:JMS:KAM

Press Enterprise

Sunday, July 17, 2016

ITEM #E15

Inland Empire scores big this week

San Bernardino County Sun

The Press-Enterprise

07/17/16

Cassie MacDuff

The Inland Empire scored a couple of big victories last week:

The president signed a bill that will enable Ontario to pay \$120 million in airport fees to Los Angeles, a key to L.A. handing over control of Ontario International Airport.

The Public Utilities Commission rejected a gas pipeline that would have disrupted major streets and quiet neighborhoods from San Bernardino through Reche Canyon.

These were David and Goliath fights I sometimes despaired that the region could win.

The airport legislation enables Ontario International Airport to transfer passenger fees collected at ONT to Los Angeles World Airports. Normally, such fees can only be used on the airport where they're collected.

Without the legislation, the long, drawn-out battle for local control of ONT could have been for naught. How would Ontario pay L.A. to reimburse what LAWA spent on ONT?

Now, LAWA can keep \$50 million in ONT passenger fees it already has collected, and ONT can forward LAWA \$70 million in fees to be collected over the next 10 years.

Rep. Ken Calvert, R-Corona, introduced the legislation back in January. But like many bills in our deadlocked Congress, it looked like it might die before the session ended this summer.

Calvert and Rep. Norma Torres, D-Pomona, smartly folded the bill into the Federal Aviation Administration reauthorization, a must-pass for Congress to prevent FAA funding from running out and the nation's air traffic control system from shutting down.

Congress passed the FAA reauthorization Wednesday and President Barack Obama signed it into law late Friday.

Before that victory lap was taken, the California Public Utilities Commission killed a massive pipeline project that sparked outcry from the San Bernardino Mountains to the valley floor.

So Cal Gas and San Diego Gas & Electric claimed they needed the 63-mile pipeline from Adelanto to Moreno Valley to ensure natural gas supplies for Riverside County, San Diego and Imperial County.

The proposed route cut through the National Forest, across the San Andreas Fault, through San Bernardino's most heavily traveled corridors and most affluent neighborhood, requiring an 8-foot trench and months of disruption.

The plan upset environmentalists, industrialists and just plain folk who live and drive along the proposed route down the Cajon Pass, along Kendall Avenue by Cal State San Bernardino, across the 40th Street shopping corridor, down Valencia Avenue (the city's last affluent neighborhood), zigzag south to rural commute route Reche Canyon Road and across land planned for World Logistics Center in Moreno Valley.

"The current plan will disrupt the primary bus corridor between San Bernardino and Loma Linda and will make for extremely hazardous driving and pedestrian (conditions)," wrote Verdemont resident Mike Cohen.

"You are running this line between the San Andreas and San Jacinto faults," Cohen wrote, raising the specter of a gas explosion like the 2010 San Bruno disaster.

Another resident, Larry Conley, wrote: "My concern is that the pipeline under 1100 psi is being buried under (residential neighborhoods) when it could have been routed through unpopulated areas and be much safer."

The route had the "greatest impact on the human environment," San Bernardino Community Development Director Marc Persico wrote.

At public meetings, gas company officials seem to brush off the concerns, people who attended told me.

For example, they rejected a route along a flood control channel and couldn't say why the San Andreas Fault didn't concern them but a small fault near the channel did, San Bernardino Councilman Jim Mulvihill said.

"There was a lack of any kind of understanding of the areas they're going through," said Mulvihill, citing the Kendall/University Parkway intersection used by 20,000 CSUSB students and neighbors daily.

The very same route was torn up for construction of a bus rapid transit line from Cal State to Loma Linda. This would have torn the streets up again.

After the multi-year bus project, municipal bankruptcy and the Dec. 2 mass shooting, hasn't San Bernardino suffered enough?

In the end, it wasn't the neighborhood disruption or traffic concerns that killed the project. It was simple economics. There are cheaper ways to accomplish the stated goal: making sure there's enough natural gas for customers in case of an unforeseen event.

The utilities have relied on contracts with El Paso Natural Gas for 50 years at a cost of less than \$20 million a year, with no disruptions, Commissioner Mike Florio said. The proposed pipeline would require \$120 million annually from SoCalGas and SDG&E customers.

"There's a long history here of adequate service," Florio said. "So it simply doesn't seem sensible to me that at a time when we're looking at decreasing reliance on fossil fuels, including natural gas, that we would spend \$620 million on a pipeline system that just moves gas around and doesn't increase the supply."

He and the other commissioners want to take a broader view of how to ensure natural gas supplies, not approve one pipeline at a time.

So Cal Gas wouldn't say whether it plans to appeal the decision or propose a new route for the pipeline, releasing a statement that the company remains concerned about supply reliability and believes "new infrastructure" is the best solution.

The CPUC has been under fire lately for its handling of the San Bruno disaster and the Aliso Canyon leak. But its decision in this case served the Inland communities well.

"It's just fantastic," Mulvihill said. "I'm not sure the protests we made here made any difference," but the outcome was good. "San Bernardino dodged a big bullet."

North End Neighborhood Association President John Hillman said the community is hugely relieved.

"The people that I've talked to are really happy about this thing being shut down," Hillman said, adding, "Finally, something... worked for the area." Amen.

Press Enterprise
Sunday, July 17, 2016

Press Enterprise

July 17, 2016

Veterans, mobile grocer among beneficiaries of \$600,000 in grants

By ANNE MARIE WALKER

Veterans, dental care for the uninsured and a mobile grocery store were among the beneficiaries that will benefit from \$599,464 in grants from Kaiser Permanente.

Kaiser has been serving the community since it began as a nonprofit hospital in 1945, says Cecilia Arias, community benefits house manager.

"We do a community assessment every three years to find any gaps in health services," she said.

The current focus is oral and mental health, obesity, and diabetes.

All of the funds come from revenue generated from Kaiser's hospitals and healthcare plans.

The Riverside and Moreno Valley locations donated the 33 community grants.

The largest grant was given to Coachella Valley Volunteers in Medicine to expand dental services for uninsured residents.

Also benefitting, with a \$20,000 grant, is U.S. VETS-Inland Empire — a facility at March Air Reserve Base that provides housing and support for 130 veterans every day.

The grants will help pay for "health insurance coverage and health care coverage among vulnerable populations," said Judith Ann Biggs, vice president of development at U.S. VETS. The organization ensures veterans receive the care they need — medical, mental health, dental, and addiction treatment appointments.

Another \$20,000 grant was given to the Family Service Association's Mobile Fresh program, which delivers fresh produce to underserved areas throughout the Inland Empire.



Half the grant will be used to retrofit a new bus, while the rest of the money will be used to provide funds for the produce, said Dom Betro, CEO of Family Service Association.

Retrofitting costs \$50,000, Betro has said.

"We provide produce for 75 percent less of what it would cost in a grocery store," he said. "This grant will help with that and also expand the program."

The Mobile Fresh program receives 2,000 customers a month and makes makes 40 weekly stops in Riverside and San Bernardino counties. It has one transit bus, as well as a backup bus and a van. The program will receive more buses from the Riverside Transit Agency and Omnitrans; the grant money will help retrofit the new vehicles.

"We're very grateful," Betro said, of the grant. "Because they (Kaiser) recognize the preventative benefit of getting nutrition."

Other organizations that received a grant include:

- Community Translational Research Institute was awarded \$20,000 to demonstrate the benefits of an integrated community clinic approach to prevent Type 2 diabetes.
- The city of Perris earned \$20,000 for Perris community garden, known as the Green City Farm Program.
- The Riverside Free Clinic received \$10,000 to provide diabetes management for the homeless population and follow-up care.

THE PASS: Bus service expands into Calimesa

Press Enterprise

BY CRAIG SHULTZ / STAFF WRITER

Published: July 20, 2016



Pass Transit will be expanding service into Calimesa beginning Aug. 8. Pass Transit is a cooperative effort between the cities of Banning and Beaumont that provides service throughout the San Gorgonio Pass.

The route will take riders throughout the city, with stops at shopping areas, City Hall

and the senior center and several residential neighborhoods. It also will connect with regional routes that travel to Yucaipa, San Bernardino, Loma Linda and Beaumont.

Service will be 6:30 a.m. to 5:30 p.m. Monday through Friday. Fares are \$1.15 for general passengers, \$1 for youths, 65 cents for seniors/disabled/veterans, and 25 cents for children shorter than 46 inches.

A kick off celebration will be held at 11 a.m. Aug. 8 at Calimesa City Hall.

Information www.ci.beaumont.ca.us/routes or 951-769-8530.

Other

Thursday, July 21, 2016

Patch.Com
July 21, 2016

Beaumont's 'Pass Transit' Launches New Calimesa Line

Pass Transit will offer riders throughout Calimesa regional connections to Yucaipa, San Bernardino, Loma Linda and Beaumont.

By Renee Schiavone (Patch Staff)

The following is a news release from the city of Beaumont:

Beaumont, CA — Looking for a quick way to travel around Calimesa? Hop on board the new Calimesa Route 136 bus service! Beginning Monday, August 8, 2016, Beaumont Pass Transit, in cooperation with the City of Calimesa, will transport riders throughout Calimesa with regional connections to Yucaipa, San Bernardino, Loma Linda and Beaumont.


This new fixed route will travel around Calimesa, with numerous stopping points along the way, including Stater Bros., Calimesa City Hall and Senior Center, Crown Village shopping, and several residential neighborhoods.

Route 136 will connect with regional transportation routes including the OmniGo Routes 308 and 309 along County Line Rd and Beaumont Pass Transit Commuter Link 120 along Calimesa Blvd giving passengers regional transportation service to Yucaipa, San Bernardino, Loma Linda VA Hospital and Beaumont.

Service hours for the new Route 136 will be Monday through Friday 6:30am to 5:30pm. Bus fares are \$1.15 for general passengers, \$1.00 for youth passengers (grades K-12), \$0.65 for seniors/disabled/veterans, and \$0.25 for children under 46" in height.

A kick off celebration will be held on August 8th at 11:00am at the Calimesa City Hall, located at 908 Park Avenue, Calimesa. More information about the new route can be found at www.ci.beaumont.ca.us/routes or by calling (951) 769-8530.

Join us in celebrating the LAUNCH of...






PASSTRANSIT
ROUTE 136

BEAUMONT PASS TRANSIT IS PROUD TO ANNOUNCE ROUTE 136
This NEW route will service the City of Calimesa and bring the
Pass Area together with regional connecting opportunities!

CONNECTIONS INCLUDE:
Pass Transit's Commuter Link Route 120 to the San Bernardino Metrolink
(OmniTrans Transfer/Transfer Center) and Loma Linda VA Hospital.
Additionally, passengers will be able to connect along County Line Road
to OmniGo Routes 308 and 309.

August 8, 2016 - 11:00 a.m.
Calimesa City Hall
908 Park Ave., Calimesa CA

Ride the Route 136 for FREE
the week of August 8 through August 12, 2016



Other
Friday, July 29, 2016

MyNewsLA.com

JULY 29, 2016

Southland to get \$23M in transportation grants

POSTED BY HOA QUACH

The Southland is set to receive \$23.7 million in federal grants for railroad grade separation in Santa Fe Springs and to provide passenger rail service in San Bernardino County.

Metro was awarded \$15 million under the TIGER (Transportation Investment Generating Economic Recovery) program to separate surface street and rail traffic at Rosecrans and Marquardt avenues in Santa Fe Springs. The intersection is traversed each day by 45,000 cars and 130 trains, including BNSF, Metrolink and Amtrak.

Another \$8.7 million TIGER grant will go to San Bernardino County to help upgrade existing tracks to provide nine miles of service between the San Bernardino Transit Center and the University of Redlands that is anticipated to serve between 1,600 and 1,800 passengers per day.

The projects are two of the 40 recipients of this year's TIGER program grants, which totaled \$500 million and are given out competitively to projects that require coordination among multiple agencies or involve multiple forms of transportation.

Other

Sunday, July 31, 2016

RailwayTechnology.com

July 31, 2016

Redlands Passenger Rail Project (RPRP), California, United States of America



The Redlands Passenger Rail Project (RPRP) is nine mile-long rail extension currently under development by the San Bernardino Associated Governments (SANBAG) in California, US. It will run between the San Bernardino Transit Centre located at Rialto Avenue and E Street in Downtown San Bernardino, with a stop at the University of Redlands.

The project aims to provide new transportation choices through the implementation of a new rail service that integrates conveniently with other modes such as auto, bus and bicycle. It will create a safe and cost-effective travel choice for the communities, including San Bernardino, Loma Linda, Redlands, and surrounding areas. It will connect residents, businesses and visitors to a range of destinations, including leisure, education and healthcare.

The services on the extension are expected to commence by 2020.

Redlands passenger rail project details

SANBAG obtained notice of determination (NoD) approval for the Redlands Passenger Rail project in March 2015. It also received a record of decision (RoD) from the US Federal Transit Administration (FTA) in February 2016 in compliance with National Environmental Policy Act (NEPA).

The project is currently in the final design phase, which began in 2015. Vehicle procurement for the passenger rail services will be completed between 2016 and 2020. Construction on the project is expected to begin in early-2017.

The project will encompass construction of new [track](#), replacement and retrofit of existing bridges, use of existing train layover and maintenance facility, and safety improvements at 22 at-grade crossings and five public at-grade crossings closures.

Four new stations at San Bernardino Transit Centre, Waterman Avenue, New York Street, and Downtown Redlands will be built as part of the project. The new stations will be compliant with the Americans with Disabilities Act

(ADA). The stations and the proposed vehicles will be designed with a level-boarding option to provide direct access for individuals in wheelchairs.

Rolling stock for the Redlands passenger rail project

The new rail extension will be operated with diesel multiple units (DMUs) vehicles to provide primary service. The DMUs will be powered by tier-4 emissions technology with clean diesel engine, which will be used for providing service throughout the day between San Bernardino and Redlands. The DMUs are quieter, more efficient, and cheaper to operate than Metrolink standard locomotives.

A Metrolink locomotive hauled coach train will provide round trip express service to the Downtown Redlands Station with limited stop service to and from Los Angeles.

The trains will operate for every 30 minutes during morning and afternoon peak commute hours, and will operate every 60 minutes during off-peak hours. The weekend and weekday service will begin at 5am and run until 10pm.

Contractors involved

RailPros is the Redlands Passenger Rail Project (RPRP) lead programme manager. CH2M was awarded a contract to assist RailPros, SANBAG and the US Federal Railroad Administration for the development and implementation of RPRP for SANBAG in June 2016.

The scope work also includes providing assistance for the rail passenger vehicle acquisition and conducting a fare collection system study.

SANBAG signed agreements with both the cities of San Bernardino and Redlands in February 2016 to ensure that the entire corridor is designated a quiet zone that stipulated to use train horns only in emergency situations or in compliance with federal regulations or railroad operating rules.

Financing

The total investment for the completion of the Redlands passenger rail project is estimated to be \$250m, which will be primarily funded by the local, state, and federal governments. Additional funding will come from Measure I, a county-wide half-cent sales tax for transportation improvements.

The US Department of Transportation (DOT) awarded \$8m for the construction of the project under the Transportation Investment Generating Economic Recovery (TIGER) grant in July 2016.

The estimated operation and maintenance costs for the services are between \$8m and \$10m a year.

Yucaipa News-Mirror

Friday, August 12, 2016

Yucaipa/Calimesa News Mirror

August 12, 2016

Calimesa celebrates new bus route



Calimesa City Councilwoman Ella Zanowic, Mayor Pro Tem Joyce McIntire and Mayor Jeff Hewitt cut the ribbon to start the new bus service in the city.

Local dignitaries and community members gathered at Calimesa City Hall on Aug. 8 to celebrate the city's new Pass Transit Route 136. The new route will service the city of Calimesa and provide connections to the San Bernardino Metrolink, Loma Linda VA Hospital and to OmniGo routes, including to Yucaipa. One stop will be near the heavily congested Mesa View Middle School.

"It's a testament to good government, when the right people are in the right positions to follow things through to success," said Calimesa Mayor Jeff Hewitt who was all smiles at the ribbon cutting for the Pass Transit bus route's kickoff.

City Manager Bonnie Johnson welcomed dignitaries and residents on "the launch of our new bus route" and introduced Elizabeth Gibbs, Transit Director from the city of Beaumont.

"This is a very exciting day for the city of Calimesa," said Gibbs. "We wouldn't be here if it wasn't for these individuals here today."

She referred to Pass Transit staff and to Calimesa Mayor Pro Tem Joyce McIntire, who worked tirelessly to make the bus route a reality.

McIntire is the Riverside Transportation Agency (RTA) board member representative for the city of Calimesa. She provided a history of her involvement with RTA.

"I am pleased to say we are here as a result of collaboration from RTA, Beaumont Pass Transit, the city of Calimesa and funding from RTCT," said McIntire who added the new bus route would feature morning and afternoon times.

RTA Budget Committee Chair Brenda Knight said she was happy to be part of the celebration. "I'd like to thank everybody on this joyful occasion," she said.

"To be here and see this today, it's one more thing that's good in our Pass area. It helps everybody."

Representatives from RTA provided bus routes to residents and explained the new technology available for smartphones. A live, real-time bus track mapping is available at beaumont.doublemap.com, which shows every bus within the system. It's a free downloadable App, explained representatives.

Councilman Dick Riddell was there to show his support on behalf of the city of Yucaipa.

"This is something the community has been lacking and it's a real valuable addition to the whole transit system," said Riddell.

"Bringing riders to Yucaipa to connect with OmniTrans will be great. I hope in the future we can work out a Pass Transit and OmniTrans continuous ticket."

Riddell added he hoped many riders, which would ultimately expand its routes and times, would utilize the new bus route.

Following a ribbon cutting ceremony at the new bus, the bus was officially open for business.

The bus service is free through Aug. 12.

The regular cost is \$1.15 for general passengers, \$1 for youth and \$0.65 for seniors, disabled and veterans. The route will be open Monday through Friday, excluding holidays.

For a complete list of stops or times, visit the website or call 951-769-8530.

Inland Empire Community Newspapers

Thursday, August 18, 2016

Inland Empire Community Newspapers

August 18, 2016

Omnitrans Commemorates San Bernardino Transit Center First Anniversary with Sidewalk Chalk Art Contest

In September, the San Bernardino Transit Center (SBTC) will celebrate one year of operation with a sidewalk chalk art contest, live music, refreshments and promotional giveaways on Saturday, September 10, 2016.



"Our vision for the SBTC is to be a busy regional transit hub and much more," said Omnitrans spokesperson Wendy Williams. "We also hope it will become a vibrant community gathering place and source of civic pride. With the sidewalk chalk art contest we invite the community out to experience both the transit center and the talents of local artists."

Approximately 5,000 passengers pass through the SBTC each weekday, making connections with 13 Omnitrans bus routes as well as routes operated by Mountain Transit and Victor Valley Transit Authority.

Connections at the SBTC will be expanding in the year ahead. On September 14, Beaumont's Pass Transit will bring its Commuter Link Route 120 to SBTC. In spring 2017, Metrolink train service will be extended to the site. To coincide with the Metrolink extension, Omnitrans will launch a new freeway express Route 208 with peak-hour service between Yucaipa, Redlands and San Bernardino.

In recognition of the SBTC's energy efficient design, the theme for the sidewalk chalk art contest is "Green Scenes." Prizes of \$250, \$100 and \$50 will be awarded for first, second and third place in the adult category. All children 13 and under who participate will receive a prize. Omnitrans will provide live music, promotional goodies and refreshments for all in attendance.

The SBTC offers an indoor climate controlled lobby with public restrooms, drinking fountains, and customer service desk, plus shaded outdoor waiting areas and digital bus arrival signs. Some of the "green" features include solar rooftop panels, sustainable greenery, high tech heating and cooling systems and water-saving drinking fountains.

Redlands Daily Facts

Friday, August 19, 2016

The Sun

August 19, 2016

Officials hear latest on Redlands Passenger Rail Project



By **Sandra Emerson**, Redlands Daily Facts

POSTED: 08/18/16, 4:58 PM PDT | UPDATED: 5 HRS AGO

0 COMMENTS

In this file photo, SanBAG's Tim Watkins, chief of legislative and public affairs, points to the San Bernardino Transit Center, where the Redlands Passenger Rail will begin. *File photo*

REDLANDS >> Over the past year, progress has been made to bring passenger rail service to Redlands.

Representatives with San Bernardino Associated Governments, or SanBAG, shared the latest on the Redlands Passenger Rail project with the Rail to Redlands working group, who met Thursday for the first time in nearly a year.

"There's a lot of energy, a lot of work going on with SanBAG and with our consultants to keep this moving forward," said Carrie Schindler, director of transit and rail programs at SanBAG, the lead agency on the project, during the meeting held in the Esri Cafe.

The working group, which brings together various public and private stakeholders, provides unofficial oversight for the project, which proposes to extend rail service 9 miles from downtown San Bernardino to the University of Redlands.

Stations are planned for Waterman Avenue, New York Street near Esri, at the company's expense, downtown Redlands and the University of Redlands.

Construction is expected to begin in 2017, with operations beginning in mid-2020.

"It's in the project state. The next stage is reality," said San Bernardino County Supervisor James Ramos, who led the meeting. "2020 is when we'd like to have that move forward."

The project is in the final design phase and this week was awarded a \$9.2 million state grant, Schindler said. SanBAG also was recently awarded a \$8.6 million federal grant.

Funding for the estimated \$250 million project is mostly from the Measure I half-cent sales tax. This does not include costs to run the service and interest owed on bonds being issued to help pay for the project.

"This project is being recognized at the federal and state level," Schindler said. "I think a big part of that is our private partnerships. It really demonstrates a commitment by the community to bring this new transit resource to our region."

SanBAG recently entered into agreements with Esri and the University of Redlands.

It is also in the process of procuring three diesel multiple units that will provide the main service from downtown San Bernardino to the University of Redlands.

The units, which are smaller and more efficient than Metrolink locomotives, will make 25 round trips a day.

The service will be blended, Schindler said, with a Metrolink locomotive making one round trip a day from downtown San Bernardino to downtown Redlands.

SanBAG is working with Metrolink to maintain the system and Omnitrans to operate the service, said Justin Fornelli, chief of transit and rail programs for SanBAG.

SanBAG has been undergoing an outreach effort with community groups and at events.

It is also in the process of developing the brand for the service. Ultimately, the service will not be called Redlands Passenger Rail as that is the name of the project only.

"Transitioning from the idea to the real service is something we're really excited about," said Tim Watkins, chief of legislative and public affairs for SanBAG.

Questions about the project can be sent to info@redlandsrailproject.org

For more information go to www.redlandsrailproject.org.

Other

Tuesday, August 23, 2016

Voice of OC

August 23, 2016

OCTA Proposes Fare Changes to Cope With Declining Bus Ridership



As part of an effort to overhaul its struggling bus system, the county's transportation agency is considering a new fee structure that would charge riders based on how far they travel instead of the current flat fee across bus routes countywide.

The proposed fare changes, which were unveiled at the Orange County Transportation Authority (OCTA) board meeting Monday and will be the subject of a public hearing on September 26th, would have the greatest effect on disabled riders

who ride long distances on the bus.

Under the proposed plan, OCTA would double the price paid by disabled riders who use a home pick-up bus service to travel from one end of the county to the other, and also increase fares for express buses that travel within and outside of the county. Meanwhile, the cost of day passes would be reduced by a dollar for six a period of months.

OCTA has lost riders faster than any other Southern California transportation agency, with ridership falling by more than 30 percent since 2008.

The number of buses operating at peak hours went from 541 in 2008 to 428 in 2013, a 21 percent decrease, according to data from the National Transit Database. Over that same period, hours of service were cut by 21 percent.

The Transportation Authority also increased fares by 50 cents, from \$1.50 to \$2.00 a ride, in 2013.

Now officials are trying to rebuild their ridership base, by shifting service away from low-performing bus routes toward improving service along more popular routes.

One of those steps included commissioning a fare study, which was conducted by ch2m, a Los Angeles-based consulting company, and released in March.

One of the conclusions of the consultant report was that OCTA's fare structure is simple compared to its peers – one price for local buses and each of the two express bus services – but fails to account for differences in how far riders travel.

For example, disabled individuals who use ACCESS, a bus service that picks up riders at their homes by appointment, currently pay a flat fee of \$3.60, to use the service.

The ACCESS service is mandated by the federal Americans with Disabilities Act and limits the fare to twice the cost of a comparable fixed-route trip. The Transportation Authority subsidizes the remaining cost, according to a staff report.

While the average cost of an ACCESS trip is \$43, it jumps to more than \$80 when riders use the service to travel from one end of the county to another, according to the staff report.

San Diego, Riverside and San Bernardino counties all use zone-based fares for their transit services for the disabled.

Only about 3 percent of ACCESS riders use the service for the countywide trips.

Here is a rundown of the staff recommendations:

Decrease price of day passes from \$5.00 to \$4.00 for a promotional period of six months

Eliminate five- and seven-day passes, which account for less than 1 percent of pass usage

Re-brand express routes within the county as "OC Express" routes and increase fares from \$2.00 to \$4.00. This would affect routes 206, 211, 212, 213 and 216.

Re-brand express routes that take riders outside of Orange County to "Express" routes and increase fares from \$6.00 to \$7.00

Divide the county into three zones (north, central and south) and increase fares for disabled riders using the ACCESS service who travel across all three zones, from \$3.60 to \$7.20.

The plan also includes a six-month trial period where the price of one-day bus passes will be reduced from \$5 to \$4. Officials estimate the reduction will increase ridership by 600,000 boardings during the promotional period, but result in a loss of \$1.1 million in revenue from fares.

They plan to make up that funding gap with grant money from a state cap and trade program, and hope the experiment will give them a better sense of how lowering the price of a bus trip will affect ridership.

"This is the first time we've lowered a fare, so this is new – we'll have to see how this interacts," said Sean Murdock, director of finance and administration, at Monday's meeting. The board voted unanimously for the fare reduction plan.

However, some board members disagree with staff's recommendation to increase fares.

Director Tom Tait, who is also the mayor of Anaheim, believes price is one of the major factors in whether riders choose to take public transit. He said many riders with low or fixed incomes will not have the money to absorb increased costs, much less increase their use of public transportation.

"That's who ride your buses – people who have no money. They're the same people who line up at food pantries," said Tait. "After they pay rent, and utilities, they have money for food and transit."

"We've increased the price sixty percent from 2007...and our ridership has dropped 38 million," Tait added.

Director Greg Winterbottom disagreed with Tait, citing a July study by the advocacy group TransitCenter which found riders value frequency and reliability of service, as well as short travel times, when making the decision to use public transportation.

"It's fast and frequent service and walkable neighborhoods – not price, sorry Tom – that matters," said Winterbottom.

Highland Community News

Tuesday, August 23, 2016

Highland Community News

August 23, 2016

Rail to Redlands moves forward with two major grants



Working together

President and CEO of Inland Empire Economic Partnership Paul Granillo (left to right), County Supervisor James Ramos and Redlands Major Pro Temp Jon Harrison lead the Rail to Redlands Working Group in its fourth meeting, Aug. 18.

Thanks to the recent acquirement of two major grants totaling \$17.9 million the Rail to Redlands Project is transitioning further from an idea to a working project. The progress brought together the Rail to Redlands Working Group, headed by County Supervisor James Ramos, for its meeting on Thursday, Aug. 18, to announce the grants and inform the public of the project's status in other areas.

According to Ramos, the Working Group was created to help inform and gather public comment while bringing the involved agencies together to work as a team, led by SANBAG.

Within the past few weeks, the Rail to Redlands Project has won a \$9.2 million State Transit Intercity Rail Capital Program (TIRCP) grant and a \$8,678,312 Transportation Investment Generating Economic Recovery (TIGER) Grant from the U.S. Department of Transportation.

The project was able to win the TIGER grant thanks to teamwork and partnership with the office of Congressman Pete Aguilar, Ramos said.

"The TIGER grant is one of the most elusive grants in federal funding. It's very exacting and the competition is fierce," said Curt Lewis, grants coordinator for Aguilar's office. "We were denied last year but we didn't give up."

The total project is expected to cost \$250 million - funded by federal, state and local funds including Measure I - and will create a new nine-mile five-station rail service from the San Bernardino Transit Center to the University of Redlands. Stations will be built at the Inland Regional Center on Waterman Avenue, the Esri campus at New York Street in Redlands, the University of Redlands and at the historic Santa Fe Depot in downtown Redlands. The system will run along existing railroad right-of-way owned by SANBAG.

At the Transit Center, the Redlands Rail will connect commuters to the Metrolink system to Los Angeles and the sbX bus system to Loma Linda University Medical Center.

Among the milestones reached by the project is the formation of a team to procure the rail system vehicles.

According to Carrie Schindler, director of SANBAG transit/rail programs, it will be a blended rail system using two smaller diesel multiple units (DMUs) to make 25 round trips per day and one Metrolink train making one to two round trips per day for peak commuters.

"We really like the vehicles they're really modern looking and wear well," Schindler said.

The use of smaller DMUs is a change suggested during the public review of the environmental impact report (EIR) in 2014. The DMUs are about one-third the size of the Metrolink trains. They are also quieter, more efficient (using low-emission, Clean Diesel engines), and cheaper to operate.

Other progress included SANBAG entering cooperative agreements with the University of Redlands and Esri.

According to Redlands Mayor Pro Temp Jon Harrison, preliminary construction could begin as early as 2017 with utility relocations. Construction for the larger project is expected to begin late 2018.

The main construction will include building the five stations, replacing three bridges, rebuilding one bridge and grading intersections to meet the requirements for exemption from blowing whistles at crossings.

Passenger service is expected to begin in 2020.

Tim Watkins, SANBAG chief of legislative and public affairs, shared that it is now time to shift public outreach from its previous focus on the Redlands Rail as a project to it as a service.

During public comment, Redlands Unified School District Board President Patty Holohan the trains will be a welcome service to the area's youth and students.

"Right now a lot of our youth are taking Uber as a second means of transportation and our students will really benefit from being able to go from one place to another and have to worry about who will drive them back," Holohan said. "A lot of students are not getting their driver's license because of vehicle and insurance costs."

San Bernardino Mayor R. Carey Davis called the Rail to Redlands an "important link for development and revitalization in downtown San Bernardino."

Fontana Herald News

Monday, August 29, 2016

Fontana Herald News

August 29, 2016

Omnitrans will offer additional bus services



Omnitrans will begin offering direct bus service to Ontario International Airport (ONT) via Route 80 making stops at both passenger terminals, starting Sept. 6.

Due to customer demand, the transit agency also will increase hours of service on its Route 290 Freeway Express.

Route 80 will be realigned from its current path to continue south on Vineyard to Airport Drive then head east to the airport, instead of traveling on Holt Boulevard to the Ontario Civic Center Transfer Center.

Holt between Vineyard and Euclid will continue to be served by Omnitrans Route 61.

"We are pleased to partner with the airport to provide a more convenient transit connection for air travelers," said agency spokesperson Wendy Williams. "For the future, we are pursuing development of a high-frequency circulator route that would serve the airport, nearby hotels, shopping centers and the Rancho Cucamonga Metrolink station."

Omnitrans is also planning an sbX bus rapid transit line for the cities of Fontana, Rancho Cucamonga, Ontario, Montclair and Pomona that would include a stop at ONT passenger terminals.

Route 290, a freeway express route launched a year ago, will add early morning and mid-day trips in response to customer requests. The route will begin running at 4:30 a.m., an hour earlier, and operate throughout the midday, instead of just at morning and afternoon peak times. Route 290 travels on the Interstate 10 and Interstate 215 freeways with stops at Montclair Transit Center, Ontario Mills, Arrowhead Regional Medical Center and the San Bernardino Transit Center.

Personalized routing assistance is available at 800-9-OMNIBUS (800-966-6428) or online at www.omnitrans.org.

ITEM # F1

DATE: September 7, 2016

TO: Board Chair Sam Spagnolo and Members of the Omnitrans Board of Directors

FROM: P. Scott Graham, CEO/General Manager

SUBJECT: CEO/GENERAL MANAGER'S REPORT

Approval was given to the San Bernardino County Sheriff's Department Bomb Squad to train the local bomb dogs at the San Bernardino Transit Center on Wednesday, September 21st from 8 am – 12 pm. Bomb dogs from San Bernardino County Sheriff's Department, Amtrak Police, and the California State University San Bernardino Police participated in the training. Three separate scenarios were performed; exterior grounds, interior offices, and on-board two buses.

Roadway reconstruction between 10th to Highland was completed this month. This was a \$3.3M project approved by the Board of Directors and the Federal Transit Administration through available sbX funds. The contractor (Matich) did an exceptional job, as did our IPMO office and the Public Works Department from the City of San Bernardino.

Meeting with the committee on the Redlands Passenger Rail Project was held on 21 September. Major discussion items included the Request for Proposals for the Diesel Multiple Units (DMUs), and MOU between SANBAG and Omnitrans for rail operations.

The VTrans Board Meeting was held 21 September. The Upland office lease settlement agreement has now been finalized. All keys, along with the agreement and final payment were turned over to the property manager on September 14, and all VTrans furniture that was remaining in the space and not needed in the transition to Omnitrans has been transferred to SANBAG. Also of note is the Board's approval to reach out to the property manager of the Maintenance Facility leased by VTrans to seek transfer of the agreement to Omnitrans.

PSG

ITEM # _____ F2 _____

DATE: September 30, 2016

TO: Board Chair Sam Spagnolo and Members of the Omnitrans Board of Directors

THROUGH: P. Scott Graham, CEO/General Manager

FROM: Jennifer M. Sims, Director of Procurement

SUBJECT: DISPOSE OF OBSOLETE INVENTORY

FORM MOTION

Authorize the CEO/General Manager to remove \$120,392.45 of obsolete Thomas Bus Parts from the physical inventory and to dispose of the obsolete inventory through public auction services provided by CHP Enterprises, Inc. dba Ken Porter Auctions of Carson, CA.

BACKGROUND

On January 6, 2016, Omnitrans' Board of Directors authorized disposal of the remaining Thomas Buses through public auction. Omnitrans now operates a full fleet of New Flyer buses. Parts with no cross match to the current New Flyer fleet of buses have been identified as obsolete.

Many of the obsolete items were purchased prior to 2009. Inventory practices have improved in the recent years to minimize accumulation of obsolete parts by coordinating purchases with bus model disposition schedules. The current inventory valuation of \$120,392.45 can now be removed from inventory. A Fair Market Value (FMV) analysis of the obsolete parts was developed based on obsolete bus parts auctioned by other transit agencies. Compressed Natural Gas (CNG) bus parts in general do not generate as much at auction and parts to maintain out of production vehicles generate even less. Historically, complete CNG powered Thomas buses generate between \$1,400.00 and \$5,000 at auction. Therefore, it has been determined that auction sale of Omnitrans' obsolete Thomas Bus parts would generate less than \$5,000.

Procurement Procedure 7040-1 authorizes the CEO/General Manager to dispose of assets valued at \$5,000 or less and assets valued more than \$5,000 to be disposed of on the instructions of the Board of Directors. Even though the FMV is below the \$5,000, to remove the current inventory valuation of \$120,392.45 from the general ledger, staff is seeking Board approval.

FUNDING SOURCE

N/A

Short Range Transit Plan/Strategic Initiative Supported – N/A

CONCLUSION

Approving this item will remove obsolete inventory from warehouses to make space for current parts needed to maintain the current fleet.

PSG:JMS

ITEM # _____ F3 _____

DATE: September 30, 2016

TO: Board Chair Sam Spagnolo and Members of the Omnitrans Board of Directors

THROUGH: P. Scott Graham, CEO/General Manager

FROM: Jennifer M. Sims, Director of Procurement

SUBJECT: REVISED PROPOSED OVERALL DISADVANTAGED BUSINESS ENTERPRISE (DBE) GOAL FOR FEDERAL TRANSIT ADMINISTRATION (FTA) ASSISTED CONTRACTS (OCTOBER 1, 2015 – SEPTEMBER 30, 2018) AND SHORTFALL ANALYSIS FOR FTA ASSISTED CONTRACTS (OCTOBER 1, 2012 – SEPTEMBER 30, 2015)

FORM MOTION

Review and approve the Revised Proposed Overall Triennial Disadvantaged Business Enterprise (DBE) Participation Goal of 3.3% for Federal Fiscal Years (FFY) 2016-2018 and Shortfall Analysis for FFY 2012-2015, and authorize the CEO/General Manager to resubmit the goal, shortfall analysis, and all supporting documentation to the Federal Transit Administration (FTA) for review and approval in accordance with the requirements of the 2016 Triennial Review.

BACKGROUND

Omnitrans is a direct recipient of U.S. Department of Transportation (USDOT), Federal Transit Administration (FTA), funding. As a condition of receiving this assistance, Omnitrans must comply with the FTA's DBE Program: Implementations Modifications Final Rule to Title 49, Code of Federal Regulations (CFR) Part 26, effective November 3, 2014. The DBE Program is designed to enable small businesses owned and controlled by socially disadvantaged individuals to compete for federally-funded contracts. The purpose of the DBE goal-setting process is to level the playing field so DBEs may compete fairly for USDOT assisted contracts, however the program must be narrowly tailored in accordance with applicable law.

On July 1, 2015, the Board approved the proposed Overall Triennial DBE Participation Goal of 2.45% for Federal Fiscal Years (FFY) 2016-2018. During the 2016 FTA Triennial Review of Omnitrans, one deficiency was found with the requirements for DBE. Sub-recipient agreements have not historically been factored into Omnitrans' goal setting methodology or attainment reporting. A shortfall analysis of the FFY 2012-2015 goal attainment and corrective action plan is required to close out the Triennial Review. A shortfall occurred largely due to lack of DBE

participation on the Vehicle Maintenance Facility Project and the deferment of eleven (11) out of sixteen (16) projects factored into the goal.

Omnitrans identified a total of 20 FTA-funded projects anticipated to be solicited during the FFY 2016-2018 triennial contracting period. The attached report includes the shortfall analysis, methodology and calculations used to develop the proposed revised triennial goal. The Overall Triennial DBE Goal for FTA-assisted projects was established utilizing the federal two-step goal setting methodology. Step 1 included establishing a base figure utilizing quantifiable evidence of the relative availability of DBEs within specified industries corresponding to Omnitrans' FTA-assisted contracting opportunities anticipated to be awarded within the respective goal period. Omnitrans utilized the California Unified Certification Program (CUCP) Directory of Certified DBE firms and the 2012 United States Census Bureau County Business Patterns North American Industrial Classification System (NAICS) database within Omnitrans' market area (defined as San Bernardino County) for each of the categories of work.

Step 2 adjusts the Base Figure based upon review and assessment of other known evidence potentially impacting the relative availability of DBEs within the market area, in accordance with prescribed narrowly tailored provisions set forth under 49 CFR part 26.45: Step 2: DBE Goal adjustment guidelines.

The final Revised Proposed Overall DBE Goal for FFY 2016-2018 for Omnitrans' FTA-assisted contracts is 3.3% based upon the federal share on race neutral measurements implemented by Omnitrans. In compliance with the November 3, 2014, USDOT ruling, one-on-one outreach with community groups and small and disadvantaged businesses was conducted resulting in no opposition to the Revised Proposed DBE Goal of 3.3% for FFY 2016-2018. The Black Chamber of Commerce Inland Empire, the National Association of Women-Business Owners – Inland Empire, and the San Geronimo Pass Hispanic Chamber of Commerce suggested that Omnitrans increase its presence in the community, host additional workshops and assist firms in becoming DBE certified.

In response to race-neutral policy directives issued by the USDOT, Omnitrans utilizes a strictly race-neutral means. In a strictly race-neutral program, Omnitrans may not set numeric contract goals on any of its USDOT-assisted contracts for which DBE subcontracting possibilities exist. The application of race-neutral measures is in direct response to the Ninth Circuit U.S. Court of Appeals decision in *Western States Paving Co. v United States & Washington State Department of Transportation*, whereby the FTA issued a Notice (Guidance) for Public Transportation Providers (Docket No. FTA-2006-24063).

Based on the Guidance, each recipient was requested to do the following:

- If a recipient does not currently have sufficient evidence of discrimination of its effects, then the recipient would submit an all-race-neutral Overall DBE Goal.
- The recipient's submission shall include a statement concerning the absence of adequate evidence of discrimination and its effects and a description of plans to either conduct a disparity/availability study or other appropriate evidence gathering process

to determine the existence of discrimination or its effects on the recipient's marketplace.

- An action plan describing the study and timeline for its completion should also be included.

Omnitrans is required to perform the appropriate evidence gathering process to determine the existence of discrimination and its effects on its respective marketplace to effectively respond to the Court's ruling and the USDOT's directive (Docket No. FTA-2006-24063; Supplemental Notice dated August 21, 2006). Staff determined it is not feasible for Omnitrans, nor is it required, to conduct its own independent disparity study.

CONCLUSION

Approval of Omnitrans' Revised Proposed Overall Triennial DBE Participation Goal of 3.3% for Federal Fiscal years (FFE) 2016-2018 will allow Omnitrans' to re-submit the Overall DBE Goal-Setting Methodology documents in compliance with Title 49 Code of Federal Regulations Part 26 and close out the 2016 FTA Triennial Review.

PSG:JMS:EP



Federal Transit Administration
(FTA) Overall DBE
Goal-Setting Methodology

for

FFY 2016-FFY 2018

Goal Period

REVISED

Submitted in fulfillment of:

Title 49 Code of Federal Regulations Part 26

TABLE OF CONTENTS

I. INTRODUCTION	3
II. BACKGROUND	3
III. FTA-ASSISTED CONTRACTING PROGRAM FOR FFY 2016-2018.....	3
IV. GOAL METHODOLOGY	6
<i>Step 1: Determination of a Base Figure (26.45)</i>	6
<i>Step 2: Adjusting the Base Figure</i>	8
A. Past DBE Goal Attainments	8
B. Omnitrans Bidder's List	9
C. Disparity Study	9
D. Other Available Evidence	9
VI. PROPOSED OVERALL DBE GOAL.....	9
VII. RACE-NEUTRAL IMPLEMENTATION MEASURES.....	10
VIII. PUBLIC PARTICIPATION AND FACILITATION	11

I. INTRODUCTION

Omnitrans herein sets forth its Overall Disadvantaged Business Enterprise (DBE) Goal and corresponding federally prescribed goal-setting methodology for the three-year Federal Fiscal Year (FFY) goal period of 2016-2018 (October 1, 2015 through September 30, 2018), pursuant to Title 49 Code of Federal Regulations (CFR) Part 26 “Participation by Disadvantaged Business Enterprises in U.S. Department of Transportation Programs.” The purpose of the DBE goal-setting process is to level the playing field so that DBEs can compete fairly for Department of Transportation-assisted contracts, however, the program must be narrowly tailored in accordance with applicable law.

II. BACKGROUND

Omnitrans is a recipient of U.S. Department of Transportation (USDOT), Federal Transit Administration (FTA), funding. As a condition of receiving this assistance, Omnitrans signed an assurance that it will comply with FTA’s DBE requirements. In accordance with Title 49 CFR Part 26 provisions: Participation by DBEs in USDOT Programs, Omnitrans is required to develop and submit a Triennial Overall DBE Goal for its FTA-assisted projects.

Omnitrans herein presents its Overall DBE Goal Methodology for FFY 2016-18.

III. FTA-ASSISTED CONTRACTING PROGRAM FOR FFY 2016-2018

Table 1 represents Omnitrans’ FTA-assisted contracting program, which consists of projects considered in preparing this goal methodology. The projects, which include Construction, Professional Services and Materials/Supplies contracting opportunities, are anticipated to be awarded during the triennial period:

Table 1

PROJECT NAME	ESTIMATED FTA DOLLAR SHARE
WV & I-St UST Manhole Replacement	95,000
EV Elevator Door Edge Detectors	24,000
WV Hydraulic Hoist Replacement	700,000
EV, WV & I-ST Asphalt Parking Lots, Crack Fill, Seal Coat & Re-stripe	95,000
EV / Ride-on Floor Scrubber	28,000
EV MAU Replacement	136,000
EV Maintenance Supervisors’ Office - Install Dedicated A/C Unit	36,309
WV Roof Replacement (Fuel Island)	24,480
WV Evaporative Coolers for Shop	119,000
I-St. HVAC Package Units’ Replacement	102,000
Install Dedicated A/C Unit for IT/DVR Closets	85,959
I-St Roof Replacement (Admin Bld)	13,600

PROJECT NAME	ESTIMATED FTA DOLLAR SHARE
WV HVAC Package Units Replacement	85,000
sbX After Study – Bus Rapid Transit Corridor Impact Analysis Survey	320,000
Bus Stop Improvement Program Construction of ADA Accessibility Improvements at Various Bus Stop Locations	70,000
Installation of Premium Bus Shelters	240,000
Installation of Variable Message Signs (e-signs) at Shelters	80,000
West Valley Connector Corridor Construction – Construction of a bus rapid transit line including stations, dedicated lanes, and ITS systems	61,600,000
West Valley Connector Corridor Design	6,960,000
West Valley Connector Corridor Design Plan Check/Value Engineering Services	51,200
County-wide Vanpool Project	4,000,000
Redland Passenger Rail Project- Final Design	24,503,494
Redland Passenger Rail Project – Program Management Contract	9,935,661
Chino Transit Center	141,120
CSS Volunteer Driver Program	667,730
Rialto Metrolink Expansion	3,585,000
Victor Valley Transit Authority Vehicle Operations and Maintenance	1,075,184
TOTAL	\$114,773,737

Projects in blue will be administered by sub-recipient.

Table 2 provides a summary of the categories of work with estimated cost breakdown for each. Categories of work are groups utilizing comparable North American Industry Classification System (NAICS) codes for purposes of weighting the categories of work based on the engineer's estimates.

Table 2:

CATEGORY OF WORK	NAICS CODES	ESTIMATED FTA \$ BY NAICS	NAICS WEIGHT
Water supply and irrigation systems	221310	250,000	0.2%
Industrial building construction	236210	20,000	0.0%
Highway, street, and bridge construction	237310	25,816,120	22.5%
Other heavy and civil engineering construction	237990	1,167,088	1.0%
Poured concrete foundation and structure contractors	238110	149,000	0.1%
Structural steel and precast concrete contractors	238120	9,856,000	8.6%
Masonry contractors	238140	50,000	0.0%
Glass and glazing contractors	238150	9,976,000	8.7%
Roofing contractors	238160	16,320	0.0%
Electrical contractors and other wiring installation contractors	238210	10,151,000	8.8%

CATEGORY OF WORK	NAICS CODES	ESTIMATED FTA \$ BY NAICS	NAICS WEIGHT
Plumbing, heating, and air-conditioning contractors	238220	265,538	0.2%
All other specialty trade contractors	238990	269,720	0.2%
Commercial printing (except screen and books)	323111	833,920	0.7%
All other rubber product manufacturing	326299	7,000	0.0%
Ornamental and architectural metal work manufacturing	332323	120,000	0.1%
Air-conditioning and warm air heating equipment and commercial and industrial refrigeration equipment manufacturing	333415	93,799	0.1%
Elevator and Moving Stairway Manufacturing	333921	14,400	0.0%
Motor and generator manufacturing	335312	250,000	0.2%
All other miscellaneous electrical equipment and component manufacturing	335999	100,000	0.1%
Roofing, siding, and insulation material merchant wholesalers	423330	656,000	0.6%
Other construction material merchant wholesalers	423390	60,310	0.1%
Electrical apparatus and equipment, wiring supplies, and related equipment merchant wholesalers	423610	96,000	0.1%
Warm air heating and air-conditioning equipment and supplies merchant wholesalers	423730	72,583	0.1%
Industrial machinery and equipment merchant wholesalers	423830	628,000	0.5%
Paint, varnish, and supplies merchant wholesalers	424950	93,799	0.1%
New car dealers	441110	2,950,902	2.6%
Other building material dealers	444190	10,000	0.0%
Bus and other motor vehicle transit systems	485113	1,075,184	0.9%
Other support activities for road transportation	488490	600,957	0.5%
Wireless telecommunications carriers (except satellite)	517210	69,600	0.1%
Real estate credit	522292	20,000	0.0%
All other legal services	541199	30,000	0.0%
Architectural services	541310	139,200	0.1%
Landscape architectural services	541320	219,600	0.2%
Engineering services	541330	18,388,285	16.0%
Drafting services	541340	348,000	0.3%
Building inspection services	541350	50,000	0.0%
Geophysical surveying and mapping services	541360	4,864,417	4.2%
Surveying and mapping (except geophysical) services	541370	1,111,618	1.0%
Other specialized design services	541490	561,800	0.5%
Computer systems design services	541512	68,313	0.1%
Administrative management and general management consulting services	541611	12,767,150	11.1%

CATEGORY OF WORK	NAICS CODES	ESTIMATED FTA \$ BY NAICS	NAICS WEIGHT
Other management consulting services	541618	40,151	0.0%
Environmental consulting services	541620	5,033,615	4.4%
Other scientific and technical consulting services	541690	840,542	0.7%
Public relations agencies	541820	51,806	0.0%
Marketing research and public opinion polling	541910	236,000	0.2%
Office administrative services	561110	4,276,000	3.7%
Private mail centers	561431	7,000	0.0%
Other business service centers (including copy shops)	561439	1,000	0.0%
TOTAL		114,773,737	100.00%

IV. GOAL METHODOLOGY

Step 1: Determination of a Base Figure (26.45)¹

To establish Omnitrans' Base Figure of the relative availability of DBEs to all comparable firms (DBE and Non-DBE) available to bid or propose on Omnitrans' FTA-assisted contracting opportunities projected to be solicited during the triennial goal period, Omnitrans followed the prescribed federal methodology to determine relative availability. This was accomplished by assessing the *California Unified Certification Program (CUCP) DBE Database of Certified Firms* and the 2014 *U.S. Census Bureau County Business Patterns Database* within Omnitrans' market area (defined as San Bernardino County) for each of the categories of work defined in Table 2.

Omnitrans' local market area consists of the geographic area in which a substantial majority of contracting dollars are expended and/or where the substantial majority of contractor and subcontractor bids or quotes are located.

In accordance with the formula below, the Base Figure is derived by dividing the number of ready, willing and able DBE firms identified for each work category by the number of all firms identified for each corresponding work category (relative availability), weighting the relative availability for each work category by the corresponding work category weight from Table 2 (weighted ratio), and adding the weighted ratio figures together.

$$\text{Base Figure} = \sum \frac{(\text{Number of Ready, Willing and Able DBEs})}{\text{Number of All Ready, Willing and Able Firms}} \times \text{weight} \times 100$$

⇒ For the numerator: CUCP DBE Database of Certified Firms

⇒ For the denominator: 2014 U.S. Census Bureau's Business Patterns Database

¹ 26.45 represents Title 49 CFR Part 26 regulatory goal setting methodology reference.

A concerted effort was made to ensure that the scope of businesses included in the numerator was as close as possible to the scope included in the denominator.

The result of the Base Figure calculation is 3.9%, as shown in Table 3 as follows:

Table 3

CATEGORY OF WORK	CATEGORY WEIGHT	ALL FIRMS	DBES	WEIGHTED RATIO
Water supply and irrigation systems	0.2%	38	2	0.0%
Industrial building construction	0.0%	22	4	0.0%
Highway, street, and bridge construction	22.5%	54	2	0.8%
Other heavy and civil engineering construction	1.0%	23	1	0.0%
Poured concrete foundation and structure contractors	0.1%	107	5	0.0%
Structural steel and precast concrete contractors	8.6%	30	4	1.1%
Masonry contractors	0.0%	55	3	0.0%
Glass and glazing contractors	8.7%	45	1	0.2%
Roofing contractors	0.0%	104	0	0.0%
Electrical contractors and other wiring installation contractors	8.8%	360	7	0.2%
Plumbing, heating, and air-conditioning contractors	0.2%	413	4	0.0%
All other specialty trade contractors	0.2%	161	10	0.0%
Commercial printing (except screen and books)	0.7%	91	0	0.0%
All other rubber product manufacturing	0.0%	11	0	0.0%
Ornamental and architectural metal work manufacturing	0.1%	11	2	0.0%
Air-conditioning and warm air heating equipment and commercial and industrial refrigeration equipment manufacturing	0.1%	5	0	0.0%
Elevator and Moving Stairway Manufacturing	0.0%	0	0	0.0%
Motor and generator manufacturing	0.2%	1	0	0.0%
All other miscellaneous electrical equipment and component manufacturing	0.1%	2	0	0.0%
Roofing, siding, and insulation material merchant wholesalers	0.6%	12	0	0.0%
Other construction material merchant wholesalers	0.1%	20	1	0.0%
Electrical apparatus and equipment, wiring supplies, and related equipment merchant wholesalers	0.1%	110	3	0.0%
Warm air heating and air-conditioning equipment and supplies merchant wholesalers	0.1%	24	0	0.0%
Industrial machinery and equipment merchant wholesalers	0.5%	160	1	0.0%
Paint, varnish, and supplies merchant wholesalers	0.1%	12	0	0.0%
New car dealers	2.6%	94	0	0.0%
Other building material dealers	0.0%	115	2	0.0%
Bus and other motor vehicle transit systems	0.9%	4	0	0.0%
Other support activities for road transportation	0.5%	19	0	0.0%

CATEGORY OF WORK	CATEGORY WEIGHT	ALL FIRMS	DBES	WEIGHTED RATIO
Wireless telecommunications carriers (except satellite)	0.1%	39	0	0.0%
Real estate credit	0.0%	88	0	0.0%
All other legal services	0.0%	14	2	0.0%
Architectural services	0.1%	42	1	0.0%
Landscape architectural services	0.2%	9	0	0.0%
Engineering services	16.0%	206	3	0.2%
Drafting services	0.3%	8	2	0.1%
Building inspection services	0.0%	52	1	0.0%
Geophysical surveying and mapping services	4.2%	3	0	0.0%
Surveying and mapping (except geophysical) services	1.0%	31	4	0.1%
Other specialized design services	0.5%	6	1	0.1%
Computer systems design services	0.1%	107	5	0.0%
Administrative management and general management consulting services	11.1%	166	12	0.8%
Other management consulting services	0.0%	18	8	0.0%
Environmental consulting services	4.4%	39	3	0.3%
Other scientific and technical consulting services	0.7%	165	4	0.0%
Public relations agencies	0.0%	10	2	0.0%
Marketing research and public opinion polling	0.2%	9	1	0.0%
Office administrative services	3.7%	175	0	0.0%
Private mail centers	0.0%	29	0	0.0%
Other business service centers (including copy shops)	0.0%	23	0	0.0%
Base Figure (i.e., Sum of Weighted Ratios for all Work Categories)				3.9%

Step 2: Adjusting the Base Figure

Upon establishing the Base Figure, Omnitrans reviewed and assessed other known evidence potentially impacting the relative availability of DBEs within the market area, in accordance with prescribed narrow tailoring provisions set forth under 49 CFR Part 26.45: Step 2; DBE Goal Adjustment guidelines.

Evidence considered in making an adjustment to the Base Figure included Past DBE Goal Attainments and Other Evidence, as follows:

A. Past DBE Goal Attainments

As historical DBE participation attainments provide demonstrable evidence of DBE availability and capacity to perform, Omnitrans proceeded to calculate past DBE participation attainments for the three (3) federal fiscal years, for which DBE attainment data is available. The table below reflects the demonstrated capacity of DBEs (measured by actual historical DBE participation attainments) on FTA-assisted contracts awarded by Omnitrans within the last three (3) federal fiscal years.

Table 4

FEDERAL FISCAL YEAR (FFY)	FTA DBE GOAL ATTAINMENT %
2012/2013	0.9%
2013/2014	3.3%
2014/2015	2.7%
Median DBE Attainment Within the Last Three (3) Years	2.7%

The median established for the past three years is lower than the Base Figure derived from Step 1; therefore, an adjustment to the Base Figure based on Omnitrans' past DBE goal attainments has been made. The adjustment is calculated in accordance with FTA guidance by averaging the Base Figure with the Median DBE Past Attainment, as shown below.

$$\text{Adjusted Base Figure} = \frac{\text{Base Figure (3.9\%)} + \text{Median DBE Attainment (2.7\%)}}{2}$$

The formula resulted in a proposed adjustment (downward) to the Base Figure from 3.9% to 3.3%.

B. Omnitrans Bidder's List

Omnitrans will continue capturing Bidders List information on future procurements for the potential use in future DBE goal determinations.

C. Disparity Study

Omnitrans is not aware of any current disparity studies within their jurisdiction and/or market area to consider in this step of the goal setting analysis.

D. Other Available Evidence

Omnitrans is not in possession of other information that would have an impact on the DBE goal assessment.

VI. PROPOSED OVERALL DBE GOAL

The Final Proposed Overall DBE Goal for FFY 2016-2018 for Omnitrans' FTA-assisted contracts is 3.3%. The DBE Goal based on the federal share is a Race Neutral goal and Omnitrans will implement race neutral measures to achieve this goal, as generally described in the following section. As a part of the prescribed goal-setting methodology, Omnitrans must project the percentage of its Proposed Overall DBE Goal that can be met utilizing race-neutral and race-conscious measures.

Race-Conscious & Race-Neutral Projection

The Omnitrans DBE goal attainment data, which equals an 2.7% mean for the past three years, demonstrates that Omnitrans is able to meet the DBE goal through race neutral means. Omnitrans

intends to continue to use race-neutral methods to meet the overall DBE goal of 3.3% for FFY 2016-2018 in accordance with Title 49 CFR Part 26.51.

RACE-CONSCIOUS & RACE-NEUTRAL PROJECTIONS	
DBE Adjusted Base Figure	3.3%
Race-Conscious Component	0%
Race-Neutral Component	3.3%

VII. RACE-NEUTRAL IMPLEMENTATION MEASURES

Omnitrans is currently implementing a number of race- and gender-neutral remedies to outreach and promote the participation of DBEs and small businesses in Omnitrans' FTA-assisted contracting program. Omnitrans plans to continue or implement the following race-neutral measures for FFY 2016-2018 and will continue to explore other options for consideration based on Omnitrans' success in meeting its overall DBE goals based on these efforts:

- Omnitrans will host and participate in workshops for the DBE and Small Business community. Omnitrans will attend and participate in vendor fairs hosted by unrepresented groups and other public agencies.
- Omnitrans will unbundle solicitations, provide pre-bid/pre-proposal conferences to afford networking opportunities for primes and subcontractors. Omnitrans will promote and encourage teaming opportunities between prospective prime contractors and the DBE and Small Business contracting community. Arrange solicitations, times for the presentation of bids, quantities, specifications, and delivery schedules in ways that facilitate DBE and other small business participation
- Omnitrans will structure solicitations to remove barriers such as the inability to obtain bonding or financing (e.g., by such means as simplifying the bonding process, reducing bonding requirements, eliminating the impact of surety costs from bids, and providing services to help DBEs, and other small businesses, obtain bonding and financing). Specifically, Omnitrans will, through its website, refer the DBE and Small Business contracting community to the SBA Bonding Assistance Program.
- Omnitrans will solicit DBEs and other small businesses participation by carrying out information and communication programs on contracting procedures and specific contract opportunities (e.g., ensuring the inclusion of DBEs, and other small businesses, on recipient mailing lists of bidders; ensuring the dissemination to bidders on prime contracts of lists of potential subcontractors; provision of information in languages other than English, where appropriate).
- As a supportive service to help develop and improve immediate and long-term business management, record keeping, and financial and accounting capability for DBEs and other small businesses, Omnitrans will actively promote the Small Business conferences, programs, and support

services offered by other agencies that have established DBE and Small Business Programs. Omnitrans will also begin conducting “How to do Business with Omnitrans” and DBE workshops.

- Omnitrans will advise its contracting community of the online directory of certified DBEs, found at the California Unified Certification Program website: www.CaliforniaUCP.com. Omnitrans will also advise the contracting community of the available small businesses certified by the California Department of General Services (DGS) and found at www.bidsync.com.
- Omnitrans will advise the DBE and small business community to participate in Caltrans’ related bidding/proposal opportunities at <http://www.dot.ca.gov/hq/esc/oe/>. Omnitrans will encourage DBEs and small businesses to seek the assistance and training through the U.S. Small Business Administration at www.sba.gov.

Fostering Small Business Participation²

Omnitrans has implemented several strategies to foster small business participation in its contracting process. These include the following:

- Conducting “How to do Business with Omnitrans” and DBE workshops.
- In multi-year design-build contracts or other large contracts (e.g., for “megaprojects”) requiring bidders on the prime contract to specify elements of the contract or specific subcontracts that are of a size that small businesses, including DBEs, can reasonably perform.
- On larger prime contracts requiring the prime contractor to consider subcontracting opportunities of a size that small businesses, including DBEs, can reasonably perform, rather than self-performing all the work involved.
- Identifying alternative acquisition strategies and structuring procurements to facilitate the ability of consortia or joint ventures consisting of small businesses, including DBEs, to compete for and perform prime contracts.
- Ensuring that a reasonable number of prime contracts are of a size that small businesses, including DBEs, can reasonably perform.
- Provide outreach to current Omnitrans contractors or past Omnitrans contractors who may qualify for DBE-certification by encouraging them to seek and obtain DBE-certification.

VIII. PUBLIC PARTICIPATION AND FACILITATION

In accordance with Public Participation Regulatory Requirements of Title 49 CFR Part 26, minority, women, local business associations, and community organizations within the Omnitrans market area were consulted and provided an opportunity to review the triennial goal analysis and provide input.

Omnitrans issued notice on their website of the Omnitrans Draft Proposed FTA Overall DBE Goal-Setting Methodology for FFY 2016-FFY 2018. This notice informed the public that the proposed goal and

² See Title 49 CFR Part 26 Section 26.39 “Fostering Small Business Participation.”

rationale are available for inspection at Omnitrans' principal office during normal business hours for 30 days following the date of the Public Notice, and that Omnitrans would accept comments on the goal analysis for 30 days from the date of the Public Notice. Omnitrans gave full consideration to all comments and input received as a part of this process and assessed its impact on the goal-setting methodology.

In addition, Omnitrans conducted public participation meetings to discuss the goal setting process. The following eighteen (18) organizations representing DBE and minority communities were invited to express their thoughts about DBE participation in the area and Omnitrans' proposed goal during one-on-one meetings:

Black Chamber of Commerce Inland Empire
National Association of Women Business Owners - Inland Empire (NAWBO)
San Geronio Pass Hispanic Chamber of Commerce
American Indian Chamber of Commerce of California
Asian Business Association Inland Empire
Filipino-American Chamber of Commerce- Inland Empire (FACC-IE)
Greater Corona Hispanic Chamber of Commerce
Greater Riverside Chamber of Commerce
High Desert Hispanic Chamber of Commerce
Inland Empire Hispanic Chamber of Commerce
Minority Business Development Agency (MBDA) Business Center – Riverside
National Association of Women in Construction-San Bernardino/Riverside
Ontario Hispanic Chamber of Commerce
Southern California Black Chamber of Commerce
Women in Transportation (WTS) - Inland Empire
Asian American Business Women Association Inland Empire
Inland Empire African American Chamber
Inland Empire Minority Business Enterprise Center (MBEC)

Fifteen of the groups listed above engaged in email exchanges but only four of the community groups accepted the invitation and provided comments during one-on-one meetings. To summarize the comments, suggestions were made to increase Omnitrans' participation in community based events and that more effort should be provided to assist companies in obtaining DBE certification. Omnitrans considered the suggestions to be beneficial to increase DBE participation and has incorporated them into Omnitrans' DBE Program.



DBE SHORTFALL ANALYSIS FFY 2013 - 2015

Contents

1. Goals & Assumptions	2
2. DBE Performance FFY 2013	2
3. Shortfall Analysis FFY 2013	2
4. DBE Performance FFY 2014	3
5. Shortfall Analysis FFY 2014	3
6. DBE Performance FFY 2015	4
7. Shortfall Analysis FFY 2015	4
8. Remedy & Timeframe	5

A DBE shortfall is a failure to meet the triennial DBE goal by the end of the federal fiscal year. The purpose of the shortfall analysis is to assist Omnitrans in identifying the means to increase DBE participation and achieve the DBE goal in the upcoming year, ensure Omnitrans is complying with the spirit and the letter of the DBE rule, and increase Omnitrans' DBE accountability on FTA-funded projects and activities.

1. Goals & Assumptions

The goal for federal fiscal year (FFY) 2013 was based on the projects anticipated to be awarded during the triennial period. Omnitrans made the assumption that DBE participants would be readily available, and that it would not be difficult to find DBEs to fulfill the goal. Omnitrans' Overall Race Neutral Triennial DBE Goal for FFYs 2013 through 2015 was 8.4%.

2. DBE Performance FFY 2013

The table below shows the DBE shortfall percentage, based on the awards and commitments made during the FFY 2013 reporting period. This represents Omnitrans' overall DBE performance for this timeframe. The shortfall is located at the bottom of the table, which was 7.5%, as shown below:

DBE Shortfall %: Awards/Commitments Made During this Reporting Period, FFY 2013			
	Total Dollars Awarded	Total Awarded/ Committed to DBEs	% of Total Dollars to DBEs
10/1/2012-3/31/2013	\$1,558,486.00	\$32,014.00	2.1%
4/1/2013-9/30/2013	\$10,992,690.00	\$86,262.00	0.8%
Total:	\$12,551,176.00	\$118,276.00	0.9%
2013 DBE Goal:	8.4%		
Shortfall Percentage: Overall DBE Goal - DBE Awards & Commitments within FFY			
2013 Shortfall %:	7.5%		

3. Shortfall Analysis FFY 2013

Omnitrans compared the projects identified in the FFY 2013 through FFY 2015 Triennial Overall DBE Goal submittal with the FTA-assisted projects actually awarded in FFY 2013. While Omnitrans anticipated awarding 16 specific projects during the triennial period, only one project included in the FFY 2013-2015 goal setting methodology was actually awarded in FFY 2013. This project did not award dollars to DBEs. Omnitrans awarded an additional 19 projects not previously identified that awarded 0.9% of the total dollars to DBEs. Omnitrans encouraged DBE participation at the job walks and pre-bid conferences and advertised the projects in the Daily Journal, Adelanto Bulletin, Apple Valley News, Hesperia Reporter, and County Legal

Reporter. Omnitrans sent notices to the potential bidders registered with Omnitrans and a Bid Broadcast sent notices to an additional 250 external vendors and 5 plan rooms. Omnitrans did not advertise in minority newspapers and did not send notices specifically to DBEs. Even though Omnitrans is operating under a strictly race-neutral program with an overall DBE goal and is prohibited from setting individual contract specific goals, the DBE outreach efforts should have been tailored to contract specific opportunities.

4. DBE Performance FFY 2014

The table below shows the DBE shortfall percentage, based on the awards and commitments made during the FFY 2014 reporting period. This represents Omnitrans' overall DBE performance for this timeframe. The shortfall is located at the bottom of the table, which was 5.1%, as shown below:

DBE Shortfall %: Awards/Commitments Made During this Reporting Period, FFY 2014			
	Total Dollars Awarded	Total Awarded/ Committed to DBEs	% of Total Dollars to DBEs
10/1/2013-3/31/2014	\$1,159,241.76	\$59,960.00	5.8%
4/1/2014-9/30/2014	\$2,552,760.00	\$62,701.00	2.5%
Total:	\$3,712,001.76	\$122,661.00	3.3%
2013 DBE Goal:	8.4%		
Shortfall Percentage: Overall DBE Goal - DBE Awards & Commitments within FFY			
2013 Shortfall %:	5.1%		

5. Shortfall Analysis FFY 2014

Omnitrans compared the projects identified in the FFY 2013 through FFY 2015 Triennial Overall DBE Goal submittal with the FTA-assisted projects actually awarded in FFY 2014. While Omnitrans anticipated 16 projects during the triennial period, only one of the anticipated projects was awarded in FFY 2014. This project did not award dollars to DBEs. Omnitrans awarded an additional 23 federally supported projects not included in the FFY 2013-2015 goal setting methodology that awarded 3.3% of the total dollars to DBEs. Omnitrans encouraged DBE participation at the job walk and pre-bid conference and advertised the project in the Daily Journal, Adelanto Bulletin, Apple Valley News, Hesperia Reporter, and County Legal Reporter. Omnitrans sent notices to the potential bidders registered with Omnitrans and a Bid Broadcast sent notices to an additional 250 external vendors for each solicitation. Omnitrans did not advertise in minority newspapers and did not send notices specifically to DBEs. Even though Omnitrans is operating under a strictly race-neutral program with an overall DBE goal and is prohibited from setting individual contract specific goals, the DBE outreach efforts should have been tailored to contract specific opportunities.

6. DBE Performance FFY 2015

The table below shows the DBE shortfall percentage, based on the awards and commitments made during the FFY 2015 reporting period. This represents Omnitrans' overall DBE performance for this timeframe. The shortfall is located at the bottom of the table, which was 5.8%, as shown below:

DBE Shortfall %: Awards/Commitments Made During this Reporting Period, FFY 2015			
	Total Dollars Awarded	Total Awarded/ Committed to DBEs	% of Total Dollars to DBEs
10/1/2014-3/31/2015	\$2,833,322.42	\$32,739.00	1.2%
4/1/2015-9/30/2015	\$23,759,537.21	\$661,107.00	2.8%
Total:	\$26,592,859.63	\$693,846.00	2.6%
2015DBE Goal:	8.4%		
Shortfall Percentage: Overall DBE Goal - DBE Awards & Commitments within FFY			
2015 Shortfall %:	5.8%		

7. Shortfall Analysis FFY 2015

Omnitrans compared the projects identified in the FFY 2013 through FFY 2015 Triennial Overall DBE Goal submittal with the FTA-assisted projects actually awarded in FFY 2015. While Omnitrans anticipated 16 projects during the triennial period, only two projects were awarded in FFY 2015. These projects did not award and dollars to DBEs. Omnitrans awarded an additional 41 federally supported projects not included in the FFY 2013-2015 goal setting methodology that awarded only 2.6% of the total dollars to DBEs. Omnitrans encouraged DBE participation at the job walk and pre-bid conference and advertised the project in the Daily Journal, Adelanto Bulletin, Apple Valley News, Hesperia Reporter, and County Legal Reporter. Omnitrans sent notices to all of the potential bidders registered with Omnitrans and a Bid Broadcast sent notices to an additional 250 external vendors for each solicitation. Omnitrans did not advertise in minority newspapers and did not send notices specifically to DBEs. Even though Omnitrans is operating under a strictly race-neutral program with an overall DBE goal and is prohibited from setting individual contract specific goals, the DBE outreach efforts should have been tailored to contract specific opportunities.

Omnitrans believes that the City of San Bernardino's bankruptcy filing negatively impacted Omnitrans as possible DBE participants did not make a distinction between the two agencies.

8. Remedy & Timeframe

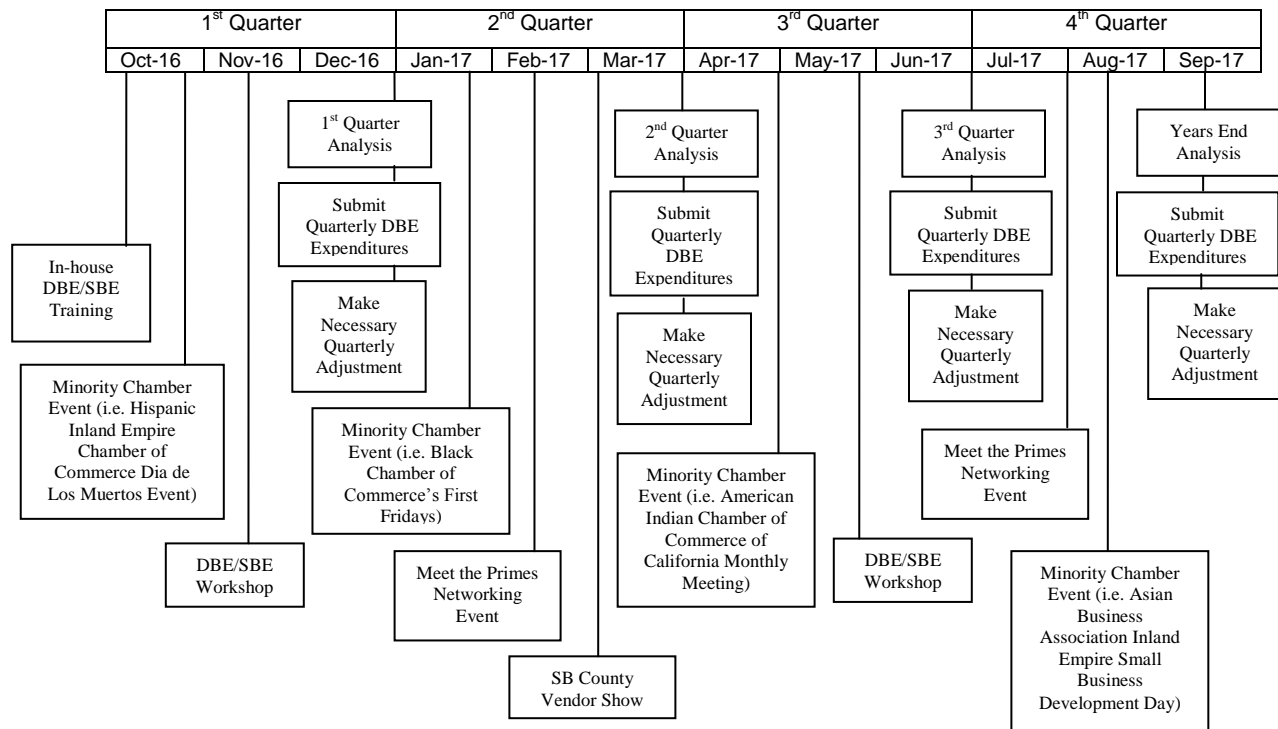
Omnitrans reviewed its shortfall analysis for FFY2013-FFY2015 and considered implementing race conscious goals. Absent evidence of underutilization in a local disparity study, Omnitrans developed strategies to increase DBE and SBE participation and thereby meet its proposed goal. Specific steps (as follows) will be taken monthly to ensure that the DBE goal is achieved in the upcoming fiscal year, including providing measures and milestones, while strengthening the overall DBE program at Omnitrans.

Outreach

Omnitrans will continue outreach efforts to DBE firms by including a list of DBE firms in FTA-assisted solicitations and providing networking opportunities at pre-bid and pre-proposal meetings and will hold networking events before and after pre/bid and pre/proposal meetings to provide outreach opportunities for DBE firms to connect with prime contractors/consultants. Omnitrans will pull lists of DBEs from the California Unified Certification Program (CUCP) for projects with potential DBE participation and will advertise in at least two minority newspapers.

Omnitrans will increase its participation in outreach events each year and host semi-annual events. These events are structured to promote interaction with Omnitrans and the small business subcontractors/subconsultants by providing information on how to do business with Omnitrans. We reach out to thousands of small and disadvantaged event attendees each year.

The timeframe for the remedies listed above are documented in the Timeline for Corrective Action below:



ITEM # _____ F4

DATE: September 30, 2016

TO: Board Chair Sam Spagnolo and Members of the Omnitrans Board of Directors

THROUGH: P. Scott Graham, CEO/General Manager

FROM: Wendy Williams, Director of Marketing and Planning

SUBJECT: PROGRESS UPDATE – WEST VALLEY CONNECTOR PROJECT

FORM MOTIONS

1. Receive and file a progress update for the West Valley Connector Bus Rapid Transit project.
2. Authorize the CEO/General Manager to proceed with project development for a branch alignment which combines the originally proposed Milliken alignment plus a branch that travels on Haven Avenue and Foothill Avenue and terminates at Victoria Gardens.

This item was reviewed by the Plans and Programs Committee at its August 22, 2016, meeting, and recommended to the Board of Directors for approval. The Committee form motion was modified to recommend a routing alignment from a branch on Haven Avenue terminating at Chaffey College to a revised branch on Haven Avenue and Foothill Avenue terminating at Victoria Gardens.

BACKGROUND

The goal of the West Valley Connector project is to provide faster, more frequent, and more direct bus service to connect major destinations throughout the western part of the San Bernardino Valley, as well as provide enhanced amenities for passengers. The project is part of a system of ten planned bus rapid transit (BRT) corridors proposed in the *System-wide Transit Corridors Plan for the San Bernardino Valley*, 2011 (see Exhibit A, attached). The first corridor, the sbX Green Line in San Bernardino and Loma Linda, began operation in April 2014.

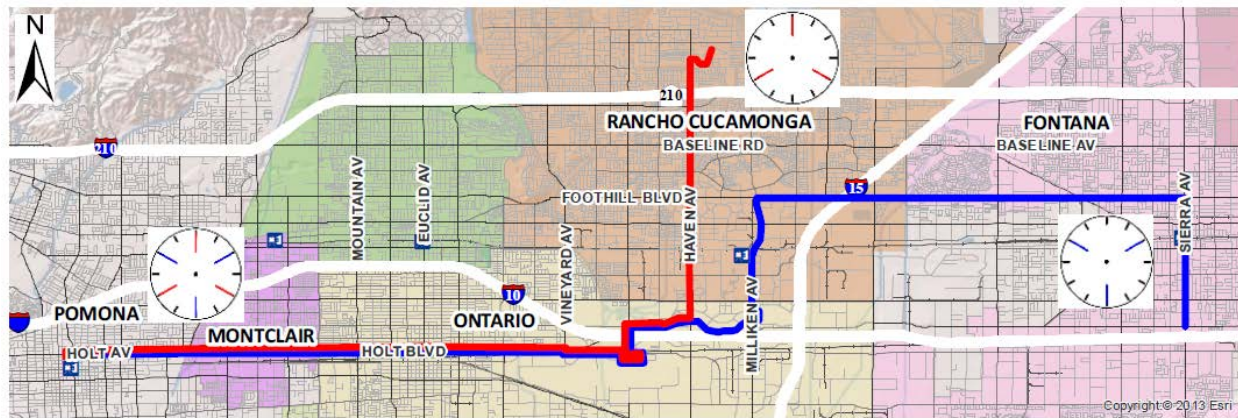
The *System-wide Transit Corridors Plan* originally identified a corridor alignment that generally follows Omnitrans' existing Route 61. The Route 61 is the highest-ridership route in Omnitrans' system, and it connects several major West Valley destinations, including the Ontario International Airport, Ontario Mills, and Kaiser Medical Center Fontana. It provides connections to two Metrolink stations on two different Metrolink lines, commuter express lines operated by Riverside Transit Agency and Foothill Transit Agency, and multiple other Foothill

The Task Force met in January 2015 and in March 2016. Omnitrans staff and the Parsons consulting team (on contract for design and environmental work for the project) analyzed ten additional options. The options were evaluated on the basis of projected ridership, passengers per hour, cost-effectiveness (cost per passenger trip), annual operating cost, destinations served, and whether the option meets regional and local stakeholder goals.

At the August 22, 2016 meeting of the Plans and Programs Committee, staff recommended a new routing option known as a branch alignment. This option performed better than all other options studied on the criteria of ridership productivity and cost-effectiveness, as well as meeting all of the regional objectives (listed below). Staff's proposal was for a branch to travel up Haven Avenue to Chaffey College, which is a high-ridership destination in Omnitrans' system and a logical end-of-line for service on Haven. The other branch would continue along the original alignment proposed in the Alternatives Analysis – from Inland Empire Boulevard and Ontario Mills it would travel up Milliken to the Rancho Cucamonga Metrolink station, then up to Foothill and over to Sierra to the Fontana Metrolink station and down to Kaiser Medical Center.

With the branch alignment, the project is still proposed to have 3.5 miles of dedicated bus lanes on Holt Boulevard in the City of Ontario. Where both branches overlap (as shown in the map), from Pomona along Holt Boulevard to Inland Empire and Haven, the frequency would be 10 minutes at peak times and 15 minutes at off-peak times. This is the minimum required frequency for a federal Small Starts grant for a bus rapid transit line, and is the same as the sbX Green Line. The branches are proposed to have a 20-minute frequency at peak times and 30 minutes at off-peak times. This is more in line with the frequency of the Metrolink trains, to which passengers can connect on the Milliken-Foothill-Sierra branch.

Staff Proposed Branch Alignment



Following are the regional objectives of West Valley Connector project, which are met by the branch alignment.

- Save travel time for customers;
- Provide the most direct path for the most riders possible;
- Increase frequency on the highest-ridership segment (along Holt Boulevard);

- Enhance multimodal connectivity between ONT airport and RC Metrolink;
- Support planned and potential transit-oriented developments;
- Minimize added annual operating cost (the annual operating cost of the branch line is \$1 million less than the Milliken alignment proposed in the Alternatives Analysis because it has less frequency on the branches);
- Maximize ridership and cost-effectiveness for Small Starts application;
- Integrate into existing network of local routes; and
- Improve service on more than one corridor in the *System-wide Transit Corridors Plan* (this alignment will improve portions of Haven, Holt, Foothill, and Sierra corridors as shown in Exhibit A).

At the August 22, 2016 Plans and Programs Committee meeting, Rancho Cucamonga City Manager John Gillison stated that upon reviewing the proposed branch alignment, he would recommend changing the Haven Avenue branch to serve Victoria Gardens instead, in order to provide east-west service to major destinations and housing along Foothill Boulevard in Rancho Cucamonga. The Plans and Programs Committee voted to approve proceeding with the project, with the modified routing alignment as suggested by Mr. Gillison. See map in Exhibit B.

The Plans and Programs Committee members requested ridership and operating cost numbers for the new proposed option, which are shown in the table below.

Comparison of Routing Options

Alignment Option	Projected Daily Ridership (2020)	Annual Operating Cost	Operating Cost per Boarding	Total Capital Cost
Original Milliken Alignment	8,930	\$ 6,856,760	\$ 2.99	\$ 148,000,000
Chaffey Branch Alignment	9,320	\$ 5,851,890	\$ 2.44	\$ 154,000,000
Victoria Gardens Branch Alignment	9,190	\$ 5,851,890	\$2.48	\$ 154,000,000

Omnitrans staff met with Rancho Cucamonga staff on September 6, 2016 and agreed upon the station locations along the new branch alignment. As the project proceeds, Omnitrans will also be seeking input from the cities on potential changes to local routing that would coincide with the start of the bus rapid transit service in 2020. Over the next year, Omnitrans will also be reaching out to all its JPA member cities for input on an update to the *System-wide Transit*

Corridors Plan, which will include the priorities and horizon years for implementation of the future corridors.

PROJECT STATUS

Environmental scoping was conducted in March – April 2016, and a public meeting was held in each of the five cities on the corridor (Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana).

The 30% preliminary design was completed in August 2016. Input is currently being sought from the staff of the five cities on the corridor on the preliminary plans.

Schedule

Following is a brief overview of the upcoming milestones in the project schedule:

- October 2016 – Submit letter to FTA requesting entry into project development phase for Small Starts grant program;
- October 2016 – Complete Financing Plan;
- March 2017 – Public review period for environmental document and public meetings;
- June 2017 – Omnitrans and SANBAG Boards approve Locally Preferred Alternative;
- August 2017 – Complete certification of CEQA and NEPA;
- August 2017 – Submit Small Starts grant package to FTA;
- Spring 2018 – Advertise for construction, pending Small Starts grant approval and funding availability; and
- 2020 – Begin operation of bus rapid transit service.

Design

The project is currently proposed to include the following components:

- Transit signal priority (with signal coordination);
- Dedicated bus lanes for 3.5 miles of Holt Boulevard in the City of Ontario, with five center median stations;
- 60-foot articulated vehicles with BRT branding;

- Enhanced stations spaced ½-mile to 1 mile apart, including options for the following components based on space availability and cities' requirements: BRT pylon, BRT shelter, bench, trash receptacle, bike rack, NexTrip electronic signage, surveillance cameras, emergency telephones, public address system, LED lighting, solar power, map case/customer information/wayfinding signage, and public art;
- Concrete boarding areas where needed at station locations, and connecting sidewalk where needed within ½ mile of stations;
- Street improvements as needed, including utility improvements and reinforced concrete bus pads at stations; and
- Vehicle maintenance facility needed to support the operation of the corridor.

A preliminary concept for a typical side-running station and an example of a center-running station are shown below.



The project design will be presented to each city for review, refinement, and approval. The design will be tailored as needed to the specific conditions in each city (e.g., the availability of public right-of-way for shelter placement).

Cost and Funding

The preliminary cost estimate will be developed for the project based on the preliminary design concepts agreed to by the cities along the corridor. The project is currently expected to be approximately a \$148 million project, including all above-listed components.

The consulting team is developing a Financing Plan to help strategize the funding and implementation of the project. Omnitrans currently has approximately \$34 million (federal and local) identified to use toward the project, and is planning to apply for a Small Starts grant from the Federal Transit Administration for up to 50% of the remaining capital cost of the project.

The Financing Plan will help to identify potential sources of local matching funds, including potential in-kind match that could be provided by the cities (i.e., staff time put toward the project, plan check and permit fee waivers, land or right-of-way acquired along corridor, etc.)

The team will be working to draft project implementation agreements between Omnitrans and each of the cities, to establish the agencies' roles and potential in-kind contributions to the project.

Some of the potential funding sources being investigated include:

- Federal
 - FTA Small Starts
 - Transportation Investment Generating Economic Recovery (TIGER) grants
 - Section 5307 formula grants
 - Section 5339 bus and bus facilities grants
 - Surface Transportation Program (STP)
 - Congestion Mitigation and Air Quality (CMAQ) grants
- Local
 - Measure I BRT
 - Measure I major arterial program
 - Cap and Trade funding
 - Vehicle-specific grant
 - Public/private partnerships

CONCLUSION

Receive and forward to the Board of Directors a progress update for the West Valley Connector Bus Rapid Transit project, along with a recommendation to proceed with project development (environmental and engineering work) with a recommended routing alignment.

The recommended routing alignment and project footprint need to be incorporated into the environmental document immediately (September 2016) in order to stay on schedule with the environmental process. The environmental certification is critical path and needs to be completed before August 2017 in order to submit the FTA Small Starts grant application by the end of August 2017. Otherwise the project will be delayed one year (and project completion will be delayed from 2020 to 2021) in order to submit the Small Starts grant application in the 2018 grant cycle.

PSG:WW:AMJ

Attachments

Exhibit A

Map from Omnitrans' *System-wide Transit Corridors Plan for the San Bernardino Valley*, adopted by the Board of Directors in 2011

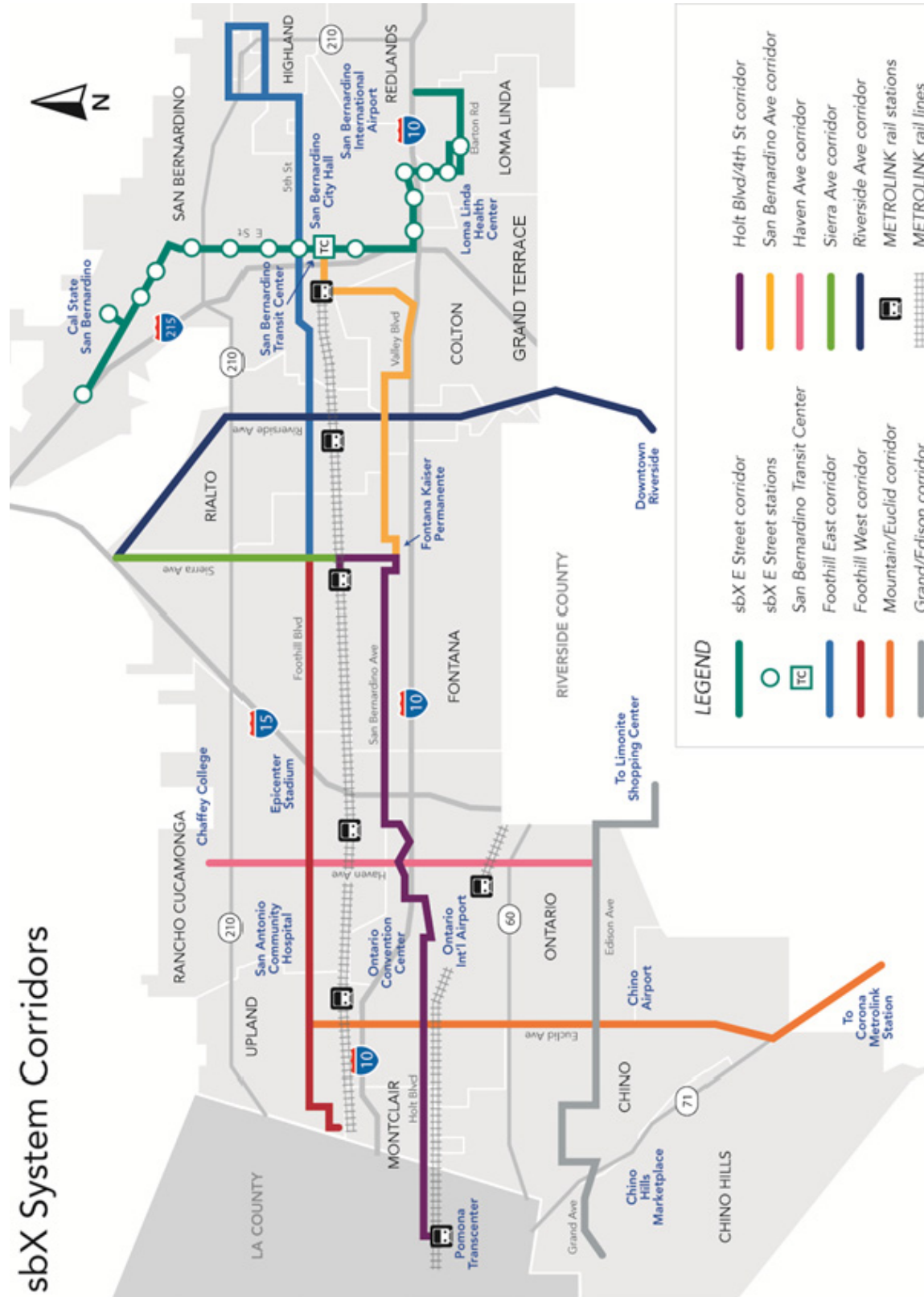
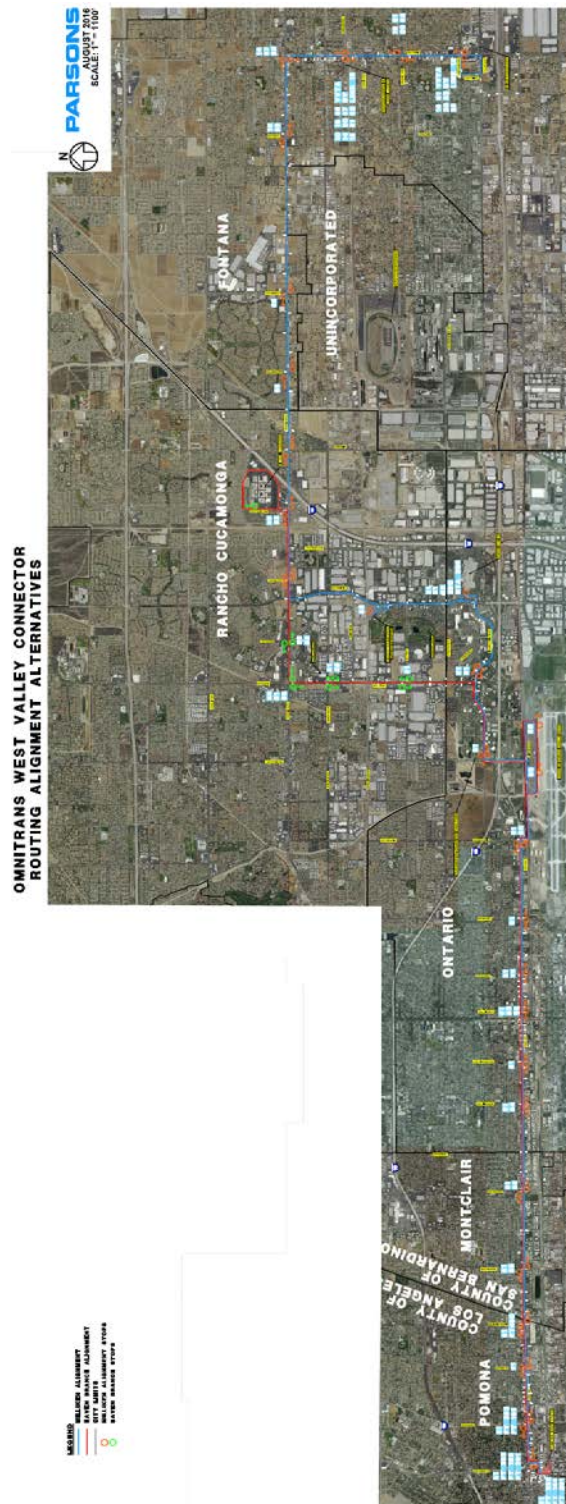


Exhibit B

Routing alignment and station locations recommended by Plans and Programs Committee, with new stations on Haven Avenue and Foothill Boulevard in City Rancho Cucamonga shown in green.



ITEM # _____ F5 _____

DATE: September 30, 2016

TO: Board Chair Sam Spagnolo and Members of the Omnitrans Board of Directors

THROUGH: P. Scott Graham, CEO/General Manager

FROM: Wendy Williams, Director of Marketing and Planning

**SUBJECT: WEST VALLEY CONNECTOR PROJECT
ALTERNATIVE FUNDING**

FORM MOTIONS

Authorize the CEO/General Manager to commit \$3,745,582 in alternative funding for final design work on Contract MKP15-37 with Parsons Transportation Group, Inc. for Architectural, Engineering and Final Design Services for the West Valley Connector Project.

BACKGROUND

On November 4, 2015, the Board of Directors awarded Contract MKP15-37 to Parsons Transportation Group, Inc. (Parsons) for Architectural, Engineering and Final Design Services for the West Valley Connector Project for a total not to exceed \$11,905,299. Available funding at the time of the award was \$5,854,578, which was the remaining federal, state, and local funding for the Mid-Valley Project. The unfunded \$6,050,721 would be funded from the sale of the Mid-Valley property, which is currently still in escrow.

The Mid-Valley property was placed in escrow on April 7, 2016, with Fidelity National Title for \$25,098,407. The "Entitlement Period" is twelve (12) months, with a closing date on or before April 7, 2017. Omnitrans has obtained the Federal Transit Administration (FTA) concurrence on the use of the proceeds from the sale of the Mid-Valley property on the West Valley Connector Project.

As of September 2016, the 30% design package has been completed, and work is ready to begin on the 65% design package (final design). The sale of escrow on the Mid-Valley property may not close for six (6) months; therefore, staff recommends using alternative available funding to complete the final design phase. All alternative available funding used to fund the design phase will be replaced once the sale of the Mid-valley property is completed.

Advancing into 65% design at this juncture is necessary to maintain the project timeline to be ready to submit a federal small starts grant application by August 2017. Missing this opportunity will cause a one-year delay because the next round of applications will not be accepted until August 2018. Moving into final design will also help refine the project budget.

ALTERNATIVE FUNDING SOURCES

- Proposition 1B
- Local Transportation Fund

CONCLUSION

Staff recommends authorizing the CEO/General Manager to commit \$3,745,582 in alternative funding for design work on Contract MKP15-37 with Parsons Transportation Group, Inc. for Architectural, Engineering and Final Design Services for the West Valley Connector Project.

PSG:WW:AMJ

ITEM # _____ G1 _____

DATE: September 30, 2016

TO: Board Chair Sam Spagnolo and Members of the Omnitrans Board of Directors

THROUGH: P. Scott Graham, CEO/General Manager

FROM: Maurice A. Mansion, Treasury Manager

**SUBJECT: CALL FOR PUBLIC HEARING - FEDERAL TRANSIT
ADMINISTRATION SECTION 5307 AND SECTION 5339 FUNDS**

FORM MOTION

Call for a public hearing concerning the Federal Transit Administration (FTA) §5307 and §5339 Funding for Fiscal Year 2017, to be held at 8:00 a.m., Wednesday, November 2, 2016, at the Omnitrans Metro Facility, 1700 West Fifth Street, San Bernardino, CA 92411.

SUMMARY

The date and time for the federally required public hearing to receive comments on projects involving Federal assistance will be set for November 2, 2016, at 8:00 a.m. at the Omnitrans Metro Facility.

A public hearing affords the opportunity to obtain views of officials and citizens regarding the proposed use of Federal assistance and community support for the amended program of projects.

BACKGROUND

To qualify for Federal assistance through the FTA, Omnitrans is required to hold a public hearing on the proposed use of Federal funds. FTA also requires that Omnitrans give the public sufficient notice, that any comments be incorporated into the grant application and that the notice include language which indicates that in the absence of substantive comments, Federal assistance will be sought.

The projects shown in the Public Hearing Notice are included in the Fiscal Year 2017 budget and were approved at previous Board of Directors meeting.

FINANCIAL IMPACT

All projects described are fiscally constrained and are contained in past-approved Omnitrans' budgets.

PSG:mm

NOTICE OF PUBLIC HEARING

Fiscal Year 2017 Capital Projects
Using §5307, CMAQ and §5339

CAPITAL PROJECTS – FY 2017

Project Description	Total Cost	Federal Share
		FTA 5307
Management Information Systems	\$ 2,400,000	\$ 1,920,000
Replacement of Revenue Vehicles - ACCESS	\$ 1,200,000	\$ 880,000
Replacement/Lease of Service Vehicles	\$ 630,000	\$ 504,000
1% Transit Enhancements	\$ 250,000	\$ 200,000
Capitalization of Tires	\$ 531,542	\$ 425,234
Capitalization of Leases	\$ 138,000	\$ 104,395
Capitalization of ACCESS Service Costs	\$ 1,600,000	\$ 1,600,000
Capitalization of Preventive Maintenance	\$ 10,800,000	\$ 8,640,000
Other	\$ 1,721,674	\$ 1,721,674
Total	\$ 19,271,216	\$ 16,941,200
		FTA CMAQ
Replacement of Revenue Vehicles	\$ 9,580,509	\$ 6,660,000
Total	\$ 9,580,509	\$ 6,660,000
		FTA 5339
Replacement of Heavy Duty Coaches	\$ 1,260,509	\$ 1,260,509
Total	\$ 1,260,509	\$ 1,260,509
TOTAL FEDERAL SHARE		\$ 24,861,709