



BOARD OF DIRECTORS MEETING
Wednesday, September 5, 2012 – 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 services are needed in order to participate in the public meeting, requests should be made through the Recording Secretary at least three (3) business days prior to the Board Meeting. The Recording Secretary's telephone number is 909-379-7110 (voice) or 909-384-9351 (TTY), located at 1700 West Fifth Street, San Bernardino, California.

A. CALL TO ORDER

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

B. ANNOUNCEMENTS/PRESENTATIONS

1. Next Board Meeting: Wednesday, October 3, 2012, at 8:00 a.m.
Omnitrans Metro Facility Board Room

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

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.

3

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 E-6, Action on Consent Calendar.

1. Approve Board Minutes – August 1, 2012
2. Receive & File Agency Management Report – July 2012
3. Claims Filed Against Omnitrans – Information Item Only

4

9

18



BOARD OF DIRECTORS MEETING
Wednesday, September 5, 2012 – 8:00 a.m.
Omnitrans Metro Facility
1700 West 5th Street
San Bernardino, CA 92411

E. CONSENT CALENDAR CONTINUED

- | | |
|---|----|
| 4. Receive & File Construction Progress Report No. 8 through July 2012, sbX E Street Corridor BRT Project | 19 |
| 5. Press Articles and Letters of Interest to the Board | 38 |
| 6. 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 | 90 |
| 2. Approve Proposed Overall Disadvantaged Business Enterprise (DBE) Goal for Federal Transit Administration (FTA) Assisted Contracts (October 1, 2012 – September 30, 2015) | 93 |
| 3. Authorize Release, RFP-MKT13-17, Bus Exteriors and Bus Stop Amenities Advertising Services | 108 |
| 4. Authorize Release, IFB-SAS13-01, Card Access System Upgrade | 111 |
| 5. Authorize Release, IFB-SAS 13-02, Public Address System | 113 |
| 6. Authorize Award, Contract RFP-FIN13-19, Banking Services | 115 |
| 7. Authorize Award, Contract RFP-MNT12-27, Uniform Rental & Laundry Services | 119 |

G. BOARD BUSINESS

Closed Session

1. Conference with Labor Negotiator, Milo Victoria, concerning labor negotiations with Teamsters Local #166 regarding Maintenance/Administrative Support Unit, pursuant to Government Code Section 54957.6

H. REMARKS AND ANNOUNCEMENTS

I. ADJOURNMENT

ITEM # **D**

DATE: September 5, 2012

TO: Board Chair Dick Riddell & Members of the Omnitrans Board of Directors

THROUGH: Milo Victoria, CEO/General Manager

FROM: Jennifer Sims, Director of Procurement

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

FORM MOTION

Staff hereby provides the Omnitrans Board of Directors with a listing of principals and subcontractors associated with action items on the agenda for the September 5, 2012, Board of Director's Meeting.

Item No.	Contract	Principals & Agents	Subcontractors
F-6	Authorize Award Contract RFP-FIN13-19 Banking Services	<i>Union Bank Los Angeles, CA Eileen Perez, Vice President</i>	<i>None</i>
F-7	Authorize Award Contract RFP-MNT12-27 Uniform Rental & Laundry Services	<i>G & K Services, Inc. Ontario, CA Victor Ahumada, Branch Manager</i>	<i>None</i>

MV/JS

ITEM # E1

**BOARD OF DIRECTORS' MEETING
MINUTES
August 1, 2012**

A. CALL TO ORDER

Chair Dick Riddell called the regular meeting of the Omnitrans Board of Directors to order at 8:05 a.m., Wednesday, August 1, 2012, at the Omnitrans Facility located at 1700 West 5th Street, San Bernardino, California.

1. Invocation
2. Pledge of Allegiance
3. Roll Call – Self-introductions were made.

BOARD MEMBERS PRESENT

Mayor Dick Riddell, City of Yucaipa – Chair
Councilmember Alan Wapner, City of Ontario – Vice Chair
Councilmember Ron Dailey, City of Loma Linda
Supervisor Neil Derry, County of San Bernardino
Mayor Pro Tem Paul Foster, City of Redlands
Mayor Pro Tem Lee Ann Garcia, City of Grand Terrace
Mayor Pro Tem Frank Gonzales, City of Colton
Mayor Ed Graham, City of Chino Hills
Mayor Pro Tem Penny Lilburn, City of Highland
Mayor Pat Morris, City of San Bernardino
Mayor Ray Musser, City of Upland
Supervisor Gary Ovitt, County of San Bernardino
Councilmember Ed Palmer, City of Rialto
Mayor Pro Tem John Roberts, City of Fontana
Supervisor Janice Rutherford, County of San Bernardino
Mayor Pro Tem Sam Spagnolo, City of Rancho Cucamonga
Mayor Dennis Yates, City of Chino

BOARD MEMBERS NOT PRESENT

Mayor Paul Eaton, City of Montclair
Supervisor Josie Gonzales, County of San Bernardino
Supervisor Brad Mitzelfelt, County of San Bernardino

OMNITRANS' ADMINISTRATIVE STAFF PRESENT

Milo Victoria, CEO/General Manager
Jack Dooley, Director of Maintenance
Marge Ewing, Director of Human Resources
Sam Gibbs, Director of Internal Audit Services
Rohan Kuruppu, Director of Planning & Development Services
Ray Lopez, Director of Safety & Regulatory Compliance
Robert Miller, Chief Financial Officer
Jennifer Sims, Director of Procurement
William Tsuei, Director of Information Technology
Don Walker, Director of Finance
Wendy Williams, Director of Marketing
Scott Graham, Director of Operations
Milind Joshi, IPMO Program Manager
Jeremiah Bryant, Service Planning & Scheduling Manager
Ray Maldonado, Employee Relations Manager
Maurice Mansion, Treasury Manager
Joanne Cook, Contract Administrator
Chris Van Matre, Contract Administrator
Omar Bryant, Maintenance Manager
Mike Bonacio, Technical Service Manager
Anna Rahtz, Planning Project Manager
Mark Donley, Dispatcher
Mark Crosby, Loss Prevention Supervisor
Vicki Osborne, Assistant to CEO/General Manager
Carol Angier, Administrative Secretary

OTHER

Carol Greene, Legal Counsel

B. ANNOUNCEMENTS/PRESENTATIONS

The next regular meeting is scheduled Wednesday, September 5, 2012, at 8:00 a.m.

Employee of the Quarter was presented to Coach Operator Elaine Sanchez.

C. COMMUNICATIONS FROM THE PUBLIC

None.

D. POSSIBLE CONFLICT OF INTEREST ISSUES

Member Neil Derry reported a Conflict of Interest for agenda item F-5, Authorize Award, Contract SAS12-09, CCTV Viewing Stations.

E. CONSENT CALENDAR

- 1) Approve Board Minutes – July 11, 2012
- 2) Approve Special Board Meeting Minutes – July 9, 2012
- 3) Receive & File Administrative & Finance Committee Minutes – June 11, 2012

- 4) Receive & File Agency Management Report – June 2012
- 5) Claims Filed Against Omnitrans – Information Item Only
- 6) Receive & File Affirmative Action Status Report as of July 12, 2012
- 7) Receive & File Fiscal Year 2012 Annual Management Plan Key Performance Indicators – Final Report
- 8) Receive & File Forward Fuel Purchase Quarterly Report
- 9) Receive & File Construction Progress Report No. 7 through June 2012 – sbX E Street Corridor BRT Project
- 10) Receive & File College Pass Program Final Report
- 11) Authorize Release, RFP-PLN13-03, Alternatives Analysis of Route 61 (Holt Boulevard/San Bernardino Avenue) Corridor
- 12) Authorize Award, Contract No. PRC13-24, Electronic Online Procurement Services
- 13) Ratify Change Order No. 2, IPMO11-1, Vehicle Maintenance Facility Modification Architectural and Engineering Services
- 14) Authorize Award, WinShuttle Application Purchase and Implementation Project
- 15) Authorize Award, Sybase Afaria Mobile Platform Implementation Services
- 16) Approve Membership Dues for American Public Transportation Association for Fiscal Year 2013
- 17) Authorize Amendment No. 1, City of Rialto Funding Agreement for Rialto Metrolink Parking Lot Expansion
- 18) Press Articles and Letters of Interest to the Board
- 19) Receive and File Comprehensive Operational Analysis Status Update from Plans & Programs Committee

Chair Riddell asked to pull agenda item 19. Member Rutherford asked to pull agenda items 8, 11, and 16. On motion by Member Garcia, seconded by Member Morris and carried, the remainder of the Consent Calendar was approved.

For agenda item #8, Receive & File Forward Fuel Purchase Quarterly Report, Chief Financial Officer Miller answered Member Rutherford's questions on the value and purpose of a fuel hedge. On motion by Member Rutherford, seconded by Member Derry and carried, this agenda item was approved.

For agenda item #11, Authorize Release of RFP-PLN13-03, Alternatives Analysis of Route 61 (Holt Boulevard/San Bernardino Avenue) Corridor, Director of Planning & Development Services Kuruppu answered Member Rutherford's question regarding communications with SANBAG on this issue. She directed staff to continue communicating with SANBAG on how this process will work. On motion by Member Wapner, seconded by Member Morris and carried, this agenda item was approved.

For agenda item #16, Approve Membership Dues for American Public Transportation Association for Fiscal Year 2013, CEO/General Manager Victoria answered Member Rutherford's question on the benefits of belonging to APTA. Members Wapner and Musser agreed that belonging to APTA is of great benefit for Omnitrans. On motion by Member Musser, seconded by Chair Riddell and carried, this agenda item was approved.

For agenda item #19, Receive and File Comprehensive Operational Analysis Status Update from Plans & Programs Committee, Chair Riddell asked Service Planning & Scheduling Manager Bryant to provide a brief presentation on the COA status and financial impact of the proposed \$99.1 million shortfall over seven years for Omnitrans. This was a receive and file agenda item.

F. DISCUSSION ITEMS

1) CEO/General Manager's Report

CEO/General Manager Victoria reviewed the CEO/General Manager's Report for June 2012.

2) Authorize Change Order No. 5, OPS10-23, Paratransit Services

M/S/C (Yates/Rutherford) to authorize the CEO/General Manager to exercise Change Order No. 5 to Contract OPS10-23, Paratransit Services with First Transit, Inc., of Cincinnati, OH, to increase the agreement by \$27,383,274, for a new not-to-exceed amount of \$44,699,199, and extend the period of performance three years, from September 1, 2012 through August 31, 2015, in lieu of exercising individual Option Years.

3) Authorize Award IFB-MNT12-29, Lubricants

M/S/C (Yates/Roberts) to authorize the CEO/General Manager to award Contract IFB-MNT12-29A to Merit Oil Company of Bloomington, CA, and Contract IFB-MNT12-29B to Rosemead Oil Products, Inc., of Santa Fe Springs, CA, for the provision of supplying Omnitrans with lubricants for a two-year base period beginning August 1, 2012, and ending no later than July 31, 2014, in the amount of \$361,204* with three single option years, to extend the contracts no later than July 31, 2017, for \$180,602* for each of the three options years, totaling \$541,806* for a five year total of \$903,010*.

*Aggregate not-to-exceed amount.

4) Authorize Award ITS13-29, Cellular & Mobile Data Service

M/S/C (Palmer/Graham) to authorize the CEO/General Manager to award Contract ITS13-29 to T-Mobile USA, Inc., of Bellevue, WA, for the provision of cellular and mobile data service for a period beginning August 1, 2012, and ending no later than May 22, 2017, in an amount not to exceed \$55,000, plus a 10% contingency of \$5,500 annually, for a total not to exceed amount of \$302,500. This procurement falls under the Federal General Services (GSA) Cooperative Procurement Contract No. GS-35F-0503M.

5) Authorize Award Contract SAS12-09, CCTV Viewing Stations

M/S/C (Riddell/Morris) to authorize the CEO/General Manager to award Contract SAS12-09 to G/M Business Interiors of Riverside, CA, for the provision of CCTV Viewing Stations. The total contract amount, including options, is \$108,611, plus a fifteen percent contingency of \$16,292, plus a 3.27 percent Omnitrans Cost Allocation Plan (CAP) of \$4,084, for a total not-to-exceed amount of \$128,987.

Member Derry abstained.

G. CALL FOR PUBLIC OR ADVERTISED HEARINGS

None.

H. BOARD BUSINESS

Closed Session

1. Conference with Labor Negotiator, Milo Victoria, concerning labor negotiations with Teamsters Local #166 regarding Maintenance/Administrative Support Unit, pursuant to Government Code Section 54957.6

The Board adjourned to Closed Session at 9:09 a.m. The Board reconvened at 9:13 a.m. Chair Riddell said no reportable action took place during Closed Session.

I. REMARKS AND ANNOUNCEMENTS

Member Wapner thanked SANBAG Board Chair Janice Rutherford for placing an item for approval to change the start time of the SANBAG Board of Directors' Meeting to 10 a.m. This gives more time for members of the Omnitrans Board that are on the SANBAG Board to get to this meeting.

J. ADJOURNMENT

The Board adjourned at 9:15 a.m. The next regular meeting is September 5, 2012, at 8:00 a.m. with location posted on the Omnitrans website and at Omnitrans' San Bernardino Metro Facility.

Carol Angier, Recording Secretary

ITEM # E2

AGENCY MANAGEMENT REPORT

**July 2012
FISCAL YEAR 2013**

Agency Results

Operating Revenue

July 2012 Operating Revenue of \$5,491,449 is \$218,777 under budget, or 96%. The current month variance is driven by passenger fares being lower than planned.

Operating Expense

July 2012 Operating Expense of \$4,875,386 is \$895,848 under budget. The current month variance is driven by salary and benefits, services, materials and supplies, occupancy, casualty and liability, printing and advertising all coming in under budget.

Ridership

During the month of July 2012, Omnitrans carried a total of 1,196,236 passengers. This consisted of 1,158,653 on Fixed Route service and 37,583 on Demand Response routes. July's ridership reflects a total system increase of 3.19% when compared to the same period last year.

Revenue Hours/Revenue Miles

During the month of July 2012, Omnitrans provided a total of 66,506 revenue hours reflecting an increase of 4.94% versus the same period last year. Omnitrans logged a total of 906,941 revenue miles during the month, reflecting an increase of 5.12% when compared to same period last year.

Farebox Recovery Ratio

July 2012 farebox revenue for Fixed Route/OmniLink is \$962,334 versus \$960,112 for the same period last year. This is an increase of .23%. The farebox recovery ratio for the month is 24.21%.

July 2012 farebox revenue for Access is \$139,867 versus \$133,356 for the same period last year. This is an increase of 4.9%. Farebox recovery ratio for the month is 17.25%.

Financials

Total Salaries and Benefits of \$3,332,332 are \$143,439 under budget for the month of July 2012. The positive monthly variance is principally driven by headcount being under plan.

Total Services are \$41,476 or \$217,033 under budget in July. The positive monthly variance is principally driven by the timing of professional services.

Materials and Supplies are \$480,308 or \$321,315 under budget in July 2012. The current month variance is principally driven by CNG and gasoline being less than planned.

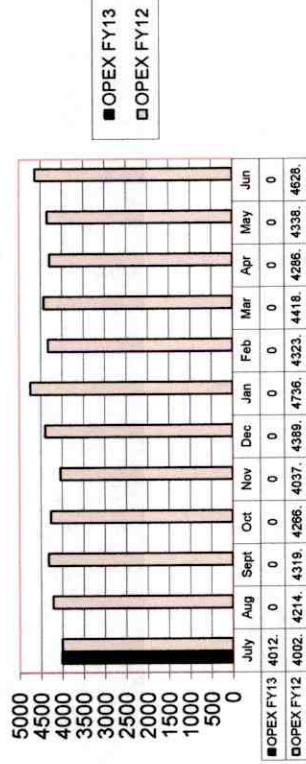
Purchased Transportation is \$741,980 or \$631 over budget in July 2012.

Other Expenses are \$279,290 or \$214,693 under budget in July 2012. The current month variance is primarily driven by professional services, insurance, utilities and printing budgets all coming in under budget.

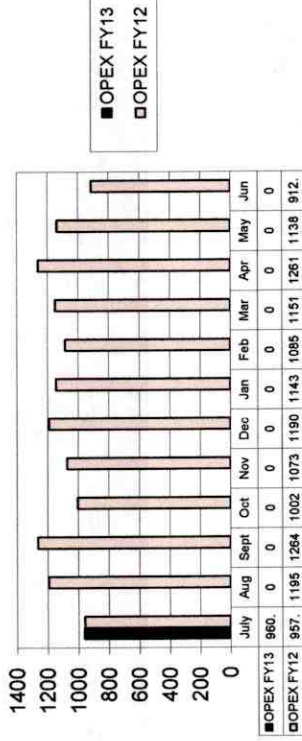
**PERFORMANCE STATISTICS
FISCAL YEAR 2013
July 2012**

	<u>Current Month</u>		<u>YR/YR inc/(dec) CURRENT</u>	<u>Year-To-Date</u>		<u>YR/YR inc/(dec) YTD</u>
	<u>July 2013</u>	<u>July 2012</u>		<u>July 2013</u>	<u>July 2012</u>	
Total Passenger Revenue & Subsidy						
Fixed Route	\$960,377	\$957,684	0.3%	\$960,377	\$957,684	0.3%
Demand Response	\$141,823	\$135,784	4.4%	\$141,823	\$135,784	4.4%
Total Passengers						
Fixed Route	1,157,510	1,122,795	3.1%	1,157,510	1,122,795	3.1%
Demand Response	38,726	36,427	6.3%	38,726	36,427	6.3%
Farebox Recovery Ratio						
Fixed Route/OmniLink	24.21%	23.77%		24.21%	23.77%	
Access	17.25%	15.82%		17.25%	15.82%	
Total Passengers per Revenue Hour						
Fixed Route	22.4	22.7	-1.3%	22.4	22.7	-1.3%
Demand Response	2.6	2.5	2.3%	2.6	2.5	2.3%
Revenue per Passenger						
Fixed Route	0.83	0.85	-2.7%	0.83	0.85	-2.7%
Demand Response	3.66	3.73	-1.8%	3.66	3.73	-1.8%
Cost per Passenger						
Fixed Route	3.47	3.56	-2.8%	3.56	3.78	-5.7%
Demand Response	22.28	24.13	-7.7%	22.28	24.13	-7.7%
Cost per Revenue Hour						
Fixed Route	77.75	81.02	-4.0%	77.75	81.02	-4.0%
Demand Response	57.93	61.32	-5.5%	57.93	61.32	-5.5%
	<u>Actual</u>	<u>Target</u>				
On Time Performance						
Fixed Route	88.14%	90%				
Demand Response	94.17%	90%				
Headcount (includes PT Operators)	619	647				

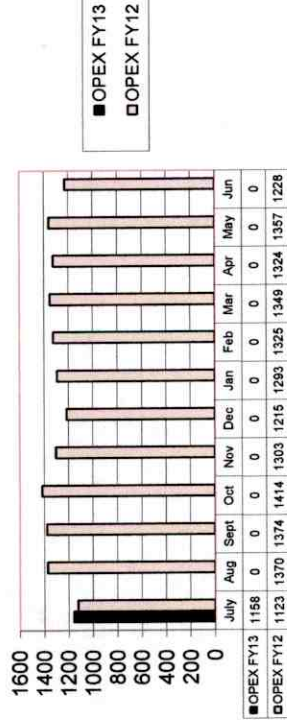
Fixed Route Operating Expense Thousands



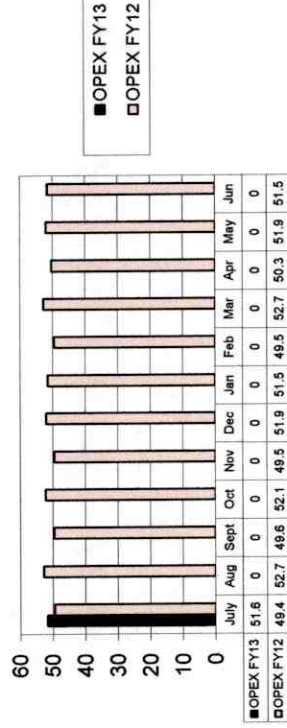
Fixed Route Passenger Revenue Thousands



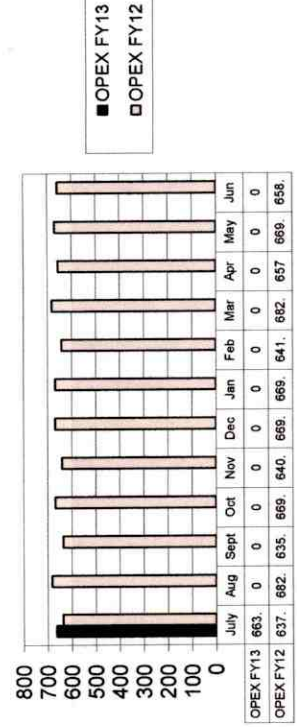
Fixed Route Ridership Thousands



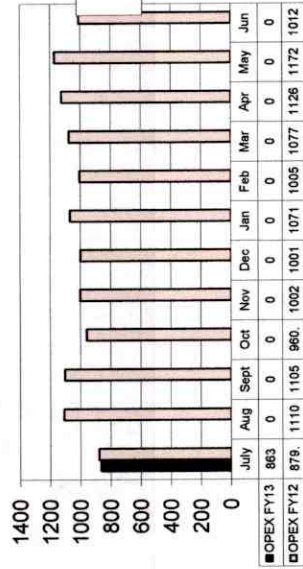
Fixed Route Revenue Hours Thousands



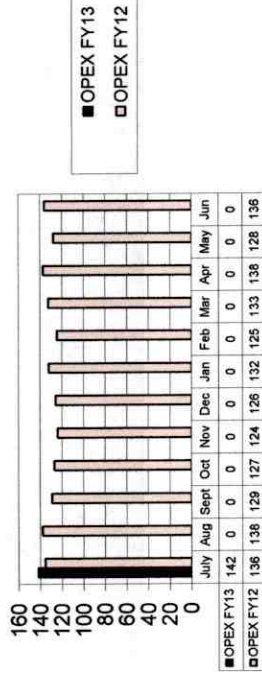
Fixed Route Revenue Miles Thousands



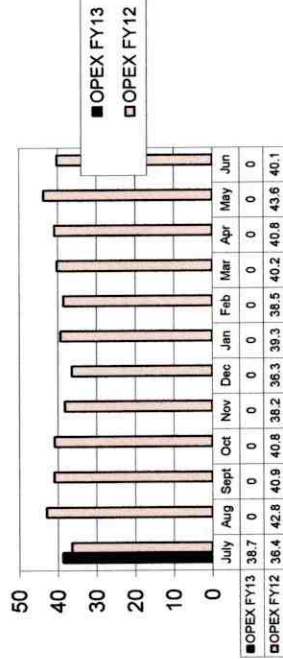
Demand Response Operating Expense Thousands



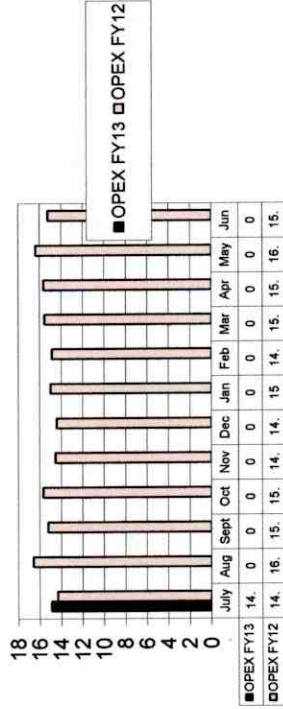
Demand Response Passenger Revenue Thousands



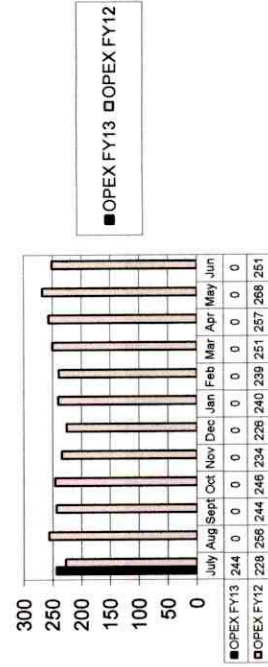
Demand Response Ridership Thousands



Demand Response Revenue Hours Thousands



Demand Response Revenue Miles Thousands



Statement of Operations Fiscal Year: 2013

CURRENT MONTH: July 2012

YEAR-TO-DATE: July 2012

	<u>Actual</u>	<u>Budget</u>	<u>Fav/(Unf)</u>	<u>% of Budget</u>	<u>Actual</u>	<u>Budget</u>	<u>Fav/(Unf)</u>	<u>% of Budget</u>
<u>Operating Revenues</u>								
Passenger Fares	1,065,014	1,249,407	(184,393)	85%	1,065,014	1,249,407	(184,393)	85%
Measure I Subsidy - Fares	27,186	27,477	(291)	99%	27,186	27,477	(291)	99%
Measure I Subsidy - Operating	376,689	376,689	0	100%	376,689	376,689	0	100%
Auxiliary Transportation Revenue	65,041	54,167	10,875	120%	65,041	54,167	10,875	120%
Non-Transportation Revenue	2,690	2,667	24	0%	2,690	2,667	24	101%
LTF Operating	2,825,124	2,630,677	194,447	107%	2,825,124	2,630,677	194,447	107%
STAF Operating	68,909	263,357	(194,448)	26%	68,909	263,357	(194,448)	26%
Capital Funds for Operations	1,060,795	1,105,785	(44,990)	96%	1,060,795	1,105,785	(44,990)	96%
Total Revenues	5,491,449	5,710,226	(218,777)	96%	5,491,449	5,710,226	(218,777)	96%

Operating Expenses

Labor	1,988,471	2,114,168	125,696	94%	1,988,471	2,114,168	125,696	94%
Fringe Benefits	1,343,861	1,361,603	17,742	99%	1,343,861	1,361,603	17,742	99%
Services	41,476	258,509	217,033	16%	41,476	258,509	217,033	16%
Materials and Supplies	480,308	801,623	321,315	60%	480,308	801,623	321,315	60%
Occupancy	125,677	233,903	108,227	54%	125,677	233,903	108,227	54%
Casualty and Liability	128,269	208,998	80,728	61%	128,269	208,998	80,728	61%
Taxes and Fees	2,080	5,000	2,920	42%	2,080	5,000	2,920	42%
Purchased Transportation	741,980	741,348	(631)	100%	741,980	741,348	(631)	100%
Printing and Advertising	9,849	79,050	69,201	12%	9,849	79,050	69,201	12%
Miscellaneous Expense	13,414	(75,279)	(88,694)	-18%	13,414	(75,279)	(88,694)	-18%
Lease and Rental	0	42,311	42,311	0%	0	42,311	42,311	0%
Total Operating Expense	4,875,386	5,771,234	895,848	84%	4,875,386	5,771,234	895,848	84%
Net Gain (Net Loss)	616,063	(61,008)	677,072		616,063	(61,008)	677,072	
Sal & Ben	3,332,332	3,475,771	143,439	96%	3,332,332	3,475,771	143,439	96%
Other	279,290	493,982	214,693	57%	279,290	493,982	214,693	57%

8/22/2012

DATE: September 5, 2012

TO: Board Chair Dick Riddell & Members of the Omnitrans Board of Directors

THROUGH: Milo Victoria, CEO/General Manager

FROM: Mae Sung, Accounting Manager

SUBJECT: INVESTMENT STATUS

FORM MOTION

Receive and file this report on the status of the Agency's investments.

BACKGROUND & SUMMARY

California Government Code requires the monthly reporting of investments of public agency funds to its governing body.

SUMMARY

All of the Agency's investments are invested with the Local Agency Investment Fund (LAIF) and Union Bank. Please refer to the attachment for the investment activity of the Agency for the month of July, 2012. Sufficient funds are available to meet the obligations of the Agency for the next thirty-one days.

OMNITRANS
Treasurer's Report
Month ending July 2012

Institution - Investment Type	Description	Starting Balance	Deposits	Disbursements	Interest Yield	Ending Balance
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Cash and Investments Under the Direction of the Treasurer

Local Agency Investment Fund		\$ 21,667,162.80			0.36%	
	Interest for QTR	\$ 18,085.37	\$ (2,100,000.00)		0.35%	
			\$ (1,800,000.00)		0.36%	
			\$ (500,000.00)		0.35%	
					0.36%	
		\$ 21,685,248.17	\$ (4,400,000.00)			
Net LAIF Funds			\$ 17,285,248.17			\$ 17,285,248.17
Fair Marketing Value	Fair Value Factor				1.001219643	\$ 17,306,330.00
Union Bank Money Market GMRA	Interest	\$ 425.86			0.10%	
		\$ 4,836,929.87	\$ -			
			\$ 4,836,929.87			
			\$ 4,836,929.87			\$ 4,836,929.87
Citybank Morgan Stanley Futures Account		\$ 228,976.21				
	Gain/Loss for month	\$56,287.50				
		\$ 285,263.71	\$ -			
			\$ 285,263.71			\$ 285,263.71
Union Bank CD		\$ 25,000.00	\$ (25,000.00)			
			\$ -		0.30%	\$ -
		\$ 864,369.61				
	Passenger	\$ 986,756.57				
	Grants' Revenue	\$ 6,345,882.43				
	Miscellaneous Revenue	\$ 126,108.63				
	Transfers From (To) LAIF	\$ 4,400,000.00				
	Transfers From (To) Money Market					
	Transfers From (To) Morgan Stanley Futures Account					
	Transfers From (To) CD	\$ 25,005.15				
	Accounts Payable		\$ (9,547,918.63)			
	Payroll and Payroll Taxes		\$ (2,243,460.32)			
	Employee Benefits		\$ (372,226.59)			
	Bank Service Charge		\$ (6,911.48)			
		\$ 12,748,122.39	\$ (12,170,517.02)			
Net Union Bank Operating Funds			\$ 577,605.37			\$ 577,605.37
		\$ 3,000.00				
Petty Cash						\$ 3,000.00

Cash and Investments Under the Direction of Fiscal Agents

Wachovia Bank N.A.	\$ 75,000.00					
Workmens' Comp. Adjuster						
York Insurance Services						\$ 75,000.00
Total Cash & Investments						\$ 23,084,128.95

I hereby certify that the investment portfolio of OMNITRANS complies with its investment policy and the California Government Code Sections pertaining to the investment of local agency funds and Union Bank of California. Pending any future actions by the Omnitrans Board or any unforeseen catastrophe, OMNITRANS has an adequate cash flow to meet its expenditure requirements for the next six months.

Prepared by: _____
Mae Sung, Accounting Manager

Approved by: _____
Milo Victoria, CEO/General Manager, Treasurer

@ Source of Market Value: California State Pooled Money Investment Board Report.
(1) Union: "Summary of Market Value" posted on monthly fiscal agent statements.
(2) LAIF: "Pooled Money Investment Account Market Valuation".
Master Control Account is the controlling account for all the zero balance accounts with Union including: Accounts Payable Account (General Account) and Payroll Account.
Interest earned by the Master Control account is used as a partial offset to the monthly bank service charges.

DATE: September 5, 2012

TO: Board Chair Dick Riddell & Members of the Omnitrans Board of Directors

FROM: Milo Victoria, CEO/General Manager

SUBJECT: PAYROLLS AND WARRANTS FOR JULY, 2012

Approve the Agency's gross payroll for Management/Confidential Employees as follows:

Payroll Period	Amount	Register #
06/27/12-07/10/12	\$325,971.17	14
07/11/12-07/24/12	\$319,853.90	15

Approve the Agency's gross payroll for Represented Employees as follows:

Payroll Period	Amount	Register #
06/18/12-07/01/12	\$866,780.87	14
07/02/12-07/15/12	\$895,859.88	15

Approve the Register of Demands, dated as follows, and authorize the issuance of warrants:

Register Date	Amount	Register #
07/05/2012	\$2,998,500.72	566-567
07/12/2012	\$2,091,014.41	568
07/19/2012	\$1,026,989.48	569
07/26/2012	\$3,431,414.02	570

I, Milo Victoria, CEO/General Manager of Omnitrans, declare that the above Register of Demands has been audited as required by Section 37202 and 37208 of the Government Code, and said documents are accurate and correct.

MV: ms

ITEM # E3

DATE: September 5, 2012

TO: Board Chair Dick Riddell & Members of the Omnitrans Board of Directors

FROM: Milo Victoria, CEO/General Manager

SUBJECT: **CLAIMS FILED AGAINST OMNITRANS FOR AUGUST 2012 –
INFORMATION ITEM ONLY**

CLAIMANT	DATE OF LOSS	CLAIM NUMBER
Atlas, John	02/08/12	CLPA10718A1
Bailey, Michael	07/24/12	CLPA10715A2
Blackmon, Mary	07/20/12	CLPA10737A1
Bosler, Barbara	06/01/12	CLPA10712A1
Brannan, Thomas	06/28/12	CLPA10721A1
Carrell, Lynwood	07/13/12	CLPA10728A1
Casas, Gilbert	07/16/12	CLPA10716A1
Fire Recovery U.S.A.	05/01/12	CLPA10639D1
Griff, Sandy	08/05/12	CLPA10730A2
Howard, Margery	06/20/12	CLPA10708A1
Moran, Priscilla	07/03/12	CLPA10719A1
Phillips, Caprice	02/02/12	CLPA10713A1

<u>Summary of Accidents</u>	<u>No. of Claimants</u>
Coach/Vehicle Accident	2
Injury Inside Coach	9
Personal Property Damage	1

For the Claims Above:

10% of claims were filed 1 to 5 days after the incident.

20% of claims were filed 6 to 10 days after the incident.

70% of claims were filed 11 or more days after the incident.

/ca

ITEM # E4

DATE: September 5, 2012

TO: Board Chair Dick Riddell & Members of the Omnitrans Board of Directors

THROUGH: Milo Victoria, CEO/General Manager

FROM: Milind Joshi, sbX Program Manager

**SUBJECT: CONSTRUCTION PROGRESS REPORT NO. 8 THROUGH JULY 2012
sbX E STREET CORRIDOR BRT PROJECT**

FORM MOTION

Receive and file Construction Progress Report No. 8 for the sbX E Street Corridor BRT Project through July 2012.

BACKGROUND & SUMMARY

This is Construction Progress Report No. 8 for the sbX E Street Corridor Project.

CONCLUSION

Receive and file the Construction Progress Report No. 8 for the sbX E Street Corridor BRT Project through July 2012.

MV:MJ

Attachment



sbX E Street Corridor Bus Rapid Transit (BRT) Project

Construction Progress Report No. 8

Month Ending: July 2012

Submitted By: JACOBS

Contractor:	Griffith/Comet
Contractor Contract No.:	IPMO11-5
Project Manager:	Joe Jenkins, P.E.
Resident Engineer	Karim Varshochi, P.E.
OmniTRANS Construction Manager:	Bart Hayashi, P.E.

Construction Progress This Month:

- Marshall at E Street – NB/SB Excavated footings for bus platforms.
- Excavated for curb and gutter on east side of E Street from 9th to 8th streets
- Excavated for curb and gutter and made grade on the east side of E Street from 10th to 9th streets.
- Layed out limits and began sawcutting sidewalk, curb & gutter, driveway, and ramp removals on east side of E Street (south of Mill to Hospitality).
- Shandin Hills and Kendall Drive intersection – Continued work on reinforcement for the station platform and the anchor rod assembly embed for the canopies and various utility block outs.
- Little Mountain and Kendall Drive intersection – Continued work on reinforcement for the station platform and the anchor rod assembly embed for the canopies and various utility block outs.
- CSUSB Station and Bus Route - Trenched, installed, backfilled, and compacted 4" water main line sleeve, 1.5" lateral water lines and installed 135 lf of tracer wire across the bus loop route.
- Spread sand and began setting pavers at Northpointe driveway to the west side of the Wells Fargo Bank driveway on Hospitality Lane.
- Relocated signal service at N. Mall Way and E Street.

Community Relation Activities this Month:

- Continued to monitor Temporary Construction Easement (TCE) notifications to parcels on east and west side of E Street between Mill and Hospitality Lane.
- Ongoing visits to businesses on E Street and Hospitality Lane to discuss construction impacts.
- Met with Glenborough, Hilton, World Oil, and G&M Oil to discuss concerns and give general project status and information.
- Conducted sbX Monthly Construction Status Meeting with stakeholders, businesses, and residents to provide construction updates including upcoming closures, milestones etc.

Accomplishments this Month:

- Submitted 18 Change Order Requests to Omnitrans; 15 were approved by the Change Control Board and 3 are to be reviewed in August 2012.
- Completed Mitigation and Monitoring Report Plan checklist for Q1 and Q2 2012.
- A total of 7 CORs, in the amount of \$3,768,906.80, have been approved by Omnitrans.
- Baseline schedule was submitted and returned to Contractor accepted with "No Exceptions Taken as Noted". The first updated schedule for December 2011 was received and returned accepted with "No Exceptions Taken as Noted".
- Completed all hard scape and utility for phase 1 construction of Hospitality Lane and moved to the Phase 2 on the north side. Planting and irrigation of Phase 1 is being completed in concurrence with Phase 2 construction.
- Attended weekly informational meeting with the City of San Bernardino. The following items were discussed and solutions were reached.
 - Culvert on the SW corner of E Street and Rialto is being reconstructed because the existing condition doesn't have positive drainage.

- The project will be eliminating the traffic signal at Kendall/Palm station because the driveway of a private property falls into the intersection. The City does not want to include the driveway in the signal as well as the signal not being warranted.
- Per the water department standards, the contractor relocated the existing Air Vac on E Street south of 10th Street. A directive will be given per the City Engineer's request to relocate the Air Vac to back of walk.
- City provided an authorization letter to relocate SCE Meters and street lights removals.
- A decision was made that the CSUSB police would be the first responders to incoming campus "Blue Phone" emergency calls. Comet Electric will submit an RFI regarding this matter.
- Calls from the sbx station "Blue Phones" in the cities of San Bernardino and Loma Linda will be directed to 911.

Construction Planned for the Next Month:

- Kendall/Palm Driver's Restroom – Painting and coating (tile).
- CSUSB Bus Station – Form/rebar footings; form/rebar walls; install imbeds; excavate, lay and backfill mainline.
- Shandin Hills (South) Bus Station – Form/rebar low wall; pour low wall; erect structural steel.
- E Street at Marshall (East & West) Bus Passenger Platform - Form/rebar low wall.
- E Street at N. Mall Way – Form and pour sidewalks, driveways and ramps at stations 600+50 to 610+40.
- E Street at Mill Street – Form and pour curb and gutter at stations 578+55 to 584.
- Center/Orange Show – Form and pour curb and gutter at stations 619+40 to 644+30.
- E Street (East) Phase 1– Wiring for street lighting.
- Plant shrubs from Diners Court to Waterman on Hospitality.
- Concrete removal from E Street to Diners Court on Hospitality Lane.
- Concrete removal from Carnegie Dr. West to Carnegie Dr. East on Hospitality Lane.

Areas of Concern and Proposed Solutions:

1. Efforts are being made to recover lost time due to permit delay; contractor will submit a recovery schedule after approval of the baseline schedule and schedule updates.
2. In order to mitigate a potential construction delay caused by obtaining the Caltrans Encroachment permit for Hospitality and Carnegie (received Caltrans comments on June 13, 2012), the project team is currently evaluating an option to modify design to substitute the exclusive lane with the mixed flow lane (approximately 600 ft) at that location.
3. Waiting for the Flood Control District Permit for the Redlands Park & Ride Station.
4. Vendor for the solar panels has declared bankruptcy. JV is currently working to replace vendor.
5. Continued challenges with the Edison transmission relocation. Edison scheduled crews have been delayed twice and have not been able to start the relocation as

scheduled. Jacobs met with Edison Transmission regarding moving the sign at the Union 76 station at Orange Show and E Street. Edison has agreed to start work on July 23, 2012, at the south end and work north to allow time for removal of said sign.

6. City of San Bernardino has declared bankruptcy; this may effect the city inspection process.

Contract Change Orders

CCO	Description	Negotiated Cost	Time Extension Contract Calendar Days
1	Water Meter and Fire Hydrant Connections to the Main	\$2,594,555.00	0
2	Additional Insurance Requirements, prepared and processing	\$214,364.64	0
3	Electrical Service Modifications for Street Lights; prepared and processing	\$433,500.00	0
4	Modifications to Project Signs	\$3,519.69	0
5	Requirement for Additional Emergency Vehicle Pre-emption (EVP) & Civil Modifications	\$455,553.60	0
6	Partnering Supplies	\$7,936.87	0
7	Additional Traffic Signal Requirements	\$59,477.00	0
TOTALS		\$3,768,906.80	0

Potential Change Orders/Change Order Requests:

COR	Description	*Estimated Cost	Time Extension Contract Calendar Days	Status
2	Permit Plan Changes, Delta 1A, additional changes	\$150,000	TBD	JV preparing cost proposal
3	Permit Plan Changes, Delta 2, G & M Oil Gas Station and Station Utility Service Pedestals (SCE & Verizon)	\$896,930	TBD	JV to revise and resubmit cost proposal
5	Ad Panels - rejected	0	0	Denied
6	SWPPP training	\$2,512	TBD	Proposal under review by Jacobs
7	Street Conduit Forensic study, Paid under Pay Item No. 318, closed	0	0	Denied
9	Caltrans Kendall/Palm Encroachment Permit	\$50,000	TBD	Awaiting further information
10	Revise Station Limits and Elevations	0	0	JV to confirm "no cost" change
11	Station Glass Dimension Revisions	0	0	JV to confirm "no cost" change
13	Station Elevation Modifications for Marshall and Baseline	0	0	JV to confirm "no cost" change
15	Electrical Plan Changes	\$80,000	TBD	JV preparing cost proposal
16	Taper revisions at Parcels B235, B237, B239	0	0	JV to confirm "no cost" change
17	177 lf of 6" DIP missing from bid list; paid under Pay Item No. 55, closed.	0	0	Denied
18	Drainage Plan and Profile Kendall/Palm Station East	\$68,343	TBD	Under review by Jacobs
19	Lowering Catch Basin for Street Light Foundation	0	0	Denied
20	Missing bid item for 1-1/2" PVC pipe at Kendall/Palm – Denied included in Station bid item	0	0	Denied
21	Flow line modifications at Benton, Prospect, Anderson & Redlands stations	\$12,000	TBD	Designer preparing scope
22	Potholing along E Street for curb & gutter excavation, paid under Bid Item 318, closed.	0	0	Denied

COR	Description	*Estimated Cost	Time Extension Contract Calendar Days	Status
25	Addition of two bus stops at Kendall/Palm	\$53,510	TBD	Under review by Jacobs
26	Redesign of median fountain area at Court Station	\$15,000	TBD	Designer preparing scope
27	Kendall at Palm Traffic Signal Revisions	\$10,000	TBD	Designer preparing scope
28	Kendall at Palm additional local bus station – Part 2 – electrical, landscape, signage and striping additions	\$40,000	TBD	Designer preparing scope
29	Gage Canal Changes	\$10,000	TBD	Designer preparing scope
30	Bus Stop No. 2 Revisions	\$120,000	TBD	Designer preparing scope
31	Planter curb additions at Shell Gas Station	\$8,000	TBD	Designer preparing scope
32	Graded channel at north end of Kendall/Palm	\$25,000	TBD	JV preparing cost proposal
33	E Street/North Mall Way bay taper & median removal	\$52,000	TBD	JV preparing cost proposal
34	Optional traffic signal at Hospitality and private drive	0	TBD	Designer preparing scope
35	E Street/North Mall Way bay taper	\$5,000	TBD	Awaiting info from JV
36	Flow line modifications to Hospitality at Tippecanoe, Hospitality at Carnegie, Kendall at Little Mountain and the CSUSB stations	\$48,000	TBD	Designer preparing scope
37	Out of Sequence Concrete Pours due to Existing Unforeseen Obstructions -	\$481,000	TBD	Jacobs preparing package
38	Modified Utility Plans Showing Vaults to be Replaced and water Meter As-Builts	\$382,000	TBD	JV preparing cost proposal
39	Out of Sequence Concrete Pours due to Existing Unforeseen Obstructions – Union Street	\$8,262	TBD	Under review by Jacobs
40	Curb Ramp at Northwest Corner of E Street & Rialto	\$12,000	TBD	Designer preparing scope
41	Change sbX Traffic Signal Heads from PV to LRT	\$5,000	TBD	Designer preparing scope

COR	Description	*Estimated Cost	Time Extension Contract Calendar Days	Status
42	Pavement Section Along E Street from 10 th to 2 nd Street	\$760,000	TBD	Field directive sent via CM 19 on 05/18/12
43	Increase in Bid Quantities	\$50,000	TBD	Preparing documentation for submittal to Omnitrans
44	SCE Vault at North Mall Way	\$5,000	TBD	Awaiting info from JV
45	Cross Gutter at E Street and Victoria	\$20,000	TBD	Designer preparing scope
46	Eliminate Driveway Approach at Parcel C33	0	TBD	Designer preparing scope
47	Replace Driveway Approach at B251	\$10,000	TBD	Designer preparing scope
48	Steel Storage Containers	0	0	No cost/no time change. Item closed.
49	System #23 Catch Basin at E & N Mall Way	\$6,824	TBD	Under review by Jacobs
50	Shoe City Planters	\$5,647	TBD	JV tracking T & M
51	Expedite Driveway on Hospitality at STA 698+20	\$6,000	TBD	JV tracking T & M
52	Gas Station at NW Corner of E Street & Orange Show Road (Auto Center Drive)	\$100,000	TBD	Designer preparing scope
53	Demolition for Northerly Building on Parcel at NE Corner E Street & Marshall.	\$68,000	TBD	Designer preparing scope
54	Revised Architectural Drawings	0	TBD	Designer preparing scope
55	Revised Survey Control Sheets	\$20,000	TBD	Designer preparing scope
56	Increase to Artist Budget	\$5,000	TBD	Under review by Jacobs
57	Steel Plate Rentals	\$6,000	TBD	JV tracking T & M
58	Trees on Hospitality	\$5,000	TBD	Designer preparing scope
59	Route 2 Stop Revision at 9 th & E – Bus Turnout Lane	\$15,000	TBD	Jacobs preparing T&M Package

COR	Description	*Estimated Cost	Time Extension Contract Calendar Days	Status
60	Concrete at Kendall/Palm Loop from 2500 to 4000 psi	\$10,000	TBD	Parsons preparing scope
61	New Cabinet at E & E Orange Show; Additional Conduit at CSUB	\$100,000	TBD	JV preparing cost proposal
62	Driveways Along North Side of Hospitality, Phase 1, Remove	\$20,000	TBD	Jacobs preparing T&M Package
63	Irrigation Revisions Due to Meter Size Revisions at SBX Stations	0	TBD	Parsons preparing scope
64	Irrigation Revisions at CSUSB Station Due to CSUSB Irrigation Requests	0	TBD	Parsons preparing scope
65	Fire Sprinkler Restart	\$150,000	TBD	Omnitrans to provide path forward
66	Brick Pavers at Driveway STA 694+50	\$15,000	TBD	JV to provide invoices on material cost difference.
67	Walkway at Coco's Restaurant along Hospitality STA 633+00	\$25,000	TBD	T&M package sent to Omnitrans 6/28/12. Directive sent to JV on 6/27/12 with limit not-to-exceed \$24,775.37. Approved by CCB 7/3/12.
68	Demolition of Home on Southeast Corner of Hospitality and Tippecanoe	\$35,000	TBD	Parsons preparing scope.
69	Paver over Platform Electrical Junction Box	\$25,000	TBD	JV preparing cost proposal.
TOTALS		\$3,997,028.00	TBD	

*** Currently pricing is estimated based on Rough Order of Magnitude pending designer plans or final submittal of pricing by JV.**

Contract Statistics:**Contract Time**

Activity	Days	Date
Notice to Proceed		11/21/11
Calendar Days per Original Contract	730	
Original Completion Date		12/21/13
Calendar Days Completed as of 25 July 2012	212	
CCO Time Extension to Date	0	
Required Completion Date as of 25 July 2012	518	12/21/13
Forecasted Completion Date as of 25 July 2012		12/21/13
Percent Time Elapsed	29%	

Contractor Cost

	Comments	Project Cost
Original Contract Amount		\$64,700,603.05
CCO's to Date as of month ending June 2012		\$3,768,906.80
Option Pay Item 320	Approved	\$150,000.00
Total Authorization to Date as of month ending June 2012		\$68,619,509.85
Option Pay Item 319	Not Yet Approved	\$157,000.00
Pending CCO's as of month ending June 2012		\$3,997,028.00
Forecasted Cost at Completion as of month ending June 2012		\$72,773,537.85
Contract Items as of month ending June 2012		\$11,377,017.76
Materials on Hand as of month ending June 2012		\$0
CCO's Paid as of month ending June 2012		\$955,715.53
DBE Contract Amount as of month ending June 2012		\$6,473,983.70
DBE Paid to Date as of month ending June 2012		\$927,426.93
DBE Contract Goal		9.15%
DBE Percentage of Total Earned to Date as of month ending June 2012		14.33%
Amount Earned as of month ending June 2012		\$12,332,733.29
Retention Held as of month ending June 2012		\$1,233,273.33
Percent Complete (% paid) as of month ending June 2012		17.93%

Construction Management Services Cost

	Comments	Project Cost
Original Contract Amount		\$3,898,769.00
CCO's to Date		\$1,818,196.84
Total Authorization to Date		\$5,716,965.97
Pending CCO's		\$0
Forecasted Cost at Completion		\$9,137,342.00
Total Billed as of 29 June 2012		\$2,511,829.60
DBE Contract Amount		\$789,333.00
DBE Paid to Date		\$200,037.73
DBE Percentage of Contract		13.84%
DBE Percentage of Total Earned to Date		7.96%
Percent of Budget Expended		43.94%

CM budgets are projecting an increase from \$5,716,965.97 to \$9,137,342.00 due to the following reasons;

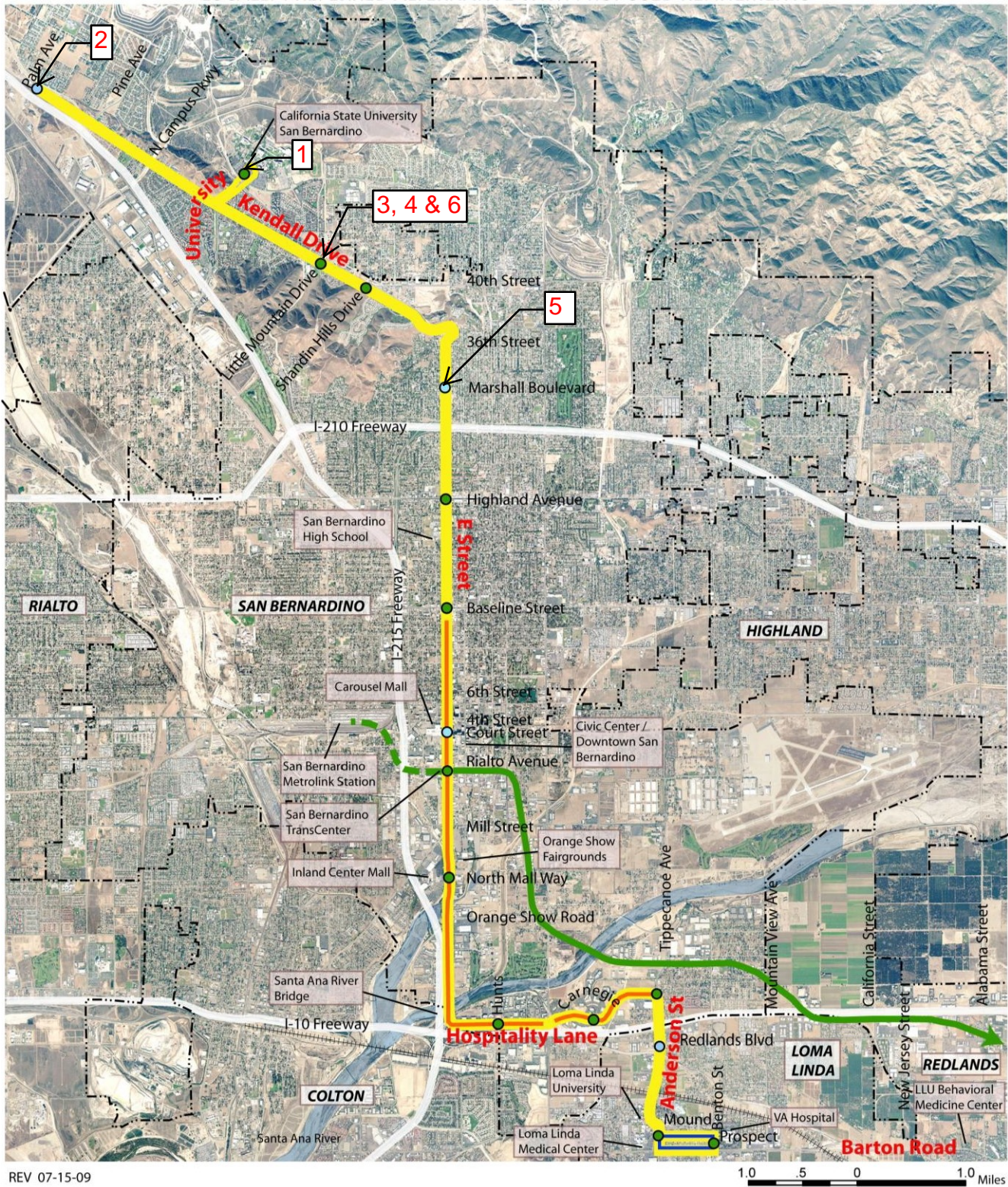
1. In order to meet the extensive documentation control requirements of the FTA and the suggestions made by the FTA as a result of the first two (2) audits, the following were added:
 - Primavera Contract Manager,
 - A new server to provide the capacity to store documents at a remote location,
 - Additional staff for administrative and document control services.

With the addition of the above, the CM is now in full compliance with FTA requirements.

2. Numerous "unforeseen" site conditions, stake holder requirements, and safety/environmental and regulatory conditions have all resulted in an increased amount of change orders requiring a substantial increase in effort.

In an effort to meet the current schedule and to mitigate further delay, the addition of staff was required; both to process the change orders on the administrative side, i.e. estimators, as well as ensure compliance with new changes on the project site, i.e. field inspectors which were added sooner then planned.

3. The public outreach requirements have also increased due to the changing political environment of the City of San Bernardino, thus requiring increased community outreach.
4. The utility coordination effort has also increased due to the unforeseen hurdles in communicating with the utility companies in order to coordinate for the project; as well as, the additional utility conflicts discovered after the start of construction.
5. Do to the delay in the start of construction, the contractor has increased its work crews and shifts to meet the schedule resulting in the need to increase the number of Jacobs' inspectors.

LOCALLY PREFERRED ALTERNATIVE WITH PROPOSED REFINEMENTS

- Proposed sbX Alignment (Refined LPA)
- Preliminary Locations of Exclusive Center Lanes
- Potential sbX Stations
- Potential sbX Stations with Park-and-Ride
- City Boundaries
- Proposed Redlands Rail/MetroLink Extension Turnaround

Progress Photos:

1. CSUSB Station – Bus loop route entrance; 10" PCC paving.



2. Kendall/Palm – Plumbing for bus driver restroom.



3. Little Mountain – West side station platform foundation.



4. Kendall/Little Mountain Station (South) – Concrete pour.



5. E Street/ Marshall Station (West) – Reinforcement for bus station platform.



6. Little Mountain (South) – Station platform.

**IPMO/sbX Project Costs
Forecasted through 7/31/12**

Standard Cost Category (SCC)	Description	Budget Authority (PCGA)	Current Budget	Total Spending Authority \$ %	Expenditures \$ %	Remaining Budget	Estimate to Complete	Estimate at Completion	Budget Forecast Variance
10	GUIDEWAY & TRACK ELEMENTS	\$ 17,984,000	\$ 19,725,000	12,959,917 65.7%	1,665,144 8.4%	\$ 18,059,856	\$ 11,294,773	\$ 12,959,917	\$ (6,765,083)
10.02	Guideway: At-grade semi-exclusive (allows cross-traffic)	\$ 16,686,000	\$ 18,353,000	\$ 12,169,991 66.3%	1,538,112 8.4%	\$ 16,814,888	\$ 10,631,879	\$ 12,169,991	\$ (6,183,009)
10.03	Guideway: At-grade in mixed traffic	\$ 1,298,000	\$ 1,372,000	\$ 789,926 57.6%	127,032 9.3%	\$ 1,244,968	\$ 662,894	\$ 789,926	\$ (582,074)
20	STATIONS, STOPS, TERMINALS, INTERMODAL	\$ 17,201,000	\$ 14,917,000	13,045,338 87.5%	1,029,397 6.9%	\$ 13,887,603	\$ 12,015,941	\$ 13,045,338	\$ (1,871,662)
20.01	At-grade station, stop, shelter, mall, terminal, platform	\$ 17,201,000	\$ 14,917,000	\$ 13,045,338 87.5%	1,029,397 6.9%	\$ 13,887,603	\$ 12,015,941	\$ 13,045,338	\$ (1,871,662)
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	\$ 5,370,000	\$ 8,131,000	\$ - 0.0%	- 0.0%	\$ 8,131,000	\$ 9,750,099	\$ 9,750,099	\$ 1,619,099
30.02	Light Maintenance Facility	\$ 1,265,000	\$ 4,265,000	\$ - 0.0%	- 0.0%	\$ 4,265,000	\$ 9,750,099	\$ 9,750,099	\$ 5,485,099
30.05	Yard and Yard Track	\$ 4,105,000	\$ 3,866,000	\$ - 0.0%	- 0.0%	\$ 3,866,000	\$ -	\$ -	\$ (3,866,000)
40	SITEWORK & SPECIAL CONDITIONS	\$ 35,611,000	\$ 34,271,000	19,985,908 58.3%	8,093,164 23.6%	\$ 26,177,836	\$ 12,036,744	\$ 20,129,908	\$ (14,141,092)
40.01	Demolition, Clearing, Earthwork	\$ 4,785,000	\$ 4,741,000	\$ 455,559 9.6%	222,815 4.7%	\$ 4,518,185	\$ 232,744	\$ 455,559	\$ (4,285,441)
40.02	Site Utilities, Utility Relocation	\$ 6,245,000	\$ 4,993,000	\$ 4,488,511 89.9%	2,381,364 47.7%	\$ 2,611,636	\$ 2,107,147	\$ 4,488,511	\$ (504,489)
40.05	Site structures including retaining walls, sound walls	\$ 99,000	\$ 90,000	\$ 72,224 80.2%	- 0.0%	\$ 90,000	\$ 72,224	\$ 72,224	\$ (17,776)
40.06	Pedestrian / bike access and accommodation, landscaping	\$ 6,312,000	\$ 6,925,000	\$ 3,653,137 52.8%	404,403 5.8%	\$ 6,520,597	\$ 3,391,550	\$ 3,795,953	\$ (3,129,047)
40.07	Automobile, bus, van accessways including roads, parking lots	\$ 6,972,000	\$ 3,601,000	\$ 4,247,349 117.9%	864,068 24.0%	\$ 2,736,932	\$ 3,384,465	\$ 4,248,533	\$ 647,533
40.08	Temporary Facilities and other indirect costs during construction	\$ 11,198,000	\$ 13,921,000	\$ 7,069,128 50.8%	4,220,514 30.3%	\$ 9,700,486	\$ 2,848,614	\$ 7,069,128	\$ (6,851,872)
50	SYSTEMS	\$ 19,984,000	\$ 16,727,000	\$ 19,889,557 118.9%	2,094,305 12.5%	\$ 14,632,695	\$ 17,952,252	\$ 20,046,557	\$ 3,319,557
50.02	Traffic signals and crossing protection	\$ 11,386,000	\$ 10,810,000	\$ 5,995,557 55.5%	481,418 4.5%	\$ 10,328,582	\$ 5,671,139	\$ 6,152,557	\$ (4,657,443)
50.05	Communications	\$ 6,294,000	\$ 4,210,000	\$ 8,294,000 197.0%	1,514,999 36.0%	\$ 2,695,001	\$ 6,779,001	\$ 8,294,000	\$ 4,084,000
50.06	Fare collection system and equipment	\$ 2,304,000	\$ 1,707,000	\$ 5,600,000	97,888	\$ 1,609,112	\$ 5,502,112	\$ 5,600,000	\$ 3,893,000
	Contract Change Orders						\$ 3,768,907	\$ 3,768,907	\$ 3,768,907
	Pending Change Orders						\$ 3,997,028	\$ 3,997,028	\$ 3,997,028
	Risk						\$ 1,476,626	\$ 1,476,626	\$ 1,476,626
	Allocated Contingency			\$ 9,751,140					
	Construction Subtotal (10-50)	\$ 96,150,000	\$ 93,771,000	75,631,860 80.7%	12,882,010 13.7%	\$ 80,888,990	\$ 72,292,370	\$ 85,174,380	\$ (8,596,620)
60	ROW, LAND, EXISTING IMPROVEMENTS	\$ 6,532,000	\$ 6,532,000	\$ 6,032,000 92.3%	5,033,011 77.1%	\$ 1,498,989	\$ 2,716,254	\$ 7,749,265	\$ 1,217,265
60.01	Purchase or lease of real estate	\$ 6,327,000	\$ 6,327,000	\$ 5,827,000 92.1%	5,023,917 79.4%	\$ 1,303,083	\$ 2,520,348	\$ 7,544,265	\$ 1,217,265
60.02	Relocation of existing households and businesses	\$ 205,000	\$ 205,000	\$ 205,000 100.0%	9,094 4.4%	\$ 195,906	\$ 195,906	\$ 205,000	\$ -
70	VEHICLES	\$ 16,628,000	\$ 16,628,000	\$ 15,505,435 93.2%	- 0.0%	\$ 16,628,000	\$ 15,830,545	\$ 15,830,545	\$ (797,455)
70.04	Bus	\$ 15,448,000	\$ 15,448,000	\$ 14,598,387 94.5%	- 0.0%	\$ 15,448,000	\$ 14,923,496	\$ 14,923,496	\$ (524,504)
70.06	Non-revenue vehicles	\$ 250,000	\$ 250,000	\$ -	-	\$ 250,000	\$ -	\$ -	\$ (250,000)
70.07	Spare parts	\$ 930,000	\$ 930,000	\$ 907,048 97.5%	- 0.0%	\$ 930,000	\$ 907,049	\$ 907,049	\$ (22,951)
80	PROFESSIONAL SERVICES	\$ 58,365,000	\$ 56,702,000	\$ 54,753,620 96.6%	28,709,941 50.6%	\$ 27,992,059	\$ 27,889,507	\$ 56,599,448	\$ (102,552)
80.01	Preliminary Engineering	\$ 12,933,000	\$ 12,921,000	\$ 12,884,026 99.7%	12,874,859 99.6%	\$ 46,141	\$ 1,667	\$ 12,876,526	\$ (44,474)
80.02	Final Design	\$ 7,268,000	\$ 7,261,000	\$ 6,272,299 86.4%	5,545,243 76.4%	\$ 1,715,757	\$ 1,492,086	\$ 7,037,329	\$ (223,671)
80.03	Project Management for Design and Construction	\$ 17,622,000	\$ 15,997,000	\$ 15,997,000 100.0%	5,512,237 34.5%	\$ 10,484,763	\$ 9,745,014	\$ 15,257,251	\$ (739,749)
80.04	Construction Administration & Management	\$ 6,638,000	\$ 6,632,000	\$ 5,696,295 85.9%	2,142,343 32.3%	\$ 4,489,657	\$ 6,994,999	\$ 9,137,342	\$ 2,505,342
80.05	Professional Liability and other Non-Construction Insurance	\$ 1,113,000	\$ 1,112,000	\$ 1,113,000 100.1%	- 0.0%	\$ 1,112,000	\$ 500,000	\$ 500,000	\$ (612,000)
80.06	Legal; Permits; Review Fees by other agencies, cities, etc.	\$ 10,606,000	\$ 10,596,000	\$ 10,606,000 100.1%	2,635,259 24.9%	\$ 7,960,741	\$ 7,970,741	\$ 10,606,000	\$ 10,000
80.07	Surveys, Testing, Investigation, Inspection	\$ 1,464,000	\$ 1,463,000	\$ 1,464,000 100.1%	- 0.0%	\$ 1,463,000	\$ 464,000	\$ 464,000	\$ (999,000)
80.08	Start up	\$ 721,000	\$ 720,000	\$ 721,000 100.1%	- 0.0%	\$ 720,000	\$ 721,000	\$ 721,000	\$ 1,000
	Subtotal (10-80)	\$ 177,675,000	\$ 173,633,000	\$ 151,922,915 87.5%	46,624,962 26.9%	\$ 127,008,038	\$ 118,728,676	\$ 165,353,638	\$ (8,279,362)
90	UNALLOCATED CONTINGENCY	\$ 14,031,000	\$ 18,073,000	1,956,400 10.8%	- 0.0%	\$ 18,073,000	\$ -	\$ -	\$ (18,073,000)
	Subtotal (10-90)	\$ 191,706,000	\$ 191,706,000	153,879,315 80.3%	46,624,962 24.3%	\$ 145,081,038	\$ 118,728,676	\$ 165,353,638	\$ (26,352,362)
100	FINANCE CHARGES	\$ -	\$ -	-	-	\$ -	\$ -	\$ -	\$ -
	TOTAL PROJECT COST (10-100)	\$ 191,706,000	\$ 191,706,000	153,879,315 80.3%	46,624,962 24.3%	\$ 145,081,038	\$ 118,728,676	\$ 165,353,638	\$ (26,352,362)

IPMO/sbX Project Cost Report
Forecasted through 7/31/12

Description	Spending Authority		Expenditures		Remaining Budget	Estimate to Complete	Estimate at Completion	Budget Forecast Variance	
	Current Budget	\$ %	\$ %						
BRT Construction	\$ 84,637,000	\$ 64,768,602	76.5%	\$ 12,440,313	14.7%	\$ 72,196,687	\$ 61,877,851	\$ 74,318,164	\$ (10,318,836)
Vehicle Maintenance Facility (VMF) Construction	\$ 8,131,000	\$ -	0.0%	\$ -	0.0%	\$ 8,131,000	\$ 9,750,099	\$ 9,750,099	\$ 1,619,099
Vehicles - Design & Manufacturing	\$ 16,628,000	\$ 15,505,435	93.2%	\$ -	0.0%	\$ 16,628,000	\$ 15,830,545	\$ 15,830,545	\$ (797,455)
ROW Acquisition Services	\$ 10,357,000	\$ 10,021,135	96.8%	\$ 9,123,471	88.1%	\$ 1,233,529	\$ 2,614,929	\$ 11,738,400	\$ 1,381,400
3rd Party Utilities Design & Relocation	\$ 1,003,000	\$ 1,102,117	109.9%	\$ 441,695	44.0%	\$ 561,305	\$ 664,422	\$ 1,106,117	\$ 103,117
BRT Design	\$ 17,849,400	\$ 16,736,000	93.8%	\$ 16,005,641	89.7%	\$ 1,843,759	\$ 1,456,150	\$ 17,461,791	\$ (387,609)
VMF Design	\$ 1,007,600	\$ 931,190	92.4%	\$ 701,908	69.7%	\$ 305,692	\$ 261,021	\$ 962,929	\$ (44,671)
Other Professional, Technical & Management Services	\$ 34,020,000	\$ 33,097,296	97.3%	\$ 7,911,934	23.3%	\$ 26,108,066	\$ 26,273,659	\$ 34,185,593	\$ 165,593
Allocated Contingency (Construction Contract)		\$ 3,250,380				\$ -	\$ -		
Unallocated Contingency	\$ 18,073,000	\$ 1,956,400	10.8%	\$ -	0.0%	\$ 18,073,000		\$ -	\$ (18,073,000)
TOTAL	\$ 191,706,000	\$ 147,368,555	76.9%	\$ 46,624,962	24.3%	\$ 145,081,038	\$ 118,728,676	\$ 165,353,638	\$ (26,352,362)

Press Enterprise
Saturday, July 21, 2012

THE PRESS-ENTERPRISE

VOICE OF THE PEOPLE

Business as usual

Posted: 07/21/2012 05:56:55 PM PDT

While the honorable city's leaders hash out who's to blame for San Bernardino's demise, the residents are once again skirting the dregs.

Within the last month I became a victim of a pickpocket at the Orange Show Flea Market and this week had to be quick on the draw to stop my purse being lifted in a local store by someone who has been working the place for victims. The dangerous conditions on certain parts of E Street due to the sbX construction is another point of contention for the public at large.

Meanwhile, the toxic politics, finger pointing and backbiting continues, and the longtime establishment running San Bernardino could care less about the city as long as they come out of it with their salaries, pensions and their cronies taken care of.

In other words, it's business as usual in San Bernardino.

LESLEYANNE HEATHCOTE
San Bernardino

Other
Monday, July 23, 2012

O89.3 KPCC Southern California Public Radio

Southern California is getting millions for new buses and public transportation facilities

by Kitty Felde July 23, 2012



Corey Moore/KPCC

The federal government is giving millions of dollars to Southern California for public transportation.

Southern California is getting millions of federal transportation dollars. The new grants will help propel a renaissance of transit buses. The money comes from the "State of Good Repair and Bus Livability" fund at the federal Department of Transportation.

The L.A. County Metropolitan Transportation Authority will get \$15 million to replace about three dozen aging buses with new ones that run on natural gas. Metro operates the world's largest fleet of natural gas buses.

The agency retired its last diesel bus about a year and a half ago. More than a million passengers board Metro buses every weekday.

Omnitrans in the Inland Empire is also getting federal bus money. More than \$5 million will go to expand the San Bernardino Transit Center, adding 22 sheltered bus bays that'll display "real time" arrival information. The new facility will also include restrooms, meeting rooms, secure bicycle parking and bike rentals.

THE PRESS-ENTERPRISE

SAN BERNARDINO: Omnitrans awarded \$5.3 million for bus complex



GREG VOJTOK/THE PRESS-ENTERPRISE

Riders board an Omnitrans bus on E Street near 4th Street (Greg Vojtko/The Press-Enterprise)

BY BEN GOAD, bgoad@pe.com

Published: 23 July 2012 02:26 PM

WASHINGTON — A town in distress got a bit of good news, as U.S. Transportation Secretary Ray LaHood announced a \$5.3 million grant to build a bus complex in San Bernardino.

The funding announced Monday, July 23, is part of \$787 awarded to Omnitrans via the latest round of State of Good Repair and Bus Livability grant program funding. It will go toward the construction of the planned San Bernardino Transit Center.

The complex will include 22 bus bays with shelters and real-time arrival information for riders, as well as a building with restrooms, meeting rooms and a secure place to lock bikes. Plans are under way to extend Metrolink service to the transit center at the corner of E Street and Rialto Avenue.

"There will be several things that come together that make it more convenient for Inland residents to travel throughout the region and get out to anywhere they need to travel — Los Angeles or some of those locations that involve a lot of transfers at this point," Metrolink spokeswoman Nicole Ramos said.

The money comes with an 80-20 percent cost sharing requirement, under which Omnitrans will pay roughly \$1.3 million, Ramos said. The grant, she said, keeps the project on schedule to be completed in 2014.

The grant program is part of the Obama administration's effort to boost investment toward repairing and upgrading the nation's aging transit systems. "

By investing in the transit infrastructure people depend on to get where we need to go each day, we will keep our economy moving forward well into the future," LaHood said upon announcing the grant winners.

The project was selected from a pool of 836 applications totaling \$4 billion. In total, 255 projects will receive funding.

Rep. Joe Baca, D-Rialto, pressed in Washington for the project's inclusion, sending a letter to the Transportation Department in March urging officials to approve the Omnitrans request.

"This funding will improve public transportation for all area residents, while also helping to get more cars off the road to ease congestion and improve air quality for Inland residents," Baca said.

Baca said infrastructure spending is vital to economic recovery. Few places are in greater economic turmoil than San Bernardino, which is suffering from high unemployment and foreclosure rates and, last week, made national news when the city's council voted to seek bankruptcy protection.

It was not immediately clear how many jobs would be created by the transit center's construction.

Sun
Monday, July 23, 2012

THE SUN

Omnitrans gets \$5.3 million for transit center

Ryan Hagen

Posted: 07/23/2012 12:08:04 PM PDT

SAN BERNARDINO - Omnitrans received a \$5.3 million grant from the U.S. Department of Transportation today for a new bus facility, according to the transit agency.

The funding will be used to build a bus facility with 22 sheltered bays and real-time bus arrival information, said Nicole Ramos, an Omnitrans spokeswoman.

"It goes toward our San Bernardino transit center, which will be completed in 2014," Ramos said.

The funding was divided between federal and local sources, with 80 percent coming from the Federal Transit Administration's Bus Livability grants program and 20 percent from Omnitrans, for a total of \$6.6 million, she said.

The facility will include a transit station building with public restrooms and meeting rooms, a bike station with secure bike parking and short-term rental services, food vending, bike and pedestrian paths, public art, and street improvements, said Rep. Joe Baca, D-San Bernardino.

"I congratulate Omnitrans for their efforts in securing this critical federal grant assistance," said Baca, who wrote a letter supporting Omnitrans' grant application. "I was proud to lend my support to this responsible grant request. Construction of a new bus bay at the San Bernardino Transit Center will help to reduce congestion for Inland residents, and improve the overall quality of life in our communities."

Highland Community News
Monday, July 23, 2012

Highland Community News

Baca announces: Omnitrans to receive \$5.3 million DOT grant

Funds Will be Used to Construct New Bus Facility in San Bernardino

Published: Monday, July 23, 2012 2:16 PM PDT

On Monday, Congressman Joe Baca (D-Rialto) announced that Omnitrans has been awarded a \$5.3 million grant from the U.S. Department of Transportation (DOT), for the construction of a new bus facility in San Bernardino. The funding, which is part of the Federal Transit Administration's Bus Livability grants program, will be used to construct a 22 bus bay complex as part of the San Bernardino Transit Center.

"I congratulate Omnitrans for their efforts in securing this critical federal grant assistance," said Rep. Baca. "I was proud to lend my support to this responsible grant request. Construction of a new bus bay at the San Bernardino Transit Center will help to reduce congestion for Inland residents, and improve the overall quality of life in our communities."

According to the grant application submitted by Omnitrans, the San Bernardino Transit Center will use the awarded funds to construct a bus facility comprised of 22 bus bays with shelters and real-time bus arrival information for passengers. The facility will also include a transit station building with public restrooms and meeting rooms, a bike station with secure bike parking and short-term rental services, food vending, bike and pedestrian paths, public art, and street improvements.

Rep. Baca sent a letter of support to the Department of Transportation in March of 2012, urging the Federal Transit Administration to successfully award Omnitrans' grant request.

"Better investment in our nation's infrastructure is imperative to the success of our economic recovery," concluded Rep. Baca. "This funding will improve public transportation for all area residents, while also helping to get more cars off the road to ease congestion and improve air quality for Inland residents. I will continue to work so that Inland communities have access to vital grant assistance made available by the federal government."

Other

Wednesday, July 25, 2012

BLOG: [HTTP://THEBUSANDI.BLOGSPOT.COM](http://THEBUSANDI.BLOGSPOT.COM)

FIVE WEEKS ON THE BUS

WEDNESDAY, JULY 25, 2012

Omnitrans

Although its not the point of this blog, I would like to use today's post to talk about the specific "brand" of bus service I have been using these past few weeks. Omnitrans provides bus service to a large portion of San Bernardino county, including the city of San Bernardino itself. My travels on Omnitrans busses have so far been a reasonably pleasant experience. Unlike the Los Angeles MTA bus that I was a passenger on earlier this year, these busses are quiet, they seem to ride well, they smell okay, and the seats are as comfortable as reason would allow.

However, I do see two possible areas of improvement. First, it would be great if I didn't need exact change for the bus. If it is impossible to implement an on-bus change machine, then how about some sort of easily printed credit voucher? Second, when a free-ride program ends, such as the one from my school that just ended, it would be a nice gesture to post a sign at the bus stop informing people of the change.

My complaints are really quite minor, and all things considered I wish to congratulate Omnitrans on a job well done.

Steve Beswick at 10:37 AM

Riding in Riverside **Wednesday, July 25, 2012**



<http://ridinginriverside.blogspot.com>

Wednesday, July 25, 2012

San Bernardino Transit Center Plans Released

And it looks good! There's a ~1600 sq. m. (~17,000 sq. ft.) building on the site, which will have space for two retail stores, restrooms, a ticket office, and a bike station. 22 bus bays are on the plans (two along Rialto Ave.), along with a stop on the sbX BRT system, a Metrolink station on the south edge, a large public plaza, and a total of 3 (ADA) parking spaces on site. This is a fantastic plan, and a great example of what a small urban transit station should look like.

More from the Omnitrans Blog.

Other
Wednesday, July 25, 2012

Inland Valley News

Omnitrans to Receive \$5.3 Million DOT Grant

July 25, 2012 | Filed under: State and National News, Uncategorized | Posted by: Admin



Funds Will be Used to Construct New Bus Facility in San Bernardino
Washington, DC – Today, Congressman Joe Baca (D-Rialto) announced that Omnitrans has been awarded a \$5.3 million grant from the U.S. Department of Transportation (DOT), for the construction of a new bus facility in San Bernardino, California. The funding, which is part of the Federal Transit Administration's Bus Livability grants program, will be used to construct a 22 bus bay complex as part of the San Bernardino Transit Center.

"I congratulate Omnitrans for their efforts in securing this critical federal grant assistance," said Rep. Baca. "I was proud to lend my support to this responsible grant request. Construction of a new bus bay at the San Bernardino Transit Center will help to reduce congestion for Inland residents, and improve the overall quality of life in our communities."

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Other

Wednesday, July 25, 2012

PRESS RELEASE FROM THE MCCAIN INC. WEBSITE

McCain Releases Initial Materials for E Street Corridor sbX Bus Rapid Transit Project

Traffic equipment to support project goals of reduced congestion and cost-effective alternative transit

VISTA, California, July 25, 2012 – McCain Inc., a leading manufacturer and supplier of intelligent transportation systems, traffic control equipment and parking guidance solutions, today announced official release of its first round of traffic equipment for the Omnistar E Street Corridor sbX Bus Rapid Transit (BRT) Project in San Bernardino Valley, California. The first round of project materials for release includes traffic signals, traffic signal controllers, traffic controller cabinets, poles, safety lighting, and battery backup systems.

A first-of-its-kind project, the Inland Empire Intermodal public transit system will increase mobility and decrease congestion, and offer a more environmentally friendly, cost-effective mode of travel. The project will include 16 air-ridged platform sites along the 1.9-mile E Street corridor. The state-of-the-art program will increase transit speed and reliability through the creation of bus-only lanes. Coupled with advanced transit signal priority (TSP), traffic signal timing can be shortened or extended to help buses stay on schedule.

"We're pleased to play a part in such an influential, ground-breaking project," said Koenig Deede, vice president of engineering for McCain Inc. "The sbX BRT Project is a vital step in improving urban mobility and offering commuters an efficient alternative to personal vehicles."

Akin to the transportation sector, McCain is focused on addressing and supporting sustainable transportation programs that cut travel times, are fuel-efficient, and promote healthy lifestyles for the community. McCain's traffic control equipment will work in conjunction with the local control software to help manage traffic flow and increase travel efficiencies. Service from northern San Bernardino to Loma Linda is scheduled to commence in early 2014 following project completion.

About McCain Inc.

McCain Inc., now celebrating its 75th anniversary, is a leading provider of intelligent transportation solutions. Founded in 1937, McCain has maintained a steadfast focus on utilizing advanced technologies and top quality products to promote urban mobility and reduce congestion for the cities of today and tomorrow. As a vertically integrated company, McCain's products are produced at state-of-the-art North American facilities, totaling 300,000 square feet between the United States and Mexico.

McCain is a pioneer in advanced traffic control equipment, intelligent transportation systems, and parking guidance. To learn more, visit www.mccain-inc.com.

#

THE SAN BERNARDINO SUN

July 25, 2012

Bankrupt legacy

An open letter to Mayor Morris:

Well, you have your legacy in San Bernardino. You have driven the city into bankruptcy.

Millions of dollars have been spent on the San Bernardino airport, Operation Phoenix, sbX bus line, and revamping the CinemaStar. All of this was taxpayer's money.

You pushed through the changes to the city master plan to accommodate the sbX bus line. Those changes have businesses moving out. This was brought up at a City Council meeting

and you still bullied the changes through. Mr. Valdivia and Mr. Jenkins wanted to table it for further review. They wanted more time to see what impact it might bring to the city.

In one of your speeches you mentioned that sales tax was down in the city. Well, "duh." You have driven many businesses out of town, with many more to follow.

How can you look into people's eyes? How do you sleep at night? These are the taxpayers who voted for you and trusted you to manage their city. You are the one at several budget meetings who has said that we should trust the "professionals." You are the one who hired Mr. McNeely to be city manager. If he was a "professional," then why did he not address the problem years ago? He was city manager for four-plus years. Andrea Travis-Miller addressed it within two months.

And right to the end you have tried to blame Mr. Penman. He did not vote on any of the programs that you installed. You and your supporters are

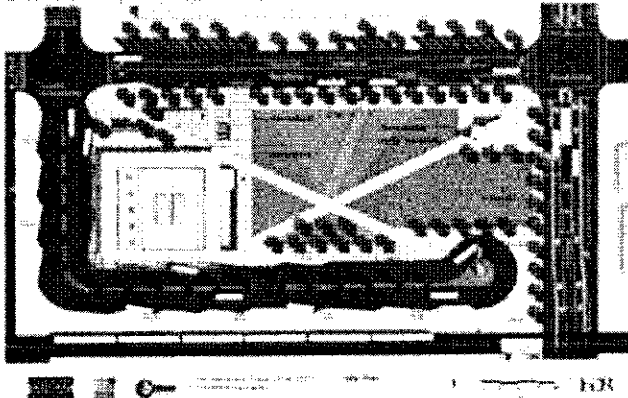
the ones to blame. You have sat at the trough of public money all of your life. You probably thought that it would never run dry, but it has. Please resign.

GARY WALBOURNE
San Bernardino



SAN BERNARDINO: Plans released for downtown transit center

Posted on July 25, 2012 | 6 Comments



Omnitrans

Plans for a transit center at E Street and Rialto Avenue were unveiled Wednesday.

With all the talk swirling about the [city's bankruptcy and cutbacks](#), here's some good news for San Bernardino: Its transit center is coming along nicely, and looking good.

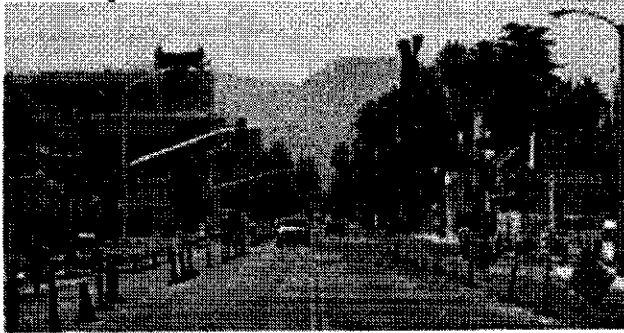
Omnitrans, the bus system for south-central San Bernardino County, [unveiled designs for its downtown transit center](#) that will act as a hub for bus and rapid transit service in the city.

It's already drawing accolades from transportation observers.

'This is a fantastic plan, and a great example of what a small urban transit station should look like,' Justin Nelson [wrote on his blog](#), Riding in Riverside.

The plans call for public restrooms and space for a couple small vendors, along with security space and meeting rooms that will be available for public use.

Personally, I think the green space is the untold asset. It gives people room to move and more importantly a comfortable place to wait on the next bus that isn't just a bench on a sidewalk. The site will house a whopping 22 bus bays and provide access to the sbX bus rapid transit line the E Street side. It's a major step up from the current transit hub near Carousel Mall along 4th Street, which basically lines buses along the sidewalk.



Stan Lim

E. Street is currently being widened as part of the Bus Rapid Transit Project on Tuesday, July 10 in San Bernardino.

Omnitrans officials are having a good week when it comes to the transit center. Monday started with an announcement that the Federal Transit Administration was awarding \$5.3 million for the construction, which saves some local dollars.

Construction of the center is expected to finish in September 2014, though some aspects will open when sbX service starts in January 2014, Omnitrans officials said.

These projects are the backbone of attempts to improve public transit in the region. Though plentiful, transit in the region needs improvement to lure more riders, according to national studies.

The Sun

July 27, 2012

A fiasco

Dick Riddell says of the sbX bus boondoggle, "How can it miss?" Well, Mr. Riddell, that's exactly what they're saying about the high-speed train in California. (Re: "Cities are not footing sbX bill," July 16.)

It can (and will) miss because it absolutely isn't needed or wanted!

Let's see, there are parking areas at each of the bus stops. Well, if you can drive to the bus stop, why on earth would you take the bus?

This whole fiasco is going to cost taxpayers \$191 million. That's about \$48,000 for each person who rides buses. If we buy each of these 4,000 people who ride the buses (funny, I never see the No. 2 buses have more than half a dozen people in them) a \$15,000 car so they can get to where they want to go, the cost would be only \$60 million. We could even buy these newly mobile people gas every year, too, with the money we've saved.

The philosophy of "Build It and They Will Come" is nonsense — \$191 million isn't going to get new riders on these buses. It's just a big, wasteful sink hole into which taxpayer money is being thrown.

NEIL BITTENBENDER
San Bernardino

THE HILL

**LaHood: Oversight will make public transit safer**

By Keith Laing - 07/26/12 11:33 AM ET

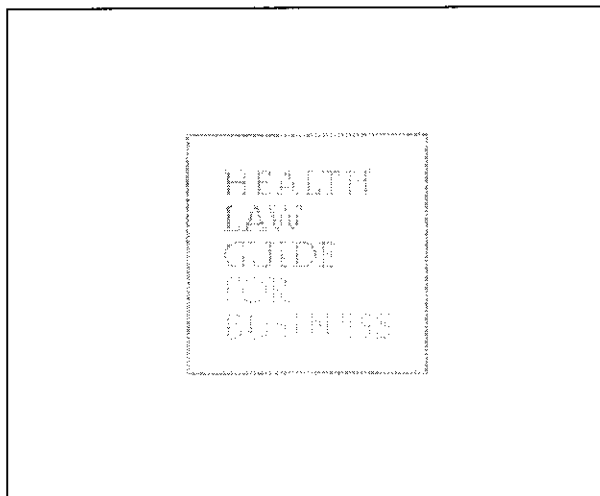
Transportation Secretary Ray LaHood said Thursday that new federal authority to regulate public transportation systems will make commuting in the United States safer.

Congress included an expansion of the Federal Transit Authority's (FTA) power to regulate transit agencies in the recently approved \$105 billion surface transportation bill. The change gives the federal government power, for the first time, to do more than tie safety requirements to future funding.

LaHood said Thursday that public transportation passengers would see a difference.

"You see, for the first time, the new two-year transportation bill passed by Congress, MAP-21, gives the FTA the authority to require basic, common-sense safety standards across our nation's transit systems," he wrote in a [blog post](#) on the Department of Transportation's website.

"Before MAP-21, transit riders depended on a patchwork of local and state safety rules that changed from one system to another," LaHood continued. "Because of this, safety standards vary widely. But to maintain a safe and efficient network of transit systems, we need to make sure the highest safety standards are in place — across the nation."



LaHood said the Obama administration has sought to increase the federal government's role in overseeing public transportation since 2009.

A crash on the Washington, D.C. Metrorail system that year that killed nine people and increased the attention paid to the issue in Congress. LaHood said Thursday the FTA oversight would help ensure accidents on public transportation are rare.

"Public transit is one of the safest ways to travel, and the FTA's new safety oversight authority will help ensure an even safer commute for the passengers who use our subways, streetcars, buses and light rail systems to go about their daily lives," he said.

Source:

<http://thehill.com/blogs/transportation-report/public-transit/240499-lahood-federal-oversight-will-make-public-transit-safer>

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Sun
Friday, July 27, 2012

THE PRESS-ENTERPRISE

SAN BERNARDINO: "Pet projects" didn't bankrupt the city

BY CASSIE MACDUFF Columnist cmacduff@pe.com

Published: 27 July 2012 04:38 PM

If San Bernardino's out of money, how come it's building a new bus rapid-transit line and a new downtown transit center?

Why did it spend millions remodeling a vacant downtown movie house?

And why is it spending millions on the Operation Phoenix social program?

Those are some of the things angry residents, city employees and even council members condemn as "pet projects" bankrupting the city.

But the city isn't spending much on them at all, just one man's \$82,000 salary.

I asked Mayor Pat Morris to break down for me exactly how much city money is being spent on Operation Phoenix, the cinema and transit projects.

Operation Phoenix has been controversial from the start, with some people condemning it as a liberal social program when money should go to more police.

Morris got Kent Paxton, director of his Office of Community Safety & Violence Prevention, to spell it out.

The city pays Paxton an \$82,000 salary. The rest of the program is funded with \$3 million in state and federal grants, including two anti-gang programs.

The county provides, at no cost to the city, a social worker, a probation officer and several mental-health clinicians to work with high-risk children and adults in the high-crime neighborhoods targeted by the program.

City police officers, who would be assigned to high-crime areas anyway, work with the social workers, probation and parole officers to catch problems before they become crimes.

Federal grants also pay for after-school programs at two city parks and in two other tough city neighborhoods.

The city's demographics (twice as many homeless as other cities in San Bernardino County, second most parolees per capita in the state behind Compton, second poorest city in the nation behind Detroit) create a "perfect storm of risk factors" for crime, Paxton said. Operation Phoenix focuses on problem areas, at very little cost to the city.

Likewise, the city pays almost nothing of the transit project's costs. It provides office space and waives fees for the sbX bus rapid transit, now under construction.

State and federal funding pays for 90 percent — \$75 million — of the cost, and the local share comes from Measure 1, the countywide $\frac{1}{2}$ -cent sales tax, said Dick Riddell, chairman of Omnitrans, the public-transit agency for the San Bernardino Valley.

The \$16.5 million center, expected to begin construction later this year, gets 80 percent of its funding from Federal Transit Authority funds, said Nicole Ramos, Omnitrans spokeswoman.

The remaining 20 percent comes from a $\frac{1}{4}$ -cent state sales tax for public transit and the local share of the state fuel tax, she said.

The multiplex renovation was paid for with \$10 million from a federal job-creation program to bring in foreign investors, Morris said.

None of that money could be spent on day-to-day city operations, such as police officers and firefighters.

I hope that dispels the “pet projects” myth. Axing them wouldn’t fix the city budget.

Cassie MacDuff can be reached at 951-368-9470 or cmacduff@PE.com or [facebook.com/PE.CassieMacDuff](https://www.facebook.com/PE.CassieMacDuff)

Other
Wednesday, August 01, 2012

The screenshot shows a web browser window with the address bar displaying 'http://events.pe...' and a tab titled 'Omnitrans Rebranding...'. The browser's menu bar includes 'File', 'Edit', 'View', 'Favorites', 'Tools', and 'Help'. Below the menu bar is a toolbar with icons for 'Blog', 'Home', 'Back', 'Forward', 'Stop', 'Page', 'Safety', and 'Tools'. The main content area displays the following information:

Omnitrans Rebranding Launch & Rack and Roll Bike Contest
Wednesday, Aug 15 8:30a to 10:00p
at Carousel Mall, San Bernardino, CA

Price: FREE
Phone: (909) 379-7151
Age Suitability: All Ages

Tags: community event, carousel mall, bike contest, omnitrans event, rebranding launch, rack and roll, omnitrans bus

Omnitrans is hosting a community event to unveil the transit agency's new logo, 2012 New Flyer Xcelsior buses, exclusive travel training bus and the updated agency mascot, Buster. There will be VIP speakers, music, snacks, giveaways and prizes. Attendees can enter the "Rack and Roll" competition for a chance to compete in a timed race to load a bike on a bus. First place winner receives a brand new bike! In Carousel Mall's 4th St. parking lot across from Stater Bros between F & G Streets.

☐ Event Website

Category: Community
Creator: Omnitrans

At the bottom right of the browser window, the zoom level is set to 111%.

Event Listing: The Press-Enterprise – August 1, 2012

Other
Thursday, August 02, 2012

UT NEWS San Diego

NCTD has given 6,000 freebies this year

Unlike others in region, the transit agency has no written policy on giveaways

Written by
Aaron Burgin
6:37 a.m., Aug. 2, 2012



Free tickets to the Coaster and the Breeze are among the giveaways by the North County Transit District

The North County Transit District gives out thousands of free bus and rail passes each year — including hundreds to its board of directors — without a written policy governing distribution.

It's an anomaly among Southern California's major transit agencies. Six others contacted by The Watchdog all have written guidelines on who can receive free tickets, at what events and how many can be distributed.

According to NCTD records, the district has distributed nearly 6,000 tickets in the first six months of the year, about \$40,000 worth. This includes about 4,000 free day passes for its Sprinter light rail and Breeze buses and 2,000 free one-way passes for its Coaster commuter rail.

The agency says the giveaways are part of marketing efforts, such as the "Dump the Pump" campaign to promote transit.

The free tickets are signed out with a log. The Watchdog obtained the entries for 2011 and 2012 under the California Public Records Act. The entries are handwritten and some list only the first name of the person who requested the tickets along with one or two words describing what they were used for, such as "contractor," "mobility," or "nurse."

In March, "Alana" checked out 250 tickets for "volunteers etc." In June, "Melba" checked out 600 for "Dump the Pump."

North County Transit board members, who are appointed by the city councils in the transit district's coverage area, each receive 50 Coaster passes and 50 Sprinter/Breeze day passes per year. They are not required to disclose who they give tickets to and don't have to return the ones they don't distribute.

"As a board member, I believe I have a role as an ambassador for NCTD services in particular and transit in general, so yes, I believe it's a good practice," said Jerome Stocks, who represents Encinitas on the nine-member board. "Giving passes to board members for distribution can be viewed as a low-cost/no-cost marketing element in a larger marketing attempt."

Several of the agency's board members said they have given the tickets to nonprofit groups.

Steve Gronke, Vista's representative on the transit board, said each year he gives the tickets to two of the region's homeless nonprofits, Operation Hope and Solutions for Change.

Dave Roberts, who has represented Solana Beach on the board for six years, said he used to divvy up the tickets to his fellow council members to distribute until the city attorney told him it was an illegal gift of public funds.

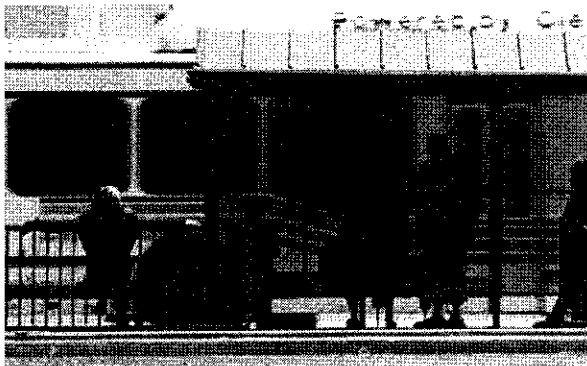
Since then, he said, he has given the tickets to the Lions Club and Rotary Club. It's unclear why that's not a gift of public funds. The Watchdog has tried to reach the city attorney, who is out of town.

The Watchdog surveyed several other transit agencies in Southern California, including the San Diego Metropolitan Transit System, Omnitrans in San Bernardino County, the Riverside Transit Agency, the Orange County Transportation Authority, Los Angeles Department of Transportation and the Foothill Transit Administration.

One agency, Foothill, does not distribute complimentary tickets to the public. The others have written policies that govern distribution of free tickets, including restrictions on how many can be distributed and which groups can receive them.

THE PRESS-ENTERPRISE

TRANSIT: Bus system wants to shrink reliance on Dial-A-Ride



STAN LIM/STAFF PHOTOGRAPHER

An RTA bus arrives at Tyler Mall in Riverside on Tuesday, July 31. RTA offers a transit training program to senior citizens and people with disabilities to learn how to ride the bus as opposed to Dial-A-Ride. Transit officials say it will save thousands over the course of a year.

BY DUG BEGLEY - STAFF WRITER
Published: 06 August 2012 08:30 AM

The Hemet-bound Route 27 bus pulls into the Galleria at Tyler in Riverside right on time, and Nathan Cecotti and Crystal Freeman are ready and waiting for their trip home.

With help and training from local transit authorities, both have learned to use the bus system as an alternative to the Dial-A-Ride trips they relied on.

Cecotti and Freeman have cognitive disabilities that make them eligible for door-to-door trips from their Hemet homes, but both said they'd rather catch a regular bus because it gives them freedom and is sometimes less hassle than Dial-A-Ride.

They just needed a little help learning how to read bus schedules and developing routines to be on time and choose the right bus.

Riverside Transit Agency's goal is to steer people away from costly Dial-A-Ride service when possible.

Providing the door-to-door service continues to constrain bus agency budgets, said Virginia Werly, RTA's contract operations manager. About 4 percent of the system's riders use Dial-A-Ride, but the service consumes 18 percent of the agency's budget.

As the population ages, officials predict Dial-A-Ride will either have to change or absorb more of the bus system's limited budget.

A pilot program RTA started late last year is teaching seniors and people with disabilities how to ride regular, fixed-route buses instead of picking up the phone to call Dial-A-Ride service.

More than 200 people have taken the training since mid-November, and another 107 are on a waiting list, Werly said. The trainees had taken 5,026 trips as of late July.

The benefits of using regular buses go both ways, RTA officials said. Riders who want a greater sense of normalcy and independence gain confidence by mastering bus routes and making their way around the Inland area with little assistance. And the bus agency saves an estimated \$14,000 a year for every five-day-a-week rider who relies on a fixed-route bus rather than Dial-A-Ride.

On the recent Tyler trip, Freeman and Cecotti — who often jointly train with RTA worker Jefferson Arnold — kept their eyes glued on the time so they could be ready to head to the bus stop for the 12:55 p.m. return trip.

While they waited, they had a chance to check out cellphones in a store and take a quick look in a pet shop to ogle a poodle and a young St. Bernard.

Allowing people the freedom to roam is a huge benefit of helping them navigate the bus system, Werly said during an RTA meeting.

Cecotti heartily agreed. Part of his goal is to get acclimated to the bus system enough to take trips out of the San Jacinto Valley during his days off work.

"There's nothing to do in Hemet," he said.

TICKET TO RIDE

The Americans with Disabilities Act requires bus agencies to provide options for riders unable to use conventional buses.

Bus officials in Riverside and San Bernardino counties have spent the past five years reining in costs for providing Dial-A-Ride trips for elderly and disabled riders, usually by scaling back offerings and raising prices. Dial-A-Ride, along with Access in San Bernardino County, charges a flat fee for trips, though costs can vary depending on the distance traveled. Trips normally cost between \$3 and \$9 each way.

In 2009, RTA increased prices and restricted pick-ups and drop-offs to within three-quarters of a mile from any bus stop, which is the distance required by federal law. Previously, RTA would pick up and drop off passengers anywhere in its coverage area, leading to some lengthy trips in rural areas.

Omnitrans, the bus system in south-central San Bernardino County, raised its Dial-A-Ride prices in 2009 along with other systemwide fare hikes.

Riverside Transit Agency officials are hoping that spending about \$180,000 for three full-time staffers to train disabled and elderly riders eventually will save the system money and also lower the costs for riders. A person riding five days a week would spend \$276 annually for a disabled/senior bus pass or \$1,560 on Dial-A-Ride service.

Dial-A-Ride is more expensive for the agency, too. The average cost of providing fixed-route service is about \$5 per passenger, per trip; about 17 percent of that cost is covered by passenger fares, according to transit agency data.

A Dial-A-Ride trip costs about \$26 per passenger, officials said.

Allowing personal-care assistants to ride fare-free on fixed routes also might lower costs, RTA spokesman Brad Weaver said. Currently, disabled people who require such help are eligible to travel on Dial-A-Ride with another person who does not pay. RTA board members extended the free ride for attendants to regular buses on July 26.

Cecotti, 28, is happy to ride a fixed route and save money, he said.

With the help of Arnold, the RTA trainer, Cecotti since January has mastered the specifics of the route between his home and his workplace three or four miles away. He knows exactly when to show up at the bus stop and when he needs to leave work at a package-handling business to catch a ride home.

The fixed route bus often is quicker than Dial-A-Ride, Cecotti added, because it follows a set schedule, whereas the Dial-A-Ride bus can get bogged down picking up other clients. He said he often spends more time on a Dial-A-Ride bus as it makes its way around Hemet than he would on the Route 27 bus that connects his work and home.

'I'm not taking it anymore,' Cecotti said of Dial-A-Ride.

Freeman, 36, relies on the bus to take her to her volunteer work at a local convalescent home. The trip is easy, she said, but she wanted more training to take the bus to destinations outside of the San Jacinto Valley or to doctor's appointments.

After about four months in training, Freeman said she feels confident to navigate routes beyond her house-to-convalescent home routine.

"The challenge is being at the bus stop on time," Freeman said. She can walk to the bus stop, she said, once she gets the timing down of getting there before the bus does.

MASS TRANSIT

Thursday, August 09, 2012



BETTER TRANSIT THROUGH BETTER MANAGEMENT

Omnitrans to Launch Rebranding

Created: August 9, 2012

Community Event Features New Buses, Mascot, Bike Contest

Omnitrans is getting ready for a makeover and will unveil its new logo, slogan and fleet graphics to the public on Wednesday, August 15th from 8:30 to 10 am at the transit agency's main transfer center in downtown San Bernardino.

The new logo and color scheme replace the current design developed in 1985 and will be just the third logo and branding used by the transit agency in its 36-year history.

New Flyer Xcelstar 2012 40-foot transit buses featuring bold new graphics will be on display. Twenty of the new buses are going into service this summer and fall to replace retiring models. The remaining 144 buses in the Omnitrans fleet will get a simplified color refresh, illustrated by a travel training bus debuting at the event. The travel training bus, equipped with video displays and a public address system, will begin hitting the road for live how-to-ride demonstrations this fall.

New buses feature 3-bike racks, an upgrade from the 2-bike capacity racks on the existing fleet. "Our customers have asked for 3-bike racks to keep up with demand," said CEO/General Manager Milo Victoria. Omnitrans transports over 300,000 bikes each year.

Omnitrans will give away a new bike to the winner of a "Rack and Roll" contest, designed to show off the new bike racks. Contestants, selected from those present, will be timed loading a bike on to the rack. Contest registration takes place on site between 8:30 and 9:00 am. A VIP competition will feature local elected officials loading bicycles.

A brief program features Omnitrans CEO/General Manager Milo Victoria, Mayor of Yucaipa/Omnitrans Board Chair Dick Riddell, and Mayor of Upland/Omnitrans Board Member Ray Musser. Omnitrans also will unveil its updated agency mascot, Buster, and a retooled agency website. Refreshments and new logo items are provided for all attendees.

The event is at Omnitrans' 4th Street Transfer Center San Bernardino, on the south side of 4th Street, between F & G Streets, in the Carousel Mall parking area.

The Bus Rapid Transit (BRT) Project: Cleaner Air, But Who's Got the Contracts, Jobs and Economic Benefits?



Shown here at the Thursday, July 19m 2012 meeting of the Coalition for a Healthy San Bernardino are, left to right, Evelyn Trevino, Co-chair, HSBC Policy Committee; David Rutherford, Public Relations Specialist for Omnitrans; and Cynthia Luna, Co-chair of the Coalition for a Healthy San Bernardino. (Photo by John Coleman, Community Photography X (C) 2012)

By John Coleman, SAN BERNARDINO, CA - The Coalition for a Healthy San Bernardino (HSB), for years has been one of the many community-based organizations throughout the State partner-

ing with the Campaign for a Healthy California. The HSB agenda for their July 19 meeting included discussion of the coalition's role in public information and advocacy in support of air quality,

safe streets and public gathering places, bike paths and nature trails; and HSB's Policy & Health Advocacy Committee will submit a plan for consideration.

See "The Bus Rapi..." page 8

The Bus Rapid Transit

When HSB uses the terms 'health' and 'healthy,' they don't refer to huge, expensive, technology-driven, or medically-managed equipment. They refer to programs like one at Anne Shirrells 'Health Hub' ... where kids at the adjoining elementary school have a safe environment in which to 'play games' in which they learn how to deal with differences without conflict and violence; how cafeteria food can be nutritious, but not fattening; how parents can be recognized for their 'home schooling' role in the public school educational process; and even, perhaps, how parents can get to know their neighbors well enough to build a sense of 'community.' Is this just dreaming??? Perhaps, but the HSB sees these as accomplishable goals.

If your local travels take you anywhere between Cal State, Hospitality Lane, and Loma Linda, you likely have noticed the extensive

construction work being done on one or the other side of streets along the newly designated "E-Street Corridor". David Rutherford, Public Relations Specialist for Omnitrans attended the Coalition meeting to report the progress in construction of the San Bernardino Express (sbX) Bus Rapid Transit (BRT) system. Rutherford stated that this system would reduce vehicle-caused air pollution and traffic congestion, while providing the public an "environmentally friendly alternative that is sophisticated, cost effective, and time efficient."

The currently visible construction work includes widening some locations where there will be 'dedicated' bus lanes or where more space will be needed to provide for the 60-foot-long 'articulated' buses that will serve this community. Shelters to protect riders from the sun, wind, and weather will be constructed at the 16 stations along the almost

16 miles of the E-Street Corridor/sbX route. Work on the installation at Palm Ave. and Kendall Drive is already in process.

In response to questions raised at the HSB meeting related to the current fiscal crisis in San Bernardino, Rutherford explained that funding for the construction projects had been authorized a few years ago at Federal, State, and County levels; that the sbX corridor is a part of a planned transit system of 'integrated corridors' to connect communities and centers within the San Bernardino Valley to promote economic activity; and that the interrelated transportation improvement projects help drive a \$2 billion revitalization effort.

In regard to the 'billions' in economic revitalization, most citizens and residents are still unclear as to who will benefit economically. We are sure SOME-BODY!?!? knows... but the rest of us will find out much later ... when we see who owns the land and the developments that sprout, along the transportation routes. One thing we do know, the Black and African American community is very underrepresented in the current make-up of contracts and construction workers on the BRT (SBx) corridor project. A truly "Healthy" San Bernardino, is one that includes all of its citizens in economic revitalization activities.

Sun
Monday, August 13, 2012

THE SUN

SAN BERNARDINO AND THE INLAND EMPIRE

Voice of the People

An investment, not a waste

Posted: 08/13/2012 02:56:21 PM PDT

Last week, a mailer from the San Bernardino police and firefighters' unions claiming to contain "important city bankruptcy information" made it to many residents' mailboxes.

The mailer responds to common questions about San Bernardino's decision to file for bankruptcy and even directs readers to a website that claims to provide facts about what this means for city residents.

Upon closer scrutiny, however, the mailer reveals itself to be nothing more than a pernicious attempt to deceive residents by claiming "wasteful pet projects" like Omnitrans' sbX line are responsible for bankrupting San Bernardino.

Advertisement



If the mailer is primarily an attack on Mayor Pat Morris, why do the police and firefighters' unions feel the need to take a cheap shot at a project spearheaded by Omnitrans? When completed, the sbX will not only enhance regional connectivity, but also improve public health and attract businesses. With federal and state transportation funds combining to cover 90 percent of the \$191.7 million total cost and the cities of San Bernardino and Loma Linda contributing zero cash (see Omnitrans' website), the sbX is a net injection of significant capital into the local economy.

Without the sbX, this money would have gone to similar projects elsewhere.

If these federal and state dollars have to be spent, they may as well be spent here. San Bernardino residents are anxious for meticulously planned and realistic projects that will breathe new life into their city.

Regardless of what the critics may say, this project is absolutely needed now that San Bernardino has officially filed for bankruptcy. I applaud Omnitrans for taking action and investing in my hometown while so many are content to do nothing and blame each other for the city's problems.

ALVARO GOMEZ
San Bernardino

THE SAN BERNARDINO SUN

August 14, 2012

Investment, not waste

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ALVARO GOMEZ
San Bernardino

Highland Community News

Thursday, August 16, 2012

HIGHLAND COMMUNITY NEWS

Omnitrans shows its new buses

Published: Thursday, August 16, 2012 2:44 PM PDT

With new buses and new design, Omnitrans is hoping to attract even more riders with its new, more comfortable, modern fleet.

The agency is putting 20 new units on the street. They have room for 40 passengers, plus two wheelchair positions and three bike racks.

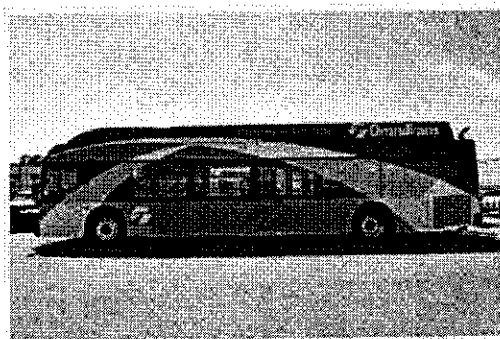
There will be reduced noise levels inside, heat reflective glass and climate control for improved heating and cooling for driver and passengers.

There will be easier loading and unloading for mobility devices, nonskid flooring and improved detection of customers in or near doors for added safety.

Fiberglass construction is expected to be an improvement over the old metal exterior and four wheel disc brakes will provide smoother, more efficient stops and reduced costs in maintenance.

Each of the buses will cost over \$500,000 and will be financed by a combination of local and federal funds.

The new fleet will be in operation in the fall of this year.



Courtesy photo - Omnitrans unveils its new bus design and logo Wednesday.

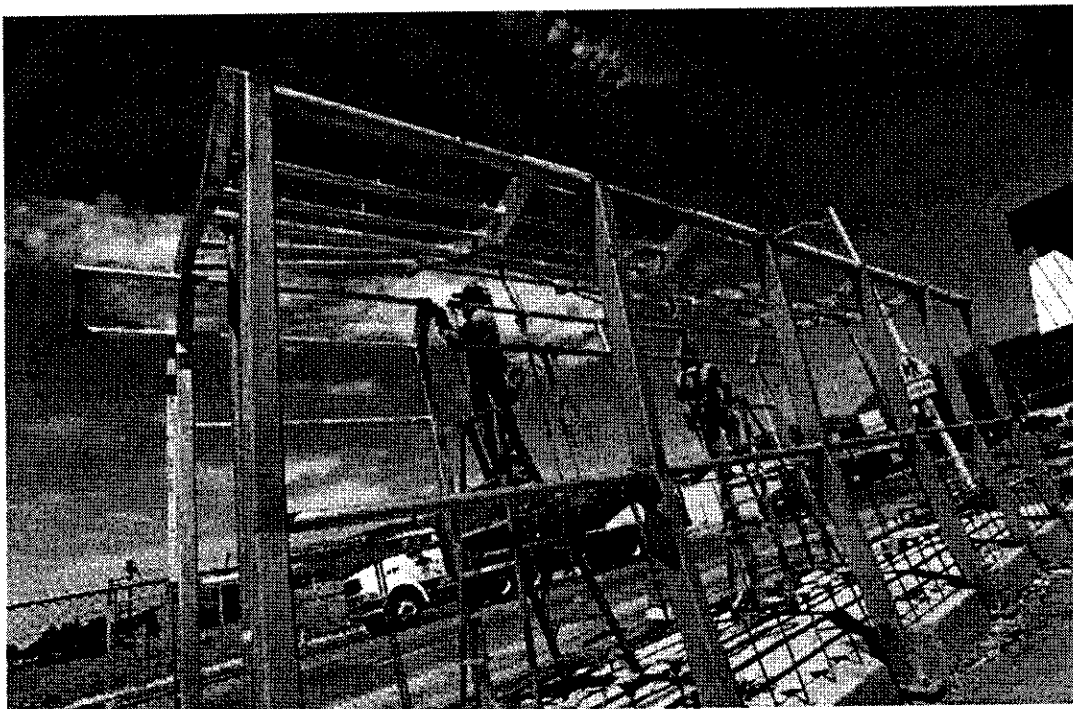
Redlands Daily facts
Thursday, August 16, 2012

REDLANDS DAILY FACTS

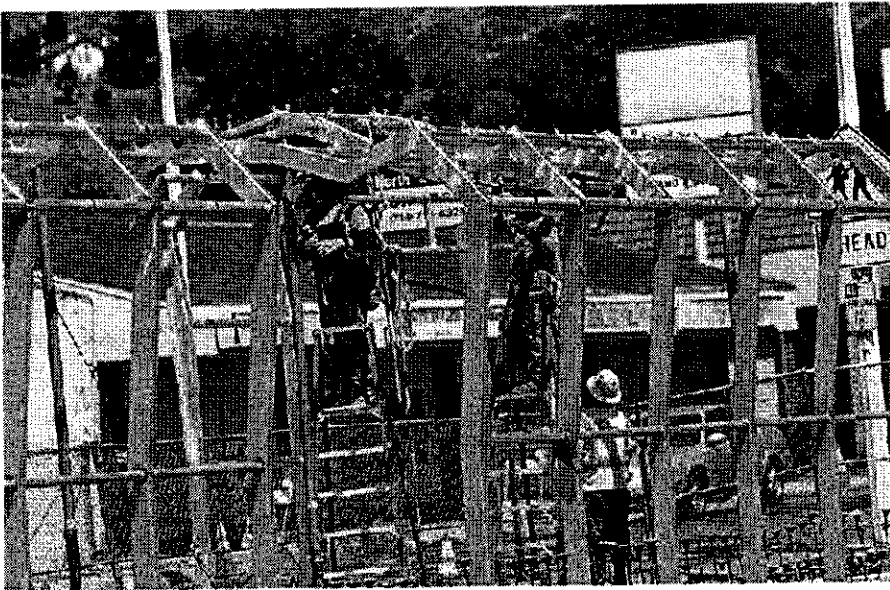
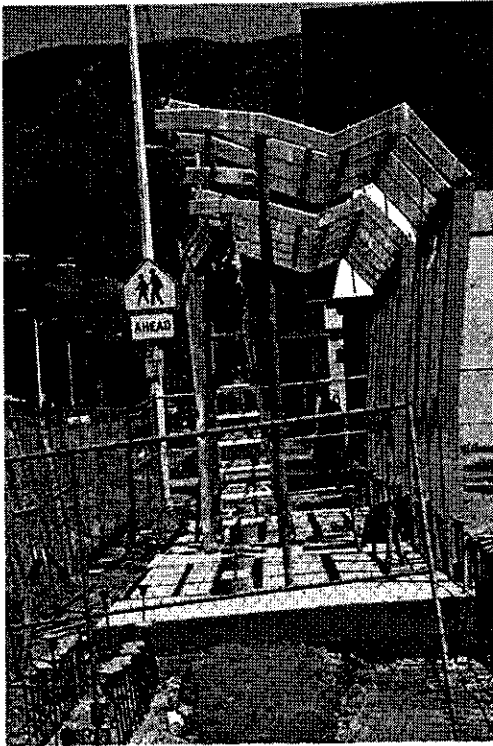
North San Bernardino to Loma Linda express bus line construction continues

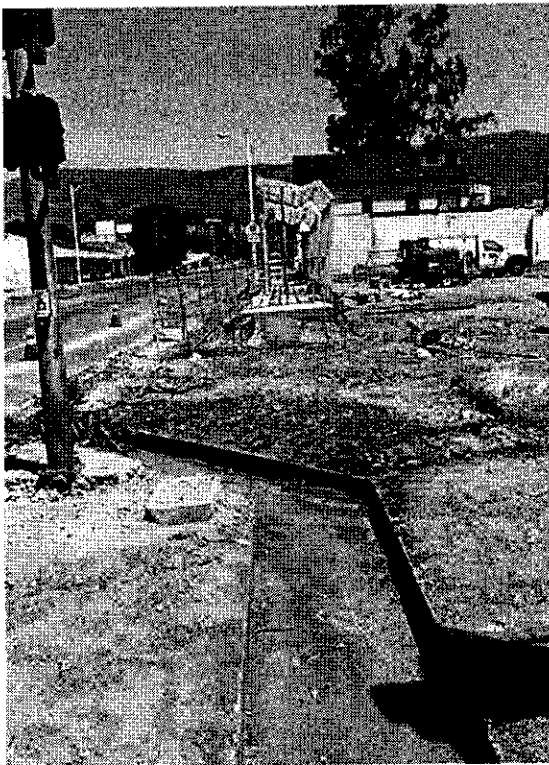
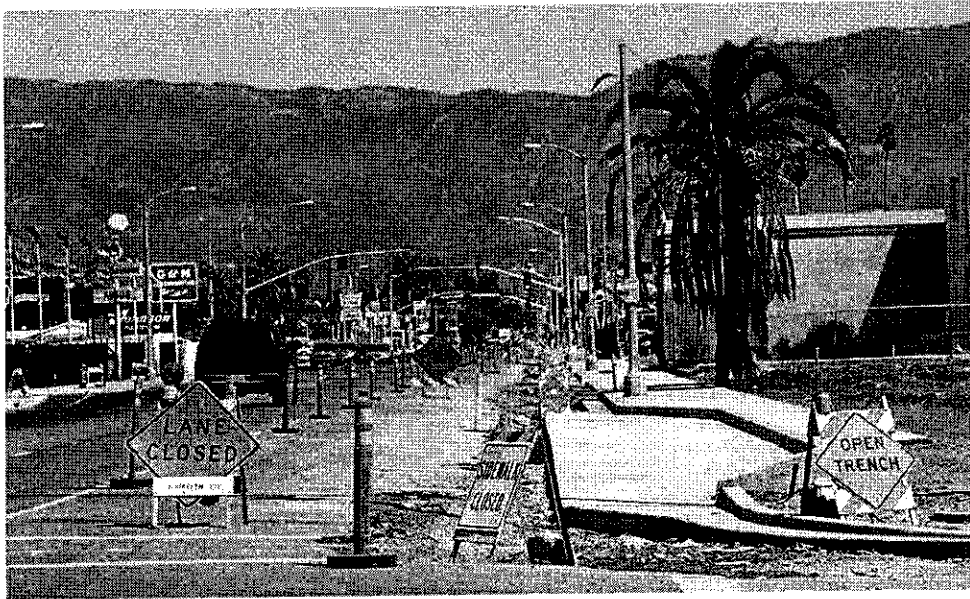
Ryan Hagen, Staff Writer

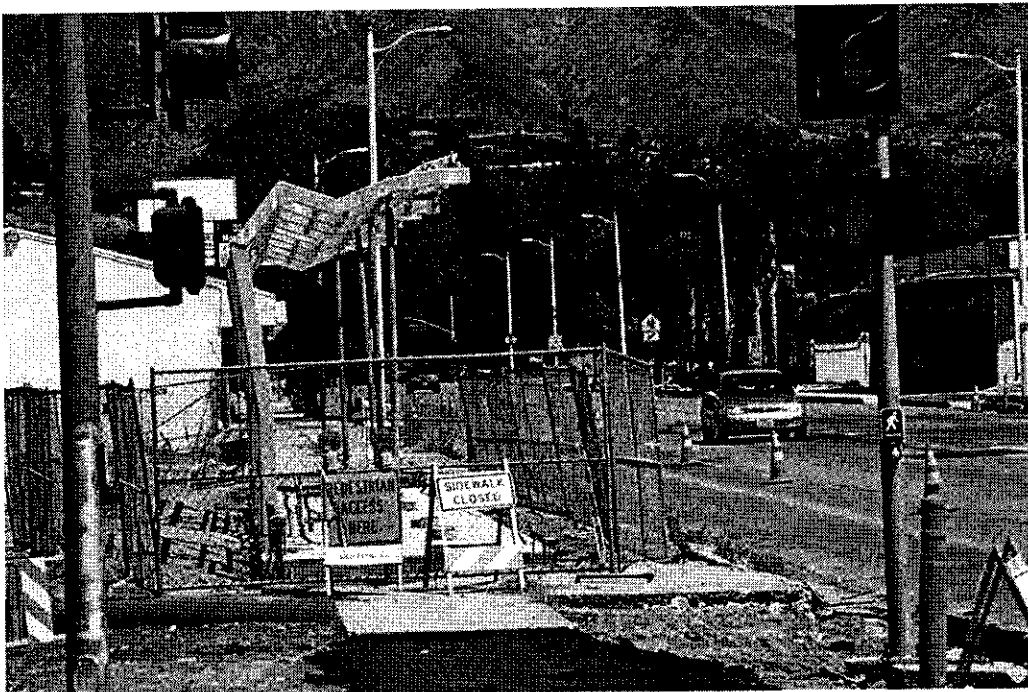
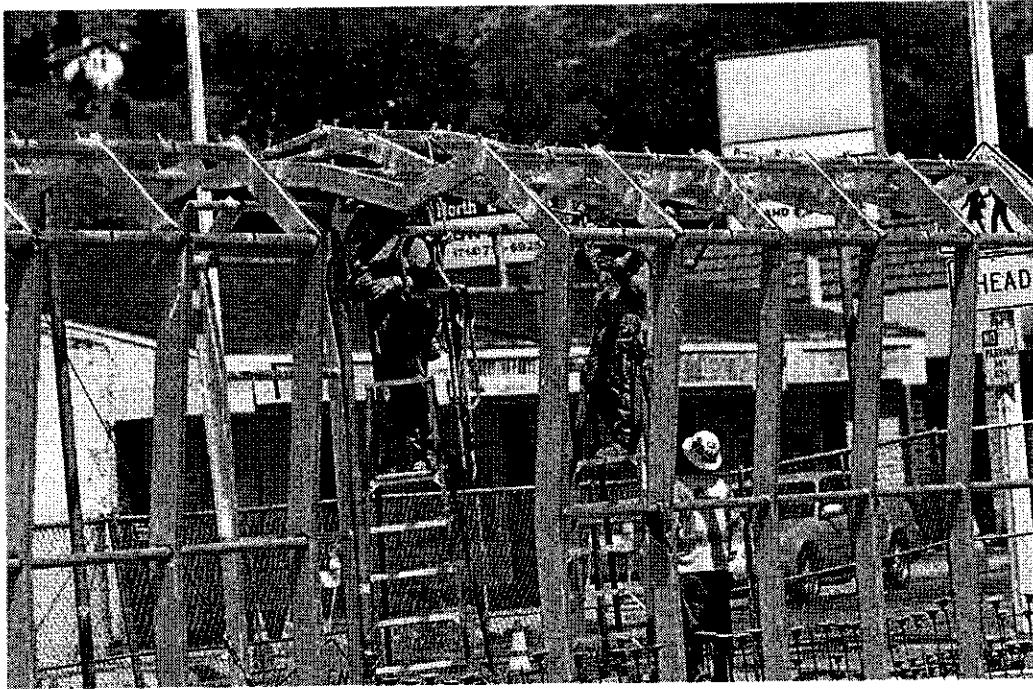
Posted: 08/16/2012 07:40:00 PM PDT

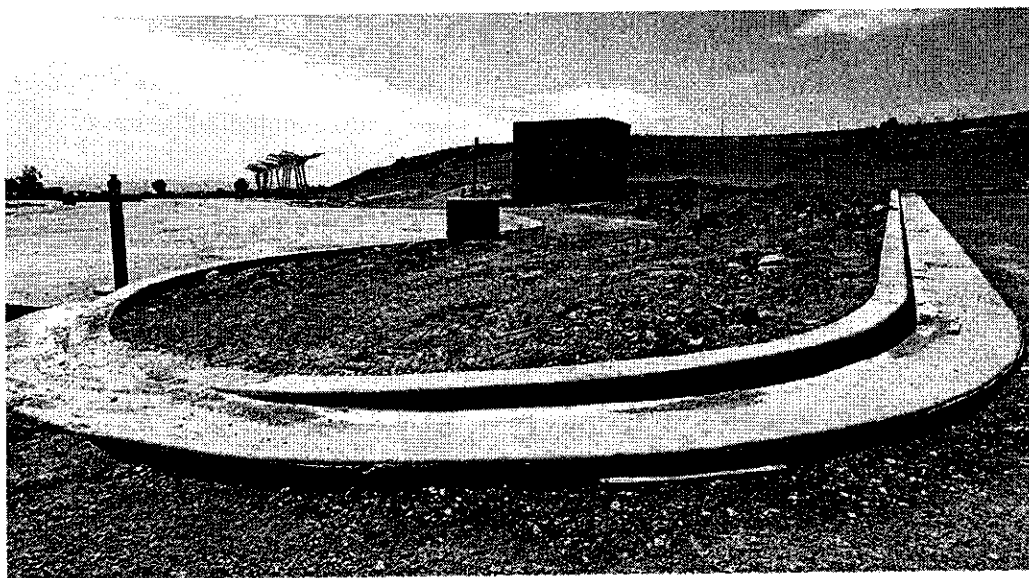


The SBX Rapid Bus Line construction is underway in San Bernardino August 16, 2012. The bus project which is primarily funded by Omnitrans, will connect the University district at Palm Avenue/Kendall Drive to the Jerry L. Pettis Memorial Veterans Medical Center in Loma Linda. The largest portion of the line in San Bernardino will travel along E Street. The \$191.7 million project, which some critics say helped cause the city's bankruptcy, is slated to be completed by early 2014. (Gabriel Luis Acosta/Staff Photographer)









SAN BERNARDINO - A much-celebrated and much- criticized rapid bus line with stops from Cal State San Bernardino to the veterans hospital in Loma Linda is steadily nearing completion, unaffected by the city's bankruptcy.

Construction is under way at many of the 16 stops along the sbX bus route, which will stretch from Palm Avenue and Kendall Drive to the Jerry L. Pettis Memorial Veterans Medical Center and is on pace to open in early 2014, project representatives said Thursday.

"Whatever is happening in the city, its struggles, is not our business," said Rohan Kuruppu, the project's director of planning.

But critics have charged that the project - which carries a total price tag of \$191.7million - helped cause San Bernardino's financial problems.

The federal government contributes 73.9percent of that, while 15.7percent comes from state sources.

It's the remainder - 6.2percent from the county and 4.2percent split between in-kind contributions from the cities of San Bernardino and Loma Linda - where some find fault.

The county money comes from a voter-approved sales tax, Measure I, which sets aside 2percent for mass transit.

But that 2percent should go to other transportation-related projects, said Councilwoman Wendy McCammack.

"If it had not gone into sbX, it could have gone into our streets, sidewalks, other things that need work," McCammack said. "All those decisions are made by the SanBAG board."

Mayor Pat Morris, the city's representative on the board of San Bernardino Associated Governments, the county transportation agency otherwise known as SanBAG, said that was untrue.

"The voters - by 80 percent - called out the 2percent and called out sbX," Morris said. "This was the allocation voters made, to which SanBAG must be faithful."

According to a SanBAG ordinance, the expenditure plan can be changed only by a vote of the majority of the cities in the county, representing a majority of the incorporated population, along with approval by the county Board of Supervisors.

McCammack also objects to the city's in-kind contributions, which include waiving fees and staff time.

"There are staffers in City Hall that have spent thousands of hours over the last several years dedicated to this project," she said, while the city was understaffed and facing layoffs. "If they were not working on the sbX project, then what other projects could have been producing ongoing jobs or some other growing entity of some sort?"

Most of the staff time came in earlier portions of the project, said Wendy Williams, Omnitrans' marketing director.

Omnitrans is the lead agency for the project. Its representatives argue that other cities putting in similar systems have gotten back \$4 in return for every \$1 they invested.

"Great cities have always revolved around great transit centers," Kuruppu said.

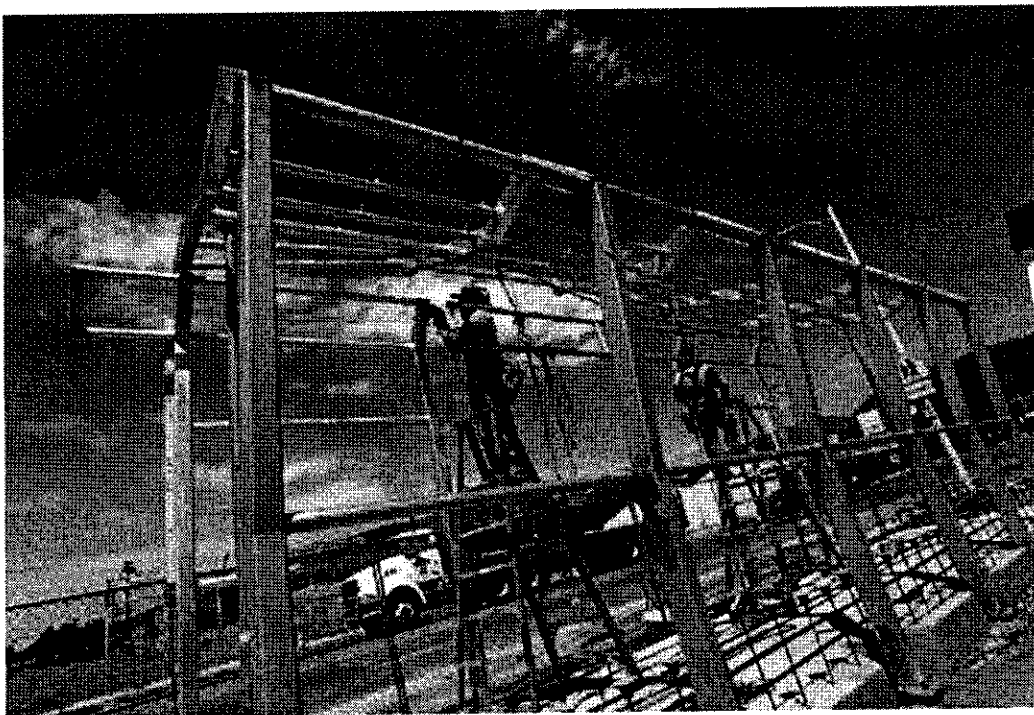
People often come to Loma Linda for conferences but can't get alcohol, entertainment or much fast food there, while Cal State San Bernardino students don't have a convenient way to get downtown, he said.

Some businesses have complained about the impact of construction, but Omnitrans officials say they've met as often as possible with businesses and have tried to accommodate peak hours of business and shipment arrivals.

Sun
Thursday, August 16, 2012

THE SUN

SAN BERNARDINO AND THE INLAND EMPIRE



North San Bernardino to Loma Linda express bus line construction continues

Ryan Hagen, Staff Writer San Bernardino County Sun

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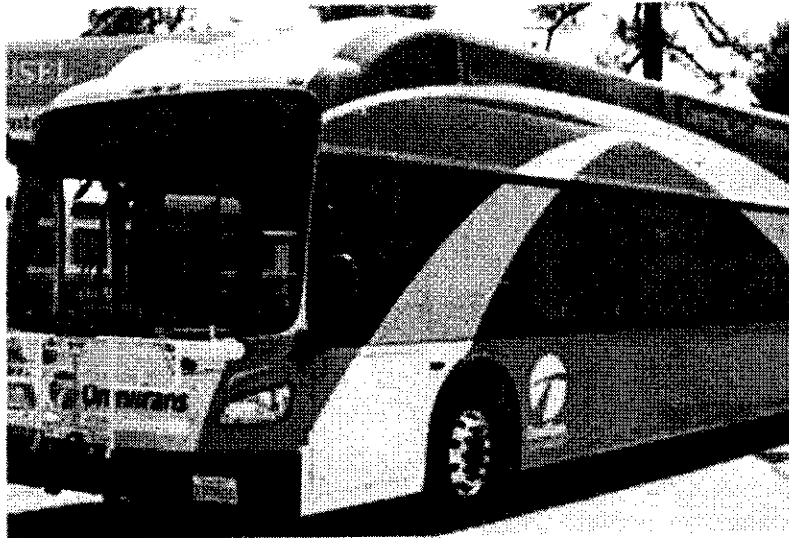
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Reach Ryan via email, find him on Twitter @SBcityNow, or call him at 909-386-3916.

METRO MAGAZINE

INDUSTRY NEWS
August 17, 2012

Omnitrans unveils new buses, brand



San Bernardino, Calif.-based Omnitrans unveiled its new logo, slogan and fleet graphics at the transit agency's main transfer center downtown.

"The colors symbolize our green earth and blue sky, reflecting Omnitrans' commitment to the environment, and air quality in particular, with our 100 percent natural gas-powered fleet," explained CEO/GM Milo Victoria. "But my favorite part of Omnitrans' new look is our tagline, 'Connecting our Community.' This is our purpose: to connect all members of the community — from students, to mothers, to commuters, to persons with disabilities and senior citizens — with the places they need to go to live their lives as they choose."

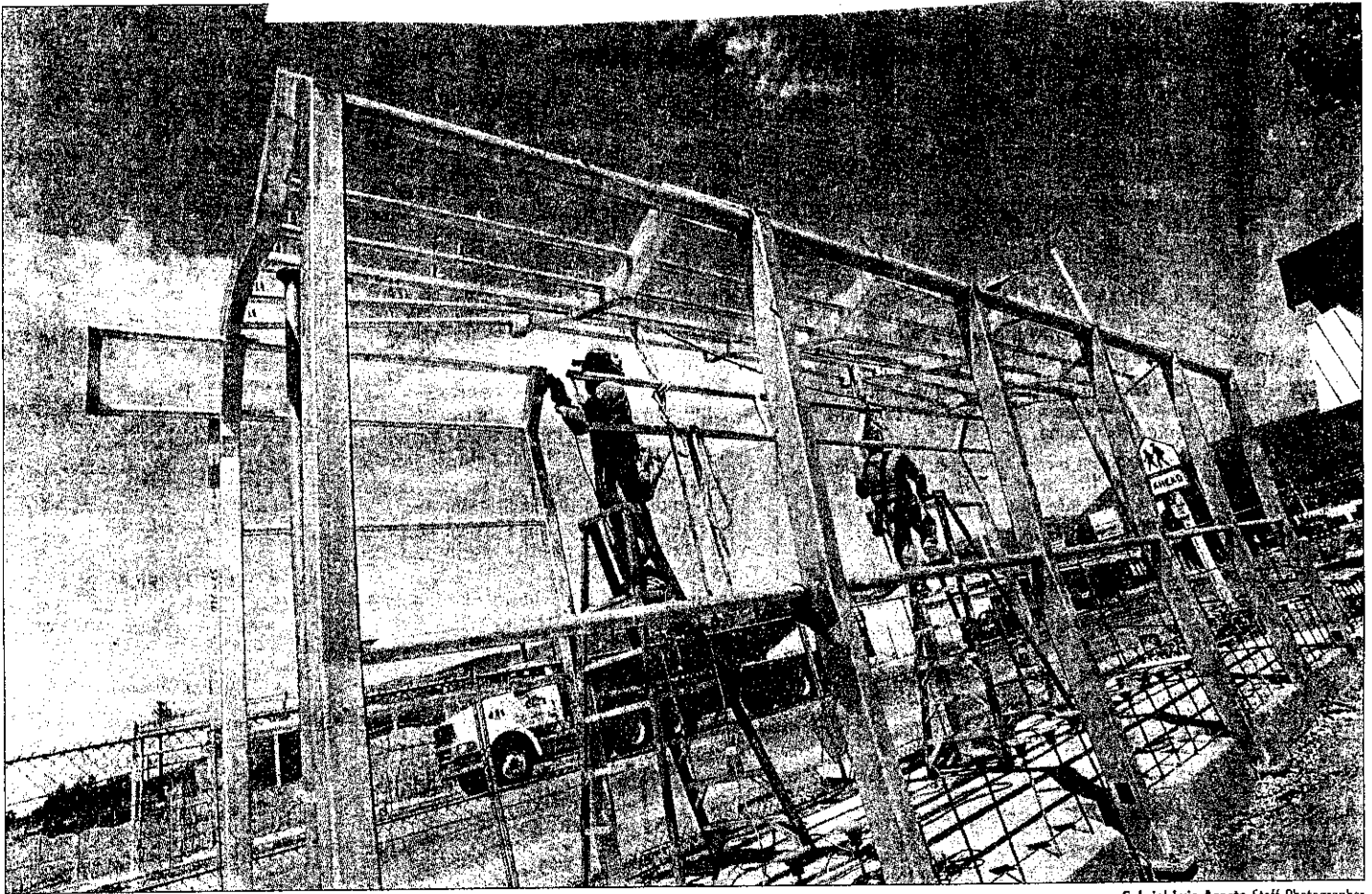
Two New Flyer XDELTa 2012 40-foot transit buses on display were decked out with a bold new fleet design in bright green and blue. Twenty of the new buses will be deployed in coming weeks to replace retiring models. The remaining 144 buses in the Omnitrans fleet will get a simplified color refresh.

The new buses also feature three-capacity bike racks, an upgrade from the two-capacity racks on the existing fleet. Omnitrans transports over 300,000 bikes each year. To spotlight the new racks, Omnitrans held a "Rack and Roll" contest at the event. Contestants were timed loading a bike on to the rack.

THE SAN BERNARDINO SUN

August 17, 2012

SBX BUS LINE



Gabriel Luis Acosta Staff Photographer

Construction on SBX, the high-speed bus line connecting San Bernardino and Loma Linda, is not being held up by San Bernardino's bankruptcy. The city is contributing only about 2 percent of the cost, but one critic on the council says even that amount is too much.

No speed bumps for bus line

By Ryan Hagen Staff Writer

SAN BERNARDINO — A much-celebrated and much-criticized rapid bus line with stops from Cal State San Bernardino to the veterans hospital in Loma Linda is steadily nearing completion, unaffected by the city's bankruptcy.

Construction is under way at many of the 16 stops along the SBX bus route, which will stretch from Palm Avenue and Kendall Drive to Jerry L. Pettis Memorial Veterans Medical Center and is on pace to open in early 2014, project representatives said Thursday.

"Whatever is happening in the city, its struggles, is not our business," said Rohan Kuruppu, the project's director of planning.

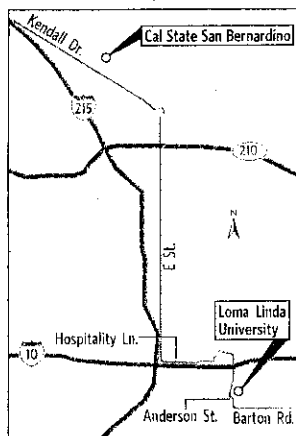
But critics have charged that the project — which carries a total price tag of \$191.7 million — helped cause San Bernardino's financial problems.

The federal government contributes 73.9 percent of that, while 15.7 percent comes from state sources.

It's the remainder — 6.2 percent from the county and 4.2 percent split between in-kind

Proposed rapid transit

KEY: SBX express bus line



Staff graphic: Google Earth

contributions from the cities of San Bernardino and Loma Linda — where some find fault.

The county money comes from a voter-approved sales tax, Measure I, which sets aside 2 percent for mass transit.

But that 2 percent should go to other transportation-related projects, said Councilwoman

BUS LINE A4

THE SAN BERNARDINO SUN

August 17, 2012

BUS LINE

From A1

Wendy McCammack.

"If it had not gone into SBX, it could have gone into our streets, sidewalks, other things that need work," McCammack said. "All those decisions are made by the SanBAG board."

Mayor Pat Morris, the city's representative on the board of San Bernardino Associated Governments, the county transportation agency otherwise known as SanBAG, said that was untrue.

"The voters — by 80 percent — called out the 2 percent and called out SBX," Morris said. "This was the allocation voters made, to which SanBAG must be faithful."

According to a SanBAG ordinance, the expenditure plan can be changed only by a vote of the majority of the cities in the county, representing a majority of the incorporated population, along with approval by the county Board of Supervisors.

McCammack also objects to the city's in-kind contributions, which include waiving fees and staff time.

"There are staffers in City Hall that

"There are staffers in City Hall that have spent thousands of hours over the last several years dedicated to this project. If they were not working on the SBX project, then what other projects could have been producing ongoing jobs or some other growing entity of some sort?"

San Bernardino Councilwoman WENDY McCAMMACK

have spent thousands of hours over the last several years dedicated to this project," she said, while the city was understaffed and facing layoffs. "If they were not working on the SBX project, then what other projects could have been producing ongoing jobs or some other growing entity of some sort?"

Most of the staff time came in earlier portions of the project, said Wendy Williams, Omnitrans' marketing director.

Omnitrans is the lead agency for the project. Its representatives argue that other cities putting in similar systems have gotten back \$4 in return for every dollar they invested.

"Great cities have always revolved

around great transit centers," Kuruppu said.

People often come to Loma Linda for conferences but can't get alcohol, entertainment or much fast food there, while Cal State San Bernardino students don't have a convenient way to get downtown, he said.

Some businesses have complained about the impact of construction, but Omnitrans officials say they've met as often as possible with businesses and have tried to accommodate peak hours of business and shipment arrivals.

ryan.hagen@inlandnewspapers.com
909-386-3916, @sbcitynow

THE SAN BERNARDINO SUN

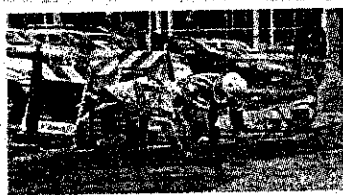
August 17, 2012



THE OMNITRANS sbX BUS RAPID TRANSIT (BRT) CONSTRUCTION PROJECT CREATING JOBS!

The Omnitrans sbX BRT Construction Project is putting hundreds of people to work. Half of the workers live in San Bernardino County.

From construction workers to engineers to management - the project is creating jobs now in an area that needs them. These jobs help keep our local economy moving forward.



The Griffith/Comet Joint Venture and Jacobs Engineering are two of the many companies working on the construction project.



www.omnitrans-sbx.com



Toll-free Helpline
(855) SBX-NEWS / 729-6397



www.facebook.com/omnitrans.sbx



@sbXnews

MASS TRANSIT
Monday, August 20, 2012

MASS TRANSIT

Omnitrans Unveils New Logo, Fleet Graphic

Created: August 20, 2012

Rebranding includes new mobile friendly website



Omnitrans unveiled its new logo, slogan and fleet graphics on Wednesday, August 15th at the transit agency's main transfer center in downtown San Bernardino.

"The colors symbolize our green earth and blue sky, reflecting Omnitrans' commitment to the environment, and air quality in particular, with our 100 percent natural gas-powered fleet," explained CEO/General Manager Milo Victoria. "But my favorite part of Omnitrans' new look is our tagline: 'Connecting our Community.' This is our purpose: to connect all members of the community – from students, to mothers, to commuters, to persons with disabilities and senior citizens – with the places they need to go to live their lives as they choose."

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The agency website, www.omnitrans.org, also got a makeover. Smart phone and tablet users can now instantly access maps and schedule information without cumbersome downloads or continuous scrolling. Important news and updates are prominently featured up front. The easy-to-use trip planner appears on every page. Drop-down menus allow the user to easily search information by service, route or destination. Fare information is available at the touch of a button, and passes can be purchased online.

New buses also feature 3-capacity bike racks, an upgrade from the 2-capacity racks on the existing fleet. Omnitrans transports over 300,000 bikes each year. To spotlight the new racks, Omnitrans held a "Rack and Roll" contest at the event. Contestants were timed loading a bike on to the rack. Al Langdon of Rialto had the fastest time and won a new bicycle courtesy of Performance Bicycles in Ontario, California.

Buster, the agency mascot was also updated with the new fleet graphics. The new logo and color scheme replace designs developed in 1985 and are the third logo and branding used by the transit agency in its 36-year history.

THE SAN BERNARDINO SUN

August 21, 2012

Shame on us

Regarding the July 25 letter "Bankrupt legacy," it's evident that the letter writer is full of opinions, but no facts.

The sbX bus line was paid for by Omnitrans. The San Bernardino International Airport is paid with federal funds and the CinemaStar redevelopment

ment was funded by the current owner and redevelopment funds.

Mayor Morris supported these ventures to upgrade the look of our city and seek revenue. When Mayor Morris placed Measure Z before the voters, he stated that the tax would be used for suppression, prevention and intervention. To date those funds have been used for suppression — i.e. law enforcement.

When initially reported that San Bernardino might file for bankruptcy, The Sun stated that financial reports for the past 16 years were allegedly falsified for at least 13 of those years. I'm sure that the letter writer would like to blame former city manager Charles McNeely, but the truth is in March 2009 then-city manager Mark Weinberg informed the City Council that San Bernardino was heading toward insolvency.

Less than a year later, city manager McNeely submitted a plan to the council that detailed step-by-step changes that would stop deficit-spending. Mr. McNeely also warned that the city would become insolvent if changes were not made.

It's unfortunate for the citizens of

San Bernardino that our elected officials were robbing Peter to pay Paul. This practice had been going on for at least eight years before Morris was elected into office.

Prior to the recession in 2007, when the city robbed Peter to pay Paul, the city was able to return the funds. When the economy clapsed, Paul could no longer repay Peter. The problem avalanched to where we are now.

To totally blame Mayor Morris is wrong. As the head of our city he should be held to some accountability, but most of the blame belongs to long-standing council members and our city attorney. What should be investigated is how many of these elected officials were aware of this rob-Peter-to-pay-Paul practice. Did they request funds from Peter when Paul had no money?

Finally, we the citizens/voters need to accept partial blame as we continue to elect the same individuals for over 10 to 20 years who have been robbing us blind just to promote their own self-interests. The shame is on us!

KAE L. JOHNSON
Highland

Other
Thursday, August 23, 2012

SRTROUT: A writer's thoughts

www.srtout.wordpress.com/2012/08/23/brave-new-world

Brave New World

Truth be told, it isn't all that new. Copenhagen has been doing it for decades. Other cities have done it, too, including Boston, Chicago, Denver, Des Moines, Miami Beach, Minneapolis, New York and San Francisco. And it is working. Here is a link to some statistics for my area, California. My area in California is not even on the list, and that needs to be changed post haste. Link is <http://www.bikeleague.org/programs/bicyclefriendlyamerica/#map>. This link has numbers showing bicycle friendly, (bfc) cities in California, along with bfc businesses and universities.



For things to have a positive impact, new ideas should to be integrated with tested methods. A biking community is a better community on several levels. As quoted in the Black Voice News, in an article entitled *Omnitrans Carries Over 16 Million College Students Fuel Increase* "While high gas prices are likely contributors to rising transit ridership, national studies also show that younger Americans are driving less. The U.S. Public Interest Research Group found that between 2001 and 2009 the average annual vehicle miles traveled by Americans ages 16 to 34 fell by close to a quarter, from 10,300 to 7,900 per capita. At the same time, the amount of bicycling, walking, and public transit ridership increased." This shows how the state of

affairs is already changing. We merely need keep up with it. In some cases we are. This link shows the increase in bicycling across the country:

<http://firstout.wordpress.com/2012/07/29/innovative-transportation-4/>.

What it shows is that between 2000 and 2010, bicycling went up 30 – 77%. That is amazing, and it is a growing trend.



The most amazing aspects of this trend are the carry-over benefits this lifestyle change brings about. This is a growing trend that is sweeping the nation, albeit slowly. The good news is that it is happening. People are opening their eyes and minds concerning Copenhagen style community biking.

Sun
Friday, August 24, 2012

THE SUN

SAN BERNARDINO AND THE INLAND EMPIRE

Man arrested in Redlands stabbing

By Melissa Pimion-Whitt, The (San Bernardino County) Sun

Posted: 08/24/2012 07:00:29 AM PDT

Redlands police arrested a transient on suspicion of stabbing a man at a bus stop Thursday night.

Ronald Clayton, 55, was booked into jail at Central Detention Center in San Bernardino on suspicion of assault with a deadly weapon, police said.

The 49-year-old victim was sitting at a bus stop on Redlands Boulevard near Alabama Street shortly after 8 p.m. when he and Clayton began arguing.

Clayton stabbed the victim and then fled, but was found by police nearby.

Paramedics took the victim to an area hospital for treatment. He was listed in stable condition.

FONTANA HERALD NEWS

Omnitrans shows off its new look during event in San Bernardino

Published: Friday, August 24, 2012 10:43 AM PDT



Omnitrans unveiled its new mascot and its new color scheme last week.

Omnitrans unveiled its new logo, slogan and fleet graphics on Aug. 15 at the transit agency's main transfer center in downtown San Bernardino.

"The colors symbolize our green earth and blue sky, reflecting Omnitrans' commitment to the environment, and air quality in particular, with our 100 percent natural gas-powered fleet," explained CEO/General Manager Milo Victoria. "But my favorite part of Omnitrans' new look is our tagline: 'Connecting our Community.' This is our purpose: to connect all members of the community -- from students, to mothers, to commuters, to persons with disabilities and senior citizens -- with the places they need to go to live their lives as they choose."

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The new logo and color scheme replace designs developed in 1985 and are the third logo and branding used by the transit agency in its 36-year history.

ITEM # F1

DATE: September 5, 2012

TO: Board Chair Dick Riddell & Members of the Omnitrans Board of Directors

FROM: Milo Victoria, CEO/General Manager

SUBJECT: CEO/GENERAL MANAGER'S REPORT

Year-to-date system-wide ridership through July 2012 was 1,196,236 which is an increase of 3.19 percent from last year-to-date. Fixed route ridership increased by 34,715 passengers year-to-date. Ridership on Access increased by 2,371 passengers, and OmniLink decreased by 72 passengers. OmniGo ridership was 10,187, which is a 16.2 percent increase over July 2011.

Year-to-date pass outlet sales through July 2012 increased by 1,772 units, with 8,970 units sold compared to 7,198 units sold last year. This represents an increase of 24.6 percent year-to-date. Revenue from pass outlet and ticket sales decreased 53 percent from last year (\$361,116.95 vs. \$768,950.30 last year, a decrease of \$407,833.35). Note: U-Pass revenue will be applied beginning August 2012.

Year-to-date fixed route revenue through July 2012 was \$962,334 compared to \$960,112 last year, which is an increase of 9.23 percent.

On-time performance for July 2012 was 88.14 percent.

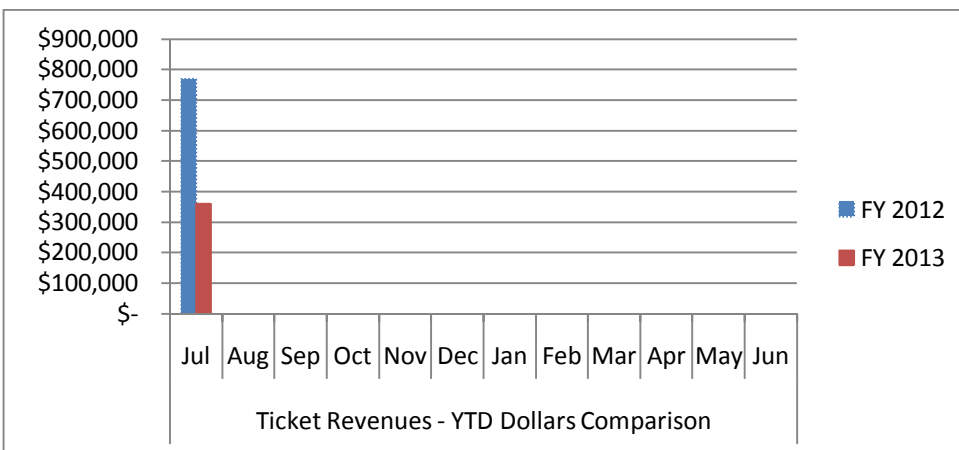
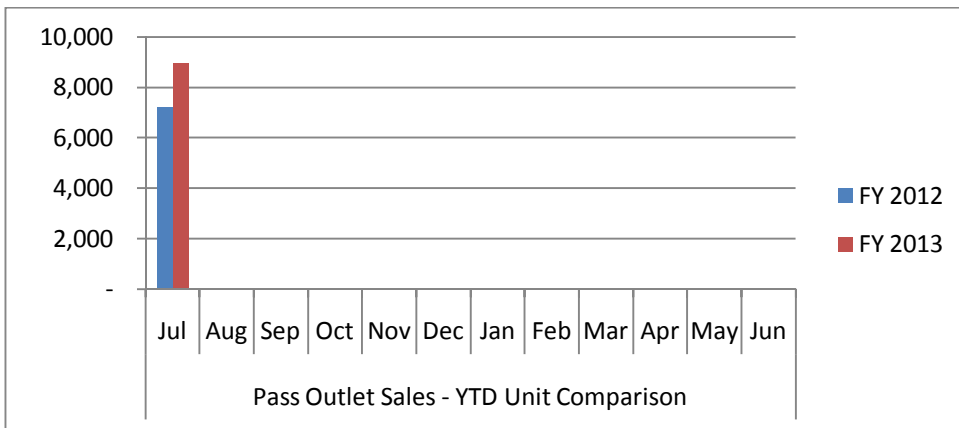
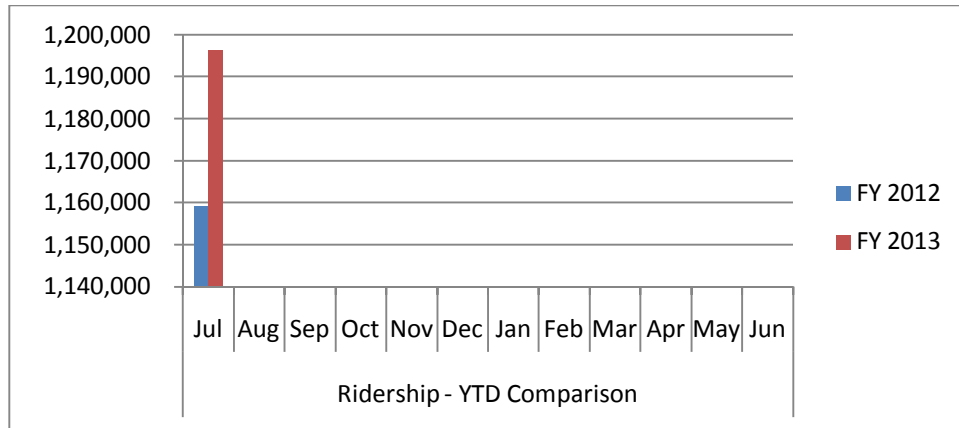
During the month of July, there were six vandalism incidents—two in Fontana, one in Redlands, one in Rialto, one in San Bernardino, and one at Riverside Transit Center (Rt. 215).

Omnitrans participated in five outreach events in July – Inland Empire 66ers Game on July 6; Art Institute Go Smart Outreach on July 17 and 19; Carter High School Registration Outreach on July 24 and 25; San Bernardino High School Registration Outreach on July 26 and 27; and Rancho Cucamonga Quakes Game on July 27.

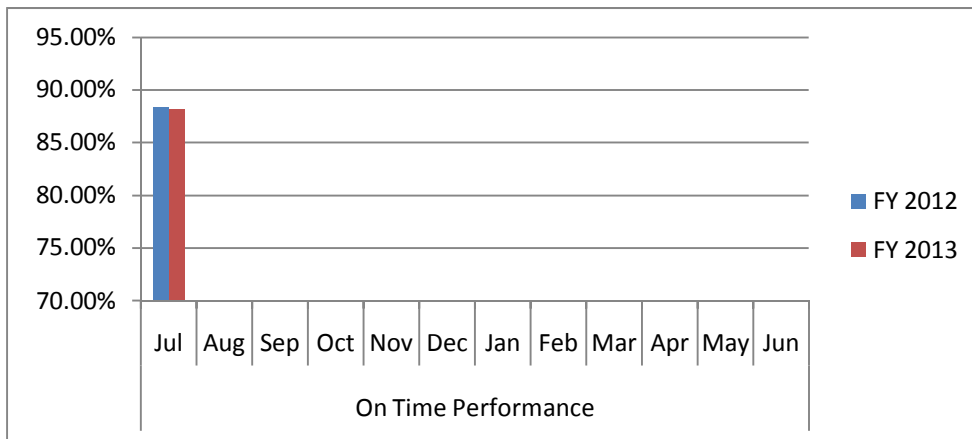
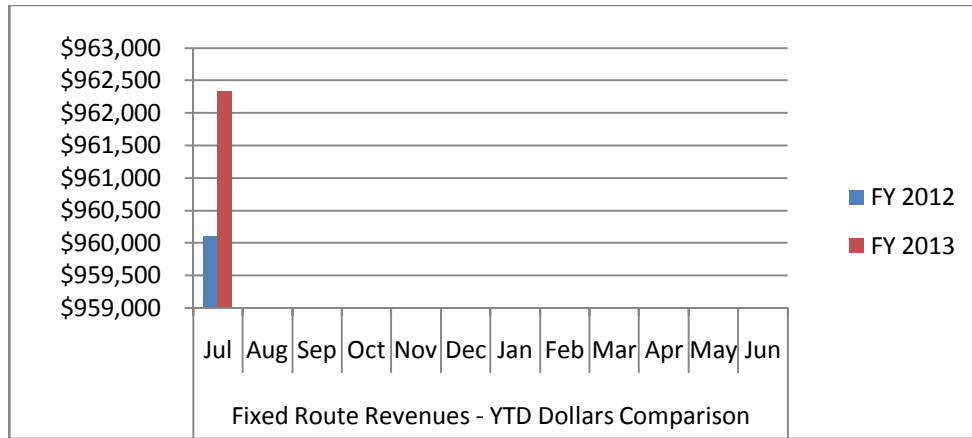
CEO/General Manager Victoria attended the CTA Executive Committee on July 27 and Leadership APTA on July 27 and 28, both in Los Angeles. He also attended Leadership APTA 2013 Class Selection on August 9 and 10 in Washington, D.C.

Omnitrans held their rebranding event on Wednesday, August 15, at the temporary 4th Street Transfer Center. It was well attended by the public and members of the Board. For those who were unable to attend, a new bus with the green/blue logo will be in the yard for viewing after the meeting.

CEO/General Manager Report – September 2012



CEO/General Manager Report – September 2012



ITEM # F2

DATE: September 5, 2012

TO: Board Chair Dick Riddell & Members of the Omnitrans Board of Directors

THROUGH: Milo Victoria, CEO/General Manager

FROM: Jennifer M. Sims, Director of Procurement

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

FORM MOTION

Review and approve the proposed Overall Triennial DBE Participation Goal of 8.4% for Federal Fiscal Years (FFE) 2013-2015 and authorize the CEO/General Manager to submit the goal and all supporting documentation to the Federal Transit Administration (FTA) for review and approval.

BACKGROUND & SUMMARY

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 signed an assurance that it will comply with FTA's Disadvantaged Business Enterprise (DBE) requirements 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 USDOT-assisted contracts, however the program must be narrowly tailored in accordance with applicable law.

Omnitrans identified a total of 16 FTA-funded projects anticipated to be solicited within the proposed triennial contracting period. Attachment 1 to this report is the methodology and calculations used to develop the proposed 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 2010 United States Census Bureau County Business Patterns North American Industrial Classification System (NAICS) database within Omnitrans' market area (defined as Los Angeles and San Bernardino Counties) for each of the categories of work.

Step 2 is to adjust 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 narrow tailoring provisions set forth under 49 CFR Part 26.45: Step 2; DBE Goal Adjustment guidelines.

The final Proposed Overall DBE Goal for FFY 2013-2015 for Omnitrans' FTA-assisted contracts is 8.4%. The DBE Goal is based upon the federal share is a Race Neutral goal and Omnitrans will implement race neutral measures to achieve this goal. Notice regarding the proposed DBE goal has been published in four local newspapers with an invitation to the public to review the goal, the methodology and provide comments. Review must be done at Omnitrans within 30 days of publishing. To allow for receipt of comments, the rule provides an additional 15 days, which will not be over until after the required date for submission of the goal to FTA. Nonetheless, the Board-approved goal may be submitted to FTA prior to receipt of public comments, if any, to be submitted later.

In response to race-neutral policy directives issued by the USDOT, Omnitrans will implement its Overall DBE Goal utilizing 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) (Docket No. FTA-2006-24063) on March 23, 2006, stipulating New Policy implementation directives and requests for comments to Public Transportation Providers regarding the USDOT's DBE Program. Based on the Guidance, each recipient was requested to do the following:

- If a recipient does not currently have sufficient evidence of discrimination or its effects, then the recipient would submit an all race-neutral Overall DBE Goal.
- The recipient 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 directives (Docket No. FTA-2006-24063; Supplemental Notice dated August 21, 2006). Staff determined that it is not feasible for Omnitrans, nor required, to conduct its own independent disparity study. Therefore, staff is actively seeking participants from neighboring transit agencies and will take the lead in an Inland Empire Regional Disparity Study Consortium (IE-RDSC). Staff will work with Counsel to develop the MOUs, administer the IE-RDSCE, and present them to the Administrative and Finance Committee for discussion.

CONCLUSION

For the above reason, staff recommends that the Board review and approve the proposed Overall Triennial DBE Participation Goal of 8.4% for Federal Fiscal Years (FFE) 2013-2015, and authorize the CEO/General Manager to submit the goal and all supporting documentation to the Federal Transit Administration (FTA) for review and approval.

MV:JS



1700 W. Fifth St.
San Bernardino, CA 92411
909-379-7100
www.omnitrans.org

OMNITRANS

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

for

FFY 2013-FFY 2015

Goal Period

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 2013-2015.....	3
IV.	GOAL METHODOLOGY	5
	<i>Step 1: Determination of a Base Figure (26.45).....</i>	5
	<i>Step 2: Adjusting the Base Figure</i>	6
	A. Past DBE Goal Attainments.....	7
	B. Other Available Evidence	7
V.	PROPOSED OVERALL DBE GOAL.....	8
	ATTACHMENT I	11
	ATTACHMENT II	12

DBE GOAL METHODOLOGY

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 2013-2015 (October 1, 2012 through September 30, 2015), 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 2013-15.

III. FTA-ASSISTED CONTRACTING PROGRAM FOR FFY 2013-2015

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	TOTAL ESTIMATED PROJECT COST	ESTIMATED FTA DOLLAR SHARE	ESTIMATED FTA % SHARE
WV & I-St UST Manhole Replacement	125,000.00	125,000.00	100%
WV Scissor Lift Replacement	30,000.00	30,000.00	100%
WV Flooring Replacement	25,000.00	25,000.00	100%
I-St Flooring Replacement	40,000.00	40,000.00	100%
EV Auto Bays Hydraulic Hoist Replacement	175,000.00	175,000.00	100%
EV Elevator Door Edge Detectors	30,000.00	30,000.00	100%
WV Hydraulic Hoist Replacement	1,000,000.00	1,000,000.00	100%

WV Steam Rack Area Pressure Washer Replacement	12,000.00	12,000.00	100%
I-St Replace Bathroom Partitions	12,918.00	12,918.00	100%
EV, WV & I-ST Asphalt Parking Lots, Crack Fill, Seal Coat & Re-stripe	32,000.00	32,000.00	100%
EV / Ride-on Floor Scrubber	25,000.00	25,000.00	100%
EV / Interior & Exterior Painting	27,933.00	27,933.00	100%
WV / Interior & Exterior Painting	22,346.00	22,346.00	100%
I-St / Replace Main Domestic Water Distribution Line	25,000.00	25,000.00	100%
EV & WV Garage Utility Pedestal Upgrades	35,000.00	35,000.00	100%
Vehicle Maintenance Facility (VMF) Modifications	10,000,000.00	7,500,000.00	75%
TOTAL	\$11,617,197.00	\$9,117,197.00	78.5%

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 DOLLARS BY NAICS	ESTIMATED FTA % BY NAICS
Installation of production equipment for oil and gas	213112	525,000.00	5.76%
Industrial Building Construction	236210	1,582,500.00	17.36%
Other Heavy and Civil Engineering Construction	237990	375,000.00	4.11%
Poured Concrete Foundation and Structure Contractors	238110	131,250.00	1.44%
Structural Steel and Precast Concrete Contractors	238120	450,000.00	4.94%
Framing Contractors	238130	150,000.00	1.65%
Masonry Contractors	238140	421,250.00	4.62%
Roofing Contractors	238160	225,000.00	2.47%
Other Foundation, Structure and Building Exterior Contractors	238190	150,000.00	1.65%
Electrical Contractors and Other Wiring Installation Contractors	238210	955,250.00	10.48%
Plumbing, Heating, and Air-Conditioning Contractors	238220	692,000.00	7.59%
Machinery and equipment, large-scale, installation	238290	1,950,000.00	21.39%
Painting and Wall Covering Contractors	238320	34,748.38	0.38%
All Other Specialty Trade Contractors	238990	370,396.70	4.06%
Elevator and Moving Stairway Manufacturing	333921	18,000.00	0.20%
Totalizing Fluid Meter and Counting Device Manufacturing	334514	35,000.00	0.38%
Other Construction Material Merchant Wholesalers	423390	4,800.00	0.05%
Plumbing and Heating Equipment and Supplies (Hydronics) Merchant Wholesalers	423720	8,000.00	0.09%
Industrial Machinery and Equipment Merchant Wholesalers	423830	821,000.00	9.00%
Jewelry, Watch, Precious Stone, and Precious Metal Merchant	423940	4,521.30	0.05%

Wholesalers			
Petroleum and Petroleum Products Merchant Wholesalers (except Bulk Stations and Terminals)	424720	50,000.00	0.55%
Paint, Varnish, and Supplies Merchant Wholesalers	424950	18,730.62	0.21%
Floor Covering Stores	442210	39,000.00	0.43%
Architectural Services	541310	39,000.00	0.43%
Engineering Services	541330	52,000.00	0.57%
Building Inspection Services	541350	14,750.00	0.16%
TOTAL		9,117,197.00	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 *2010 U.S. Census Bureau County Business Patterns Database* within Omnitrans' market area (defined as Los Angeles and San Bernardino Counties) 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: 2010 U.S. Census Bureau's Business Patterns Database

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. For corresponding detail of all work category classifications, refer to Attachments I and II.

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

The result of the Base Figure calculation is 8.6%, as shown in Table 3 as follows:

Table 3

CATEGORY OF WORK	DBES	ALL FIRMS	CATEGORY WEIGHT	WEIGHTED RATIO
Installation of production equipment for oil and gas	30	1	5.76%	0.19%
Industrial Building Construction	107	39	17.36%	6.33%
Other Heavy and Civil Engineering Construction	81	10	4.11%	0.51%
Poured Concrete Foundation and Structure Contractors	378	20	1.44%	0.08%
Structural Steel and Precast Concrete Contractors	147	11	4.94%	0.37%
Framing Contractors	191	5	1.65%	0.04%
Masonry Contractors	285	5	4.62%	0.08%
Roofing Contractors	454	2	2.47%	0.01%
Other Foundation, Structure and Building Exterior Contractors	155	2	1.65%	0.02%
Electrical Contractors and Other Wiring Installation Contractors	1964	56	10.48%	0.30%
Plumbing, Heating, and Air-Conditioning Contractors	2337	27	7.59%	0.09%
Machinery and equipment, large-scale, installation	170	2	21.39%	0.25%
Painting and Wall Covering Contractors	826	15	0.38%	0.01%
All Other Specialty Trade Contractors	638	27	4.06%	0.17%
Elevator and Moving Stairway Manufacturing	9	0	0.20%	0.00%
Totalizing Fluid Meter and Counting Device Manufacturing	5	0	0.38%	0.00%
Other Construction Material Merchant Wholesalers	106	4	0.05%	0.00%
Plumbing and Heating Equipment and Supplies (Hydronics) Merchant Wholesalers	212	3	0.09%	0.00%
Industrial Machinery and Equipment Merchant Wholesalers	931	2	9.00%	0.02%
Jewelry, Watch, Precious Stone, and Precious Metal Merchant Wholesalers	990	9	0.05%	0.00%
Petroleum and Petroleum Products Merchant Wholesalers (except Bulk Stations and Terminals)	61	3	0.55%	0.03%
Paint, Varnish, and Supplies Merchant Wholesalers	77	0	0.21%	0.00%
Floor Covering Stores	362	1	0.43%	0.00%
Architectural Services	947	43	0.43%	0.02%
Engineering Services	1667	87	0.57%	0.03%
Building Inspection Services	214	11	0.16%	0.01%
BASE FIGURE				
Base Figure (i.e., Sum of Weighted Ratios for all Work Categories)				8.6%

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 %
2009/10	4.1%
2010/11	8.2%
2011/12*	12.6%
Median DBE Attainment Within the Last Three (3) Years	8.2%

* through 03/31/12

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.

$$\text{Adjusted Base Figure} = \frac{\text{Base Figure (8.6\%)} + \text{Median DBE Attainment (8.2\%)}}{2}$$

The formula resulted in a proposed adjustment (downward) to the Base Figure from 8.6% to 8.4%.

B. Omnitrans Bidder's List

Omnitrans will begin to capture Bidders List information on future procurements for the potential use in future DBE goal determinations.

C. Other Available Evidence

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 2013-2015 for Omnitrans' FTA-assisted contracts is 8.4%. 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 8.3% 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 8.4% for FFY 2013-2015 in accordance with Title 49 CFR Part 26.51.

RACE-CONSCIOUS & RACE-NEUTRAL PROJECTIONS	
DBE Adjusted Base Figure	8.4%
Race-Conscious Component	0.0%
Race-Neutral Component	8.4%

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 2013-2015 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 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 also hold conferences, which include a networking component to promote teaming opportunities between prospective prime contractors and the DBE and Small Business contracting community.
- Providing assistance in overcoming limitations such as 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 the following url: www.bidsync.com/DPXBisCASB.
- Omnitrans will advise the DBE and small business community to participate and attend Caltrans’ sponsored free courses specifically offered through the CCCP, specifically the “Navigating the Caltrans Procurement Website” course to assess bid opportunities as this course includes tips on accessing local agencies websites as well.

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.

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

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 will be consulted and provided an opportunity to review the triennial goal analysis and provide input. Omnitrans will prepare Outreach Consultation Letters advising the aforementioned business community of the proposed DBE goal analysis and its availability for review and comment.

Omnitrans plans to issue a Public Notice in general circulation media and minority focused media publishing the Omnitrans Draft Proposed FTA Overall DBE Goal-Setting Methodology for FFY 2013-FFY 2015. The notice would inform the public that the proposed goal and rationale are available for inspection at Omnitrans' principal office during normal business hours for 45 days following the date of the Public Notice, and that Omnitrans would accept comments on the goal analysis for 45 days from the date of the Public Notice. Omnitrans will give full consideration to all comments and input received as a part of this process and will assess its impact on the goal-setting methodology.

ATTACHMENT I

OMNITRANS FEDERAL TRANSIT ADMINISTRATION FEDERAL FISCAL YEAR 2013-2015

ESTABLISHMENT OF THE NUMERATOR:

OF ESTABLISHED DBE FIRMS BY NAICS WORK CATEGORIES WITHIN THE MARKET AREA (LOS ANGELES & SAN BERNARDINO COUNTIES) ¹

NAICS Code	NAICS DESCRIPTION	Los Angeles	San Bernardino	TOTAL
213112	Installation of production equipment for oil and gas	1	0	1
236210	Industrial Building Construction	35	4	39
237990	Other Heavy and Civil Engineering Construction	9	1	10
238110	Poured Concrete Foundation and Structure Contractors	16	4	20
238120	Structural Steel and Precast Concrete Contractors	5	6	11
238130	Framing Contractors	5	0	5
238140	Masonry Contractors	4	1	5
238160	Roofing Contractors	2	0	2
238190	Other Foundation, Structure and Building Exterior Contractors	2	0	2
238210	Electrical Contractors and Other Wiring Installation Contractors	46	10	56
238220	Plumbing, Heating, and Air-Conditioning Contractors	21	6	27
238290	Machinery and equipment, large-scale, installation	1	1	2
238320	Painting and Wall Covering Contractors	13	2	15
238990	All Other Specialty Trade Contractors	21	6	27
333921	Elevator and Moving Stairway Manufacturing	0	0	0
334514	Totalizing Fluid Meter and Counting Device Manufacturing	0	0	0
423390	Other Construction Material Merchant Wholesalers	2	2	4
423720	Plumbing and Heating Equipment and Supplies (Hydronics) Merchant Wholesalers	3	0	3
423830	Industrial Machinery and Equipment Merchant Wholesalers	2	0	2
423940	Jewelry, Watch, Precious Stone, and Precious Metal Merchant Wholesalers	7	2	9
424720	Petroleum and Petroleum Products Merchant Wholesalers (except Bulk Stations and Terminals)	3	0	3
424950	Paint, Varnish, and Supplies Merchant Wholesalers	0	0	0
442210	Floor Covering Stores	1	0	1
541310	Architectural Services	43	0	43
541330	Engineering Services	78	9	87
541350	Building Inspection Services	10	1	11
TOTAL NUMBER OF ESTABLISHED DBE FIRMS		330	55	385

¹ **DATA SOURCE:** California UCP DBE Database of Certified Firms.

ATTACHMENT II

OMNITRANS FEDERAL TRANSIT ADMINISTRATION FEDERAL FISCAL YEAR 2013-2015

ESTABLISHMENT OF THE DENOMINATOR:

OF ALL ESTABLISHED FIRMS (DBEs and Non-DBEs) BY NAICS WORK CATEGORIES WITHIN THE MARKET AREA (DEFINED AS LOS ANGELES & SAN BERNARDINO COUNTIES)¹

NAICS Code	NAICS DESCRIPTION	Los Angeles	San Bernardino	TOTAL
213112	Installation of production equipment for oil and gas	27	3	30
236210	Industrial Building Construction	84	23	107
237990	Other Heavy and Civil Engineering Construction	51	30	81
238110	Poured Concrete Foundation and Structure Contractors	256	122	378
238120	Structural Steel and Precast Concrete Contractors	108	39	147
238130	Framing Contractors	137	54	191
238140	Masonry Contractors	221	64	285
238160	Roofing Contractors	337	117	454
238190	Other Foundation, Structure and Building Exterior Contractors	129	26	155
238210	Electrical Contractors and Other Wiring Installation Contractors	1622	342	1964
238220	Plumbing, Heating, and Air-Conditioning Contractors	1961	376	2337
238290	Machinery and equipment, large-scale, installation	141	29	170
238320	Painting and Wall Covering Contractors	702	124	826
238990	All Other Specialty Trade Contractors	467	171	638
333921	Elevator and Moving Stairway Manufacturing	9	0	9
334514	Totalizing Fluid Meter and Counting Device Manufacturing	5	0	5
423390	Other Construction Material Merchant Wholesalers	83	23	106
423720	Plumbing and Heating Equipment and Supplies (Hydronics) Merchant Wholesalers	178	34	212
423830	Industrial Machinery and Equipment Merchant Wholesalers	776	155	931
423940	Jewelry, Watch, Precious Stone, and Precious Metal Merchant Wholesalers	979	11	990
424720	Petroleum and Petroleum Products Merchant Wholesalers (except Bulk Stations and Terminals)	49	12	61
424950	Paint, Varnish, and Supplies Merchant Wholesalers	65	12	77
442210	Floor Covering Stores	299	63	362
541310	Architectural Services	909	38	947
541330	Engineering Services	1439	228	1667
541350	Building Inspection Services	157	57	214
TOTAL NUMBER OF ALL ESTABLISHED FIRMS		11191	2153	13344

¹ DATA SOURCE: 2010 U.S. Census Bureau: County Business Patterns, NAICS Work Category Codes.

ITEM # F3

DATE: September 5, 2012

TO: Board Chair Dick Riddell & Members of the Omnitrans Board of Directors

THROUGH: Milo Victoria, CEO/General Manager

FROM: Jennifer M. Sims, Director of Procurement

SUBJECT: AUTHORIZE RELEASE - RFP-MKT13-17, BUS EXTERIORS AND BUS STOP AMENITIES ADVERTISING SERVICES

FORM MOTION

Authorize the CEO/General Manager to release Request for Proposals RFP-MKT13-17, for the provision of revenue generating advertising services for Omnitrans' Bus Exteriors and Bus Stop Amenities for a five-year period, beginning January 1, 2013, and ending no later than December 31, 2017.

BACKGROUND & ANALYSIS

On August 3, 2011, the Board of Directors authorized the release of solicitation RFP-MKT12-1 Bus Exterior and Bus Stop Amenities Advertising. Subsequent to the release, Omnitrans' incumbent contractor for bus exterior advertising, CBS Outdoors, advised the Agency that the timing of the solicitation was not in alignment by one-year with Los Angeles County Metropolitan Transportation Authority's (LACMTA) advertising contract and would impact any successful Contractor's cost of operating a standalone contract for the Inland Empire and significantly reduce the income for Omnitrans. The advertising associated with this contract is sold as part of the Greater LA area advertising and, as such, greatly enhances a Contractor's ability to pursue revenue on Omnitrans' behalf.

On December 7, 2011, the Board of Directors authorized to rescind RFP-MKT12-1 and to extend Contract No. IFB-MKT07-1 with CBS Outdoors Group, Inc., for Exterior Bus Advertising for one year, starting January 1, 2012, and ending December 31, 2012, to align with the LACMTA contract.

The contracts with the two different firms (CBS and Lamar Advertising) that currently provide these services expire on December 31, 2012. Although Contract No. MKT10-2 with Lamar Advertising for bus stop amenities advertising provides for two more option year extensions, it is in Omnitrans' best interest to release a combined solicitation to potentially generate more revenue. In the past, Omnitrans has retained the services of qualified firms to provide

solicitation, placement, administration and management of advertisement services as a source of revenue for Omnitrans. Since 1999, advertising has been placed on Omnitrans' bus shelters. Through a competitive procurement process, firms that specialize in outdoor advertising sales are requested to submit a proposal on this opportunity.

An additional benefit is that Omnitrans is able to use unsold space for self-promotion. Omnitrans pays to print the ads, but the vendor handles installation at no charge. Currently, Omnitrans takes advantage of this opportunity as an element of our multimedia ad campaigns. The value of the free advertising for one year is estimated at \$50,000. The estimated revenue expected from this contract is \$1,000,000 per year. Vendors will have the option of proposing on either or both Bus Exterior and Bus Stop Amenities Advertising elements of the contract. Therefore, either a single or dual contract award is possible.

FUNDING SOURCE

Revenue from bus exterior and bus stop amenities advertising has been included as part of the Board-approved Fiscal Year 2013 operating budget.

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

This procurement meets the requirements of Omnitrans' current Procurement Policies and Procedures.

PROPOSED TIME LINE

September 5, 2012	Request For Proposals (RFP) available
September 19, 2012 – 3:00 P.M. (PDT):	Requests for Information (RFI), Request for Clarification, Approved Equal Deadline
October 4, 2012 – 3:00 P.M. (PDT):	Request for Proposals Deadline
November 7, 2012	Target Contract Award Date
December 1, 2012	Estimated Notice to Proceed
January 1, 2013	Anticipated Contract Start Date

PROPOSAL EVALUATION CRITERIA

- Revenue Plan
- Qualifications
 - *References*
 - *Experience*
 - *Financial Stability*
- Meeting Scope of Work/Optional Revenue Enhancements

CONCLUSION

For the foregoing reasons, staff recommends that the Board of Directors authorize the CEO/General Manager to release Request for Proposals RFP-MKT13-17, for the provision of revenue generating advertising services for Omnitrans' Bus Exteriors and Bus Stop Amenities for a five-year period, beginning January 1, 2013, and ending no later than December 31, 2017.

MV:JS:DM

ITEM # F4

DATE: September 5, 2012

TO: Board Chair Dick Riddell & Members of the Omnitrans Board of Directors

THROUGH: Milo Victoria, CEO/General Manager

FROM: Jennifer M. Sims, Director of Procurement

SUBJECT: AUTHORIZE RELEASE - IFB-SAS13-01, CARD ACCESS SYSTEM UPGRADE

FORM MOTION

Authorize the CEO/General Manager to release Invitation for Bids IFB-SAS13-01 for the provision of a Card Access System Upgrade at the East Valley, West Valley, and I-Street locations.

BACKGROUND & SUMMARY

The existing Card Access System is extended beyond its useful lifespan, resulting in an increase in mechanical failures and needs to be upgraded to present technology. The new system which includes card readers, electrified door hardware, access monitoring software, and cameras at key areas will bring the Agency to present-day security standards. In addition, the system will comply with Homeland Security Presidential Directive (HSPD) 12 to meet the virtual access restrictions requirements and standards under the Federal Information Processing Standards Publications (FIPS Pub) 201.

In accordance with Procurement Policy 2000, Section 2.3.5.1.3 and FTA Circular 4220.1F, Board authorization and use of a formal procurement is required to release Invitation for Bids for procurements for goods/services exceeding \$100,000. The Independent Cost Estimate for this project is \$966,809.

FUNDING SOURCE

Funding for this procurement is as follows:

FUNDING	GRANT #	FISCAL YEAR	PROJECT NAME
PROP 1B	6061-0002	2008	Facilities Security Enhancements

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

This procurement meets the requirements of Omnitrans' current Procurement Policies and Procedures.

PROPOSED TIME LINE

September 5, 2012:	Invitation for Bids (IFB) available
September 25, 2012 – 8:30 a.m. PDT:	Pre-bid Meeting and Job Walks
October 5, 2012 – 5:00 p.m. PDT:	Requests for Information (RFI), Clarification, and Approved Equal Deadline
October 23, 2012 – 3:00 p.m. PDT:	Bid Deadline (Bid Opening to immediately follow)
December 5, 2012:	Target Contract Award Date
December 14, 2012:	Notice to Proceed
December 17, 2012:	Anticipated Contract Start Date
April 19, 2013:	Anticipated Contract End Date

CONCLUSION

For the foregoing reasons, staff recommends that the Board of Directors authorize the CEO/General Manager to release Invitation for Bids IFB-SAS13-01 for the provision of a Card Access System Upgrade at the East Valley, West Valley, and I-Street locations.

MV:JS:CV

ITEM # F5

DATE: September 5, 2012

TO: Board Chair Dick Riddell & Members of the Omnitrans Board of Directors

THROUGH: Milo Victoria, CEO/General Manager

FROM: Jennifer M. Sims, Director of Procurement

SUBJECT: AUTHORIZE RELEASE - IFB-SAS13-02, PUBLIC ADDRESS SYSTEM

FORM MOTION

Authorize the CEO/General Manager to release Invitation for Bids IFB-SAS13-02 for the provision of a Public Address System at the East Valley, West Valley, and I-Street locations.

BACKGROUND & SUMMARY

Omnitrans does not currently have a facility-wide Public Address (PA) System for its East Valley, West Valley, and I Street locations. The system will be used to rapidly disperse emergency communications to employees. The absence of a Public Address System inhibits staff's ability to rapidly disseminate critical information to employees in the event of a fire or life safety emergency.

The Public Address System will be utilized for general, emergency and zoned overhead paging and is designed to remain functional during an electric utility failure. The system will be tied to existing emergency power systems.

In accordance with Procurement Policy 2000, Section 2.3.5.1.3 and FTA Circular 4220.1F, Board authorization and use of a formal procurement is required to release Invitation for Bids for procurements for goods/services exceeding \$100,000. The Independent Cost Estimate for this project is \$387,420.

FUNDING SOURCE

Funding for this procurement is as follows:

FUNDING	GRANT #	FISCAL YEAR	PROJECT NAME
PROP 1B	6061-0002	2008	Facilities Security Enhancements

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

This procurement meets the requirements of Omnitrans' current Procurement Policies and Procedures.

PROPOSED TIME LINE

September 5, 2012:	Invitation for Bids (IFB) available
September 25 – 1:30 p.m. PDT:	Pre-bid Meeting and Job Walks
October 11, 2012 – 5:00 p.m. PDT:	Requests for Information (RFI), Clarification, and Approved Equal Deadline
October 29, 2012 – 3:00 p.m. PDT:	Bid Deadline (Bid Opening to immediately follow)
December 5, 2012:	Target Contract Award Date
December 14, 2012:	Notice to Proceed
December 17, 2012:	Anticipated Contract Start Date
April 19, 2013	Anticipated Contract End Date

CONCLUSION

For the foregoing reasons, staff recommends that the Board of Directors authorize the CEO/General Manager to release Invitation for Bids IFB-SAS13-02 for the provision of a Public Address System at the East Valley, West Valley, and I-Street locations.

MV:JS:CV

ITEM # F6

DATE: September 5, 2012

TO: Board Chair Dick Riddell & Members of the Omnitrans Board of Directors

THROUGH: Milo Victoria, CEO/General Manager

FROM: Jennifer M. Sims, Director of Procurement

**SUBJECT: AUTHORIZE AWARD - CONTRACT: RFP-FIN13-19,
BANKING SERVICES**

FORM MOTION

Authorize the CEO/General Manager to award Contract RFP-FIN13-19 to Union Bank of Los Angeles, CA, for the provision of banking services for a three (3) year base period, beginning October 1, 2012, and ending no later than September 30, 2015, in the amount of \$62,425.08, and the authority to exercise two (2) single year options, to extend the contract no later than September 30, 2017, for \$20,808.36 for each of the two option years, totaling \$104,041.80, plus a ten percent contingency of \$10,404.18, for a total not-to-exceed amount of \$114,418.98.

BACKGROUND & SUMMARY

On June 6, 2012, the Board of Directors approved the release of RFP-FIN13-19 for the provision of Banking Services. Staff released the RFP, notices were published in the local newspapers and posted on Omnitrans' website. In addition, staff reached out telephonically to more than 20 local banks ensuring they were made aware of the bid opportunity.

Three proposals were received by the July 11, 2012, proposal submission deadline, from Bank of the West, Chase and Union Bank. Omnitrans' Evaluation Committee completed the assessment of the proposals based on criteria set forth in the RFP. A total of 100 points were possible. These proposals were deemed to be responsive and responsible.

The following firms are ranked from highest score to lowest score:

	Union Bank	Chase	Bank of the West
Pricing / 30 points	23.00	30.00	16.00
Approach; Responsiveness to Scope of Work / 40points	39.00	29.00	30.00
Experience / 20 points	20.00	17.00	16.00
References / 10 points	9.00	8.00	10.00
Total	91.00	84.00	72.00

Although Chase offered the lowest price, Union Bank's approach in reviewing, tailoring, and implementing the required banking services was considered to be more responsive to the scope of work. Additionally, Union Bank's approach included a Governmental Section that focuses mainly on public entities. Consequently, Union Bank was ranked highest in responsiveness to the proposal that met or exceeded the RFP.

This procurement meets the requirements of Omnitrans' current Procurement Policies and Procedures.

FUNDING SOURCE

Funding for this contract is budgeted in the current year and will be included in each consecutive year in the Finance Department's Operating Budget, as follows:


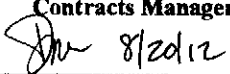
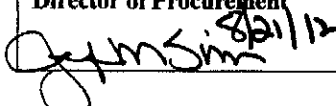
Department 1800
Expenditure Code 509250

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

CONCLUSION

For the foregoing reasons, staff recommends that the Board of Directors authorize the CEO/General Manager to award Contract RFP-FIN13-19 to Union Bank of Los Angeles, CA, for the provision of banking services for a three (3) year base period, beginning October 1, 2012, and ending no later than September 30, 2015, in the amount of \$62,425.08, and the authority to exercise two (2) single year options, to extend the contract no later than September 30, 2017, for \$20,808.36 for each of the two option years, totaling \$104,041.80, plus a ten percent contingency of \$10,404.18, for a total not-to-exceed amount of \$114,418.98.

MV:JS:JC

 Omnitrans OmniTrans STANDARD CONTRACT 1700 West Fifth Street San Bernardino CA 92411	<input checked="" type="checkbox"/>	New					Contract Number RFP-FIN13-19
	<input type="checkbox"/>	Change					
	<input type="checkbox"/>	Cancel					
	Omnitrans Department Finance			Dept. No. 1800		Project Banking Services	
Contracts Manager  8/20/12	Omnitrans Procurement Representative Joanne Cook			Telephone 909-379-7198		Total Contract Amount \$62,425.08	
Contract Type: Fixed Firm							
Director of Procurement  8/21/12	Contract Start Date 10/01/2012		Contract End Date 09/30/2015		Original Amount \$	Amended Amount	

THIS CONTRACT is entered into in the State of California by and between Omnitrans, a Joint Powers Authority; hereinafter called Omnitrans, and

Name

Union Bank, N.A. (Eileen Perez)

hereinafter called Contractor

Address

445 South Figueroa St., 8th Floor

Los Angeles, CA 90071

Telephone

213-236-7589

Federal ID No.

94-0304228

IT IS HEREBY AGREED AS FOLLOWS:

1. **Contract Documents.** The complete Contract Record includes all of the following Contract Documents, either included herewith or incorporated herein by reference, and they are included in their entirety as a part of this Contract, A first, then B, then C:
 - A. This signed Agreement dated _____ and any and all of its Amendments, Appendices, Exhibits and Attachments;
 - B. Omnitrans' Solicitation Number RFP-FIN13-19 dated June 6, 2012 and any and all of its Amendments, Appendices, Exhibits and Attachments; and
 - C. Contractor's Proposal dated July 11, 2012 and any and all of its Amendments, Appendices, Exhibits and Attachments;
2. **Scope of Work.** The Contractor agrees to perform certain work set forth and particularly described in the aforementioned documents, incorporated herein by reference.
3. **Compensation.** Omnitrans agrees to pay, and the Contractor agrees to accept in full, payment for the work outlined in the Contract Documents, the sum of:

BASE BID.....\$62,425.08
4. **Contract Duration.** The duration of this contract is three years with a start date of October 1, 2012 and an end date of September 30, 2015.

5. **Omnitrans Contacts.**

Contract Technical Activities: Donald Walker, Director of Finance, (909) 379-7131

Contract Administration: Joanne Cook, Contract Administrator, (909) 379-7198

6. **Required Documents.** As required by the RFP, the final award of this Contract is contingent on the receipt of the following remaining documents:

Insurance documents as required by the RFP

7. **Instructions.** Sign both originals of this document, and return one original with the required documents to Omnitrans' Contracts Administrator, within ten (10) business days.

The Notice to Proceed letter and a purchase order will be issued after all of the above-referenced contingencies have been met and this Agreement has been signed by both Parties. **NO WORK SHALL COMMENCE UNTIL THE NOTICE TO PROCEED HAS BEEN ISSUED.**

IN WITNESS WHEREOF, Omnitrans and the Contractor have each caused this Contract to be subscribed by its respective duly authorized officers on its respective behalf.

OMNITRANS

UNION BANK, N.A.

By

Milo Victoria, CEO/General Manager

(Authorized signature -- sign in blue ink)

Dated

Name

(Print or type name of person signing contract)

Title

(Print or Type)

Dated

ITEM # F7

DATE: September 5, 2012

TO: Board Chair Dick Riddell & Members of the Omnitrans Board of Directors

THROUGH: Milo Victoria, CEO/General Manager

FROM: Jennifer M. Sims, Director of Procurement

**SUBJECT: AUTHORIZE AWARD - CONTRACT: RFP-MNT12-27,
UNIFORM RENTAL & LAUNDRY SERVICES**

FORM MOTION

Authorize the CEO/General Manager to award Contract RFP-MNT12-27 to G & K Services, Inc., of Ontario, CA, for the provision of Uniform Rental and Laundry Services for a two (2) year base period, beginning October 1, 2012, and ending no later than September 30, 2014, in the amount of \$76,665.20, and the authority to exercise three (3) single year options, to extend the contract no later than September 30, 2017, for \$38,332.60 for each of the three option years, totaling \$191,663, plus a ten percent contingency of \$19,166, for a total not-to-exceed amount of \$210,829.

BACKGROUND & SUMMARY

On May 2, 2012, the Board of Directors authorized staff to issue RFP-MNT12-27 for the provision of Uniform Rental and Laundry Services for the Agency's East and West Valley Maintenance crews. Staff released the Request for Proposals (RFP) and public notices were published and posted on Omnitrans' website. Two proposals were received prior to the scheduled proposal deadline of June 6, 2012, and staff deemed both proposals responsive and responsible.

Omnitrans evaluation team completed the assessment of the proposals based on the criteria set forth in the RFP and a total of 100 points were possible.

The companies were ranked as shown in the table below:

	G & K Services Inc.	Prudential
Experience - 30	30	30
Financial Stability - 20	17	19
References - 10	7	9
Pricing - 40	40	34
Total	94	92

G & K Services, Inc., had the highest-ranked, responsive and responsible proposal that met the RFP requirements.

This procurement meets the requirements of Omnitrans' current Procurement Policies and Procedures.

FUNDING SOURCE

Funding for this contract is budgeted in the current year and will be included in the budget for each consecutive year in the Maintenance Department's Operating Budget, as follows:

Department 1200
Expenditure Code 504230

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

CONCLUSION

For the foregoing reasons, staff recommends that the Board of Directors authorize the CEO/General Manager to award Contract RFP-MNT12-27 to G & K Services, Inc., of Ontario, CA, for the provision of Uniform Rental and Laundry Services for a two (2) year base period, beginning October 1, 2012, and ending no later than September 30, 2014, in the amount of \$76,665.20, and the authority to exercise three (3) single year options, to extend the contract no later than September 30, 2017, for \$38,332.60 for each of the three option years, totaling \$191,663, plus a ten percent contingency of \$19,166, for a total not-to-exceed amount of \$210,829.

MV:JS:JC

 Omnitrans Omnitrans STANDARD CONTRACT 1700 West Fifth Street San Bernardino CA 92411	<input checked="" type="checkbox"/>	New					Contract Number RFP-MNT12-27
	<input type="checkbox"/>	Change					
	<input type="checkbox"/>	Cancel					
	Omnitrans Department Maintenance		Dept. No. 1200		Project Uniform Rental & Laundry Services		
Contracts Manager	Omnitrans Procurement Representative Joanne Cook		Telephone 909-379-7198		Total Contract Amount \$ 76,665.20		
		Contract Type: Services					
Director of Procurement <i>gum sin</i>		Contract Start Date October 1, 2012	Contract End Date September 30, 2014	Original Amount	Amended Amount		

THIS CONTRACT is entered into in the State of California by and between Omnitrans, a Joint Powers Authority; hereinafter called Omnitrans, and

Name

G & K Services

hereinafter called Contractor

Attn: Angela Graczyk

Address

2811 E. Philadelphia, Unit B

Ontario, CA 91761

Telephone

(909) 673-0360

Federal ID No.

41-1670526

IT IS HEREBY AGREED AS FOLLOWS:

- Contract Documents.** The complete Contract Record includes all of the following Contract Documents, either included herewith or incorporated herein by reference, and they are included in their entirety as a part of this Contract, to wit:
 - This signed Agreement dated _____ and any and all of its Amendments, Appendices, Exhibits and Attachments;
 - Omnitrans' Solicitation Number RFP-MNT12-27 dated May 2, 2012 and any and all of its Amendments, Appendices, Exhibits and Attachments; and
 - Contractor's Proposal dated June 6, 2012 and any and all of its Amendments, Appendices, Exhibits and Attachments.
- Compensation:** Omnitrans agrees to pay, and the Contractor agrees to accept in full, payment for the work outlined in the Contract Documents, the sum of:

Two Year Base Price Not-To-Exceed	\$ 76,665.20
Option Year One (1) Not-To-Exceed	\$ 38,332.60
Option Year Two (2) Not-To-Exceed	\$ 38,332.60
Option Year Three (3) Not-To-Exceed	\$ 38,332.60

- Scope of Work.** The Contractor agrees to provide services, as set forth and particularly described in the aforementioned documents, incorporated herein by reference.

4. **Contract Duration.** The duration of this contract is two (2) years with a start date of October 1, 2012 and an end date of September 30, 2014.
5. **Omnitrans Contacts.**
- Contract Technical Activities: Jack Dooley, Director of Maintenance, 909-379-7183
- Contract Administration: Joanne Cook, Contract Administrator, 909-379-7198
6. **Required Documents.** As required by the Contract, the final award is contingent on the receipt of the following documents:
- City of San Bernardino Business License
 - Insurance as required by RFP MNT12-27
7. **Instructions.** Sign both originals of this document, and return one original with the required documents to Omnitrans' Contract Administrator, Joanne Cook, within ten (10) business days.

A Notice to Proceed and Purchase Order will be issued after all of the above-referenced contingencies have been met.

IN WITNESS WHEREOF, Omnitrans and the Contractor have each caused this Contract to be subscribed by its respective duly authorized officers on its respective behalf.

OMNITRANS

G & K SERVICES

By

Milo Victoria, CEO/General Manager

(Authorized signature – sign in blue ink)

Dated

Name

Angela Graczyk

(Print or type name of person signing contract)

Title

General Manager

(Print or Type)

Dated
