



PLANS & PROGRAMS COMMITTEE MEETING
Wednesday, May 30, 2012 – 3 p.m.
Omnitrans Metro Facility
1700 West 5th Street
San Bernardino, CA 92411

The Plans & Programs Committee 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

B. ANNOUNCEMENTS/PRESENTATIONS

1. Next Plans & Program Committee Meeting: TBD

C. AGENDA ITEMS

- | | |
|---|----|
| 1. Approve Plans & Programs Committee Minutes – October 18, 2011 | 2 |
| 2. Receive & File Comprehensive Operational Analysis (COA) Update | 10 |
| 3. Receive & File Status Update for the San Bernardino Transit Center | 19 |
| 4. Receive & File Status Report for the Ontario Civic Center Transit Station | 27 |
| 5. Receive & File Status Report for the Holt Boulevard Corridor | 32 |
| 6. Receive & File Upland Metrolink Service Report | 43 |
| 7. Receive & File Agency Rebranding Project Update | 48 |
| 8. Receive & File Construction Progress Report No. 5 through April 2012 – sbX E Street Corridor BRT Project | 50 |
| 9. Set Next Plans & Programs Committee Meeting | |

D. REMARKS AND ANNOUNCEMENTS

E. ADJOURNMENT



Item #C1

**PLANS & PROGRAMS COMMITTEE
MINUTES
October 18, 2011**

The Plans & Program Committee meeting was called to order by Chair Pat Morris at 9:04 a.m. on Tuesday, October 18, 2011.

Board Members Attending

Mayor Pat Morris, City of San Bernardino – Committee Chair
Councilmember Ron Dailey, City of Loma Linda
Mayor Pro Tem Lee Ann Garcia, City of Grand Terrace
Mayor Pro Tem Penny Lilburn, City of Highland
Mayor Ray Musser, City of Upland
Mayor Dick Riddell, City of Yucaipa
Mayor Pro Tem Sam Spagnolo, City of Rancho Cucamonga

Committee Members Absent

Supervisor Neil Derry, County of San Bernardino
Mayor Ed Graham, City of Chino Hills
Councilmember Ed Palmer, City of Rialto

Omnitrans Administrative Staff & Others Attending

Milo Victoria, CEO/General Manager
Robert Miller, Chief Financial Officer
Rohan Kuruppu, Director of Planning & Development Services
Don Walker, Director of Finance
Scott Graham, Director of Operations
Jack Dooley, Director of Maintenance
Ernesto DeGuzman, Director of Procurement
Wendy Williams, Director of Marketing
Samuel Gibbs, Director of Internal Audit Services
Jeremiah Bryant, Manager of Service Planning & Scheduling
Mike Bonacio, Technical Services Manager
Omar Bryant, Maintenance Manager
Maurice Mansion, Treasury Manager
Ray Maldonado, Employee Relations Manager
Anna Rahtz, Planning Project Manager
Brenda Ramirez, Planner II
Danny Boyd, Materials Supervisor
Danny Woods, Senior Buyer
Andrew Corniquez, Purchasing Specialist
Mark Crosby, Loss Prevention Supervisor
Mark McCourt, Redhill Group
Eric Rouse, Sharon Greene & Associates
Sharon Greene, Sharon Greene & Associates
Rod Goldman, DTS
Stuart Geltman, AECOM

Donald Sampson, AECOM
Scott Boler, AECOM
Jessica Cisco, AECOM
Casey Dailey, City of San Bernardino
Beth Kranda, SANBAG
Mitch Alderman, SANBAG
Vicki Osborne, Assistant to CEO/General Manager
Carol Angier, Administrative Secretary

I. Approval of Planning & Productivity Committee Minutes for August 26, 2010

M/S (Riddell/Musser) to approve the minutes of the August 26, 2010 Planning & Productivity Committee meeting. Motion was unanimous by members present.

II. Review Omnitrans Comprehensive Operational Analysis (COA)

As background to why the Comprehensive Operational Analysis (COA) is being conducted, Mitch Alderman (SANBAG) explained that in June 2010, Omnitrans had to put together a five-year funding plan for the Federal Transit Administration. As a result, SANBAG had some concerns with the plan and decided to conduct a COA to look for more efficiencies within Omnitrans as there are many other projects that SANBAG wants to fund. The COA process, which Omnitrans has been involved throughout, will ultimately come up with findings of things that work well, things that don't work well, and will provide recommendations that could be implemented to help with efficiencies. Although the funding comes from SANBAG, the Omnitrans Board of Directors will choose what to do with the recommendations that come out of the study.

Mr. Sampson (AECOM), Principal for the project, explained that a standard COA looks at operations, but the COA for Omnitrans was expanded to include a management performance review to look at staffing, communication, types of material used and the possibility of outsourcing any or all parts of the Agency, including a strict look at the financials. A very large outreach program is included within the context of the COA and includes riders, non-riders, Board Members, Coach Operators and staff. The recommendations resulting from the COA will include a five-year plan for the nitty-gritty items and a longer range plan that will take into account long range funding and long range policies for the region.

Stuart Geltman, (AECOM) Project Manager for the project, explained the purpose of today's meeting was for AECOM's team to provide an overview of Phase I, Existing Conditions. In the future, Phase I will also include an analysis of potential outsourcing opportunities. The COA has three phases: Phase I will look at Existing Conditions; Phase II will develop draft recommendations and Phase III will include final recommendations and an implementation plan. The team reviewed the 87 slide presentation and addressed questions from the Committee Members. A summary of the questions and answers are provided below.

Member Dick Riddell, referring to Slide 9 of the presentation, asked which of the Major Investments and Programs had already been approved by the SANBAG Board? Can you provide the capital and operating budgets and what are the deficits for all these programs?

Mr. Alderman indicated that the CTSA was formed with a funding agreement already in place. An Alternatives Analysis for the Metrolink, or Metro Gold Line Extension, has been

budgeted. The Metrolink First Mile and the Redlands Rail have all been approved by the SANBAG Board. One future BRT of the ten in number, is included in the ten-year delivery plan, but no funding is committed to future BRT corridors. All the capital money has been secured for the Metrolink Extension in downtown San Bernardino; the operating costs are almost negligible except for some security costs. The system costs are shared between the five transportation commissions that make up Metrolink. The Redlands Rail Project has already been funded to do the Preliminary Engineering and Environmental.

Member Lilburn asked how the healthy communities ties in and Member Garcia asked what "Growth in Others Parts of the County" represents.

Beth Kranda (SANBAG) explained that no funds have been allocated to the healthy communities and that is more of a strategic partnership for the future. As far as growth in other parts of the County, SANBAG is working on a lot of initiatives, including a Countywide vanpool program.

Member Riddell asked for confirmation that both the Metrolink First Mile and the Redlands Rail have been completely funding.

Mr. Alderman confirmed they are both completely funded.

Mr. Geltman provided the Overview of Technical Memo #1 which is essentially how Omnitrans looks today. It takes a look at the transit service baseline and service area characteristics, organization data, and the services provided. This step takes a look at every route, ridership, age of the fleet, transit centers, upcoming projects, contracts with other Operators.

Eric Rouse (Sharon Green & Associates) Mr. Rouse provided an Overview of Technical Memo #2, which includes an analysis of funding and operating costs, both operating and capital, in the near and far term to see how costs are going to grow over time compared to projected revenue levels. This analysis includes a baseline analysis and an analysis based on comparing costs and revenues for the alternatives developed in Phase II of the COA.

Future funding challenges highlighted:

- Projected 20% reduction in LTF over the next three years with goal to increase funding back to Omnitrans of 2%
- Measure I (E&H Funds) – SANBAG is projecting \$15 million for accessibility improvements at stations for Redlands Rail
- State Transit Assistance – Historically, Omnitrans was allocated 75% and 25% to Desert Areas – SANBAG is projecting \$35 million to support regional rail over the next ten years so the percentage available to Omnitrans will be reduced.
- Federal Funding – Not known if SAFETEA-LU will be reauthorized and Section 5309 funds may either be rolled into Section 5307 Urbanized Area Formula Funds or become a competitive grant program similar to TIGER.

Member Lilburn asked how long the COA has been in progress and how much longer it will continue. Referring to Slide 28, she asked where the 20% reduction in funds of LTF is going and whether it is known for certain these funds will be reduced.

Mr. Geltman stated that the project began in March 2011 and will likely go to March 2012. Mr. Alderman stated that the 20% reduction is a projection; it could be more or it could be less.

Member Lilburn expressed concern regarding the sbX project, stating that when the Omnitrans Board contemplated moving forward with the project, the Board was assured that funds weren't going to be cut.

Mr. Alderman responded that there is no affect on the capital costs for sbX.

Member Riddell asked whether it would affect the operating costs.

Mr. Alderman said that if 20% of the LTF is taken, that equates to about 8% of Omnitrans' total budget, or about \$6 million over three years. This is still tentative as the percentage has not yet been finalized and the SANBAG Board has not approved it yet.

Member Lilburn asked whether services are being cut before the end results of the \$1 million study are finalized. She emphasized that everyone wants to be very safe and do the right thing for both Omnitrans and SANBAG.

Committee Chair Morris stated that it is important to understand that the COA is a work in progress.

Member Riddell questioned why the capital improvement plan is up for approval by the SANBAG Board next month before the COA is complete.

Mr. Alderman clarified that the ten-year delivery plan is up for approval, but it doesn't mean that the funds have been approved.

Member Garcia requested that future analysis include information as to what other projects are being impacted by the decisions being asked to make.

Mr. Alderman explained that SANBAG will provide the funding and Omnitrans will decide the best way to manage the funding provided. SANBAG is responsible and has to balance many projects throughout the County. He explained that there are 1,200 projects in the 2012 Regional Transportation Plan. SANBAG has to analyze many things and wants to notice Omnitrans that there will be a reduction in LTF, although the level of reduction is not yet known.

Member Lilburn expressed appreciation for the heads up, but emphasized that she doesn't want the \$6 million reduction to 'all of the sudden' be presented to the SANBAG Board for approval as she wants to understand how it's going to impact the sbX, ridership and Omnitrans, as a whole.

Committee Chair Morris emphasized that the 20% reduction is simply a projection at this point and stated that the slide shows a \$2 million per year deduction over a three-year period.

Mr. Alderman confirmed that the reduction would be over a three-year period.

Responding a comment earlier by Member Lilburn, Mr. Sampson indicated that the planning will be done to tell Omnitrans the best things to do, with a parallel track of the funding issues. Eventually, these two tracks will come together and decisions will have to be made.

Member Lilburn stated she is hoping that the recommendations are presented to the policymakers before decisions are made to cut service.

Mr. Sampson assured the Committee Members that Omnitrans would receive recommendations for efficiencies and effectiveness.

Committee Chair Morris commented that one of the projects called out in the Measure I voter approved initiative was the Redlands Rail.

Mr. Geltman reviewed the service policies, service standards and how the Omnitrans system performed based on these policies and standards (Technical Memo #3). He explained that the policies and standards were developed and are included in Omnitrans 2008-2013 Short Range Transit Plan. He provided an overview of fixed route, farebox recovery, Access, OmniGo services and how these areas compared to the standard and explained that AECOM is also looking at standards of other transit operators, including RTA and SunTrans, who were willing to provide more in-depth information.

Member Ron Dailey asked for an explanation of the standards, how they are calculated, whether they are national or regional standards or whether Omnitrans set the standards.

Director of Planning & Development Services explained that the standards are set based on Omnitrans' strategic goals and are intentionally set much higher than the national standards. To compensate for this, a peer review has also been conducted that AECOM will provide later in the presentation.

Member Dailey stated that is fundamental to understand where the standards came. Member Riddell suggested that, since Omnitrans standards are higher than the industry standard, maybe Omnitrans should be measured against an average of other operators.

Mr. Sampson explained that we first must take a look at the standards Omnitrans set and understand how and why they were set. We will also look at peer groups of other agencies your size. No single standard will be used to determine whether the Agency is doing well or not. Further, standards should be related to how much money is available and what it trying to be accomplished.

Member Spagnolo said it would be helpful if future presentations would show what the standard is and the goal as what the Agency is trying to achieve. The way the information is currently presented makes it look like we're falling below a standard, but since Omnitrans standards are higher than industry, in actuality, we're not. Member Dailey concurred and requested AECOM to include a definition of key terms in subsequent reviews of the study.

Jennifer Cisco (AECOM) provided an overview of the intensive outreach efforts to date (Technical Memo 4A). With roughly 1,300 people participating in the first round of outreach, including passengers, stakeholders, representatives from agencies and

organizations, Coach Operators and Omnitrans' employees, one of the strongest recurring themes received was that there is overall satisfaction with Omnitrans' service. Comments were received on tweaks that could be made to bus schedules, frequencies and making connections with other transit services, particularly Metrolink or Riverside Transit. Comments were also received on lighting bus stops, improving paving around the bus stops for disabled passengers, the passenger experience, and farebox issues. The next step will be to use the input received to help develop draft service alternatives, which will then be presented in the second round of outreach in January or February 2012.

Mark McCourt (Redhill) highlighted the results of the non-rider survey (Technical Memo 4B). A total of 401 surveys were completed, in English or Spanish. Conclusions reached show that awareness of advertising, as well as Omnitrans, is flat to down, and it is significantly lower among Hispanics; the internet continues to grow in importance as a source of information, with mobile devices becoming the mode of access for the internet. It is recommended that Omnitrans increase Spanish communications, and if financially feasible, increase communications overall, as well as ensure that the website is effective in meeting both customer and potential customer needs to learn how to make the trips in an easy fashion and to have a website that is optimized for mobile device access. BRT service will be a big plus for potential riders who are sensitive to increased trip length.

Mr. Geltman presented an overview of the congruency analysis (Technical Memo 4C) that looks at census data and overlays the existing transit network to see what areas are served and unserved. Overall, most of the Omnitrans service area is covered, with a few pockets in San Bernardino, Fontana and Rialto that are outside the quarter-mile buffer of a bus route. Major trip generators are mostly served, as well, except for some industrial and commercial areas in south Ontario and Rancho Cucamonga.

Scott Boler (AECOM) provided the overview of the peer comparison (published data) and the survey being conducted with other transit agencies to get individual, more in-depth information (Technical Memo #5). He reviewed the thermometer charts (more than 38 metrics were measured), plotting where Omnitrans falls in comparison to the peer group in terms of population, service area, total expense, budget, farebox recovery, average trip length, administrative salaries, operator expenses, G&A funds compared to total expenses, etc. He also indicated that the benchmarking study conducted by J Lewis & Associates in 2010 was updated as part of this process.

The basis for the comparison is to look at the overall financial situation and determine whether Omnitrans should look to reduce costs and increase efficiencies to help solve financial problems.

Member Dailey asked how many surveys were sent and what criteria was used to determine who to survey.

Mr. Boler reported that just over 20 were requested to complete the in-depth survey, of which only four have responded, so the comparison of the published data is much more useful. The criteria used to select the comparison were size, range, mode, with an emphasis on western region.

Overall, there were no significant questions raised as a result of the peer comparison/benchmarking study. Omnitrans expense is below average relative to service delivered, demand response expense is low, vehicle operator wage rate is higher than average, total vehicle operations cost is average and administrative expense is lower than average.

Member Riddell asked if AECOM would be making recommendations based on a \$6 million reduction in funds available.

Mr. Sampson responded yes, but an “issues and opportunities report” would be developed first that will identify what is good and what needs to be done. It will include a full range of recommendations that should be done if money was unlimited. Once that is developed, then the plan will be constrained by whatever the deficit will be.

Member Riddell recommended that both the Omnitrans and SANBAG Board be alerted that there could be serious impacts as a result of the decisions made by the Omnitrans Board based upon the limited amount of funds and that these impacts will affect bus riders and each city’s service.

Mr. Sampson stated that the consultant team is working directly with Omnitrans and SANBAG at all times and that he would leave it to them to report progress to their Boards. He explained the draft recommendations and then final recommendations will only be done with input from staff. AECOM will not make changes to policies. The recommendations made will take into consideration future projects that SANBAG has provided as a given.

Member Lilburn again expressed concern for the sbX and said that Omnitrans was assured that funding would be available to operate it.

Mr. Sampson assured the Committee that the sbX was a given to AECOM and will make sure that the recommendations and BRT all work together as a whole.

Member Dailey asked Mr. Sampson to summarize the take home message the Committee should understand from the presentation.

Mr. Sampson said that Omnitrans is a good system and is doing very well in a lot of areas. Generally speaking, customers are satisfied and most routes are meeting standards. Omnitrans has some cost efficiencies and effectiveness against its peers. There are areas that could have better service. He also asked for patience as the COA is much more complex than a standard COA, and he asked for less friction.

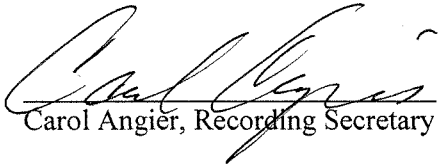
Member Dailey commented that what was left out of the take home message is that there are shifting funding issues and less revenue that will impact Omnitrans’ ability to subsidize its operation.

Referring to the comment, “less friction”, Committee Member Lilburn said if there is friction, the Committee is not aware of it. Committee Chair Morris concurred and said that we need to have all the facts on the table and appreciates the objective analysis and the team assembled to help the Committee understand the process.

Mr. Sampson stated that all the recommendations, along with the reasons why, will be presented to the Committee. Nothing will be hidden because it is easier to do so.

Meeting adjourned.

The Plans & Program Committee meeting adjourned at 10:53 a.m. The next regular meeting is December 13, 2011, at 9:00 a.m. with location posted on the Omnitrans website and at Omnitrans' San Bernardino Metro Facility.



Carol Angier, Recording Secretary



DATE: May 30, 2012 Item #C2

TO: Committee Chair Pat Morris and
Members of the Plans and Programs Committee

THROUGH: Milo Victoria, CEO/General Manager

FROM: Rohan A. Kuruppu, Director of Planning and Development Services

SUBJECT: OMNITRANS COMPREHENSIVE OPERATIONAL ANALYSIS (COA)

FORM MOTION

Receive and file this status and schedule update of the Comprehensive Operational Analysis (COA) of Omnitrans being led by SANBAG and conducted by AECOM Consultants.

SUMMARY

The Omnitrans Comprehensive Operational Analysis is an independent study of all aspects of Omnitrans. This will directly impact current and future transit operations in the San Bernardino Valley, and determine the transit services available in your communities.

The COA of Omnitrans being prepared by AECOM for SANBAG is a three phase project that began in March 2011. It was scheduled to be completed within one year, and is currently slated for completion by October 2012.

Phase I of the COA is an analysis of existing conditions and determination of need. Phase II develops service alternatives. Phase III is the creation of the implementation plan for Fiscal Years 2014-2020 (FY2014-2020). Currently, Phase I is approximately 75% complete; Phase II is approximately 60% complete; and, Phase III has yet to begin.

Phase I

Phase I of this report includes seven components: 1) Comprehensive Operating Analysis of All Service; 2) Financial Analysis; 3) Service Policy Analysis; 4) Service Needs and Public Outreach; 5) Administrative Functions; 6) Transition of Services and Alternative Delivery Methods; and, 7) Summary of Findings.

The Omnitrans Board of Directors Plans and Programs Committee (PPC) received its most recent COA status update on October 18, 2011. At that time, AECOM presented draft summary

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Serving the communities of Chino, Chino Hills, Colton, County of San Bernardino, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland and Yucaipa.

findings from several components of Phase I. This report included a nearly complete Service Area Profile and Transit Service Baseline, a nearly complete Service Policies Analysis, and a nearly complete Service Needs/Public Outreach report. Following this PPC meeting, AECOM updated the associated memos to include Board and staff feedback. As of the writing of this report, only the Phase I Public Outreach section is complete. Details of the current stats of these reports can be seen in Attachment B and the current COA schedule can be found in Attachment A.

At the October 2011 PPC meeting, AECOM also reported initial findings from the Financial Analysis and the Administrative Functions review. Since that time, AECOM has delivered two revised Financial Analysis Technical Memorandums. Omnitrans made significant comments on the first of these which was delivered in January 2012. The primary comment was the report did not reflect the agreement between SANBAG and Omnitrans to maintain FY2013 funding at FY2012 levels. Since FY2013 became part of the baseline for future years, this change had the potential to impact multiple years of revenue. Many technical comments were also submitted.

Once the Board approved Omnitrans FY2013 Budget on May 2, 2012, AECOM delivered the next draft of the Financial Analysis. This draft was delivered on May 11, 2012; and as of the writing of this report on May 14, 2012, Omnitrans staff has not completed a detailed review. The current report does show a 10% reduction in non-fare related operating revenue in FY2014¹ compared to the FY2013 budget and several other funding shifts. Based on AECOM's schedule, they plan to present the findings of the Financial Analysis to Omnitrans' PPC and SANBAG's Commuter Rail and Transit Committee in June 2012.

AECOM has also delivered an update to the Phase I Administrative Functions review. This review updated the initial findings based on a peer analysis of data available in the National Transit Database and was presented in a collection of "thermometer charts" that indicated that Omnitrans generally provided service at a relatively lower cost than many peers. This data was augmented with specific salary by department data collected from a peer survey. AECOM continues to work on developing recommendations based on their findings, specifically as it relates to recommendations for staffing levels and organizational improvements. This update was scheduled to be completed on May 15, 2012 (not available as of the writing of this report) and to be delivered to PPC in June 2012.

Two elements of Phase I have not been delivered to Omnitrans yet. These two elements are Alternative Service Delivery and Summary of Findings. The Alternative Service Delivery Technical Memo was scheduled to be delivered on May 15, 2012 and presented to PPC in June. Following this PPC meeting, the Summary of Findings will be completed and delivered in June.

Phase II

Phase II of the COA is to develop service alternatives. It has two primary components: 1) Identify Service Alternatives; and, 2) Public Comment Opportunity.

¹ Table 2-1, Page 2-6, Technical Memorandum #2 Financial Analysis, May 11, 2012.

During the last PPC COA update in October 2011, Phase II had not begun. Since then, AECOM has delivered three versions of its service alternatives that included numerous recommendations for Omnitrans fixed route network. At this time, the service recommendations have been focused on potential route lines, restructuring current lines and the creation of several new circulator routes.

Phase II began prior to the completion of Phase I and specifically before the completion of the Financial Analysis of Phase I. As such, the Initial Service Alternatives does not provide the required service level details. AECOM has described and mapped route lines, but key data is missing including service frequency, service span, days of service, types of vehicles, ridership estimates, productivity and efficiency estimates or cost estimates.

During January and February 2012, AECOM conducted several rounds of public comment opportunities including outreach at transit centers, public open houses and employee sessions. Comment opportunities were also available on the project website www.OmnitransCOA.org. In total, nearly 700 people had the opportunity to comment on the mapped route lines. These findings were detailed in Technical Memorandum 8.

While the outreach effort did touch multiple participants, all of the pertinent data was not available for the public to make a full evaluation of the service recommendations. The primary missing components are service frequency and service span. Additionally, when AECOM updated Technical Memo 7: Initial Service Alternatives, there was the addition of a proposed Fare Policy for FY2014 to FY2020. These details will need to be shared with the public prior to the completion of the COA through formal public hearings in order to meet the FTA's Public Outreach requirements. These public hearings are not currently scheduled.

A formal public hearing must be held prior to the Board of Directors adoption of the COA per FTA requirements. This public hearing must include all service details and fare policy recommendations. Omnitrans staff believes this to be the responsibility of the COA team and is working with SANABG and AECOM on these.

During the implementation of COA recommendations in FY2014-2020, Omnitrans will also be required to hold public hearings for any implemented major service or fare change. These public hearings are Omnitrans' responsibility.

AECOM has conducted two rounds of public outreach. This outreach has provided valuable information that will shape the recommendations of the COA. However, these two rounds of outreach do not substitute for the public hearing requirements.

AECOM does not plan to independently present the findings of Phase II to the Omnitrans PPC or to the SANBAG Commuter Rail and Transit Committee. Instead, AECOM plans to wrap any Phase II material into a presentation at the conclusion of the report.

Phase III

Phase III of the COA has not begun yet. This phase will include the final service, service delivery and policy recommendations. It will also deliver the implementation plan for the recommendations for FY2014-2020. Additionally, Phase III will include a Title VI evaluation, which will ensure that the proposed changes comply with Civil Rights Act of 1964's mandate of non-discrimination of low-income or minority populations. Lastly, AECOM will work with Omnitrans on remaining technical aspects of implementing service.

AECOM plans to deliver Phase III to staff by July 11, 2012 and present to the PPC in August. If these deadlines are met, the COA will be completed following a presentation to the Omnitrans and SANBAG Boards in either September or October 2012.

Details of AECOM's schedule and Omnitrans evaluation of the status of deliverables can be found in the attachments to this report.

CONCLUSION

Receive and file this schedule and status report for the COA of Omnitrans being led by SANBAG by AECOM consultants.

ATTACHMENTS

- A. AECOM's Official Project Schedule (as of April 26, 2012)
- B. Comprehensive Operational Analysis (COA) of Omnitrans: Status of Deliverables

MV:RK:JB

Attachment A: AECOM's Official Project Schedule

Omnitrans COA Calendar (Revised 04-26-2012)

Phase I

Tech Memo 1/Task 1 – Service Area Profile and Transit Service Baseline

This tech memo provides a description of the Omnitrans service area and Omnitrans services. This includes Census 2010 data (when available), land use characteristics, and information from city profiles to present a profile of the service area. Also included is a description of Omnitrans' services and presentation of route performance.

Final comments to be addressed in Phase I Report

Tech Memo 2/Task 2 – Financial Analysis

This tech memo provides a financial analysis of Omnitrans. Financial trends over the past five years are analyzed to determine Omnitrans performance. Documentation of the projected Omnitrans costs and levels of funding available will be developed, including identifying when and where budget shortfalls and excess revenues will occur. A cost model that will be used for estimating costs for the entire COA is presented in this memo. The factors that are influencing the financial projections will be identified.

Draft for TAC – May 1, 2012 [*Omnitrans: AECOM delivered on Friday May 11, 2012*]

Tech Memo 3/Task 3 – Service Policies and Analysis

This tech memo provides an analysis of Omnitrans' service policies. This includes a description and evaluation of Omnitrans' based upon the adopted service policies and standards. Recommendations regarding modifying certain service policies and standards are presented in this memo. The service standards are based on the FY 2008-2013 Short Range Transit Plan.

Final comments to be addressed in Phase I Report

Tech Memo 4/Task 4 – Service Needs and Public Outreach

This tech memo presents the phase I public outreach as well as an evaluation of the service adequacy and issues and opportunities. The public outreach process and findings for phase I/the public's opinion of existing service is provided in this memo. Also, the service adequacy is presented which includes a congruency analysis to show coverage and issues and opportunities identified from the previous memos.

Complete

Tech Memo 5/Task 5 – Administrative Functions

This tech memo provides an overview and analysis of Omnitrans' administrative functions. This includes an update of the benchmarking study to provide a peer comparison, a review of staffing levels, and a review of salaries and benefits. Recommendations regarding staffing will be made as part of this analysis.

Draft for TAC – May 15, 2012

Tech Memo 6/Task 6 – Alternative Service Delivery

This task will look at the costs and benefits of alternative service delivery methods and how different service delivery methods could be applied to Omnitrans. Service delivery includes looking at full or partial outsourcing of Omnitrans functions to the private sector. The status quo, consisting of outsourcing only the functions that are outsourced today, will also be examined.

Draft for TAC – May 15, 2012

Presentation of Financial Analysis and Alternative Service Delivery (TM2 and 6)/Phase I

- **Omnitrans Plans and Programs Committee – June 19, 2012** [*Omnitrans: This was a tentative date selected by AECOM. Actual date TBD based on Committee Schedule*]
- **SANBAG Commuter Rail and Transit Committee – June 21, 2012**

Phase I Report/Task 7

This task prepares a report for all of Phase I of the study. Besides compiling each of the previous tech memo's, this phase I report will also provide a summary of the activities and findings completed in phase I.

Draft for TAC – June 26, 2012

Phase II

Tech Memo 7/Task 1 – Draft Service Alternatives

This tech memo will provide an overview of the planning process and preliminary route plans. This will include precepts that form the foundation of the planning process. Finally, this tech memo will include a proposed route network based on the needs identified and developed in the route planning workshop that is attended by the consultant, Omnitrans, and SANBAG.

Draft for TAC – June 26, 2012

Tech Memo 8/Task 2 – Service Alternative Outreach and Modified Alternatives

This tech memo is focused on the public outreach process and results for presenting the proposed plan for Omnitrans. This tech memo will highlight the outreach process and activities and present the public opinion regarding the plan.

Draft for TAC – June 26, 2012

Phase III

Draft Final Report

The draft final report will be a compilation of all the study documents. New material presented in the final plan will be the finalized route plan that is based on the public comments and a Title VI assessment. The activities that constitute phase III of the study are the preparation of the final report, presenting the final report to Omnitrans and SANBAG boards, scheduling assistance, and implementation assistance.

Draft for TAC – July 11, 2012

Presentation of Final Report

- **Omnitrans Plans and Programs Committee – August 14, 2012** [*Omnitrans: This was a tentative date selected by AECOM. Actual date TBD based on Committee Schedule*]
- **SANBAG Commuter Rail and Transit Committee – August 16, 2012**

Final Activities

- Scheduling assistance
- Implementation assistance

Attachment B: Comprehensive Operational Analysis (COA) of Omnitrans

Status of Deliverables

Phase I: Comprehensive Operations Analysis/Analysis of Existing Conditions & Determination of Need

I.1 Comprehensive Operating Analysis of All Services

Description	Orig. Due	Draft 1	Draft 2	Draft 3	Draft 4	Draft 5	Notes
Tech Memo 1: Service Area Profile & Transit Service Baseline	Apr 2011	May 2011	Jun 2011	Jul 2011	Sep 2011	Nov 2011	Nearly completed, Census or ACS demographic analysis to be provided completed Phase I Report. Team shifted to ACS after waiting for unavailable Census Data.

I.2 Financial Analysis

Description	Orig. Due	Draft 1	Draft 2	Draft 3	Draft 4	Draft 5	Notes
Tech Memo 2: Financial Analysis	Apr 2011	Jun 2011	Sep 2011	Jan 2012	May 2012		The financial analysis is the key component of the COA that identifies the resources available to Omnitrans in the coming years. Since several subsequent sections of the COA including the majority of Phase II have been nearly completed without an understanding of the financial outlook, staff is concerned with the impact this may have on the validity of the subsequent findings. Draft 4 was delivered on May 11, 2012; as of the writing of this report, on May 14, 2012, staff has not completed a detailed review.

I.3 Service Policies Analysis

Description	Orig. Due	Draft 1	Draft 2	Draft 3	Draft 4	Draft 5	Notes
Tech Memo 3: Service Policies Analysis	May 2011	Jun 2011	Aug 2011	Sep 2011	Dec 2011		Nearly complete. Analysis of current performance to standard is complete; development of new standards is contingent on a completed Financial Analysis. To be completed as part of Phase I Report.

Committee Chair Pat Morris and Members of the Plans and Programs Committee
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I.4 Service Needs/Public Outreach

Description	Orig. Due	Draft 1	Draft 2	Draft 3	Draft 4	Draft 5	Notes
Tech Memo 4A: Summary of Initial Commuter Outreach	Jun 2011	Jul 2011	Sep 2011	Sep 2011	Nov 2011		Complete: Outreach effort successfully gathered rider, stakeholder and employee input; however, this information gathering session does not meet the FTA's requirements. FTA requirements must still be met in Phase II or III of this project.
Tech Memo 4B: Attitude & Awareness Study, Non-Riders 2011	Jun 2011	Sep 2011	Nov 2011				Complete
Tech Memo 4C: Coverage and Congruency Analysis	Jun 2011	Sep 2011	Nov 2011				Complete
Tech Memo 4D : Needs and Opportunities Analysis	Jun 2011	Nov 2011					Complete

I.5 Administrative Functions

Description	Orig. Due	Draft 1	Draft 2	Draft 3	Draft 4	Draft 5	Notes
Tech Memo 5: Administrative Functions Review	Jun 2011	Jan 2012					Will complete review and comment following resubmission of Tech Memo #2, Financial Analysis. Staffing levels and reporting relationship recommendations have not been delivered.

I.6 Transition of Services and Alternative Delivery Methods

Description	Orig. Due	Draft 1	Draft 2	Draft 3	Draft 4	Draft 5	Notes
	Jul 2011						No deliverable tendered

I.7 Summary of Findings

Description	Orig. Due	Draft 1	Draft 2	Draft 3	Draft 4	Draft 5	Notes
	Jul 2011						No deliverable tendered

Phase II: Develop Service Alternatives

II.1 Identify Service Alternatives

Description	Orig. Due	Draft 1	Draft 2	Draft 3	Draft 4	Notes
Initial Route Planning Memo	Oct 2011	Nov 2011	Jan 2012			The initial route planning memo was provided but lacked several key features including service levels, frequency, span or similar stats. Without this data there was no back up estimates for ridership, productivity or efficiency offered. This level of detail is not practical to deliver without a completed Financial Analysis
Tech Memo 7: Initial Service Alternatives	Oct 2011	Mar 2012				The report was an update of the Initial Route Planning Memo. It added a brief fare policy analysis, but still lacks the service details such as frequency and service span to adequately understand the impact on the Omnitrans Fixed Route Network.

II.2 Public Comment Opportunity

Description	Orig. Due	Draft 1	Draft 2	Draft 3	Draft 4	Notes
Held Public Outreach	Nov 2011	Jan & Feb 2012				Public outreach was held based on the initial route planning memo, but without detailed service levels riders, stakeholders and employees could not fully vet the proposals.
Tech Memo 8	Nov 2011	Mar 2012				Outreach report adequately describes public outreach held; however, the outreach will not meet the FTA requirements for Public Hearings because the service plan and fare policy are not adequately described.

Phase III: Implementation Plan

- III.1 Preparation of Action Plan
- III.2 Presentation of Action Plan
- III.3 Schedule Development
- III.4 Technical Assistance/Development of Implementation Tools

Description	Orig. Due	Draft 1	Draft 2	Draft 3	Draft 4	Notes
All Phase III Items	Jan 2012					No deliverable tendered, waiting on Financial Analysis to complete Phase II and begin Phase III

* Original Due was based on the Schedule AECOM provided to SANBAG and Omnitrans in March 2011



DATE: May 30, 2012 Item #C3

TO: Committee Chair Pat Morris and Members of the Plans & Programs Committee

THROUGH: Milo Victoria, CEO/General Manager *[Signature]*

FROM: Rohan Kuruppu, Director of Planning and Development Services *[Signature]*

SUBJECT: STATUS UPDATE FOR THE SAN BERNARDINO TRANSIT CENTER

FORM MOTION

1. Receive and file Status Report for the San Bernardino Transit Center project for activities from August 3, 2010 through May 14, 2012.
2. Recommend to the Board of Directors to authorize staff to explore options for pursuing the highest and best use for the transit oriented development (TOD) pad at the San Bernardino Transit Center, for an estimated cost of \$550,000 for consulting and development services.

SUMMARY

As noted at the Omnitrans Planning and Productivity Committee meeting on August 26, 2010, the San Bernardino Transit Center project was put on hold at the request of SANBAG until the Redlands Rail project study identified the boundaries and limitations of the transit center project. The Redlands Rail study was completed in late 2010. Conceptual plan development led by Cooper Carry and sub-consultants was at approximately 80 percent completion when the project was put on hold.

On October 5, 2011, Omnitrans Board of Directors approved the Planning, Design, Construction, Operating and Maintenance Agreement with project partners: San Bernardino Associated Governments (SANBAG); City of San Bernardino; and the San Bernardino Economic Development Corporation (EDC), to cooperate in the design and construction of the San Bernardino Transit Center. In November 2011, the Planning, Design, Construction, Operating and Maintenance Agreement was approved and signed by all project partners.

As noted in the agreement, the San Bernardino Transit Center (SBTC) will generally consist of several independent projects including: (1) Omnitrans bus facility (the "Omnitrans Facility"); (2) SANBAG's Downtown San Bernardino Passenger Rail Project; (3) SANBAG's Redlands Passenger Rail project; (4) the City's San Bernardino Downtown Streetscape Planning & Design project and San Bernardino Transit Oriented Development Overlay District; (5) a City surface

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parking lot; and (6) other certain off-site improvements. The scope of work for the Omnitrans Facility is included in the agreement.

SANBAG will take the lead on design and construction of the Transit Center, including the Omnitrans bus facility. SANBAG anticipates gaining cost savings and efficiency by combining the Omnitrans bus facility and the Downtown San Bernardino Passenger Rail Project under one contract for construction management. The environmental clearance is also being conducted jointly for both projects, under direction from the Federal Transit Administration (FTA).

In November 2011, SANBAG led the selection process for the architectural and engineering firm for the San Bernardino Transit Center Omnitrans Bus Facility. The Omnitrans Planning Project Manager was on the selection committee. Proposals were received from HDR Engineering, STV, and JGM. The selection committee unanimously selected HDR Engineering, Inc. At the March 7, 2012 SANBAG Board of Directors meeting, the contract between SANBAG and HDR Engineering was approved.

On March 30, 2012, the architectural and engineering phase was kicked off with the HDR team and the project development team (PDT) consisting of Omnitrans planning staff, SANBAG staff, and City of San Bernardino staff. The PDT meets monthly.

On April 5, 2012, April 12, 2012, and April 30, 2012, the HDR architecture team gave presentations of the preliminary building design and site layout to the Omnitrans Infrastructure Committee members, representing the Maintenance, Operations, Marketing, Safety & Security, and Planning departments. The Infrastructure Committee members provided input on the building programming needs, layout, and design.

Schedule Status

All project partners had anticipated completing construction of the Omnitrans bus facility by November 2013, prior to startup of sbX service in January 2014. However, due to schedule delays, it is currently anticipated that construction on the Downtown San Bernardino Passenger Rail Project and portions of the Omnitrans bus facility will still be ongoing after sbX service starts in January 2014.

It is currently anticipated that the busway portion of the Omnitrans bus facility will be open by the start of sbX service in January 2014, in order to facilitate transfers for passengers between the E Street sbX route and local bus routes. The transit station building is expected to open along with the Downtown San Bernardino Passenger Rail Project, in September 2014.

The project schedule is currently being refined. The tentative schedule is as follows:

June 1, 2012 – 15% architectural and engineering design completed for Omnitrans bus facility, with public outreach meetings to be scheduled for early June

August 1, 2012 – 50% architectural and engineering design completed for Omnitrans bus facility

September 2012 – completion of CEQA and NEPA environmental documentation and clearance for Omnitrans bus facility and Downtown San Bernardino Passenger Rail Project.

October 2012 – 90% architectural and engineering design completed for Omnitrans bus facility

November 2012 – 100% architectural and engineering design completed for Omnitrans bus facility

May 2013 – begin construction of Omnitrans facility and Downtown San Bernardino Passenger Rail Project

January 2014 – complete construction of busway to coincide with opening of E Street sbX service

August 2014 – complete construction of Omnitrans station building and Downtown San Bernardino Passenger Rail Project

September 2014 – complete testing and start service of San Bernardino Transit Center including station building and Downtown San Bernardino Passenger Rail Project

Omnitrans Actions

Omnitrans will continue to work on the following tasks related to the San Bernardino Transit Center:

- Continue to seek additional funding for the project;
- Per FTA requirements, conduct project management oversight for FTA funds, including site visits, audit, and review of progress reports and invoices;
- Participate in Project Development Team meetings with project partners and provide input to SANBAG/HDR; and
- Develop a highest and best use for the TOD pad and obtain necessary approvals, including environmental clearance, to attract a private developer/private investment for the 4-acre Omnitrans-owned parcel.

While SANBAG is leading the design and construction of the San Bernardino Transit Center project, Omnitrans is responsible for programming uses and development of the 1.8-acre pad reserved for future development within the 4-acre Omnitrans-owned tract of land at the Southwest corner of “E” Street and Rialto Avenue, known as the transit oriented development (TOD) pad. It is anticipated that a joint development agreement will allow Omnitrans to earn revenues from private development on the site, which will help to sustain operations of the transit center.

Staff is recommending going forward with seeking consulting services for assistance with developing the highest and best use for the TOD pad. Estimated cost is \$550,000. The following is a list of potential work tasks developed by staff.

Phase I

- Task 1: Conceptual design alternatives
 - Conceptual TOD pad design alternatives, including development pro formas / market feasibility analysis
 - Design workshops
- Task 2: Entitlement package
 - Final plan development, including site plan, floor plans, elevations, sections, roof plan, landscaping plan, 3D massing model, signage plan, and material boards
 - Interim review meetings
 - Application approval process
- Task 3: Environmental Impact Report
 - Preparation of project description and notice of preparation
 - Technical studies, including traffic, air quality, greenhouses gases, noise, and infrastructure
 - Preparation of Draft EIR
 - Response to comments
 - Preparation of Final EIR
 - Meetings and management

Phase II

- Task 4: Development services
 - Capital improvements, operating/management costs, and phasing
 - Public private partnership agreement
 - Identification of potential developers
 - Developer RFP
- Task 5: Specific Plan

FINANCIAL ANALYSIS

In October 2011, FTA awarded Omnitrans a Section 5309 Bus Livability grant in the amount of \$3,000,000, which will be matched by local transportation funds in the amount of \$750,000. The \$550,000 fee for consulting and development services for the TOD pad (see above) will be paid out of this \$3,000,000 grant, as shown in the table below.

The current estimated total cost for the project is **\$16,717,857**, which accounts for the 2010 cost estimate for the Omnitrans bus facility of \$13,751,000, plus a 28 percent increase in design costs, an added contingency, 4 percent of the total project cost for Omnitrans' administrative and project management oversight costs, and the costs of TOD pad development. The current

estimated total cost for the Transit Center is a rough estimate; an updated estimate is currently being produced by the HDR design team and will vary depending on the final design.

The remaining \$6.6 million needed for the project is being sought through grant sources. \$5.3 million was requested in an application for FTA 5309 funds in March 2012, and SANBAG is attempting to secure the \$1.3 million of local match needed.

Funding Available for San Bernardino Transit Center

Funding Source	Year	Remaining
FTA 5307	FY 2001-2003	\$5,648,877
FTA 5309	FY 2011	\$3,000,000
STA and LTF	FY 2003-2009	\$1,468,980
Total		\$10,117,857

Total Estimated Cost for Project		\$16,717,857
Remaining Funding Needed for Project		\$6,600,000

Pending Grant		Requested
FTA 5309	FY 2012	\$5,300,000
STA and LTF local match		\$1,300,000
Total Pending		\$6,600,000

Expenditures for San Bernardino Transit Center

Committed Expenses for Project	Omnitrans Approved Budget	Expended Balances	Available Balance
Design and Construction			
SANBAG (design, construction management, and construction costs)	\$6,943,261	\$0	\$6,943,261
Omnitrans administrative costs ¹	\$668,714 (4% of total project cost)	--	\$668,714 (4% of total project cost)
Total Committed Funds		--	\$7,718,868
Total Available for Project (from above table)			\$10,117,857
Total Non-committed Funds			\$2,398,989
Amount Needed for TOD Pad Development			\$550,000

¹ Omnitrans' administrative costs include direct staff time for project management oversight, 3.27 percent for indirect costs, and legal fees. Potential future expenditures include transit oriented development planning and development costs, miscellaneous occupancy costs (i.e., signage, safety and security measures, etc.), real-time passenger information infrastructure, design and implementation of electric bus infrastructure, and implementation of bicycle center.

CONCLUSION

1. Receive and file Status Report for the San Bernardino Transit Center project for activities from August 3, 2010 through May 14, 2012.
2. Recommend to the Board of Directors to authorize staff to explore options for pursuing the highest and best use for the transit oriented development (TOD) pad at the San Bernardino Transit Center, for an estimated cost of \$550,000 for consulting and development services.

MV:RK:AR

Exhibit A

Preliminary site layout
(HDR, April 30, 2012)

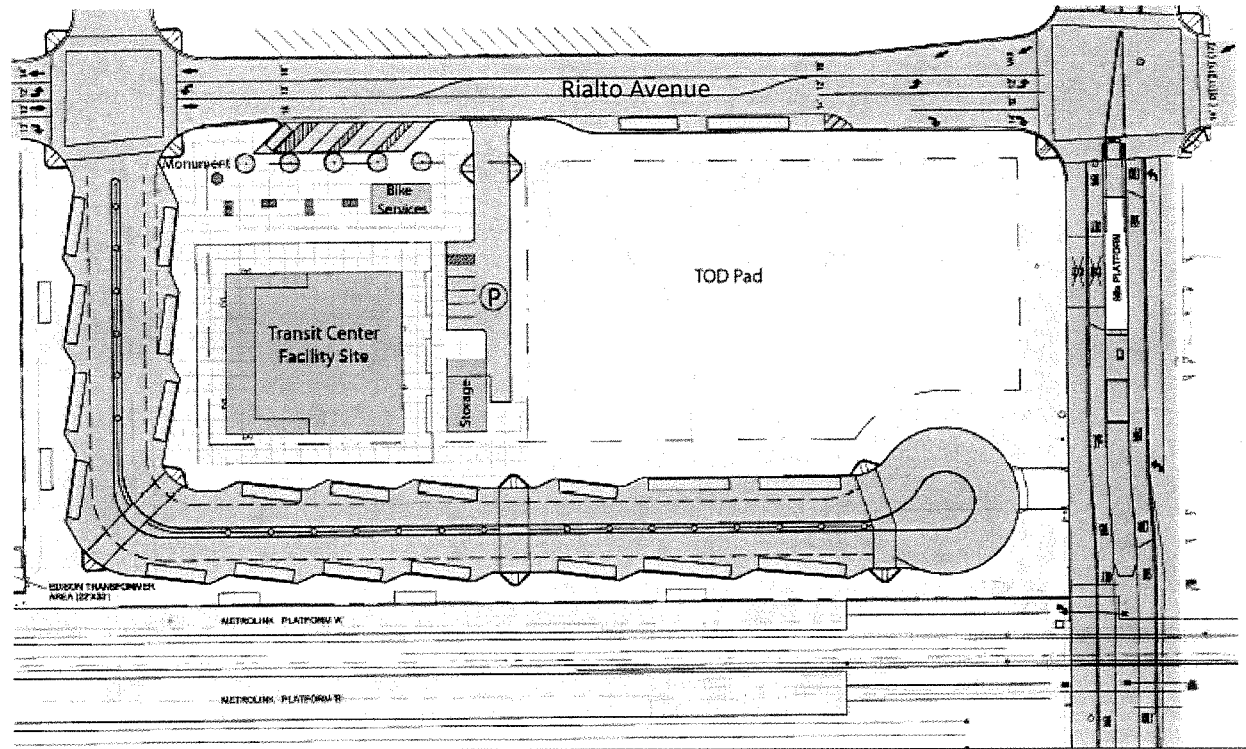
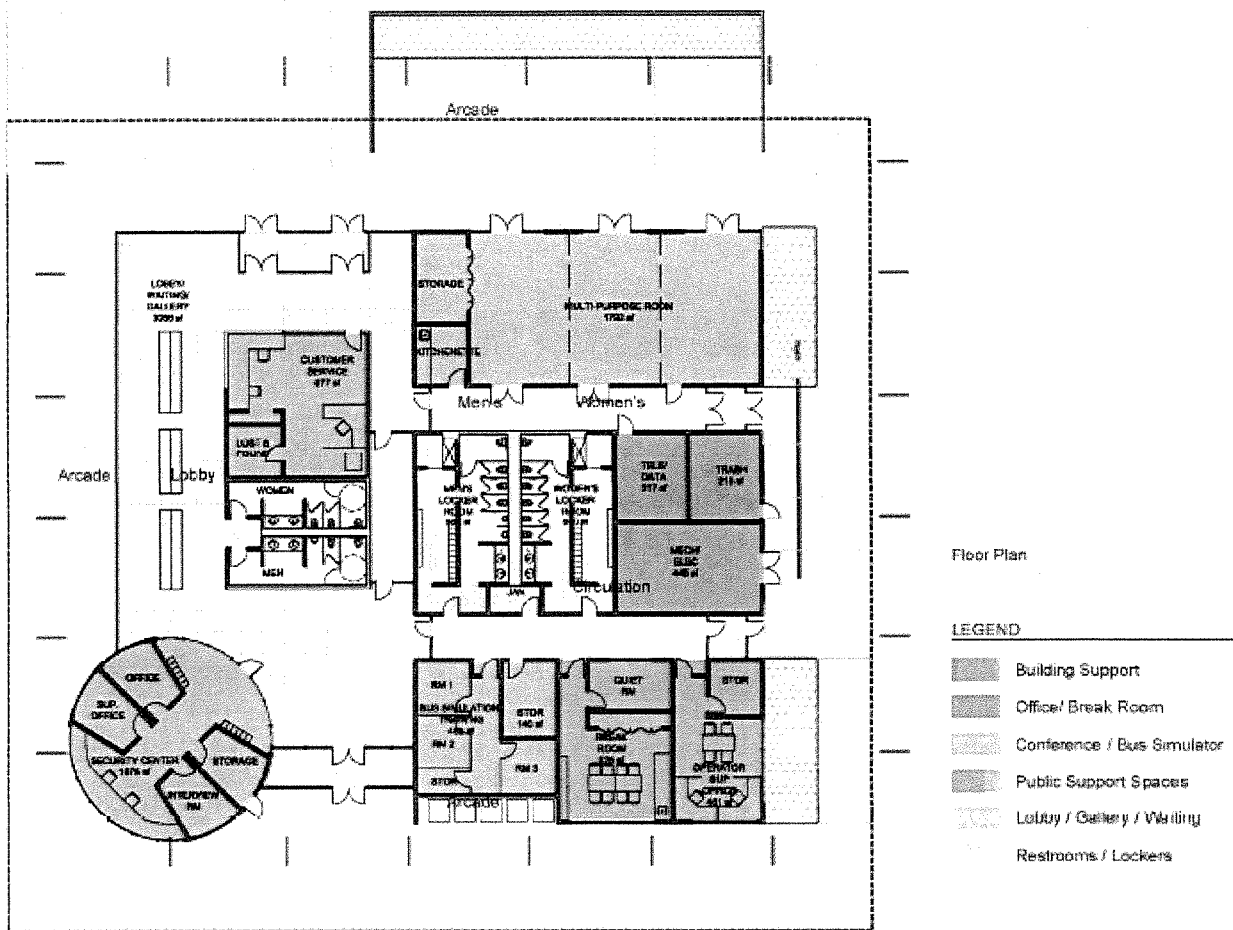


Exhibit B

Preliminary building layout
 (HDR, April 30, 2012)



Building size: 14,796 sf (single story)





DATE: May 30, 2012 Item #C4
TO: Committee Chair Pat Morris and Members of the Plans & Programs Committee
THROUGH: Milo Victoria, CEO/General Manager
FROM: Rohan Kuruppu, Director of Planning and Development Services
SUBJECT: STATUS REPORT FOR THE ONTARIO CIVIC CENTER TRANSIT STATION

FORM MOTION

Receive and file Status Report for the Ontario Civic Center Transit Station Project for activities from August 1, 2010 through May 15, 2012.

SUMMARY

On December 19, 2011, Caltrans approved the plans and issued an encroachment permit for the project.

On February 23, 2012, the City of Ontario issued a Notice Inviting Bids. Three contractors attended the pre-bid meeting on March 7, 2012, and two bids were received on March 22, 2012. Both were responsive and responsible bids, and both were above the engineer's estimate of \$315,065. The lowest bid, from Micon Construction, was \$419,252. With contingency and City costs for managing the project, the total amount that will need to be passed through from Omnitrans to the City is \$500,000. Omnitrans' administrative costs for the project will be \$20,000.

On May 2, 2012, the Omnitrans Board of Directors approved increasing the maximum amount of funding available for the project from \$470,000 to \$520,000. At the May 15, 2012 Council meeting, Ontario City Council authorized City staff to award the contract to Micon Construction.

Revised project schedule:

May 15, 2012	City awards bid and issues Notice to Proceed. Contractor has 90 days to commence construction.
Week of May 21, 2012	Pre-construction meeting

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August 15, 2012 Start of construction

September 26, 2012 Completion of construction

An update on construction will be presented at the September meeting of the Plans & Programs Committee.

Cost Status:

In Fiscal Years 1999 through 2011, a total of \$1,152,973 was awarded for a transfer center in Ontario. When the grants were awarded, two locations for a transit center in Ontario were being considered: the Downtown / Civic Center area and Ontario Mills Mall.

Total Funding for Ontario Transit Center(s)

Funding Source	Allocated	Remaining
1% Transit Enhancements FY99	\$88,000	\$0
STAF	\$22,000	\$0
FTA Section 5309 FY06	\$190,654	\$173,044
STAF	\$47,664	\$43,263
FTA Section 5309 FY07	\$200,640	\$200,640
STAF	\$50,160	\$50,160
FTA Section 5309 FY08	\$217,360	\$217,360
STAF	\$54,345	\$54,345
FTA Section 5309 FY09	\$225,720	\$225,720
Prop 1B	\$56,430	\$56,430
Total	\$1,152,973	\$1,020,962

After the completion of the Ontario Civic Center Transit Station, there is projected to be \$500,962 remaining in the grants for a transit center in Ontario (see expenditures table below). This remaining balance will go toward the expansion and improvements to the transfer center at Ontario Mills Mall.

The Civic Center Transit Station and the Ontario Mills Transfer Center will both serve as transit hubs in the City of Ontario until the City's future intermodal transit center (Metro Gold Line, Metrolink, and bus lines) is constructed on Holt Boulevard near Interstate 10, in accordance with the City's General Plan (*The Ontario Plan*, 2010). Potential date of construction for the future intermodal transit center, according to the tentative timeline for the Metro Gold Line Foothill Extension, could be as soon as 2021, but no funding or schedule has been identified for the Foothill Extension project.

Expenditures for Ontario Civic Center Transit Station

Expenditures FY 1999 to Present	Omnitrans Approved Budget	Expended Balances	Available Balance
Study and Design			
LD King	\$100,000	\$100,000	\$0
Contingency	\$10,000	\$10,000	\$0
Omnitrans project management and planning costs (including legal services)	N/A	\$22,011	\$0
Construction			
City of Ontario (including contractor, construction staking, City administrative costs, and 15% contingency)	\$500,000	\$0	\$500,000
Omnitrans administrative costs (4%)	\$20,000	\$0	\$20,000
Subtotal	\$630,000	\$132,011	\$520,000
Total Allocated Funds from table above	\$1,152,973	\$132,011	\$1,020,962
Remaining Uncommitted Balance (to be used toward Ontario Mills project)			\$500,962

CONCLUSION

Receive and file Status Report for the Ontario Civic Center Transit Station Project for activities from August 1, 2010 through May 15, 2012.

MV:RK:AR

CIVIC CENTER TRANSIT STOP IMPROVEMENT PLANS

BETWEEN 'D' STREET, HOLT BOULEVARD, EUCLID AVENUE & SULTANA AVENUE
IN THE
CITY OF ONTARIO

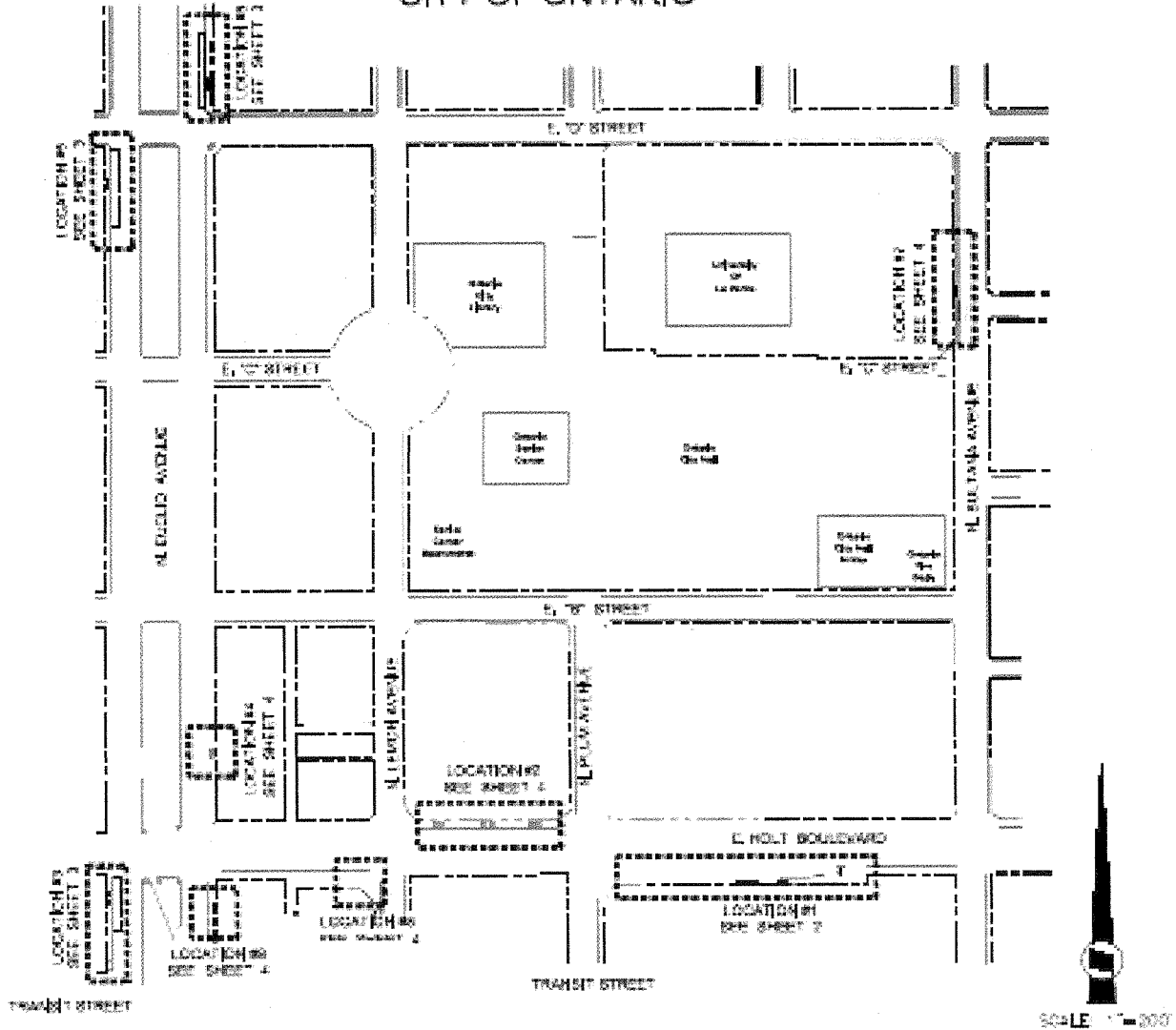
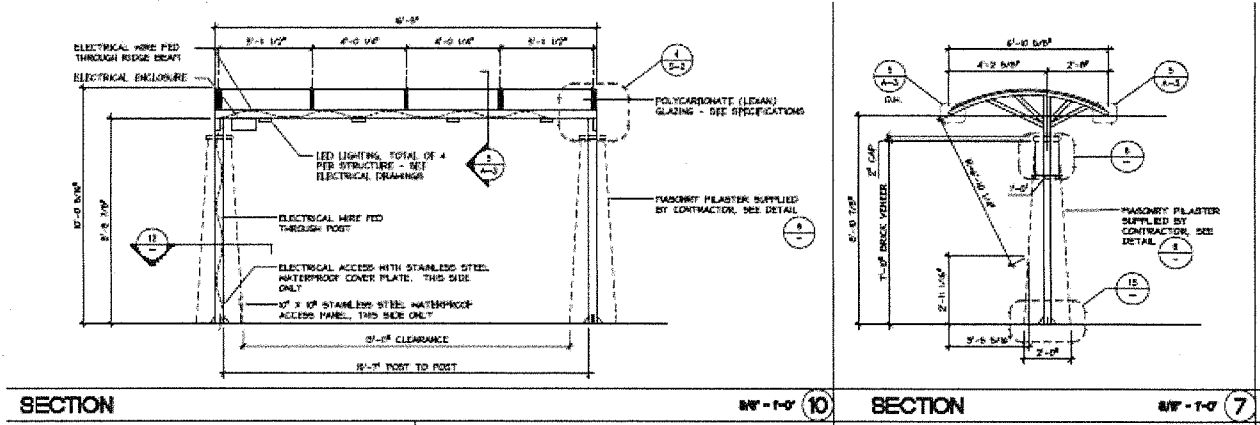


Exhibit A

Elevations of bus shelters



Example photo





DATE: May 30, 2012 **Item #C5**

TO: Committee Chair Pat Morris and Members of the Plans & Programs Committee

THROUGH: Milo Victoria, CEO/General Manager *[Signature]*

FROM: Rohan Kuruppu, Director of Planning and Development Services *[Signature]*

SUBJECT: STATUS REPORT FOR THE HOLT BOULEVARD CORRIDOR

FORM MOTION

Receive and file Status Report for the Holt Boulevard Corridor Project for activities through May 14, 2012.

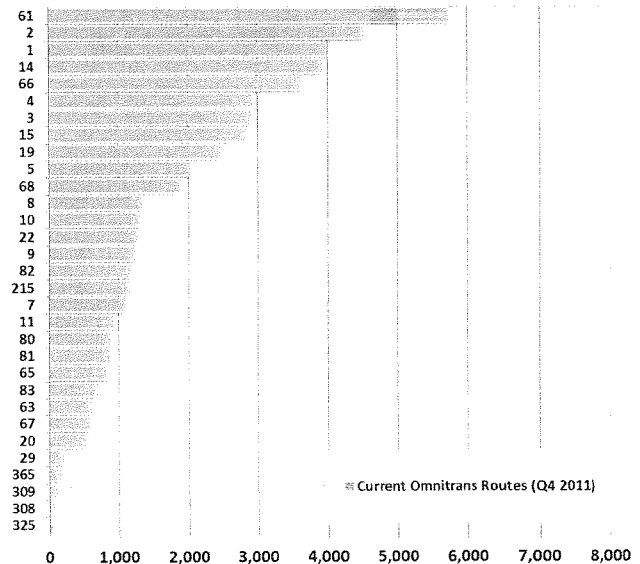
SUMMARY

In 2004, the Holt Boulevard/4th Street Corridor was identified in the System-Wide Transit Corridor Plan for the San Bernardino Valley as one of ten corridors with potential for the development of major fixed route transit investments. The 20.4 mile-long corridor generally follows Omnitrans' current bus route 61 from the Pomona Transit Center to the Fontana Transit Center, passing through the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana.

Route 61 is currently Omnitrans' highest-ridership route, with close to 5,742 average daily boardings (see figure at right). See Exhibit A for total system ridership growth.

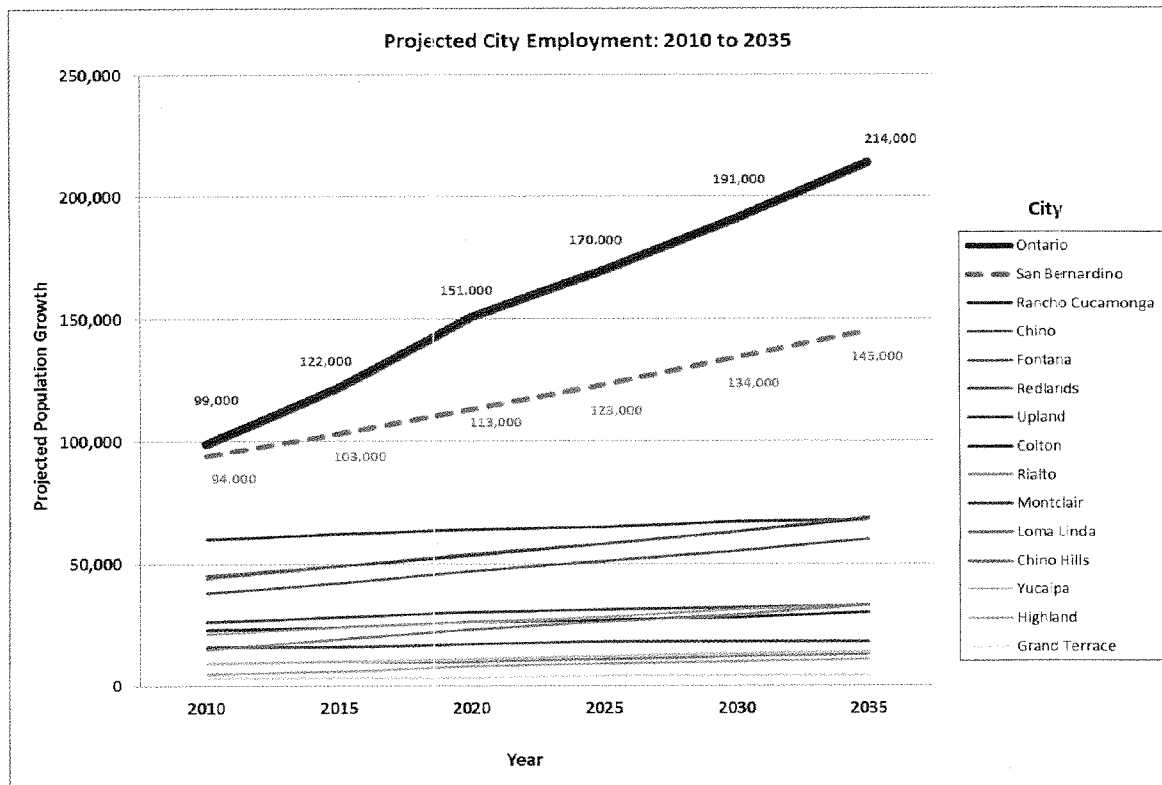
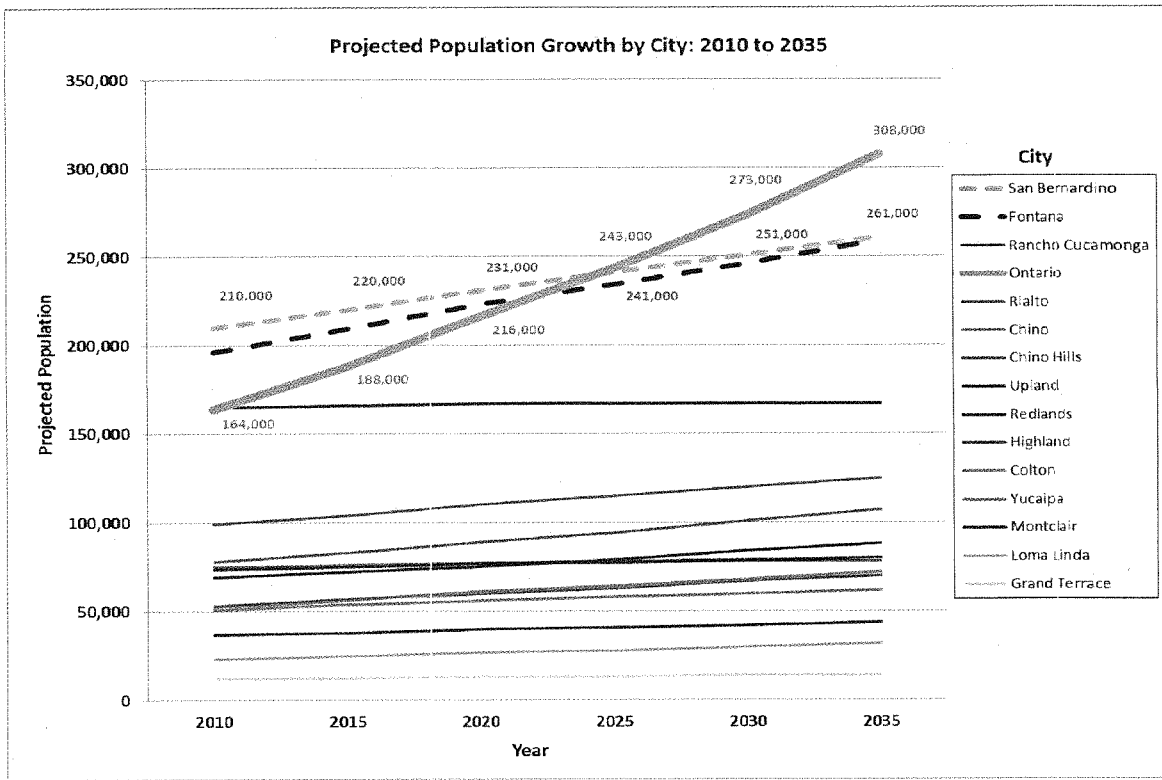
The Holt Boulevard Corridor passes through the cities of Ontario and Fontana, the two cities with the highest projected 2035 population growth rates in the San Bernardino Valley. The City of Ontario also has the highest projected employment growth rate in the Valley. See figures on following page.

Omnitrans Average Weekday Ridership by Route¹



Omnitrans route level data is from Calendar Year 2011, Quarter 4.

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Source: Southern California Association of Governments (SCAG) projections, 2012

The Holt Boulevard Corridor provides connections for passengers to the San Bernardino and Riverside Metrolink lines, Amtrak, Foothill Transit, and other local bus routes at major transfer centers including the Pomona Transit Center, Ontario Civic Center, Ontario Mills, and Fontana Transit Center. The Corridor is also home to major destinations such as the Ontario Convention Center, Ontario International Airport, Citizens Business Bank Arena, Autoclub Speedway in Fontana, and Kaiser Hospital (see Exhibit B for more).

In October 2011, the City of Ontario began work on the Holt Boulevard Mobility & Streetscape Strategic Plan, using a \$200,000 Community Based Transportation Planning grant from Caltrans. The purpose of the study is to evaluate alternatives for a future vision for the Holt Boulevard corridor, a 4.5 mile segment from the Montclair/Ontario city boundary to the I-10 freeway. The City's corridor study process thus far has included the following: analyzing the existing conditions along the corridor, conducting a public survey and public outreach meeting, and evaluating three alternatives for the reconstruction of Holt Boulevard within the City of Ontario.

Throughout the City's study process, bus rapid transit has increasingly been discussed as a viable option to integrate into the planned reconstruction of the street. The alternatives that have been evaluated with the City of Ontario's study include the following (see Exhibit C for more detail):

- 1a: Transit Focus – dedicated median-running bus rapid transit (BRT)
- 1b: Transit Focus – side-running BRT
- 1c: Transit Focus – BRT with far-side platforms
- 2: Vehicular Focus – roadway expansion – six lanes
- 3: Multi-modal Focus – bike, pedestrian, transit, and vehicle balance

Due to varying right-of-way constraints at varying points along the corridor including street-fronting historic buildings in the civic center, the locally preferred alternative will likely be a hybrid of several of the above alternatives. The City will select a locally preferred alternative after conducting further public involvement. Project completion is anticipated in January 2013.

If Omnitrans plans to apply in the future for FTA grants such as Section 5309 New Starts, Small Starts, or Very Small Starts for construction of a major transit project along the Holt Boulevard Corridor, a process of Alternatives Analysis (AA) will be required by FTA. FTA defines Alternatives Analysis as a process of studying a priority corridor in detail, focusing on the effects of alternative solutions to the corridor's transportation problems and considering the costs, benefits, and impacts of each alternative.

In order to build off the City's work and to efficiently incorporate bus rapid transit into the City of Ontario's planned redesign and reconstruction of the Holt Boulevard corridor, Omnitrans applied for a FTA grant for Alternatives Analysis to study the entire Holt Boulevard Corridor from Fontana to Pomona. The grant was awarded in October 2011. Throughout this AA process, Omnitrans will leverage the information gathered and the decisions made during the City's

corridor planning process to continue the consensus building process regarding transit's role in the Holt Boulevard Corridor. This integration of the two planning processes will result in great cost savings and efficiency for the City, Omnitrans, and other partner agencies.

It is anticipated that Omnitrans will release a Request for Proposals (RFP) for a consultant to conduct the Alternatives Analysis Process at the July 2012 Board of Directors meeting. More detail regarding the RFP will be presented at the June meeting of the Plans & Programs Committee. As mentioned in the Omnitrans FY 2013 Management Plan, the AA project will be kicked off with the consultant in November or early December 2012.

The Alternatives Analysis process will leverage the work completed in the City of Ontario's study in order to streamline the AA process, but will still contain a thorough analysis of alternatives throughout the corridor from Fontana to Pomona. A broad range of partner agencies and stakeholders will be involved in the process, including the following: SANBAG; SCAG; the Ontario International Airport; and the cities of Fontana, Ontario, Rancho Cucamonga, Montclair, and Pomona.

The outcome of the Alternatives Analysis process will be the selection of a Locally Preferred Alternative that will result in travel time savings, increased ridership, population/employment growth, transit oriented development opportunities, economic development, and cost effectiveness, and will qualify for federal funding.

CONCLUSION

Receive and file Status Report for the Holt Boulevard Corridor Project for activities through May 14, 2012.

MV:RK:AR

Exhibit A

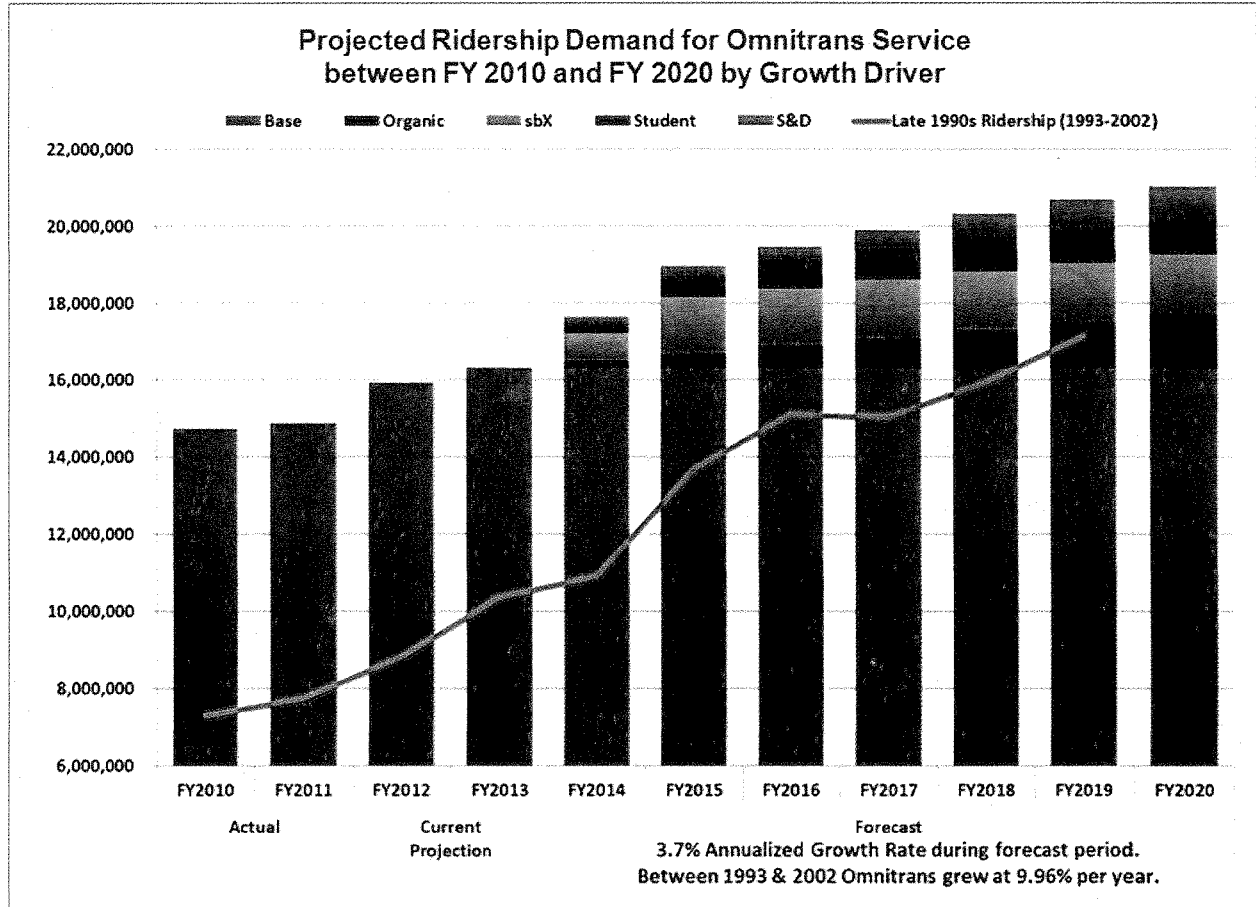


Exhibit B

Holt Blvd BRT
Corridor
(Route 61)

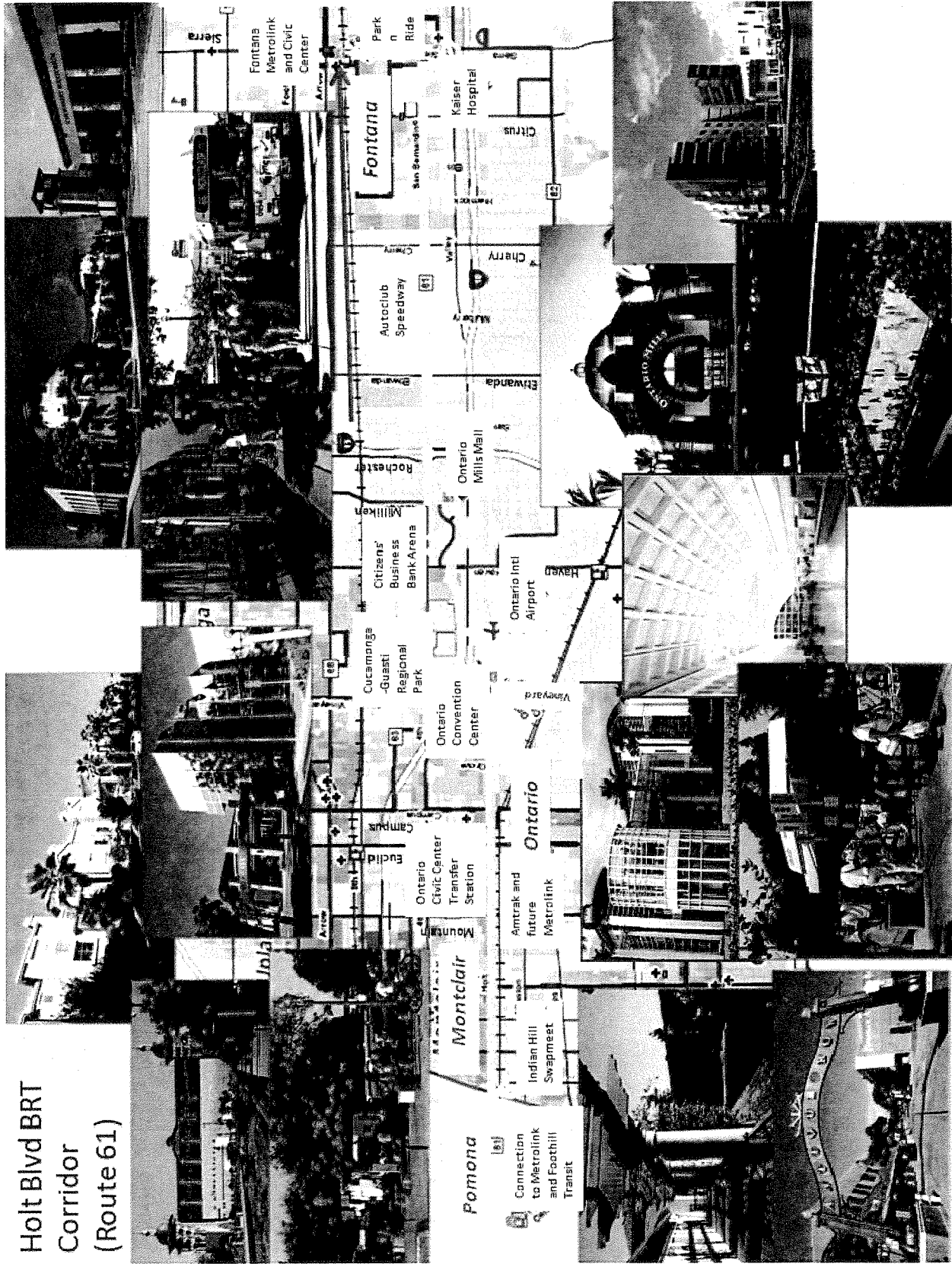
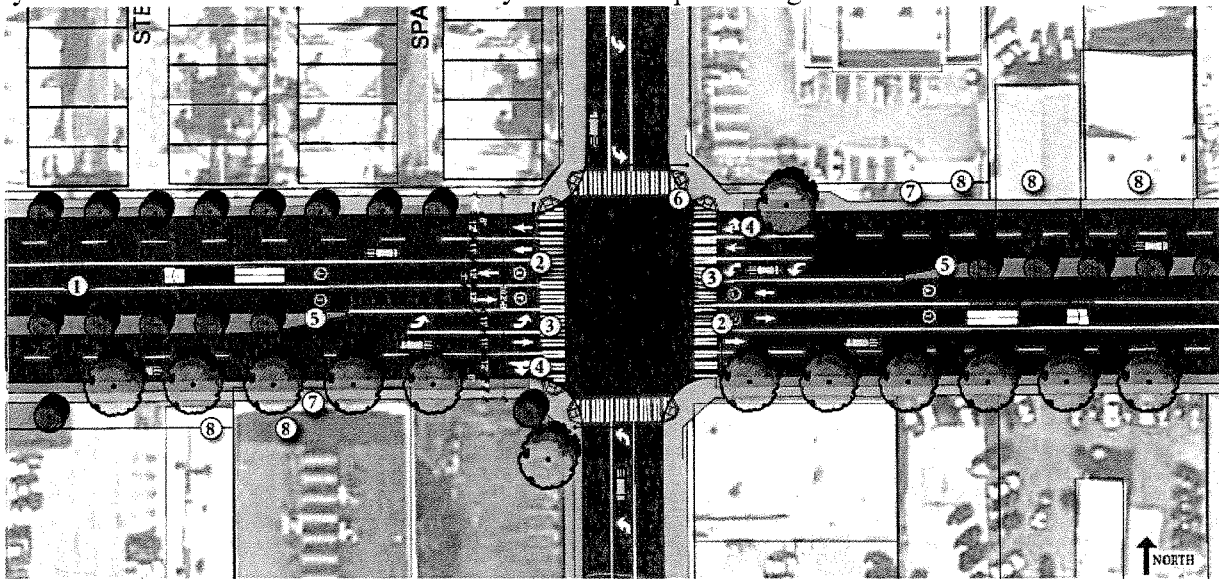


Exhibit C

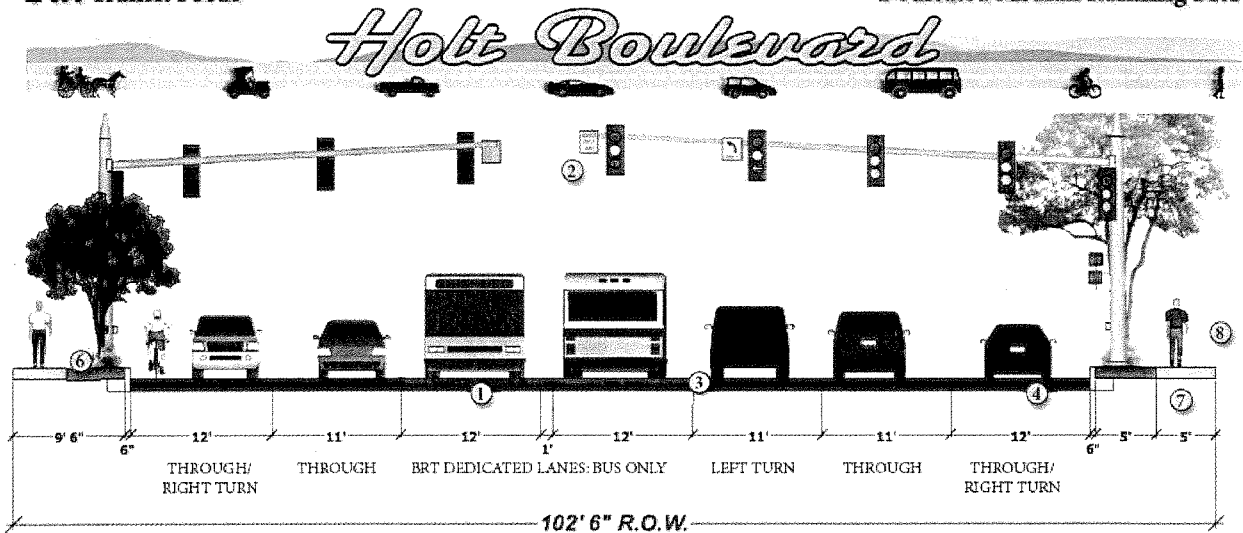
Alternative 1a: Transit Focus— dedicated median-running bus rapid transit (BRT)
 City of Ontario's Holt Boulevard Mobility & Streetscape Strategic Plan



- ① Dedicated BRT Lane running in the median
- ② Traffic signal que jumper for BRT
- ③ Special sensors and signal control for vehicular left turns
- ④ Combined right and through lane
- ⑤ Landscaped median for traffic control
- ⑥ Improved crosswalks and count-down timers
- ⑦ ROW acquisition required / no on-street parking
- ⑧ Building demolition required
- ⑨ BRT median platforms (not shown on map) with left sided boarding

1a: Transit Focus

Dedicated Median Running BRT



- ① Dedicated BRT Lane running in the median
- ② Traffic signal que jumper for BRT
- ③ Special sensors and signal control for vehicular left turns
- ④ Combined right and through lane
- ⑤ Landscaped median for traffic control (not shown)
- ⑥ Improved crosswalks and count-down timers
- ⑦ ROW acquisition required
- ⑧ Building demolition required
- ⑨ BRT median platforms (not shown) with left sided boarding

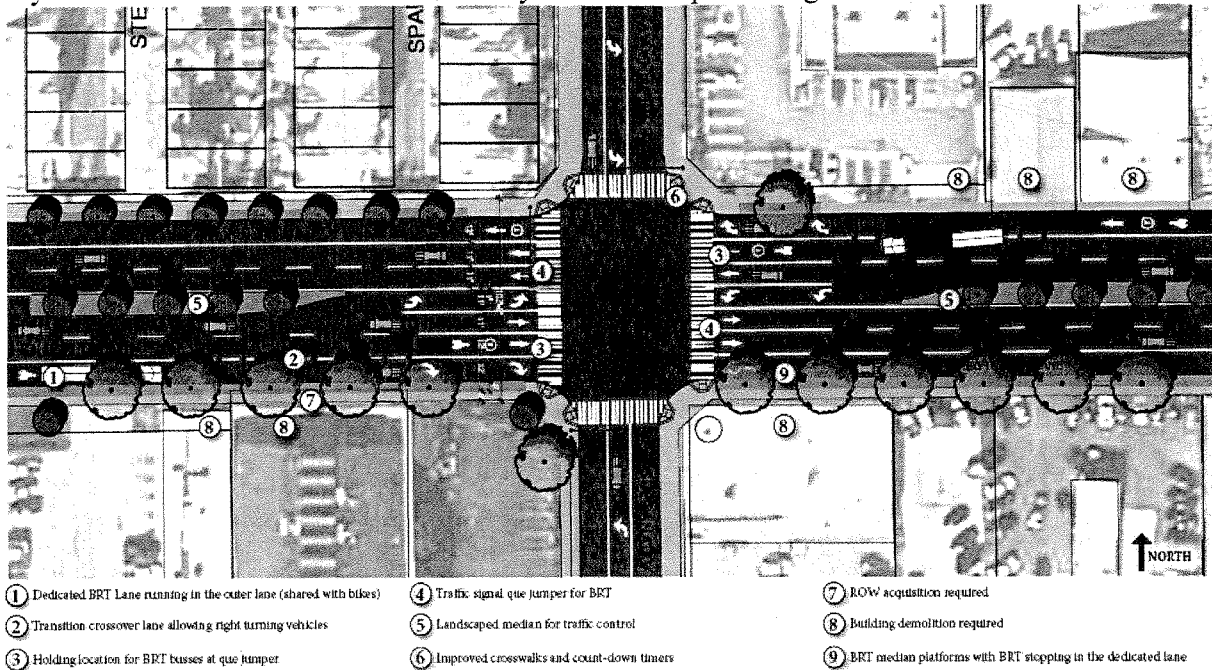
1a: Transit Focus

Dedicated Median Running BRT



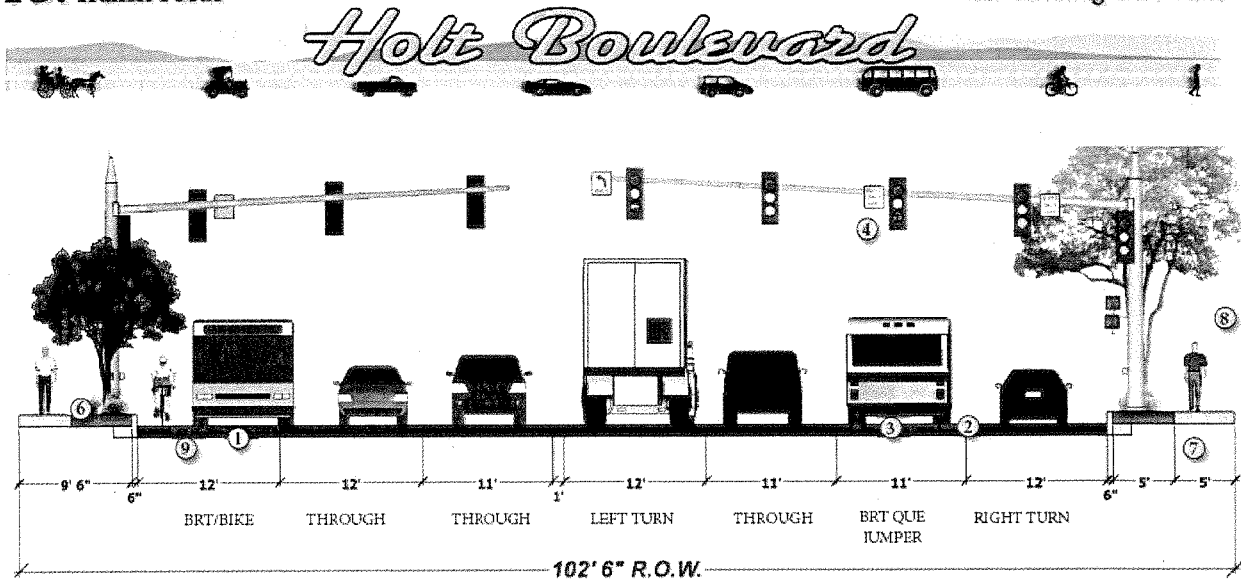
Exhibit C

Alternative 1b: Transit Focus – side-running BRT
 City of Ontario's Holt Boulevard Mobility & Streetscape Strategic Plan



1b: Transit Focus

Side Running BRT Lane



- | | | |
|--|---|--|
| 1 Dedicated BRT Lane running in the outer lane (shared with bikes) | 4 Traffic signal que jumper for BRT | 7 ROW acquisition required |
| 2 Transition crossover lane allowing right turning vehicles | 5 Landscaped median for traffic control (not shown) | 8 Building demolition required |
| 3 Holding location for BRT busses at que jumper | 6 Improved crosswalks and count-down timers | 9 BRT median platforms with BRT stopping in the dedicated lane |

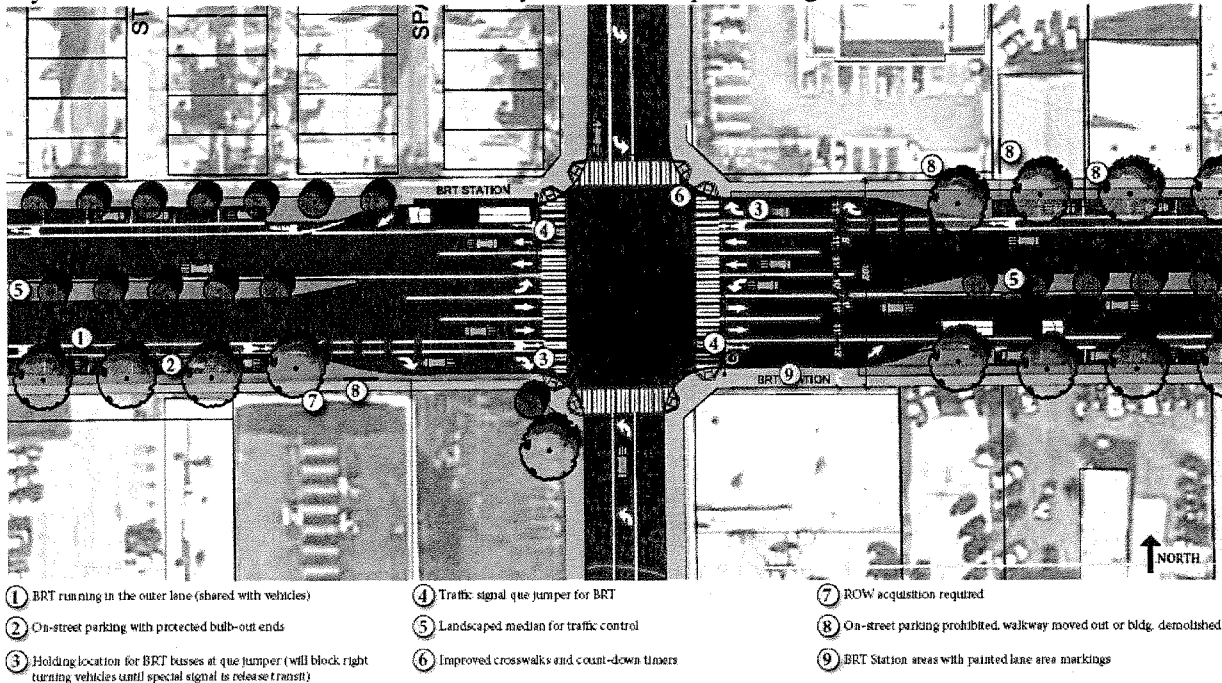
1b: Transit Focus

Side Running BRT Lane



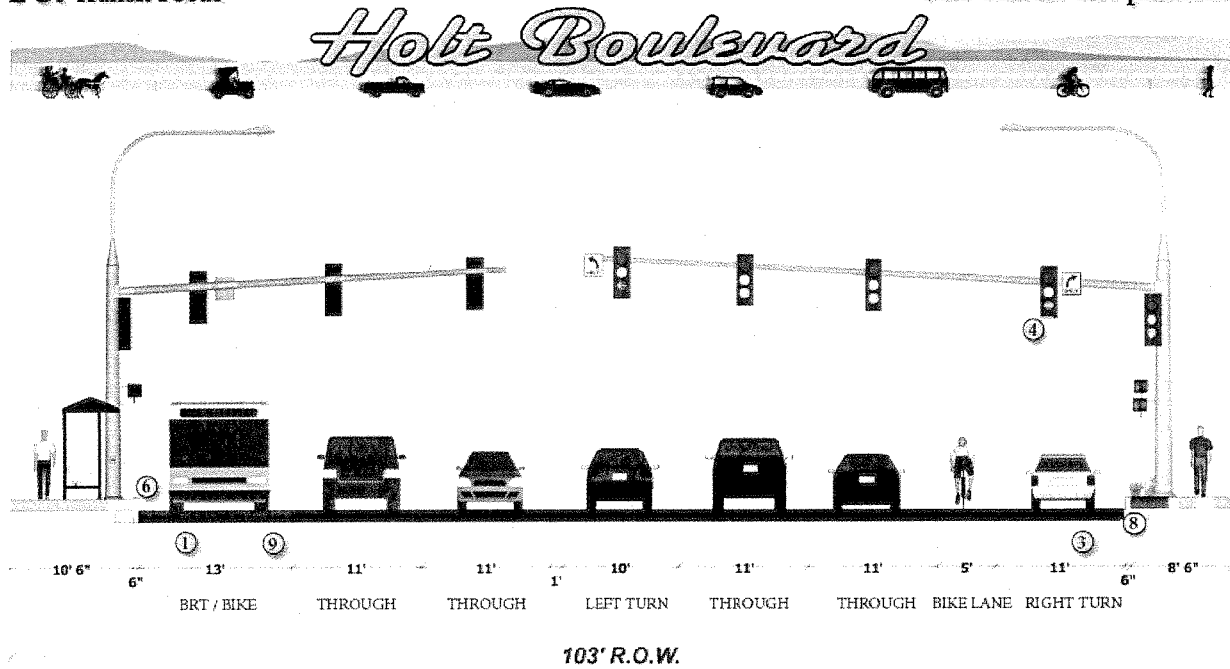
Exhibit C

Alternative 1c: Transit Focus – BRT with far-side platforms
 City of Ontario's Holt Boulevard Mobility & Streetscape Strategic Plan



1C: Transit Focus

BRT with far-side platforms



- ① BRT running in the outer lane (shared with vehicles)
- ④ Traffic signal que jumper for BRT
- ⑦ ROW acquisition required
- ② On-street parking with protected bulb-out ends (not shown)
- ⑤ Landscaped median for traffic control (not shown)
- ⑧ On-street parking prohibited, walkway moved out or bldg. demolished
- ③ Holding location for BRT buses at que jumper (will block right turning vehicles until special signal is released transit)
- ⑥ Improved crosswalks and count-down timers
- ⑨ BRT Station areas with painted lane area markings

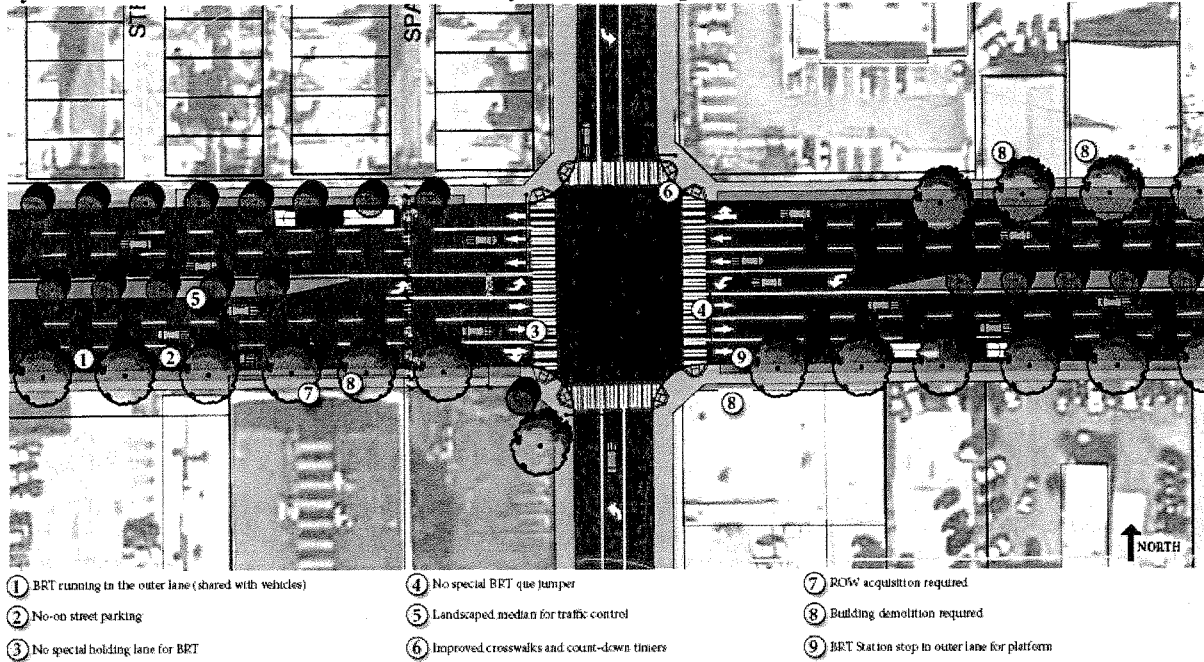
1C: Transit Focus

BRT with far-side platforms



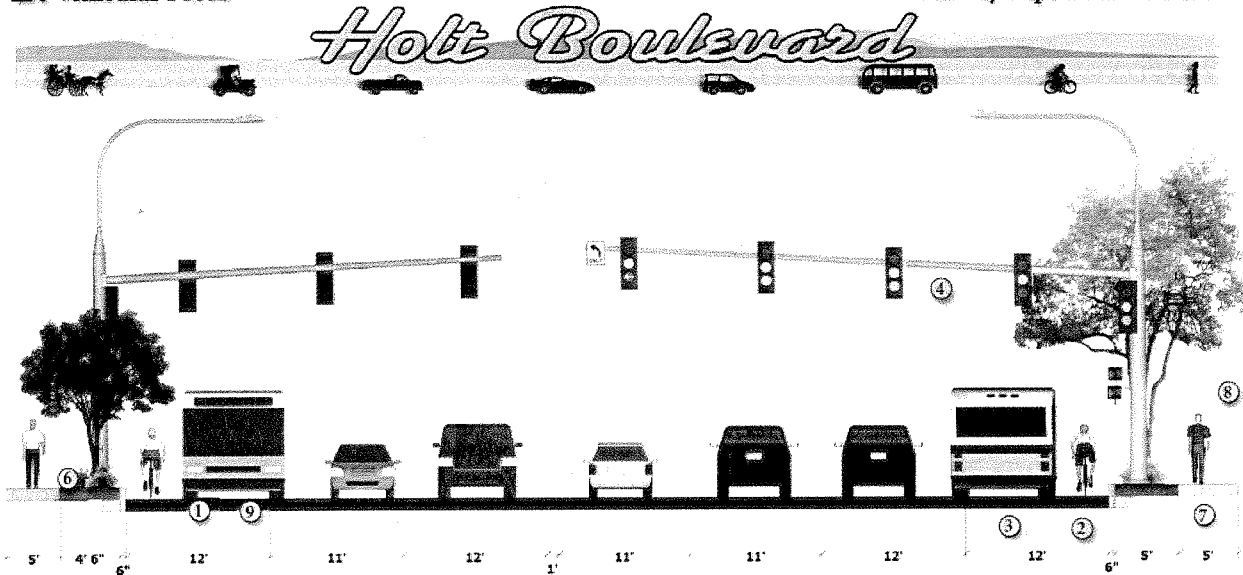
Exhibit C

Alternative 2: Vehicular Focus— roadway expansion – six lanes
 City of Ontario's Holt Boulevard Mobility & Streetscape Strategic Plan



2: Vehicular Focus

Roadway Expansion- 6 Lanes



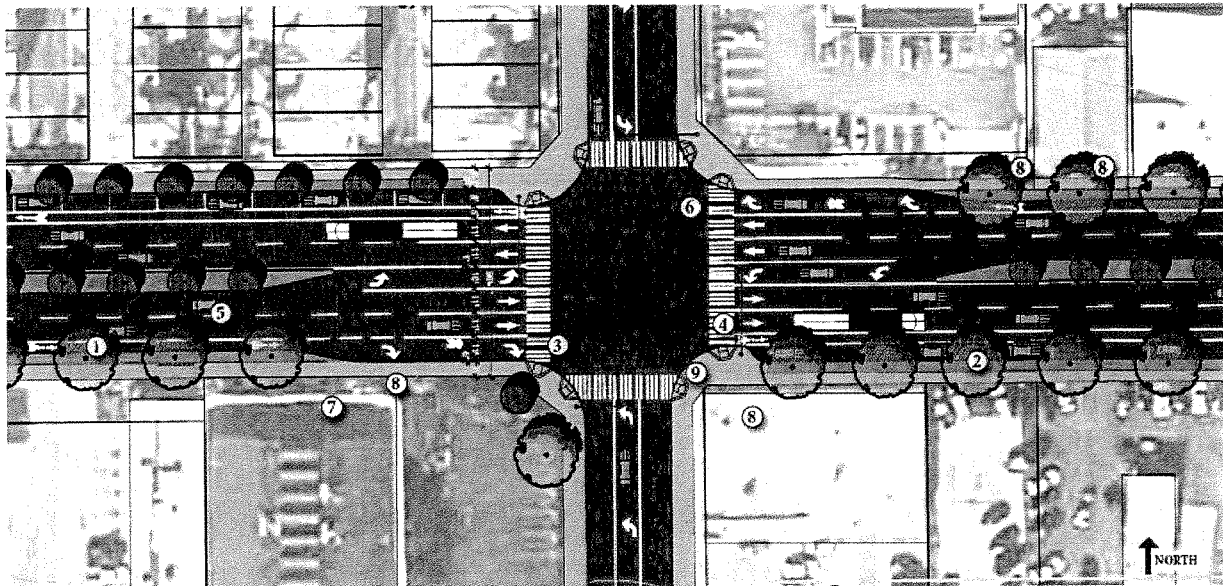
2: Vehicular Focus

Roadway Expansion- 6 Lanes



Exhibit C

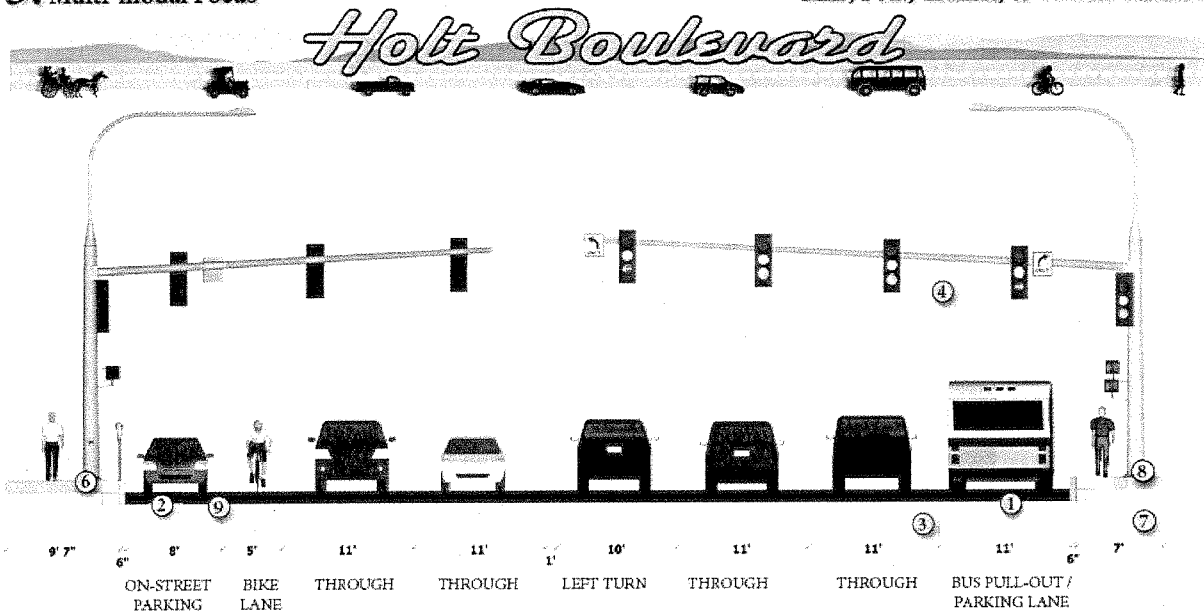
Alternative 3: Multi-modal Focus – bike, ped, transit, and vehicle balance
 City of Ontario’s Holt Boulevard Mobility & Streetscape Strategic Plan



- ① BRT running in the outer lane (shared with vehicles)
- ④ No special BRT que jumper
- ⑦ Minor ROW acquisition required
- ② On-street parking
- ⑤ Landscaped median for traffic control
- ⑧ Drop parkway strip at corners to reduce ROW acquisition
- ③ No special holding lane for BRT
- ⑥ Improved crosswalks and count-down timers
- ⑨ Wrap around bulb out with parking or with BRT station where appropriate

3: Multi-modal Focus

Bike, Ped., Transit, & Vehicle Balance



- ① BRT running in the outer lane (shared with vehicles)
- ④ No special BRT que jumper
- ⑦ Minor ROW acquisition required
- ② On-street parking
- ⑤ Landscaped median for traffic control (not shown)
- ⑧ Drop parkway strip at corners to reduce ROW acquisition
- ③ No special holding lane for BRT
- ⑥ Improved crosswalks and count-down timers
- ⑨ Wrap around bulb out with parking or with BRT station where appropriate

3: Multi-modal Focus

Bike, Ped., Transit, & Vehicle Balance





DATE: May 30, 2012 **Item #C6**

TO: Committee Chair Pat Morris and
Members of the Plans and Programs Committee

THROUGH: Milo Victoria, CEO/General Manager *[Signature]*

FROM: Rohan A. Kuruppu, Director of Planning and Development Services *[Signature]*

SUBJECT: UPLAND METROLINK SERVICE

FORM MOTION

Receive and file this staff report on service to Upland Metrolink Station.

BACKGROUND

During the Omnitrans Board of Directors meeting on May 2, 2012, the Board directed Omnitrans staff to evaluate service enhancements for the Upland Metrolink station. This request also surfaced through the Public & Stakeholder Outreach conducted as part of the Comprehensive Operational Analysis (COA) of Omnitrans led by SANBAG and conducted by AECOM. The typical Upland Metrolink service request is based on the premise that Upland has the only Metrolink station in Omnitrans service area that does not have direct bus service.

There are seven stations in Omnitrans JPA member cities. Five of these stations have service on site and one of the stations has a bus stop within 0.2 miles. Additionally, Omnitrans serves the Downtown Pomona Metrolink Station with a stop on site. Exhibit 1 shows these eight stations, Metrolink’s average daily boardings per station and the bus routes that are nearest each Metrolink station.

As demonstrated by the relatively high Metrolink boarding count in Upland, Omnitrans Planning staff agrees that Upland Metrolink Station is a worthwhile location for bus service.

Exhibit 1: Metrolink Stations in Omnitrans Service Area

Station	Metrolink Avg. Daily Boardings	Omnitrans Route(s)	Distances to nearest Stop (in miles)
San Bernardino	806	1	0.0
Rialto	295	22	0.0
Fontana	451	14, 15, 19, 20, 61, 66, 67, 82	0.0
Rancho Cucamonga	1,103	81	0.0
Upland	583	63, 66, 68, 83	0.3, 1.1, 0.6, 0.3
Montclair	364	65, 66, 67, 68, 80	0.0
East Ontario	438	81	0.2
Downtown Pomona	246	61	0.0

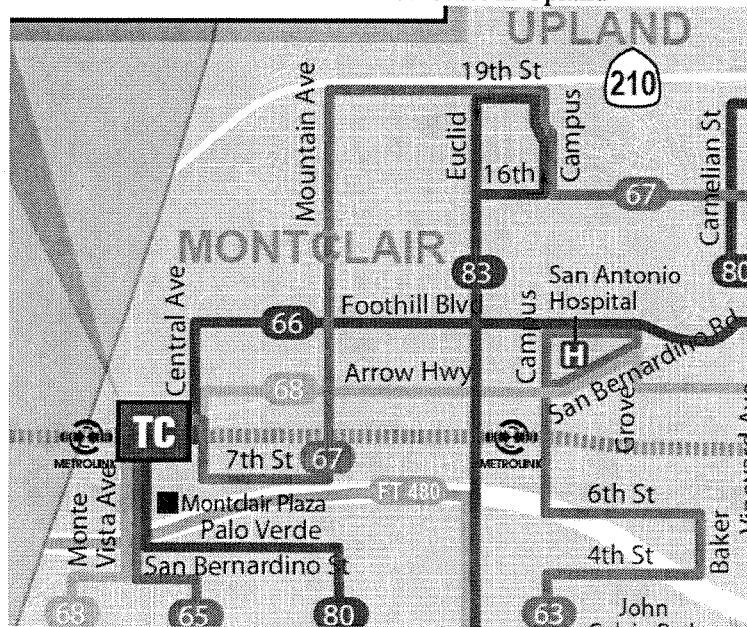
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Serving the communities of Chino, Chino Hills, Colton, County of San Bernardino, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland and Yucaipa.

While the Upland Metrolink Station does not currently offer a superior transfer point, Upland residents do have many direct service options to Metrolink stations. There are five routes that serve the City of Upland, and three of these travel from Upland directly to the Montclair Transit Center and Metrolink Stations. The remaining two routes, offer a one transfer connection to Metrolink. Routes that provide service in Upland include:

- **Route 63: Chino – Ontario – Upland** provides 60 minute service primarily along Campus Ave. south of Foothill Blvd. This route is within 0.3 miles of Upland Metrolink Station and offers a direct transfer to Route 66 on Foothill Blvd., which has direct service to Montclair.
- **Route 66: Fontana – Foothill Blvd. – Montclair** provides 15 minute service along Foothill Blvd. through the City of Upland before turning south on Central Ave. to reach the Montclair Metrolink Station.
- **Route 67: Montclair – Baseline – Fontana** provides 60 minute service on 16th St from the eastern edge of Upland to Campus Ave., before turning north on Campus to serve Colonies Crossroads, then turning west on 19th St. and south on Mountain before heading to Montclair Metrolink Station.
- **Route 68: Chino – Montclair – Chaffey College** provides 30 minute service primarily along Arrow Hwy. in Upland. One central destination on this route is the Montclair Metrolink Station.
- **Route 83: Upland – Euclid – Chino** provides 60 minute service along Euclid Blvd. in Upland. The route has stops within 0.3 miles of the Upland Metrolink Station, and the route offers transfers to Routes 66, 67 and 68 that provide direct service to the Montclair Metrolink station.

Exhibit 2: Omnitrans Routes in Upland



Despite the recognition that the Upland Metrolink Station does provide a service opportunity for Omnitrans, the location also provides safety and ingress/egress concerns. The streets around the

station are narrow. The primary entrance to the station, from Euclid Ave. and A St., is an uncontrolled intersection that is difficult for a 40-foot bus to traverse. Omnitrans currently only crosses Euclid at light controlled intersections due to the speed of travel on Euclid and the fact that Omnitrans buses would need to wait for the median on Euclid to be clear to cross the street.

Lastly, mid-route connections with Metrolink trains are difficult to ensure reliable transfers. Omnitrans and Metrolink each conduct several schedule changes per year. These change periods are not typically in-sync. Additionally, Omnitrans buses can run up to five minutes behind schedule and be considered on-time, while Metrolink trains can often depart up to five minutes before the scheduled departure time. In order to create a reliable transfer window, the bus must schedule 5-10 minutes of dwell time per trip. This is a significant time cost for passengers on board trying to make other connections. This is much more easily accomplished at end of lines, where passengers are not waiting on board and the bus is scheduled to have recovery time for other reasons.

AECOM, in cooperation with Omnitrans' staff, has evaluated service to Upland Metrolink Station. An initial proposal without service details such as vehicles, frequency of service and span of service was delivered in March 2012. The proposed service is built around a thorough restructuring of service in Upland designed to be implemented as part of the overall route network. This is provided in the analysis below. Additionally, Omnitrans has prepared some initial cost estimates for route deviations that could serve the Upland Metrolink Station in the short-term, presented below.

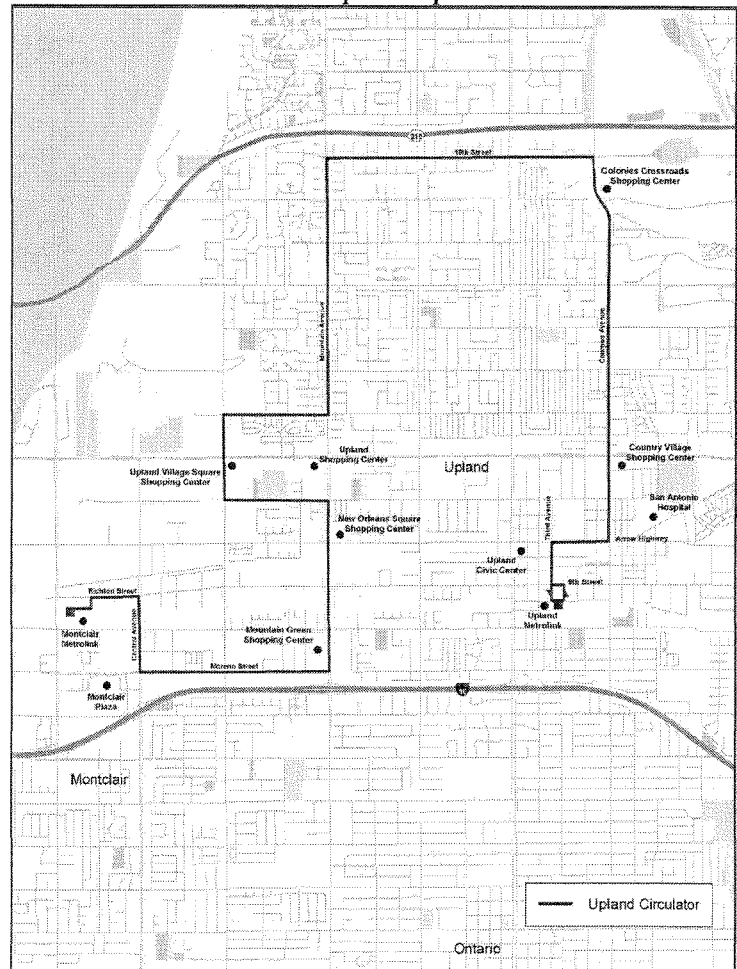
ANALYSIS

COA RECOMMENDATIONS

COA Technical Memorandum 7: Initial Service Alternatives delivered in March 2012 proposes route modifications to Route 66, 68 and 83 and the implementation of an Upland Circulator. The introduction of the Upland Circulator works as a collector route that would serve areas where regular fixed routes are proposed to be removed, but would connect upland residents near Campus, 19th St and Mountain Avenue to both the Upland and Montclair Metrolink stations.

While the proposed circulator service will be covering eliminated portions of Route 67, there would likely be an additional cost associated with implementation of this service. The true cost is unknown at this time because the COA team has not delivered service details such as service

Exhibit 3 COA Proposed Upland Circulator



frequency and vehicle requirements.

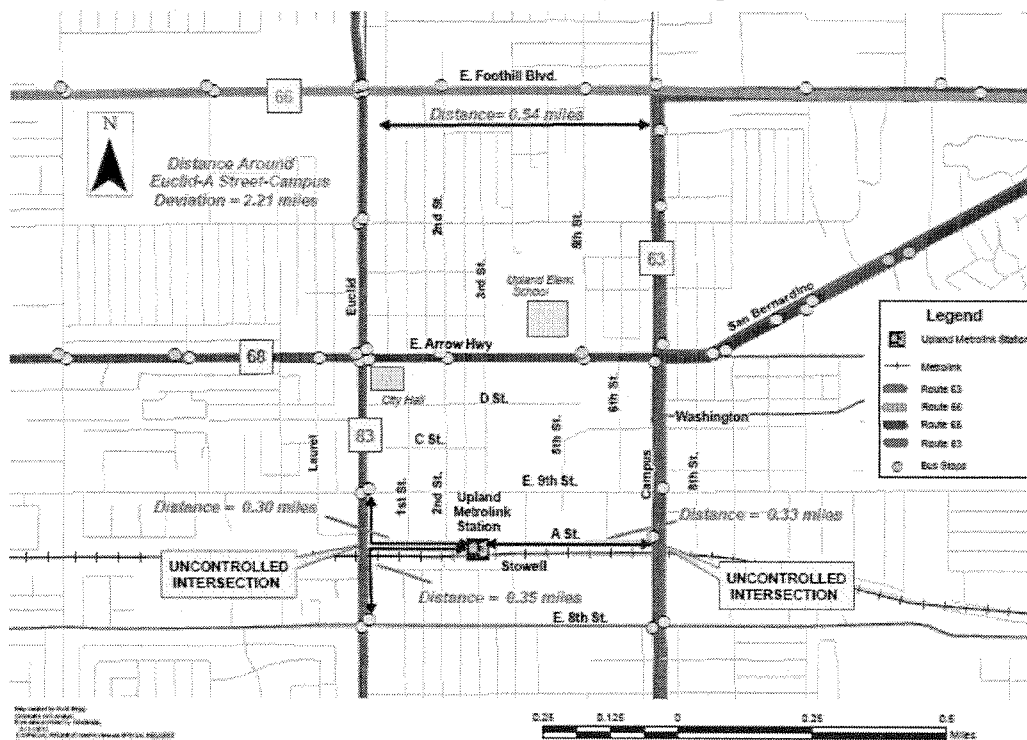
While Omnitrans can begin to operate a service like this prior to the full implementation of the COA, it would currently serve to mostly duplicate existing service. A similar albeit slightly longer circulator route in Chino Hills, OmniGo Chino Hills Route 365, is estimated to cost a fully allocated \$669,000 for full year FY2012. Similar funding levels would need to be identified in order to start the Upland Circulator prior to the completion of the COA.

Potential Temporary Measures

Route 66 provides 15 minute frequency on weekdays along Foothill Boulevard. It is possible to create a route deviation from Foothill on Campus and Euclid to A St. or 9th St. to provide direct service to Upland’s Metrolink Station. This deviation adds 2.3 miles per one-way trip. There are 116 trips per weekday, which for weekday service would add approximately 68,000 revenue miles per year. This would require the addition of two (2) additional coaches at peak periods and one additional coach all day. This deviation would cost approximately \$476,000 per year. Additionally an average of 63 riders board and 73 riders alight per weekday in the segment that would be abandoned along Foothill.

Currently, passengers using Route 66 can walk approximately 20 minutes from Foothill Blvd. to the Upland Metrolink Station or can continue on route to the Montclair Metrolink Station. The current routes and stops near the Upland Metrolink Stations are mapped below.

Exhibit 3: Current Routes and Bus Stops Near Upland Metrolink



Similarly, Route 68 can be deviated from current routing along Arrow Highway. Route 68 operates at a 30 minute frequency. This deviation would add 1.3 miles per each of Route 68's, 68 trips per weekday. This would add approximately 22,500 revenue miles per year, 3,300 revenue hours per year and require the addition of one (1) coach. The estimated cost of this change is \$285,238 per year. Currently, passengers using this route take approximately 8-10 minutes to walk to the station from the nearest bus stop at Arrow Highway and 2nd Avenue.

Routes 63 serves Campus Avenue, and could be deviated to serve Upland Metrolink, but it would not serve the purpose of connecting Upland with its Metrolink station.

Route 83 service on Euclid could be deviated to serve the Metrolink station by using A St., 1st Ave. and 9th St.; however, the intersection of A St. and Euclid is not a safe, protected intersection for a bus. Similarly, a bus stop could be installed at the corner of A St. and Euclid Ave. heading Northbound, which would move a stop to within 0.2 miles of the Metrolink station, but a corresponding stop on the southbound side is not feasible due to safety concerns related to pedestrians crossing Euclid without an explicit crosswalk.

CONCLUSION

Receive and file this report on service requests for Upland Metrolink station.

Staff recommends that the service development for Upland Metrolink be completed and implemented as part of the broader COA. Should the Plans and Programs Committee recommend that staff move forward with an interim solution prior to the implementation of COA findings, Omnitrans would need to request additional funding from SANBAG in the range of \$300,000 to \$600,000 depending on the solution implemented.

MV:RK:JB



DATE: May 30, 2012 Item #C7
TO: Committee Chair Pat Morris and
Members of the Plans & Programs Committee
THROUGH: Milo Victoria, CEO/General Manager *M. Victoria*
FROM: Wendy Williams, Director of Marketing *W. Williams*
SUBJECT: **AGENCY REBRANDING PROJECT**

FORM MOTION

Receive and forward to the Board of Directors an update on the Omnitrans agency rebranding project.

BACKGROUND AND SUMMARY

The Omnitrans rebranding initiative began as part of the agency strategic plan developed for Fiscal Year 2009-14 as a strategy to support the marketing goal of increased community awareness. The goal is to refresh the Omnitrans brand image and to create a brand standards manual to ensure consistency of application. In Omnitrans' 36-year history, the agency has had two logos, with the most recent update occurring in 1986. Updating this outdated image and related elements such as fleet graphics, communications materials, signage and uniforms will help generate a new image and awareness for the agency. The objective is to update the brand identity so it is better aligned with our current brand positioning, target audiences, market conditions. A brand is more than a logo and color scheme. The brand identity contributes to the overall customer experience and community perception. It also contributes to employee pride.

With assistance from our advertising agency, branding workshops were conducted in Fiscal Year 2010-11 to define the brand strategy prior to working on brand identity elements. Workshops included the Senior Leadership Team, Marketing Department staff, and our public relations and ad agency contractors. During Fiscal Year 2011-12, the logo and tagline underwent legal review and were finalized. Items impacted by agency rebranding and related costs were identified including business forms, marketing materials, signage, vehicles, and uniforms.

The new brand will be launched during Fiscal Year 2012-13 to coincide with the roll out of newly commissioned transit buses. Implementation timeline:

Omnitrans • 1700 West Fifth Street • San Bernardino, CA 92411
Phone: 909-379-7100 • Web site: www.omnitrans.org • Fax: 909-889-5779

Serving the communities of Chino, Chino Hills, Colton, County of San Bernardino, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland and Yucaipa.

Task	Completion
Legal review, trademark review and clearance	June 2012
Complete brand standards manual	July 2012
Finalize new fleet and bus stop sign graphics	July 2012
Update agency printed collateral, fare media and business materials	September 2012
Update agency website and other electronic communications	September 2012
Update employee uniforms, outreach apparel and name badges	September 2012
Update signage at Omnitrans facilities	September 2012
Launch new buses with new graphics, PR event	August 2012
Implement “new look” advertising campaign	September 2012

While many elements of the rebranding will be implemented simultaneously, phasing will be necessary. For example, our 2,500 bus stop signs will be replaced over several weeks and months. The existing bus fleet will be updated over a period of many months and within budget constraints. Existing buses will receive a modified update to minimize associated costs. The goal will be to complete the transition to the new brand identity by the end of Fiscal Year 2012-13.

It should be noted that the Omnitrans rebranding effort will be applicable to corporate identity and regular fixed route services. Access, OmniLink, OmniGo and sbX services and fleets will retain their current distinctive brand identities.

MV:WW



DATE: May 30, 2012 Item #C8

TO: Committee Chair Mayor Patrick Morris and
Members of the Plans and Programs Committee

THROUGH: Milo Victoria, CEO/General Manager *[Signature]*

FROM: Milind Joshi, sbX Program Manager

SUBJECT: **CONSTRUCTION PROGRESS REPORT NO. 5 THROUGH APRIL 2012**
sbX E STREET CORRIDOR BRT PROJECT

FORM MOTION

Receive and file Construction Progress Report No. 5 for the sbX E Street Corridor BRT Project through April 2012.

SUMMARY AND BACKGROUND

This is Construction Progress Report No. 5 for the sbX E Street Corridor Project.

CONCLUSION

Receive and file the Construction Progress Report No. 5 for the sbX E Street Corridor BRT Project through April 2012.

MV:MJ

Attachment



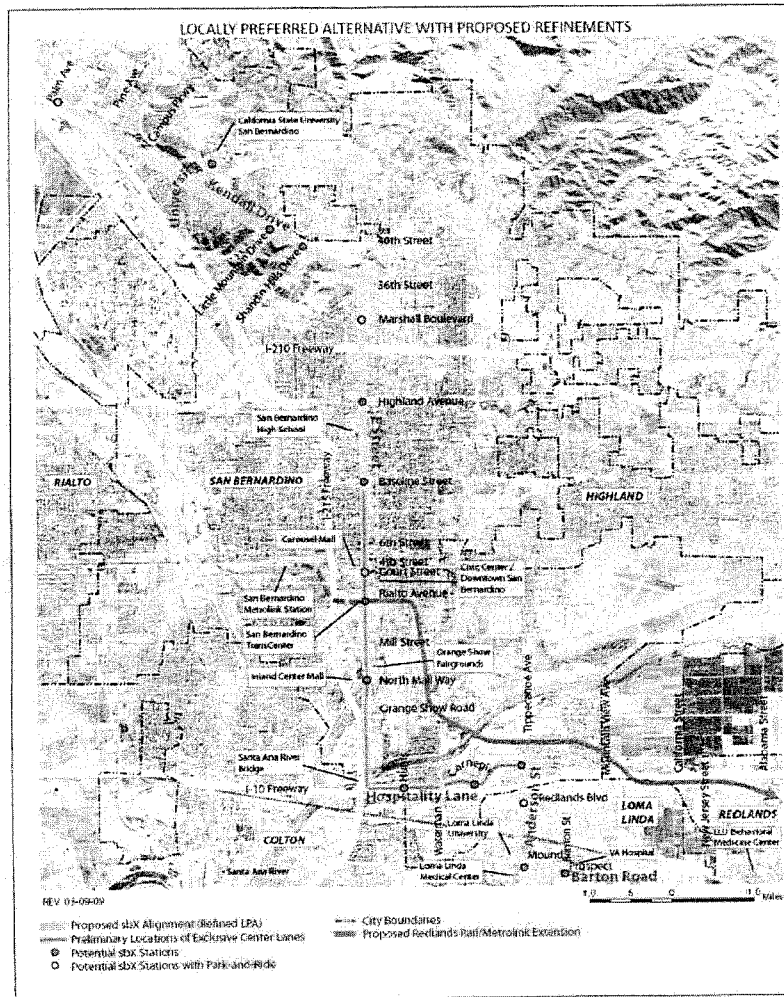
sbX E Street Corridor Bus Rapid Transit (BRT) Project

Construction Progress Report No. 5

Month Ending: April 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:

- Continued construction of the Kendall/Palm Park & Ride Facility; placed concrete for the foundation of the restroom and bus platform, started placing block for the restroom walls, continued installation of electrical conduit and storm drain improvements.
- Continued water service and fire hydrant relocations, storm drain systems, traffic signal relocations and placement of curb & gutter, driveways and bus pads along E Street.
- Continued water service and fire hydrant relocations, and westbound removals and clearing & grubbing along Hospitality Lane.

Community Relation Activities this Month:

- Conducted monthly Public Construction Status Meeting at 201 North East Street on 11 April. A project update was provided and no major concerns raised.
- Continued communications with businesses along Hospitality Lane and E Street to coordinate scheduling of the work.
- Met with TGI Fridays located on Hospitality lane to address concerns pertaining to shut-downs of water service required for relocation efforts. Coordinated to perform shut-downs during non-business operation hours, posted signage identifying the business is open during construction and maintained access while under construction.
- Met with SoCal Super Trucks located at 774 South E Street to address their concerns pertaining to business access and potential damage of their large glass window due to construction vibration. Access will be maintained during construction and the contractor will monitor for vibration.
- Met with five property owners along E Street to advise of the work schedule and inform them that access to their properties will be maintained during construction.
- Met with Cross Roads Rotary Club to discuss concerns pertaining to the elimination of left hand turns along Hospitality Lane due to the dedicated center running bus lanes. Advised them that U-turns will be allowed at signalized intersections to allow access to businesses.

Accomplishments this Month:

- Completed negotiation and execution of the first contract change order. The original estimate for this change was approximately \$4.159 million; after negotiations of the costs with the contractor and relief of some San Bernardino City requirements the costs was reduced to approximately \$2.594 million.
- Completed negotiations for the 2nd & 3rd contract change orders and awaiting the Omnitrans CEO signature. Negotiations with the contractor for the 3rd change resulted in an estimated original proposal of approximately \$475,000 to an agreed cost of \$433,500.
- Continue to meet each month to review the project risk register that identifies risks and potential costs to the project. We have prepared a 13 page risk register identifying 125 risk items in 14 different categories reducing the project's exposure to these risks.
- Identified a potential public relations issue and impact to local business prior to executing the approved traffic control plan for closure of lanes at Tippecanoe and Hospitality Lane. Upon reviewing the traffic flow after the traffic control was established it was determined that traffic would back up north bound on Tippecanoe due to the restricted left turn on Hospitality. A plan revision was created and reviewed by the City that allowed two left turn lanes and two west bound lanes to the next signalized intersection. The road was restriped at night and the problem was eliminated.

- The approved traffic control plan required the closing of an access driveway to a commercial center. Access was being obtained by an adjacent signalized intersection but the business establishments were complaining to the center's owner to have the driveway opened. The team met with the center manager and owner to seek a resolution. Two options were presented and the owner selected the option that fast tracked construction to permit opening of the driveway prior to completion of the adjacent work.
- A conflict existed with the corner radius that restricted bus turning into a local mall entrance. Two options were presented (1) Eliminate the median conflict; this would require removal of an existing sign and entrance lights. (2) Construct a larger radius corner that would require about 140 sq ft of additional right-of-way. The owner agreed that dedicating the right of way at no cost would be better than having to try and replace the sign and lights at another location.
- The contractor (Comet) completed the 80% design for the transit signal priority, communications and variable message sign systems and is scheduled to submit 100% plans by 1 May. Review has been a coordinated effort between the designer, CM staff and Omnitrans operations.

Construction Planned for the Next Month:

- Continue construction of the Kendall/Palm Park & Ride facility
- Continue installation of curb & gutter, sidewalk, driveways, and bus pads along E Street.
- Continue traffic signal relocations along E Street.
- Complete installation/extension of water services, fire hydrants, and water meters relocations along E Street and Hospitality Lane.
- Place curb, gutter, driveways and sidewalk along the north side of Hospitality Lane
- Continue storm drain and sanitary sewer improvements along E Street
- Relocate trees along Hospitality Lane

Areas of Concern and Proposed Solutions:

- Received encroachment permit from the City of San Bernardino on 01/27/12; the first contract day of construction was 12/21/11. The actual start of construction was delayed due to the permitting issue with the City of San Bernardino. The baseline schedule has been returned to the contractor for corrections. Once the baseline schedule is approved; the contractor will submit a recovery schedule so we can evaluate the impact of the delay. The revised baseline schedule was received and returned to the contractor with 22 pages of corrections/comments. The contractor has addressed most of these comments but several discrepancies still exist and Omnitrans 3rd Party scheduler is also reviewing the schedule.
- Caltrans Encroachment permit for Hospitality and Carnegie; waiting for Caltrans Traffic Signal Section in Sacramento to review additional information provided by Parsons. Caltrans to meet with Omnitrans and Parsons to review plan check comments on 05/01/2012.
- Waiting for the Flood Control District Permit for the Redlands Park & Ride Station.
- The project has started with a significant amount of changes and contract change orders need to be processed in a timely manner to avoid delays to the project. The amount of contingency will need to be increased to make funding available for these change orders. IPMO plans to request an additional 10% contingency during the May Board Meeting.
- We are coordinating with Verizon and SCE Transmission and Distribution for relocations. SCE is scheduled to relocate a distribution pole at 10th and E Streets on 1 May. Verizon started relocation of a pull box at North Mall Way and E Street. Parsons prepared plan revisions to include service from the SCE and Verizon service

points to the stations with the exception of the service at baseline and E Street. The contractor is preparing a cost proposal for this change.

- There is a conflict between an SCE vault and the curb design near the Souplantation Restaurant on Hospitality Lane; the existing vault is in the curb line and will need to be relocated. We are coordinating this issue with SCE.
- Pedestrians are entering areas closed to the public and that are under construction despite signage and barriers identifying the closed off areas. This concern has been addressed with the San Bernardino Police Department; they will increase their presence and issue warnings to violating pedestrians.
- Deficiencies in the quality and thickness of existing pavement along E Street between 6th and 10th Street were identified. Coring of sections of the sStreet to evaluate the conditions and provide recommendations for construction was conducted. We are reviewing the coring information with the designer and geotechnical engineer to determine the appropriate pavement section. It is anticipated that this will result in some increases in current pay items but none greater than 25%.
- The contractor's surveyor has identified vertical and horizontal discrepancies in the survey monuments along Hospitality Lane. We met with the designer, contractor and our QA surveyor to discuss resolution of this issue. The design surveyor provided electronic data; the contractor is re-checking the bench marks. There are some minor variations but the discrepancies are within tolerance; with use of local control this issue is resolved.

Contract Change Orders (CCO)

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
TOTALS		\$3,242,419.64	0

Change Order Requests (COR)

COR	Description	Estimated Cost *	Time Extension Contract Calendar Days	Status
1	Permit Plan Changes, Delta 1, requested by the City	\$489,754	TBD	Preparing documentation for submittal to Omnitrans.
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)	\$1,200,000	TBD	JV to revise and resubmit cost proposal
4	Project Signs changed from Wood to Aluminum	\$3,600	0	Submitted to Omnitrans on 04/12/2012 for approval
5	Ad Panels	0	0	Denied
6	SWPPP training	\$9,394	0	Awaiting JV resubmittal
7	Street Conduit Forensic study, Paid under Pay Item No. 318, closed	0	0	To be paid under bid item 318 – Unknown Conditions
8	Additional Insurance Requirements; Processing as CCO No. 2	0	0	Submitted to Omnitrans on 03/21/2012 for approval
9	Caltrans Kendall/Palm Encroachment Permit	\$50,000	0	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
12	Partnering Session Supplies for Team Building	\$9,524	0	JV to confirm "no cost" change
13	Station Elevation Modifications for Marshall and Baseline	0	0	To be reviewed with Omnitrans on 05/01/2012
14	Electrical Service Modifications for Street Lights – CCO No. 3 prepared	0	0	Submitted to Omnitrans on 03/21/2012 for approval
15	Electrical Plan Changes	TBD	TBD	Designer preparing scope
16	Taper revisions at Parcels B235, B237, B239	0	TBD	JV to confirm "no cost" change

COR	Description	Estimated Cost *	Time Extension Contract Calendar Days	Status
17	177 lf of 6" DIP missing from bid list; paid under Pay Item No. 55, closed.	0	TBD	To be paid under bid item 55.
18	Drainage Plan and Profile Kendall/Palm Station East	\$80,000	TBD	JV preparing cost proposal
19	Lowering Catch Basin for Street Light Foundation	\$35,000	TBD	Under review by Jacobs
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	TBD	TBD	Designer preparing scope
22	Potholing along E Street for curb & gutter excavation, paid under Bid Item 318, closed.	0	TBD	To be paid under bid item 318 – Unknown Conditions
23	Water Meter and Fire Hydrant Connections to the Main. Executed as CCO No. 1, Closed.	0	TBD	Approved
24	Additional traffic signal requirements	\$59,477	TBD	Submitted to Omnitrans on 03/21/2012 for approval
25	Addition of two bus stops at Kendall/Palm	\$35,000	TBD	JV preparing cost proposal
26	Redesign of median fountain area at Court Station	TBD	TBD	Designer preparing scope
27	Kendall at Palm Traffic Signal Revisions	TBD	TBD	Designer preparing scope
28	Kendall at Palm additional local bus station – Part 2 – electrical, landscape, signage and striping additions	TBD	TBD	Designer preparing scope
29	Gage Canal Changes	TBD	TBD	Designer preparing scope
30	Bus Stop No. 2 Revisions	TBD	TBD	Designer preparing scope
31	Planter curb additions at Shell Gas Station	TBD	TBD	Designer preparing scope
32	Graded channel at north end of Kendall/Palm	TBD	TBD	JV preparing cost proposal
33	E Street/North Mall Way bay taper & median removal	TBD	TBD	Designer preparing scope
34	Optional traffic signal at Hospitality and private drive	TBD	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	TBD	TBD	Designer preparing scope
37	Out of Sequence Concrete Pours due to Existing	TBD	TBD	Awaiting info from JV

COR	Description	Estimated Cost *	Time Extension Contract Calendar Days	Status
	Unforeseen Obstructions -			
38	Modified Utility Plans Showing Vaults to be Replaced and water Meter As-Builts	TBD	TBD	Designer preparing scope
39	Out of Sequence Concrete Pours due to Existing Unforeseen Obstructions – Union Street	TBD	TBD	JV preparing cost proposal
40	Curb Ramp at Northwest Corner of E Street & Rialto	TBD	TBD	JV preparing cost proposal
41	Change sbX Traffic Signal Heads from PV to LRT	TBD	TBD	JV preparing cost proposal
42	Pavement Section Along E Street from 10 th to 2 nd Street	TBD	TBD	Designer preparing scope
43	Increase in Project Bid Quantities	TBD	TBD	Preparing documentation for submittal to Omnitrans
44	SCE Vault at North May Way	TBD	TBD	Designer preparing scope
45	Cross Gutter at E Street and Victoria	TBD	TBD	Designer preparing scope
46	Eliminate Driveway Approach at Parcel C33	TBD	TBD	Designer preparing scope
47	Replace Driveway Approach at Parcel B251	TBD	TBD	Designer preparing scope
48	Steel Storage Containers	TBD	TBD	No cost/no time change. Item closed.
49				
50				
TOTALS		\$2,126,749	TBD	

* Rough Order of Magnitude – Currently there is not sufficient information to determine the rough order of magnitude cost for the costs identified as TBD. Estimated cost will be updated as additional information is obtained and negotiations are conducted.

Contract Statistics**Contract Time**

Activity	Days	Date
Notice to Proceed		11/21/11
Calendar Days per Original Contract	731	
Original Completion Date		12/21/13
Calendar Days Completed	128	
CCO Time Extension to Date	0	
Required Completion Date as of 26 April 2012		12/21/13
Forecasted Completion Date as of 26 April 2012		12/21/13
Percent Time Elapsed	17.51%	

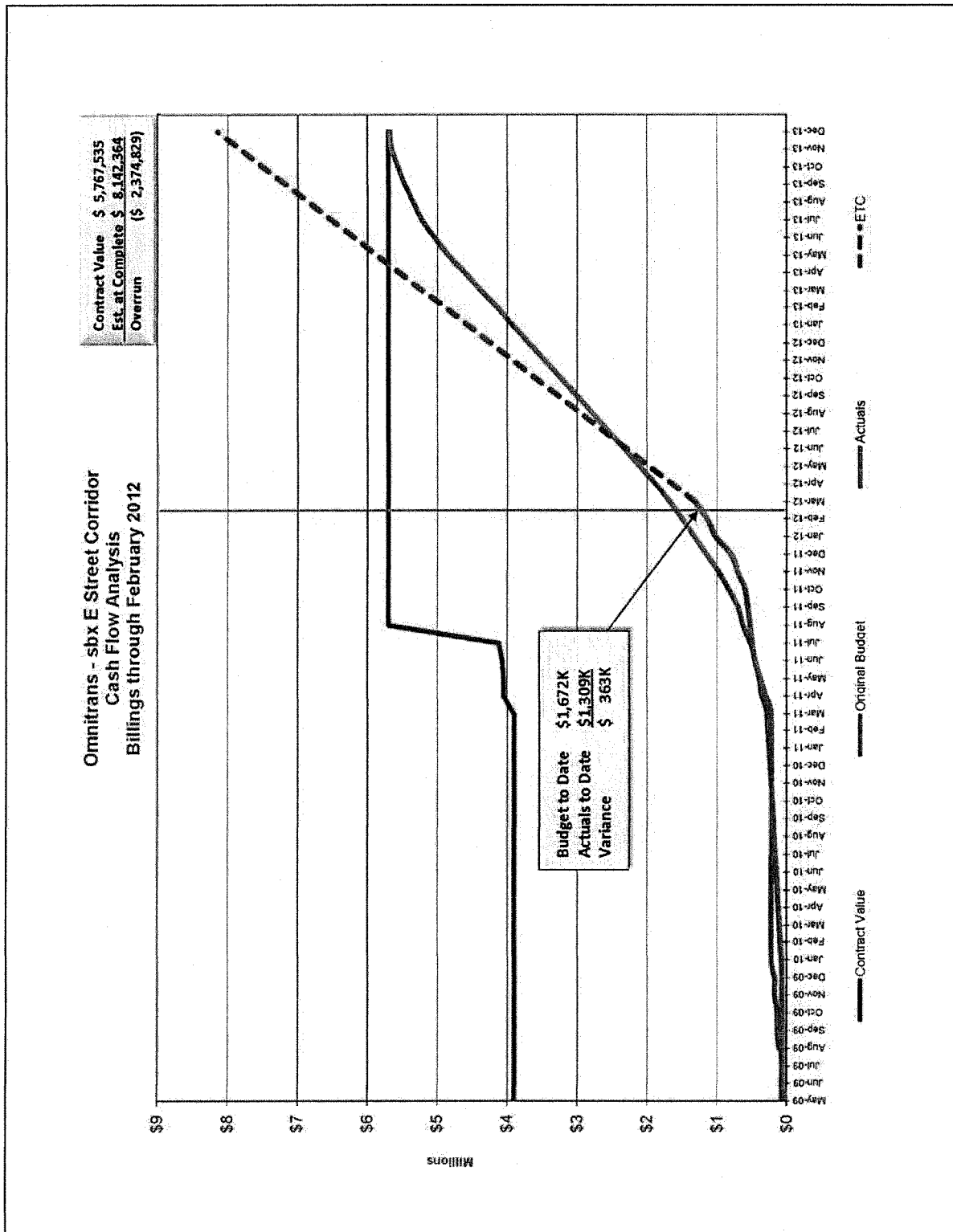
Contract Cost

	Comments	Project Cost
Original Contract Amount		\$64,700,603.05
CCO's to Date		\$3,242,419.64
Total Authorization to Date		\$67,943,022.69
Options (Pay Items 319 & 320)		\$202,000.00
Pending CCO's		\$2,126,749.00
Forecasted Cost at Completion		\$70,271,771.69
Contract Items as of 31 March 2012		\$5,924,742.29
Materials on Hand as of 31 March 2012		\$0
CCO's Paid as of 31 March 2012		\$36,046.35
DBE Contract Amount		\$644,0663.50
DBE Paid to Date		\$289,042.50
DBE Contract Goal		9.95%
DBE Percentage of Total Earned to Date		4.85%
Amount Earned as of 31 March 2012		\$5,960,788.64
Retention Held		\$596,078.86
Percent Complete (% paid)		9.21%

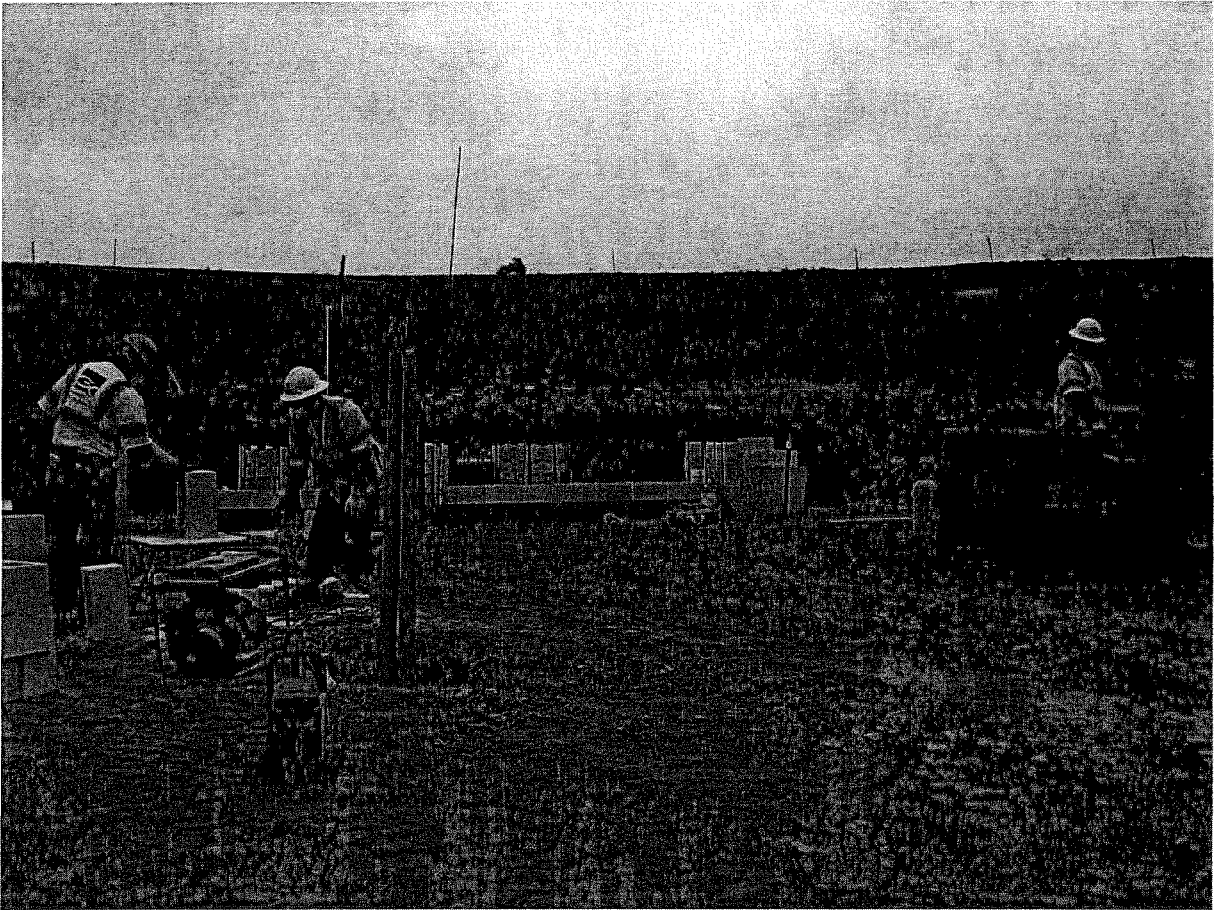
Construction Management Services Cost

	Comments	Project Cost
Original Contract Amount		\$3,898,769.00
CCO's to Date		\$1,803,526.90
Total Authorization to Date		\$5,702,295.90
Pending CCO's		\$0
Forecasted Cost at Completion		\$8,142,364.00
Total Billed as of 24 February 2012		\$1,304,741.26
DBE Contract Amount		\$789,333.00
DBE Paid to Date		\$59,505.57
DBE Percentage of Contract		13.84%
DBE Percentage of Total Earned to Date		4.56%
Percent of Budget Expended		22.88%

We added Primavera Contract Manager to assist with document control; a new server to provide the capacity to store documents at a remote location, provided additional staff for administrative and document control services, and inspection staff was also added sooner than planned. Also due to early extensive contract change orders, we added estimators to assist with estimating the costs of the change orders. The following Cash Flow Analysis shows our current billings through February 2012 and the estimate to complete through December 2013.



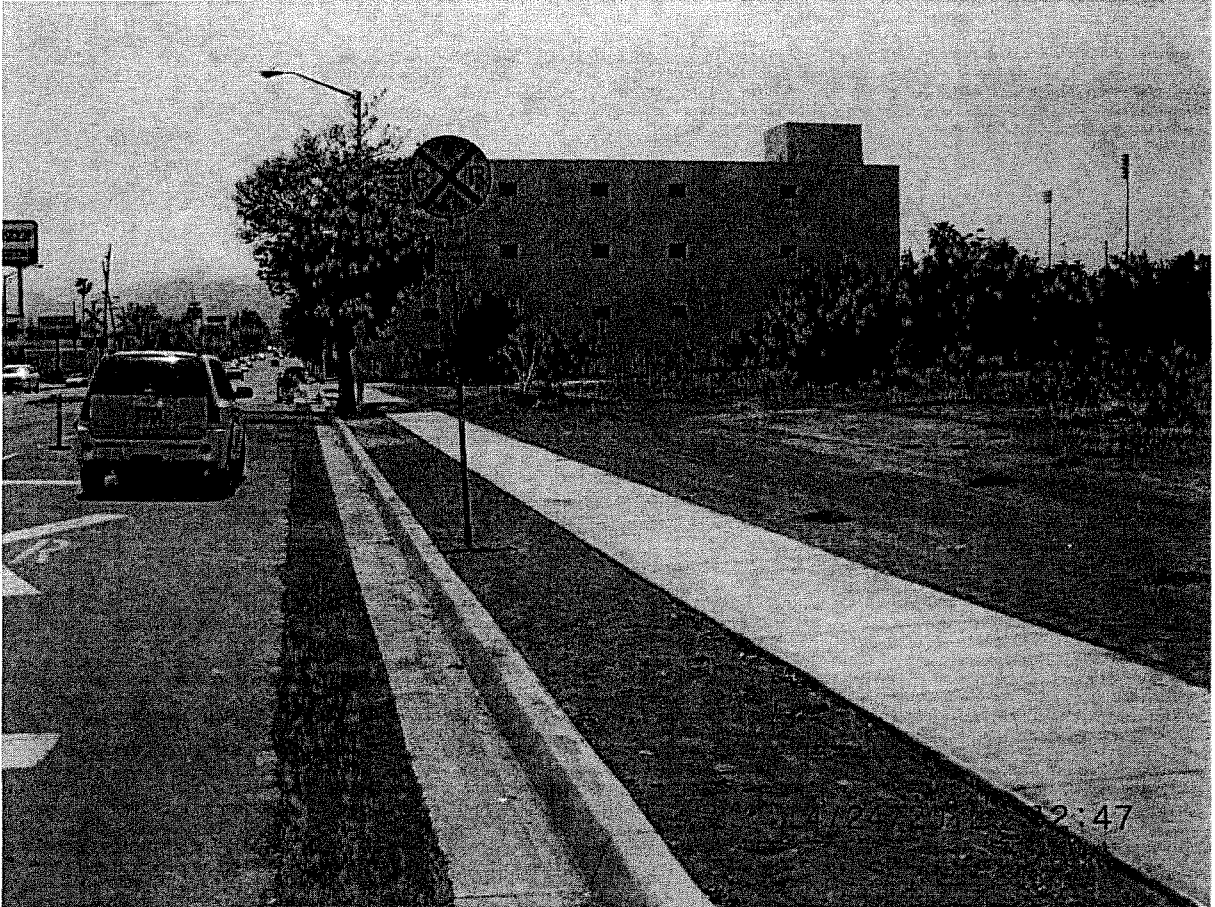
Progress Photos:



Start of Block laying for the Bus Driver's Restroom at the Palm/Kendall Park & Ride



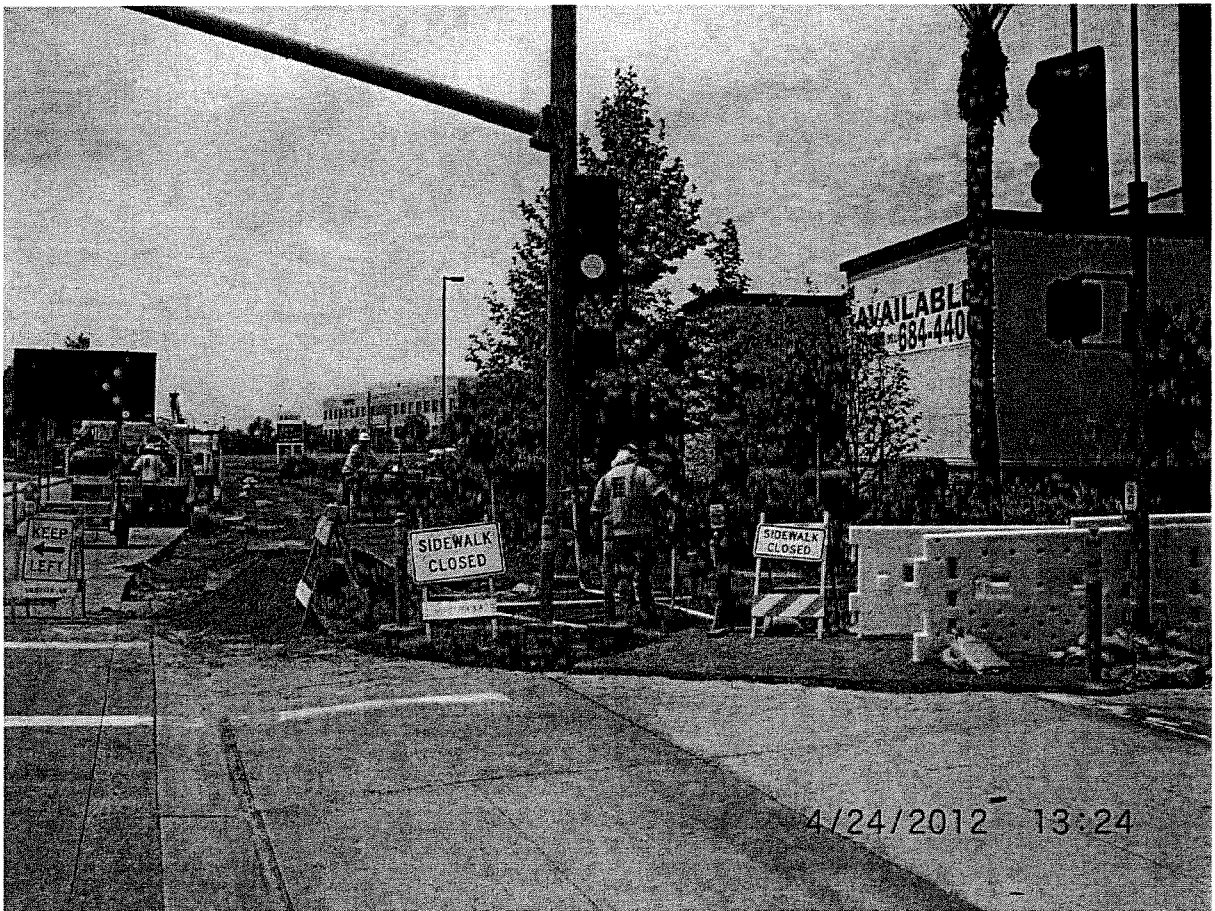
New curb, gutter, driveways & sidewalk along E Street, looking south between 9th and Union Streets



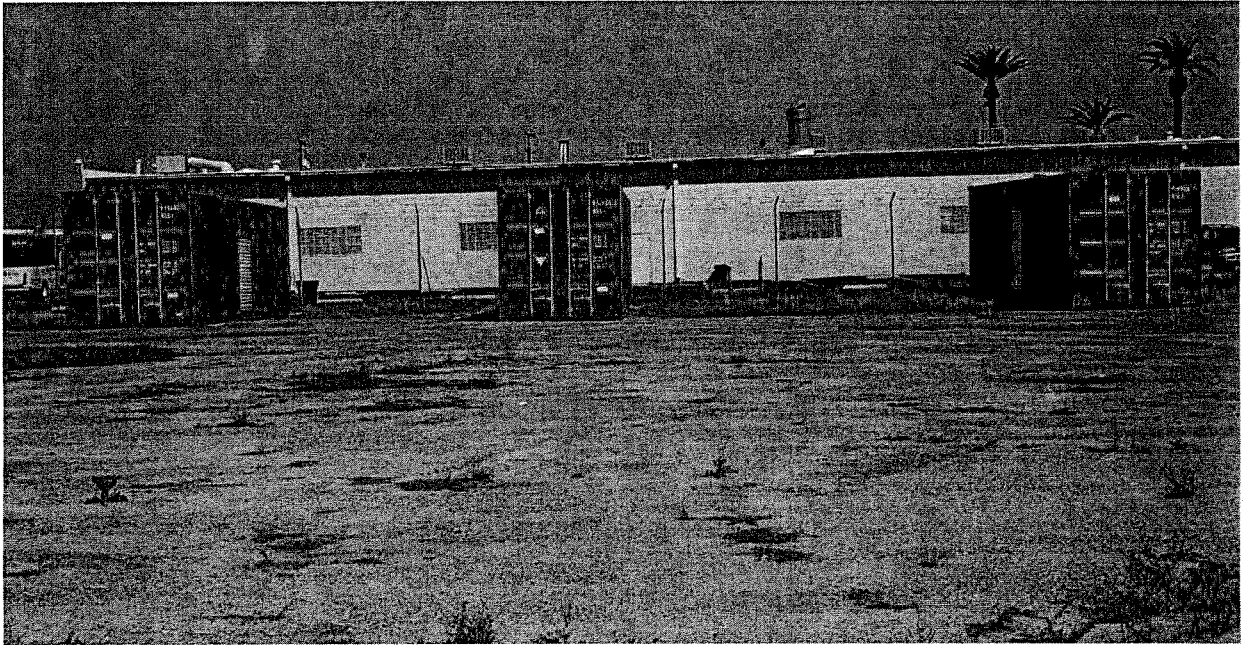
New curb, gutter & sidewalk along E Street, looking south between Rialto Avenue & the BNSF tracks



New curb, gutter, driveway & sidewalk and relocated signal pole at SW corner of E Street & Inland Center Drive looking north



Clearing & grubbing and curb, gutter & sidewalk removal along the north side of Hospitality Lane at private drive across from Costco, looking west



Storage Containers delivered to the Omnitrans storage area on J Street between Rialto Avenue and Mill Street, Pay Item 35

**IPMO/sbX Project Costs
Forecasted through 4/30/12**

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%	\$ 644,105	3.3%	\$ 19,080,895	\$ 12,315,812	\$ 12,959,917	\$ (6,755,083)
	Guideway, At-grade semi-exclusive (allows cross traffic)	\$ 16,686,000	\$ 18,353,000	\$ 12,169,991	66.3%	\$ 584,049	3.2%	\$ 17,768,951	\$ 11,585,942	\$ 12,169,991	\$ (6,183,009)
10.03	Guideway, At-grade in mixed traffic	\$ 1,298,000	\$ 1,372,000	\$ 789,926	57.6%	\$ 60,056	4.4%	\$ 1,311,944	\$ 729,870	\$ 789,926	\$ (532,074)
20	STATIONS, STOPS, TERMINALS, INTERMODAL	\$ 17,201,000	\$ 14,917,000	\$ 13,045,338	87.5%	\$ 389,179	2.6%	\$ 14,527,821	\$ 12,656,159	\$ 13,045,338	\$ (1,871,662)
	At-grade station, stop, shelter, mall, terminal, platform	\$ 17,201,000	\$ 14,917,000	\$ 13,045,338	87.5%	\$ 389,179	2.6%	\$ 14,527,821	\$ 12,656,159	\$ 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	\$ 8,131,000	\$ 8,131,000	\$ -
	Light Maintenance Facility	\$ 1,265,000	\$ 4,285,000	\$ -	0.0%	\$ -	0.0%	\$ 4,285,000	\$ 4,285,000	\$ 4,285,000	\$ -
30.02	Yard and Yard Track	\$ 4,105,000	\$ 3,866,000	\$ -	0.0%	\$ -	0.0%	\$ 3,866,000	\$ 3,866,000	\$ 3,866,000	\$ -
40	SITING & SPECIAL CONDITIONS	\$ 35,611,000	\$ 34,271,000	\$ 19,985,908	58.3%	\$ 4,623,680	13.5%	\$ 29,647,320	\$ 15,506,228	\$ 20,129,908	\$ (14,141,092)
	Demolition, Clearing, Earthwork	\$ 4,785,000	\$ 4,741,000	\$ 455,559	9.6%	\$ 13,652	0.3%	\$ 4,727,348	\$ 4,727,348	\$ 455,559	\$ (4,285,441)
40.01	Site Utilities, Utility Relocation	\$ 6,245,000	\$ 4,993,000	\$ 4,488,511	89.9%	\$ 1,197,987	24.0%	\$ 3,795,013	\$ 3,290,524	\$ 4,488,511	\$ (504,489)
40.02	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)
40.05	Pedestrian / bike access and accommodation, landscaping	\$ 6,312,000	\$ 6,925,000	\$ 3,653,137	52.8%	\$ 17,000	0.2%	\$ 6,908,000	\$ 3,778,953	\$ 3,795,953	\$ (3,129,047)
40.06	Automobile, bus, van accessways including roads, parking lots	\$ 6,972,000	\$ 3,601,000	\$ 4,247,349	117.9%	\$ 497,387	13.8%	\$ 3,103,613	\$ 3,751,146	\$ 4,248,533	\$ 647,533
40.07	Temporary Facilities and other indirect costs during construction	\$ 11,198,000	\$ 13,921,000	\$ 7,069,128	50.8%	\$ 2,897,655	20.8%	\$ 11,023,345	\$ 4,171,473	\$ 7,069,128	\$ (6,851,872)
50	SYSTEMS	\$ 19,984,000	\$ 16,727,000	\$ 19,889,557	118.9%	\$ 808,823	4.8%	\$ 15,918,177	\$ 19,237,734	\$ 20,046,557	\$ 3,319,557
	Traffic signals and crossing protection	\$ 11,386,000	\$ 10,810,000	\$ 5,995,557	55.5%	\$ 174,078	1.6%	\$ 10,635,922	\$ 5,978,479	\$ 6,152,557	\$ (4,657,443)
50.02	Communications	\$ 6,294,000	\$ 4,210,000	\$ 8,294,000	197.0%	\$ 634,745	15.1%	\$ 3,575,255	\$ 7,659,255	\$ 8,294,000	\$ 4,084,000
50.05	Fare collection system and equipment	\$ 2,304,000	\$ 1,707,000	\$ 5,600,000		\$ -		\$ 1,707,000	\$ 5,600,000	\$ 5,600,000	\$ 3,893,000
50.06	Contract Change Orders			\$ 3,242,420					\$ 3,242,420	\$ 3,242,420	\$ -
	Pending Change Orders								\$ 2,126,749	\$ 2,126,749	\$ -
60	Construction Subtotal (10-50)	\$ 96,150,000	\$ 93,771,000	\$ 69,131,100	73.7%	\$ 6,465,788	6.9%	\$ 87,305,212	\$ 73,216,101	\$ 79,681,889	\$ (14,089,111)
60.01	ROW, LAND, EXISTING IMPROVEMENTS	\$ 6,532,000	\$ 6,532,000	\$ 6,032,000	92.3%	\$ 4,498,749	68.9%	\$ 2,033,251	\$ 1,533,251	\$ 6,032,000	\$ (500,000)
	Purchase or lease of real estate	\$ 6,327,000	\$ 6,327,000	\$ 5,827,000	92.1%	\$ 4,489,655	71.0%	\$ 1,837,345	\$ 1,337,345	\$ 5,827,000	\$ (500,000)
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	\$ 16,628,000	\$ 16,628,000	\$ -
	Bus	\$ 15,448,000	\$ 15,448,000	\$ 14,598,387	94.5%	\$ -	0.0%	\$ 15,448,000	\$ 15,448,000	\$ 15,448,000	\$ -
70.04	Non-revenue vehicles	\$ 250,000	\$ 250,000	\$ -		\$ -		\$ 250,000	\$ 250,000	\$ 250,000	\$ -
70.06	Spare parts	\$ 930,000	\$ 930,000	\$ 907,048	97.5%	\$ -	0.0%	\$ 930,000	\$ 930,000	\$ 930,000	\$ -
70.07	Professional Services	\$ 58,365,000	\$ 56,702,000	\$ 54,753,620	96.6%	\$ 25,518,600	45.0%	\$ 31,183,400	\$ 29,032,884	\$ 54,551,484	\$ (2,150,516)
	Preliminary Engineering	\$ 12,933,000	\$ 12,921,000	\$ 12,884,026	99.7%	\$ 12,872,109	99.6%	\$ 48,891	\$ 1,734	\$ 12,873,843	\$ (47,157)
80.01	Final Design	\$ 7,268,000	\$ 7,261,000	\$ 6,272,299	86.4%	\$ 4,890,783	67.4%	\$ 2,370,217	\$ 1,202,563	\$ 6,093,346	\$ (1,167,654)
80.02	Project Management for Design and Construction	\$ 17,622,000	\$ 15,997,000	\$ 15,997,000	100.0%	\$ 4,897,548	30.6%	\$ 11,099,452	\$ 11,099,452	\$ 15,997,000	\$ -
80.03	Construction Administration & Management	\$ 6,638,000	\$ 6,632,000	\$ 5,696,295	85.9%	\$ 1,073,923	16.2%	\$ 5,558,077	\$ 4,622,372	\$ 5,696,295	\$ (935,705)
80.04	Professional Liability and other Non-Construction Insurance	\$ 1,113,000	\$ 1,112,000	\$ 1,113,000	100.1%	\$ -	0.0%	\$ 1,112,000	\$ 1,112,000	\$ 1,112,000	\$ -
80.05	Legal; Permits; Review Fees by other agencies, cities, etc.	\$ 10,606,000	\$ 10,596,000	\$ 10,606,000	100.1%	\$ 1,784,237	16.8%	\$ 8,811,763	\$ 8,811,763	\$ 10,596,000	\$ -
80.06	Surveys, Testing, Investigation, Inspection	\$ 1,464,000	\$ 1,463,000	\$ 1,464,000	100.1%	\$ -	0.0%	\$ 1,463,000	\$ 1,463,000	\$ 1,463,000	\$ -
80.07	Start up	\$ 721,000	\$ 720,000	\$ 721,000	100.1%	\$ -	0.0%	\$ 720,000	\$ 720,000	\$ 720,000	\$ -
80.08	Subtotal (10-80)	\$ 177,675,000	\$ 173,633,000	\$ 145,422,155	83.8%	\$ 36,483,137	21.0%	\$ 137,149,863	\$ 120,410,236	\$ 156,893,373	\$ (16,759,627)
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	\$ 147,378,555	76.9%	\$ 36,483,137	19.0%	\$ 155,222,863	\$ 120,410,236	\$ 156,893,373	\$ (34,812,627)
100	FINANCE CHARGES	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -
	TOTAL PROJECT COST (10-100)	\$ 191,706,000	\$ 191,706,000	\$ 147,378,555	76.9%	\$ 36,483,137	19.0%	\$ 155,222,863	\$ 120,410,236	\$ 156,893,373	\$ (34,812,627)

Period Ended 4/15/12

IPMO/sbx Project Cost Report
Forecasted through 4/30/12

Description	Current Budget	Spending Authority %	Expenditures %	Remaining Budget	Estimate to Complete	Estimate at Completion	Budget Forecast Variance
	\$	\$	\$	\$	\$	\$	\$
BRT Construction	\$ 84,637,000	76.5%	6,028,788	\$ 78,608,212	\$ 64,409,984	\$ 70,438,772	\$ (14,198,228)
Vehicle Maintenance Facility (VMF) Construction	\$ 8,131,000	0.0%	-	\$ 8,131,000	\$ 8,131,000	\$ 8,131,000	\$ -
Vehicles - Design & Manufacturing	\$ 16,628,000	93.2%	-	\$ 16,628,000	\$ 16,628,000	\$ 16,628,000	\$ -
ROW Acquisition Services	\$ 10,357,000	96.8%	7,553,292	\$ 2,803,708	\$ 2,542,843	\$ 10,096,135	\$ (260,865)
3rd Party Utilities Design & Relocation	\$ 1,003,000	110.9%	437,000	\$ 566,000	\$ 675,117	\$ 1,112,117	\$ 109,117
BRT Design	\$ 17,849,400	93.8%	15,598,814	\$ 2,250,586	\$ 845,611	\$ 16,444,425	\$ (1,404,975)
VMF Design	\$ 1,007,600	92.4%	652,674	\$ 354,926	\$ 305,955	\$ 958,629	\$ (48,971)
Other Professional, Technical & Management Services	\$ 34,020,000	97.3%	6,212,569	\$ 27,807,431	\$ 26,871,726	\$ 33,084,295	\$ (935,705)
Allocated Contingency (Construction Contract)	\$ 3,250,380			\$ -	\$ -	\$ -	\$ -
Unallocated Contingency	\$ 18,073,000	10.8%	-	\$ 18,073,000	\$ -	\$ -	\$ (18,073,000)
TOTAL	\$ 191,706,000	76.9%	\$ 36,483,137	\$ 155,222,863	\$ 120,410,236	\$ 156,893,373	\$ (34,812,627)