



PLANS AND PROGRAMS COMMITTEE
TUESDAY, MARCH 21, 2017, 10:00 A.M.
OMNITRANS METRO FACILITY
1700 WEST 5TH STREET
SAN BERNARDINO, CA 92411

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

A. CALL TO ORDER

1. Pledge of Allegiance
2. Roll Call

B. ANNOUNCEMENTS/PRESENTATIONS

1. Next Committee Meeting: To be determined.

C. COMMUNICATIONS FROM THE PUBLIC

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

D. POSSIBLE CONFLICT OF INTEREST ISSUES

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

N/A

E. DISCUSSION ITEMS

- | | |
|--|-----|
| 1. Approve Plans & Programs Committee Minutes – November 29, 2016 | 2 |
| 2. Receive and File - Premium Shelter Program Update | 6 |
| 3. Recommend to Board of Directors, Active Transportation Program Safe Routes to Transit Project Cooperative Agreement | 11 |
| 4. OmniConnects FY2019-2025 SRTP Kick Off | 50 |
| 5. Recommend to Board of Directors, Fiscal Year 2017-2018 Service Plan | 61 |
| 6. Recommend to Board of Directors, Fiscal Year 2017-2018 Marketing Plan | 101 |

F. REMARKS AND ANNOUNCEMENTS

G. ADJOURNMENT

ITEM # _____ E1 _____

**PLANS AND PROGRAMS COMMITTEE
MINUTES
NOVEMBER 29, 2016**

A. CALL TO ORDER

The Plans & Programs Committee Meeting was called to order by Committee Chair Penny Lilburn at 9:03 a.m., November 29, 2016.

Committee Members Present

Council Member Penny Lilburn, City of Highland – Committee Chair
Council Member Ron Dailey, City of Loma Linda
Council Member Dick Riddell, City of Yucaipa
Mayor Deborah Robertson, City of Rialto
Mayor Pro Tem Sylvia Robles, City of Grand Terrace
Mayor Pro Tem Sam Spagnolo, City of Rancho Cucamonga
Council Member Alan Wapner, City of Ontario – via Teleconference

Committee Members Not Present

Supervisor Janice Rutherford, County of San Bernardino

Omnitrans Administrative Staff Present

P. Scott Graham, CEO/General Manager
Diane Caldera, Director of Operations
Nathan Churan, Director of Special Transit Services
Jack Dooley, Director of Maintenance
Marge Ewing, Director of Human Resources/Safety & Security
Samuel Gibbs, Director of Internal Audit
Andres Ramirez, Program Manager, IPMO
Jennifer Sims, Director of Procurement
Wendy Williams, Director of Marketing and Planning
Jeremiah Bryant, Service Planning Manager
Omar Bryant, East Valley Maintenance Manager
Anna Jaiswal, Development Planning Manager
Maurice Mansion, Treasury Manager

B. ANNOUNCEMENTS/PRESENTATIONS

There were no announcements.

C. COMMUNICATION FROM THE PUBLIC

There were no communications from the public.

D. POSSIBLE CONFLICT OF INTEREST ISSUES

There were no conflicts of interest issues identified.

E. DISCUSSION ITEMS

1. Approve Plans & Programs Committee Minutes – August 22, 2016

M/S (Dailey/Spagnolo) that approved the Committee Minutes of August 22, 2016. Motion was passed by Members present, with the exception of Member Riddell, who abstained.

Member Robertson noted a correction to the minutes of August 22, 2016; Item E-7 was passed, but the motion was not unanimous, because she opposed the motion.

2. Receive and File Results – American Bus Benchmarking Group (ABBG) Customer Satisfaction Survey of Omnitrans

Service Planning Manager Jeremiah Bryant presented this item, highlighting key findings of the survey:

- Increased overall satisfaction rating for Omnitrans, to 81.9%.
- Increased satisfaction in each of the 19 specific areas compared to previous year.
- Increased satisfaction rating of “The bus gets me to my destination in a reasonable amount of time.”
- Slight increase in number of people who agreed with “I feel safe and secure waiting for my bus.”

Member Dailey asked whether the sample we used has a built-in bias. We do a number of things to clean the data for the on-line survey; i.e., extremes are removed, such as someone who marks all responses either the lowest or the highest. What ability do we have to drill down the data? Do we see patterns from segments of the population such as seniors and disabled passengers? We plan on conducting a cross-tab analysis to be able to survey that segment of the population. How many people made comments, and what would the population profile look like? The majority of the comments was positive, and related mostly to the San Bernardino Transit Center. Other comments included requests to have increased hours of service, up to running 24 hours a day. How does this data link to KPI's? Some of them are tied specifically together and feed directly into the KPI's.

Member Robertson asked about where the responders were located within the service area. In the upcoming December survey we'll have the ability to drill down and determine which communities the responders come from.

Member Spagnolo commented on the security question—we were unable to determine which particular areas responders came from, but the December survey should show that. He expressed his opinion that Omnitrans may wish to look at security issues in the near future. Member Robles commented that she notices things like the dirt bus stop in Loma Linda, and a wheelchair passenger who routinely waits there. Maybe we should spearhead a global approach to bus stops, perhaps with SANBAG and the cities, rather than leave responsibility solely up to the cities. Member Dailey commented about extensive use of CCTV and lighting in European transit systems, and asked about comparisons with Omnitrans' use of cameras and lighting. We've done a lot with lighting at the bus shelters to partially address security concerns. We do have a lot of partnerships with cities and SANBAG, and do work with cities with regards to the shelters. The only station owned by Omnitrans is the SBTC; everything else is owned by the cities. However, we do own the shelters, on city property, which are augmented by funding from advertisers, and are responsible for maintenance of those shelters. Member Robles also commented on responses regarding buses running on time and new technology rollout. *Perception* of On-time Performance (OTP) isn't as accurate as *actual* OTP. Member Lilburn asked why we don't do a more thorough survey, and include data such as gender and age of responders, etc? That level of detail requires a lot more work, and ABBG agencies conduct those types of surveys on their own. Although the data are shared, the information isn't all the same because agencies all survey for different types of information. Mr. Bryant mentioned that seating availability in the survey is low, despite continual comments that buses always appear to be empty. For this particular survey, responses are all on-line, and the survey is advertised, requesting input.

This item was received and filed.

3. Special Transit Services Department Update

Director of Special Transit Services (STS) Nathan Churan presented an update of his department, which began providing services in May 2016.

There are currently six programs, and nine active community partnerships; it was noted that although these were signed contracts under VTrans, not all were active. Director Churan discussed plans to expand transportation options for Seniors and Disabled Persons, and STS is considering the following:

- Dialysis Transportation Pilot
- Uber Central Pilot
- Lyft Concierge Pilot
- Senior Center Transportation Pilots
- Expanding Community Workshop Partnerships

Member Spagnolo expressed his pleasure with the expansion plans, and the direction that STS is taking. For the first year of the Dialysis Transportation Pilot we will not be able to accommodate wheelchair patients, only those who are ambulatory.

Member Robertson asked whether we've mapped and identified the other dialysis clinics that exist in the community; the answer is yes, and STS provides approximately 12,000 rides annually. The City of Highland Senior Center Pilot Program will serve as a dispatch center, using volunteer drivers (they will receive a stipend), which Member Lilburn explained. Also, what about other medical situations, such as physical therapy and chemotherapy? Director Churan said right now, we are piloting the dialysis program, but hope to address these other issues in our expansion plans. Where will we obtain the funding to operate the dialysis pilot program? We do have some budgeted funds, but hope eventually to utilize Measure I funds. We will be in the Black midway through our second year of operations. Member Dailey said he looks forward to perusing the STS budget for the details.

This item was received and filed.

F. REMARKS AND ANNOUNCEMENTS

Member Robertson asked what would the discussions be in future PPC meetings regarding the WVC Project? CEO/Manager Graham said it would be presented to the Executive Committee before being brought to this committee for discussion.

G. ADJOURNMENT

The Plans & Programs Committee meeting adjourned at 10:05 a.m. The next Committee Meeting will be posted at Omnitrans and on the Omnitrans website.

Prepared by:

Christine Vega, Administrative Secretary

ITEM # E2

DATE: March 21, 2017

TO: Committee Chair Penny Lilburn and
Members of the Plans and Programs Committee

THROUGH: P. Scott Graham, CEO/General Manager

FROM: Wendy Williams, Director of Marketing & Planning

SUBJECT: PREMIUM SHELTER PROGRAM UPDATE

FORM MOTION

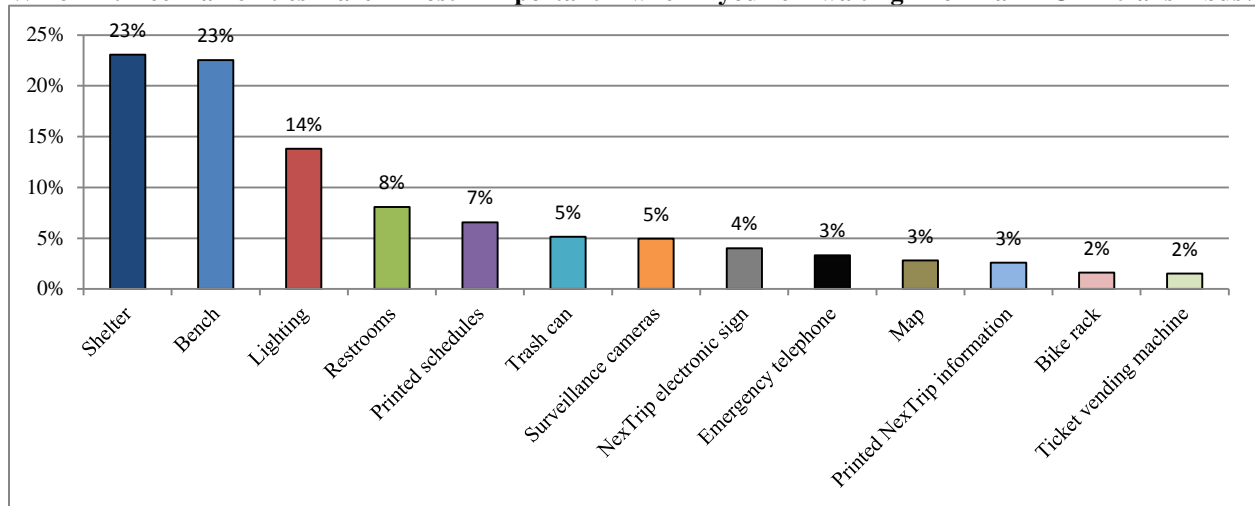
Receive and file an update on the premium shelter program.

BACKGROUND

In July and August 2016, Omnitrans administered a customer survey concerning bus stop amenities. Paper surveys were distributed on board the buses and online through social media. There were 952 total responses, of which 503 were on paper and 449 were online (a total of 36 were in Spanish). When asked which three amenities are most important while waiting for the bus, the highest responses were shelter, bench, and lighting, as shown in the chart on the next page.

In light of these findings, staff recommends taking a two-pronged approach: (1) adding basic shelters, benches, and lighting to more bus stops throughout the system as funds are available; and (2) placing “premium shelters” at strategic locations with particularly high ridership. The goal of the premium shelter is to provide a higher level of amenities at locations that have high ridership, but are not located at a transit center or a bus rapid transit station.

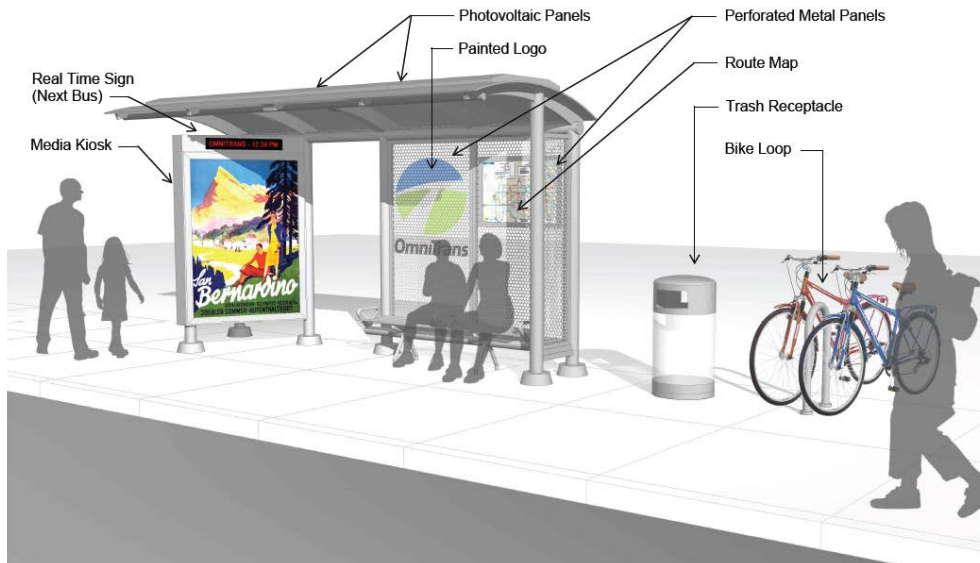
Which three amenities are most important when you're waiting for an Omnitrans bus?



Design drawings and specifications for the premium shelter have been prepared by Omnitrans' on-call design firm STV. The premium amenities included with the premium shelter are as listed below, and as shown in the renderings on the following pages.

- Shelter with Omnitrans logo;
- Bench;
- Trash receptacle;
- Rooftop solar panels;
- Solar-powered lighting;
- Solar-powered real-time arrival electronic sign;
- Bike rack (optional feature where space is available); and
- Advertising kiosk (optional feature where allowed by municipality).

Design renderings of premium shelter with advertising kiosk option



The premium shelter is designed as a bolt-down shelter that can be easily installed in any location with a concrete pad available, without doing construction. Staff recommends entering into a multi-year contract with a manufacturer to purchase two shelters per year, with an option to purchase more if additional funds become available.

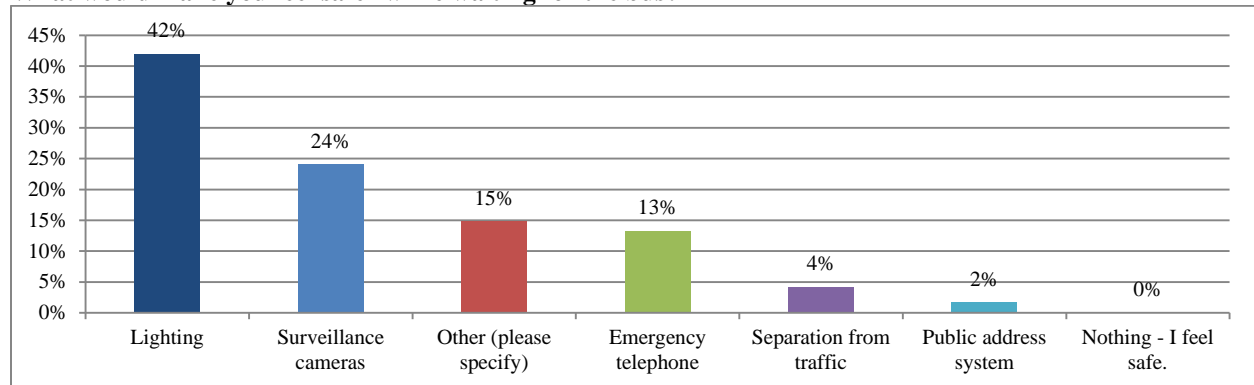
The first location has been identified as Fifth Street at Medical Center Drive in San Bernardino – one shelter on the north side of the street in front of Omnitrans' East Valley administration building, and the other on the south side of the street at the newly constructed bus turnout in front of Nunez Park/Ruben Campos Community Center.

Staff recommends prioritizing premium shelter installation at the highest-ridership locations in Omnitrans' service area (that do not already have enhanced amenities), where adequate concrete pads are available for installation.

Safety and Security Features

The two features most highly desired by survey respondents for improving the feeling of safety at bus stops are lighting and surveillance cameras, as shown in the chart below.

What would make you feel safer while waiting for the bus?



Solar-powered lighting is included as a feature of the recommended premium shelter. Solar-powered lighting is routinely installed at other bus stops throughout Omnitrans' service area, as funding is available, and is typically prioritized by ridership levels at the bus stops and by customer or operator requests.

Staff's recommendation is not to include security systems (such as surveillance camera or emergency telephone) with the premium shelter design at this time, for the following reasons:

- A camera or emergency telephone would necessitate custom design and construction of conduit at each location where the premium shelter is to be installed, which is beyond the scope of work envisioned for the manufacture and installation of the premium shelters.
- The first shelter locations at Fifth Street and Medical Center Drive in San Bernardino can make use of the WiFi or hard-wire connections from the

Omnitrans East Valley facility, and so the connections do not need to be designed as part of the premium shelter project.

- With the rapidly changing technology, staff anticipates that a much more cost-effective solution for cameras will be available in the next couple of years.
- Because Omnitrans does not have adequate staffing to maintain equipment at disparate locations throughout its service area, it is recommended that the opportunity be offered to local police departments to provide cameras at the premium bus shelters that communicate to their own local systems. The premium shelter design will include conduit/hand holes for CCTV camera(s) and space for a future equipment cabinet.

Omnitrans staff also reached out to similar-size transit agencies through the American Bus Benchmarking Group peer group to inquire about surveillance cameras at bus shelters. Of the 11 peer agencies that responded, all reported that they do not have surveillance cameras at standard road-side bus stops, but they have them at transit centers and along bus rapid transit lines (as does Omnitrans).

FUNDING SOURCE

The expected cost of each shelter is approximately \$30,000. Staff recommends purchasing two shelters each year, at a total cost of \$60,000 per year. This is budgeted out of FTA 5307 Transit Enhancement capital funds each year, with local match funds from State Prop 1b.

Short Range Transit Plan Goal Supported - Expand, maintain and improve existing vehicles, facilities and passenger amenities.

Strategic Initiative Supported – Strategic Plan Marketing Goal, Strategy 3.1 Improve passenger amenities.

CONCLUSION

Staff recommends receiving and filing an update on the premium shelter program.

Staff anticipates asking for a recommendation from the Administrative & Finance Committee at its April 2017 meeting, and authorization from the Board of Directors at its May 2017 meeting, to authorize the CEO to release an Invitation for Bids for manufacture of a premium shelter with premium amenities for passengers, with the expectation of purchasing two shelters per year and the option to purchase additional shelters if additional funds become available.

The first two shelters are intended to be located at Fifth Street and Medical Center Drive in San Bernardino (both sides of street), and staff will initiate a separate project to install surveillance cameras on these two shelters. Future premium shelters will be strategically placed at high-ridership locations throughout Omnitrans' service area.

PSG:WW:AMJ

ITEM # E3

DATE: March 21, 2017

TO: Committee Chair Penny Lilburn and
Members of the Plans and Programs Committee

THROUGH: P. Scott Graham, CEO/General Manager

FROM: Wendy Williams, Director of Marketing and Planning

**SUBJECT: ACTIVE TRANSPORTATION PROGRAM SAFE ROUTES TO
TRANSIT PROJECT COOPERATIVE AGREEMENT**

FORM MOTION

Recommend to the Board of Directors to authorize the CEO/General Manager to enter into a cooperative agreement with the cities of Fontana, Montclair, Ontario, Pomona, and Rancho Cucamonga for the Active Transportation Program (ATP) Safe Routes to Transit project.

This agreement has been reviewed and approved by Omnitrans' legal counsel.

BACKGROUND

In 2014, the California Transportation Commission awarded Omnitrans a \$3.5 million ATP Cycle 1 grant for the design and construction of pedestrian improvements within ½ mile of West Valley Connector stations, including sidewalk repair or replacement, curb ramp replacement, crosswalk striping, and installation of bike racks at station locations.

Because of the timelines required for the grant (the construction contract must be awarded by November 2017 in order not to lose the funds), the Safe Routes to Transit project is being constructed as a separate project from the overall West Valley Connector project. SBCTA (San Bernardino County Transportation Authority) staff members who are leading the overall West Valley Connector project have agreed that Omnitrans should continue to lead the Safe Routes to Transit project to completion. The project is at 90% design and currently under review by staff of the five cities.

A cooperative agreement for project implementation is needed between Omnitrans and the five cities that own the right-of-way on which the project will be constructed. The agreement is a requirement of the ATP grant and establishes the roles and responsibilities of Omnitrans and the cities for the project. The draft agreement template is in Exhibit A.

The cooperative agreement for the Safe Routes to Transit Project will be executed separately from the cooperative agreement for the overall West Valley Connector project, in order to meet the required timeline for the ATP grant.

Staff expects to have the agreement signed by all five cities and to complete the permitting process with all five cities by May 2017. Staff anticipates asking the Board of Directors at its June 2017 meeting for authorization to release the Invitation for Bids for construction.

FUNDING SOURCE

The cooperative agreement has no fiscal impact to Omnitrans. The entire Safe Routes to Transit project will be funded by a \$3.5 million capital grant through the State ATP program. The grant is 100% Federal with no required local match.

Strategic Initiative Supported – Service and Operational Goal, Strategy 2. Decreased barriers to non-riders, First/Last mile Connectivity

CONCLUSION

Staff recommends that the Board of Directors authorize the CEO/General Manager to enter into a cooperative agreement with the cities of Fontana, Montclair, Ontario, Pomona, and Rancho Cucamonga for the Active Transportation Program Safe Routes to Transit project.

PSG:WW:AMJ

Attachments

Exhibit A – Draft Agreement Template

WEST VALLEY CONNECTOR SAFE ROUTES TO TRANSIT PROJECT

COOPERATIVE AGREEMENT

BETWEEN

OMNITRANS

1700 W FIFTH ST

SAN BERNARDINO, CALIFORNIA 92411

AND

{CITY}

{ADDRESS}

I. PARTIES AND TERM

- A. THIS COOPERATIVE AGREEMENT (“AGREEMENT”) is made and entered into as of _____, 2017 by and between OMNITRANS and {CITY} (“CITY”). OMNITRANS and CITY are sometimes referred to herein individually as a “Party” and collectively as the “Parties”.
- B. THIS AGREEMENT shall terminate upon completion of OMNITRANS’ management of the environmental, design, and construction phases of the PROJECT, or December 31, 2020, whichever is earlier in time, except that the indemnification provisions and the continuing control provisions shall remain in effect until terminated or modified, in writing, by mutual agreement. Should any claims by third parties arising out of this AGREEMENT be asserted against one of the Parties, the Parties agree to extend the fixed termination date of this Agreement, until such time as the claims are settled, dismissed or paid.

II. RECITALS

- A. WHEREAS, OMNITRANS proposes to construct active transportation improvements such as sidewalk and curb ramp repair or replacement, striping of crosswalks, and installation of bike racks, at or within ½ mile of proposed stations along the future West Valley Connector rapid bus line in the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana; and

- B. WHEREAS, proposed improvements are depicted in Attachment A and are defined as the “PROJECT”; and
- C. WHEREAS, the Parties wish to enter into this AGREEMENT to delineate roles, responsibilities, and funding commitments relative to the PROJECT; and
- D. WHEREAS, OMNITRANS will complete the implementation of the PROJECT, including project management, engineering design, construction, procurement and management of contractors, and coordination with other cities and agencies pursuant to similar cooperative agreements, or as otherwise determined by OMNITRANS; and
- E. WHEREAS, OMNITRANS is the California Environmental Quality Act (CEQA) Lead Agency for the PROJECT and Caltrans is the National Environmental Policy Act (NEPA) Lead Agency for the PROJECT, and a Categorical Exemption (CE) / Categorical Exclusion (CE) has been certified for the PROJECT under both CEQA and NEPA; and
- F. WHEREAS, the PROJECT is fully funded by federal Active Transportation Program funds granted by the Federal Transit Administration (“FTA”); and
- G. WHEREAS, CITY is the PROJECT owner and maintainer of the existing PROJECT Property and will be the owner of the proposed PROJECT improvements, and this AGREEMENT does not transfer ownership to OMNITRANS nor does it transfer any legal responsibilities associated with ownership, operation, and maintenance of the PROJECT Property or any future PROJECT improvements.
- H. WHEREAS, OMNITRANS, as the designated recipient of FTA funds that will be used to fund the PROJECT, is required to have, maintain, and exercise satisfactory continuing control over the PROJECT improvements and PROJECT Property for their useful life to carry out the authorized purpose of the PROJECT for which federal funds were used pursuant to its agreement with the FTA as further described in Section V.

NOW, THEREFORE, the Parties agree to the following:

III. **OMNITRANS RESPONSIBILITIES:**

OMNITRANS agrees:

- A. To be the lead agency and to diligently undertake all project management, planning, environmental, design, and construction work on the PROJECT, including the selection and retention of consultants and contractors. Performance of services under these consultant and/or contractor contracts shall be subject to the technical direction of OMNITRANS’ Development Planning Manager or a designee, with input and consultation from CITY.
- B. To use the \$3,500,000 federal Active Transportation Program grant to complete the PROJECT. The total PROJECT cost exclusive of CITY-provided services specified in Part IV of this AGREEMENT is to be borne solely by OMNITRANS using the available grant funds.

- C. To execute appropriate agreements with other cities and agencies, as determined by OMNITRANS, to facilitate and coordinate the completion of the PROJECT.
- D. To designate a Project Manager to represent OMNITRANS, through whom all communications between the Parties shall be channeled.
- E. To provide CITY a proposed project schedule to complete the PROJECT.
- F. To include CITY in relevant meetings and communications on PROJECT progress and provide CITY copies of meeting minutes and action items.
- G. To perform design and construction in accordance with state and federal standards and practices.
- H. To include CITY in design decisions that fall under the purview of CITY's General Plan, relevant design guidelines, or aesthetic considerations.
- I. To provide all PROJECT work performed by OMNITRANS and its consultants and contractors for review and comment by CITY. OMNITRANS shall review all comments timely received from the CITY related to PROJECT and the Parties shall mutually agree as to which comments shall be incorporated into the PROJECT. Notwithstanding the foregoing, OMNITRANS shall not be required to incorporate comments which are unrelated to safety and would cause the PROJECT to exceed the budgeted costs.
- J. To apply for encroachment permits authorizing entry of OMNITRANS and its consultants and contractors onto CITY right-of-way to perform investigative activities, including surveying and geotechnical borings, and construction activities required by the PROJECT.
- K. To obtain, all necessary PROJECT permits, agreements and/or approvals from appropriate agencies. All mitigation, monitoring, and/or remedial action required by said permits and/or agreements shall constitute part of the PROJECT cost.
- L. To be responsible for the restoration of any temporary staging areas to their previous condition or to a condition otherwise satisfactory to CITY or as indicated on the PROJECT plans; however, CITY shall not require OMNITRANS to improve such property or leave it in a better condition than when received. A temporary use permit from CITY shall be obtained by the contractor responsible for the installation and maintenance of appropriate dust control measures to the satisfaction of CITY. In addition, OMNITRANS and/or its contractor shall be responsible for the installation and maintenance of standard Best Management Practice measure related to CITY's MS4 permit under the National Pollutant Discharge Elimination System ("NPDES") in controlling storm runoff from the site.
- M. To employ standard measures to control fugitive dust caused by construction activities along the entire length of the PROJECT and at any construction yards or staging areas. Proposed measures shall be reviewed and approved by CITY prior to implementation,

and CITY shall have the authority to require reasonable additional measures if a fugitive dust problem arises as a result of construction activities.

- N. To be responsible for design and implementation of a Storm Water Pollution Prevention Plan ("SWPPP") as required during construction. The SWPPP shall be available with the contractor at the construction zone at all times.
- O. To consult with CITY prior to its removal and replacement of any landscaping and/or irrigation located within CITY right-of-way or within any landscape maintenance easement. The PROJECT plans and specifications shall contain the information required by CITY's regulations and guidelines for landscape plans and specifications including provisions regarding the procedure for removal, replacement, and relocation of landscaping.
- P. To install all PROJECT-related signage and traffic control signage as indicated on the PROJECT plans at OMNITRANS' sole cost.
- Q. To comply with any and all environmental laws; to ensure that no PROJECT-related activity shall cause OMNITRANS' or CITY to be in violation of any environmental laws; and that if OMNITRANS fails or refuses to comply with any environmental laws, or causes CITY to be in violation of any environmental laws, CITY may require OMNITRANS to undertake corrective or remedial action to address any release or threatened release or discharge of hazardous substance, pollutant or contaminant, wastewater, or storm water.
- R. To own and maintain in good working order, at OMNITRANS' sole cost, the bike racks to be installed at the bus stops / future rapid bus station locations as designated on the PROJECT plans, and to promptly address any issues brought to OMNITRANS' attention by CITY that may arise from the bike racks.
- S. To be solely responsible for all costs associated with any utility relocation required by the PROJECT.
- T. If relocation of CITY-owned utilities is required for construction of the PROJECT, OMNITRANS agrees to design and construct any such relocations at no cost to CITY.

IV. **CITY RESPONSIBILITIES:**

CITY agrees:

- A. To designate a responsible staff member who will be CITY's representative in attending meetings, receiving day-to-day communications, and reviewing project documents.
- B. To timely distribute PROJECT submittals for review and comment to CITY departments that are responsible for streets, sewers, water, drainage, traffic, land development, and planning.

- C. To provide timely review and comments, at no cost to the PROJECT, on all PROJECT work performed by OMNITRANS and its consultants and contractors, such as plans, specifications, estimates, reports, studies, or other PROJECT related submittals requiring CITY review and comment. OMNITRANS shall review all comments timely received from the CITY related to the PROJECT and the Parties shall mutually agree as to which comments shall be incorporated into the PROJECT. Notwithstanding the foregoing, OMNITRANS shall not be required to incorporate comments which are unrelated to safety and would cause the PROJECT to exceed the budgeted costs.
- D. To provide, at no cost to the PROJECT, encroachment permits authorizing entry of OMNITRANS and its consultants and contractors onto CITY right of way to perform investigative activities, including surveying and geotechnical borings, and construction activities required by the PROJECT.
- E. To provide all City permits and waive City fees required to construct the PROJECT. OMNITRANS/contractor(s) shall obtain and pay the fees for all other non-City permits required for the construction of the PROJECT.
- F. To prepare CITY staff reports for City Council consideration, with supporting documentation provided by OMNITRANS.
- G. To exempt OMNITRANS from plan check fees for submittal reviews.
- H. CITY agrees NOT to require any elements of design or construction of the PROJECT so as to cause OMNITRANS to violate Federal Buy America requirements, 49 U.S.C. 661.
- I. To provide notice or other informational documents to OMNITRANS in a timely manner and well in advance of any and all existing and proposed projects, public or private, which may impede or adversely impact the design or construction of the PROJECT. CITY hereby further agrees to work with OMNITRANS to resolve any scheduling and construction conflicts that may be caused by such projects.
- J. To notify OMNITRANS in writing at least 14 calendar days in advance of any utility cuts, street closures, or other CITY operations that may temporarily affect the availability and/or usage of the PROJECT rights-of-way as contemplated by this AGREEMENT, and coordinate to minimize disruption to the PROJECT. Except in the case of emergencies, CITY shall not undertake any activities that could reasonably be expected to delay construction work on the PROJECT.
- K. To own and maintain at the CITY's sole cost and expense all PROJECT improvements, excluding bike racks, installed as part of the PROJECT within CITY right-of-way, including sidewalk, curb ramps, and crosswalks
- L. Timely provide, at no cost to the PROJECT, CITY inspection services as required for approval of work.
- M. Not require issuance of a grading permit for any PROJECT work within CITY limits.

- N. Make available, at no cost to the PROJECT, appropriate staff for the preparation of punch lists and final sign-off of work performed.
- O. To approve the design of all relocations of CITY-owned utilities required by the PROJECT, and to issue permits for the relocation at no cost to OMNITRANS.
- P. Relocation of utilities owned by other government agencies or public or private utility companies may be required for the construction of the PROJECT. CITY agrees to exercise its authority and rights, to the extent provided for in Streets and Highways Code Section 680, or as provided for in any property rights, permits, or licenses with the affected utility owner, by requiring the utility owner to design and relocate the utility as necessary for construction of the PROJECT. In the event that the applicable utility owner is not required to bear the cost of the relocation, OMNITRANS will be solely responsible for all costs associated with the relocation required by the PROJECT.

V. **CONTINUING CONTROL:**

One purpose of this AGREEMENT is to establish, as designated recipient of FTA funds, OMNITRANS' satisfactory continuing control over PROJECT Property (which consists of assets improved with FTA funds, including sidewalk, curb ramps, and crosswalks) and to establish the respective rights and obligations of the Parties in connection with this AGREEMENT.

Use and Control of PROJECT Property:

- A. In General - Due to the FTA funds used on the PROJECT, OMNITRANS shall maintain satisfactory continuing control over the PROJECT Property for its useful life to carry out the authorized purpose of the PROJECT for which federal funds were used in accordance with FTA requirements and grant conditions.
- B. Period of Continuing Control – OMNITRANS' right to exercise continuing control over the PROJECT Property shall continue for its useful life and as long as the PROJECT Property is needed in the judgment of OMNITRANS for the PROJECT purposes for which the FTA funds were expended and shall include any time period necessary to dispose of the PROJECT Property under FTA requirements and procedures.
- C. Use - CITY agrees to use the PROJECT Property for appropriate PROJECT purposes to support public transportation activities. City agrees to notify OMNITRANS prior to withdrawal of any PROJECT Property from PROJECT use or when any PROJECT Property is used in a manner substantially different from the representation CITY has identified and agreed to in AGREEMENT.
- D. Maintenance - CITY agrees to maintain PROJECT Property in good operating order, in compliance with any applicable Federal laws and regulations, and in accordance with applicable Federal directives, except to the extent that FTA determines otherwise in writing.

- E. Records - CITY agrees to keep satisfactory records pertaining to the use of the PROJECT Property and submit to OMNITRANS upon request such information as may be required by the FTA to ensure continuing control and assure compliance with FTA's Master AGREEMENT.
- F. Incidental Use - Any incidental use of PROJECT Property will not exceed that permitted under applicable Federal laws or regulations in accordance with applicable Federal directives. Any incidental use for non-transit purposes must be compatible with the PROJECT and be approved by FTA in coordination with OMNITRANS.
- G. Transfer or Lease of Property - City shall not transfer any obligation pertaining to the PROJECT Property that would affect OMNITRANS', on behalf of the FTA, continuing interest in the PROJECT Property. Any transfer or lease must be approved by OMNITRANS.
- H. Title to PROJECT Property - CITY shall retain title to PROJECT Property.

VI. MUTUAL RESPONSIBILITIES:

- A. The scope of the PROJECT is depicted in Attachment A.
- B. Neither CITY nor any officer, director, employee or agent thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by OMNITRANS under or in connection with any work, authority or jurisdiction delegated to OMNITRANS under this AGREEMENT. It is understood and agreed that, pursuant to Government Code Section 895.4, OMNITRANS shall fully defend, indemnify and save harmless CITY its officers, directors, employees or agents from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by OMNITRANS under or in connection with any work, authority or jurisdiction delegated to OMNITRANS under this AGREEMENT.
- C. Neither OMNITRANS nor any officer, director, employee or agent thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by CITY under or in connection with any work, authority or jurisdiction delegated to CITY under this AGREEMENT. It is understood and agreed that, pursuant to Government Code Section 895.4, CITY shall fully defend, indemnify and save harmless OMNITRANS its officers, directors, employees or agents from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by CITY under or in connection with any work, authority or jurisdiction delegated to CITY under this AGREEMENT.
- D. CITY is an authorized self-insured public entity for purposes of Professional Liability, General Liability, Automobile Liability and Workers' Compensation and warrants that through its program of self-insurance, it has adequate coverage or resources to protect against liabilities arising out of the performance of the terms, conditions or obligations of this AGREEMENT.

- E. OMNITRANS is a public entity with Professional Liability, General Liability and Automobile Liability policies of \$10,000,000 each and Workers' Compensation insurance coverage in the statutory limits, to protect against liabilities arising out of the performance of the terms, conditions or obligations of this AGREEMENT.
- F. Except on subjects preempted by Federal law, this AGREEMENT shall be governed and construed in accordance with the laws of the State of California. Each PARTY agrees to follow all local, state, county and federal laws and ordinances with respect to performance under this AGREEMENT.
- G. The Parties agree that each Party and any authorized representative, designated in writing by a Party, and upon reasonable notice, shall have the right during normal business hours to examine all Parties' financial books and records with respect to this AGREEMENT. The Parties agree to retain their books and records for a period of five (5) years from the later of; (a) the date on which this AGREEMENT terminates; or (b) the date on which such book or record was created.
- H. If any clause or provision of this AGREEMENT is illegal, invalid or unenforceable under applicable present or future laws, then it is the intention of the Parties that the remainder of this AGREEMENT shall not be affected but shall remain in full force and effect.
- I. This AGREEMENT can be amended with a written amendment when agreed upon and duly authorized to be executed by both Parties.
- J. In the event of litigation arising from this AGREEMENT, each Party to this AGREEMENT shall bear its own costs, including attorney(s) fees.
- K. This AGREEMENT may be signed in counterparts, each of which shall constitute an original.
- L. Any notice required or authorized to be given hereunder or any other communications between the Parties provided for under the terms of this AGREEMENT shall be in writing, unless otherwise provided for herein, and shall be served personally or by reputable courier or by facsimile addressed to the relevant party at the address/fax number stated below.

VII. Dispute Resolution

- A. In the event of a dispute, claim, or controversy arising from or in relation to this AGREEMENT, the Parties agree to undertake good faith attempts to resolve said dispute, claim, or controversy within seven (7) calendar days after the receipt of the written notice from the Party alleging that a minor dispute, claim, or controversy exists.
- B. If any Party, in accordance with this AGREEMENT, requests that an unresolved dispute, claim, or controversy be submitted to mediation, the Parties agree first to undertake good faith efforts to settle the dispute through mediation administered by Judicial Arbitration and Mediation Services, Inc. (JAMS) pursuant to its Comprehensive Mediation Rules and Procedures. If a Party rejects the resulting mediation determination, within a period of

fifteen (15) calendar days after such decision is deemed received, then, upon written notice by any Party or Parties to the other Parties, all disputes, claims, questions, or differences shall be settled through non-binding arbitration administered by JAMS in accordance with its Comprehensive Arbitration Rules and Procedures as provided in Section VII.C. below.

- C. In the event of a dispute, claim, or controversy arising from or in relation to this AGREEMENT that cannot be resolved pursuant to Section VII.B. above, or the breach, termination, enforcement, interpretation, or validity thereof (including the determination of the scope or applicability of this AGREEMENT (collectively referred to as the “Controversy”), the Parties agree to submit the Controversy to non-binding arbitration conducted by one (1) arbitrator selected in the manner as provided herein. Such arbitration shall be administered by JAMS pursuant to its Comprehensive Arbitration Rules and Procedures. The arbitrator must be mutually acceptable to the Parties and shall be approved as such in writing prior to commencement of any arbitration proceeding. Any award granted pursuant to this section shall be non-binding, advisory, and shall not be entered as a judgment in any court (except on mutual consent of the Parties). The award shall not be cited as evidence or precedent, with any preclusive effect, in any court, arbitration, or other proceeding. The Parties shall not refer to any arbitration proceeding entered into pursuant to this section or any award, pleadings, briefs, testimony, or process relating to the same in any subsequent proceeding.
- D. Compliance with the provisions of this AGREEMENT shall be a condition precedent to any legal action, provided that nothing herein shall limit the Parties’ right to terminate this AGREEMENT for failure to comply with the insurance provisions herein, default, a lack of PROJECT funding, or an unreasonable and prolonged disruption in service or construction delay caused by a Party or Parties.
- E. The Parties agree to share equally the fees of the mediator, arbitrator, and all costs associated with mediation and arbitration; provided that each Party shall be responsible for its own legal costs, including attorney’ fees and the costs associated with experts.

VIII. Default

- A. Failure or delay by a Party to perform any material term or provision of this AGREEMENT shall constitute a default under this AGREEMENT, provided that if the Party who is otherwise claimed to be in default by the other Party commences to cure, correct, or remedy the alleged default within thirty (30) calendar days after receipt of written notice specifying such default and thereafter diligently undertakes efforts to complete such cure, correction, or remedy, such Party shall not be deemed to be in default hereunder. The Party claiming that a default has occurred shall give written notice of default to the defaulting Party, specifying the deficiencies causing the alleged default. Delay in giving such written notice shall not constitute a waiver of any default nor shall it change the time of default; provided, however, the non-defaulting Party shall have no right to exercise any remedy for a default hereunder without first delivering the written default notice a specified herein.

- B. In the event that the defaulting Party fails to commence to cure, correct, or remedy a default within thirty (30) calendar days following receipt of written notice, or thereafter fails to diligently complete such cure, correction, or remedy, a breach of this AGREEMENT shall be deemed to have occurred. In the event of a breach the non-defaulting Party may terminate this AGREEMENT through written notice of termination. Disputes regarding the facts that may have given rise to termination under this section shall be subject to the dispute resolution provisions provided above, but the right to terminate for such reasons shall not be subject to review.
- C. Both OMNITRANS and CITY shall retain their rights to terminate this AGREEMENT and the PROJECT, without liability, at any time due to the lack of adequate funding or the lack of or denial of any required approval from any local, state, or federal agency. Disputes regarding the facts that may have given rise to termination under this section or the right of OMNITRANS to terminate pursuant to this section shall not be subject to the dispute resolution provisions as provided in this AGREEMENT. In the event that work has commenced on the PROJECT which results in any portion of a right-of-way upon which construction activities have commenced and have not been completed as of the date of determination that funding is insufficient or has otherwise been denied for the PROJECT, OMNITRANS shall use other available sources of funds to repair such rights-of-way to a condition reasonably satisfactory to the CITY that allows for vehicular and pedestrian use of any such rights-of-way without any costs to CITY. This provision for the completion or restoration of work on rights-of-way shall survive any termination of this AGREEMENT by either OMNITRANS or CITY.
- D. In the event that any Party to this AGREEMENT, despite its best efforts, cannot for reasons beyond the control of the Party timely satisfy a contingency or condition required by this AGREEMENT, that Party shall provide immediate written notification to the other Party within seven (7) calendar days after the occurrence of the event specifying the reasons for which the requirements cannot be met. As soon as practically possible thereafter, the Parties shall meet and confer in good faith to consider the changed conditions and the potentially adverse impacts upon this AGREEMENT. The Parties shall work in good faith to resolve the problem and if this meet-and-confer process results in a recommended restructured form of this AGREEMENT, representative of the Parties will recommend such changes as necessary to the individual, Party, or governing body authorized to amend this AGREEMENT. Any approval of such restructured AGREEMENT shall be subject to the amendment provisions provided below.
- E. In addition to specific provisions of this AGREEMENT, performance by either Party hereunder shall not be deemed to be in default, or considered to be a default, where delays or defaults are due to the force majeure events of war, terrorist, or related terrorist acts, insurrection, strikes, lockouts, riots, floods, earthquakes, fires, casualties, acts of God, acts of the public enemy, epidemics, quarantine restrictions, freight embargoes or lack of transportation, weather-caused delays, inability to secure necessary labor, materials or tools, delays of any contractors, subcontractor, or supplier, which are not attributable to the fault of the Party claiming an extension of time to prepare or acts of failure to act of any public or governmental agency or entity, other than the Parties. Delays encountered by either Party in obtaining necessary funding for the PROJECT,

governmental actions, reviews, approvals, and permits shall not be deemed to be an enforced delay or a force majeure event pursuant to this section. An extension of time for any such force majeure event shall be for the period of the enforced delay and shall commence to run from the date occurrence of the delay; provided, however, that the Party that claims the existence of the delay has first provided the other Party with written notice of the occurrence of the delay within seven (7) calendar days after the commencement of such occurrence or delay. A Party's failure to timely submit such notice of the occurrence of the delay pursuant to this section shall be precluded from asserting the occurrence of an enforced delay or force majeure event.

- F. Except as otherwise expressly provided herein, each Party who files any action or brings any action or proceeding against the other arising from this AGREEMENT, seeks resolution of disputes pursuant to this AGREEMENT or is made a party to any action or proceeding brought by any other person or governmental entity, shall bear its own costs and fees.
- G. Each Party shall keep fully informed of and in compliance with all local, state, and federal laws, rules, and regulations in any manner affecting the performance of this AGREEMENT or any work related to the PROJECT, including all Cal/OSHA requirements, and shall give all notices required by law. Each Party shall be liable for its violations of such laws and regulations in connection with this AGREEMENT or any work related to the PROJECT. If either Party performs any of its obligations hereunder knowing that its actions are contrary to such law, rules, and regulations and without giving written notice to the other, the violating Party shall be solely responsible for all costs arising therefrom. The violating Party shall defend, indemnify, and hold the other, its officials, directors, officers, employees, volunteers, and agents free and harmless pursuant to the indemnification provisions of this AGREEMENT, from any claim or liability arising out of any failure or alleged failure to comply with such laws, rules, or regulations.
- H. Approvals required of OMNITRANS or CITY or any officers, agents, employees, or volunteers of any Party shall not be unreasonably withheld or approval or disapproval shall be given within a reasonable time.

IX. Miscellaneous Terms

- A. Formal notices, demands, and communications between OMNITRANS and CITY shall be deemed sufficiently given if: (i) dispatched by registered or certified mail via the United States Postal Service, postage prepaid, return receipt requested, as designated in this section; (ii) by messenger service for immediate personal delivery; or (iii) by electronic transmittal, including fax transmission with telephonic verification receipt. Such written notices, demands, and communications may be sent in the same manner to such other addresses as the Parties may from time to time designate by written notice to the other Parties.
- B. All notices, demands, and communication shall be sent to:

P. Scott Graham
CEO/General Manager
Omnitrans
1700 W. 5th Street
San Bernardino, CA 92411

{NAME}
{TITLE}
{CITY NAME}
{STREET ADDRESS}
{CITY, CA ZIP}

- C. Notices that are dispatched by registered or certified mail through the United States Postal Service shall be deemed to be received, regardless of whether or when any return receipt is received by the sender or the date set forth on such return receipt, five (5) calendar days after deposit with delivery services. Notices dispatched by express delivery services shall be deemed received upon execution of the delivery receipt by the Party receiving such notices. Notices dispatched through electronic transmittals shall be deemed received upon telephonic verification of such receipt.
- D. This AGREEMENT may be amended at any time by mutual consent of the Parties by an instrument in writing executed and signed by both Parties.
- E. Each of the Parties shall cooperate with and provided reasonable assistance to the other to the extent contemplated hereunder in the performance of all obligations under this AGREEMENT and the satisfaction of the conditions of this AGREEMENT.
- F. This AGREEMENT may be signed in counterparts each of which shall constitute an original.
- G. This AGREEMENT and the performance of the Parties' obligations hereunder are for the sole and exclusive benefit of the Parties. No person or entity who or which is not a signatory to this AGREEMENT shall be deemed to be benefited or intended to be benefited by any provision hereof and no such person or entity shall acquire any rights or causes of action against the Parties hereunder as a result of any Party's performance or non-performance of their respective obligations under this AGREEMENT.
- H. The person or persons executing this AGREEMENT on behalf of OMNITRANS and CITY warrant and represent that he/she has the authority to execute this AGREEMENT on behalf of the Party and that they have the authority to bind the Party to the performance of its obligations hereunder.
- I. This AGREEMENT constitutes the entire and integrated AGREEMENT of OMNITRANS and CITY with respect to the subject matter hereof and supersedes any and all prior and contemporaneous oral or written negotiations, representations, or agreements.

SIGNATURES ON THE FOLLOWING PAGE:

SIGNATURE PAGE TO COOPERATIVE AGREEMENT

BETWEEN
OMNITRANS
AND
{CITY NAME}

OMNITRANS

{CITY NAME}

By: _____

By: _____

P. Scott Graham

{NAME}

CEO/General Manager

{TITLE}

Date: _____

Date: _____

APPROVED AS TO FORM AND
PROCEDURE:

APPROVED AS TO FORM AND
PROCEDURE:

By: _____

By: _____

Omnitrans Legal Counsel

{NAME}

City Attorney

ATTEST

{NAME}

City Clerk

ATTACHMENT A – PROJECT PLANS

DRAFT

USER=> p004315c
TIME=> 8:46:56 AM
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| DESIGNED BY LT/JT/JS |
| DRAWN BY LS |
| CHECKED BY MR/LT |
| IN CHARGE G. LUMABAS |
| DATE 11/28/2016 |



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| PLANS PREPARED BY: |
| PARSONS |
| 3200 EAST GUASTI ROAD, SUITE 200 ONTARIO, CA 91761 PHONE: (909) 218-3600 FAX: (909) 218-3605 |
| SIGNATURE _____ RCE NO. _____ DATE _____ |

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| PREPARED FOR: |
| |
| Connecting Our Community. |

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| WEST VALLEY CONNECTOR CORRIDOR SAFE ROUTES TO TRANSIT PROJECT TITLE SHEET |
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| CONTRACT NO. MKP15-37 |
| SCALE APPLICABLE FOR FULL SIZE ONLY |
| DRAWING NO. T-001 |
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| SHEET NO. 1 OF 22 |

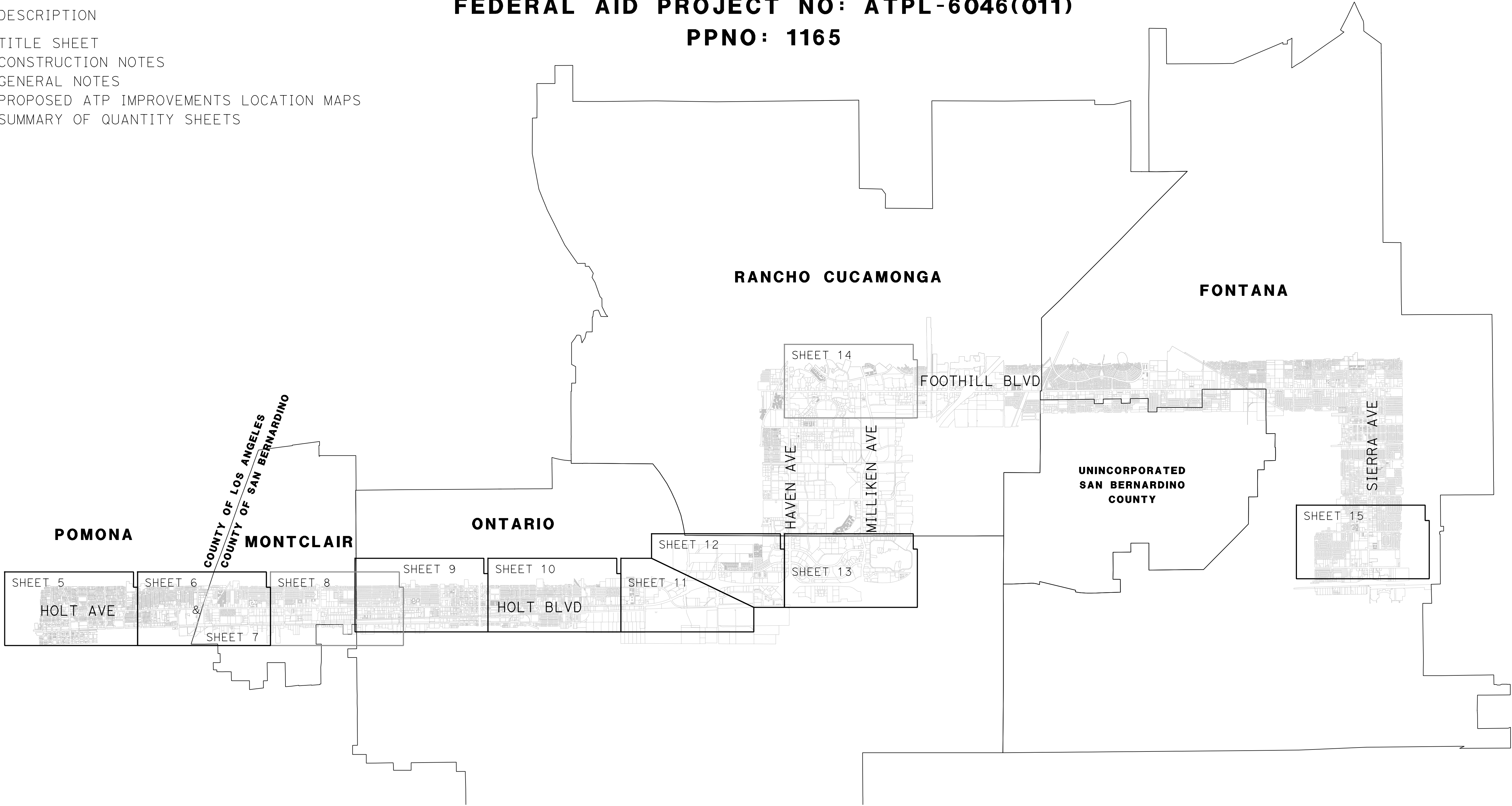


OMNITRANS
BUS RAPID TRANSIT

WEST VALLEY CONNECTOR CORRIDOR
SAFE ROUTES TO TRANSIT PROJECT
FEDERAL AID PROJECT NO: ATPL-6046(011)
PPNO: 1165

INDEX OF PLANS

| SHEET No. | DESCRIPTION |
|-----------|---|
| 01 | TITLE SHEET |
| 02 | CONSTRUCTION NOTES |
| 03-04 | GENERAL NOTES |
| 05-15 | PROPOSED ATP IMPROVEMENTS LOCATION MAPS |
| 16-22 | SUMMARY OF QUANTITY SHEETS |



65% SUBMITTAL ONLY - NOT FOR CONSTRUCTION

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PEN TABLE=> Omnitrans_WVC-Pen-Table.tbl
DATE=>1/16/2017

ROADWAY CONSTRUCTION NOTES (POMONA):

- ①——CONSTRUCT CURB RAMP PER C.P. STANDARD NO. A-28-10
- ②——INSTALL CURB RAMP TRUNCATED DOME PER C.P. STANDARD NO. A-28-10
- ③——CONSTRUCT CROSSWALK PER CALTRANS STANDARD NO. A24F
- ④——CONSTRUCT 6’ SIDEWALK PER C.P. STANDARD NO. A-7-02
- ⑤——CONSTRUCT DRIVEWAY PER C.P. STANDARD NO. APWA 110-1
- ⑥——NOT USED
- ⑦——NOT USED
- ⑧——NOT USED
- ⑨——NOT USED
- ⑩——NOT USED

ROADWAY CONSTRUCTION NOTES (MONTCLAIR):

- ⑪——CONSTRUCT CURB RAMP PER C.M. STANDARD NO. 123
- ⑫——INSTALL CURB RAMP TRUNCATED DOME PER SPPWC STANDARD NO. 111-5
- ⑬——CONSTRUCT CROSSWALK PER CALTRANS STANDARD NO. A24F
- ⑭——CONSTRUCT 6’ SIDEWALK PER C.M. STANDARD NO. 108
- ⑮——CONSTRUCT DRIVEWAY PER C.M. STANDARD NO. 103
- ⑯——NOT USED
- ⑰——NOT USED
- ⑱——NOT USED
- ⑲——NOT USED
- ⑳——NOT USED

ROADWAY CONSTRUCTION NOTES (ONTARIO):

- ㉑——CONSTRUCT CURB RAMP PER C.O. STANDARD NO. 1213
- ㉒——INSTALL DETECTABLE WARNING SURFACE PER C.O. STANDARD NO. 1213
- ㉓——CONSTRUCT CROSSWALK PER C.O. STANDARD NO. 1307
- ㉔——CONSTRUCT 6’ SIDEWALK PER C.O. STANDARD NO. 1209
- ㉕——CONSTRUCT DRIVEWAY PER C.O. STANDARD NO. 1203 & 1204
- ㉖——NOT USED
- ㉗——NOT USED
- ㉘——NOT USED
- ㉙——NOT USED
- ㉚——NOT USED

ROADWAY CONSTRUCTION NOTES (RANCHO CUCAMONGA):

- ㉛——CONSTRUCT 6’ SIDEWALK PER C.R. STANDARD NO. 104
- ㉜——NOT USED
- ㉝——NOT USED
- ㉞——NOT USED
- ㉟——NOT USED
- ㊱——NOT USED
- ㊲——NOT USED
- ㊳——NOT USED
- ㊴——NOT USED
- ㊵——NOT USED

ROADWAY CONSTRUCTION NOTES (FONTANA):

- ㊶——CONSTRUCT CURB RAMP PER C.F. STANDARD NO. 1003
- ㊷——INSTALL DETECTABLE WARNING SURFACE PER C.F. STANDARD NO. 1003
- ㊸——CONSTRUCT CROSSWALK PER CALTRANS STANDARD NO. A24F
- ㊹——CONSTRUCT 6’ SIDEWALK PER C.F. STANDARD NO. 1002
- ㊺——CONSTRUCT DRIVEWAY PER C.F. STANDARD NO. 1001
- ㊻——NOT USED
- ㊼——NOT USED
- ㊽——NOT USED
- ㊾——NOT USED
- ㋀——NOT USED

ABBREVIATIONS:

- C.P. CITY OF POMONA
- C.M. CITY OF MONTCLAIR
- C.O. CITY OF ONTARIO
- C.R. CITY OF RANCHO CUCAMONGA
- C.F. CITY OF FONTANA
- SPPWC STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION




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| DESIGNED BY LT/JT/JS |
| DRAWN BY LS |
| CHECKED BY MR/LT |
| IN CHARGE G. LUMABAS |
| DATE 11/28/2016 |



PLANS PREPARED BY:

**PARSONS**

3200 EAST GUASTI ROAD, SUITE 200
ONTARIO, CA 91761
PHONE: (909) 218-3600 FAX: (909) 218-3605

SIGNATURE _____ RCE NO. _____ DATE _____

PREPARED FOR:


Omnitrans
Connecting Our Community.

WEST VALLEY CONNECTOR CORRIDOR
SAFE ROUTES TO TRANSIT PROJECT

CONSTRUCTION NOTES

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| CONTRACT NO. MKP15-37 | |
| SCALE NO SCALE APPLICABLE FOR FULL SIZE ONLY | |
| DRAWING NO. X-001 | REV |
| SHEET NO. 2 OF 22 | |

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DATE=>1/16/2017
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CITY OF POMONA GENERAL NOTES:

- ALL WORK SHALL CONFORM TO THE LATEST EDITION OF STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (THE GREENBOOK), STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION (A.P.W.A. STANDARDS), AND STANDARDS OF THE CITY OF POMONA PUBLIC WORKS DEPARTMENT.
- APPLICATION FOR EXCAVATION AND INSPECTION IN CONNECTION WITH WORK SHOWN ON THIS PLAN MUST BE MADE BY THE CONTRACTOR AT LEAST TWENTY-FOUR (24) HOURS PRIOR TO STARTING ANY WORK.
- WORK IN PUBLIC STREETS ONCE BEGUN SHALL BE PROSECUTED WITHOUT DELAY SO AS TO PROVIDE MINIMUM INCONVENIENCE TO ADJACENT PROPERTY OWNERS AND THE TRAVELING PUBLIC.
- TRAFFIC CONTROL SHALL BE MAINTAINED IN ACCORDANCE WITH THE CALIFORNIA MUTCD.
- CONTRACTOR SHALL IMPLEMENT DUST CONTROL MEASURES AT ALL TIMES.
- CONTRACTOR SHALL PROTECT EXISTING IRRIGATION LINES AND SPRINKLER HEADS BEHIND EXISTING CURB. THE CONTRACTOR SHALL REPLACE ANY DAMAGED LINES AND SPRINKLER HEADS AT HIS OWN EXPENSE.
- CONTRACTOR SHALL REPLACE TRAFFIC STRIPES, LEGENDS AND MARKINGS DAMAGED DURING THE CONSTRUCTION OF THIS PROJECTS. TRAFFIC STRIPES, PAVEMENT LEGENDS, RAISED PAVEMENT MARKERS AND LOOP DETECTORS SHALL BE PER THE 2014 CALIFORNIA MUTCD, CALTRANS STANDARD PLANS AND CALTRANS STANDARD SPECIFICATIONS 84, 85, AND 86, LATEST EDITIONS.
- REFLECTORIZE ALL STRIPES AND LEGENDS. PAVEMENT MARKINGS SHALL BE THERMOPLASTIC AND SHALL MATCH CITY STENCILS, OR CALTRANS STANDARDS.
- TRAFFIC STRIPES AND MARKINGS SHALL BE THERMOPLASTIC.
- STRIPING SHALL BE CAT-TRACKED AND APPROVED BY THE CITY TRAFFIC ENGINEER PRIOR TO FINAL INSTALLATION.
- CONTRACTOR SHALL RE-STRIPE EXISTING STRIPING AND MARKING ALL INTERSECTING AND JOINING STREETS WITHIN 100' OF THE LIMITS OF PROJECT.
- TYPE DB 2-WAY BLUE REFLECTIVE MARKERS SHALL BE INSTALLED ADJACENT TO EXISTING FIRE HYDRANTS WITHIN THE LIMITS OF CONSTRUCTION PER STATE AND CITY STANDARDS
- AS BUILTS OF THE COMPLETED PROJECT SHALL BE SUBMITTED FOR APPROVAL OF THE CITY ENGINEER.
- CONTRACTOR SHALL NOTIFY ALL AFFECTED RESIDENCES AND BUSINESSES IN WRITING AT LEAST TWO (2) FULL WORKING DAYS BEFORE ANY START OF CONSTRUCTION AS SPECIFIED.
- CONTRACTOR SHALL CONTACT UNDERGROUND SERVICE ALERT (DIG ALERT) AT 811, 2 FULL WORKING DAYS PRIOR TO START OF WORK. THE CONTRACTOR MUST OBTAIN AND MAINTAIN VALID DIG ALERT REFERENCE NUMBER THROUGH THE LIFE OF THE PROJECT AS NECESSARY FOR CONSTRUCTION.
- CONTRACTOR SHALL PROTECT ALL CENTERLINE SURVEY MONUMENT AND CENTERLINE TIES AS SPECIFIED.
- EXISTING STRIPES AND MARKINGS TO BE REMOVED SHALL BE DONE BY WET SANDBLASTING.
- THE LOCATION OF EXISTING UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES PRIOR COMMENCING WORK. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
- CONTRACTOR SHALL USE BEST MANAGEMENT PRACTICES (BMP'S) TO CONTROL EROSION AND SEDIMENT AND PRESERVE WATER QUALITY TO THE MAXIMUM EXTENT POSSIBLE.

CITY OF MONTCLAIR GENERAL STREET NOTES:

- ALL WORK SHALL BE COMPLETED TO THE SATISFACTION OF THE PUBLIC WORKS DIRECTOR/CITY ENGINEER OR DESIGNATED REPRESENTATIVE.
- ALL WORK SHALL CONFORM TO THE "STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (GREENBOOK)," 2015 EDITION (INCLUDING THE LATEST SUPPLEMENTAL AMENDMENTS THERETO), THE "STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION," 2015 EDITION (INCLUDING THE LATEST SUPPLEMENTAL AMENDMENTS THERETO), AND ANY CITY OF MONTCLAIR STANDARD PLANS AND SPECIFICATIONS AS MAY EXIST AND/OR AS SPECIFIED BY THE PUBLIC WORKS DIRECTOR/CITY ENGINEER.
- WORK SHALL NOT COMMENCE PRIOR TO 7:00 A.M. NOR EXTEND PAST 6:00 P.M., MONDAY THROUGH FRIDAY, UNLESS OTHER HOURS ARE AUTHORIZED BY THE PUBLIC WORKS DIRECTOR/CITYENGINEER
- AT LEAST 48 HOURS PRIOR TO START OF GRADING, CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT AT 1-800-227-2600 AND OBTAIN A USA TICKET NUMBER TO PROVIDE TO BUILDING INSPECTOR.
- ALL SURVEY MONUMENTS SHALL BE PROTECTED AND PERPETUATED IN PLACE. ANY DISTURBED OR COVERED MONUMENTS SHALL BE RESET BY A QUALIFIED CIVIL ENGINEER OR LAND SURVEYOR AT THE EXPENSE OF THE CONTRACTOR.
- STRICT ADHERENCE TO DUST CONTROL REQUIREMENTS SHALL BE ENFORCED AND ADJACENT STREETS ARE TO BE CLEANED DAILY OF ALL DIRT AND DEBRIS THAT IS THE RESULT OF THIS OPERATION.
- CONTRACTOR SHALL COMPLY WITH AND BE SOLELY LIABLE FOR ALL APPLICABLE NPDES REQUIREMENTS..
- PRIOR TO TAKING WATER FROM ANY FIRE HYDRANT, THE CONTRACTOR SHALL MAKE ARRANGEMENTS WITH THE MONTE VISTA WATER DISTRICT TO OBTAIN A FIRE HYDRANT WATER METER. METER LOCATION MAY NOT BE ALTERED WITHOUT DISTRICT'S APPROVAL.
- PRIOR TO COMMENCING THE EXCAVATION OF A TRENCH FIVE FEET IN DEPTH OR GREATER INTO WHICH A PERSON WILL BE REQUIRED TO DESCEND, THE CONTRACTOR SHALL FIRST OBTAIN A PERMIT TO DO SO FROM THE DIVISION OF INDUSTRIAL SAFETY PURSUANT TO SUBSECTION 7-10.4.1 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, 2015 EDITION PLUS SUPPLEMENTS. A COPY OF THE PERMIT SHALL BE FILED WITH THE CITY ENGINEER OR DESIGNATED REPRESENTATIVE.
- CURB INSTALLATIONS AT LESS THAN 0.50 PERCENT GRADE SHALL HAVE CONSTRUCTION STAKES SET AT 12½ FT. MAXIMUM INTERVALS AND ALL CURB FORMS SHALL BE CHECKED FOR GRADE COMPLIANCE PRIOR TO CONCRETE POUR. MAXIMUM DEVIATION FROM DESIGN PROFILE GRADE AT ANY LOCATION SHALL NOT EXCEED 0.01 FT.
- ADDITIONAL PAVEMENT GRINDING AND OVERLAY, PAVEMENT REMOVAL AND REPLACEMENT, AND/OR SLURRY SEAL OR SEAL COAT MAY BE REQUIRED AT THE OPTION OF THE PUBLIC WORKS DIRECTOR/CITY ENGINEER OR DESIGNATED REPRESENTATIVE TO ADDRESS PAVEMENT DAMAGE OR PAVEMENT SCARRING RELATED TO CONSTRUCTION ACTIVITIES, INCLUDING WORK DONE BY UTILITY COMPANIES OR THEIR CONTRACTORS.
- EXISTING STRIPING AND PAVEMENT MARKINGS, INCLUDING RAISED PAVEMENT MARKERS, SHALL BE REMOVED, REPLACED, AND/OR RESTORED AS NECESSARY. NEW STRIPING AND PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE STRIPING PLAN APPROVED BY THE PUBLIC WORKS DIRECTOR/CITY ENGINEER OR APPOINTED REPRESENTATIVE.
- THE FINAL PAVEMENT OR SURFACE LAYER OF ASPHALTIC CONCRETE ROADWAY PAVEMENT SHALL NOT BE PLACED UNTIL ALL UTILITIES AND UTILITY LATERALS WITHIN THE ROADWAY HAVE BEEN INSTALLED, COMPACTED, TESTED, AND ACCEPTED BY THE CITY; ALL ON-SITE IMPROVEMENTS INCLUDING ALL GRADING, LANDSCAPING, AND IRRIGATION HAVE BEEN COMPLETED; AND ALL ROADWAY IMPROVEMENTS ARE REMOVED AND REPLACED TO THE SATISFACTION OF THE PUBLIC WORKS DIRECTOR/CITY ENGINEER.

CITY OF ONTARIO GENERAL NOTES:

- ALL WORK SHALL BE DONE IN STRICT CONFORMANCE WITH THE CURRENT CITY OF ONTARIO STANDARD SPECIFICATIONS AND STANDARD DRAWINGS AND CURRENT APWA STANDARD SPECIFICATIONS AND STANDARD DRAWINGS UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.
- ANY CONTRACTOR PERFORMING WORK ON THIS PROJECT SHALL FAMILIARIZE HIMSELF/HERSELF WITH THE SITE AND SHALL BE SOLELY RESPONSIBLE FOR ANY DAMAGE TO EXISTING FACILITIES RESULTING DIRECTLY OR INDIRECTLY FROM HIS/HER OPERATIONS, WHETHER OR NOT THE FACILITY IS SHOWN ON THESE PLANS.
- ALL OBSTRUCTIONS WITHIN THE AREA TO BE IMPROVED SHALL BE REMOVED AND/OR RELOCATED AT THE DIRECTION OF THE CITY ENGINEER. UTILITIES ARE TO BE RELOCATED BY THEIR RESPECTIVE OWNERS UNLESS NOTED OTHERWISE. THE CONTRACTOR IS REFERRED TO SECTION 5 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.
- UTILITY LINE LOCATIONS WERE TAKEN FROM AVAILABLE RECORD DATA AND WERE NOT LOCATED IN THE FIELD, UNLESS OTHERWISE NOTED ON THE PLAN. THE CONTRACTOR IS REFERRED TO SECTION 5 OF THE STANDARD SPECIFICATIONS.
- IN CASE OF ANY ACCIDENTS INVOLVING SAFETY MATTERS COVERED BY SECTION 6409(B) OF THE CALIFORNIA LABOR CODE, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE STATE DIVISION OF INDUSTRIAL SAFETY.
- STATE LAW (SB 3019) REQUIRES THE CONTRACTOR TO CONTACT UNDERGROUND SERVICE ALERT AND OBTAIN AN IDENTIFICATION NUMBER PRIOR TO THE ISSUANCE OF CITY'S ENCROACHMENT PERMIT. THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT AT 1-800-227-2600 A MINIMUM OF 48 HOURS IN ADVANCE OF ANY CONSTRUCTION ACTIVITIES.
- PRIOR TO THE START OF ANY WORK THE CONTRACTOR SHALL OBTAIN A BUSINESS LICENSE FROM THE CITY OF ONTARIO. THE CONTRACTOR SHALL ALSO OBTAIN AN ENCROACHMENT PERMIT FROM THE ENGINEERING DEPARTMENT NO LESS THAN 48 HOURS PRIOR TO START OF ANY CONSTRUCTION WITHIN THE PUBLIC RIGHT-OF-WAY.
- THE CONTRACTOR SHALL OBTAIN A TRAFFIC CONTROL PERMIT 48 HOURS PRIOR TO TIME OF CONSTRUCTION WITHIN THE PUBLIC RIGHT-OF-WAY. THE CONTRACTOR IS REFERRED TO SECTION 7-10.3 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.
- THE CONTRACTOR SHALL RENEW OR REPLACE ANY EXISTING TRAFFIC STRIPING AND/OR PAVEMENT MARKINGS, WHICH DURING HIS OPERATIONS HAVE BEEN EITHER REMOVED OR THE EFFECTIVENESS OF WHICH HAS BEEN REDUCED. RENEWAL OF TRAFFIC STRIPING AND MARKINGS SHALL BE DONE USING REFLECTIVE THERMO-PLASTIC MARKINGS IN CONFORMANCE WITH SECTION 84 & 85 OF THE CALTRANS STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. ALL REGULATORY, WARNING, AND GUIDE SIGNS SHALL HAVE 3M DIAMOND, VIP GRADE SHEETING WITH SERIES 1160 PROTECTIVE OVERLAY FILM.
- THE LAND SURVEYORS ACT, SECTION 8771 OF THE BUSINESS & PROFESSIONAL CODE, AND SECTIONS 732.5, 1492-5, 1810-5 OF THE STREETS AND HIGHWAY CODE REQUIRE THAT SURVEY MONUMENTS SHALL BE PROTECTED AND PERPETUATED.

"IT SHALL BE THE RESPONSIBILITY OF THE DEVELOPER OR OTHERS PERFORMING THE CONSTRUCTION WORK TO RETAIN A QUALIFIED REGISTERED CIVIL ENGINEER AND/OR LICENSED LAND SURVEYOR PRIOR TO THE START OF CONSTRUCTION TO LOCATE, REFERENCE AND FILE THE NECESSARY CORNER RECORDS WITH THE COUNTY SURVEYOR'S OFFICE FOR SURVEY CONTROL POINTS/ MONUMENTS THAT EXIST AS SHOWN ON RECORDED TRACT MAPS, PARCEL MAPS, RECORDS OF SURVEYS AND HIGHWAY MAPS, AND MAY BE DISTURBED OR DAMAGED BY THE PROPOSED CONSTRUCTION."

AFTER THE COMPLETION OF THE PROPOSED CONSTRUCTION, SAID MONUMENTS AND/OR CONTROL SURVEY POINTS SHALL BE RESET TO THE NEW SURFACE IN ACCORDANCE WITH CURRENT PROFESSIONAL LAND SURVEYING PRACTICES. CORNER RECORDS SHALL BE FILED WITH THE COUNTY SURVEYOR FOR ALL THE NEW MONUMENTS SET.

- THE DEVELOPER SHALL PROVIDE THE CITY WITH A COMPLETED SET OF "AS BUILT", MYLAR DRAWINGS PRIOR TO THE FINAL INSPECTION.
- A CITY ACCEPTED/APPROVED SET OF PLANS SHALL BE KEPT ON THE JOB SITE AT ALL TIMES.
- A PRE-CONSTRUCTION MEETING SHALL OCCUR PRIOR TO CONSTRUCTION. ATTENDEES SHALL INCLUDE A CITY REPRESENTATIVE AND THE CONTRACTOR WHO WILL PERFORM THE WORK. "CUT-SHEETS" SHALL BE PROVIDED TO THE CITY AT THIS MEETING FOR ITS REVIEW.
- CITY ACCEPTANCE OF PLANS DOES NOT RELIEVE THE DEVELOPER FROM RESPONSIBILITY FOR THE CORRECTION OF ERROR AND OMISSION DISCOVERED DURING CONSTRUCTION. UPON REQUEST OF THE CITY INSPECTOR, THE REQUIRED PLAN REVISIONS SHALL BE PROMPTLY SUBMITTED TO THE CITY ENGINEER FOR REVIEW.
- ANY REQUIRED RIGHT-OF-WAY OR EASEMENT SHALL BE DEDICATED TO AND ACCEPTED BY THE CITY PRIOR TO COMMENCEMENT OF CONSTRUCTION OF THE IMPROVEMENTS WITHIN THE REQUIRED RIGHT-OF-WAY OR EASEMENT.



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| DRAWN BY LS |
| CHECKED BY MR/LT |
| IN CHARGE G. LUMABAS |
| DATE 11/28/2016 |



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| PLANS PREPARED BY: | | |
| | | |
| 3200 EAST GUASTI ROAD, SUITE 200 ONTARIO, CA 91761 PHONE: (909) 218-3600 FAX: (909) 218-3605 | | |
| SIGNATURE | RCE NO. | DATE |



WEST VALLEY CONNECTOR CORRIDOR
SAFE ROUTES TO TRANSIT PROJECT

GENERAL NOTES

| | |
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| CONTRACT NO. MKP15-37 | |
| SCALE | |
| APPLICABLE FOR FULL SIZE ONLY | |
| DRAWING NO. G-001 | REV |
| SHEET NO. 3 OF 22 | |

FILE LOCATION=> c:\pw_working\california\p004315c\dms78879\ATP648601of001.dgn

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CITY OF RANCHO CUCAMONGA GENERAL NOTES:

1.

ALL WORK SHALL CONFORM TO THE CITY OF RANCHO CUCAMONGA STANDARD DRAWINGS AND THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, (GREEN BOOK), 2014 EDITION.
2.

PUBLIC AND PRIVATE UTILITIES AND SUBSTRUCTURES SHOWN HEREON ARE FROM AVAILABLE RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL UTILITIES AND SUBSTRUCTURES AS SHOWN WITHIN THE CONSTRUCTION LIMITS OF THIS PROJECT AND SHALL BE RESPONSIBLE FOR ANY DAMAGE AS A RESULT OF THE CONSTRUCTION OPERATIONS.
3.

THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT 1-800-422-4133 AND THE FOLLOWING UTILITIES TWO WORKING DAYS PRIOR TO CONSTRUCTION OR REGARDING ANY PROBLEMS.

SOUTHERN CALIFORNIA EDISON CO.

(909) 357-6581

SOUTHERN CALIFORNIA GAS CO.

(909) 335-7755

FRONTIER COMMUNICATION

(877) 908-1288

CUCAMONGA VALLEY WATER DISTRICT

(909) 483-7313

CHARTER COMMUNICATION

(909) 392-5137

METROPOLITAN WATER DISTRICT

(213) 217-7807
4.

THE CONTRACTOR SHALL NOTIFY THE CITY OF RANCHO CUCAMONGA POLICE DEPARTMENT, THE CITY OF RANCHO CUCAMONGA FIRE DEPARTMENT AND ANY AFFECTED SCHOOL DISTRICT, 72 HOURS PRIOR TO CONSTRUCTION INDICATING ANY DETOUR AND/OR ROAD CLOSURES.
5.

FOR INSPECTION OF THIS PROJECT, THE CONTRACTOR SHALL CONTACT THE PUBLIC WORKS SECTION AT (909) 477-2740, MONDAY - THURSDAY, AND AT LEAST TWO WORKING DAYS PRIOR TO THE CONSTRUCTION START DATE.
6.

A PERMIT SHALL BE OBTAINED FROM THE CITY OF RANCHO CUCAMONGA PRIOR TO ANY CONSTRUCTION OR ENCROACHMENT WITHIN ANY CITY OF RANCHO CUCAMONGA EASEMENT OR RIGHTS-OF-WAY.
7.

DURING THE CONSTRUCTION OPERATIONS AT LEAST ONE 12' LANE IN EACH DIRECTION SHALL BE PROVIDED FOR EACH DIRECTION OF TRAVEL ON ALL STREETS AT ALL TIMES. THE TRAFFIC LANES SHALL BE MAINTAINED ON PAVEMENT AND SHALL REMAIN UNOBSTRUCTED.
8.

THE CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH ALL UNDERGROUND UTILITIES, PIPES AND STRUCTURES, AND SHALL TAKE SOLE RESPONSIBILITY FOR THE REPAIR/REPLACEMENT, AT NO COST TO THE CITY, FOR ANY DAMAGE TO SAID UNDERGROUND UTILITIES, PIPES AND STRUCTURES.
9.

CONTRACTOR SHALL VERIFY ALL CONDITIONS AND DIMENSIONS SHOWN ON THE PLANS AT THE SITE PRIOR TO COMMENCEMENT OF ANY WORK. ALL DISCREPANCIES SHALL BE REPORTED FOR DIRECTION IMMEDIATELY TO THE CITY.
10.

ON THE DATE AND AT THE TIME OF THE SUBMITTAL OF THE BIDDER'S PROPOSAL THE PRIME CONTRACTOR SHALL POSSESS ANY AND ALL CONTRACTOR LICENSES, IN FORM AND CLASS AS REQUIRED BY ANY AND ALL APPLICABLE LAWS WITH RESPECT TO ANY AND ALL OF THE WORK TO BE PERFORMED UNDER THIS CONTRACT; INCLUDING BUT NOT LIMITED TO A CLASS "A" LICENSE (GENERAL ENGINEERING CONTRACTOR) OR A SPECIALTY CLASS "C-12" LICENSE (EARTHWORK AND PAVING CONTRACTOR) SUFFICIENT TO COVER ALL THE WORK TO BE PERFORMED BY THE PRIME CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF THE CONTRACTOR'S LICENSE LAW (CALIFORNIA BUSINESS AND PROFESSIONS CODE, SECTION 7000 ET. SEQ.) AND RULES AND REGULATIONS ADOPTED PURSUANT THERETO.
11.

EXISTING SURVEY MONUMENTATION:

ALL EXISTING SURVEY MONUMENTS THAT WILL BE DISTURBED BY THIS PROJECT SHALL BE REFERENCED AND RESET BY THE CITY CONSTRUCTION SURVEYOR IN ACCORDANCE WITH SECTION 8771 OF THE CALIFORNIA SURVEYORS ACT. FOUND MONUMENTS ARE SHOWN ON THE PLANS AND DESCRIBED AS FOLLOWS:

CITY OF FONTANA GENERAL NOTES:

1.

ALL WORK SHALL BE IN ACCORDANCE WITH THESE PLANS, THE CITY OF FONTANA STANDARD PLANS, THE CONTRACT PROVISIONS AND THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION ("GREEN BOOK"). ALL REFERENCE SPECIFICATIONS AND STANDARDS SHALL BE THE LATEST EDITION UNLESS OTHERWISE NOTED.
2.

WHEN A TECHNICAL CONFLICT IS FOUND TO EXIST IN THE CONTRACT DOCUMENTS THAT CAN NOT BE RESOLVED BY REFERENCE TO PRECEDENCE PROVISIONS IN THE "GREEN BOOK", THE CONTRACTOR SHALL IMMEDIATELY REPORT SAID CONFLICT TO THE CITY ENGINEER FOR RESOLUTION.
3.

ALL MATERIALS AND METHODS ARE SUBJECT TO THE APPROVAL OF THE CITY ENGINEER.
4.

CONSTRUCTION PERMITS SHALL BE OBTAINED FROM THE CITY OF FONTANA COMMUNITY DEVELOPMENT DEPARTMENT, ENGINEERING DIVISION PRIOR TO THE START OF ANY WORK. INSPECTION COORDINATION SHALL BE REQUESTED AT LEAST TWO WORKING DAYS PRIOR TO THE START OF ANY WORK IN PUBLIC RIGHT-OF-WAY WITHIN THE CITY LIMITS. CALL (909) 350-7610.
5.

THE CONTRACTOR SHALL CONFORM TO ALL TRAFFIC CONTROL POLICIES, METHODS AND PROCEDURES DESCRIBED IN THE STATE OF CALIFORNIA MANUAL OF TRAFFIC CONTROLS, LATEST NON-METRIC EDITION UNLESS OTHERWISE DIRECTED BY THE CITY TRAFFIC ENGINEER.
6.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAINTAIN BARRICADES, DELINEATORS OR OTHER TRAFFIC CONTROL DEVICES AT ALL TIMES.
7.

THE CONTRACTOR SHALL OBTAIN A PERMIT TO PERFORM EXCAVATION OR TRENCH WORK FOR TRENCHES 5 FEET OR GREATER IN DEPTH FROM THE CALIFORNIA STATE DIVISION OF INDUSTRIAL SAFETY.
8.

THE WALLS AND FACES OF ALL EXCAVATIONS GREATER THAN FIVE (5) FEET IN DEPTH SHALL BE GUARDED BY SHORING, SLOPING OF THE GROUND OR OTHER APPROVED MEANS PURSUANT TO THE REQUIREMENTS OF THE DIVISION OF INDUSTRIAL SAFETY OF THE STATE OF CALIFORNIA. TRENCHES LESS THAN FIVE (5) FEET SHALL ALSO BE GUARDED WHEN THE POTENTIAL EXISTS FOR GROUND MOVEMENT.
9.

NO MATERIAL OR EQUIPMENT SHALL BE STORED IN THE PUBLIC RIGHT OF WAY WITHOUT OBTAINING A SEPARATE PERMIT FOR THAT PURPOSE.
10.

THE LOCATIONS OF UTILITIES SHOWN HAVE BEEN DETERMINED FROM AVAILABLE INFORMATION, HOWEVER, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE, IN THE FIELD, THE TRUE LOCATION AND ELEVATION OF ANY EXISTING UTILITIES, AND TO EXERCISE PROPER PRECAUTION TO AVOID DAMAGE THERETO. THE CONTRACTOR SHALL CONTACT UNDERGROUND SERVICE ALERT AT 1-800-227-2600 TWO WORKING DAYS BEFORE EXCAVATION.
11.

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION WITH ALL UTILITY COMPANIES INCLUDING, BUT NOT LIMITED TO, GAS, TELEPHONE, ELECTRIC, CABLE TELEVISION, LANDSCAPING, LANDSCAPE IRRIGATION, DOMESTIC WATER, RECLAIMED WATER, SEWER, STORM DRAIN, FLOOD CONTROL AND CALTRANS. ALL UTILITY COMPANIES SHALL BE GIVEN TWO WORKING DAYS NOTICE PRIOR TO WORK AROUND THEIR FACILITIES.
12.

THE CONTRACTOR SHALL NOT OPERATE ANY FIRE HYDRANT OR WATER MAIN VALVES WITHOUT APPROPRIATE AGENCY AUTHORIZATION. CONTRACTOR SHALL COORDINATE WITH THE APPROPRIATE WATER COMPANY FOR VALVE OPERATION AND WATER REQUIREMENTS.
13.

CURVE DATA REFERS TO THE FACE OF CURB.
14.

STATIONING REFERS TO THE CENTERLINE OF STREETS EXCEPT WHERE OTHERWISE NOTED.
15.

NOT USED
16.

THE CONTRACTOR SHALL NOT DISTURB EXISTING SURVEY MONUMENTS, MONUMENT TIES OR BENCH MARKS WITHOUT PRIOR NOTIFICATION TO THE CITY ENGINEER.
17.

REMOVAL AND REPLACEMENT OF EXISTING SURVEY CONTROL, INCLUDING SURVEY MONUMENTS, MONUMENT TIES AND BENCH MARKS, SHALL BE DONE BY A REGISTERED CIVIL ENGINEER OR LICENSED LAND SURVEYOR. SURVEY MONUMENTS THAT WILL BE DESTROYED AS A RESULT OF THIS CONSTRUCTION SHALL BE REPLACED. THE CONTRACTOR SHALL NOTIFY THE ENGINEER ONE WEEK PRIOR TO CONSTRUCTION SO THAT TIES TO MONUMENTS CAN BE ESTABLISHED FOR LATER REPLACEMENT OF THE MONUMENT.
18.

THE CONTRACTOR SHALL MAINTAIN ACCESS FOR LOCAL RESIDENTS AND BUSINESSES AT ALL TIMES. A MINIMUM 12 FOOT LANE SHALL BE MAINTAINED AT ALL TIMES IN THE CONSTRUCTION AREA FOR RESIDENTS AND EMERGENCY VEHICLES.
19.

THE CONTRACTOR SHALL PROVIDE AND MAINTAIN AN EFFECTIVE MEANS OF DUST CONTROL, INCLUDING ADEQUATE WATERING, AT ALL TIMES.
20.

ALL GRADING OPERATIONS SHALL BE DISCONTINUED WHEN SUSTAINED WIND VELOCITIES EXCEED 25 MILES PER HOUR.
21.

THE CONTRACTOR SHALL NOT CAUSE ANY EXCAVATED MATERIAL, MUD, SILT OR DEBRIS TO BE DEPOSITED ONTO PUBLIC OR PRIVATE PROPERTY ADJACENT TO THE RIGHT OF WAY DURING CONSTRUCTION WITHOUT PRIOR WRITTEN APPROVAL.
22.

NO TRENCH BACKFILL SHALL TAKE PLACE WITHOUT PRIOR APPROVAL OF THE CITY INSPECTOR.

23.

A GEOTECHNICAL ENGINEER SHALL CERTIFY ALL BACKFILL COMPACTION. FAILURE TO OBTAIN THE REQUIRED DENSITY SHALL REQUIRE RE-WORKING OF THAT PORTION OF THE WORK UNTIL THE SPECIFIED DENSITY IS OBTAINED.
24.

CARE SHOULD BE TAKEN TO PREVENT GRADES, DITCHES, AND SWALES FROM UNDERMINING STREET IMPROVEMENTS. UPON INSPECTION OF THE SITE, THE CITY ENGINEER MAY REQUIRE TEMPORARY NON-ERODEABLE SWALES ENTERING OR LEAVING IMPROVEMENTS.
25.

THE FINAL LOCATION AND WIDTH OF DRIVEWAY APPROACH APRONS SHALL BE APPROVED AT THE TIME OF CONSTRUCTION AND SHALL CONFORM TO THE CITY OF FONTANA STANDARD DETAILS.
26.

ALL EXPOSED CONCRETE SURFACES SHALL CONFORM IN GRADE, COLOR AND FINISH TO MATCH EXISTING CONCRETE.
27.

THE SEWER CONTRACTOR SHALL STAMP AN "S" IN THE FACE OF THE CURB AT THE LOCATION OF THE SEWER LATERAL.
28.

NO CONCRETE SHALL BE PLACED UNTIL THE FORMS AND REINFORCING STEEL HAVE BEEN PLACED, INSPECTED AND APPROVED.
29.

ALL UNDERGROUND UTILITIES SHALL BE INSTALLED, TESTED AND APPROVED PRIOR TO PAVING OF STREETS.
30.

APPROVED SOIL STERILANT IS REQUIRED UNDER ALL NEW ASPHALT PAVEMENT PRIOR TO PLACEMENT.
31.

PAVEMENT STRUCTURAL SECTIONS SHOWN ARE MINIMUM AND SUBJECT TO REVISION AND APPROVAL OF THE CITY ENGINEER AS DETERMINED BY SOILS TESTS TAKEN AFTER COMPLETION OF ROUGH GRADING.
32.

NOT USED
33.

ALL MANHOLES, CLEANOUT FRAMES, COVERS AND VALVE BOXES SHALL BE RAISED TO FINISHED GRADE BY THE PAVING CONTRACTOR UPON COMPLETION OF PAVING.
34.

UPON COMPLETION OF CONSTRUCTION, CONTRACTOR SHALL RESTORE ALL SIGNING, STRIPING, BARRICADES, AND OTHER TRAFFIC CONTROL DEVICES TO THE SATISFACTION OF THE CITY TRAFFIC ENGINEER.
35.

CONTRACTOR SHALL RELOCATE AND/OR REPLACE LANDSCAPING, SPRINKLERS AND SIDEWALKS AFFECTED BY THE CONSTRUCTION TO THE SATISFACTION OF THE CITY ENGINEER.
36.

AS-BUILT DRAWINGS SHALL BE PROVIDED BY THE CONTRACTOR TO THE ENGINEER OF RECORD, WHO SHALL PROVIDE RECORD DRAWINGS TO THE CITY ENGINEER.

ENGINEER'S NOTICE TO CONTRACTOR

THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITIES OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED BY A SEARCH OF AVAILABLE RECORDS AND, TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO EXISTING UTILITIES EXCEPT THOSE SHOWN ON THESE PLANS. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITY LINES SHOWN ON THESE DRAWINGS. THE CONTRACTOR FURTHER ASSUMES ALL LIABILITY AND RESPONSIBILITY FOR THE UTILITY PIPES, CONDUITS, OR STRUCTURES SHOWN OR NOT SHOWN ON THESE DRAWINGS.

NOTICE TO CONTRACTOR

THE CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR THE JOB SITE CONDITIONS DURING THE COURSE OR CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY, THAT THIS SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY, AND HOLD THE OWNER AND THE ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR THE ENGINEER.

CONTRACTOR SHALL VERIFY ALL CONDITIONS AND DIMENSIONS AND SHALL REPORT ALL DISCREPANCIES TO THE ENGINEER PRIOR TO THE COMMENCEMENT OF WORK.

65% SUBMITTAL ONLY - NOT FOR CONSTRUCTION

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| IN CHARGE G. LUMABAS |
| DATE 11/28/2016 |



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| PLANS PREPARED BY: 3200 EAST GUAISTI ROAD, SUITE 200 ONTARIO, CA 91761 PHONE: (909) 218-3600 FAX: (909) 218-3605 |
| SIGNATURE _____ RCE NO. _____ DATE _____ |



WEST VALLEY CONNECTOR CORRIDOR
SAFE ROUTES TO TRANSIT PROJECT

GENERAL NOTES

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| CONTRACT NO. MKP15-37 | |
| SCALE | |
| APPLICABLE FOR FULL SIZE ONLY | |
| DRAWING NO. G-002 | REV |
| SHEET NO. 4 OF 22 | |

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CITY OF POMONA


ACCEPTED BY: _____
CITY ENGINEER

DATE
11/28/2016

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| DESIGNED BY LT/JT/JS |
| DRAWN BY LS |
| CHECKED BY MR/LT |
| IN CHARGE G. LUMABAS |
| DATE 11/28/2016 |



PLANS PREPARED BY:



3200 EAST GUASTI ROAD, SUITE 200
ONTARIO, CA 91761
PHONE: (909) 218-3600 FAX: (909) 218-3605

SIGNATURE _____ RCE NO. _____ DATE _____

PREPARED FOR:



Connecting Our Community.

WEST VALLEY CONNECTOR CORRIDOR
SAFE ROUTES TO TRANSIT PROJECT

PROPOSED ATP IMPROVEMENTS LOCATION MAP

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| CONTRACT NO. MKP15-37 |
| SCALE 1" = 300' APPLICABLE FOR FULL SITE ONLY |
| DRAWING NO. L-001 |
| SHEET NO. 5 OF 22 |

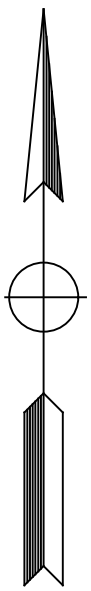
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IMPROVEMENTS AT EACH LOCATION

| No. | LOCATION | CORNER | | | | CROSSWALK | | | | BIKE RACK | SIDEWALK | NOTES |
|-----|---------------------------------------|--------|-----|-----|--------|-----------|-----|-----|-----|-----------|------------------------------------|-----------------|
| | | NW | NE | SW | SE | N | W | E | S | | | |
| 001 | NOT USED | | | | | | | | | | | |
| 002 | NOT USED | | | | | | | | | | | |
| 003 | COMMERCIAL ST @ PARK AVE | | | | | | | | | | (4)(5) FROM SW CORNER TO 320' WEST | DRIVEWAY TIE-IN |
| 004 | COMMERCIAL ST @ GORDON ST | (2) | (2) | | | | | (3) | | | | |
| 005 | COMMERCIAL ST @ MAIN ST | (2) | (2) | (2) | (2)(2) | | | (3) | | | | |
| 006 | 150' SOUTH OF COMMERCIAL ST @ MAIN ST | | (2) | | (2) | | | | | (1) | | |
| 007 | PASADENA ST @ GAREY AVE | | (1) | | (2) | | | | (3) | | | |
| 008 | PASADENA ST @ GIBBS ST | (2) | (2) | (2) | (2) | | | (3) | (3) | | | |
| 009 | PASADENA ST @ PALOMARES ST | (2) | (2) | (2) | (2) | | | (3) | (3) | | | |
| 010 | HOLT AVE @ GAREY AVE | | (2) | (2) | | | | | | (2) | | |
| 011 | HOLT AVE @ GIBBS ST | (2) | (2) | (2) | (2) | (3) | | | (3) | | | |
| 012 | HOLT AVE @ ELEANOR ST | | | (1) | (1) | | | | (3) | | | |
| 013 | CENTER ST @ GAREY AVE | (2) | (2) | (2) | (2) | | | (3) | (3) | | | |
| 014 | CENTER ST @ PALOMARES ST | (1) | (1) | (1) | (1) | | | (3) | (3) | | | |
| 015 | CENTER ST @ ELEANOR ST | (1) | (1) | (1) | (1) | | | (3) | (3) | | | |
| 016 | MONTEREY AVE @ GAREY AVE | | (2) | | | | | | | | | |
| 017 | MONTEREY AVE @ ELEANOR ST | (1) | (1) | | | (3) | | | | | | |
| 018 | ALVARADO ST @ TOWNE AVE | (1) | (1) | (1) | (1) | | | | | | | |
| 019 | SAN FRANCISCO AVE @ TOWNE AVE | (1) | (1) | (1) | (1) | | | | | | | |
| 020 | PASADENA ST @ TOWNE AVE | (2) | (2) | (2) | (2) | | | (3) | (3) | | | |
| 021 | PASADENA ST @ CASWELL AVE | (1) | (1) | (1) | (1) | | | (3) | (3) | | | |
| 022 | PASADENA ST @ MOUNTAIN VIEW AVE | | (2) | | | | | | (3) | | | |
| 023 | HOLT AVE @ TOWNE AVE | (1) | (1) | (1) | (1) | (3) | (3) | (3) | (3) | (2) | | |
| 024 | HOLT AVE @ PALM PL | | | (1) | (1) | | | | | (3) | | |
| 025 | HOLT AVE @ PALOMAR DR | | | (1) | (1) | | | | | (3) | | |
| 026 | HOLT AVE @ CASWELL AVE | (1) | | | | | | | | | | |
| 027 | HOLT AVE @ SAN ANTONIO AVE | | (1) | | (1) | | | | | | | |
| 028 | HOLT AVE @ CLAREMONT PL | (1) | (1) | | | (3) | | | | | | |
| 029 | HOLT AVE @ MOUNTAIN VIEW AVE | | | (1) | (1) | | | | (3) | | | |
| 030 | HOLT AVE @ MOUNTAIN VIEW AVE | (1) | (1) | | | (3) | | | | | | |
| 031 | CENTER ST @ TOWNE AVE | (1) | | (1) | | | | (3) | | | | |
| 032 | CENTER ST @ MOUNTAIN VIEW AVE | (1) | | (1) | | | | | | | | |
| 033 | MONTEREY AVE @ TOWNE AVE | (2) | (2) | | | | | | | | | |
| 034 | NOT USED | | | | | | | | | | | |

CONSTRUCTION NOTES:

- (1) CONSTRUCT CURB RAMP PER C.P. STANDARD NO. A-28-10
- (2) INSTALL CURB RAMP TRUNCATED DOME PER C.P. STANDARD NO. A-28-10
- (3) CONSTRUCT CROSSWALK PER CALTRANS STANDARD NO. A24F
- (4) CONSTRUCT 6' SIDEWALK PER C.P. STANDARD NO. A-7-02
- (5) CONSTRUCT DRIVEWAY PER C.P. STANDARD NO. APWA 110-1



MATCH LINE - SEE SHEET 6



USER=> p004315c
TIME=> 8:49:01 AM
DATE=> 1/16/2017
PLOT DRIVER=> Omnitrans_WVC-PDF-BW.plt
PEN TABLE=> Omnitrans_WVC-Pen-Table.tbl

MATCH LINE - SEE SHEET 5

CONSTRUCTION NOTES:

- 1-CONSTRUCT CURB RAMP PER C.P. STANDARD NO. A-28-10
- 2-INSTALL CURB RAMP TRUNCATED DOME PER C.P. STANDARD NO. A-28-10
- 3-CONSTRUCT CROSSWALK PER CALTRANS STANDARD NO. A24F
- 4-CONSTRUCT 6' SIDEWALK PER C.P. STANDARD NO. A-7-02
- 5-CONSTRUCT DRIVEWAY PER C.P. STANDARD NO. APWA 110-1

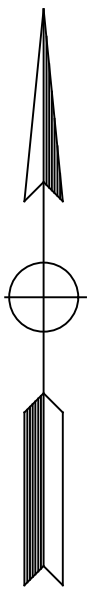


LEGEND

INDICATES FUTURE BUS STATION LOCATION

IMPROVEMENTS AT EACH LOCATION

| No. | LOCATION | CORNER | | | | CROSSWALK | | | | BIKE RACK | SIDEWALK | NOTES |
|-----|---|--------|----|----|----|-----------|---|---|----|-----------|---|-------------------------------------|
| | | NW | NE | SW | SE | N | W | E | S | | | |
| 035 | KINGSLEY AVE @ CLARK AVE | | | 1 | 1 | | | | 3 | | | |
| 036 | KINGSLEY AVE @ SIGNAL DR | | | 1 | 1 | | | | 3 | | | |
| 037 | PASADENA ST @ CLARK AVE | 1 | 1 | 1 | 1 | 3 | 3 | | | | | |
| 038 | WASHINGTON AVE @ RESERVOIR ST | | | | 1 | | | | | | | |
| 039 | HOLT AVE @ ARBOLEDA WAY | 1 | 1 | | | 3 | | | 2 | | | |
| 040 | HOLT AVE @ RESERVOIR ST | 2 | 2 | | | 3 | | | | | | |
| 041 | HOLT AVE @ LORANNE AVE | | | | 2 | | | | 3 | | | |
| 042 | HOLT AVE @ CLARK AVE | 2 | | 1 | 1 | 3 | | | 3 | 2 | | |
| 043 | HOLT AVE @ CLARK AVE | 1 | 1 | | 2 | 3 | | 3 | | | | |
| 044 | HOLT AVE @ HERSHEY ST | | | | | | | | 3 | | | |
| 045 | ALLEY BETWEEN HOLT AVE & HAWTHORNE PL @ LORANNE AVE | 2 | | 2 | | | | | | | | |
| 046 | HAWTHORNE PL @ RESERVOIR ST | 2 | 1 | 1 | 1 | 3 | 3 | | | | | |
| 047 | NOT USED | | | | | | | | | | | |
| 048 | KINGSLEY AVE @ KARESH AVE | | | 1 | 1 | | | | 3 | | | |
| 049 | KINGSLEY AVE @ KARESH AVE | | | | | 3 | | | | | | |
| 050 | KINGSLEY AVE @ ST PAUL ST | | | 1 | 1 | | | | 3 | | | |
| 051 | KINGSLEY AVE @ INDIAN HILL BLVD | | | 1 | | | | | | | | |
| 052 | KINGSLEY AVE @ MILLS AVE | 2 | | 1 | | 3* | 3 | | 3* | | | *COORDINATE STRIPING WITH MONTCLAIR |
| 053 | KEYSTONE AVE @ INDIAN HILL BLVD | | 1 | | 1 | | | | 3 | | | |
| 054 | KEYSTONE AVE @ MILLS AVE | 1 | | 1 | | | 3 | | | | | |
| 055 | PASADENA ST @ EAST END AVE | | 2 | | 2 | | | 3 | | | | |
| 056 | PASADENA ST @ KARESH AVE | 1 | 1 | | | 3 | | | | | | |
| 057 | HOLT AVE @ VIA DEL PASEO | | 2 | 2 | 2 | | | 3 | 3 | | | |
| 058 | HOLT AVE @ ST PAUL ST | 1 | 1 | | | 3 | | | 3 | | | |
| 059 | HOLT AVE @ INDIAN HILL BLVD | 1 | 1 | 1 | 1 | 3 | 3 | 3 | 3 | 2 | | |
| 060 | PUEBLO SCHOOL @ EAST END AVE | | 2 | | | | | | | | | |
| 061 | 3RD AVE @ EAST END AVE | | | | | | | | | | 4 FROM SW CORNER TO 160' WEST. 5 FROM SW CORNER TO 160' SOUTH. | DRIVEWAY TIE-IN |



| REV | DATE | BY | DESCRIPTION |
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CITY OF POMONA

ACCEPTED BY: _____ CITY ENGINEER _____ DATE _____

DESIGNED BY
LT/JT/JS
DRAWN BY
LS
CHECKED BY
MR/LT
IN CHARGE
G. LUMABAS
DATE
11/28/2016



PLANS PREPARED BY:
PARSONS
3200 EAST GUASTI ROAD, SUITE 200
ONTARIO, CA 91761
PHONE: (909) 218-3600 FAX: (909) 218-3605
SIGNATURE _____ RCE NO. _____ DATE _____

PREPARED FOR:
OmniTrans
Connecting Our Community.

WEST VALLEY CONNECTOR CORRIDOR
SAFE ROUTES TO TRANSIT PROJECT
PROPOSED ATP IMPROVEMENTS LOCATION MAP

CONTRACT NO.
MKP15-37
SCALE 1" = 300'
APPLICABLE FOR FULL SITE ONLY
DRAWING NO. L-002 REV
SHEET NO. 6 OF 22

FILE LOCATION=> c:\pw_working\california\p004315c\dms78879\ATP648601ATP02.dgn

65% SUBMITTAL ONLY - NOT FOR CONSTRUCTION

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TIME=> 8:49:38 AM
DATE=> 1/16/2017
PLOT DRIVER=> Omnitrans_WVC-PDF-BW.plt
PEN TABLE=> Omnitrans_WVC-Pen-Table.tbl

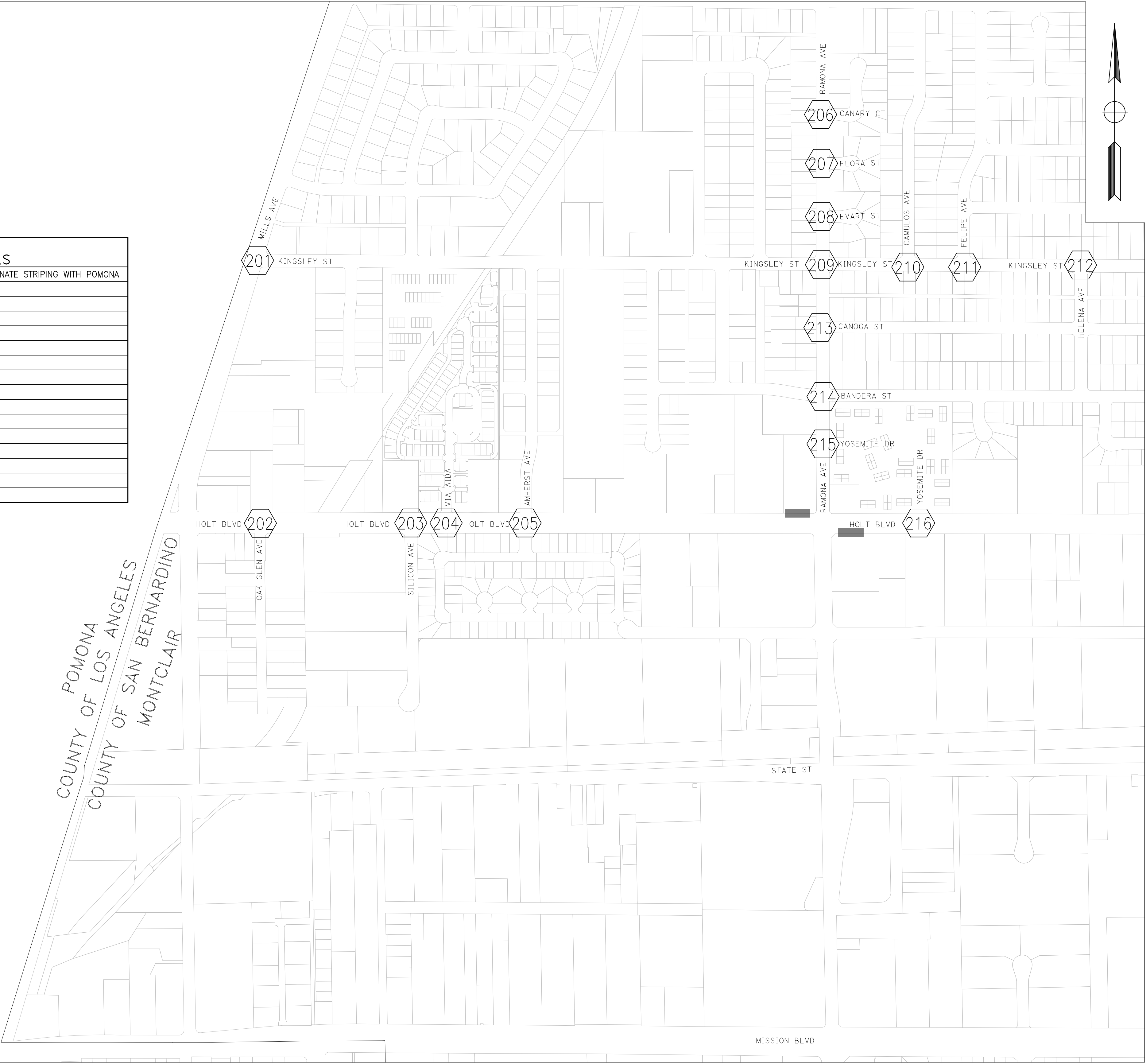
- CONSTRUCTION NOTES:**
- (11) —CONSTRUCT CURB RAMP PER C.M. STANDARD NO. 123
 - (12) —INSTALL CURB RAMP TRUNCATED DOME PER SPPWC STANDARD NO. 111–5
 - (13) —CONSTRUCT CROSSWALK PER CALTRANS STANDARD NO. A24F
 - (14) —CONSTRUCT 6’ SIDEWALK PER C.M. STANDARD NO. 108

IMPROVEMENTS AT EACH LOCATION

| No. | LOCATION | CORNER | | | | CROSSWALK | | | | BIKE RACK | SIDEWALK | NOTES |
|-----|---------------------------|--------|------|------|------|-----------|------|------|------|-----------|----------|----------------------------------|
| | | NW | NE | SW | SE | N | W | E | S | | | |
| 201 | KINGSLEY ST @ MILLS AVE | | | | | (13) | | (13) | (13) | | | *COORDINATE STRIPING WITH POMONA |
| 202 | HOLT BLVD @ OAK GLEN AVE | | | (11) | (11) | | | | (13) | | | |
| 203 | HOLT BLVD @ SILICON AVE | | | (12) | (12) | | | | (13) | | | |
| 204 | HOLT BLVD @ VIA AIDA | (12) | (12) | | | | | | | | | |
| 205 | HOLT BLVD @ AMHERST AVE | (12) | (12) | (12) | (12) | (13) | (13) | (13) | (13) | | | |
| 206 | CANARY CT @ RAMONA AVE | | (11) | | (11) | | | (13) | | | | |
| 207 | FLORA ST @ RAMONA AVE | | (11) | | (11) | | | (13) | | | | |
| 208 | EVART ST @ RAMONA AVE | | (11) | | (11) | | | (13) | | | | |
| 209 | KINGSLEY ST @ RAMONA AVE | (11) | (11) | (11) | (11) | (13) | | (13) | (13) | | | |
| 210 | KINGSLEY ST @ CAMULOS AVE | (11) | (11) | | | (13) | | | | | | |
| 211 | KINGSLEY ST @ FELIPE AVE | (11) | (11) | | | (13) | | | | | | |
| 212 | KINGSLEY ST @ HELENA AVE | | | (11) | (11) | | | | (13) | | | |
| 213 | CANOGA ST @ RAMONA AVE | | (11) | | (11) | | | (13) | | | | |
| 214 | BANDERA ST @ RAMONA AVE | (11) | (11) | (11) | (11) | | (13) | (13) | | | | |
| 215 | YOSEMITE DR @ RAMONA AVE | | (11) | | (11) | | | | | | | |
| 216 | HOLT BLVD @ YOSEMITE DR | (11) | (11) | | | (13) | | | (2) | | | |

LEGEND

INDICATES FUTUR BUS STATION LOCATION



MATCH LINE – SEE SHEET 8



| REV | DATE | BY | DESCRIPTION |
|-----|------|----|-------------|
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| | | | |
| | | | |

CITY OF MONTCLAIR

ACCEPTED BY: MICHAEL HUDSON P.E./CITY ENGINEER

DATE

DESIGNED BY
LT/JT/JS
DRAWN BY
LS
CHECKED BY
MR/LT
IN CHARGE
G. LUMABAS
DATE
11/28/2016



PLANS PREPARED BY:
PARSONS
3200 EAST GUASTI ROAD, SUITE 200
ONTARIO, CA 91761
PHONE: (909) 218-3600 FAX: (909) 218-3605
SIGNATURE RCE NO. DATE



WEST VALLEY CONNECTOR CORRIDOR
SAFE ROUTES TO TRANSIT PROJECT
PROPOSED ATP IMPROVEMENTS LOCATION MAP

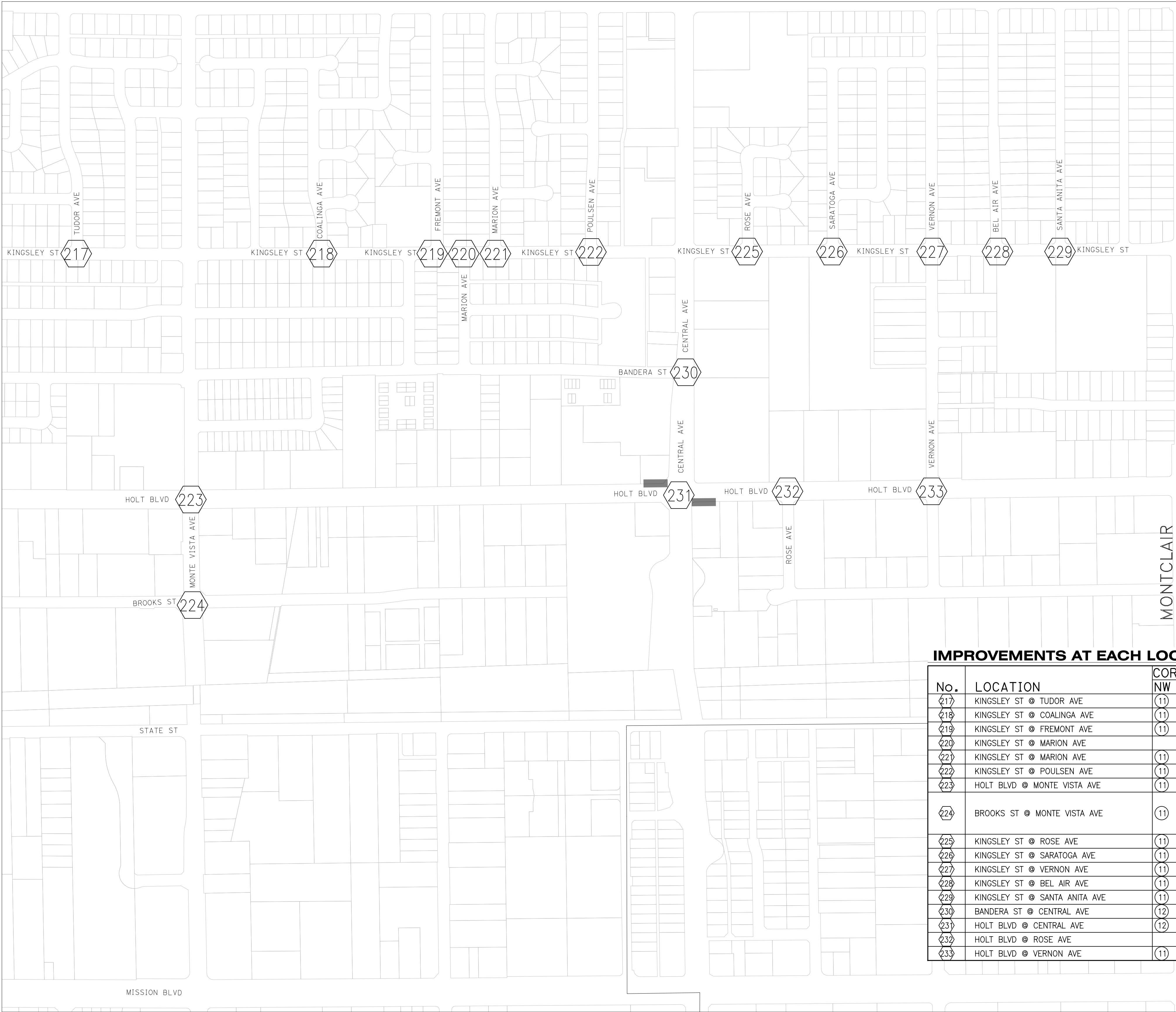
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|---|
| CONTRACT NO. MKP15–37 |
| SCALE 1" = 300' APPLICABLE FOR FULL SITE ONLY |
| DRAWING NO. L–003 |
| SHEET NO. 7 OF 22 |

FILE LOCATION=> c:\pw_working\california\p004315c\dms78879\ATP648601ATP03.dgn

65% SUBMITTAL ONLY - NOT FOR CONSTRUCTION

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PLOT DRIVER=> Omnitrans_WVC-PDF-BW.plt
PEN TABLE=> Omnitrans_WVC-Pen-Table.tbl

MATCH LINE - SEE SHEET 7



CONSTRUCTION NOTES:

- ⑪—CONSTRUCT CURB RAMP PER C.M. STANDARD NO. 123
- ⑫—INSTALL CURB RAMP TRUNCATED DOME PER SPPWC STANDARD NO. 111-5
- ⑬—CONSTRUCT CROSSWALK PER CALTRANS STANDARD NO. A24F
- ⑭—CONSTRUCT 6' SIDEWALK PER C.M. STANDARD NO. 108

IMPROVEMENTS AT EACH LOCATION

| No. | LOCATION | CORNER | | | | CROSSWALK | | | | BIKE RACK | SIDEWALK | NOTES |
|-----|-------------------------------|--------|------|------|------|-----------|------|------|------|-----------|---|-------|
| | | NW | NE | SW | SE | N | W | E | S | | | |
| 217 | KINGSLEY ST @ TUDOR AVE | (11) | (11) | | | (13) | | | | | | |
| 218 | KINGSLEY ST @ COALINGA AVE | (11) | (11) | | | (13) | | | | | | |
| 219 | KINGSLEY ST @ FREMONT AVE | (11) | (11) | | | (13) | | | | | | |
| 220 | KINGSLEY ST @ MARION AVE | | | (11) | (11) | | | | (13) | | | |
| 221 | KINGSLEY ST @ MARION AVE | (11) | (11) | | | (13) | | | | | | |
| 222 | KINGSLEY ST @ POULSEN AVE | (11) | (11) | | | (13) | | | | | | |
| 223 | HOLT BLVD @ MONTE VISTA AVE | (11) | (11) | (11) | (11) | (13) | (13) | (13) | | | | |
| 224 | BROOKS ST @ MONTE VISTA AVE | (11) | | | | | | | | | ⑭ FROM NW CORNER TO 190' NORTH. FROM NW CORNER TO 440' WEST. | |
| 225 | KINGSLEY ST @ ROSE AVE | (11) | (11) | | | (13) | | | | | | |
| 226 | KINGSLEY ST @ SARATOGA AVE | (11) | (11) | | | (13) | | | | | | |
| 227 | KINGSLEY ST @ VERNON AVE | (11) | (11) | (11) | (11) | (13) | (13) | (13) | (13) | | | |
| 228 | KINGSLEY ST @ BEL AIR AVE | (11) | (11) | | | (13) | | | | | | |
| 229 | KINGSLEY ST @ SANTA ANITA AVE | (11) | (11) | | | (13) | | | | | | |
| 230 | BANDERA ST @ CENTRAL AVE | (12) | | (12) | | | | | | | | |
| 231 | HOLT BLVD @ CENTRAL AVE | (12) | (12) | (12) | (12) | | | | | ② | | |
| 232 | HOLT BLVD @ ROSE AVE | | | (11) | (11) | | | (13) | | | | |
| 233 | HOLT BLVD @ VERNON AVE | (11) | (11) | | (11) | (13) | (13) | (13) | (13) | | | |

LEGEND

INDICATES FUTURE BUS STATION LOCATION



Know what's below.
Call before you dig.

| REV | DATE | BY | DESCRIPTION |
|-----|------|----|-------------|
| | | | |
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CITY OF MONTCLAIR

ACCEPTED BY: MICHAEL HUDSON P.E./CITY ENGINEER

DATE

DESIGNED BY
LT/JT/JS
DRAWN BY
LS
CHECKED BY
MR/LT
IN CHARGE
G. LUMABAS
DATE
11/28/2016



PLANS PREPARED BY:
PARSONS
3200 EAST GUASTI ROAD, SUITE 200
ONTARIO, CA 91761
PHONE: (909) 218-3600 FAX: (909) 218-3605
SIGNATURE RCE NO. DATE

PREPARED FOR:
OmniTrans
Connecting Our Community.

**WEST VALLEY CONNECTOR CORRIDOR
SAFE ROUTES TO TRANSIT PROJECT**

PROPOSED ATP IMPROVEMENTS LOCATION MAP

CONTRACT NO.
MKP15-37
SCALE
1" = 300'
APPLICABLE FOR FULL SITE ONLY
DRAWING NO.
L-004
SHEET NO.
8 OF 22

FILE LOCATION=> c:\pw_working\california\p004315c\dms78879\ATP648601ATP04.dgn

65% SUBMITTAL ONLY - NOT FOR CONSTRUCTION

- ②1—CONSTRUCT CURB RAMP PER C.O. STANDARD NO. 1213
- ②2—INSTALL DETECTABLE WARNING SURFACE PER C.O. STANDARD NO. 1213
- ②3—CONSTRUCT CROSSWALK PER C.O. STANDARD NO. 1307
- ②4—CONSTRUCT 6' SIDEWALK PER C.O. STANDARD NO. 1209

| No. | LOCATION | CORNER | | | | CROSSWALK | | | | BIKE RACK | SIDEWALK | NOTES |
|-----|------------------------|--------|------|------|------|-----------|---|------|------|-----------|----------|-------|
| | | NW | NE | SW | SE | N | W | E | S | | | |
| 425 | FLORA ST @ BEVERLY SQ | | | (21) | (21) | | | | | | | |
| 426 | E ST @ FERN AVE | (22) | | (21) | | | | | | | | |
| 427 | E ST @ LAUREL AVE | | | (21) | | | | | | | | |
| 428 | D ST @ LAUREL AVE | | | (21) | | | | | | | | |
| 429 | C ST @ VINE AVE | | | (21) | (21) | | | | | | | |
| 430 | C ST @ FERN AVE | (21) | (21) | (21) | (21) | | | | | | | |
| 431 | C ST @ LAUREL AVE | (21) | (21) | (21) | (21) | | | | | | | |
| 432 | VESTA ST @ BEVERLY CT | (21) | (21) | | | | | | | | | |
| 433 | VESTA ST @ BONITA CT | | | (22) | (21) | | | | (23) | | | |
| 434 | B ST @ VINE AVE | | | (22) | (22) | | | (23) | | | | |
| 435 | HOLT BLVD @ VINE AVE | | | (22) | (22) | (22) | | | | | | |
| 436 | HOLT BLVD @ FERN AVE | (22) | (22) | | | | | | | | | |
| 437 | HOLT BLVD @ PALM AVE | (22) | (22) | | | | | | | | | |
| 438 | HOLT BLVD @ LAUREL AVE | (22) | (21) | | | | | | (1) | | | |
| 439 | TRANSIT ST @ VINE AVE | | | (21) | (21) | | | | | | | |
| 440 | TRANSIT ST @ FERN AVE | (21) | (21) | (21) | (21) | | | | | | | |
| 441 | TRANSIT ST @ PALM AVE | (21) | (21) | (21) | (21) | | | | | | | |
| 442 | BROOKS ST @ VINE AVE | (21) | | (21) | | | | (23) | | | | |
| 443 | EMPORIA ST @ VINE AVE | | | (21) | (21) | | | | | | | |
| 444 | EMPORIA ST @ FERN AVE | (21) | (21) | | | | | | | | | |
| 445 | EMPORIA ST @ PALM AVE | (21) | (21) | | | | | | | | | |



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TIME=> 8:51:18 AM
DATE=> 1/16/2017
PLOT DRIVER=> Omnitrans_WVC-PDF-BW.plt
PEN TABLE=> Omnitrans_WVC-Pen-Table.tbl



**Know what's below.
Call before you dig.**

| REV | DATE | BY | DESCRIPTION |
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CITY OF ONTARIO

RECOMMENDED BY:

RAYMOND LEE P.E./ASSISTANT CITY ENGINEER

DATE:

ACCEPTED BY:

LOUIS ABI-YOUNES P.E./CITY ENGINEER

DATE:

DESIGNED BY
LT/JT/JS

DRAWN BY
LS


CHECKED BY
MR/LT

IN CHARGE
G. LUMABAS

DATE
11/28/2016



PLANS PREPARED BY:



3200 EAST GUASTI ROAD, SUITE 200
ONTARIO, CA 91761
PHONE: (909) 218-3600 FAX: (909) 218-3605

SIGNATURE _____ RCE NO. _____ DATE _____

PREPARED FOR:



Connecting Our Community.

WEST VALLEY CONNECTOR CORRIDOR
SAFE ROUTES TO TRANSIT PROJECT

PROPOSED ATP IMPROVEMENTS LOCATION MAP

CONTRACT NO.
MKP15-37

SCALE
1" = 300'
APPLICABLE FOR FULL SITE ONLY

DRAWING NO.
L-006

SHEET NO.
10 OF 22

REV

MATCH LINE - SEE SHEET 9



MATCH LINE - SEE SHEET 11

IMPROVEMENTS AT EACH LOCATION

| No. | LOCATION | CORNER NW | NE | SW | SE | CROSSWALK N | W | E | S | BIKE RACK | SIDEWALK | NOTES |
|-----|--|--------------|------|------|------|----------------|------|---|---|-----------|----------|-------|
| 446 | F ST @ MONTEREY AVE | (21) | (21) | | | | | | | | | |
| 447 | F ST @ CHERRY AVE | (21) | (21) | (21) | | | | | | | | |
| 448 | F ST @ MONTEREY AVE | (22) | (22) | | | | | | | | | |
| 449 | E ST @ CHERRY AVE | (21) | (21) | (21) | (21) | | | | | | | |
| 450 | E ST @ CAMPUS AVE | (22) | (22) | (22) | (22) | (23) | (23) | | | | | |
| 451 | C ST @ SULTANA AVE | (21) | (21) | | | | | | | | | |
| 452 | NOCTA ST @ SULTANA AVE | (22) | (22) | | | | (23) | | | | | |
| 453 | NOCTA ST @ MONTEREY AVE | (21) | (21) | (21) | (21) | | | | | | | |
| 454 | NOCTA ST @ MIRAMONTE AVE | (21) | (21) | (21) | (21) | | | | | | | |
| 455 | NOCTA ST @ CAMPUS AVE | (22) | (22) | (22) | (22) | (23) | (23) | | | | | |
| 456 | WILLOW ST @ CAMPUS AVE | (22) | (22) | | | | | | | (1) | | |
| 457 | ALLEY BETWEEN SIERRA CT & HOLT BLVD @ PLEASANT AVE | (21) | (21) | (21) | (21) | | | | | | | |
| 458 | TRANSIT ST @ PLUM AVE | (21) | | | | | | | | | | |
| 459 | TRANSIT ST @ SULTANA AVE | (22) | (22) | | | (23) | | | | | | |

IMPROVEMENTS AT EACH LOCATION

| No. | LOCATION | CORNER NW | NE | SW | SE | CROSSWALK N | W | E | S | BIKE RACK | SIDEWALK | NOTES |
|-----|---------------------------|--------------|------|------|------|----------------|------|---|-----|-----------|--|-----------------|
| 460 | H ST @ ALLYN AVE | | | | | | | | | | (24)(25) FROM NW CORNER TO 150' WEST | DRIVEWAY TIE-IN |
| 461 | F ST @ ALLYN AVE | | | | | | | | | | (24)(25) FROM NW CORNER TO 190' WEST | DRIVEWAY TIE-IN |
| 462 | ELMA ST @ BERLYN AVE | (21) | (21) | | | | | | | | | |
| 463 | ELMA ST @ ALLYN AVE | (21) | (21) | | | | | | | | | |
| 464 | NOCTA ST @ ALLYN AVE | (22) | (22) | | | | (23) | | | | | |
| 465 | WILLOW ST @ ALLYN AVE | (22) | (22) | (22) | (22) | (23) | (23) | | | | | |
| 466 | EMPORIA ST @ BON VIEW AVE | (22) | (22) | | | | | | | | | |
| 467 | E ST @ CUCAMONGA AVE | (21) | (21) | | | | | | | | | |
| 468 | HOLT BLVD @ VIRGINIA AVE | | | | | | | | (1) | | (24)(25) FROM NE CORNER TO 170' NORTH | DRIVEWAY TIE-IN |
| 469 | FLORA ST @ AMADOR AVE | (21) | (22) | | | | | | | | | |
| 470 | FLORA ST @ CALAVERAS AVE | (22) | (21) | | | | | | | | | |
| 471 | NOCTA ST @ IMPERIAL AVE | | (21) | | | | | | | | (24)(25) FROM SW CORNER TO 620' SOUTH. FROM SW CORNER TO 290' WEST. | DRIVEWAY TIE-IN |

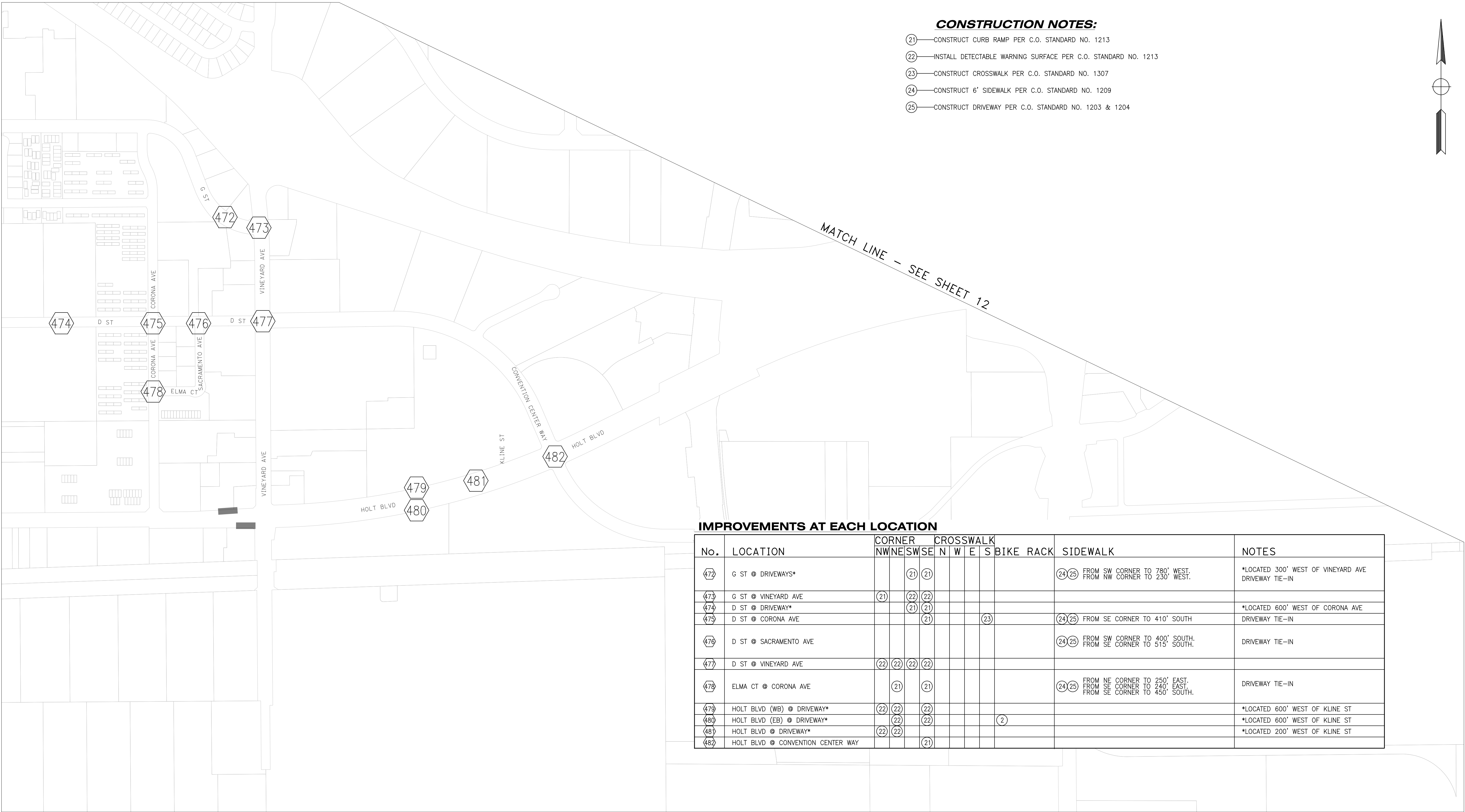


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65% SUBMITTAL ONLY - NOT FOR CONSTRUCTION

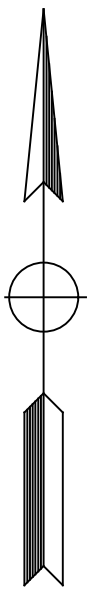
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DATE=> 1/16/2017
PLOT DRIVER=> Omnitrans_WVC-PDF-BW.plt
PEN TABLE=> Omnitrans_WVC-Pen-Table.tbl

MATCH LINE - SEE SHEET 10



CONSTRUCTION NOTES:

- (21) — CONSTRUCT CURB RAMP PER C.O. STANDARD NO. 1213
- (22) — INSTALL DETECTABLE WARNING SURFACE PER C.O. STANDARD NO. 1213
- (23) — CONSTRUCT CROSSWALK PER C.O. STANDARD NO. 1307
- (24) — CONSTRUCT 6' SIDEWALK PER C.O. STANDARD NO. 1209
- (25) — CONSTRUCT DRIVEWAY PER C.O. STANDARD NO. 1203 & 1204



MATCH LINE - SEE SHEET 12

IMPROVEMENTS AT EACH LOCATION

| No. | LOCATION | CORNER | | CROSSWALK | | | BIKE RACK | SIDEWALK | NOTES |
|-----|-----------------------------------|--------|------|-----------|------|---|-----------|--|---|
| | | NW | SE | N | W | E | | | |
| 472 | G ST @ DRIVEWAYS* | | | (21) | (21) | | | (24)(25) FROM SW CORNER TO 780' WEST. FROM NW CORNER TO 230' WEST. | *LOCATED 300' WEST OF VINEYARD AVE DRIVEWAY TIE-IN |
| 473 | G ST @ VINEYARD AVE | (21) | (22) | (22) | | | | | |
| 474 | D ST @ DRIVEWAY* | | | (21) | (21) | | | | *LOCATED 600' WEST OF CORONA AVE |
| 475 | D ST @ CORONA AVE | | | | (21) | | (23) | (24)(25) FROM SE CORNER TO 410' SOUTH | DRIVEWAY TIE-IN |
| 476 | D ST @ SACRAMENTO AVE | | | | | | | (24)(25) FROM SW CORNER TO 400' SOUTH. FROM SE CORNER TO 515' SOUTH. | DRIVEWAY TIE-IN |
| 477 | D ST @ VINEYARD AVE | (22) | (22) | (22) | (22) | | | | |
| 478 | ELMA CT @ CORONA AVE | | | (21) | (21) | | | (24)(25) FROM NE CORNER TO 250' EAST. FROM SE CORNER TO 240' EAST. FROM SE CORNER TO 450' SOUTH. | DRIVEWAY TIE-IN |
| 479 | HOLT BLVD (WB) @ DRIVEWAY* | (22) | (22) | (22) | | | | | *LOCATED 600' WEST OF KLINE ST |
| 480 | HOLT BLVD (EB) @ DRIVEWAY* | | (22) | (22) | | | (2) | | *LOCATED 600' WEST OF KLINE ST |
| 481 | HOLT BLVD @ DRIVEWAY* | (22) | (22) | | | | | | *LOCATED 200' WEST OF KLINE ST |
| 482 | HOLT BLVD @ CONVENTION CENTER WAY | | | (21) | | | | | |

LEGEND

INDICATES FUTURE BUS STATION LOCATION



| REV | DATE | BY | DESCRIPTION |
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CITY OF ONTARIO

RECOMMENDED BY: RAYMOND LEE P.E./ASSISTANT CITY ENGINEER DATE
ACCEPTED BY: LOUIS ABI-YOUNES P.E./CITY ENGINEER DATE

DESIGNED BY: LT/JT/JS
DRAWN BY: LS
CHECKED BY: MR/LT
IN CHARGE: G. LUMABAS
DATE: 11/28/2016



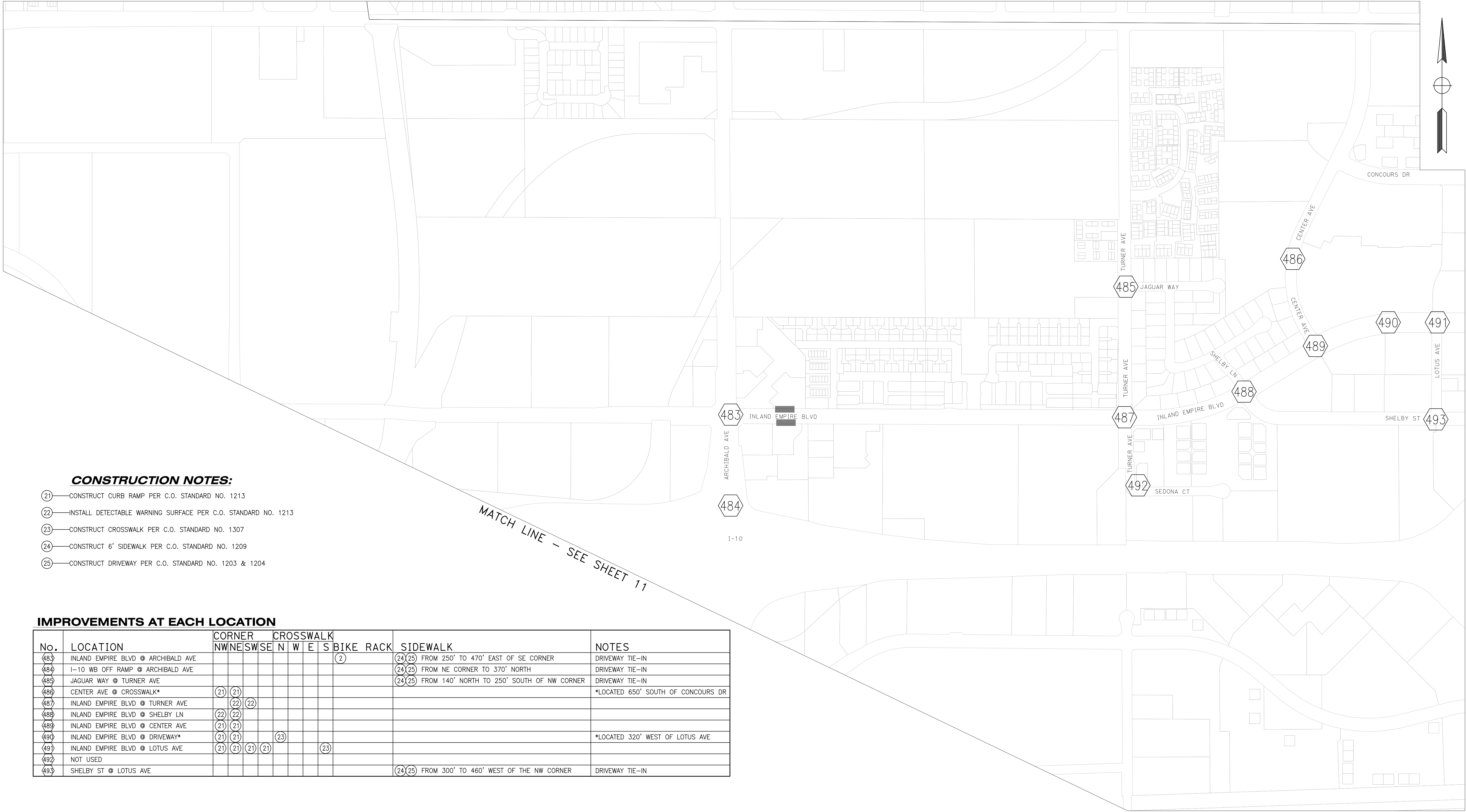
PLANS PREPARED BY:
PARSONS
3200 EAST GUASTI ROAD, SUITE 200
ONTARIO, CA 91761
PHONE: (909) 218-3600 FAX: (909) 218-3605
SIGNATURE RCE NO. DATE

PREPARED FOR:
sbX
Omnitrans
Connecting Our Community.

**WEST VALLEY CONNECTOR CORRIDOR
SAFE ROUTES TO TRANSIT PROJECT**
PROPOSED ATP IMPROVEMENTS LOCATION MAP

CONTRACT NO. MKP15-37
SCALE 1" = 300'
DRAWING NO. L-007 REV
SHEET NO. 11 OF 22

USER=> p004315c
TIME=> 8:52:36 AM
DATE=>1/16/2017
PLOT DRIVER=> Omnitrans_WVC-PDF-BW.plt
PEN TABLE=> Omnitrans_WVC-Pen-Table.tbl



MATCH LINE - SEE SHEET 13

CONSTRUCTION NOTES:

- (21) — CONSTRUCT CURB RAMP PER C.O. STANDARD NO. 1213
- (22) — INSTALL DETECTABLE WARNING SURFACE PER C.O. STANDARD NO. 1213
- (23) — CONSTRUCT CROSSWALK PER C.O. STANDARD NO. 1307
- (24) — CONSTRUCT 6' SIDEWALK PER C.O. STANDARD NO. 1209
- (25) — CONSTRUCT DRIVEWAY PER C.O. STANDARD NO. 1203 & 1204

IMPROVEMENTS AT EACH LOCATION

| No. | LOCATION | CORNER | | | CROSSWALK | | | BIKE RACK | SIDEWALK | NOTES |
|-----|------------------------------------|--------|------|------|-----------|------|---|-----------|---|------------------------------------|
| | | NW | NE | SW | SE | N | W | E | | |
| 483 | INLAND EMPIRE BLVD @ ARCHIBALD AVE | | | | | | | | (24)(25) FROM 250' TO 470' EAST OF SE CORNER | DRIVEWAY TIE-IN |
| 484 | I-10 WB OFF RAMP @ ARCHIBALD AVE | | | | | | | | (24)(25) FROM NE CORNER TO 370' NORTH | DRIVEWAY TIE-IN |
| 485 | JAGUAR WAY @ TURNER AVE | | | | | | | | (24)(25) FROM 140' NORTH TO 250' SOUTH OF NW CORNER | DRIVEWAY TIE-IN |
| 486 | CENTER AVE @ CROSSWALK* | (21) | (21) | | | | | | | *LOCATED 650' SOUTH OF CONCOURS DR |
| 487 | INLAND EMPIRE BLVD @ TURNER AVE | | (22) | (22) | | | | | | |
| 488 | INLAND EMPIRE BLVD @ SHELBY LN | (22) | (22) | | | | | | | |
| 489 | INLAND EMPIRE BLVD @ CENTER AVE | (21) | (21) | | | | | | | |
| 490 | INLAND EMPIRE BLVD @ DRIVEWAY* | (21) | (21) | | | (23) | | | | *LOCATED 320' WEST OF LOTUS AVE |
| 491 | INLAND EMPIRE BLVD @ LOTUS AVE | (21) | (21) | (21) | (21) | | | (23) | | |
| 492 | NOT USED | | | | | | | | | |
| 493 | SHELBY ST @ LOTUS AVE | | | | | | | | (24)(25) FROM 300' TO 460' WEST OF THE NW CORNER | DRIVEWAY TIE-IN |

LEGEND

INDICATES FUTURE BUS STATION LOCATION



Know what's below.
Call before you dig.

| REV | DATE | BY | DESCRIPTION |
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CITY OF ONTARIO

RECOMMENDED BY: RAYMOND LEE P.E./ASSISTANT CITY ENGINEER DATE

ACCEPTED BY: LOUIS ABI-YOUNES P.E./CITY ENGINEER DATE

DESIGNED BY
LT/JT/JS

DRAWN BY
LS

CHECKED BY
MR/LT

IN CHARGE
G. LUMABAS

DATE
11/28/2016



PLANS PREPARED BY:

PARSONS

3200 EAST GUASTI ROAD, SUITE 200
ONTARIO, CA 91761
PHONE: (909) 218-3600 FAX: (909) 218-3605

SIGNATURE _____ RCE NO. _____ DATE _____

PREPARED FOR:

OmniTrans

Connecting Our Community.

**WEST VALLEY CONNECTOR CORRIDOR
SAFE ROUTES TO TRANSIT PROJECT**

PROPOSED ATP IMPROVEMENTS LOCATION MAP

| | |
|--------------------------|-------|
| CONTRACT NO. MKP15-37 | |
| SCALE 1" = 300' | REV |
| DRAWING NO. L-008 | |
| SHEET NO. 12 | OF 22 |

FILE LOCATION=> c:\pw_working\california\p004315c\dms78879\ATP648601ATP06.dgn

65% SUBMITTAL ONLY - NOT FOR CONSTRUCTION

USER=> p004315c
TIME=> 8:53:15 AM
DATE=>1/16/2017
PLOT DRIVER=> Omnitrans_WVC-PDF-BW.plt
PEN TABLE=> Omnitrans_WVC-Pen-Table.tbl

MATCH LINE - SEE SHEET 12

CONSTRUCTION NOTES:

(22) INSTALL DETECTABLE WARNING SURFACE PER C.O. STANDARD NO. 1213

LEGEND

INDICATES FUTURE BUS STATION LOCATION

IMPROVEMENTS AT EACH LOCATION

| No. | LOCATION | CORNER | | | | CROSSWALK | | | | BIKE RACK | SIDEWALK | NOTES |
|-----|--|--------|------|------|------|-----------|---|---|---|-----------|----------|----------------------------|
| | | NW | NE | SW | SE | N | W | E | S | | | |
| 494 | 4TH ST @ GURNEE AVE | | | (22) | (22) | | | | | | | |
| 495 | 4TH ST @ FRANKLIN AVE | | | (22) | (22) | | | | | | | |
| 496 | MILLS CIR @ GURNEE AVE | (22) | (22) | (22) | (22) | | | | | | | |
| 497 | CONCOURS DR @ DRIVEWAYS* | (22) | (22) | (22) | (22) | | | | | | | *750' WEST OF MILLIKEN AVE |
| 498 | CONCOURS DR @ MILLS CIR | (22) | (22) | (22) | (22) | | | | | | | |
| 499 | DRIVEWAY* @ MILLS CIR | | (22) | | | | | | | (1) | | *250' SOUTH OF CONCOURS DR |
| 500 | INLAND EMPIRE BLVD @ FERRARI LN | | (22) | (22) | (22) | | | | | (2) | | |
| 501 | MALL DR @ MILLS CIR | (22) | | (22) | | | | | | | | |
| 502 | ONTARIO MILLS PKY @ INLAND EMPIRE BLVD | (22) | (22) | (22) | (22) | | | | | | | |
| 503 | ONTARIO MILLS PKY @ FRANKLIN AVE | (22) | (22) | (22) | (22) | | | | | | | |



| REV | DATE | BY | DESCRIPTION |
|-----|------|----|-------------|
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CITY OF ONTARIO

RECOMMENDED BY: RAYMOND LEE P.E./ASSISTANT CITY ENGINEER DATE
ACCEPTED BY: LOUIS ABI-YOUNES P.E./CITY ENGINEER DATE

DESIGNED BY: LT/JT/JS
DRAWN BY: LS
CHECKED BY: MR/LT
IN CHARGE: G. LUMABAS
DATE: 11/28/2016



PLANS PREPARED BY:
PARSONS
3200 EAST GUASTI ROAD, SUITE 200
ONTARIO, CA 91761
PHONE: (909) 218-3600 FAX: (909) 218-3605
SIGNATURE RCE NO. DATE



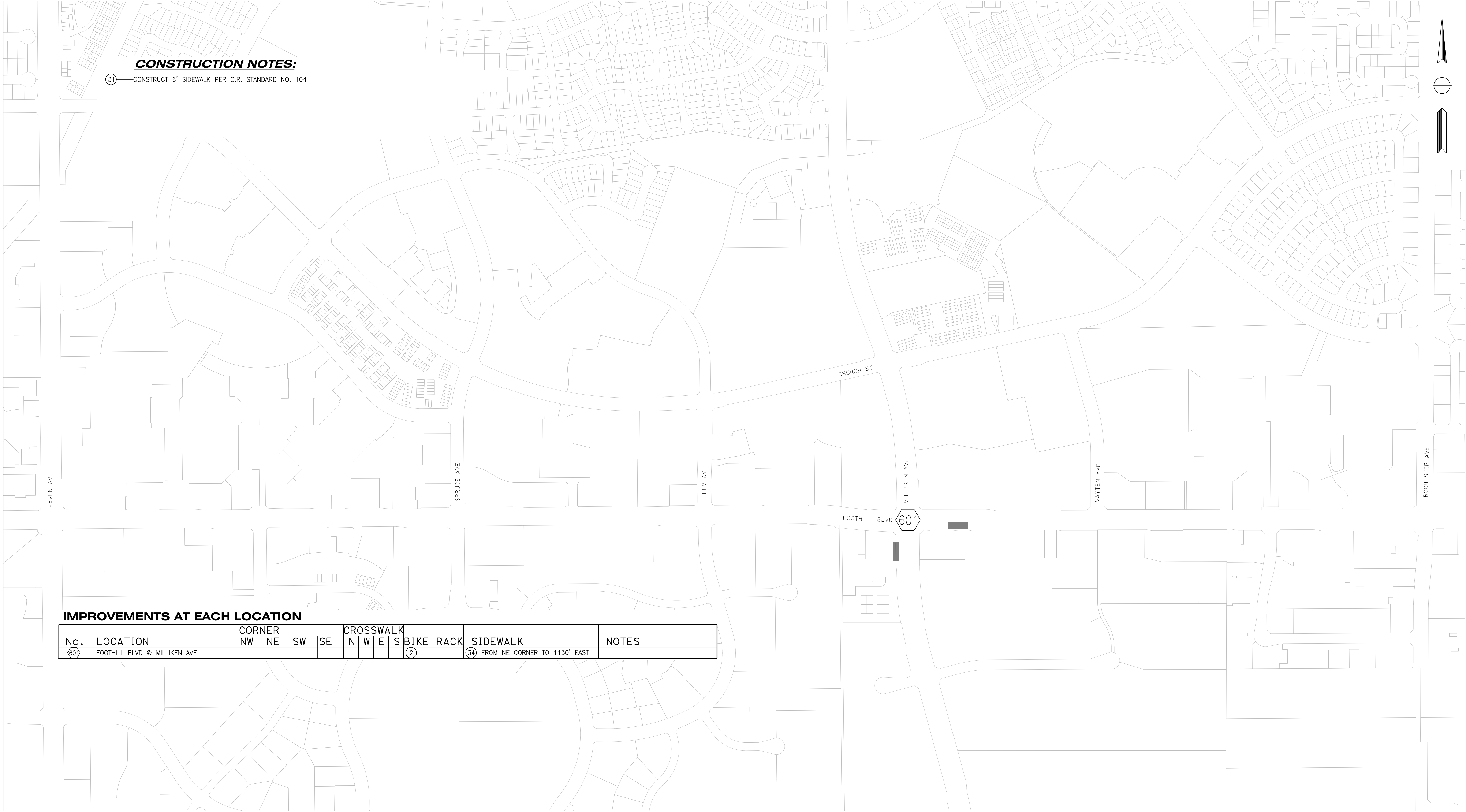
WEST VALLEY CONNECTOR CORRIDOR
SAFE ROUTES TO TRANSIT PROJECT
PROPOSED ATP IMPROVEMENTS LOCATION MAP

| | |
|---|-----|
| CONTRACT NO. MKP15-37 | |
| SCALE 1" = 300' APPLICABLE FOR FULL SITE ONLY | REV |
| DRAWING NO. L-009 | |
| SHEET NO. 13 OF 22 | |

FILE LOCATION=> c:\pw_working\california\p004315c\dms78879\ATP648601ATP09.dgn

65% SUBMITTAL ONLY - NOT FOR CONSTRUCTION

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TIME=> 8:53:59 AM
DATE=> 1/16/2017
PLOT DRIVER=> Omnitrans_WVC-PDF-BW.plt
PEN TABLE=> Omnitrans_WVC-Pen-Table.tbl



CONSTRUCTION NOTES:

③1—CONSTRUCT 6' SIDEWALK PER C.R. STANDARD NO. 104

IMPROVEMENTS AT EACH LOCATION

| No. | LOCATION | CORNER | | | | CROSSWALK | | | | BIKE RACK | SIDEWALK | NOTES |
|-----|------------------------------|--------|----|----|----|-----------|---|---|---|-----------|---------------------------------|-------|
| | | NW | NE | SW | SE | N | W | E | S | | | |
| ⑥0 | FOOTHILL BLVD @ MILLIKEN AVE | | | | | | | | | ② | ③4 FROM NE CORNER TO 1130' EAST | |

LEGEND

■ INDICATES FUTURE BUS STATION LOCATION



Know what's below.
Call before you dig.

| REV | DATE | BY | DESCRIPTION |
|-----|------|----|-------------|
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CITY OF RANCHO CUCAMONGA

ACCEPTED BY: _____
JASON WELDAY P.E./CITY ENGINEER

DATE

DESIGNED BY
LT/JT/JS
DRAWN BY
LS
CHECKED BY
MR/LT
IN CHARGE
G. LUMABAS
DATE
11/28/2016



PLANS PREPARED BY:
PARSONS
3200 EAST GUASTI ROAD, SUITE 200
ONTARIO, CA 91761
PHONE: (909) 218-3600 FAX: (909) 218-3605
SIGNATURE _____ RCE NO. _____ DATE _____

PREPARED FOR:
Omnitrans
Connecting Our Community.

**WEST VALLEY CONNECTOR CORRIDOR
SAFE ROUTES TO TRANSIT PROJECT**

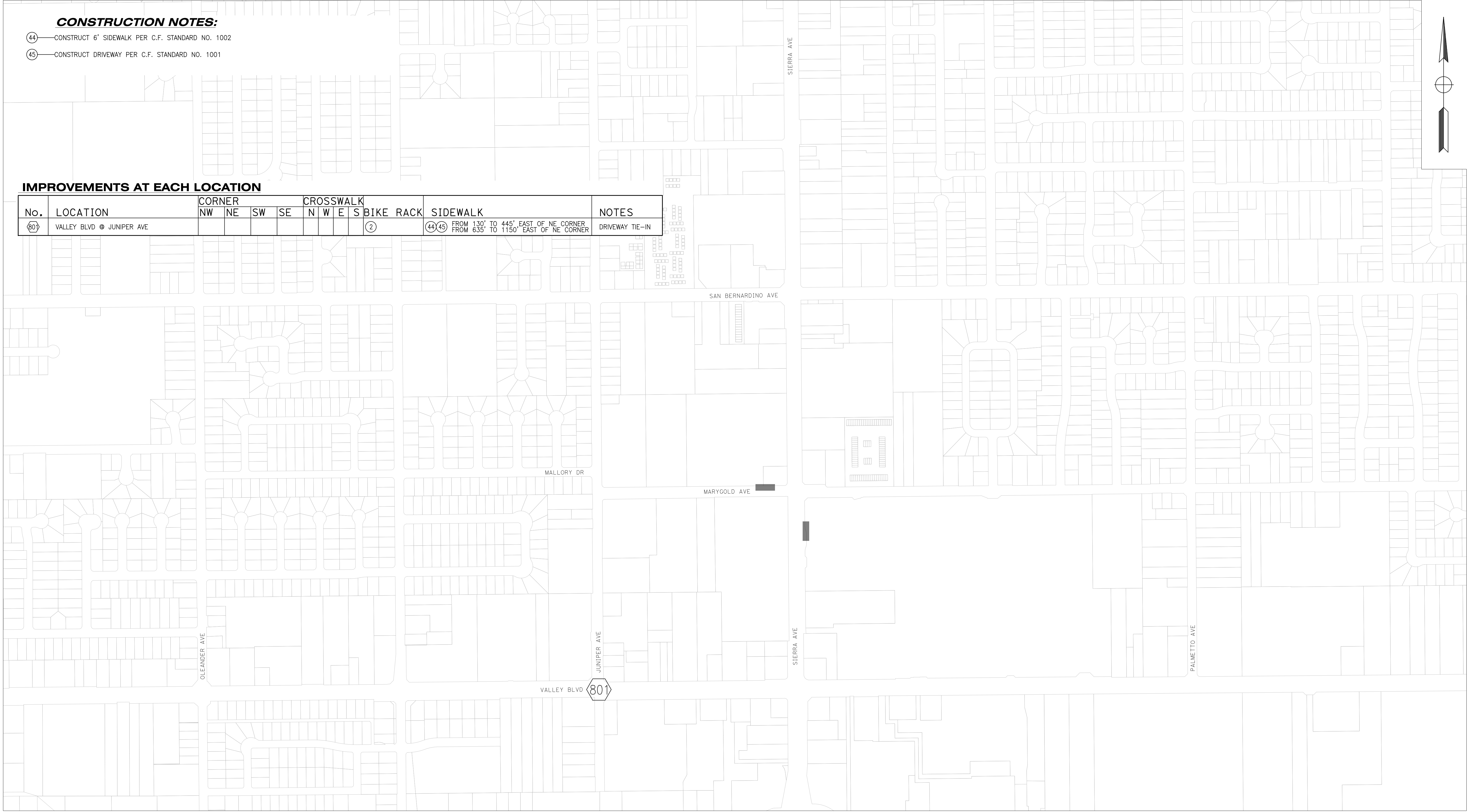
PROPOSED ATP IMPROVEMENTS LOCATION MAP

CONTRACT NO.
MKP15-37
SCALE 1" = 300'
APPLICABLE FOR FULL SITE ONLY
DRAWING NO. L-010 REV
SHEET NO. 14 OF 22

FILE LOCATION=> c:\pw_working\california\p004315c\dms78879\ATP648601ATP10.dgn

65% SUBMITTAL ONLY - NOT FOR CONSTRUCTION

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PEN TABLE=> Omnitrans_WVC-Pen-Table.tbl
DATE=>2/21/2017



- CONSTRUCTION NOTES:**
- ④④—CONSTRUCT 6' SIDEWALK PER C.F. STANDARD NO. 1002
 - ④⑤—CONSTRUCT DRIVEWAY PER C.F. STANDARD NO. 1001

IMPROVEMENTS AT EACH LOCATION

| No. | LOCATION | CORNER | | | | CROSSWALK | | | | BIKE RACK | SIDEWALK | NOTES |
|-----|---------------------------|--------|----|----|----|-----------|---|---|---|-----------|---|-----------------|
| | | NW | NE | SW | SE | N | W | E | S | | | |
| ⑧① | VALLEY BLVD @ JUNIPER AVE | | | | | | | | | ② | ④④④⑤ FROM 130' TO 445' EAST OF NE CORNER FROM 635' TO 1150' EAST OF NE CORNER | DRIVEWAY TIE-IN |

LEGEND

INDICATES FUTURE BUS STATION LOCATION



Know what's below.
Call before you dig.

| REV | DATE | BY | DESCRIPTION |
|-----|------|----|-------------|
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CITY OF FONTANA

ACCEPTED BY: RICARDO SANDOVAL P.E./CITY ENGINEER

DATE

DESIGNED BY
LT/JT/JS
DRAWN BY
LS
CHECKED BY
MR/LT
IN CHARGE
G. LUMABAS
DATE
11/28/2016



PLANS PREPARED BY:

PARSONS

3200 EAST GUASTI ROAD, SUITE 200
ONTARIO, CA 91761
PHONE: (909) 218-3600 FAX: (909) 218-3605

SIGNATURE RCE NO. DATE

PREPARED FOR:

OmniTrans
Connecting Our Community.

WEST VALLEY CONNECTOR CORRIDOR
SAFE ROUTES TO TRANSIT PROJECT
PROPOSED ATP IMPROVEMENTS LOCATION MAP

| | |
|---|-------|
| CONTRACT NO. MKP15-37 | |
| SCALE 1" = 300' APPLICABLE FOR FULL SITE ONLY | REV |
| DRAWING NO. L-013 | |
| SHEET NO. 15 | OF 22 |

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TIME=> 4:08:17 PM
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PEN TABLE=> Omnitrans_WVC-Pen-Table.tbl
DATE=>2/23/2017

CITY OF POMONA

| SHEET NUMBER | LOCATION NUMBER | LOCATION DESCRIPTION | CURB RAMP (EACH) | DETECTABLE WARNING SURFACE ONLY (EACH) | CROSSWALK (EACH) | DRIVEWAYS/SIDEWALK (SQFT) | BIKE RACK (EACH) |
|-------------------------|-----------------|---|------------------|--|------------------|---------------------------|------------------|
| 5 | 1 | NOT USED | 0 | 0 | 0 | 0 | 0 |
| 5 | 2 | NOT USED | 0 | 0 | 0 | 0 | 0 |
| 5 | 3 | COMMERCIAL ST @ PARK AVE | 0 | 0 | 0 | 1,920 | 0 |
| 5 | 4 | COMMERCIAL ST @ GORDON ST | 0 | 2 | 1 | 0 | 0 |
| 5 | 5 | COMMERCIAL ST @ MAIN ST | 0 | 5 | 1 | 0 | 0 |
| 5 | 6 | 150' SOUTH OF COMMERCIAL ST @ MAIN ST | 0 | 2 | 0 | 0 | 1 |
| 5 | 7 | PASADENA ST @ GAREY AVE | 1 | 1 | 1 | 0 | 0 |
| 5 | 8 | PASADENA ST @ GIBBS ST | 0 | 4 | 2 | 0 | 0 |
| 5 | 9 | PASADENA ST @ PALOMARES ST | 0 | 4 | 2 | 0 | 0 |
| 5 | 10 | HOLT AVE @ GAREY AVE | 0 | 2 | 0 | 0 | 2 |
| 5 | 11 | HOLT AVE @ GIBBS ST | 0 | 4 | 2 | 0 | 0 |
| 5 | 12 | HOLT AVE @ ELEANOR ST | 2 | 0 | 1 | 0 | 0 |
| 5 | 13 | CENTER ST @ GAREY AVE | 0 | 4 | 2 | 0 | 0 |
| 5 | 14 | CENTER ST @ PALOMARES ST | 4 | 0 | 2 | 0 | 0 |
| 5 | 15 | CENTER ST @ ELEANOR ST | 4 | 0 | 2 | 0 | 0 |
| 5 | 16 | MONTEREY AVE @ GAREY AVE | 0 | 1 | 0 | 0 | 0 |
| 5 | 17 | MONTEREY AVE @ ELEANOR ST | 2 | 0 | 1 | 0 | 0 |
| 5 | 18 | ALVARADO ST @ TOWNE AVE | 4 | 0 | 0 | 0 | 0 |
| 5 | 19 | SAN FRANCISCO AVE @ TOWNE AVE | 4 | 0 | 0 | 0 | 0 |
| 5 | 20 | PASADENA ST @ TOWNE AVE | 0 | 4 | 2 | 0 | 0 |
| 5 | 21 | PASADENA ST @ CASWELL AVE | 4 | 0 | 2 | 0 | 0 |
| 5 | 22 | PASADENA ST @ MOUNTIAN VIEW AVE | 0 | 1 | 1 | 0 | 0 |
| 5 | 23 | HOLT AVE @ TOWNE AVE | 4 | 0 | 4 | 0 | 2 |
| 5 | 24 | HOLT AVE @ PALM PL | 2 | 0 | 1 | 0 | 0 |
| 5 | 25 | HOLT AVE @ PALOMAR DR | 2 | 0 | 1 | 0 | 0 |
| 5 | 26 | HOLT AVE @ CASWELL AVE | 1 | 0 | 0 | 0 | 0 |
| 5 | 27 | HOLT AVE @ SAN ANTONIO AVE | 2 | 0 | 0 | 0 | 0 |
| 5 | 28 | HOLT AVE @ CLAREMONT PL | 2 | 0 | 1 | 0 | 0 |
| 5 | 29 | HOLT AVE @ MOUNTIAN VIEW AVE | 2 | 0 | 1 | 0 | 0 |
| 5 | 30 | HOLT AVE @ MOUNTIAN VIEW AVE | 2 | 0 | 1 | 0 | 0 |
| 5 | 31 | CENTER ST @ TOWNE AVE | 2 | 0 | 1 | 0 | 0 |
| 5 | 32 | CENTER ST @ MOUNTIAN VIEW AVE | 2 | 0 | 0 | 0 | 0 |
| 5 | 33 | MONTEREY AVE @ TOWNE AVE | 0 | 2 | 0 | 0 | 0 |
| 5 | 34 | NOT USED | 0 | 0 | 0 | 0 | 0 |
| 6 | 35 | KINGSLEY AVE @ CLARK AVE | 2 | 0 | 1 | 0 | 0 |
| 6 | 36 | KINGSLEY AVE @ SIGNAL DR | 2 | 0 | 1 | 0 | 0 |
| 6 | 37 | PASADENA ST @ CLARK AVE | 4 | 0 | 2 | 0 | 0 |
| 6 | 38 | WASHINGTON AVE @ RESERVOIR ST | 1 | 0 | 0 | 0 | 0 |
| 6 | 39 | HOLT AVE @ ARBOLEDA WAY | 2 | 0 | 1 | 0 | 2 |
| 6 | 40 | HOLT AVE @ RESERVOIR ST | 0 | 2 | 1 | 0 | 0 |
| 6 | 41 | HOLT AVE @ LORANNE AVE | 0 | 1 | 1 | 0 | 0 |
| 6 | 42 | HOLT AVE @ CLARK AVE | 2 | 1 | 2 | 0 | 2 |
| 6 | 43 | HOLT AVE @ CLARK AVE | 2 | 1 | 2 | 0 | 0 |
| 6 | 44 | HOLT AVE @ HERSHEY ST | 0 | 0 | 1 | 0 | 0 |
| 6 | 45 | ALLEY BETWEEN HOLT AVE & HAWTHORNE PL @ LORANNE AVE | 0 | 2 | 0 | 0 | 0 |
| 6 | 46 | HAWTHORNE PL @ RESERVOIR ST | 3 | 1 | 2 | 0 | 0 |
| 6 | 47 | NOT USED | 0 | 0 | 0 | 0 | 0 |
| 6 | 48 | KINGSLEY AVE @ KARESH AVE | 2 | 0 | 1 | 0 | 0 |
| 6 | 49 | KINGSLEY AVE @ KARESH AVE | 0 | 0 | 1 | 0 | 0 |
| 6 | 50 | KINGSLEY AVE @ ST PAUL ST | 2 | 0 | 1 | 0 | 0 |
| 6 | 51 | KINGSLEY AVE @ INDIAN HILL BLVD | 1 | 0 | 0 | 0 | 0 |
| 6 | 52 | KINGSLEY AVE @ MILLS AVE | 1 | 1 | 1 | 0 | 0 |
| 6 | 53 | KEYSTONE AVE @ INDIAN HILL BLVD | 2 | 0 | 1 | 0 | 0 |
| 6 | 54 | KEYSTONE AVE @ MILLS AVE | 2 | 0 | 1 | 0 | 0 |
| 6 | 55 | PASADENA ST @ EAST END AVE | 0 | 2 | 1 | 0 | 0 |
| 6 | 56 | PASADENA ST @ KARESH AVE | 2 | 0 | 1 | 0 | 0 |
| 6 | 57 | HOLT AVE @ VIA DEL PASEO | 0 | 3 | 2 | 0 | 0 |
| 6 | 58 | HOLT AVE @ ST PAUL ST | 2 | 0 | 2 | 0 | 0 |
| 6 | 59 | HOLT AVE @ INDIAN HILL BLVD | 4 | 0 | 4 | 0 | 2 |
| 6 | 60 | PUEBLO SCHOOL @ EAST END AVE | 0 | 1 | 0 | 0 | 0 |
| 6 | 61 | 3RD AVE @ EAST END AVE | 0 | 0 | 0 | 1,920 | 0 |
| CITY OF POMONA SUBTOTAL | | | 82 | 51 | 62 | 3,840 | 11 |



Know what's below.
Call before you dig.

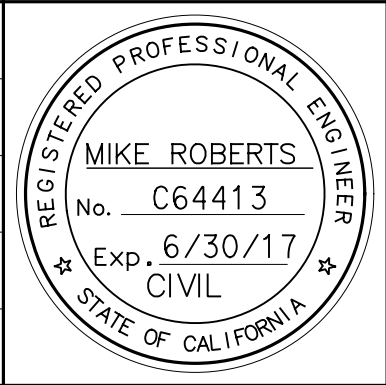
| REV | DATE | BY | DESCRIPTION |
|-----|------|----|-------------|
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| | | | |

CITY OF POMONA


ACCEPTED BY: _____
CITY ENGINEER

DATE
11/28/2016

| |
|-------------------------|
| DESIGNED BY LT/JT/JS |
| DRAWN BY LS |
| CHECKED BY MR/LT |
| IN CHARGE G. LUMABAS |
| DATE 11/28/2016 |



PLANS PREPARED BY:



3200 EAST GUASTI ROAD, SUITE 200
ONTARIO, CA 91761
PHONE: (909) 218-3600 FAX: (909) 218-3605

SIGNATURE _____ RCE NO. _____ DATE _____

PREPARED FOR:



Connecting Our Community.

WEST VALLEY CONNECTOR CORRIDOR
SAFE ROUTES TO TRANSIT PROJECT
CITY OF POMONA
SUMMARY OF QUANTITIES

| | |
|-------------------------------|-----|
| CONTRACT NO. MKP15-37 | |
| SCALE | |
| APPLICABLE FOR FULL SIZE ONLY | |
| DRAWING NO. Q-001 | REV |
| SHEET NO. 16 OF 22 | |

FILE LOCATION=> c:\pw_working\california\p004315c\dms78879\ATP648601gm001.dgn

65% SUBMITTAL ONLY - NOT FOR CONSTRUCTION

[illegible]

ACCEPTED BY: _____
MICHAEL HUDSON P.E./CITY ENGINEER DATE: _____

| | |
|-------------|----------|
| DESIGNED BY | LT/JT/JS |
| DRAWN BY | LS |



PHONE: (909) 218-3600 FAX: (909) 218-3605



OmniTrans
Connecting Our Community.

WEST VALLEY CONNECTOR CORRIDOR SAFE ROUTES TO TRANSIT PROJECT

| | |
|-------------------------------|-------|
| CONTRACT NO. | |
| MKP15-37 | |
| SCALE | |
| APPLICABLE FOR FULL SIZE ONLY | |
| DRAWING NO. | REV. |
| Q-002 | |
| SHEET NO. | |
| 17 | OF 22 |

CITY OF MONTCLAIR

| SHEET NUMBER | LOCATION NUMBER | LOCATION DESCRIPTION | CURB RAMP (EACH) | DETECTABLE WARNING SURFACE ONLY (EACH) | CROSSWALK (EACH) | DRIVEWAYS/SIDEWALK (SQFT) | BIKE RACK (EACH) |
|----------------------------|-----------------|-------------------------------|------------------|--|------------------|---------------------------|------------------|
| 7 | 201 | KINGSLEY ST @ MILLS AVE | 0 | 0 | 3 | 0 | 0 |
| 7 | 202 | HOLT BLVD @ OAK GLEN AVE | 2 | 0 | 1 | 0 | 0 |
| 7 | 203 | HOLT BLVD @ SILICON AVE | 0 | 2 | 1 | 0 | 0 |
| 7 | 204 | HOLT BLVD @ VIA AIDA | 0 | 2 | 0 | 0 | 0 |
| 7 | 205 | HOLT BLVD @ AMHERST AVE | 0 | 4 | 4 | 0 | 0 |
| 7 | 206 | CANARY CT @ RAMONA AVE | 2 | 0 | 1 | 0 | 0 |
| 7 | 207 | FLORA ST @ RAMONA AVE | 2 | 0 | 1 | 0 | 0 |
| 7 | 208 | EVART ST @ RAMONA AVE | 2 | 0 | 1 | 0 | 0 |
| 7 | 209 | KINGSLEY ST @ RAMONA AVE | 4 | 0 | 3 | 0 | 0 |
| 7 | 210 | KINGSLEY ST @ CAMULOS AVE | 2 | 0 | 1 | 0 | 0 |
| 7 | 211 | KINGSLEY ST @ FELIPE AVE | 2 | 0 | 1 | 0 | 0 |
| 7 | 212 | KINGSLEY ST @ HELENA AVE | 2 | 0 | 1 | 0 | 0 |
| 7 | 213 | CANOGA ST @ RAMONA AVE | 2 | 0 | 1 | 0 | 0 |
| 7 | 214 | BANDERA ST @ RAMONA AVE | 4 | 0 | 2 | 0 | 0 |
| 7 | 215 | YOSEMITE DR @ RAMONA AVE | 2 | 0 | 0 | 0 | 0 |
| 7 | 216 | HOLT BLVD @ YOSEMITE DR | 2 | 0 | 1 | 0 | 2 |
| 7 | 217 | KINGSLEY ST @ TUDOR AVE | 2 | 0 | 1 | 0 | 0 |
| 8 | 218 | KINGSLEY ST @ COALINGA AVE | 2 | 0 | 1 | 0 | 0 |
| 8 | 219 | KINGSLEY ST @ FREMONT AVE | 2 | 0 | 1 | 0 | 0 |
| 8 | 220 | KINGSLEY ST @ MARION AVE | 2 | 0 | 1 | 0 | 0 |
| 8 | 221 | KINGSLEY ST @ MARION AVE | 2 | 0 | 1 | 0 | 0 |
| 8 | 222 | KINGSLEY ST @ POULSEN AVE | 2 | 0 | 1 | 0 | 0 |
| 8 | 223 | HOLT BLVD @ MONTE VISTA AVE | 4 | 0 | 4 | 0 | 0 |
| 8 | 224 | BROOKS ST @ MONTE VISTA AVE | 1 | 0 | 0 | 3,780 | 0 |
| 8 | 225 | KINGSLEY ST @ ROSE AVE | 2 | 0 | 1 | 0 | 0 |
| 8 | 226 | KINGSLEY ST @ SARATOGA AVE | 2 | 0 | 1 | 0 | 0 |
| 8 | 227 | KINGSLEY ST @ VERNON AVE | 4 | 0 | 4 | 0 | 0 |
| 8 | 228 | KINGSLEY ST @ BEL AIR AVE | 2 | 0 | 1 | 0 | 0 |
| 8 | 229 | KINGSLEY ST @ SANTA ANITA AVE | 2 | 0 | 1 | 0 | 0 |
| 8 | 230 | BANDERA ST @ CENTRAL AVE | 0 | 2 | 0 | 0 | 0 |
| 8 | 231 | HOLT BLVD @ CENTRAL AVE | 0 | 4 | 0 | 0 | 2 |
| 8 | 232 | HOLT BLVD @ ROSE AVE | 2 | 0 | 1 | 0 | 0 |
| 8 | 233 | HOLT BLVD @ VERNON AVE | 3 | 0 | 4 | 0 | 0 |
| CITY OF MONTCLAIR SUBTOTAL | | | 62 | 14 | 45 | 3,780 | 4 |

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Know what's below.
Call before you dig.

CITY OF ONTARIO

RECOMMENDED BY:

RAYMOND LEE P.E./ASSISTANT CITY ENGINEER

DATE:

ACCEPTED BY:

LOUIS ABI-YOUNES P.E./CITY ENGINEER

DATE:

DESIGNED BY
LT/JT/JS

DRAWN BY
LS

CHECKED BY
MR/LT

IN CHARGE
G. LUMABAS

DATE
11/28/2016

PLANS PREPARED BY:

PARSONS

3200 EAST GUASTI ROAD, SUITE 200
ONTARIO, CA 91761
PHONE: (909) 218-3600 FAX: (909) 218-3605

SIGNATURE

RCE NO.

DATE

WEST VALLEY CONNECTOR CORRIDOR
SAFE ROUTES TO TRANSIT PROJECT
CITY OF ONTARIO
SUMMARY OF QUANTITIES

| | |
|-------------------------------|-------|
| CONTRACT NO. MKP15-37 | |
| SCALE | |
| APPLICABLE FOR FULL SIZE ONLY | |
| DRAWING NO. Q-003 | REV |
| SHEET NO. 18 | OF 22 |

| SHEET NUMBER | LOCATION NUMBER | LOCATION DESCRIPTION | CURB RAMP (EACH) | DETECTABLE WARNING SURFACE ONLY (EACH) | CROSSWALK (EACH) | DRIVEWAYS/SIDEWALK (SQFT) | BIKE RACK (EACH) |
|--------------------------|-----------------|--|------------------|--|------------------|---------------------------|------------------|
| 9 | 401 | E ST @ FUCHSIA AVE | 2 | 0 | 0 | 0 | 0 |
| 9 | 402 | E ST @ ELDERBERRY AVE | 2 | 0 | 0 | 0 | 0 |
| 9 | 403 | E ST @ DAHLIA AVE | 4 | 0 | 0 | 0 | 0 |
| 9 | 404 | E ST @ CAMELLIA AVE | 2 | 0 | 0 | 0 | 0 |
| 9 | 405 | E ST @ BEGONIA AVE | 4 | 0 | 0 | 0 | 0 |
| 9 | 406 | D ST @ CAMELLIA AVE | 0 | 2 | 0 | 0 | 0 |
| 9 | 407 | D ST @ BEGONIA AVE | 0 | 4 | 0 | 0 | 0 |
| 9 | 408 | STONERIDGE CT @ ELDERBERRY AVE | 0 | 2 | 0 | 0 | 0 |
| 9 | 409 | BROOKS ST @ OAKS AVE | 2 | 0 | 0 | 840 | 0 |
| 9 | 410 | F ST @ PALMETTO AVE | 1 | 1 | 0 | 0 | 0 |
| 9 | 411 | F ST @ GRANITE AVE | 4 | 0 | 0 | 0 | 0 |
| 9 | 412 | FLORA ST @ PALMETTO AVE | 0 | 1 | 0 | 0 | 0 |
| 9 | 413 | FLORA ST @ BOULDER AVE | 3 | 0 | 2 | 0 | 0 |
| 9 | 414 | FLORA ST @ GRANITE AVE | 4 | 0 | 0 | 0 | 0 |
| 9 | 415 | E ST @ BOULDER AVE | 3 | 0 | 2 | 0 | 0 |
| 9 | 416 | E ST @ GRANITE AVE | 4 | 0 | 0 | 0 | 0 |
| 9 | 417 | D ST @ PALMETTO AVE | 0 | 2 | 0 | 0 | 0 |
| 9 | 418 | D ST @ BOULDER AVE | 4 | 0 | 4 | 0 | 0 |
| 9 | 419 | HOLLOWELL ST @ BOULDER AVE | 4 | 0 | 2 | 0 | 0 |
| 9 | 420 | VESTA ST @ PALMETTO AVE | 2 | 0 | 0 | 0 | 1 |
| 9 | 421 | VESTA ST @ CONEFLOWER LN | 2 | 0 | 0 | 0 | 0 |
| 9 | 422 | VESTA ST @ BOULDER AVE | 2 | 2 | 2 | 0 | 0 |
| 9 | 423 | VESTA ST @ ALLEY BETWEEN BOULDER AVE & SAN ANTONIO AVE | 2 | 0 | 0 | 0 | 0 |
| 9 | 424 | B ST @ ALLEY BETWEEN BOULDER AVE & SAN ANTONIO AVE | 4 | 0 | 0 | 0 | 1 |
| 9 | 425 | FLORA ST @ BEVERLY SQ | 2 | 0 | 0 | 0 | 0 |
| 9 | 426 | E ST @ FERN AVE | 1 | 1 | 0 | 0 | 0 |
| 9 | 427 | E ST @ LAUREL AVE | 1 | 0 | 0 | 0 | 0 |
| 9 | 428 | D ST @ LAUREL AVE | 1 | 0 | 0 | 0 | 0 |
| 9 | 429 | C ST @ VINE AVE | 2 | 0 | 0 | 0 | 0 |
| 9 | 430 | C ST @ FERN AVE | 4 | 0 | 0 | 0 | 0 |
| 9 | 431 | C ST @ LAUREL AVE | 3 | 0 | 0 | 0 | 0 |
| 9 | 432 | VESTA ST @ BEVERLY CT | 2 | 0 | 0 | 0 | 0 |
| 9 | 433 | VESTA ST @ BONITA CT | 1 | 1 | 1 | 0 | 0 |
| 9 | 434 | B ST @ VINE AVE | 0 | 2 | 1 | 0 | 0 |
| 9 | 435 | HOLT BLVD @ VINE AVE | 0 | 3 | 0 | 0 | 0 |
| 9 | 436 | HOLT BLVD @ FERN AVE | 0 | 2 | 0 | 0 | 0 |
| 9 | 437 | HOLT BLVD @ PALM AVE | 0 | 2 | 0 | 0 | 0 |
| 9 | 438 | HOLT BLVD @ LAUREL AVE | 1 | 1 | 0 | 0 | 1 |
| 9 | 439 | TRANSIT ST @ VINE AVE | 2 | 0 | 0 | 0 | 0 |
| 9 | 440 | TRANSIT ST @ FERN AVE | 4 | 0 | 0 | 0 | 0 |
| 9 | 441 | TRANSIT ST @ PALM AVE | 4 | 0 | 0 | 0 | 0 |
| 9 | 442 | BROOKS ST @ VINE AVE | 2 | 0 | 1 | 0 | 0 |
| 9 | 443 | EMPORIA ST @ VINE AVE | 2 | 0 | 0 | 0 | 0 |
| 9 | 444 | EMPORIA ST @ FERN AVE | 2 | 0 | 0 | 0 | 0 |
| 9 | 445 | EMPORIA ST @ PALM AVE | 2 | 0 | 0 | 0 | 0 |
| 10 | 446 | F ST @ MONTEREY AVE | 2 | 0 | 0 | 0 | 0 |
| 10 | 447 | F ST @ CHERRY AVE | 3 | 0 | 0 | 0 | 0 |
| 10 | 448 | F ST @ MONTEREY AVE | 0 | 2 | 0 | 0 | 0 |
| 10 | 449 | E ST @ CHERRY AVE | 4 | 0 | 0 | 0 | 0 |
| 10 | 450 | E ST @ CAMPUS AVE | 0 | 4 | 2 | 0 | 0 |
| 10 | 451 | C ST @ SULTANA AVE | 2 | 0 | 0 | 0 | 0 |
| 10 | 452 | NOCTA ST @ SULTANA AVE | 0 | 2 | 1 | 0 | 0 |
| 10 | 453 | NOCTA ST @ MONTEREY AVE | 4 | 0 | 0 | 0 | 0 |
| 10 | 454 | NOCTA ST @ MIRAMONTE AVE | 4 | 0 | 0 | 0 | 0 |
| 10 | 455 | NOCTA ST @ CAMPUS AVE | 0 | 4 | 2 | 0 | 0 |
| 10 | 456 | WILLOW ST @ CAMPUS AVE | 0 | 2 | 0 | 0 | 0 |
| 10 | 457 | ALLEY BETWEEN SIERRA CT & HOLT BLVD @ PLEASANT AVE | 4 | 0 | 0 | 0 | 1 |
| 10 | 458 | TRANSIT ST @ PLUM AVE | 1 | 0 | 0 | 0 | 0 |
| 10 | 459 | TRANSIT ST @ SULTANA AVE | 0 | 2 | 1 | 0 | 0 |
| 10 | 460 | H ST @ ALLYN AVE | 0 | 0 | 0 | 900 | 0 |
| 10 | 461 | F ST @ ALLYN AVE | 0 | 0 | 0 | 1,140 | 0 |
| 10 | 462 | ELMA ST @ BERLYN AVE | 2 | 0 | 0 | 0 | 0 |
| 10 | 463 | ELMA ST @ ALLYN AVE | 2 | 0 | 0 | 0 | 0 |
| 10 | 464 | NOCTA ST @ ALLYN AVE | 0 | 2 | 1 | 0 | 0 |
| 10 | 465 | WILLOW ST @ ALLYN AVE | 0 | 4 | 1 | 0 | 0 |
| 10 | 466 | EMPORIA ST @ BON VIEW AVE | 0 | 2 | 0 | 0 | 0 |
| 10 | 467 | E ST @ CUCAMONGA AVE | 2 | 0 | 0 | 0 | 0 |
| 10 | 468 | HOLT BLVD @ VIRGINIA AVE | 0 | 0 | 0 | 1,020 | 1 |
| 10 | 469 | FLORA ST @ AMADOR AVE | 1 | 1 | 0 | 0 | 0 |
| 10 | 470 | FLORA ST @ CALAVERAS AVE | 1 | 1 | 0 | 0 | 0 |
| 10 | 471 | NOCTA ST @ IMPERIAL AVE | 1 | 0 | 0 | 5,460 | 0 |
| CITY OF ONTARIO SUBTOTAL | | | 124 | 52 | 23 | 9,360 | 5 |

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RECOMMENDED BY: _____ DATE _____
RAYMOND LEE P.E./ASSISTANT CITY ENGINEER

ACCEPTED BY: _____ DATE _____
LOUIS ABI-YOUNES P.E./CITY ENGINEER



REGISTERED PROFESSIONAL ENGINEER
 MIKE ROBERTS
 No. C64413
 Exp. 6/30/17
 CIVIL
 STATE OF CALIFORNIA

| | | |
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| SIGNATURE | RCE NO. | DATE |
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Omnitrans
Connecting Our Community.

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| CONTRACT NO. MKP15-37 | |
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CITY OF RANCHO CUCAMONGA

ACCEPTED BY: _____
JASON WELDAY P.E./CITY ENGINEER
DATE 11/28/2016

| |
|-------------------------|
| DESIGNED BY LT/JT/JS |
| DRAWN BY LS |
| CHECKED BY MR/LT |
| IN CHARGE G. LUMABAS |
| DATE 11/28/2016 |



PLANS PREPARED BY:

**PARSONS**
3200 EAST GUASTI ROAD, SUITE 200
ONTARIO, CA 91761
PHONE: (909) 218-3600 FAX: (909) 218-3605

SIGNATURE _____ RCE NO. _____ DATE _____

PREPARED FOR:

**Omnitrans**
Connecting Our Community.

WEST VALLEY CONNECTOR CORRIDOR
SAFE ROUTES TO TRANSIT PROJECT
CITY OF RANCHO CUCAMONGA
SUMMARY OF QUANTITIES

| | |
|-------------------------------|-------|
| CONTRACT NO. MKP15-37 | |
| SCALE | |
| APPLICABLE FOR FULL SIZE ONLY | |
| DRAWING NO. Q-004 | REV |
| SHEET NO. 20 | OF 22 |

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CITY OF FONTANA

ACCEPTED BY:

RICARDO SANDOVAL P.E./CITY ENGINEER


DATE

11/28/2016

| |
|-------------------------|
| DESIGNED BY LT/JT/JS |
| DRAWN BY LS |
| CHECKED BY MR/LT |
| IN CHARGE G. LUMABAS |
| DATE 11/28/2016 |



PLANS PREPARED BY:

**PARSONS**
3200 EAST GUASTI ROAD, SUITE 200
ONTARIO, CA 91761
PHONE: (909) 218-3600 FAX: (909) 218-3605

SIGNATURE

RCE NO.

DATE


PREPARED FOR:

**OmniTrans**
Connecting Our Community.

WEST VALLEY CONNECTOR CORRIDOR
SAFE ROUTES TO TRANSIT PROJECT
CITY OF FONTANA
SUMMARY OF QUANTITIES

| | |
|-------------------------------|-----|
| CONTRACT NO. MKP15-37 | |
| SCALE | |
| APPLICABLE FOR FULL SIZE ONLY | |
| DRAWING NO. Q-005 | REV |
| SHEET NO. 21 OF 22 | |

| CITY OF FONTANA | | | | | | | |
|--------------------------|-----------------|---------------------------|------------------|--|------------------|---------------------------|------------------|
| SHEET NUMBER | LOCATION NUMBER | LOCATION DESCRIPTION | CURB RAMP (EACH) | DETECTABLE WARNING SURFACE ONLY (EACH) | CROSSWALK (EACH) | DRIVEWAYS/SIDEWALK (SQFT) | BIKE RACK (EACH) |
| 15 | 801 | VALLEY BLVD @ JUNIPER AVE | 0 | 0 | 0 | 4,980 | 2 |
| CITY OF FONTANA SUBTOTAL | | | 0 | 0 | 0 | 4,980 | 2 |



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DESIGNED BY
LT/JT/JS

DRAWN BY
LS


CHECKED BY
MR/LT

IN CHARGE
G. LUMABAS

DATE
11/28/2016




PLANS PREPARED BY:

**PARSONS**

3200 EAST GUASTI ROAD, SUITE 200
ONTARIO, CA 91761
PHONE: (909) 218-3600 FAX: (909) 218-3605

SIGNATURE _____ RCE NO. _____ DATE _____

PREPARED FOR:

**Omnitrans**
Connecting Our Community.

WEST VALLEY CONNECTOR CORRIDOR
SAFE ROUTES TO TRANSIT PROJECT

SUMMARY OF QUANTITIES

CONTRACT NO.
MKP15-37

SCALE

APPLICABLE FOR FULL SIZE ONLY

DRAWING NO.
Q-006

REV

SHEET NO.
22 OF 22

| SHEET NUMBER(S) | CITY | CURB RAMP (EACH) | DETECTABLE WARNING SURFACE ONLY (EACH) | CROSSWALK (EACH) | DRIVEWAYS/SIDEWALK (SQFT) | BIKE RACK (EACH) |
|-----------------|------------------|------------------|--|------------------|---------------------------|------------------|
| 16 | POMONA | 82 | 51 | 62 | 3,840 | 11 |
| 17 | MONTCLAIR | 62 | 14 | 45 | 3,780 | 4 |
| 18 & 19 | ONTARIO | 143 | 97 | 26 | 35,850 | 12 |
| 20 | RANCHO CUCAMONGA | 0 | 0 | 0 | 6,780 | 2 |
| 21 | FONTANA | 0 | 0 | 0 | 4,980 | 2 |
| PROJECT TOTAL | | 287 | 162 | 133 | 55,230 | 31 |

SUMMARY OF ALL CITIES

ITEM # E4

DATE: March 21, 2017

TO: Committee Chair Penny Lilburn and
Members of the Plans and Programs Committee

THROUGH: P. Scott Graham, CEO/General Manager

FROM: Wendy Williams, Director of Marketing & Planning

SUBJECT: OMNICONNECTS FY2019-2025 SRTP KICK OFF

FORM MOTION

Receive and forward to the Board of Directors this kick-off/status report for Omnitrans' next Short-Range Transit Plan (SRTP), OmniConnects FY2019-2025.

BACKGROUND

Short-Range Transit Plans (SRTPs) are essentially 5-7 year business plans for a transit agency. Omnitrans current SRTP is the OmniConnects SRTP covering FY2015-2020. It was adopted by the Board of Directors in May 2014. A current SRTP is required by the Federal Transit Administration in order to receive federal funding. Grant applications often require that proposed services or projects be included in the current SRTP before they are considered in a grant or in order for some level of scoring on a grant application.

The key components of an SRTP are:

1. **Establish, Modify or Reaffirm Agency Goals, Key Performance Indicators and Service Warrants and Standards.**
2. **Gathering and Documenting Public & Stakeholder Feedback.**
3. **Evaluation of the Service Area:** Recent and planned land use changes; travel patterns; population; population density; senior, disabled and student populations; employment; employment density; types of employment; income and poverty levels and related measures and trends.
4. **Evaluation of Omnitrans Existing Services:** Detailed evaluation on all aspects of Omnitrans Family of Services at the route, sub-route and stop level compared to established standards and peer trends.
5. **Evaluation of Partner Services**
6. **Unconstrained Operating & Capital Plan:** Development of services and projects that would be anticipated to meet performance standards and service warrants regardless of

funding. These are used to prioritize services and projects and also for grant funding support.

7. **Financial Plan:** Development of revenue and cost projections for FY2019-2025 in collaboration with SBCTA.
8. **Fare Policy:** Planned changes in fares or fare technology.
9. **Constrained Operating & Capital Plan:** Prescribed implementation plan for each fiscal year covered in SRTP, based on funding availability and priorities from the unconstrained plans.
10. **Sustainability Plan:** Evaluation of environmental, economic and sociocultural sustainability.
11. **Title VI Compliance Evaluation:** Inherently part of each step of the SRTP process, Omnitrans must verify compliance with Title VI of the Civil Rights Act of 1964.

Some key elements that will get specific detailed evaluation within this SRTP will include:

- How to proceed if ridership continues to decline,
- Implementation of the Arrow commuter rail service including standards, KPIs and resulting changes in local bus service,
- Implementation of the West Valley Connector rapid transit line and resulting changes in local bus service;
- Fare policy technology;
- Bus technologies; and
- Alternative service delivery/mobility models.

The SRTP builds on many guiding documents from regional entities including the San Bernardino County Transportation Authority (SBCTA) and the Southern California Association of Governments (SCAG), in addition to Omnitrans' adopted Strategic Plan. The SRTP is led by the Service Planning Section of the Marketing and Planning Department, but is truly an Agency-wide effort that touches many aspects of the Agency.

While Omnitrans own internal SRTP process began with data collection in January 2017, it is time to reach out to cities, stakeholders and the public in order to establish the needs and wants of the communities Omnitrans serves. Omnitrans anticipates that the FY2019-2025 SRTP will be completed in late FY2018 in time for phase one implementation in FY2019.

The high level SRTP schedule is:

| High Level SRTP Timeline | FY2017 | | FY2018 | | | |
|--|--------|----|--------|----|----|----|
| | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 |
| Data Collection, & Analysis | | | | | | |
| Public, Stakeholder, City, Partner Input | | | | | | |
| Unconstrained, Constrained & Financial Plans | | | | | | |
| Final Draft Plan and Public Hearings | | | | | | |
| Approval & Implementation | | | | | | |

The key next steps are gathering input and using that to confirm goals. Key input sessions will include:

- **Invitation to meet with all cities** individually to discuss transit needs in their cities. Letter will be sent to city managers in mid-April. Omnitrans proposes discussing service levels in each city, potential partnerships including Affordable Housing Sustainable Community (AHSC) grant partnership, the passenger amenity program.
- **Public Hearing/Listening Sessions will be held in mid-May.** Omnitrans staff will hold a series of Public Hearings/Listening Sessions in both formal locations and at each transit center in our service area in order to gather public feedback.
- **Stakeholders:** Omnitrans will also reach out to key stakeholder agencies for feedback, including the use of SBCTA's Public and Specialized Transportation Advisory and Coordination Council to reach out to advocates for seniors and the disabled.

Omnitrans' Marketing-Planning staff is also available to meet with other stakeholders to discuss transit needs moving forward on an as needed basis.

The FY2015-2020 SRTP was based on seven key goals:

1. Deliver safe, reliable, clean, frequent, convenient, comfortable and equitable service.
2. Enhance Omnitrans' network design to increase ridership and minimize costs by reducing redundancy.
3. Minimize impact to existing riders while seeking opportunities to expand ridership.
4. Support the local economy by providing connections to where people want to go.
5. Maximize cost recovery while charging a fair fare.
6. Support initiatives that are financially and environmentally sustainable in the short and long term.
7. Expand, maintain and improve existing vehicles, facilities, and passenger amenities.

Staff is evaluating these goals and currently plans to propose a technology themed goal. Staff also will propose splitting goals two and three to create distinct ridership and cost effectiveness goals. Should Omnitrans receive comment about goals at the city or public meetings, or from stakeholders, Omnitrans may propose additional changes to these goals.

At the next Plans and Programs Committee Meeting, Omnitrans will present the outcome of the meetings, data collection and analysis, and the goals for approval so that the SRTP planning effort can move forward.

CONCLUSION

By receiving and forwarding this SRTP update and kick-off, Omnitrans staff can move forward with gathering feedback from JPA member entities, the public and stakeholders while also providing the Board and Committee the opportunity to comment on the schedule and key items to be evaluated in this SRTP.

PSG:WW:JB



OMNICONNECTS

FY2019-2025 SRTP

Kick-off and Status Update



Background

- Short-Range Transit Plans (SRTPs)
 - 5-7 year Business Plans
 - Updated 3-4 years
 - Required for funding
 - Used to prioritize service based on Public, Stakeholder, Community Feedback
- Last SRTTP, **OmniCONNECTS**, covers FY2015-2020
 - Adopted in May 2014



SRTP Components

1. Agency Goals, Key Performance Indicators & Service Warrants and Standards
2. Gather & Document Public & Stakeholder Feedback
3. Evaluation of Service Area
4. Evaluation of Omnitrans Existing Services
5. Evaluation of Partner Services
6. Unconstrained Operating & Capital Plan
7. Financial Plan
8. Fare Policy
9. Constrained Operating & Capital Plan
10. Sustainability Plan
11. Title VI Compliance



Specific to this SRTP

- Long-term response to ridership declines
- Implementation of the Arrow/Redlands Rail
 - Technical: Standards, KPIs, etc
 - Impact: Local bus service, feeder service, etc
- Implementation of the West Valley Connector
- Fare Policy Technology
- Bus Technology
- Alternative Service Delivery Models
- Inclusion of CTSA programs

Schedule

| High Level SRTP Timeline | FY2017 | | FY2018 | | | |
|--|--------|----|--------|----|----|----|
| | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 |
| Data Collection, & Analysis | | | | | | |
| Public, Stakeholder, City, Partner Input | | | | | | |
| Unconstrained, Constrained & Financial Plans | | | | | | |
| Final Draft Plan and Public Hearings | | | | | | |
| Approval & Implementation | | | | | | |

- Key Next Steps:
 - Invitation to meet with all cities
 - Public Hearings/Listening Sessions
 - Stakeholder Outreach
- Use feedback to refine goals, wants and needs

Previous Goals

1. Deliver safe, reliable, clean, frequent, convenient, comfortable and equitable service.
2. Enhance Omnitrans' network design to increase ridership and minimize costs by reducing redundancy.
3. Minimize impact to existing riders while seeking opportunities to expand ridership.
4. Support the local economy by providing connections to where people want to go.



Previous Goals

5. Maximize cost recovery while charging a fair fare.
6. Support initiatives that are financially and environmentally sustainable in the short and long term.
7. Expand, maintain and improve existing vehicles, facilities, and passenger amenities.



THANK YOU



OmniTrans

Connecting Our Community.

ITEM # E5

DATE: March 21, 2017

TO: Committee Chair Penny Lilburn and
Members of the Plans & Programs Committee

THROUGH: P. Scott Graham, CEO/General Manager

FROM: Wendy Williams, Director of Marketing & Planning

SUBJECT: **FISCAL YEAR 2017-2018 SERVICE PLAN**

FORM MOTION

Recommend to the Board of Directors adoption of the Omnitrans Fiscal Year 2017-18 annual Service Plan.

BACKGROUND

Each year, the annual Service Plan is brought to the Board of Directors as part of the Agency's guiding documents for the upcoming fiscal year.

The Service Plan provides an overview of Omnitrans' service offerings and fare policy for Fiscal Year 2018 (FY2018) including an examination of ridership trends, a description of proposed service changes, projected service levels for each Omnitrans' service and proposed fare structure.

The FY2018 Service Plan maintains Omnitrans existing family of services including Bus Rapid Transit (BRT) called sbX, local and express service branded as Omnitrans, community circulators known as OmniGo and Americans with Disabilities Act (ADA) paratransit service operated as Access.

The FY2018 Service Plan represents the fourth year of Omnitrans' OmniConnects FY2015-2020 Short Range Transit Plan (SRTP). OmniConnects was approved by the Omnitrans Board of Directors in May 2014.

Following four years of phased changes to Omnitrans network including the launch of sbX in FY2014, East Valley service enhancements in FY2015, West Valley enhancements in FY2016, and Freeway Express program enhancements in FY2017, Omnitrans is proposing two minor service changes during FY2018. These proposals do not imply that Omnitrans is satisfied with

the declining ridership, but a realization that transit riders demand stability and reliability after a few years of changes in order to give those changes a chance to mature and for ridership to grow.

Omnitrans proposes two service changes for FY2018:

1. Route 61: Bring high-frequency, high-quality service into Ontario International Airport that provides connections to two Metrolink stations, Foothill Transit, and Riverside Transit Agency bus routes. Funding for this proposal is included in Omnitrans annual budget and funding allocation is being recommended by San Bernardino County Transportation Authority (SBCTA) staff as part of their annual budget.
2. sbX Green Line: Use schedule efficiencies to expand service span by one hour in the morning (proposed starting time of 5:00 A.M.) and by two hours in the evening (proposed last trips departing at 10:00 P.M.). This proposal meets frequent customer requests and can be accomplished with minimal additional marginal cost.

Omnitrans proposes to maintain the existing fare policy into FY2018. Omnitrans last raised fares in September 2014 (FY2015). Omnitrans exceeds minimum farebox recovery rates and Omnitrans' base fare exceeds the fares of our immediate neighbors.

CONCLUSION

By implementing the Service Plan, Omnitrans will position itself to offer improved transportation options for the San Bernardino Valley that will effectively attract and retain existing customers. The plan can be implemented within the constraints of the 2017-18 Omnitrans budget.

PSG:WW:JB



Service Plan 2017-2018



March 21, 2017

Omnitrans

1700 W. Fifth St.

San Bernardino, CA 92411

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TABLE OF CONTENTS

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| 1. Introduction | 4 |
| 2. Ridership Trends | 6 |
| 3. Summary of Proposed Service Changes | 11 |
| 3.1 Route 61 into Ontario International Airport..... | 11 |
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1. INTRODUCTION

This report provides an overview of Omnitrans' service offerings and fare policy for Fiscal Year 2017-2018 (FY2018). Section 1 is this Introduction. Section 2 examines Omnitrans ridership trends. Section 3 provides a detailed description of proposed service changes for FY2018. Section 4 details the service levels for each service in Omnitrans' family of services. Section 5 presents Omnitrans' fare structure.

The FY2018 Service Plan represents the fourth year of Omnitrans' OmniConnects FY2015-2020 Short Range Transit Plan (SRTP). OmniConnects was approved by the Omnitrans Board of Directors in May 2014. The update of the OmniConnects SRTP is currently underway and will cover the period of FY2019-2025.







Following four years of phased changes to Omnitrans network including the launch of sbX in FY2014, East Valley service enhancements in FY2015, West Valley enhancements in FY2016, and expansion of freeway express service in FY2017, Omnitrans is generally proposing to maintain services levels in FY2018. This proposal does not imply that Omnitrans is satisfied with the declining ridership experienced over the last year, but recognizes that transit riders demand stability and reliability after a few years of changes in order to give those changes a chance to mature and for ridership to grow. As is the case each year, Omnitrans will continue to monitor performance on individual routes, times and days of the week to make adjustments as warranted. Additionally, Omnitrans is currently working on the next update to the OmniConnects SRTP, which will be the opportunity for more significant network and/or family of service level changes.

Omnitrans' first proposed service change for FY2018 is providing additional service to Ontario International Airport by bringing high-frequency, high-productivity service into the airport with Route 61. This proposal was developed in conjunction with a funding plan moving forward at the San Bernardino County Transportation Authority (SBCTA). Omnitrans also proposes adding service span on the sbX Green Line, adding three operating hours per day with earlier morning service and later evening service. The funding for this comes from scheduling improvements that reallocate existing paid sbX coach operator time to additional revenue service.

The FY2018 Service Plan maintains Omnitrans' existing family of services. The family of services can be seen in Exhibit 1. The family of services includes bus rapid transit (BRT) called sbX, local and express service branded as Omnitrans, community circulators known as OmniGo, Americans with Disabilities Act (ADA) paratransit service operated as Access and specialized community-based mobility options delivered through partnership with Omnitrans' Special Transit Services department.

Omnitrans proposes to maintain the existing fare policy into FY2018. Omnitrans last raised fares in September 2014 (FY2015). OmniConnects' next planned fare increase is in September 2018 (FY2019).

Exhibit 1: Omnitrans Family of Service Offerings

| Service | Type | Brand | Image | Description |
|---------------------------------|-------------------------|-----------|---|---|
| Fixed Route | Bus Rapid Transit (BRT) | sbX |  | BRT service mirrors light-rail service with dedicated amenities, stations and significantly reduced travel times while utilizing dedicated BRT buses. sbX utilizes standalone stations with level boarding, pre-paid fares, dedicated lanes, signal prioritization, and limited stop spacing to achieve faster service. |
| | Local | Omnitrans |  | Traditional large bus service operating on a set route with a set schedule at defined frequencies. Routes travel in mixed flow traffic with stops placed approximately every 0.2 miles. |
| | Express | Omnitrans |  | Freeway bus service using a traditional large bus on a set route with a set schedule and frequency that is designed to connect two or more areas of highly concentrated activity. Route(s) typically travel mostly by freeway and stops are placed several miles apart. |
| | Community Circulator | OmniGo |  | Smaller bus service designed to offer lifeline mobility for areas with relatively low population and employment density. OmniGo provides service to key locations within Grand Terrace, Chino Hills and Yucaipa. The service operates in mixed flow traffic with frequent stop placement. |
| Demand Response | ADA Paratransit | Access |  | Curb-to-curb service provided to comply with the Americans with Disabilities Act (ADA) that is complementary to fixed-route service, and is provided within ¾-mile of a fixed route. Beyond-the-boundary Access service extends Access past the ¾-mile fixed route boundary to the edge of each JPA member city, for a nominal fee. |
| Special Transit Services | | |  | Omnitrans Special Transit Services offers a variety of mobility services including Travel Training, Volunteer Driver programs, a Lyft & Taxi program, and through many community based partnerships. |

2. RIDERSHIP TRENDS

Omnitrans' systemwide ridership has fallen during FY2017. Omnitrans estimates that FY2017 ridership will be 11,537,000, a decline of 9.96% compared to the prior year. This marks the fourth consecutive year of decline as can be seen in Exhibit 2.

There are a myriad of internal and external drivers that have caused this ridership decline, but there is no single driver that explains the entirety of the decline. The FY2017 Service Plan went into detail into the drivers of decline, including: low fuel prices, an improved economy, changed driver's license laws, fares that are slightly higher than immediate neighbors, and changes in transfer patterns resulting in longer, but fewer trips, to name a few.

Exhibit 2: Omnitrans Annual Systemwide Ridership

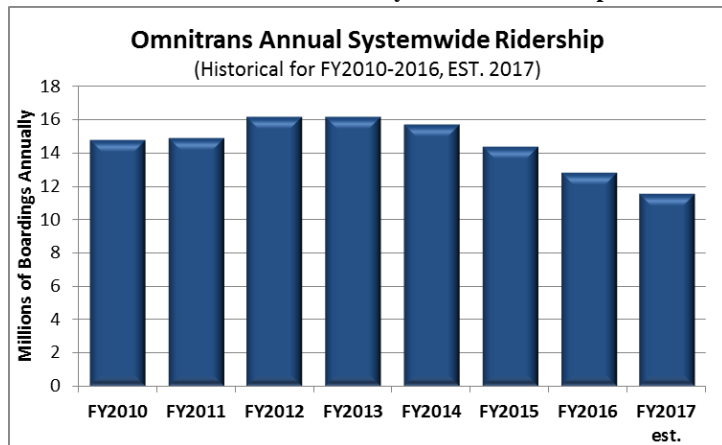
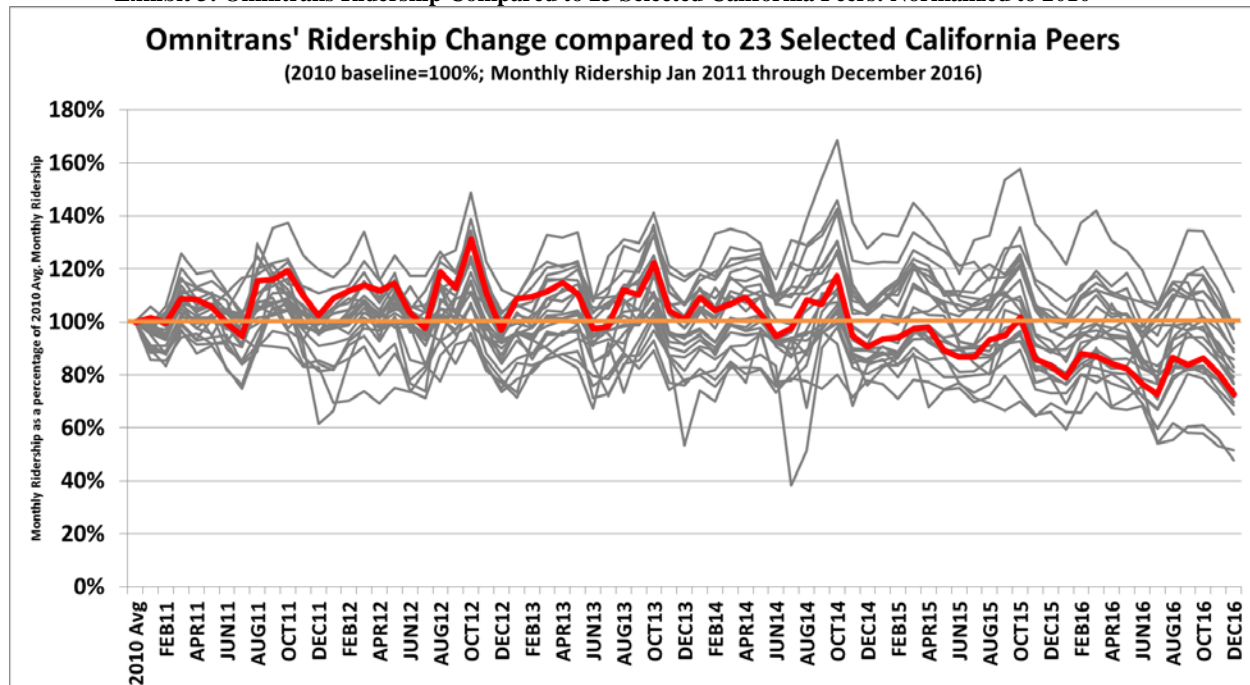


Exhibit 3 shows that the trends that have reduced Omnitrans' ridership have impacted other California peers. The exhibit compares twenty-three agencies monthly ridership levels to their respective 2010 monthly ridership average. Of the 23 agencies, only one agency's most recent data from December 2016 was higher than their 2010 average. The median agency was 79% of their 2010 average. Omnitrans was slightly lower than this at 73%; however, the range for transit agencies was from 48% of their 2010 ridership level to 111% of the 2010 level.

Exhibit 3: Omnitrans Ridership Compared to 23 Selected California Peers: Normalized to 2010



Rather than revisit the same ridership drivers reported in the FY2017 Service Plan, which persisted through FY2017 and are expected to continue into FY2018, this service plan briefly examines some of the changes in-system ridership dynamics.

While ridership at Omnitrans is down, it is not down monolithically. Exhibit 4 shows quarterly ridership for sbX, Freeway Express, regular Local Service, and for Contracted Fixed Route Services which are primarily OmniGo ridership.

As can be seen, sbX ridership continues to grow. FY2017 YTD, sbX ridership is 8.9% higher than it was for the same period a year ago. This exceeds the FY2017 forecasted growth of 4.7%.

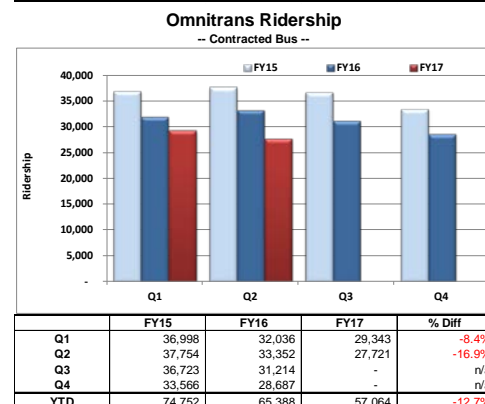
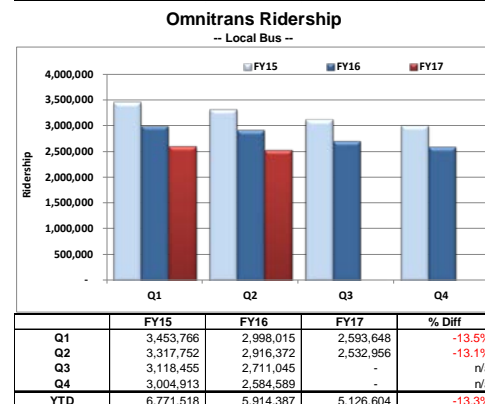
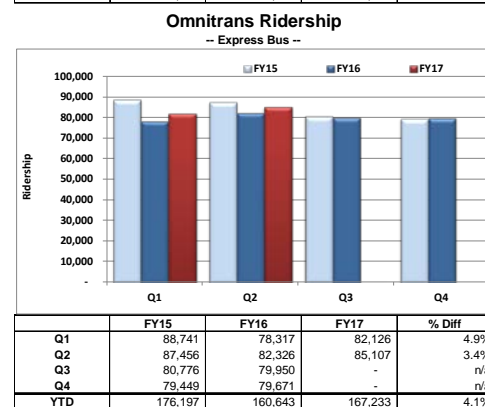
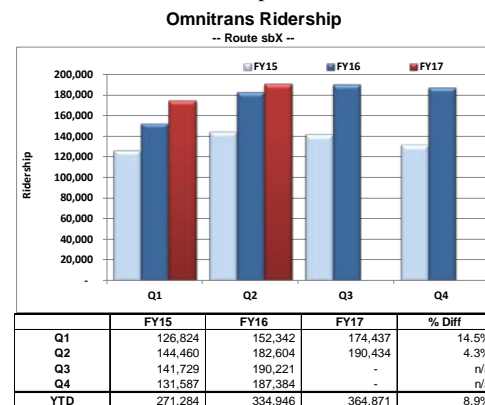
Similarly, Freeway Express service, which is currently Route 215 connecting Downtown San Bernardino to Riverside and Route 290 connecting Downtown San Bernardino, Arrowhead Regional Medical Center, Ontario Mills and Montclair, is up 4.1%. More specifically, Route 290 ridership has grown 93% for September-January FY2017 compared to the same period the prior fiscal year, with average monthly ridership growing to an average of 4,316 per month from 2,238 riders per month.

Both sbX and Freeway Express ridership growth show that investment in higher-quality, more productivity-oriented services can generate ridership growth even during periods of overall ridership decline.

Traditional local bus service and OmniGo neighborhood service both saw significant ridership declines. Local service is down 13.3% compared to the prior year and contracted/OmniGo service is down 12.7%.

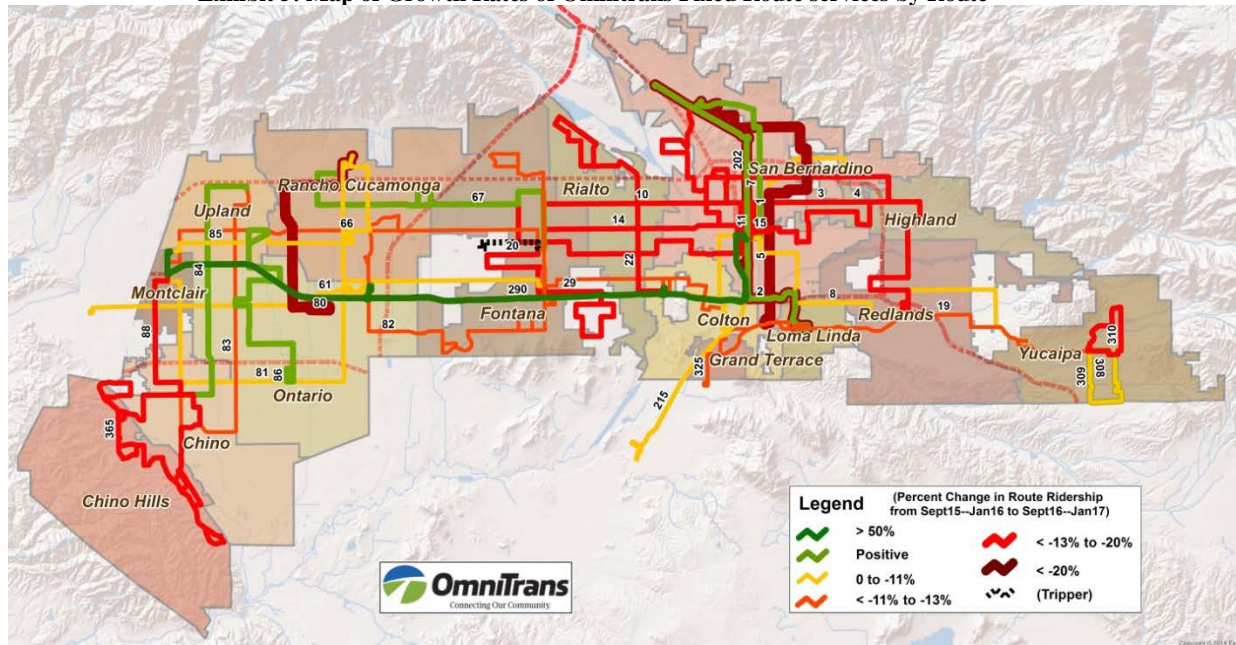
Even within the local bus service realm, ridership growth and declines are not uniform across the service area. Exhibit 5 shows a map of ridership growth by route. Green represents ridership gains,

Exhibit 4: Omnitrans Fixed Route Quarterly Ridership



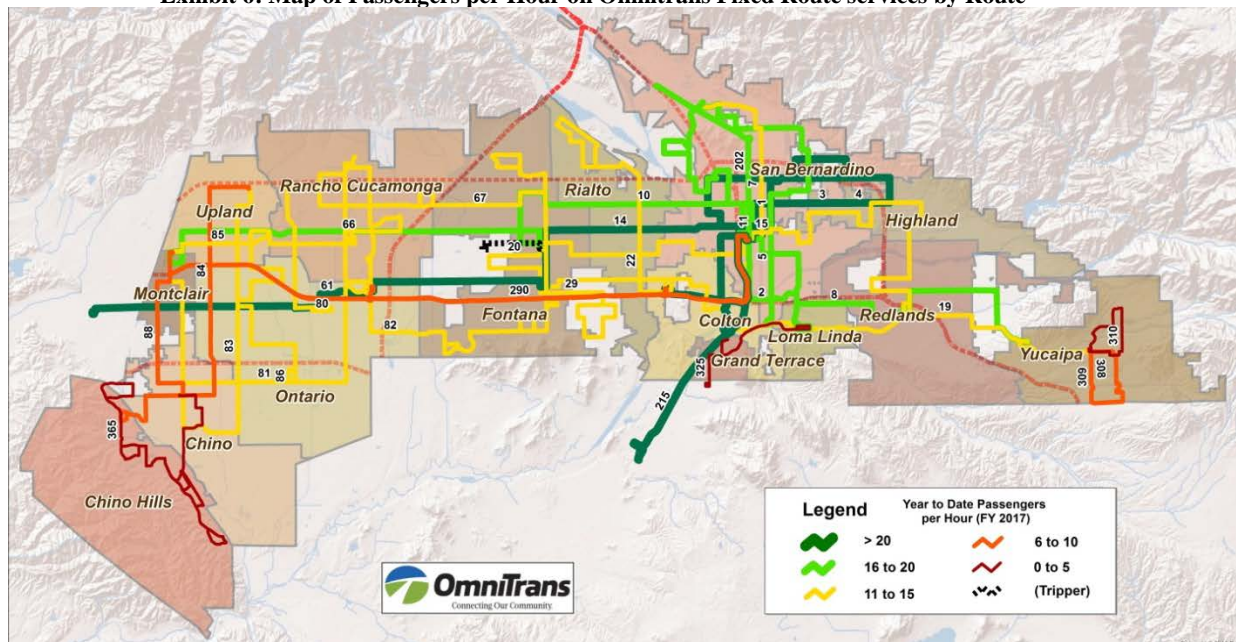
yellow shows declines that are lower than the system average, while orange and red show declines higher than the system average. In the cases of Routes 67, 84, and 86 each route was redesigned and straight lined in FY2016, which shows the merit of the approach.

Exhibit 5: Map of Growth Rates of Omnitrans Fixed Route services by Route



Unfortunately, the routes with higher growth, are lower ridership routes which can be seen in Exhibit 6, where green represents more riders per hour of service provided and red means less riders per hour. Generally, the lower ridership, more recently redesigned routes have seen more growth, while some of the higher ridership long-established routes have seen greater declines.

Exhibit 6: Map of Passengers per Hour on Omnitrans Fixed Route services by Route

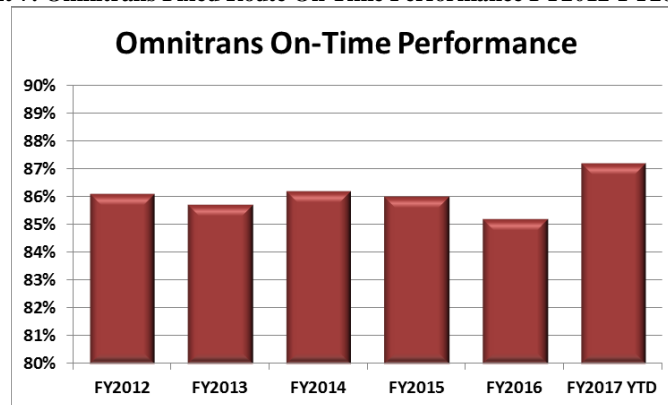


As Omnitrans staff works on the next Short-Range Transit Plan, these trends—along with the needs of the community expressed through rider and stakeholder meetings—will help develop planned network level service changes.

During the last year, while ridership has declined, Omnitrans has focused on cost reduction measures (CNG Fueling, Medi-Cal reimbursement, etc.) and reliability improvements so that the Agency is in better position to attract and retain riders when the broad level trends change.

The Operations and Marketing & Planning Departments have focused on improving on-time performance (OTP) as a key reliability indicator. During FY2017, OTP has increased to 87.2% on-time, which is the highest rate Omnitrans has delivered since transitioning to automated technology based OTP reporting. In FY2016, OTP was 85.2%.

Exhibit 7: Omnitrans Fixed Route On Time Performance FY2012-FY2017



Omnitrans’ schedulers focused on improving transfer connectivity throughout the service area. While transfer connectivity does not impact bus runtimes, transfer times can have a tremendous impact on passenger travels. The impact is even larger on perceived travel time, as transfer times are often viewed as truly “dead time” during which a passenger is making no progress to their final destination. The schedulers improved transfer connectivity at Montclair Transit Center, Chino Transit Center, San Antonio Community Hospital, Chaffey College, Fontana Transit Center, San Bernardino Transit Center, Crafton Hills College, and the VA Hospital in Loma Linda.

Similarly, the scheduling team worked to improve connection at school bell times based on feedback from students, teachers and administrators. Improvements were made for service at or near Colony High School, Summit High School, Kaiser High School, Redlands High School, Redlands East Valley High School, and Chino Hills High School.

Staff has also vigilantly tracked improvements in travel times. For instance, Route 66 service on Foothill had seen an 8% improvement in runtimes on Saturdays. This improvement allowed for the elimination of one bus on Route 66 on Saturdays. These resources were then reallocated to meet one of the most common service requests—additional morning and evening service span on trunk routes.

While these types of service enhancements are subtle and will not directly attract new riders, they will be important enhancements to retain riders when broad transit trends change.

In order to weather recent ridership declines, Omnitrans has focused on cost reduction strategies designed to mitigate increases in net operating subsidy per passengers that would occur from a decline in ridership alone. These cost reduction strategies include:

- Transition to CNG pipeline fuel instead of LCNG in order to significantly reduce fuel costs
- Once transition to pipeline fuel is complete, participating in the Low Carbon Fuel Standards Credit to use renewable fuel and sell resulting credits
- Transition of Access fleet from gasoline to CNG to take advantage of cost reduction strategies above in addition to the inherent CNG vs. gasoline savings.
- Medi-Cal reimbursement program, which offsets between \$1.0-\$1.5 million in Access cost per year
- Reduction in overtime to utilize of changes in the most recent round of Omnitrans represented employee contracts

The focus on these cost reduction strategies are key to sustainable transit even with ridership declines. Alternatively, cutting service will only bring about further ridership declines, creating the pressure to reduce revenue service again, thereby further reducing ridership and moving farther away from regional sustainability goals. If, then the economy starts to falter and/or fuel prices rise, service levels will have been degraded and Omnitrans will not be in a position to attract riders, thus losing the opportunity to reverse trend.

3. SUMMARY OF PROPOSED SERVICE CHANGES

Omnitrans proposes two minor additions to service during FY2018. The first is increasing the frequency of service to Ontario International Airport (ONT) by providing service on Route 61 in addition to existing service on Route 80. The second is implementing scheduling efficiencies to add span to the sbX Green Line.

3.1 ROUTE 61 INTO ONTARIO INTERNATIONAL AIRPORT

In September 2016 (FY2017), Omnitrans returned local bus service to the terminal area of Ontario International Airport with hourly service on Route 80. Route 80 was selected because it could be implemented within the approved FY2017 budget as a cost-neutral change. Route 61 provided 15-minute service on Airport BDrive which is adjacent to but outside the terminal area. Since the September service change, Omnitrans' ridership activity has increased both at airport terminal stops and on Airport Drive, as can be seen in Exhibit 8 below. However, as shown below, 75-85% of the ridership activity for the airport area remains on the street at the Route 61 bus stops, 0.3 mile from the terminals.

Omnitrans recommends modifying Route 61 service to enter Terminal Way serving Terminals 2 and 4 with 15 minute service to the east and west. This is consistent with multiple regional plans and goals. A survey in the ongoing Intercounty Study being conducted by SCAG on behalf of Metro and SBCTA identified Improved Transit Access to ONT as the most important transit improvement for the study area. Improvements on Route 61 would connect ONT with two Metrolink stations (Downtown Pomona and Fontana). Perhaps more importantly, Route 61 connects with several Foothill Transit routes at the Pomona Transit Center, which allows for high-quality/high-frequency bus service to ONT from bus routes serving the San Gabriel Valley. It also provides connections to Riverside Transit Agency (RTA) CommuterLink service. Ultimately, this proposed change to Route 61 follows the same path the Agency proposed with the future West Valley Connector rapid transit service.

In order to implement this change to Route 61, Omnitrans reached out to SBCTA for the additional funding needed, which would impact the FY2018 Operating and Capital Budget compared to the existing SRTP. On the operating side, Omnitrans sought \$400,000 in additional annual operating funds. On the capital side Omnitrans sought \$700,000 to acquire one additional vehicle. SBCTA was receptive to

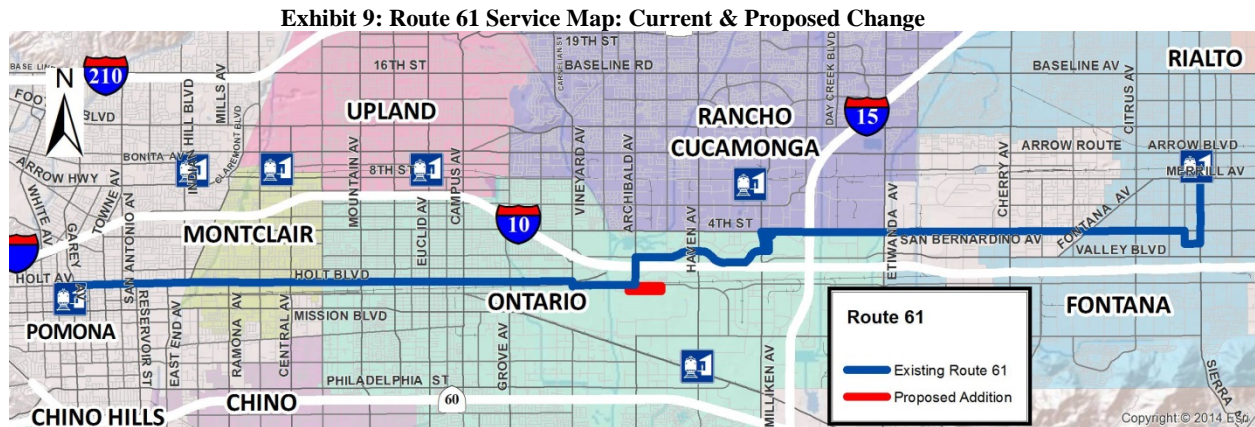
Exhibit 8: Recent Boardings & Alightings at Ontario International Airport

| Omnitrans' ONT Airport Area Boardings & Alightings (Average Weekday by Month) | | | | | | |
|--|-------------|-----------|-----------|-----------|-----------|-----------|
| | | Aug | Sep | Oct | Nov | Dec |
| Terminal Way (Route 80 at Terminals 2 & 4) | Ons | 0 | 1 | 4 | 6 | 14 |
| | Offs | 0 | 2 | 3 | 4 | 8 |
| Airport Dr (Routes 61 & 80 on street) | Ons | 9 | 10 | 32 | 42 | 43 |
| | Offs | 11 | 10 | 32 | 26 | 46 |
| Combined (At Terminal & on street) | Ons | 9 | 12 | 35 | 48 | 57 |
| | Offs | 11 | 12 | 35 | 30 | 54 |
| Share on Airport Dr | Ons | 100% | 89% | 90% | 88% | 75% |
| | Offs | 100% | 85% | 90% | 86% | 85% |

Note: Route 80 Service into the Airport began in September 2016; Some activity outside of the airport is now transfer activity between 61 & 80.

including both allocations in the FY2018 budget.

Exhibit 9 below shows Route 61, currently in blue, and what appears to be a small addition to Route 61 in red. This red box is the approximately 2-mile one way loop at ONT. While this addition may appear small on the map, it equates to approximately 80,000 additional annual revenue miles given the 15-minute frequency of Route 61.



3.2 SBX GREEN LINE SPAN

During customer listening sessions at the San Bernardino Transit Center and while interacting with customers on the sbX Green Line, one reoccurring request occurs more often than all others: “Expand service span on sbX so that riders can utilize this high-quality, high-frequency service earlier in the morning and later in the evening.” Omnitrans proposes starting service one hour earlier at 5:00 A.M. and adding service two hours later, until 10:00 P.M.

Increasing service span for the sbX Green Line accomplishes many objectives. First, when the Metrolink extension opens at the San Bernardino Transit Center, the proposed Green Line span extension provides connections to five additional one-way train trips. The added span also allows for greater connectivity from residential areas to employment centers available through the Omnitrans’ network of routes for warehouse and fulfillment center employee shifts. Finally, an extended evening span provides sbX riders with greater access to entertainment options such as Regal Cinema in downtown, Hospitality Lane dining, or returning from baseball games at San Manuel Stadium.

Exhibit 10: Proposed Change to sbX Service Span (Changes noted in red)

| sbX Service Span and Frequency | | | |
|--------------------------------|-------|-----------|-----------|
| | | Current | Proposed |
| AM | 1:00 | | |
| | 2:00 | | |
| | 3:00 | | |
| | 4:00 | | |
| | 5:00 | | 30 minute |
| | 6:00 | 10 minute | 10 minute |
| | 7:00 | 10 minute | 10 minute |
| | 8:00 | 10 minute | 10 minute |
| | 9:00 | 10 minute | 10 minute |
| | 10:00 | 15 minute | 15 minute |
| PM | 11:00 | 15 minute | 15 minute |
| | 12:00 | 15 minute | 15 minute |
| | 1:00 | 15 minute | 15 minute |
| | 2:00 | 15 minute | 15 minute |
| | 3:00 | 10 minute | 10 minute |
| | 4:00 | 10 minute | 10 minute |
| | 5:00 | 10 minute | 10 minute |
| | 6:00 | 10 minute | 10 minute |
| | 7:00 | 15 minute | 15 minute |
| | 8:00 | 15 minute | 15 minute |
| | 9:00 | | 20 minute |
| | 10:00 | | 20 minute |
| | 11:00 | | |

While evaluating these changes, Omnitrans realized that these service span increases could be accomplished with little additional cost. sbX operators currently work an average of approximately 37 hours per week in revenue service; however, the contract offers a 40 hour weekly guarantee. By scheduling the guarantee hours to provide service, Omnitrans can accomplish the additional service with no additional coach operator expense. The only marginal cost of adding service is fuel and mileage based preventative maintenance. These costs account for less than \$20,000 in additional annual operating costs, despite adding 3,000 hours, which is an incremental hourly rate of less than \$7 per hour. With this low cost, the ability to further leverage the capital investment in sbX makes the expansion of sbX span a high return on investment service enhancement.

4. PROPOSED FY2018 SERVICE

Omnitrans proposes no significant changes to the overall family of services that Omnitrans offers. The family of services can be seen in Exhibit 1 and includes the sbX BRT, local and freeway express routes, OmniGo community circulators and Access ADA paratransit service. Each of the family of services' projected service level, ridership and fare revenue are provided in the sections below. Additionally, systemwide characteristics are forecasted.

As described in Section 3 of this report, Omnitrans proposes two minor service changes during FY2018. The service changes are deemed minor because they do not impact more than 25% of any route's hours, miles or ridership. As a result, no public hearing or Title VI evaluation is necessary.

The first proposed change is bringing Route 61 service into the Ontario International Airport. In FY2017, Omnitrans reintroduced transit into Ontario International Airport with the Route 80. However, Route 80 only provides hourly service to the airport and does not offer direct transfer connections to Metrolink stations or neighboring transit operators. Bringing Route 61 into the airport, instead of operating just outside the airport, adds connections to two Metrolink stations and connectivity to Foothill Transit and Riverside Transit Agency routes. This services adds approximately \$400,000 of annual operating cost and a one-time bus acquisition cost of \$700,000. Omnitrans requested and was granted funding from the San Bernardino County Transportation Agency (SBCTA) to add this service.

The second proposed change is to extend the service span on the sbX Green Line. Currently, sbX operates from 6:00 A.M. to 8:00 P.M. This proposed service enhancement increases the span by one hour in the morning and two hours in the evening. Omnitrans shall fund this with scheduling efficiencies leaving only small marginal fuel costs for the additional service.

In general, these two increases add approximately 1% to Omnitrans scheduled service hours and 1.5% to Omnitrans scheduled miles. Counteracting these two changes, the day mix of FY2018 differs from FY2017, which reduces the number of annual weekdays by three weekdays. This reduces hours and miles, as service on Saturday is about half of weekday and on Sunday it is about one-third.

During the year, Omnitrans will continue to monitor ridership levels and other performance characteristics of each service type and of each route to adjust to changes in demand. This monitoring program, including the key performance indicators, goals and thresholds, are identified in the OmniConnects Short-Range Transit Plan.

4.1 SYSTEMWIDE SERVICE

Systemwide service characteristics are the summation of the Fixed Route, sbX, and Access service characteristics provided in the sections below. Traditional fixed route service dominates systemwide service characteristics because 72% of Omnitrans' FY2018 revenue hours are directly operated 40-foot bus service, compared to 5% for sbX, 3% for OmniGo contracted fixed route service, and 20% for ADA paratransit service. From a ridership perspective, traditional

fixed route service dominates the service characteristics by an even larger share, accounting for 88% of boardings compared to 7% for sbX, 1% for OmniGo and 4% for Access.

Exhibit 11 shows that Omnitrans' total revenue hours during FY2018 are projected to remain effectively flat compared to FY2017. The slight increase in hours and miles is from the expansion of sbX service span and the addition of Ontario International Airport as a destination on Route 61. Additionally, Omnitrans added freeway express service on Routes 208 and 290 partway through FY2017, so FY2018 shows the full impact of these additions. Since sbX and freeway express service operates faster than local service, revenue miles growth of 1.4% exceeds that of revenue hours growth of 0.9%.

Ridership is anticipated to fall 6.9% to 10.7 million riders in FY2018 which is primarily attributable to the continuation of the 8.5% ridership decline that Southern California bus operators have experienced on average over the last twelve months. Despite the decline in ridership overall, the family of services sees varying growth rates ranging from positive growth of 5.6% on sbX to a decline of 8.2% on traditional local service. Similar to ridership, fare revenue is projected to reach \$12.3 million during FY2018, a decline of 6.4%.

Exhibit 11: System-wide Service Characteristics Summary

| System Total (in Thousands except vehicles and ratios) | | Actuals | | | | | Year-End Estimate | Projection | Percent Change |
|---|----------------------------|-----------|-----------|-----------|-----------|-----------|----------------------|------------|-------------------|
| | | FY2012 | FY2013 | FY2014 | FY2015 | FY2016 | FY2017 | FY2018 | FY2018 |
| Financial | Fare Revenue | \$ 14,930 | \$ 14,738 | \$ 14,773 | \$ 15,406 | \$ 14,193 | \$ 13,155 | \$ 12,315 | -6.4% |
| Operating Data | Revenue Miles | 10,851 | 10,866 | 10,861 | 11,185 | 11,320 | 11,148 | 11,306 | 1.4% |
| | Total Miles | 12,019 | 12,073 | 12,258 | 12,587 | 12,741 | 12,394 | 12,584 | 1.5% |
| | Revenue Hours | 796 | 797 | 800 | 822 | 831 | 843 | 850 | 0.9% |
| | Total Hours | 868 | 870 | 871 | 893 | 900 | 907 | 916 | 1.0% |
| | Passengers | 16,152 | 16,146 | 15,689 | 14,391 | 12,813 | 11,538 | 10,737 | -6.9% |
| Fleet Data | Peak Revenue Fleet | 241 | 241 | 252 | 246 | 248 | 250 | 251 | 0.4% |
| | Spare Fleet | 36 | 36 | 39 | 37 | 32 | 31 | 31 | 0.0% |
| | Total Fleet | 275 | 275 | 289 | 283 | 278 | 281 | 282 | 0.4% |
| Key Stats | Passengers per Hour | 20.3 | 20.3 | 19.6 | 17.5 | 15.4 | 13.7 | 12.6 | -7.7% |

Omnitrans' peak fleet is forecasted to grow by one vehicle during the year due to the additional vehicle necessary to serve Ontario International Airport with Route 61.

Omnitrans systemwide productivity is estimated to fall to 12.6 passengers per hour in FY2018 from 13.7 passengers per hour in FY2017. This is the continuation of the five-year trend that has seen ridership decline as fuel prices fell and Omnitrans raised fares in FY2015.

4.2 FIXED ROUTE DIRECTLY OPERATED SERVICE

Directly operated fixed route services include Omnitrans' local and freeway express bus routes. These services account for 72% of Omnitrans' hours of revenue service and 88% of Omnitrans' annual ridership.

Omnitrans' goal is to have 65% of fixed route service designated as productive service and 35% designated as coverage service. Coverage service provides lifeline service to communities that would not have bus service otherwise. Productive service is made up of trunk routes along major arterial corridors that operate higher frequencies. Proposed additions on Route 61 and the sbX

Green Line are both additions to Omnitrans' productive service profile. In the last three years, we have moved from a 45%/55% productivity/coverage split, to a 53%/47% split. Omnitrans' current system map is provided in Exhibit 13.

Service frequency on productivity-oriented service is every 15 or 20 minutes. Depending on ridership levels, coverage service is offered at service frequencies of every 30 or 60 minutes. Omnitrans' weekday span of fixed route service is from 3:33 A.M. until 11:26 P.M., but varies by route. During FY2018, Omnitrans proposes no significant change in service frequency or service span for the system.

Exhibit 12 shows that revenue hours edge up slightly from 606,000 hours to 609,000 hours, an increase of 0.5%. Revenue miles are anticipated to grow by 1.2% to 8.05 million miles in FY2018.

Exhibit 12: Directly Operated Fixed Route Service Characteristics Summary

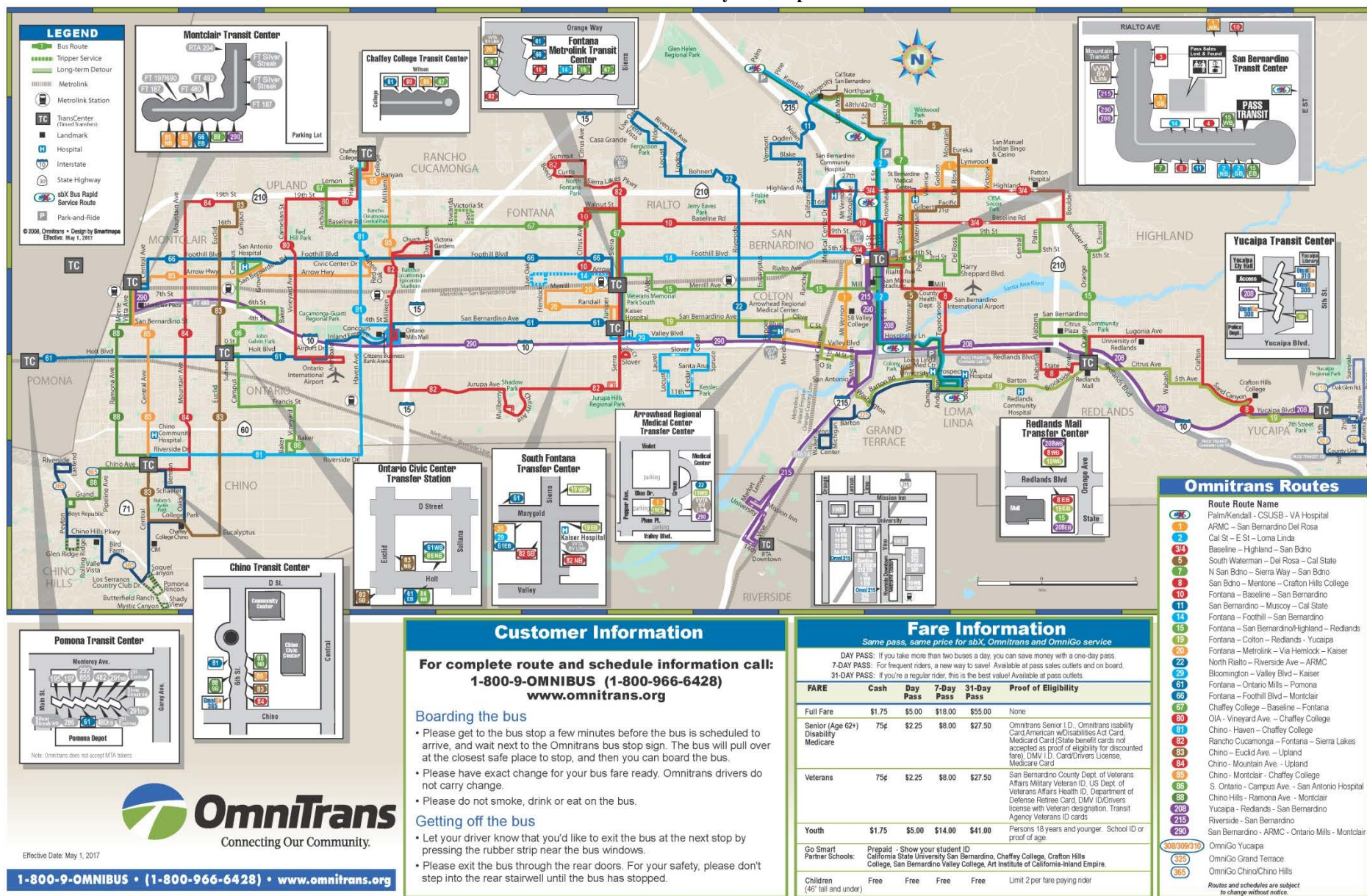
| Motor Bus Directly Operated (MBDO) Excludes sbx (in Thousands except vehicles and ratios) | | Actuals | | | | | Year-End Estimate | Projection | Percent Change |
|--|----------------------------|-----------|-----------|-----------|-----------|-----------|----------------------|------------|-------------------|
| | | FY2012 | FY2013 | FY2014 | FY2015 | FY2016 | FY2017 | FY2018 | FY2018 |
| Financial | Fare Revenue | \$ 13,249 | \$ 13,031 | \$ 12,972 | \$ 12,920 | \$ 11,838 | \$ 10,750 | \$ 9,870 | -8.2% |
| Operating Data | Revenue Miles | 7,550 | 7,491 | 7,506 | 7,468 | 7,788 | 7,958 | 8,053 | 1.2% |
| | Total Miles | 8,137 | 8,074 | 8,087 | 8,020 | 8,390 | 8,569 | 8,685 | 1.4% |
| | Revenue Hours | 585 | 587 | 589 | 582 | 596 | 606 | 609 | 0.5% |
| | Total Hours | 612 | 613 | 615 | 607 | 622 | 633 | 637 | 0.6% |
| | Passengers | 15,523 | 15,510 | 14,962 | 13,232 | 11,541 | 10,238 | 9,400 | -8.2% |
| Fleet Data | Peak Revenue Fleet | 136 | 136 | 136 | 131 | 133 | 135 | 136 | 0.7% |
| | Spare Fleet | 27 | 27 | 27 | 27 | 27 | 26 | 26 | 0.0% |
| | Total Fleet | 163 | 163 | 163 | 158 | 158 | 161 | 162 | 0.6% |
| Key Stats | Passengers per Hour | 26.5 | 26.4 | 25.4 | 22.7 | 19.4 | 16.9 | 15.4 | -8.6% |

The total number of passengers carried on directly operated fixed route service is projected to fall 8.2% from 10.2 million passengers to 9.4 million. This trend is driven by the same factors which have caused ridership declines averaging 8.5% throughout Southern California transit operators over the last year. Fare revenue exactly follows ridership levels as Omnitrans anticipates maintaining the \$1.05 average fare that has been in place in FY2017.

4.3 FIXED ROUTE PURCHASED TRANSPORTATION SERVICE

Omnitrans provides approximately 4% of fixed route service with the same contractor that operates Omnitrans' Access Service: MV Transportation, Inc. Omnitrans uses purchased transportation to provide two types of fixed route service: 1) OmniGo community circulator service in Chino Hills, Grand Terrace and Yucaipa; and, 2) weekend service on routes that consistently have low weekend loads including Route 20 in Fontana and Route 29 in Bloomington. The use of purchased transportation on weekends is designed to match a smaller cutaway vehicle with a 16-18 passenger capacity to routes that rarely see more than 16 passengers on board at one time. OmniGo is a neighborhood shuttle service that uses these same smaller vehicles in regular fixed route service.

Exhibit 13: Omnitrans System Map



As seen in Exhibit 14, revenue and total hours and miles are expected to remain effectively flat during FY2018. Contracted fixed route service is expected to provide 27,000 hours of revenue service and 372,000 miles of service. While the table shows a slight decline, this has more to do with day mix during the year and rounding at hours/miles levels.

Ridership on this service is expected to decline 8.5% to 107,000 riders per year. Declines projected remain in line with recent ridership trends for transit operators throughout California.

Exhibit 14: Purchased Transportation Fixed Route Service Characteristics Summary

| Motor Bus Purchased Transportation (MBPT) (In Thousands except vehicles and ratios) | | Actuals | | | | | Year-End Estimate | Projection | Percent Change |
|--|---------------------|---------|--------|--------|--------|--------|-------------------|------------|----------------|
| | | FY2012 | FY2013 | FY2014 | FY2015 | FY2016 | FY2017 | FY2018 | FY2018 |
| Financial | Fare Revenue | \$ 110 | \$ 122 | \$ 149 | \$ 154 | \$ 136 | \$ 127 | \$ 116 | -8.5% |
| Operating Data | Revenue Miles | 360 | 370 | 370 | 373 | 376 | 377 | 372 | -1.3% |
| | Total Miles | 417 | 434 | 434 | 437 | 440 | 442 | 441 | -0.3% |
| | Revenue Hours | 27 | 28 | 28 | 28 | 28 | 28 | 27 | -1.8% |
| | Total Hours | 29 | 30 | 30 | 30 | 30 | 30 | 30 | -1.1% |
| | Passengers | 150 | 145 | 157 | 145 | 127 | 117 | 107 | -8.5% |
| Fleet Data | Peak Revenue Fleet | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 0.0% |
| | Spare Fleet | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 0.0% |
| | Total Fleet | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 0.0% |
| Key Stats | Passengers per Hour | 5.5 | 5.2 | 5.7 | 5.2 | 4.6 | 4.2 | 3.9 | -6.8% |

Productivity for purchased fixed route service is projected to reach 3.9 passengers per hour. This is considerably less than the 15.4 passengers per hour expected on directly operated fixed route service, but is also a strong improvement over the 2.8 passengers per hour on the demand-responsive OmniLink service that OmniGo replaced.

4.4 SBX SERVICE

During FY2016, sbX ridership experienced 30.8% growth compared to its initial year of service. In FY2017, sbX continued to grow, with a growth rate of 8.9% fiscal year-to-date through January, which exceeds the 4.9% forecasted growth rate for sbX from the FY2017 Service Plan. Based on the proposed increase in service span described in Section 3 of this report, sbX ridership is projected to grow 5.6% to 795,000 riders during the year. While these 795,000 annual boardings equate to 3,130 per average weekday, which remain below pre-revenue service projections, they do mark a 47.6% average daily ridership increase compared to full opening year ridership levels.

Exhibit 15: sbX Service Characteristics Summary

| Bus Rapid Transit (BRT) sbX (Not included in MBDO) | | Actuals | | | | | Year-End Estimate | Projection | Percent Change |
|---|---------------------|---------|--------|--------|--------|--------|-------------------|------------|----------------|
| | | FY2012 | FY2013 | FY2014 | FY2015 | FY2016 | FY2017 | FY2018 | FY2018 |
| Financial | Fare Revenue | | | \$ 42 | \$ 550 | \$ 465 | \$ 529 | \$ 558 | 5.6% |
| Operating Data | Revenue Miles | | | 102 | 567 | 569 | 564 | 606 | 7.5% |
| | Total Miles | | | 110 | 618 | 622 | 619 | 663 | 7.1% |
| | Revenue Hours | | | 6 | 36 | 37 | 38 | 41 | 7.5% |
| | Total Hours | | | 7 | 38 | 39 | 40 | 43 | 8.4% |
| | Passengers | | | 73 | 545 | 712 | 754 | 795 | 5.6% |
| Fleet Data | Peak Revenue Fleet | | | 11 | 12 | 12 | 12 | 12 | 0.0% |
| | Spare Fleet | | | 3 | 2 | 2 | 2 | 2 | 0.0% |
| | Total Fleet | | | 14 | 14 | 14 | 14 | 14 | 0.0% |
| Key Stats | Passengers per Hour | | | 11.5 | 15.2 | 19.3 | 19.8 | 19.5 | -1.8% |

sbX ridership should also benefit from the extension of Metrolink into the San Bernardino Transit Center, anticipated in early FY2018. While the incremental ridership from this extension was in the initial sbX ridership forecasts, Omnitrans staff prefers to take a conservative approach and not estimate additional ridership or fare revenue from this improved multi-modal connection until it is actually established. The sbX service projections can be seen in Exhibit 15.

Revenue hours on sbX are projected to grow to 41,000 hours, up 7.5% compared to FY2017. This growth occurs as Omnitrans proposes increasing the span of sbX service. Currently, morning service starts at 6:00 A.M., and this service plan proposes adding trips at 5:00 A.M. and 5:30 A.M. Currently, the last evening trip departs at 8:00 P.M. and this service plan proposes extending that to 10:00 P.M. As explained in Section 3 of this report, coach operator scheduling efficiencies allow for the increase, with the only marginal cost being fuel and parts for regular vehicle maintenance.

4.5 COMBINED FIXED ROUTE SERVICE

Omnitrans' combined fixed route service is the summation of directly operated fixed route, fixed route purchased transportation and sbX. Omnitrans anticipates offering 9.0 million revenue miles and 677,000 hours of fixed route service during FY2018. This is an increase of 1.5% and 0.8% respectively. Details can be seen in Exhibit 16.

**Exhibit 16: Total Fixed Route Service Characteristics Summary
including Directly Operated, Purchased Transportation and sbX**

| Total Fixed Route (in Thousands except vehicles and ratios) | | Actuals | | | | | Year-End Estimate | Projection | Percent Change |
|--|---------------------|-----------|-----------|-----------|-----------|-----------|----------------------|------------|-------------------|
| | | FY2012 | FY2013 | FY2014 | FY2015 | FY2016 | FY2017 | FY2018 | FY2018 |
| Financial | Fare Revenue | \$ 13,359 | \$ 13,153 | \$ 13,163 | \$ 13,624 | \$ 12,439 | \$ 11,406 | \$ 10,545 | -7.5% |
| Operating Data | Revenue Miles | 7,910 | 7,861 | 7,978 | 8,408 | 8,733 | 8,899 | 9,031 | 1.5% |
| | Total Miles | 8,555 | 8,508 | 8,630 | 9,076 | 9,452 | 9,630 | 9,789 | 1.6% |
| | Revenue Hours | 612 | 614 | 623 | 646 | 661 | 672 | 677 | 0.8% |
| | Total Hours | 641 | 642 | 651 | 675 | 691 | 703 | 710 | 1.0% |
| | Passengers | 15,674 | 15,655 | 15,192 | 13,922 | 12,380 | 11,109 | 10,303 | -7.3% |
| Fleet Data | Peak Revenue Fleet | 143 | 143 | 154 | 150 | 152 | 154 | 155 | 0.6% |
| | Spare Fleet | 30 | 30 | 33 | 32 | 32 | 31 | 31 | 0.0% |
| | Total Fleet | 173 | 173 | 187 | 182 | 182 | 185 | 186 | 0.5% |
| Key Stats | Passengers per Hour | 25.6 | 25.5 | 24.4 | 21.6 | 18.7 | 16.5 | 15.2 | -8.0% |

Ridership is projected to reach 10.3 million riders in FY2017, which is a 7.3% ridership decline. Productivity follows the same trend, falling 8.0% to 15.2 passengers per revenue hour.

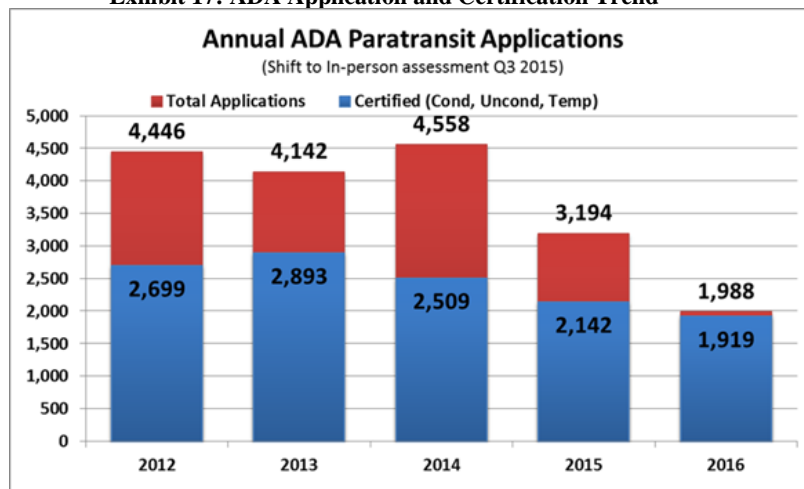
4.6 ACCESS SERVICE – ADA PARATRANSIT SERVICE

Access is public, pre-scheduled service that provides curb-to-curb service upon request to people who are unable to use Omnitrans fixed-route bus service due to a physical or cognitive disability. Access service is complementary to fixed-route service which means it provides Americans with Disabilities Act (ADA) eligible riders with service within ¼-mile of a fixed route.

There are no specific recommended changes to Access services during FY2018. Omnitrans' Special Transit Services Department has implemented several programs which have mitigated growth on Access including travel training, a series of community partnerships, volunteer driver programs and Lyft/taxi partnerships.

Over the last two years, the Access eligibility process has changed to an in-person interview. As a result, total applications and certifications have been reduced as can be seen in Exhibit 17. Additionally, some of this change has been redirected from Access to CTSA offerings. While application volume and ridership do not directly track, the eligibility process has helped reduce ridership on Omnitrans' most expensive and most heavily subsidized service. As this application process has worked through the system, the annualized impact is expected to wane, which will cause a slight uptick in ridership during FY2018.

Exhibit 17: ADA Application and Certification Trend



Ridership on Access is projected to increase 1.2% during FY2018, driven by the continued aging of the population within Omnitrans service area. Since service characteristics such as revenue hours and revenue miles on Access are demand-driven and determined by ridership levels, Access' service characteristics follow the ridership trend, with hours and miles expected to increase by 1.2% each. Exhibit 18 below shows the estimated service characteristics for Access during FY2018.

Exhibit 18: Access Service Characteristics Summary

| Access (in Thousands except vehicles and ratios) | | Actuals | | | | | Year-End Estimate | Projection | Percent Change |
|---|-----------------------------------|----------|----------|----------|----------|----------|-------------------|------------|----------------|
| | | FY2012 | FY2013 | FY2014 | FY2015 | FY2016 | FY2017 | FY2018 | FY2018 |
| Financial | Fare Revenue (Excluding Medi-Cal) | \$ 1,532 | \$ 1,551 | \$ 1,578 | \$ 1,778 | \$ 1,754 | \$ 1,749 | \$ 1,770 | 1.2% |
| Operating Data | Revenue Miles | 2,845 | 2,918 | 2,800 | 2,767 | 2,587 | 2,249 | 2,275 | 1.2% |
| | Total Miles | 3,346 | 3,456 | 3,510 | 3,494 | 3,290 | 2,764 | 2,796 | 1.2% |
| | Revenue Hours | 177 | 176 | 171 | 175 | 170 | 171 | 173 | 1.2% |
| | Total Hours | 218 | 218 | 211 | 216 | 209 | 204 | 206 | 1.2% |
| | Passengers | 459 | 473 | 479 | 467 | 434 | 429 | 434 | 1.2% |
| Fleet Data | Peak Revenue Fleet | 95 | 95 | 95 | 96 | 96 | 96 | 96 | 0.0% |
| | Spare Fleet | 6 | 6 | 6 | 5 | - | - | - | 0.0% |
| | Total Fleet | 101 | 101 | 101 | 101 | 96 | 96 | 96 | 0.0% |
| Key Stats | Passengers per Hour | 2.6 | 2.7 | 2.8 | 2.7 | 2.5 | 2.5 | 2.5 | 0.0% |

5. FARE STRUCTURE

In FY2018, Omnitrans maintains the fare policy and structure that was put in place by the fare change implemented in September 2014 (FY2015).

The OmniConnects Short-Range Transit Plan's next fare increase is scheduled for September 2018 (FY2019). This fare increase will be evaluated in the update of OmniConnects that has begun and is expected to be completed in late FY2018.

Omnitrans can continue to maintain current fare as the Agency's farebox recovery rate of 23.83% exceeds the mandated minimum of 20% for general public services (Fixed Route, Express, OmniGo & sbX) and 31.17%, which exceeds the mandated minimum of 10% for specialized transit services (Access). The Access farebox rate has grown considerably over time due to growth from the Medi-Cal reimbursement program. Furthermore a fare increase in FY2018 would exacerbate ongoing ridership declines.

Omnitrans current fares are slightly higher than neighboring transit agencies. Riverside Transit Agency's base fare is \$1.50 and Foothill Transit's base fare of \$1.25, is scheduled to increase to \$1.50 in September. Omnitrans' current base fare is in line with the largest southern California operators with LA Metro at \$1.75 and OCTA at \$2.00.

Exhibit 19 and Exhibit 20 below provide details of Omnitrans FY2018 fare structure.

Exhibit 19: Fixed Route Fares

| | Full-Fare | Senior/Disability/Medicare | Youth | Veteran |
|----------------------|---|----------------------------|---------------|----------|
| 31-Day | \$ 55.00 | \$ 27.50 | \$ 35.00 | \$ 27.50 |
| 7-Day | \$ 18.00 | \$ 8.00 | \$ 11.00 | \$ 8.00 |
| 1-Day | | | | |
| Individually | \$ 5.00 | \$ 2.25 | n/a full-fare | \$ 2.25 |
| Packs of Ten | \$ 45.00 | \$ 20.25 | n/a full-fare | \$ 20.25 |
| Cash/Ticket* | \$ 1.75 | \$ 0.75 | n/a full-fare | \$ 0.75 |
| Free Rides | MetroLink Transfers: Free to rider; SCRRRA pays one-half base fare for each boardings with a MetroLink ticket/pass; RCTC pays a half base fare for Metrolink transfers on Rt. 215. Children: Height < 46"; limit 2 free per fare paying riders Personal Care Attendant: Accompanying a ADA Rider; Omnitrans Employees and Family Members: With Employee/Family ID; RTA Employees and Family Members: With Employee/Family ID; and, LA Metro, Foothill Transit, & OCTA Employees: With Employee ID Promotional Fares. | | | |
| Go Smart Fare | The Go Smart fare is a pre-negotiated fare for all riders that attend a partner University, College, Trade/Technical School, or High School, or work at a partner employer. Participants must have an active, valid Omnitrans-compatible ID card as proof of fare. | | | |

*1-Way ticket available for full fare only, minimum purchase quantity is 500 tickets.

Exhibit 20: Access Fares

| | Cash | Beyond ADA Boundary |
|-----------------|---------|---------------------|
| 1-3 zone | \$ 3.25 | \$ 8.25 |
| 4 zone | \$ 4.25 | \$ 9.25 |
| 5 zone | \$ 5.25 | \$ 10.25 |
| 6 zone | \$ 6.25 | \$ 11.25 |



OmniTrans

2017
2018

SERVICE PLAN

JEREMIAH BRYANT

SERVICE PLANNING MANAGER

MARCH 21, 2017



Service Plan

Service Plan Overview

1. Intro/Background
2. Ridership Trends
3. Proposed Changes
4. FY2018 Service Forecasts
5. Fare Structure



Service Plan

BACKGROUND/INTRO

OmniConnects FY2015-2020 SRTP

4th Year Implementation

Board Adopted May 2014

Four Consecutive Years of Change

Modest changes proposed for FY2018 while FY2019-2025 SRTP is developed.

Opportunity to use efficiencies for expansion

Focus on reliability








OmniTrans

2017
2018

Service Plan

Family of Services

| Service | Type | Brand | Image |
|--------------------------|----------------------|-----------|---|
| Fixed Route | Bus Rapid Transit | sbX |  |
| | Local | Omnitrans |  |
| | Express | Omnitrans | |
| | Community Circulator | OmniGo |  |
| Demand Response | ADA Paratransit | Access |  |
| Special Transit Services | | |  |

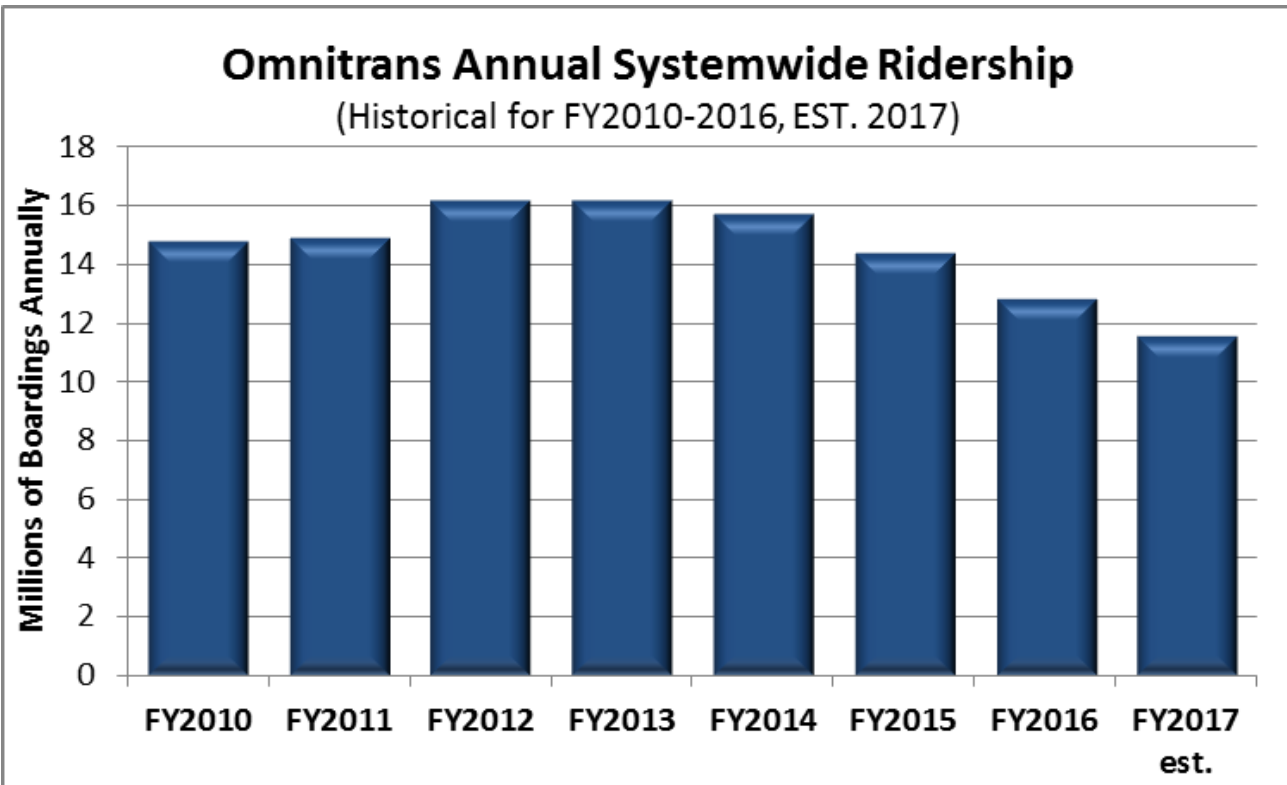


Service Plan

Ridership Trend

Estimated decline of 9.96% for FY2017 full year.

Many causes, mostly external, described in detail in FY2017 Service Plan.





Omnitrans

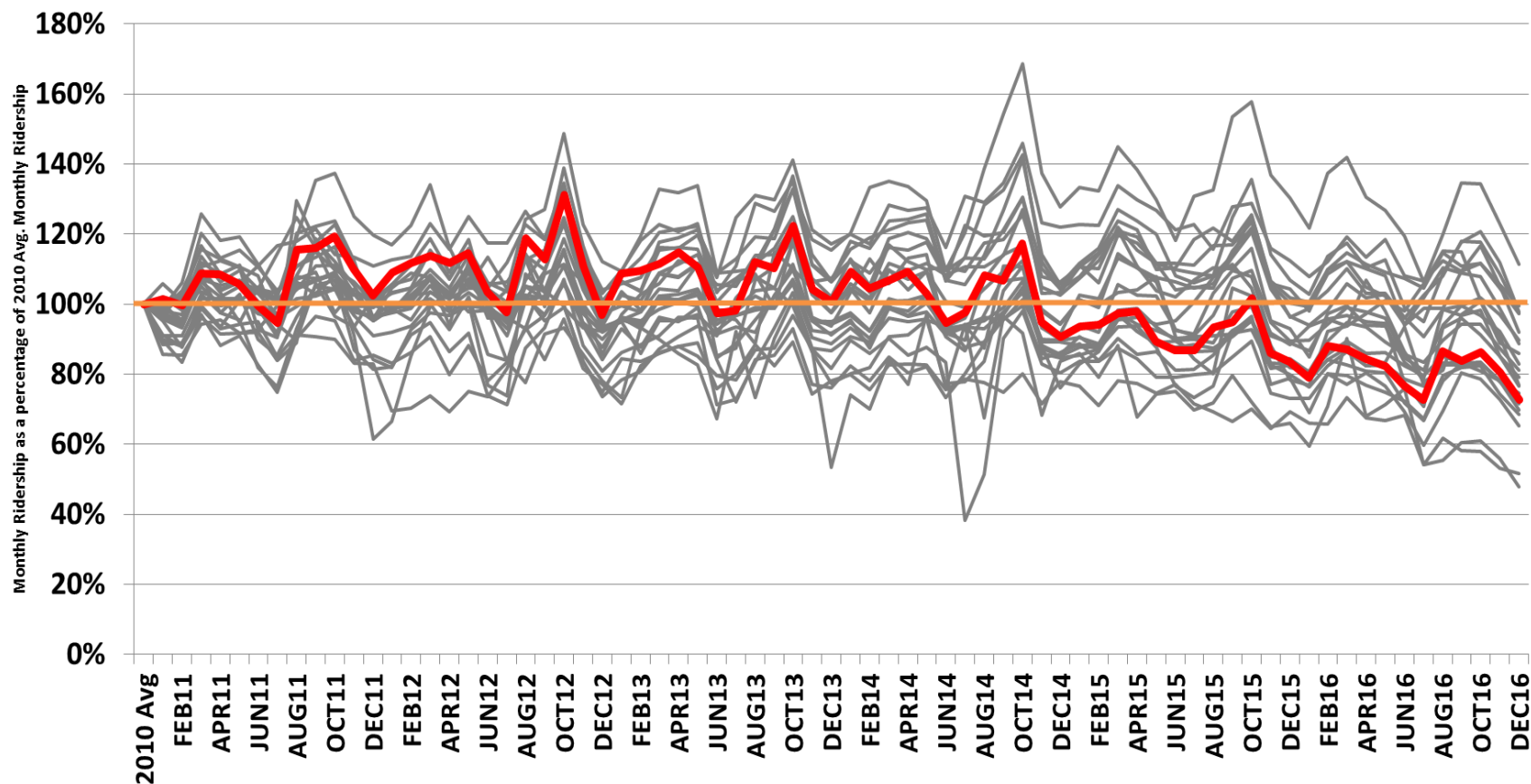
2017
2018

Service Plan

Ridership: Peer Comparison

Omnitrans' Ridership Change compared to 23 Selected California Peers

(2010 baseline=100%; Monthly Ridership Jan 2011 through December 2016)





OmniTrans

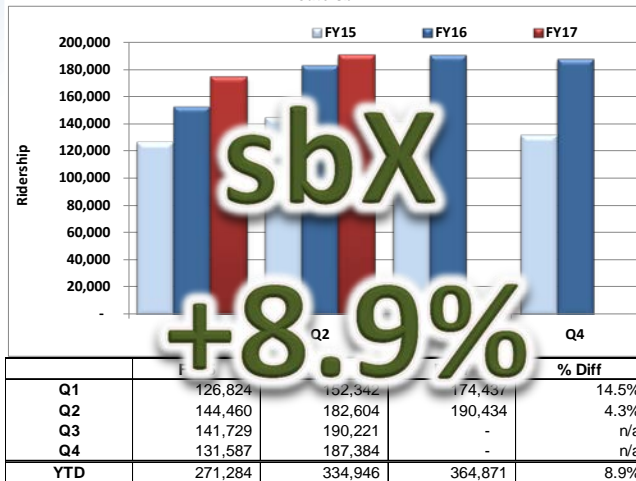
2017
2018

Service Plan

Ridership: By Service Type

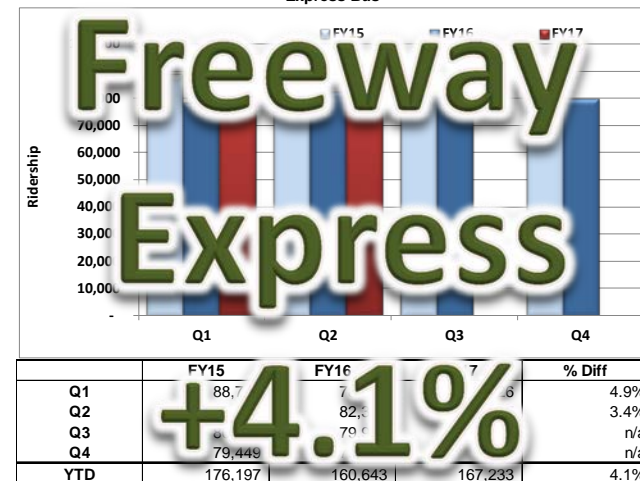
OmniTrans Ridership

-- Route sbX --



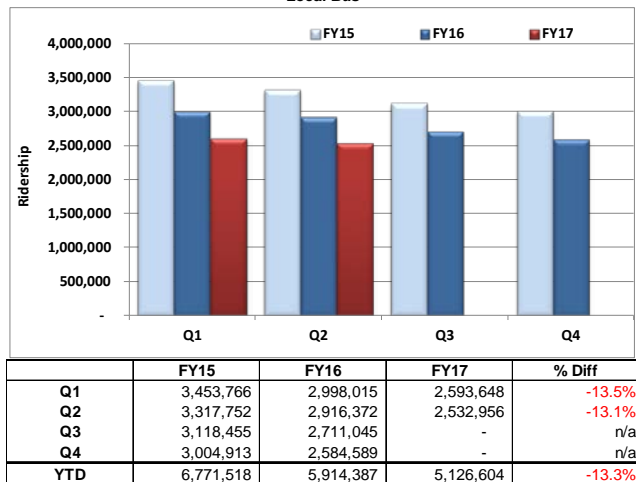
OmniTrans Ridership

-- Express Bus --



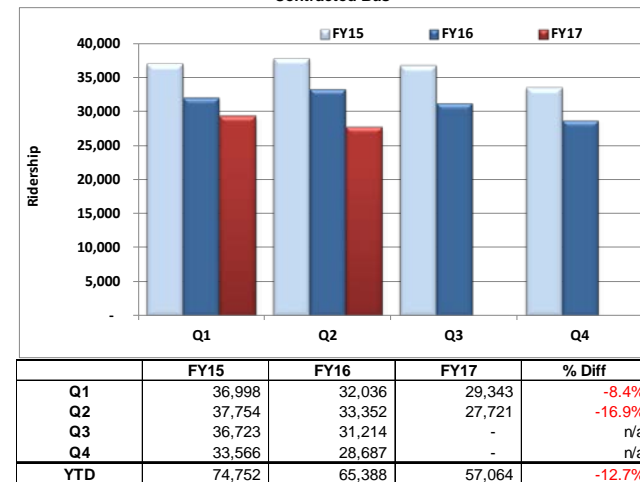
OmniTrans Ridership

-- Local Bus --



OmniTrans Ridership

-- Contracted Bus --



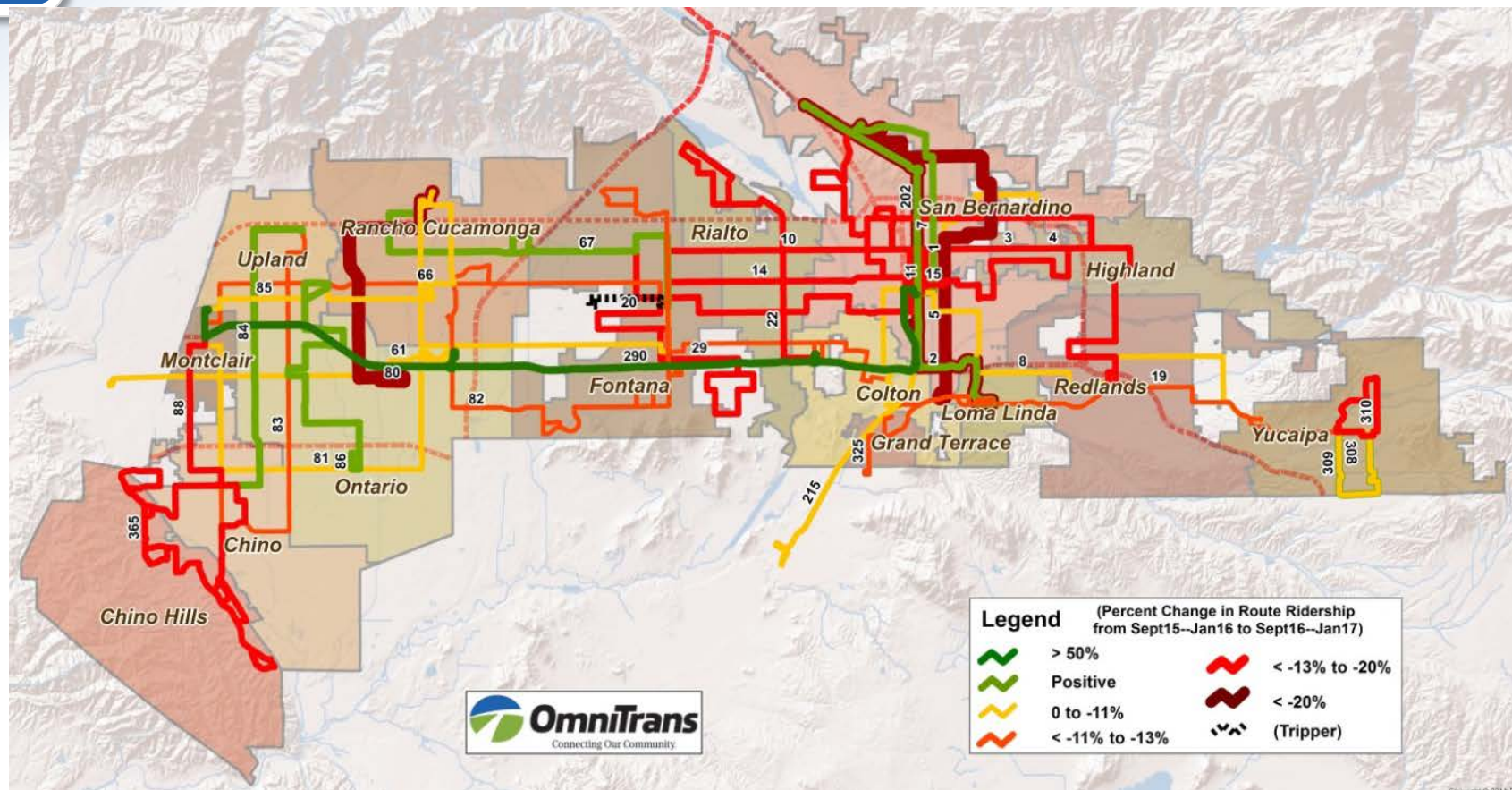


OmniTrans

2017
2018

Service Plan

Ridership: By Route and Area



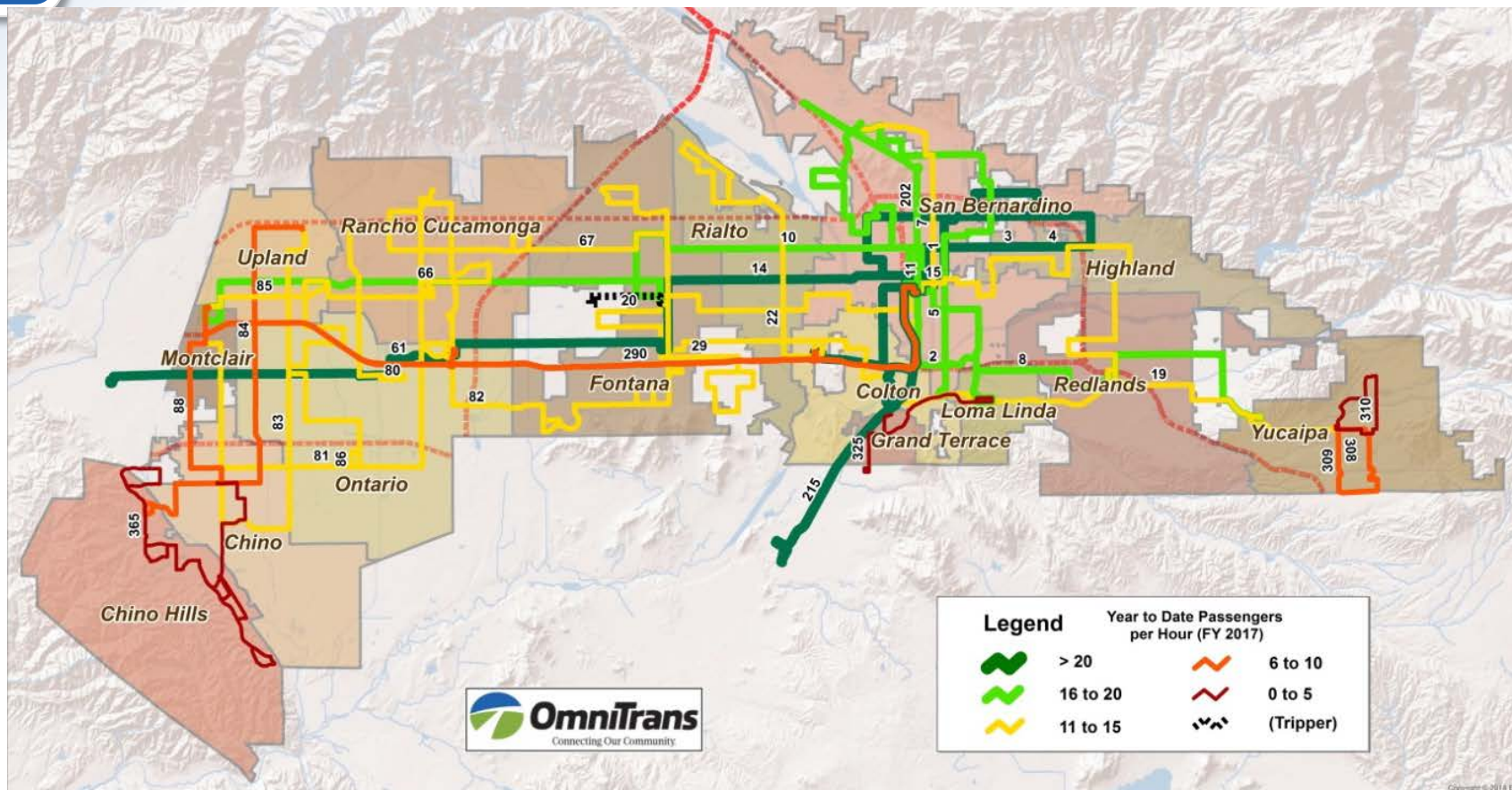


OmniTrans

2017
2018

Service Plan

Ridership: By Route and Area





Service Plan

FY2017 Mid-Year Changes

Focus on Reliability

On-Time Performance
is 87.2%; up from
85.2% last year.

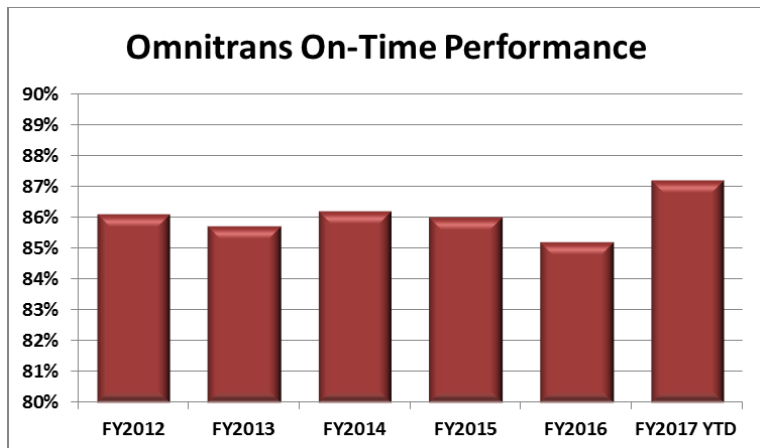
Improved transfer timing

Improved school bell timing

Service Improvements from

Improved weekend hours/span on trunk routes by
finding midday efficiencies.

Returned transit service to ONT with Route 80





Service Plan

Cost Reduction Strategies

Multiple cost reduction strategies in light of declining ridership

- Transition to CNG Pipeline Fuel

- Following transition, utilize Renewable CNG to sell resulting credits

- Transition Access fleet to CNG

- Medical reimbursement program

- Access eligibility process



Service Plan

Proposed Service Change

1) High-Frequency Route 61 service into Ontario International Airport

Connections to two Metrolink Stations & Transit Connections to Foothill Transit and Riverside Transit Agency



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Service Plan

Proposed Service Change

2) Extend Service Span on sbX

Utilize scheduling efficiencies to add span with low minimal cost.

1 hour in the morning: 5:00 A.M.

2 hours in evening: 10:00 P.M.

5 more Metrolink Trains

Connections for jobs & recreation



| sbX Service Span and Frequency | | | |
|--------------------------------|-------|-----------|-----------|
| | | Current | Proposed |
| AM | 1:00 | | |
| | 2:00 | | |
| | 3:00 | | |
| | 4:00 | | |
| | 5:00 | | 30 minute |
| | 6:00 | 10 minute | 10 minute |
| | 7:00 | 10 minute | 10 minute |
| | 8:00 | 10 minute | 10 minute |
| | 9:00 | 10 minute | 10 minute |
| | 10:00 | 15 minute | 15 minute |
| | 11:00 | 15 minute | 15 minute |
| PM | 12:00 | 15 minute | 15 minute |
| | 1:00 | 15 minute | 15 minute |
| | 2:00 | 15 minute | 15 minute |
| | 3:00 | 10 minute | 10 minute |
| | 4:00 | 10 minute | 10 minute |
| | 5:00 | 10 minute | 10 minute |
| | 6:00 | 10 minute | 10 minute |
| | 7:00 | 15 minute | 15 minute |
| | 8:00 | 15 minute | 15 minute |
| | 9:00 | | 20 minute |
| | 10:00 | | 20 minute |
| | 11:00 | | |



Service Plan

FY2018 Service Projections

| System Total (in Thousands except vehicles and ratios) | | Actuals | | | | | Year-End Estimate | Projection | Percent Change |
|---|---------------------|-----------|-----------|-----------|-----------|-----------|----------------------|------------|-------------------|
| | | FY2012 | FY2013 | FY2014 | FY2015 | FY2016 | FY2017 | FY2018 | FY2018 |
| Financial | Fare Revenue | \$ 14,930 | \$ 14,738 | \$ 14,773 | \$ 15,406 | \$ 14,193 | \$ 13,155 | \$ 12,315 | -6.4% |
| Operating Data | Revenue Miles | 10,851 | 10,866 | 10,861 | 11,185 | 11,320 | 11,148 | 11,306 | 1.4% |
| | Total Miles | 12,019 | 12,073 | 12,258 | 12,587 | 12,741 | 12,394 | 12,584 | 1.5% |
| | Revenue Hours | 796 | 797 | 800 | 822 | 831 | 843 | 850 | 0.9% |
| | Total Hours | 868 | 870 | 871 | 893 | 900 | 907 | 916 | 1.0% |
| | Passengers | 16,152 | 16,146 | 15,689 | 14,391 | 12,813 | 11,538 | 10,737 | -6.9% |
| Fleet Data | Peak Revenue Fleet | 241 | 241 | 252 | 246 | 248 | 250 | 251 | 0.4% |
| | Spare Fleet | 36 | 36 | 39 | 37 | 32 | 31 | 31 | 0.0% |
| | Total Fleet | 275 | 275 | 289 | 283 | 278 | 281 | 282 | 0.4% |
| Key Stats | Passengers per Hour | 20.3 | 20.3 | 19.6 | 17.5 | 15.4 | 13.7 | 12.6 | -7.7% |

Ridership:

- sbX: +5.6%
- Local -8.2%
- OmniGo: -8.5%
- Access: +1.2%
- + Express:



Service Plan

Fare Policy

Maintain Current Fare Policy

Last fare increase in September 2014 (FY2015)





Service Plan

THANK YOU

ITEM # E6

DATE: March 21, 2017

TO: Committee Chair Penny Lilburn and
Members of the Plans & Programs Committee

THROUGH: P. Scott Graham, CEO/General Manager

FROM: Wendy Williams, Director of Marketing & Planning

SUBJECT: **FISCAL YEAR 2017-2018 MARKETING PLAN**

FORM MOTION

Recommend to the Board of Directors adoption of the Omnitrans Fiscal Year 2017-18 annual Marketing Plan.

BACKGROUND

Each year, the Marketing Plan is brought to the Board of Directors as part of the Agency's guiding documents for the upcoming fiscal year.

The Marketing Plan outlines a strategic approach to attracting and retaining customers while maintaining overall community support through the promotion of Omnitrans services and programs. The plan begins with analysis of the marketplace and a review of Agency strengths, weaknesses, opportunities, and threats. Key goals are set and marketing strategies are developed to achieve them, utilizing available resources.

Comparing calendar year 2016 to 2015, Omnitrans system ridership declined by 11.2% year over year. Through February of the current fiscal year, Omnitrans system-wide ridership remains 11.6% below the prior year. Other transit agencies in California are experiencing this negative trend influenced by historically low gasoline prices and other economic factors. A review of 23 selected California peer agencies shows an average decline of 8.5% versus the prior year.

Positive trends include increased ridership on Omnitrans express services: sbX ridership grew 22% in 2016 and freeway express routes were up 2% compared to 2015. Also, Veteran fare trips grew 16.1% in 2016 vs. 2015. Pass sales revenue is up 0.6%. Public awareness of Omnitrans is high at 92%, and public opinion is 86% favorable according to a 2016 regional survey. Results of a 2017 fixed route rider survey indicated that customer satisfaction is 85% positive.

Strategies to rebuild ridership include promotion of Omnitrans' family of services to core and niche market segments, with a focus on new and recently added service, new multi-modal connections, and student programs. We will strive to establish new ridership-generating partnerships. To maintain high customer satisfaction we will utilize multi-channel customer communications, engage in community outreach, and offer well-maintained passenger amenities. To retain positive public opinion ratings Omnitrans will employ effective public relations practices, positive media relations, and foster relationships with community stakeholders. Omnitrans will enhance revenue through fare media sales and a new advertising contract which increases the opportunities for advertising on Agency vehicles, shelters and stations.

CONCLUSION

By implementing the Marketing Plan, Omnitrans will be able to promote the Agency in ways that will effectively attract and retain customers while achieving public awareness and support. This plan can be implemented within the constraints of the 2017-18 Omnitrans budget.

PSG:WW



Marketing Plan 2017-2018



March 21, 2017

Omnitrans

1700 W. Fifth St.

San Bernardino, CA 92411

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EXECUTIVE SUMMARY

The mission of Omnitrans marketing is to generate a high level of public support and awareness of Omnitrans services and to promote increased use of those services. The annual Marketing Plan outlines a strategic approach to attracting and retaining customers while maintaining overall community support through the promotion of Omnitrans services and programs. The plan begins with analysis of the marketplace and a review of Agency strengths, weaknesses, opportunities, and threats. Key goals are set and marketing strategies are developed to achieve them utilizing available resources.

Comparing calendar year 2016 to 2015, Omnitrans system ridership declined by 11.2% year over year. Through February of the current fiscal year, Omnitrans system-wide ridership remains 11.6% below the prior year. Other transit agencies in California are experiencing this negative trend influenced by historically low gasoline prices and other economic factors. A review of 23 selected California peer agencies shows an average decline of 8.5% versus the prior year.

Positive trends include increased ridership on Omnitrans express services: sbX ridership grew 22% in 2016 and freeway express routes were up 2% compared to 2015. Also, Veteran fare trips grew 16.1% in 2016 vs. 2015. Pass sales revenue is up 0.6%. Public awareness of Omnitrans is high at 92%, and public opinion is 86% favorable according to a 2016 regional survey. Results of a 2017 fixed route rider survey indicated that customer satisfaction is 85% positive.

Our recent rider survey shows that the typical Omnitrans passenger is a young, working, English-speaking Hispanic male. Most riders are employed and/or attending high school or college. Over 60% of rider households earn less than \$20,000 annually. Millennials make up about half of the customer base with 48% under age 30. Senior citizens (60 and older) account for 10%. Omnitrans passengers are heavily reliant on transit; over half do not have a driver's license and only 18% have a car readily available to them. A permanent disability affects 19% of riders.

Key objectives for Fiscal Year 2017-2018 are to rebuild ridership, increase revenue, and maintaining high customer satisfaction, public awareness and public opinion. To achieve these goals, various marketing strategies will be employed. Efforts to rebuild ridership include promotion of Omnitrans' family of services to core and niche market segments, with a focus on new and recently added service, new multi-modal connections, and student programs. We will strive to establish new ridership-generating partnerships. To maintain high customer satisfaction we will utilize multi-channel customer communications, engage in community outreach, and offer well-maintained passenger amenities. To retain positive public opinion ratings Omnitrans will employ effective public relations practices, positive media relations, and foster relationships with community stakeholders. Omnitrans will enhance revenue through fare media sales promotion and a new advertising contract which increases the opportunities for advertising on Agency vehicles, shelters and stations.

In an effort to maintain low administrative costs for the Agency, expenses for public relations, advertising, promotion, outreach, and printing are being maintained at prior year budget levels.

MARKETING PLAN 2017-2018

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MARKET ANALYSIS

Service Overview

Omnitrans was established in 1976 to provide a unified and comprehensive public transit system for the San Bernardino Valley. Omnitrans provides a family of services including both fixed route and demand response transportation. All services combined are supported by approximately 176 buses, 107 cutaway vehicles, 685 direct employees and 230 contracted employees.

Fixed Route: As of May 2017, Omnitrans provides transit service on 35 routes, including one bus rapid transit (BRT) line, three freeway express routes, 26 local bus routes and five community circulator routes. Combined, these provide approximately 40,000 passenger trips on weekdays. Routes cover the San Bernardino Valley and provide connections to other regional transit providers.

Demand Response: Access is a lift-equipped, curb-to-curb, shared-ride service mandated by the Americans with Disabilities Act (ADA). It is available for pre-qualified persons with disabilities throughout the Omnitrans service area. Service is offered seven days a week by advance reservation. Access provides approximately 1,500 passengers trips on a typical weekday.

Service Area

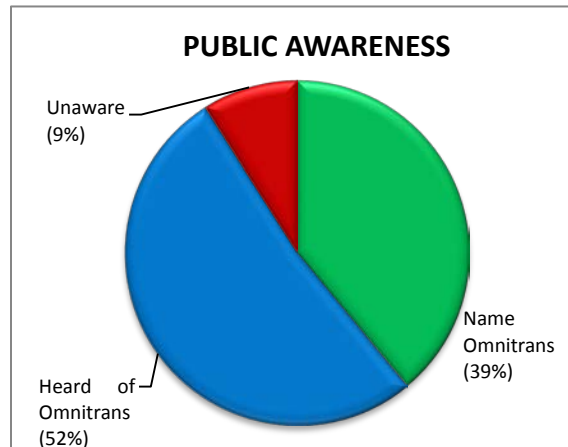
Geography: Omnitrans operates in an area of approximately 450 square miles known as the San Bernardino Valley. This includes 15 cities: Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland, Yucaipa, and some unincorporated areas of San Bernardino County. Omnitrans also connects to neighboring transit services in Pomona and Riverside.

Population: The San Bernardino Valley is gaining population, but at a slower pace than a decade ago. According to the most recent U. S. Census data (July 2015), San Bernardino County had an estimated 2,128,133 residents, up 4.6% from 2010. In comparison, the Omnitrans service area is home to approximately 1.4 million people. Continued population growth is projected over the next 10 to 15 years, particularly in the western portion of the service area.

Employment: Unemployment levels have returned to pre-recession levels. The San Bernardino County rate was 5.0% in December 2015, down from an average of 5.8% in 2015 and well below the 13.5% high water mark in 2010. In comparison, the December 2016 rate for California was also 5.0%, and the national average was 4.7%. Job growth in the San Bernardino Valley is expected to outpace Los Angeles and Orange Counties in the long term. Southern California Association of Governments forecasts that Ontario and San Bernardino will be among the top ten job markets in the region by 2025.

Public Awareness

Overall awareness of Omnitrans among the general public surveyed in the 2016 Inland Empire Annual Survey was 92%, similar to the prior year survey's 91%. When asked if they could name their local public transit service, 39% answered "Omnitrans." Those who could not name Omnitrans outright were then asked if they had heard of Omnitrans. With this prompting, 52% answered affirmatively. Only 9% indicated no awareness of Omnitrans. See graph at left.

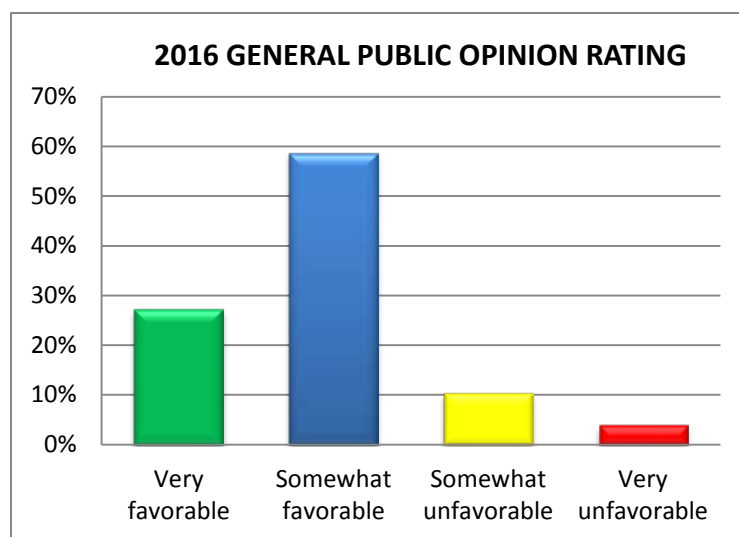


This high awareness level is an indication that Omnitrans is successful at promoting and building the Agency brand through effective marketing efforts. Strong public awareness is desirable

because it influences people to seek out Omnitrans services when the need arises and to support funding initiatives for Omnitrans projects.

Public Opinion

Beyond overall awareness, the vast majority of the public views Omnitrans in a positive light. The 2016 Inland Empire Annual Survey showed that 86% of people rated the Agency favorably even if they did not use our services. Additionally, survey participants were asked if their

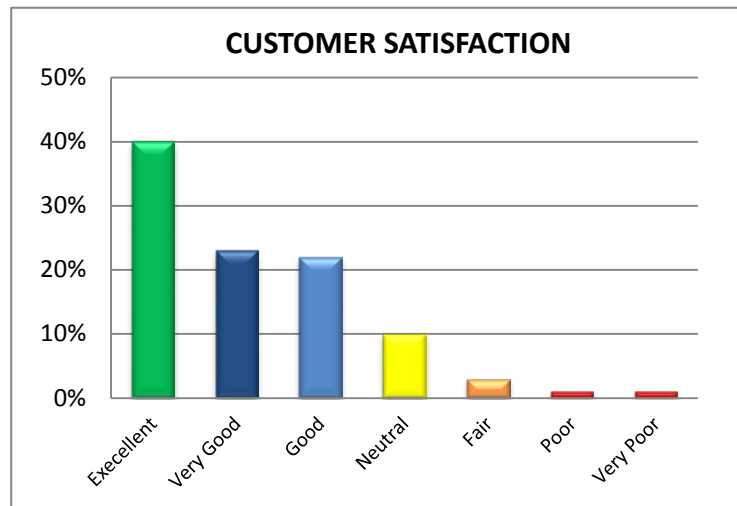


opinion of Omnitrans had changed in the past year. While most said their perception of Omnitrans "stayed the same" at 74%, one-fifth (22%) said their perception improved while only 4% said their perception declined. When asked if they would consider becoming a bus rider, more than a third of them demonstrated interest: 6% were very interested, 15% were somewhat interested and 14% were slightly interested.

Survey respondents who expressed at least some interest in riding the bus, were asked which service and amenity improvements would entice them to ride. More frequent bus service was the top response at 35%, followed by neighborhood routes (29%), express service (12%) and nicer bus stops (11%). Of lesser importance were technology enhancements including free Wi-Fi (7%) and ability to pay by phone (4%).

Customer Satisfaction

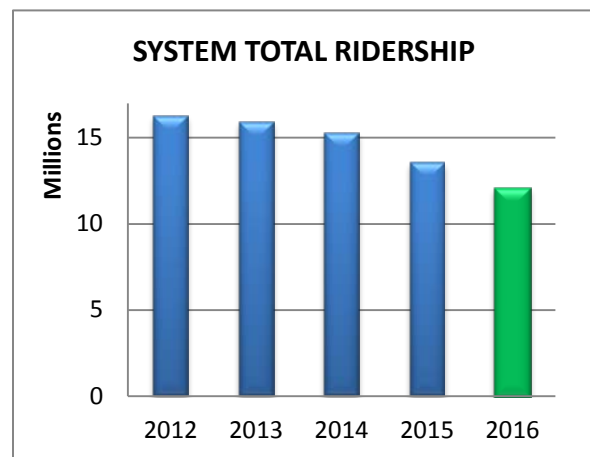
Omnitrans earns high marks from customers. In a 2017 onboard rider survey, 85% of fixed route riders gave Omnitrans a positive rating, as the chart below illustrates. This was higher than an 81% positive rating from a similar survey done in 2011. Additionally, 85% gave sbX service a positive rating. In terms of safety at bus stops, 82% of riders provided a good or better rating.



In a 2017 survey of Access customers, 75% gave the service an overall satisfaction rating of excellent or good, 15% said service was fair, and only 9% had a negative opinion. When asked to compare Access service to two years ago, 30% said service had improved while 19% said it was worse. Feedback on the new in-person assessment process implemented in 2015 was impressive, with customer ratings of 76% excellent and 22% good.

Ridership Trends

In calendar year 2016, ridership on all Omnitrans services totaled 12,041,275 trips, which is an 11.2% decrease from the prior year, continuing a downward trend that began in 2013. The primary causes of the decline are believed to be moderate and stable gasoline prices, declining immigration rates, and a 2015 change to the driver's license law which allows undocumented workers to qualify. Transit agencies across California have experienced a similar trend; 23 peer agencies in the state had an average decline of 8.5% from 2015 to 2016. The chart at right displays the Omnitrans trend from 2012-2016.

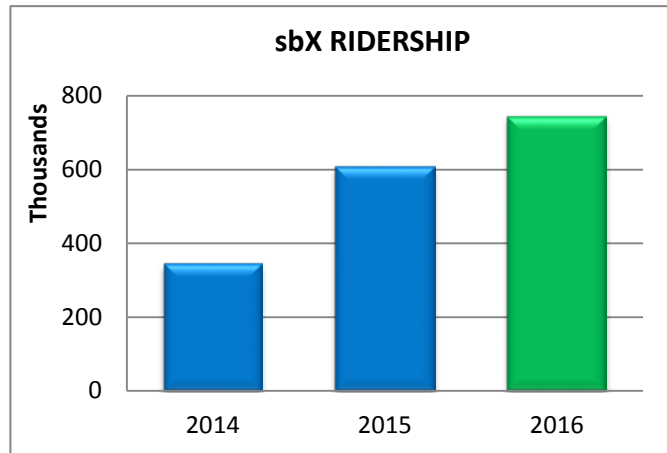


Fixed Route: Fixed route bus service generated 11.6 million boardings in 2016, down 11.4% from the prior year. Looking at ridership by fare category, nearly half of riders (48.5%) were full fare customers while nearly a third (31.3%) paid the discounted “half” fare for seniors age 62 and up, persons with a disability, or military veterans. Students in the GoSmart program and youth 18 and under accounted for 11.3% of ridership. The remainder was attributed to free rides, transfers and miscellaneous categories.

In January 2015, Omnitrans implemented a new fare category for U.S. military veterans. In the first year, veterans accounted for 1.2% of all trips. This increased to 1.6% in 2016, with over 182,000 trips tallied. Veterans represented the only ridership segment that increased in 2016.

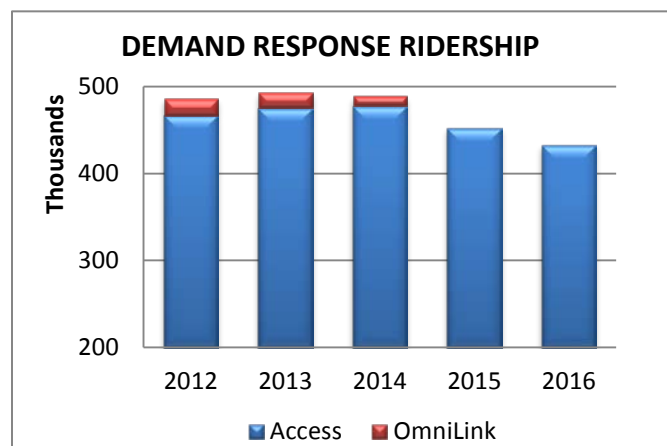
MARKETING PLAN 2017-2018

Express Services: While overall fixed route ridership has declined, activity was up on sbX bus rapid transit service and freeway express routes in 2016. The sbX green line ridership increased by 22.1%, carrying 742,476 passengers, as the graph below illustrates. Note that the line



operated for only 8 months in 2014. Freeway express ridership on Routes 215 and 290 combined increased 1.9% year over year. This was led by Route 290, a freeway express route implemented in September 2015 and then expanded in September 2016 due to customer demand. This positive response to freeway express service led to further expansion. Route 208, launching in May 2017, travels the I-10 freeway connecting Yucaipa and Redlands to the San Bernardino Transit Center.

Demand Response: Ridership on Access service in calendar year 2016 was 432,742, a drop of 4.3% vs. 2015. Omnitrans has successfully managed Access ridership lower due in part to a new eligibility process featuring in-person interviews implemented in September 2015. This generated a cost reduction in Omnitrans' most expensive per passenger service. The



five-year demand response ridership trend is shown at left.

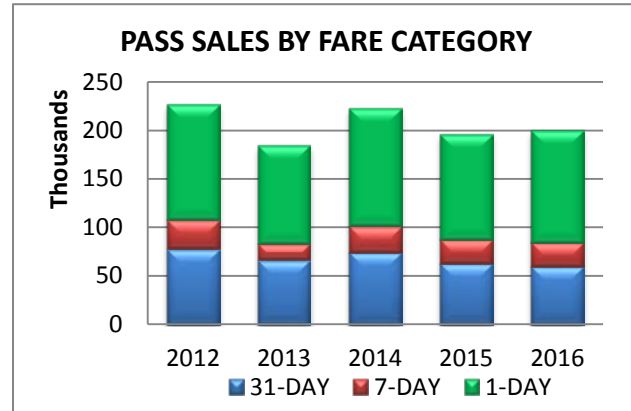
Note: In September 2014, OmniLink general public dial-a-ride service in Chino Hills and Yucaipa ended. This came following years of steady ridership declines and after OmniGo community shuttle routes were implemented in 2010 to more efficiently serve these primarily low-density residential communities.

MARKETING PLAN 2017-2018

Revenue Trends

Pass Sales: In calendar year 2016, prepaid bus pass unit sales increased 2.1% versus 2015. The chart below shows the bus pass unit sales trend for the past five years for 1-day, 7-day and 31-day passes. However, revenue from pass sales declined by 3.4%. The discrepancy between unit sales and revenue is tied to the fact that the higher priced 31-day pass category declined 5.3%, which offset gains in other categories.

Total revenue from traditional pass sales surpassed \$5.4 million, which along with passes sold through various retail outlets, included \$455,850 from online sales, \$403,096 from the San Bernardino Transit Center customer service desk, and \$153,364 from ticket vending machines found at sbX station platforms and the San Bernardino Transit Center.

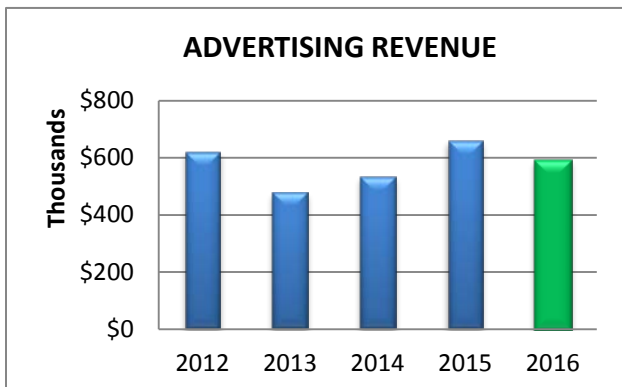


Additionally, the GoSmart program generated \$761,177. This negotiated rate program is paid by student fees and/or administrative contributions by partner schools or employers. Students and employees use their photo ID for fare payment. Partner colleges include California State University, San Bernardino, Chaffey College, Crafton Hills College, San Bernardino Valley College and Art Institute of California, Inland Empire. Omnitrans implemented its first employer GoSmart program in December 2015 through a partnership with Loma Linda University Health Systems. In March 2017, San Bernardino County Superintendent of Schools joined the GoSmart program for use in at-risk, foster care and homeless student programs.

In 2016, cash transactions on board accounted for only 29.5% of all trips. Omnitrans prefers to minimize cash transactions because they require more boarding time which adds to travel time. Additionally, cash generates administrative costs related to money processing and transport.

Advertising: Marketing manages contracts for advertising on Agency assets. This includes ads on the exterior and interior of buses and at bus shelters and stations owned by Omnitrans. Audio advertising on buses was added in 2015. Future opportunities might include station or line naming rights, digital displays, or mobile app advertising. System advertising represents an important revenue stream for the Agency and provides opportunities for self-promotion at low or no cost.

Advertising revenue for 2016 was down 11% compared to 2015, however the \$588,749 earned surpassed both 2013 and 2014. The five-year trend is shown above. During fiscal year 2017-2018, Omnitrans will solicit bids for a new five-year contract, which hopefully will increase future revenue.



MARKETING PLAN 2017-2018

SWOT ANALYSIS

In preparing the Marketing Plan, we consider our strengths, weaknesses, opportunities and threats (SWOT) as shown below. Strengths and weaknesses are largely characteristics of the organization while opportunities and threats are due primarily to external influences.

| | POSITIVE | NEGATIVE |
|-----------------|---|---|
| INTERNAL | STRENGTHS Service quality <ul style="list-style-type: none"> Customer satisfaction Safety and security record Improved on-time performance System features <ul style="list-style-type: none"> Family of services (BRT, freeway, local, shuttle, Access) Transit centers, stop amenities, park+ ride lots Fleet: W/C accessible, bike racks, clean fuel Economical service <ul style="list-style-type: none"> Passes, GoSmart, Summer Youth discounts Discounts for Veteran, Youth, Senior, Disabled, Medicare categories. Customer communication <ul style="list-style-type: none"> Multilingual (LEP) Schedules, newsletters, on board audio Community outreach, travel training Website, mobile app, social media NexTrip real time arrival info Call center, SBTC customer service New service <ul style="list-style-type: none"> Increased service to ONT (Route 61 in Sept.) Recently expanded freeway express service Connections to Metrolink at SBTC Special Transit Services programs | WEAKNESSES Constrained budget/service <ul style="list-style-type: none"> Minimal service level increases Limited funding Productivity vs. coverage demands Travel time <ul style="list-style-type: none"> Slower than auto travel Service frequency mostly 30 – 60 min. Declining ridership <ul style="list-style-type: none"> Dropped service, staffing levels Declining perceived reliability Public agency environment <ul style="list-style-type: none"> Lack of flexibility, slow reaction time Funding mechanisms Procurement cycles |
| EXTERNAL | OPPORTUNITIES Service area development <ul style="list-style-type: none"> Multimodal, TOD interest at Cities, SBTC Growing population, urbanization, congestion Active transportation projects Improving local economy, employment Community Partnerships <ul style="list-style-type: none"> Students/Youth, GoSmart Veterans, Senior and disabled Employers Spanish/Hispanic Multimodal planning/future modes <ul style="list-style-type: none"> Arrow Rail West Valley Connector Transportation Network Companies (Uber, Lyft) Millennial generation more pro transit New revenue/funding opportunities <ul style="list-style-type: none"> New fare payment options Potential grants: Article 3, Cap and Trade New advertising contract | THREATS Car culture <ul style="list-style-type: none"> High auto ownership Free parking Low market share Few “choice” riders Industry trend of ridership decline Moderate gasoline prices Changing Demographics <ul style="list-style-type: none"> Declining immigration rate Job losses in core areas Lack of transit-friendly infrastructure <ul style="list-style-type: none"> Gaps in pedestrian access/bicycle infrastructure Suburban sprawl Perception of safety/security <ul style="list-style-type: none"> Waiting at bus stops Graffiti and vandalism |

TARGET MARKETS

Identification of target markets is key to the success of any marketing plan. Only when target markets are clearly defined, can effective messages and media tactics be developed.

FIXED ROUTE

Core Market: Since our most likely new customers are those who most closely resemble current users of the service, these characteristics also identify our core target market. According to a 2017 rider survey, the typical Omnitrans fixed route rider is:

- **Young:** 16 to 29 years of age (48%)
- **Gender Neutral:** Male (52%); Female (48%)
- **Ethnically Diverse:** Hispanic (45%); African American (24%); Caucasian (17%)
- **Low Household Income:** Under \$20K (59%); \$20K to \$35K (22%)
- **Employed:** (60%)

Niche Markets: Market segments below provide an opportunity for ridership growth:

- **Students:** More than one-third of current Omnitrans riders are full-time or part-time students. Students tend to be less likely to afford a car or possess a driver's license. Omnitrans focuses on students attending high schools, colleges and trade schools.
- **Spanish Speaking:** In a 2017 rider survey, 21% were Spanish speakers and one-third of those indicated they speak English less than "very well." Thus to effectively reach this market, Spanish-language materials and messages must be created.
- **Seniors:** In the 2017 rider survey, 10% of passengers were 60 years of age and older. This is one of the fastest growing segments of our population. Thus, we have the opportunity to attract more senior riders to transit.
- **Veterans:** Veterans make up approximately 5.3% of adults in the Omnitrans service area. The veteran discount fare, implemented in January 2015, increases our opportunities to partner with local Veterans organizations to promote Omnitrans services.
- **Commuters:** Commuters represent the best potential for daily transit trips. In a 2017 survey, 35% of non-riders expressed interest taking transit in the future. Omnitrans works to attract commuters through large employers and by promoting premium services such as sbX and freeway express routes which are more time competitive with the automobile. Most commuters in our service area have access to a personal automobile.

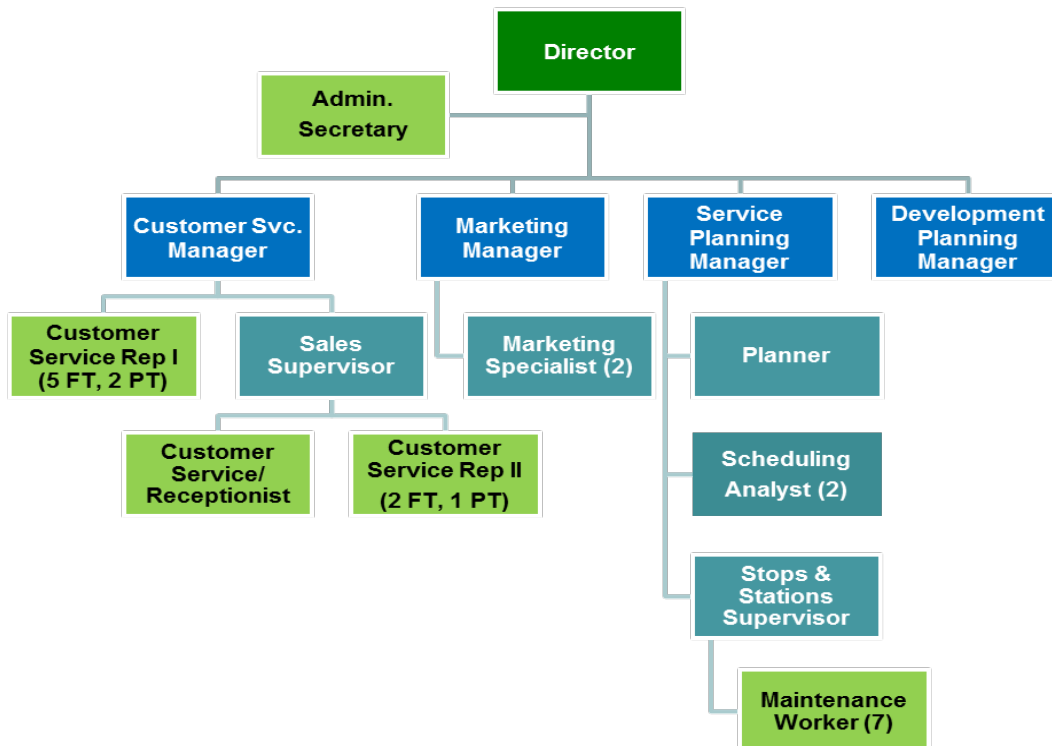
ACCESS

Access provides transportation service mandated by the Americans with Disabilities Act (ADA) for people unable to independently use the fixed route bus service for all or some trips.

Target Market: People with physical or developmental disabilities. Omnitrans Marketing & Planning and Special Transit Services Departments work together to reach target markets. Customers are reached through local social service organizations. We also maintain customer databases to effectively reach these target markets in order to alert them of service and policy changes.

MARKETING RESOURCES

At Omnitrans, marketing, public relations, planning and customer service functions fall within the Marketing & Planning Department. The marketing and planning functions work together to identify customer and community transportation needs in order to develop and enhance service offerings then effectively communicate them to the public. The organization chart below shows all positions in the department. The customer service section has 13 positions including 10 that provide customer assistance in the Agency call center and San Bernardino Transit Center seven days a week. This section also manages fare media sales, reduced fare ID cards, lost and found and reception. The marketing section has three positions which are responsible for all community outreach efforts and customer communications, both printed and electronic. The planning section works to improve service for customers, with the Service Planning section focusing on route design and scheduling, and the Development Planning section focusing on improvements to bus stops and transit centers that help provide a good first impression of Omnitrans to the public. The Service Planning group handles public outreach related to service and fare changes and system development. The Stops and Stations section within the Planning group provides amenities like shelters, benches, lighting, and informational signage at the bus stops and works to keep the bus stops and the San Bernardino Transit Center clean. Omnitrans utilizes an advertising agency to provide advertising and design services including creative development, graphic design, media buying and webmaster responsibilities. The department director oversees revenue contracts, the advertising agency and serves as the Agency's public information officer.



MARKETING GOALS

The primary role of Omnitrans marketing is to effectively communicate our messages to target audiences in a manner that contributes to the Omnitrans mission. Resources are focused on generating a high level of public awareness in order to attract and retain customers, achieve high customer satisfaction and maintain positive public opinion. Marketing also promotes pre-paid fare media sales and oversees advertising contracts which are important sources of revenue for the Agency. Below are four primary goals and key performance indicators for Fiscal Year 2017-18 with comparisons to Fiscal Year 2016-17 targets and year-to-date results through February.

1. INCREASE RIDERSHIP

System Ridership

| | |
|-----------------------|--------------|
| FY 2018 TARGET | -6.9% |
| FY 2017 Target | -3.1% |
| FY 2017 Actual YTD | -11.6% |

2. INCREASE REVENUE

Bus Pass Sales Revenue

| | |
|-----------------------|-----------------|
| FY 2018 TARGET | >0.0% |
| FY 2017 Target | >0.0% |
| FY 2017 Actual YTD | +0.6% |

Advertising Revenue

| | |
|-----------------------|-------------|
| FY 2018 TARGET | +10% |
| FY 2017 Target | +10% |
| FY 2017 Actual YTD | +3% |

3. MAINTAIN HIGH CUSTOMER SATISFACTION

Customer Satisfaction (favorable)

| | |
|-----------------------|------------|
| FY 2018 TARGET | 85% |
| FY 2017 Target | 85% |
| FY 2017 Actual* | 85% |

Call Center Efficiency (abandoned calls)

| | |
|-----------------------|----------------|
| FY 2018 TARGET | <15% |
| FY 2017 Target | <15% |
| FY 2017 Actual YTD | 12% |

4. MAINTAIN HIGH PUBLIC AWARENESS AND POSITIVE OPINION

Public Awareness

| | |
|-----------------------|------------|
| FY 2018 TARGET | 90% |
| FY 2017 Target | 90% |
| FY 2017 Actual** | 92% |

Outreach Activities

| | |
|-----------------------|------------|
| FY 2018 TARGET | +5% |
| FY 2017 Target | +5% |
| FY 2017 YTD | 10% |

Public Opinion (favorable)

| | |
|-----------------------|------------|
| FY 2018 TARGET | 75% |
| FY 2017 Target | 75% |
| FY 2017 Actual** | 86% |

Media Coverage (favorable)

| | |
|-----------------------|------------|
| FY 2018 TARGET | 66% |
| FY 2017 Target | 66% |
| FY 2017 YTD | 70% |

*Customer satisfaction rating from Omnitrans fixed route rider survey, conducted in 2017.

**Public awareness and public opinion data from Inland Empire Annual Survey 2016.

MARKETING STRATEGIES

Marketing strategies and the tactics planned to implement them are the heart of the Marketing Plan. Below are the key strategies Omnitrans will employ in the 2017-2018 Fiscal Year.

GOAL 1: INCREASE RIDERSHIP

Strategy: Promote express service

- Continue to promote new Route 208 freeway express launched in May 2017 as well as other freeway express routes
- Ongoing advertising and outreach for sbX green line service to build awareness and use

Strategy: Promote local bus service

- Promote new connection to Metrolink at San Bernardino Transit Center effective July 2017
- Promote Route 61 service to Ontario International Airport effective September 2017
- Utilize recurring advertising schedule to maintain/improve overall awareness
- Deliver advertising messages primarily via local radio, cable television, direct mail, online, print and outdoor media to reach core market

Strategy: Promote OmniGo services in communities served

- Advertise service to maintain awareness and attract new riders
- Partner with senior facilities and schools to increase awareness and use
- Participate in community events to increase awareness of service

Strategy: Market to high school and college students

- Promote new discounted summer youth cash fare to increase ridership
- Promote GoSmart program at partner schools to increase use
- Partner with organizations that cater to student population
- Market to students through free trial and travel training programs
- Promote discounted youth bus pass options
- Use targeted digital advertising to reach student market via smart phones

Strategy: Market to Hispanic and Spanish-speaking market segment

- Develop Hispanic-focused and Spanish-language advertising campaign materials
- Provide Spanish translation in printed schedules, brochures and website
- Participate in Hispanic-focused community events

Strategy: Market to senior citizens and persons with disabilities

- Work closely with Special Transit Services department to provide travel training and promote mobility options for senior citizens, and persons with disabilities
- Conduct outreach through senior centers/groups, and social service organizations

Strategy: Market to military Veterans

- Conduct outreach through Veteran facilities and organizations
- Develop promotions specifically for Veteran market and promote discounted Veteran fare

MARKETING PLAN 2017-2018

Strategy: Market to commuters through corporate outreach programs

- Utilize e-marketing and events to reach large employers
- Promote GoSmart program to Loma Linda University Health System employees
- Pitch GoSmart or pass subsidy as an option for other large employers
- Develop specialized promotions directed at commuter market including travel training
- Create incentives for employers to promote transit use

Strategy: Utilize marketing research to guide decisions

- Utilize information from customer and business surveys completed for sbX after study
- Participate in annual ABBG customer service survey
- Participate in Inland Empire Annual Survey public opinion
- Conduct intercept or online customer surveys on selected topics

Strategy: Analyze ridership and pass sales data

- Evaluate overall ridership trends and by customer segment
- Track sales and usage of bus passes to determine trends and opportunities

GOAL 2: INCREASE REVENUE

Strategy: Promote prepaid fares

- Promote pass sales at San Bernardino Transit Center; sell for other transit agencies.
- Promote online, ticket vending machine, and retail outlet bus pass sales
- Support development of new mobile ticket technology
- Provide tools to pass outlets to increase sales
- Promote fare media values in marketing materials

Strategy: Increase advertising revenue

- Issue new 5-year advertising revenue contract which delivers maximum revenue potential
- Promote interior bus card advertising program to increase revenue
- Research ways to generate advertising revenue on Agency assets such as fleets, facilities

Strategy: Leverage San Bernardino Transit Center

- Explore development opportunities on Omnitrans-owned property at San Bernardino Transit Center at E Street and Rialto Avenue in San Bernardino
- Explore other possible revenue opportunities for San Bernardino Transit Center

GOAL 3: MAINTAIN HIGH CUSTOMER SATISFACTION

Strategy: Improve customer communications

- Maintain mobile-friendly Agency website, www.omnitrans.org, and mobile app
- Offer links to transportation network companies (Uber, Lyft) for first/last mile solutions.
- Expand and enhance social media, and e-marketing communications
- Maintain call center efficiency to maximize calls answered
- Utilize on board audio announcements to inform and educate customers
- Provide vital communications for Limited English Proficiency (LEP) populations
- Utilize bus book, brochures, newsletters, posters and bus cards to inform customers

MARKETING PLAN 2017-2018

Strategy: Enhance passenger amenities at stops and stations

- Maintain cleanliness and safety of local bus stops, sbX stations, San Bernardino Transit Center
- Provide updated passenger information at stops, shelters and transit centers
- Develop and install enhanced bus shelters at key locations

Strategy: Implement customer education campaigns

- Utilize recurring campaign to promote system safety and security
- Provide how-to materials on system features such as bike racks, Wi-Fi, wheelchair securements, NexTrip bus arrival information system
- Create messages and materials to promote positive customer behavior

Strategy: Promote a customer service culture at Omnitrans

- Continue employee recognition programs for positive customer service behavior
- Promote employee bus ride program to increase understanding of customer experience
- Provide internal customer service training through videos, articles, and presentations
- Implement customer appreciation activities

GOAL 4: MAINTAIN HIGH PUBLIC AWARENESS, POSITIVE OPINION

Strategy: Expand community outreach and partnerships

- Hold public events at San Bernardino Transit Center to promote multimodal connections
- Expand participation in and sponsorship of community events
- Continue partnerships with local minor league sports teams
- Utilize travel training bus and video in outreach to target groups
- Utilize Agency mascot and vintage bus at community events

Strategy: Effective public relations practices

- Deliver key messages to target groups including stakeholders and general public
- Produce positive news releases and related coverage each month
- Respond to media inquiries in a timely and professional manner
- Provide media communication training for key staff

Strategy: Positive communications and partnerships with community stakeholders

- Continue e-newsletters to inform community leaders and decision makers
- Enhance partnerships with key organizations such as VetLink, American Lung Association, Veterans Affairs, cities, chambers, school districts, etc.
- Maintain awareness of key Agency projects such as West Valley Connector, Arrow rail
- Presentations at city councils, local service and business organizations, etc. as requested
- Promote transit through participation in national or regional events such as Earth Day, Bike to Work Week, Rideshare Week, etc.



OmniTrans

2017
2018

MARKETING PLAN

WENDY WILLIAMS

DIRECTOR OF MARKETING & PLANNING

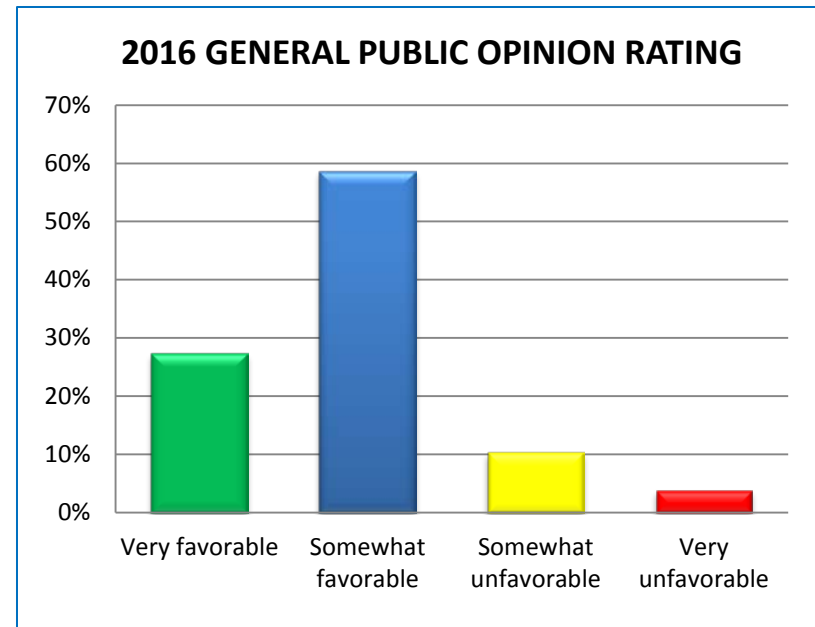
MARCH 21, 2017



Marketing Plan

Market Analysis - Surveys

- **Public Awareness**
 - 92% know Omnitrans brand
- **Public Opinion**
 - 86% positive



Marketing Plan

Market Analysis - Surveys

- **Public Awareness**
 - 92% know Omnitrans brand
- **Public Opinion**
 - 86% positive
- **Customer Satisfaction**
 - 85% positive
 - vs. 81% in 2011

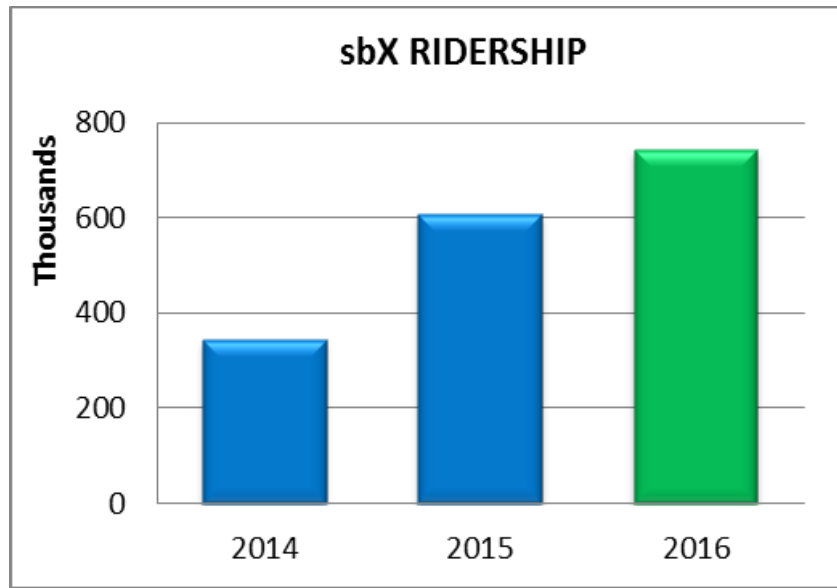


Marketing Plan

Market Analysis

Ridership: -11.6% YTD (Feb. 2017)

- **sbX +22% 2016 vs. 2015**
- **Freeway Routes +2% 2016 vs. 2015**
 - **Route 290 +93%**

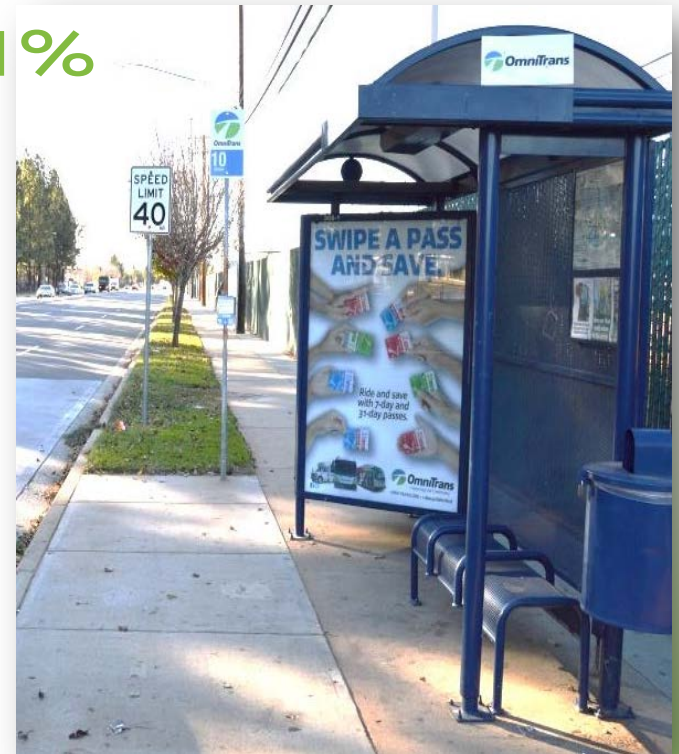
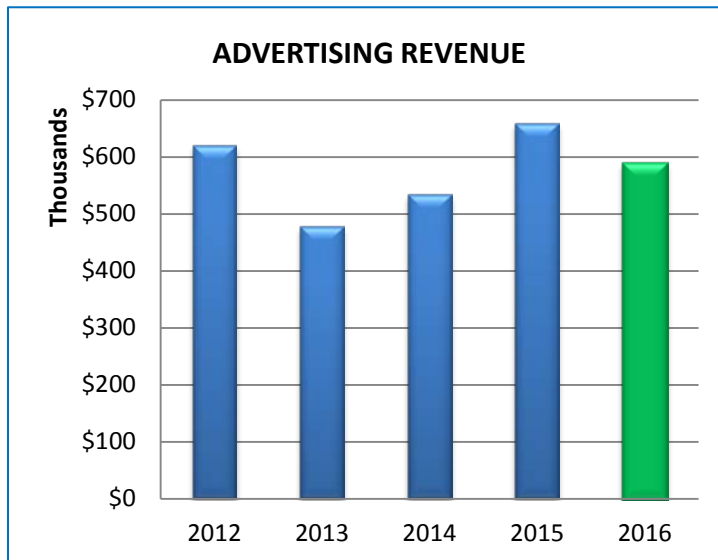




Marketing Plan

Market Analysis

- Revenue
 - Pass Sales: +0.6% YTD
 - Adv. Revenue: -11%





Marketing Plan

FY2017-18 Targets

Ridership

-6.9% system wide projection

Revenue

>0.0% Pass Sales; +10% Advertising

Customer Satisfaction

85% customer satisfaction rating

<15% lost calls in call center

Awareness/Public Opinion

>90% public awareness; >75% positive opinion

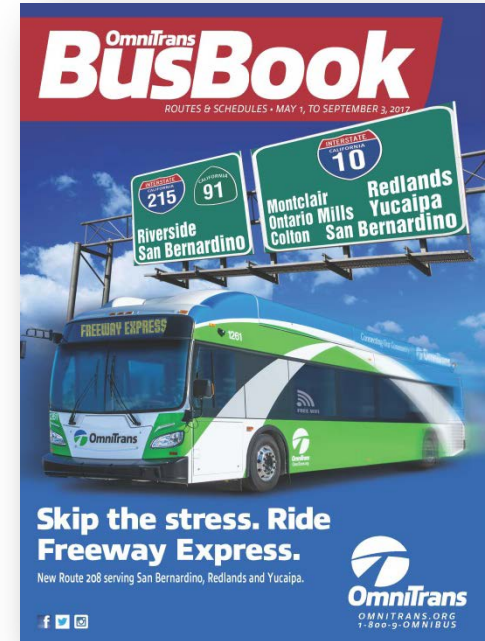
+5% outreach; media coverage 66% positive



Marketing Plan

Ridership

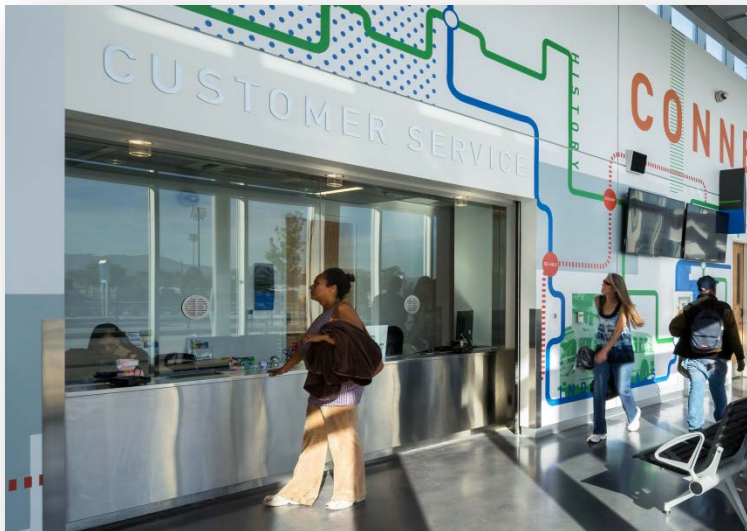
- **Better Connections**
 - Metrolink-SBTC, ONT-61
- **Express services**
 - Freeway routes, sbX
- **Students**
 - New Summer Youth Fare
 - \$1 in June and July
 - GoSmart Colleges
- **Commuters**
 - Amazon employees



Marketing Plan

Revenue

- Promote prepaid fares
 - SBTC sales, TVMs, Online
 - Mobile fare payment technology
- New Advertising Revenue Contract
- SB Transit Center Development





OmniTrans

2017
2018

Marketing Plan

Customer Satisfaction

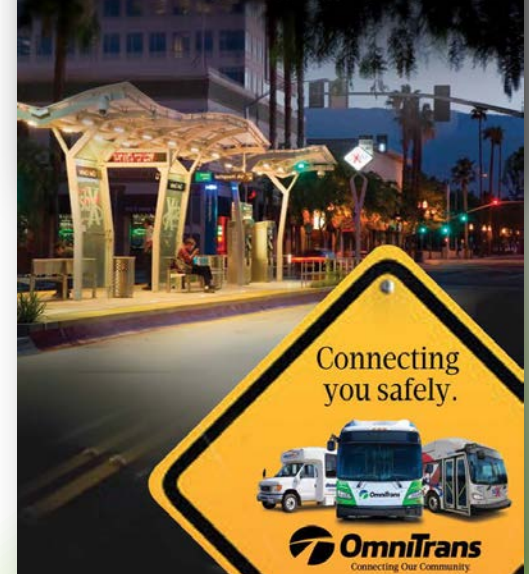
- **Customer communications**
 - Digital channels and print
- **Passenger amenities**
 - On board, at stops/stations
 - Premium Shelters
- **Customer service culture**
- **Customer education**
 - Safety/Security
 - Courtesy/Rules to Ride
 - How-To: NexTrip, bike racks

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OmniTrans

2017
2018

Marketing Plan

Awareness/Public Opinion

- Effective public relations
- Stakeholder communications and partnerships
- Community outreach
 - Events, sponsorships, partnerships





Marketing Plan

Thank You!