



REVISED AGENDA
PLANS AND PROGRAMS COMMITTEE
MONDAY, JANUARY 26, 2015, 2:00 P.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.

**THIS MEETING IS AVAILABLE BY TELECONFERENCE AND WILL BE CONDUCTED IN
 ACCORDANCE WITH GOVERNMENT CODE SECTION 54953(b).**

TELECONFERENCING LOCATION IS AS FOLLOWS:

ONTARIO CITY HALL, 303 EAST B STREET, ONTARIO, CA 91764

COUNTY GOVERNMENT CENTER, 385 N. ARROWHEAD, 5TH FLOOR, SAN BERNARDINO, CA 92415

This location is accessible to the public and members of the public may address the Committee from any teleconference location.

A. CALL TO ORDER

1. Pledge of Allegiance
2. Roll Call

B. ANNOUNCEMENTS/PRESENTATIONS

1. Next Committee Meeting: Not scheduled at this time.

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 – October 22, 2014
2. Recommend to Board of Directors, Call for Public Hearings, Fiscal Year 2016 Service Element

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E. DISCUSSION ITEMS CONTINUED

3. Receive and Forward to Board of Directors, Summary Report of Alternatives Analysis of Route 61 Corridor, West Valley Connector Corridor Alternatives Analysis Report, and Recommend to Board of Directors, Authorization to Release Request for Qualifications for Design Services for West Valley Connector Corridor Project.

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F. REMARKS AND ANNOUNCEMENTS

G. ADJOURNMENT

ITEM # E1

**PLANS AND PROGRAMS COMMITTEE
MINUTES
OCTOBER 22, 2014**

A. CALL TO ORDER

The Plans & Programs Committee Meeting was called to order by Committee Chair Penny Lilburn at 1:06 p.m., October 22, 2014.

Committee Members Present

Council Member Penny Lilburn, City of Highland – Committee Chair
Supervisor Janice Rutherford, County of San Bernardino
Mayor Pro Tem Sam Spagnolo, City of Rancho Cucamonga
Mayor Pro Tem Alan Wapner, City of Ontario
Mayor Dennis Yates, City of Chino

Committee Members Not Present

Council Member Dick Riddell, City of Yucaipa
Council Member Ron Dailey, City of Loma Linda
Mayor Pro Tem Paul Foster, City of Redlands

Omnitrans Administrative Staff Present

P. Scott Graham, CEO/General Manager
Marjorie Ewing, Director of Human Resources/Safety & Regulatory Compliance
Jennifer Sims, Director of Procurement
Wendy Williams, Director of Marketing and Planning
Jeremiah Bryant, Service Planning Manager
Anna Jaiswal, Development Planning Manager
Joanne Cook, Contracts Administrator

B. ANNOUNCEMENTS/PRESENTATIONS

There were no announcements.

C. COMMUNICATION FROM THE PUBLIC

There were no comments from the public.

D. POSSIBLE CONFLICT OF INTEREST ISSUES

There were no conflicts of interest issues identified.

Board Chair Alan Wapner arrived at 1:09 p.m.

E. DISCUSSION ITEMS

1. Approve Plans & Programs Committee Minutes – August 19, 2014

M/S (Yates/Spagnolo) that approved the minutes of August 19, 2014. Motion was unanimous by Members present.

2. Receive and Forward to Board of Directors, Transit Design Guidelines

Development Planning Manager Anna Jaiswal presented an overview of the Transit Design Guidelines, which have been revamped from the 2006 Design Guidelines to add components of sbX and Bus Rapid Transit (BRT) into the design. She emphasized that these are guidelines, not design standards, and are meant to be used as a resource by cities or developers who may be developing bus stops. In addition to the design document, an online toolkit has been created for use by partnering agencies, and features basic components of bare-minimum structures up to enhanced bus stops for infrastructure and BRT lines so that lessons learned from the design of the first corridor can be taken into account and to help streamline design of future corridors. sbX stations have been designed as a kit of parts. The toolkit contains a section on transit centers and features transit-oriented galleries, as well. The design guidelines and toolkit is a living document and will be updated continually.

M/S (Wapner/Spagnolo) to receive and forward to the Board of Directors the Transit Design Guidelines. Motion was unanimous by Members present.

3. Receive and Forward to Board of Directors, Summary Report of Alternatives Analysis of Route 61 Corridor, West Valley Connector Corridor Alternatives Analysis Report, and Recommend to Board of Directors, Authorization to Enter into Project Development (Design) Phase I of West Valley Connector Corridor Bus Rapid Transit Project, as Recommended in Alternatives Analysis Report

Development Planning Manager Anna Jaiswal presented a PowerPoint overview, explaining that in August, Omnitrans presented a summary of the 18-month study conducted for the West Valley Connector Corridor (WVCC) and are back today to answer questions posed by the Committee at that time, including the need for an economic study. Anna introduced the Parsons consultant, Mr. Phil Hoffman and turned the presentation over to him.

Mr. Hoffman stated that all the cities throughout the corridor, as well as several agencies including SANBAG, LAWA, SCAG and others, were integral to the planning process.

The five cities directly involved in the WVCC are Rancho Cucamonga, Ontario, Fontana, Pomona, and Montclair. Everything developed during the past 18-month period was reviewed intently on a monthly basis and in concert with the OmniConnects effort. Public feedback has been positive. Public outreach efforts included multiple presentations to various city councils and planning commissions; of note, the City of Montclair has not requested a presentation but only stated they wish for changes to be kept to a minimum. However, if requested, a presentation to Montclair would be accommodated.

The recommended project utilizes portions of the Holt Route 61 corridor as well as the Foothill Route 66 corridor, and serves all five of the communities involved. The idea was to identify the corridor and the alignment specifically that would maximize ridership in the most cost-effective manner possible, which is what this recommendation does. Today's presentation will address questions raised at the August 19 meeting, including: 1) Whether there is an opportunity to advance the 3.5 miles of potential BRT dedicated lanes in Ontario sooner rather than later, 2) What opportunities exist to better mesh Haven vs. Milliken alignments to correlate to the City of Rancho Cucamonga's future plans.

Key differences between the rapid service being recommended and BRT include dedicated lanes, the level boarding at the stations, and off-board fare collection. The proposal attempts to implement as many of these features as possible in the near-term, leaving the window of opportunity open to create the dedicated lanes in the future, specifically in Ontario. As a result of the concerns raised at the August 19 meeting, Parsons hired Ms. Judith Taylor of HR&A Advisors, to address the economic questions of the Committee. Mr. Hoffman introduced her, highlighting her transportation background, experience and the qualifications she possesses which makes her well qualified to perform the economic analysis she provided.

Ms. Taylor said she was asked to estimate the varying development impacts of a dedicated lane BRT vs. a mixed use BRT in the Ontario study area and explained that typically development impacts come in two different areas--increasing value of existing properties, and catalyzing and supporting new development.

The methodology & approach used:

1. Market analysis to understand the real estate context of Ontario and the West Valley Connector Corridor, specifically;
2. Literature review and case studies; used benchmarks as baselines in their studies;
3. Using the information learned, developed assumptions for Ontario & potential revenue impacts for Ontario; and
4. Looked at funding opportunities; the upper end of ranges to reflect the highest potential of impacts.

Ms. Taylor explained that her analysis was based on the area from Benson to Vineyard in Ontario, and the half-mile area around each of the transit stations. The study focused on a 500-ft. buffer around the corridor. They found and studied three case studies that showed expectation of property value increase for the enhanced rapid bus mixed lane use.

(Because it is so new, they were unable to use sbX data in their study.) However, development in this area is expected to occur with or without the development of transit.

Based on the demand analysis conducted for low-, mid- and high-support for development, full Bus Rapid Transit would capture a higher amount of tax revenue (property tax and sales tax) in the City of Ontario than rapid bus.

Development funding options – ways to capture value for expected new development and increased property value were explored: Sales tax subventions - enhanced infrastructure financing district (SB628) – requires 55% vote of property owners and for more uses of land – transportation and sustainability are included – great potential source and Cap & Trade Funding. Cap & Trade Funding has approximately \$130M available for transportation uses – but it is currently unclear how the funds will be allocated.

The advantage of these three options is that they don't place an extra burden on the developer. Another funding option could be charging assessments and fees to the developers; however, with the funding gap of \$32.4 to \$52.4 million to implement a full BRT, the amount that would be needed from the developers would very likely influence the developer's willingness to build.

Board Chair Wapner asked why the study was limited to the Ontario portion of the West End Connector, when the Connector encompasses five different cities? If the cost were to be spread out among all the properties along the corridor, the cost per parcel would be much less than if you have all the impacts on one segment of the corridor.

Ms. Taylor agreed that if the study was extended for the entire route, additional revenues would be captured, but not significant enough to bridge the funding gap. Development Planning Manager Jaiswal explained that Omnitrans asked Parsons to limit the study to Ontario because the 3.5 miles in Ontario is the only segment to currently envision dedicated lanes. If extended across the overall route, additional revenues would be captured.

Vice Chair Spagnolo emphasized that Haven Avenue is being overlooked in Rancho Cucamonga, which has been the City's choice to move forward with transit-oriented development (TOD) along the corridor. If Milliken Avenue is the best that can be done for the corridor, he would support it, but he would like Haven Avenue to remain included in the study as an option.

To address this, Service Planning Manager Jeremiah Bryant moved to the portion of the PowerPoint presentation that demonstrates Haven being developed as an alternative to Milliken. He discussed the history and the options to serve both Haven & Milliken with high-quality, high-frequency transit. To accomplish this, different modes need to be explored as it is not possible to provide efficient, productive bus service zigging and zagging between Haven and Milliken. The recommendation for Haven Avenue was proposed early during the Comprehensive Operational Analysis (COA), which was the development of a public-private partnership with the hotels around the airport, and building upon those connections with the arena, convention center, Ontario Mills Mall

and the Metrolink Station. Depending on which hotels and businesses participated in the PPP (Public-Private Partnership), a route would be developed that would ultimately connect to the Metrolink Station. This would provide the key connections on Milliken and provide the opportunity to move the BRT further on Foothill and Haven.

Ms. Jaiswal added that in the original systemwide corridor plan, Haven was its own corridor. The Alternatives Analysis for the Holt Boulevard Route 61 Corridor was changed to the West Valley Connector Corridor based on recommendations from Rancho Cucamonga staff, SANBAG and other stakeholders to serve the Metrolink Station in Rancho Cucamonga. To do this and still capture the ridership at Ontario Mills, the corridor is proposed to operate on Milliken instead of Haven.

Board Chair Wapner said he would like Ontario Economic Development staff and the Tourism Assessment District Board to review the economic study developed by HR&A, to determine whether the PPP is feasible. He also agreed that the corridor would be much more effective on Haven than Milliken. Further, the economic study focused more on property tax increases, rather than transit-oriented development and the increase in jobs.

To address the funding gap of \$32.4 to \$52.4M for a full BRT, Ms. Jaiswal elaborated on the three-phased approach that would benefit the entire corridor in the near term:

1. Phase 1 - \$25M (early to mid-2017) – Stations & signal priority along the entire corridor; minimal improvements in Ontario, continued development of funding plan for Phase 2 and Phase 3
2. Phase 2 - \$50M(mid- to late 2018) – 3.5 miles of dedicated, center-running BRT lanes and streetscape improvements, additional right-of-way and road widening, site work/utilities
3. Phase 3 - \$25M (dependent upon funding availability) – 60' articulated vehicles, maintenance facility/storage space for vehicles

Another option briefly discussed for the corridor along Haven is a proposed Bicycle Sharing System as an option for passengers to expand their destinations.

The Committee expressed concern that while City staff was involved in the process, elected officials were not included in the discussion and may have a different position than staff.

Board Chair Wapner reiterated that he would like to take this back to his Finance and Economic Development staff to see if they can address the funding gap and further suggested that a task force of elected representatives from the cities (Pomona, Montclair, Rancho Cucamonga, Ontario, Fontana and the County) be developed to address this issue before this is brought before the Board as it will be difficult to gain their support if the affected cities do not support it.

Referring to Omnitrans' experience with the construction and the ridership projections that have not materialized, Committee Member Rutherford expressed concern that not all the lessons have been learned from the sbX project and is not convinced that bus-rapid

transit will work better in the west end than it does in San Bernardino. She would rather put money into additional service on the street.

Committee Chair Lilburn supported this position and Vice Chair Spagnolo added that while Rancho Cucamonga is sold on BRT, it is reluctant of the plan as it relates to his city, and supports Chair Wapner's suggestion of a task force, to include relevant staff members that have a say at how things run in their city.

M/S (Wapner/Rutherford) to not make any recommendation at this time, but to form a task force of the County and the cities impacted, giving them the opportunity to review all the information, and put it on a future Plans & Programs Committee agenda for consideration. Motion was unanimous by Members present.

Director of Marketing-Planning Williams requested clarification of the Committee's motion as to whether the prior Project Development Team is to be reconvened or is a new task force being recommended. Chair Wapner stated that it's time for the policy makers of the affected cities to get involved prior to making a recommendation to the Board; the Project Development Team should also be included so they can address questions of the policy makers.

F. REMARKS AND ANNOUNCEMENTS

There were no remarks or announcements.

G. ADJOURNMENT

The Plans & Programs Committee meeting adjourned at 2:20 p.m. There is no Committee Meeting scheduled at this time. The next Committee Meeting will be posted at Omnitrans and on the Omnitrans website.

Prepared by:

Christine Vega, Administrative Secretary

ITEM # E2

DATE: January 26, 2015

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: PUBLIC HEARINGS FOR THE DEVELOPMENT OF THE FY2016
SERVICE ELEMENT**

FORM MOTION

Recommend that the Omnitrans Board of Directors authorize the a Call for Public Hearings associated with the development of Omnitrans Fiscal Year 2016 Annual Service Element to be held at multiple locations and times during the week of March 23, 2015 and closing on April 3, 2015.

SUMMARY

The Annual Service Element is one of four documents (Budget, Marketing Element, Service Element & Management Element) typically brought to the Board of Directors that create the tactically focused annual Management Plan. The service element outlines the service levels proposed with a specific focus on service, fare or policy changes.

Omnitrans builds service changes based on passenger, stakeholder and community input combined with ongoing rigorous analysis based on Board adopted service performance standards and service warrants as expressed in the Short-Range Transit Plan (SRTP).

While Omnitrans routinely seeks on-going public input, a public hearing is required for major service changes, fare changes or policy changes that impact the way a customer becomes eligible for service. Major Service changes are defined as a change that impacts at least twenty-five percent (25%) of any routes, revenue hours, revenue miles, or ridership.

In the development of the Fiscal Year 2016 (FY2016) service element, which covers July 2015 through June 2016, Omnitrans is proposing five changes that require public input.

- 1) **West Valley Implementation of OmniConnects Routing:** OmniConnects, the SRTP adopted by the Board in May of 2014, reemphasizes Omnitrans focus on productivity-

oriented services, straightening of routes and reconfiguring routes to reduce duplicate service. The OmniConnects SRTP included implementation of route changes in East Valley in September 2014 and a plan to implement West Valley changes in September 2015.

- 2) **Rerouting for the San Bernardino Transit Center:** The San Bernardino Transit Center is scheduled to be completed in summer 2015. Omnitrans intends to begin revenue service at the facility in September 2015. The location is expected to serve 6,000 daily riders with a total of 14 routes, including services from Victor Valley Transit Authority (VVTA) and Mountain Transit. The San Bernardino Transit Center is 0.7 miles southeast of Omnitrans current downtown transfer center.
- 3) **Introduction of Interstate 10 Freeway Express Pilot Program:** The OmniConnects SRTP proposed using identified savings for the expansion of Omnitrans one route freeway express service, which is currently limited to one route (Route 215). Based on strong public support and a prioritization of freeway express routes determined by ridership potential, Omnitrans is recommending a pilot program on Interstate 10 between San Bernardino and Montclair to reduce east-west travel times by up to 50% compared to current local bus service.
- 4) **ADA Access Area Revisions for Proposed Routing:** The Access service area is defined by a ¾-mile area around Omnitrans fixed route service. With the fixed route changes under consideration, there are some minor adjustments that would be made to the Access service area.
- 5) **In-Person Interview for ADA Access Service Eligibility:** Currently, Access applicants submit the American's with Disabilities Act (ADA) application and doctor's verification in writing through the mail. Approximately 30% of applications are not completed within the application timelines. Omnitrans is seeking public comment on adding an in-person interview to the ADA Access application process to reduce the number of incomplete applications and to better manage the application process to ensure truly eligible individuals are certified for Access.

Omnitrans staff will compile, analyze and respond to public comments that are collected at the Public Hearings. These comments will be used to improve the service proposals prior to the submission of the Service Element to the Plans and Programs Committee for review in April 2015 and, if the Committee recommends, to the Board of Directors in May 2015.

PUBLIC HEARING LOCATIONS

In order to maximize the potential for public involvement, Omnitrans holds a mix of formal and informal public hearings in a variety of locations and times throughout Omnitrans' service area. This approach is based on Omnitrans' Public Outreach Plan which was adopted by the Board in 2007 and has been much more successful in generating public participation than a single public hearing held at a Board Meeting.

The Public Hearings are proposed for:

City	Location	Day & Date	Time	Routes
Montclair	Montclair Transit Center 5091 Richton Road	Monday, March 23, 2015	7:00 A.M. - 11:00 A.M.	65, 66, 67, 68, & 80
Rancho Cucamonga	City Council Chambers 10500 Civic Center Drive	Monday, March 23, 2015	1:00 P.M. - 4:00 P.M.	66, 68, & 82
Fontana	Fontana Metrolink Station, 16777 Orange Way	Tuesday, March 24, 2015	7:00 A.M. - 10:00 A.M.	10, 14, 15, 19, 20, 61, 66, 67 & 82
San Bernardino	4 th Street Transfer Center (Carousel Mall Side)	Tuesday, March 24, 2015	11:00 A.M. - 2:00 P.M.	1, 2, 3/4, 7, 8, 10, 11, 14, 15, 215, & sbX
San Bernardino	Omnitrans, Large Lobby Conference Room 1700 W. Fifth Street	Tuesday, March 24, 2015	3:00 P.M. - 7:00 P.M.	14
Chino	City Council Chambers,, 13220 Central Avenue	Wednesday, March 25, 2015	8:00 A.M. - 11:00 A.M.	63, 65, 68, 83 & OmniGo 365
Fontana	Fontana Metrolink Station 16777 Orange Way	Wednesday, March 25, 2015	3:00 P.M. - 6:30 P.M.	10, 14, 15, 19, 20, 61, 66, 67 & 82
Rancho Cucamonga	Chaffey College Transit Center (Off College Drive)	Thursday, March 26, 2015	9:30 A.M. - 1:00 P.M.	68, 80, 81
Ontario	City Hall Community Rooms 1 & 2 303 East B Street	Thursday, March 26, 2015	3:30 P.M. - 7:00 P.M.	61, 63, 80, 81
San Bernardino	4 th Street Transfer Center (Carousel Mall Side)	Friday, March 27, 2015	7:00 A.M. - 10:00 A.M.	1, 2, 3/4, 7, 8, 10, 11, 14, 15, 215, & sbX

The public hearing locations were chosen to match location where the majority of service changes are proposed. As a result, the public hearings are focused in West Valley cities and in the City of San Bernardino.

The public hearings will be advertised in local newspapers, on board buses, at transit centers, on Omnitrans.Org, in social media and through newsletters.

Proposed Service Changes

Details of the five service categories being considered for the FY2016 Service Element are described below. The appendix to this report includes a change summary by route and by city or major unincorporated area.

West Valley OmniConnects Implementation

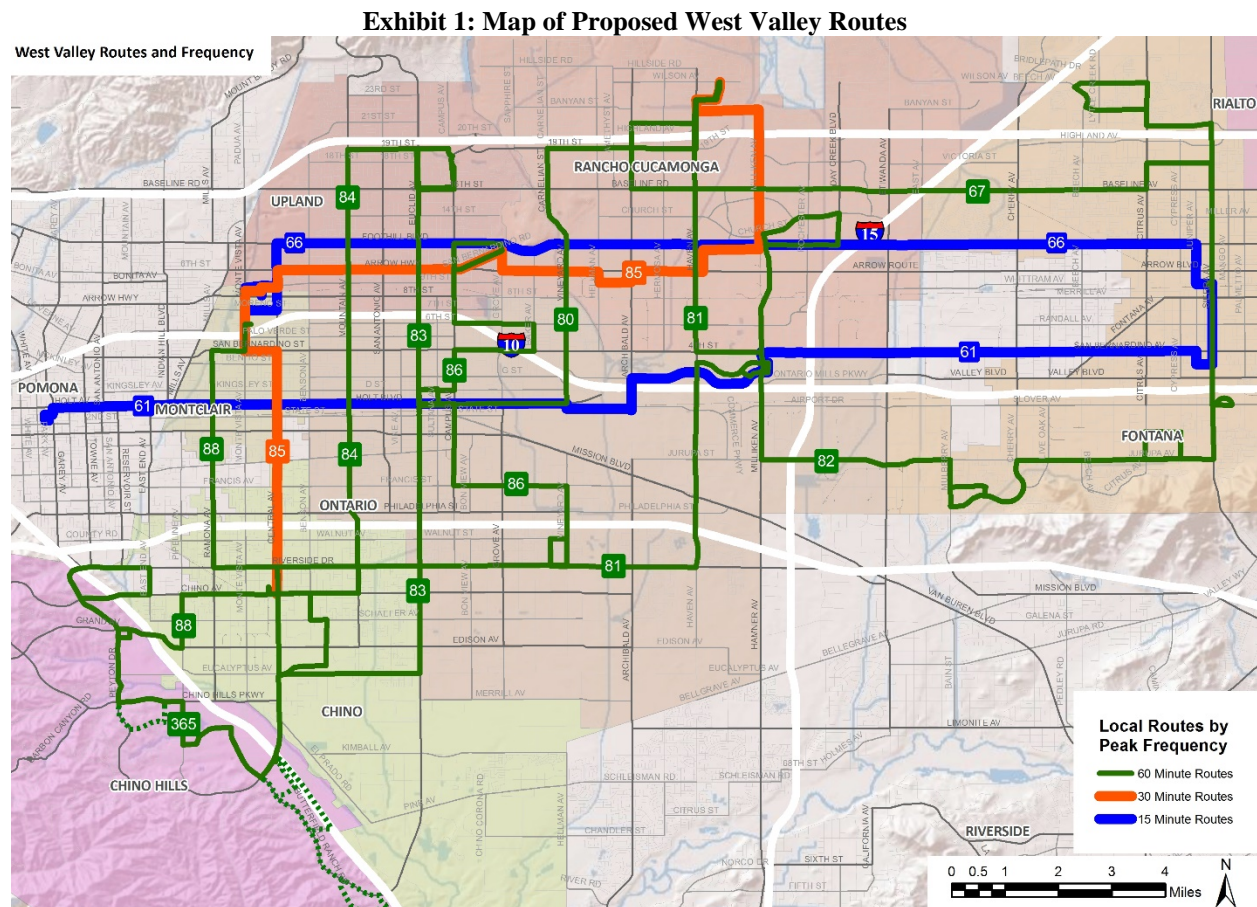
The OmniConnects FY2015-2020 SRTP delivered a plan to reemphasize Omnitrans commitment to delivering effective, efficient and productive service that meets the needs of riders while working to reduce travel times. In May 2014, the Board approved the OmniConnects routing plan, which included a two phased implementation plan. The East Valley route changes were implemented in September 2014. West Valley route changes were scheduled to be implemented in September 2015.

Even though OmniConnects went through extensive rounds of public comment, public comments need to be sought prior to implementation because often changes arise between plan

and implementation. Based on public comments received and lessons learned from the East Valley implementation, four minor changes have been proposed compared to plan:

- 1) Route numbering has been changed so that North-South routes with changes have been renumbered into the 80 series of routes;
- 2) Route 85 has been modified to maintain a deviation to serve the Chaffey College Learning Development Center;
- 3) Route 85 has been extended farther east of Archibald Avenue to maintain connection to the Rancho Cucamonga Civic Center and to Milliken Avenue before heading north to Chaffey College; and,
- 4) Route 67 has been extended farther west to Archibald Avenue to maintain service at Hermosa & Baseline and Archibald and Baseline due to frequent public requests.

The proposed West Valley routing map can be seen below.



San Bernardino Transit Center Routing

Omnitrans is scheduled to open a new transfer facility for passengers in September 2015. The San Bernardino Transit Center (SBTC), at E Street and Rialto Avenue in downtown San Bernardino, will be home to a new building with public restrooms, customer service/pass sales, lost-and-found, and passenger waiting area. The Transit Center will have 20 off-street bus bays

for safe transfers; and it will have passenger amenities such as shelters, benches, ticket vending machines, and electronic real-time bus arrival information signage.

The Transit Center is adjacent to the sbX Green Line station on E Street, and will provide transfers to 12 other Omnitrans routes, as well as Mountain Transit and Victor Valley Transit Authority routes.

The San Bernardino Transit Center was designed and constructed by the San Bernardino Associated Governments (SANBAG), along with HDR Engineering, Parsons Brinckerhoff Construction Management, and Kemp Brothers contractors. SANBAG is also working on extending the Metrolink line to the Transit Center, which will be completed in 2016. The Transit Center will be a stop on the Redlands Passenger Rail line, expected to be completed in 2020.

Once the SBTC is open, Omnitrans routing must be adjusted because of the 0.7 mile distance between the current transfer facility and the SBTC. Omnitrans used the routing principles developed in OmniConnects and applied them to the SBTC routing plan.

Specific goals in developing the routing plan for the SBTC included:

- Maximize customer convenience by making the easiest connections possible
- Ensure that the net change was operational cost neutral
- Maintain or improve service to key locations in downtown San Bernardino
- Maintain a grid routing plan to minimize duplication and maximize coverage
- Improve schedule adherence and reliability
- Utilize amenities and encourage transit center use and avoid creating unofficial transfer zones outside of the transit center.

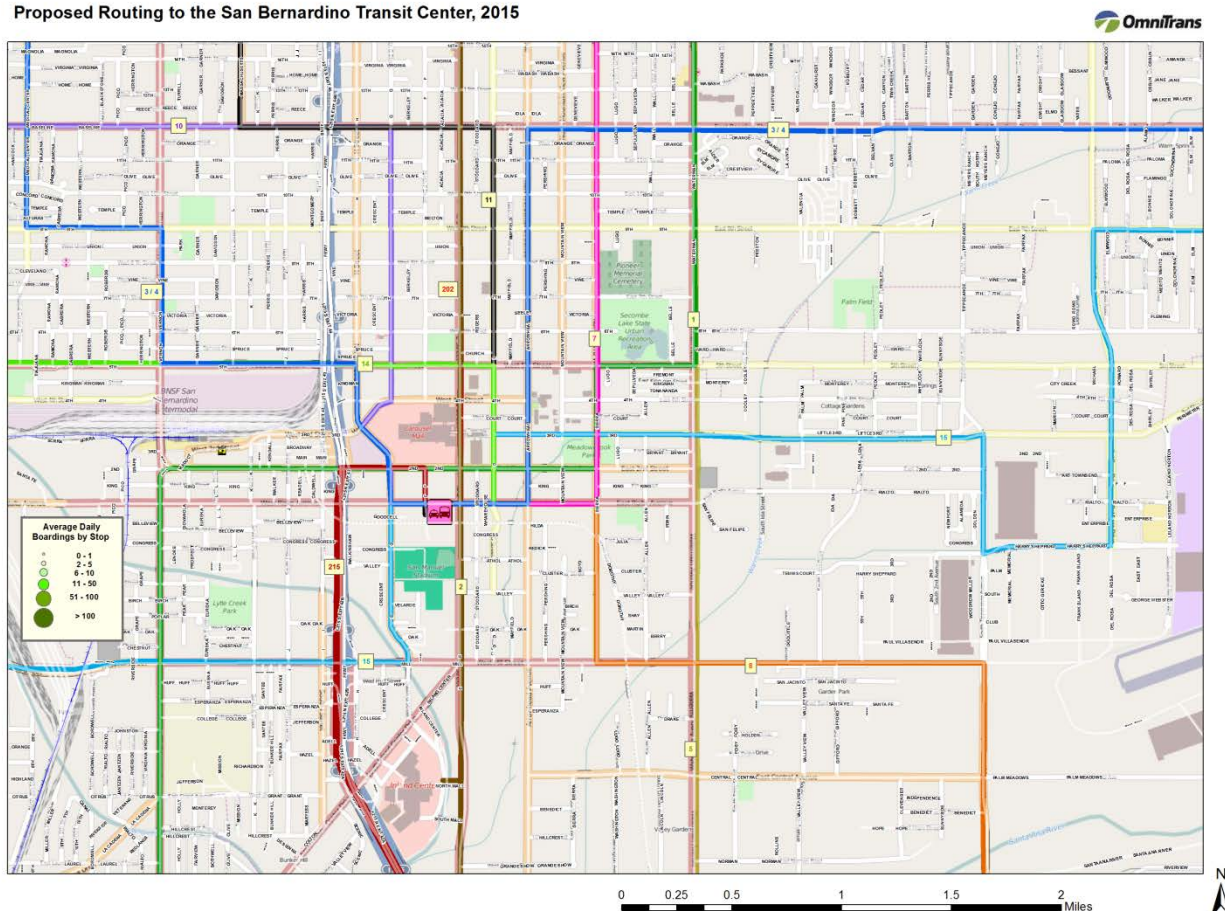
The proposed rerouting in downtown San Bernardino is shown in Exhibit 2. Most of the changes are relatively minor rerouting in nature, but collectively create a major service change. Significant individual routing changes that are being considered include:

- **Route 2:** Reduction in frequency from 30 minute service to 60 minute service since the opening of the San Bernardino Transit Center will eliminate the current 0.4 mile walk between sbX and the other routes serving downtown San Bernardino.
- **Route 8:** Rerouted to serve Mill Street, which provides service to the Department of Aging and Adult Services and Department of Public Health, while also making Route 8 more efficient and streamlined since it can now more easily approach downtown from the southeast.
- **Route 15:** The rerouting of Route 8 removes service from the San Bernardino International Airport including businesses on the northwest corner of the former Norton Air Force base and also from Arrowhead Vista Apartments. Therefore, Route 15 is rerouted to cover these areas. Current routing on 9th Street between Del Rosa and D Streets are covered within an acceptable walking distance of Routes 3 and 4. Route 15 is also rerouted from E Street to G Street in San Bernardino to serve the Loma Linda University Health downtown campus under construction on G Street.

- **Route 1:** With efficiencies gained in the SBTC rerouting, Omnitrans is seeks to increase frequency on the northern part of Route 1 connecting San Bernardino and Highland from 30 minutes to 15 minute service. Route 1 is currently Omnitrans' highest productivity route carrying nearly 40 passengers per hour on weekdays. Additionally, Omnitrans is evaluating interest in extending the northern terminus of Route 1 from Sterling Avenue and Lynwood Drive to Victoria Avenue and Lynwood Drive. This would place bus service at the street entrance to San Manuel Indian Bingo and Casino, which is among Omnitrans' most frequent service requests.

Exhibit 2: Map of Proposed Routing for San Bernardino Transit Center

Proposed Routing to the San Bernardino Transit Center, 2015



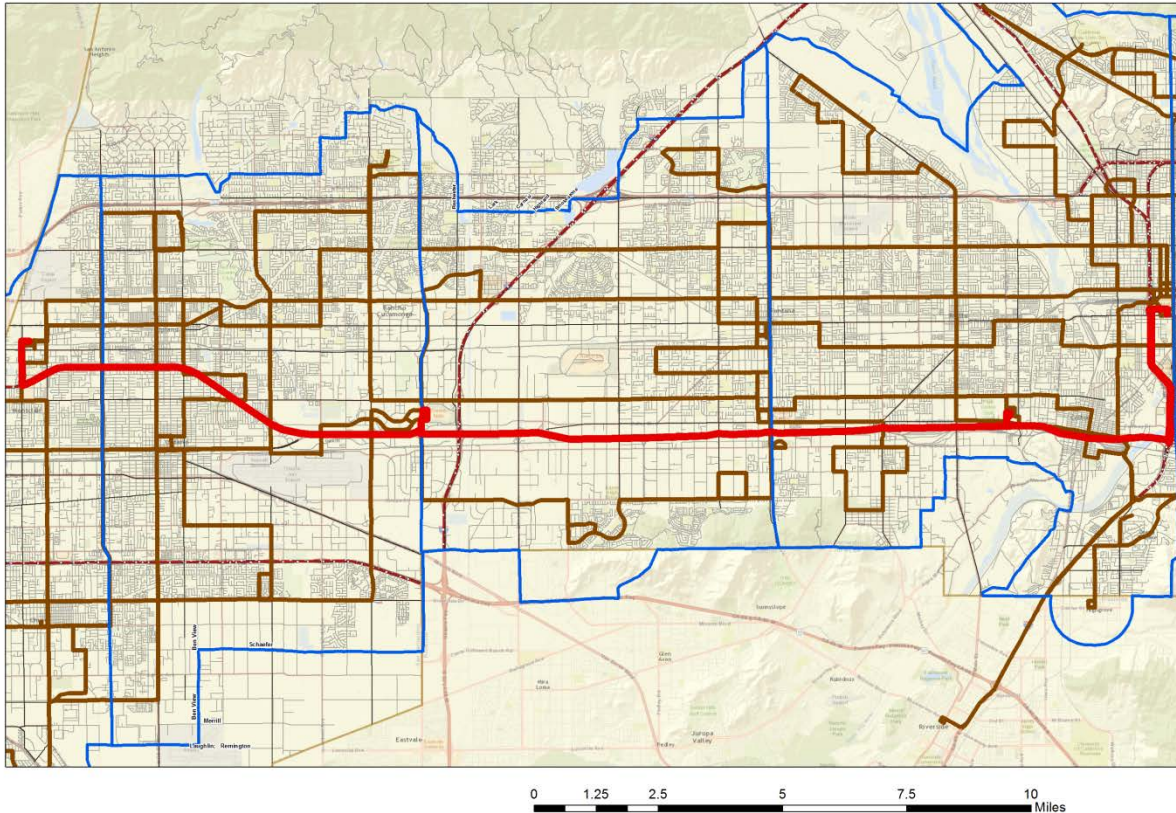
Freeway Express

Within the OmniConnects SRTP, Omnitrans identified a network of freeway express routes to build upon as savings were realized. Omnitrans is in a position to add as a pilot program the first extension of the existing freeway express program. Staff evaluated ridership potential, potential time savings compared to local service, customer requests, and public feedback from the OmniConnects public hearings. In each of these measures, freeway express service along Interstate 10 connecting San Bernardino, Arrowhead Regional Medical Center, Ontario Mills

and the Montclair Transit Center was the highest performing. Exhibit 3 provides the route map for the proposed Route 290 freeway express pilot program.

Exhibit 3: Map of Proposed Route 290: I-10 Freeway Express Route

Route 290, Proposed: September 2015



Omnitrans proposes seeking public comment on morning peak service operating between 5:20 A.M. and 9:40 AM and afternoon peak service operating between 4:00 P.M. and 7:54 P.M. The proposed schedule is designed to maximize transfer connections between other Omnitrans routes, Foothill Transit and Metrolink.

Access Service Area

The Access service area is determined by a $\frac{3}{4}$ -mile boundary around Omnitrans Fixed Route service. The proposed West Valley service changes and a potential extension of Route 1 would require a slight addition to the Access Service Area.

In-Person Interview for ADA Access Service Eligibility

Unlike general-public fixed-route service, Access riders must qualify as ADA eligible in order to use Access service. Omnitrans currently uses a paper application process that includes a doctor's medical verification. This paper process has two main concerns: 1) There is no in-person

verification that the person is eligible for the service; and, 2) applicants can become frustrated with navigating the process, because they are generally completing the application on their own.

Adding an in-person interview allows Omnitrans the opportunity to quickly screen ADA applicants to ensure that they are applying for the right program for them. At the same time, referrals can be made to alternative transportation options that may better suit their needs. The ability to screen applicants in person has shown to reduce the total number of applications received and the number of fraudulent applications received at many peer transit agencies. Working to ensure that only ADA-eligible riders qualify for Access can help Omnitrans reduce costs while also ensuring a higher quality of service for those individuals that truly qualify for access.

Currently, approximately 30% of ADA applications are not completed within the allotted time frame. Often, this results in people reapplying multiple times before they and their doctor complete the required application material. Adding an in-person interview will allow applicants to know if they have all required materials before submitting an application. This will reduce staff time spent handling the same application multiple times and be more efficient for the public.

An in-person interview is not a service change or a fare change, but requires a public hearing because it changes the way in which people become eligible for Access service.

CONCLUSION

Recommending that the Board of Directors authorize the Call for Public Hearings will allow staff to refine the FY2016 Service Element based on public feedback in order to bring the service element back to Committee in April 2015 and if recommended, to the Board of Directors in May 2015.

PSG:WW:JB

Appendix: Summary of Proposed Changes by City and Route

RT	Chino	Chino Hills	Colton	Fontana	Grand Terrace	Highland	Loma Linda	Montclair	Ontario	Rancho Cucamonga	Redlands	Rialto	San Bernardino	Upland	Yucaipa	Bloomington	Mentone	Muscovy	Changes
1		X		X							X								Minor changes in downtown San Bernardino. Stop change at SB Metrolink Station. Frequency improved north of downtown. Route extends north nearly to San Manuel Indian Bingo & Casino.
2					X						X								Frequency reduced from 30 minutes to 60 minutes. Route straightened back onto E Street.
3				X							X								Minor changes in downtown San Bernardino.
4				X							X								Minor changes in downtown San Bernardino.
5		X			X						X								No Change
7											X								Minor changes in downtown San Bernardino.
8					X				X	X	X		X		X				Will travel on Mill St. to serve Department of Aging and Adult Services & Department of Public Health. Will transfer service of San Bernardino International Airport and Arrowhead Vista Apartments to Route 15.
10			X							X	X								Minor changes in downtown San Bernardino. Route will travel on G St. instead of F St. No replacement service on F St; but F remains an easy walk of both E and G Streets.
11											X						X		Minor changes in downtown San Bernardino. Route will travel on D St. instead of G St to improve connection to downtown services.
14			X							X	X								Minor changes in downtown San Bernardino.
15			X	X					X	X	X								Service moved from 9th St to 3rd St between Del Rosa and D Sts to provide coverage to San Bernardino International Airport. 9th St. is within acceptable walking distance to routes 3 & 4. Routing added to G St. to provide service to new LLUMC Campus.
19		X	X		X				X	X			X		X				No Change
20			X																No Change
22										X									No Change
29			X											X					No Change
61			X			X	X	X											No Change
63	X							X					X						Route number eliminated. Route segments covered by 61, 84, 86. New routing allows for direct single-route north south service on Mountain Ave. from Chino to Upland.
65	X	X				X													Route number eliminated. Route segments covered by 85 & 88. New routing improves frequency on Central Avenue.
66			X			X		X					X						No Change
67			X			X		X					X						Service on Baseline west of Archibald eliminated and Route turns north to connect to Chaffey College. Baseline and Carnelian continues to receive service from north-south Route 80.
68	X					X		X					X						Route number eliminated. Route segments covered by 85 & 88. Frequency on Ramona Ave. reduced to provide for higher frequency on Central Ave.
80					X	X	X												Routing from Chaffey College to downtown Ontario remains unchanged. Routing from downtown Ontario to Montclair Transit Center is eliminated due to service duplication.
81	X							X	X										Service straight-lined onto Haven Avenue and extended to Chino Transit Center via Riverside Dr. instead of downtown Ontario. Downtown Ontario routing picked up by new route 86.
82			X					X	X										Service straight-lined onto Milliken with Haven already covered by Route 81 changes.
83	X							X					X						Southern service in Chino altered to provide service to College Park.
84*	X							X					X						New route on Mountain Ave that replaces sections of previous routes 63, 80 and 67.
85*	X					X		X					X						New 30 minute route that connects Chino Transit Center, Montclair Transit Center, Rancho Cucamonga Civic Center and Chaffey College. Created by shifting resources from previous routes 65 and 68.
86*								X					X						New route on Vineyard and Campus that replaces sections of previous routes 63 and 81.
88*	X	X				X													New route connecting Chino Hills, Chino Transit Center and Montclair Transit Center. Frequency remains the same between Chino Hills and Chino, however, frequency is reduced on Ramona to better serve higher demand on Central Ave.
215			X									X							Minor changes in downtown San Bernardino.
290*			X			X	X				X								New freeway express pilot route. Stops at San Bernardino Transit Center, ARMC, Ontario Mills and Montclair Transit Center.
308														X					No Change
309														X					No Change
310														X					No Change
325				X															No Change
365		X																	No Change

* Proposed new route number.

ITEM # E3

DATE: January 26, 2015

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: FOLLOWUP REPORT -- WEST VALLEY CONNECTOR CORRIDOR

FORM MOTION

Receive and forward to the Board of Directors the summary report of the Alternatives Analysis of the Route 61 Corridor, known as the West Valley Connector Corridor Alternatives Analysis Report. (The report is available by request or electronically at <http://www.omnitrans.org/about/reports/>); and

Recommend to the Board of Directors to authorize the release of a Request for Qualifications for Design Services for the West Valley Connector Corridor project.

BACKGROUND

The goal of the West Valley Connector Corridor project is to provide faster, more frequent, and more direct bus service to connect major destinations throughout the western part of the San Bernardino Valley, as well as providing enhanced amenities for passengers. This project is part of a system of ten planned bus rapid transit (BRT) corridors, including the sbX Green Line in San Bernardino and Loma Linda that began operation in April 2014.

Omnitrans' BRT system will help to alleviate traffic congestion long-term by providing high-quality, faster premium bus service that will attract new riders to Omnitrans' system. The sbX Green line has increased overall ridership on the corridor by 14% by attracting new riders to transit. The BRT system is a key component of Omnitrans' *OmniConnects Short Range Transit Plan* (2014), which strives to increase productivity (passengers per hour) by providing straighter, more direct, and faster routes along major corridors.

On January 9, 2013, the Board of Directors awarded a contract to Parsons Transportation Group for an Alternatives Analysis of the Route 61 Corridor (based on the existing bus route 61, the highest-ridership route in Omnitrans' system). Parsons Transportation Group worked closely with the Project Development Team made up of staff of the five cities along the corridor and other stakeholder agencies, which met 15 times during the 18-month study.

Updates on the West Valley Connector Corridor Alternatives Analysis were presented at the Plans and Programs Committee meetings on January 22, 2014, February 18, 2014, and April 15, 2014. The West Valley Connector Corridor project was included as the highest priority project in the OmniConnects plan, which was approved by the Board of Directors on May 7, 2014.

Public hearings were held at four locations in June 2014. The results of the Alternatives Analysis were presented to each of the five cities' Planning Commissions and/or City Councils from August to October 2014.

The proposed project resulting from the study is a 25-mile-long corridor that includes enhanced stops/stations, real-time arrival signage, surveillance and security systems, and transit signal priority systems. The project may also include widening 3.5 miles of Holt Boulevard in the City of Ontario to construct dedicated bus lanes, as adopted by Ontario's City Council in the City's *Holt Boulevard Mobility and Streetscape Strategic Plan*, 2013. (See preliminary proposed route map, Appendix A). The project is projected to increase corridor ridership by 30-40% near-term and reduce travel time by 17-19%.

In November 2013, the San Bernardino Associated Governments (SANBAG) Board of Directors approved a moratorium on spending Measure I BRT funds (approximately \$2.2 million per year) to plan or build new BRT or Rapid services until fiscal year 2020. Due to these funding constraints, the Project Development Team recommended a phased approach, as follows:

- **Phase 1:** \$25 Million, fully funded - "Rapid" line with no dedicated bus lanes, but including enhanced stations, security systems, transit signal priority, reduced stops, and 40-foot vehicles. Timeline: three years to design and build (compared with six to eight years for a BRT line with dedicated bus lanes).
- **Phase 2:** Additional \$50 Million, unfunded - Widen Holt Boulevard for 3.5 miles in the City of Ontario to construct the dedicated bus lanes and six median stations.
- **Phase 3:** Additional \$25 Million, unfunded - Purchase 60-foot articulated vehicles.

The above results and recommendations from the Alternatives Analysis were given to each of the City's elected bodies, including the Fontana City Council and Planning Commission on August 20, 2014; the Ontario Planning Commission on September 18, 2014; the Rancho Cucamonga City Council on October 1; and the Pomona City Council on October 20.

On August 19, 2014, the Omnitrans Plans and Programs Committee received a presentation of the results and recommendations from the Alternatives Analysis. At the meeting, the Committee members requested that an economic consultant provide a report assessing the difference in economic benefit to be realized from constructing the project with dedicated bus lanes versus without dedicated bus lanes. The economic consultant would also recommend financing alternatives for funding the \$50 million cost of the dedicated lanes through public-private value capture mechanisms.

At the October 22, 2014 Plans and Programs Committee meeting, HR&A Advisors of Los Angeles presented the economic study. Using examples of Rapid and BRT projects across the country, as well as local economic conditions, the study predicted that the project could result in a 1-4% property value premium without dedicated bus lanes, or 2-8% with dedicated bus lanes (with the highest property values being immediately adjacent to the stations). BRT with dedicated lanes would be expected to bring in about \$17.6 million through value capture (infrastructure financing districts and sales tax subventions), which would contribute toward the \$50 million cost of the 3.5 miles of dedicated lanes in Ontario. The economic study is available at <http://www.omnitrans.org/about/reports/>.

On January 20, 2015, a task force meeting was held in Ontario City Hall that convened elected officials from the communities along the corridor to discuss the regional vision for the corridor, upon the request of the Plans and Programs Committee. The topics of discussion included potential funding to complete the project, and the pros and cons of implementing the project in phases. The group agreed that a design consultant is needed to help fine-tune the analysis in order to finalize routing and station locations, as well as help develop the financing plan and phasing concepts.

NEXT STEPS

Staff recommends that the Omnitrans Board of Directors approve the following:

1. Receive and forward Alternatives Analysis report
2. Release Request for Qualifications for an architectural and engineering firm for Design Services, which would include the scope of work as outlined below:
 - a. Conceptual design of corridor (Phase 1 and 2):
 - i. Further study alternative routing, particularly how best to serve Rancho Cucamonga (Haven or Milliken)
 - ii. Hold public hearings
 - iii. Finalize corridor routing alignment
 - iv. Develop conceptual design for Phase 2 dedicated lanes
 - b. Complete environmental documentation and clearance (NEPA/CEQA) for Phases 1 and 2
 - c. Develop financing plan for Phase 2
 - i. Assist with applying for grants for Phase 2
 - d. Complete final design and bid package for Phase 1 construction

- e. (Optional task or future procurement) – Complete final design and bid package for Phase 2 construction

The cost of Design Services is expected to be approximately \$7 million, which is available from the funding sources shown below.

FUNDING SOURCES

The net increase in operating cost for Omnitrans would be \$1.2 million, which is expected to be available from other agency-wide savings. The capital costs for design and construction are shown in the table below.

Capital Cost for Phase I

27 stations (48 stops)	\$ 10,998,255
Transit signal priority	\$ 1,725,000
Vehicles (7 new vehicles)	\$ 4,200,000
Rebranding of 23 vehicles	\$ 134,550
Design and Professional services	\$ 3,180,814
Contingency	\$ 4,230,814
Total	\$ 24,469,433

In May 2014, the Federal Transit Administration (FTA) approved the sale of the surplus Mid-Valley property in Rancho Cucamonga, with the proceeds from the sale to be used toward the West Valley Connector Corridor project. (The property sold in January 2015 for \$25,750,000).

Capital Funds Available

Appraised Value of Mid-Valley Land (federal and local)	\$ 25,750,000
Omnitrans funds (federal and local) programmed for Mid-Valley facility construction	\$ 5,854,578
Caltrans Active Transportation Grant (no local match required)	\$ 3,500,000
Total	\$35,104,578

Remaining funds not used for Phase 1 could potentially be used toward Phases 2 and 3. Additional potential funding sources for Phase 2 (\$50 million) could include:

- Value capture mechanisms including infrastructure financing districts and sales tax subvention funds, to be implemented by City of Ontario (estimated total \$17.6 million);
- Measure I BRT funds from SANBAG after the spending moratorium is lifted in FY 2020 (\$16 million);

- Measure I Arterial funds;
- Cap and Trade grants – Affordable Housing and Sustainable Communities program;
- AQMD/MSRC grants; and
- Other public-private partnerships such as selling naming rights, etc.

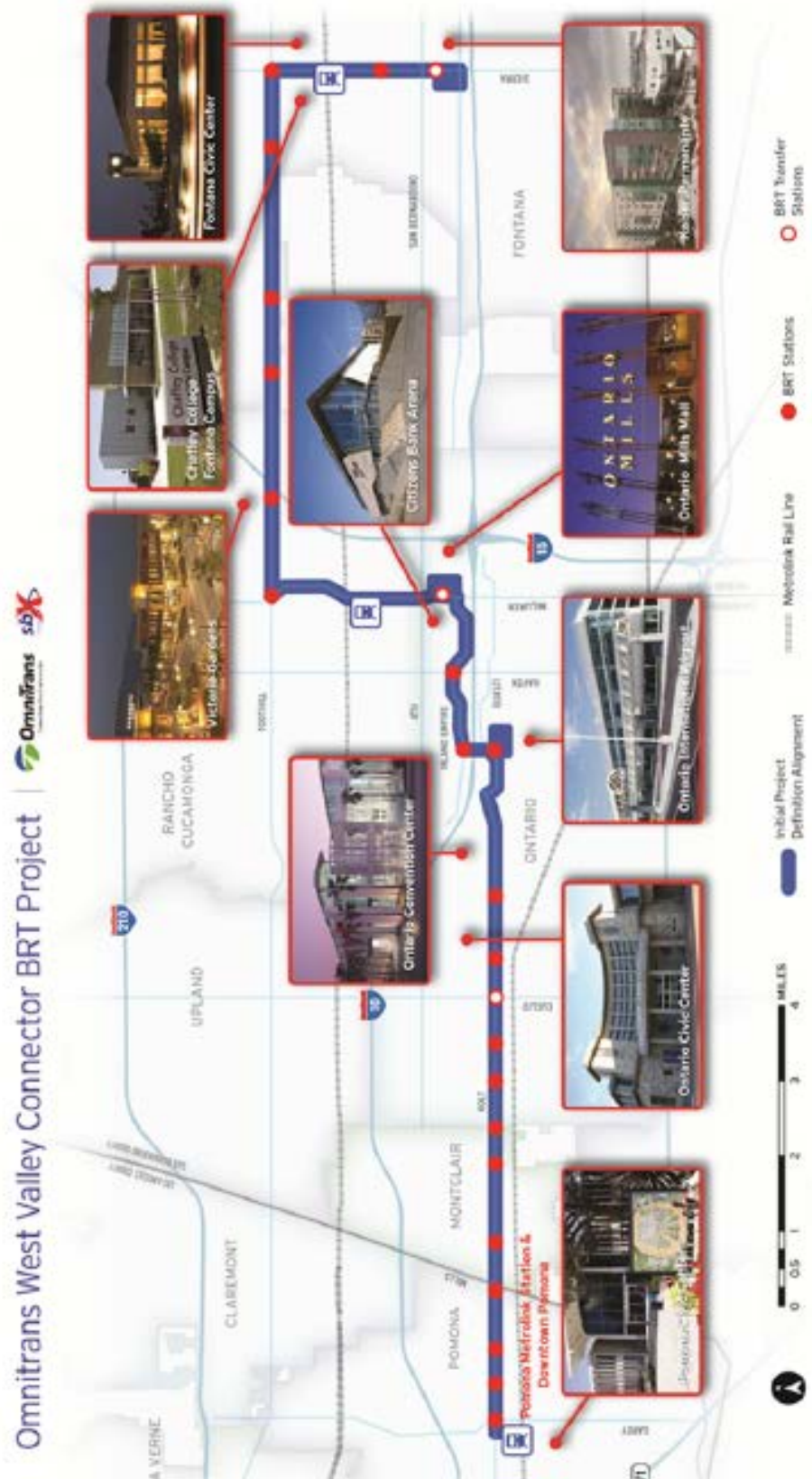
CONCLUSION

Staff recommends that the Board of Directors receive and file the summary report of the Alternatives Analysis of the Route 61 Corridor, known as the Omnitrans West Valley Connector Corridor Alternatives Analysis Report.

Staff also recommends that the Board of Directors approve the release of a Request for Qualifications for Design Services for the West Valley Connector Corridor project.

PSG: WW: AMJ

Appendix A



Initial Project Definition Corridor Alignment, Prepared by Parsons Transportation Group, August 2013