PLANS AND PROGRAMS COMMITTEE

WEDNESDAY, OCTOBER 22, 2014, 1:00 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 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: 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 — N/A

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.

E. DISCUSSION ITEMS

1. Approve Plans & Programs Committee Minutes – August 19, 2014 — 2
2. Receive and Forward to Board of Directors, Transit Design Guidelines — 8
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. — 29

F. REMARKS AND ANNOUNCEMENTS

G. ADJOURNMENT

Posted: October 15, 2014

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ITEM # E1

PLANS AND PROGRAMS COMMITTEE
MINUTES
AUGUST 19, 2014

A. CALL TO ORDER

The Plans & Programs Committee Meeting was called to order by Committee Chair Penny Lilburn at 1:02 p.m., August 19, 2014.

Committee Members Present
Council Member Penny Lilburn, City of Highland – Committee Chair
Council Member Dick Riddell, City of Yucaipa
Mayor Pro Tem Alan Wapner, City of Ontario
Mayor Dennis Yates, City of Chino
Mayor Pro Tem Sam Spagnolo, City of Rancho Cucamonga

Committee Members Not Present
Supervisor Janice Rutherford, County of San Bernardino
Council Member Ron Dailey, City of Loma Linda
Mayor Pro Tem Paul Foster, City of Redlands

Omnitrans Administrative Staff Present
Scott Graham, CEO/General Manager
Jack Dooley, Director of Maintenance
Marjorie Ewing, Director of Human Resources/Safety & Regulatory Compliance
Samuel Gibbs, Director of Internal Audit
Jacob Harms, Director of Information Technology
Jennifer Sims, Director of Procurement
Wendy Williams, Director of Marketing and Planning
Jeremiah Bryant, Service Planning Manager
Anna Jaiswal, Development Planning Manager
Maurice Mansion, Treasury Manager
Eugenia Pinheiro, Contracts Manager
Nicole Ramos, Marketing Manager
Scott Begg, Planner I

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.

E. DISCUSSION ITEMS

1. Approve Plans & Programs Committee Minutes – April 15, 2014

   M/S (Yates/Riddell) that approved the minutes of April 15, 2014. Motion was unanimous by Members present.

2. Adoption of Limited English Proficiency Policy and Language Assistance Plan

   M/S (Yates/Spagnolo) to recommend to the Board of Directors the adoption of the Limited English Proficiency (LEP) Policy and Language Assistance Plan required by the Federal Transit Administration (FTA) as part of Omnitrans' ongoing Title VI program.

3. Authorization for CEO/General Manager to sign Cooperative Service Agreement (CSA) between Omnitrans and Victor Valley Transit Authority (VVTA)

   Service Planning Manager Jeremiah Bryant explained that the Cooperative Service Agreement (CSA) with Victor Valley Transit Authority, is similar to other CSA's such as the Riverside Transit Agency, is non-monetary and is designed to help coordinate planning, scheduling, stop placement, customer information and transfers. This CSA covers VVTA's lifeline route that begins at Fort Irwin, travels to Barstow and Victorville and then connects to Omnitrans at the Metrolink Station in downtown San Bernardino, as well as a number of local hospitals. This agreement provides for a one ride transfer for Barstow/Victor Valley (BV) pass holders to connect to Omnitrans. Omnitrans passholders are also offered a discount should they wish to take the reverse trip.

   M/S (Yates/Spagnolo) to recommend to the Board of Directors to authorize the CEO/General Manager to sign the Cooperative Service Agreement between Omnitrans and Victor Valley Transit Authority (VVTA).

4. Receive and forward to Board of Directors, Summary Report of Alternatives Analysis of Route 61 Corridor/West Valley Connector Corridor and Recommend to Board of Directors, Authorization to Enter into Project Development for the Rapid Alternative.

Development Planning Manager Jaiswal gave a brief overview of the West Valley Connector Project and introduced Phil Hoffman with Parsons Transportation Group to give a presentation of the options for the Alternatives Analysis.

Mr. Hoffman explained that Omnitrans developed a systemwide plan identifying corridors that would warrant premium service. The first of these corridors was the Green Line in San Bernardino, which began service in April 2014, with Route 61 or Route 66 being the next in line for implementation. Route 61 has the highest ridership. They used various evaluation criteria and looked at 18 different options for the route. They ended up with three screened alternatives. The first was a no build using existing conditions with local Routes 61 and 66 at 15 minute headways. The second was rapid bus with limited stops and mixed flow lanes. The third was Bus Rapid Transit (BRT) with a combination of 3 ½ to 6 ½ miles of dedicated lanes. Based on feedback from the Project Development Team and the public, the option that was chosen for the project is the Rapid Bus service as this is what made most sense based on the demand. This is a limited stop service on combined Holt Avenue and Foothill Boulevard with 24 enhanced stops, 3 Metrolink connections, Traffic Signal Priority (TSP) and the use of 40 foot buses in phase 1 as there are different phases for this project.

Ridership is currently at 9,600 per day for this route and after Rapid Bus implementation, ridership would increase 30%. By 2035, based on the level of growth expected, ridership would increase by another 50%. Mr. Hoffman went over the cost for each alternative. No Build would have an additional cost for maintaining, which would be between $12 and $15 million. Rapid would have a cost of about $25 to $50 million. BRT would have a cost of about $200 to $240 Million.

Mr. Hoffman mentioned that public outreach meetings were held, as well as rider information sessions at transit centers, Operator information sessions, and an ongoing community survey to collect feedback.

He also discussed the opportunity for improvements in different phases, such as adding 60 foot buses and dedicated lanes as funding becomes available. Stations could be designed to be moved and re-used in different phases to cut costs.

Board Vice Chair Spagnolo stated his concerns that the proposed route for this corridor eliminates important places within the City of Rancho Cucamonga, such as the Civic Center and Courthouse, as well as other entities and recommended these be included in the route rather than going straight up Milliken. The City has been moving toward Transit Oriented Development (TOD) and this plan does not reflect the City's needs. There is also a golf course on Sixth Street between Haven and Milliken that will not be there next year so that would also be developed into TOD.

Board Chair Wapner stated that there is no economic element to the study as far as how BRT or Rapid will serve as the economic development catalyst for the community and which has the bigger return on investment. He does not want to settle on Rapid if BRT results are better in the long run.

Mr. Hoffman discussed how this would generate economic development because of the station enhancements and also they have worked with City staff to understand the best locations for the stations where they are planning increased densification.

Board Chair Wapner stated that he does not want to do something in phases as within the gap time they may lose opportunities to do TOD as other lower value developments may occur and the cities would end up losing in the end, even though Omnitrans would save money in the upfront cost of building the project. Also the developers that may have invested thinking there was going to be TOD may no longer be interested and he knows other cities such as Rancho Cucamonga also share this concern. Another concern is that they will have difficulty explaining the take for widening Holt if there are no center stations being built. Board Chair Wapner asked Ontario City staff member Tom Danna, who was in attendance at this meeting, if City staff has thought about how to address this situation if it comes up. Mr. Danna stated that in the General Plan for the City they determined that Holt could remain as a 4 lane street, but that they left it as a 6 lane street because BRT was something that the City really wanted, which they will not have with Rapid.

Board Vice Chair Spagnolo discussed how the City has been selling the idea of BRT to property owners and developers, and he believes this is a good opportunity to move forward. Mr. Hoffman suggested that Rapid is a half-step below full BRT and that there would still be a significant level of service and it would be 25% faster with the limited stops. Station enhancements are a major investment and the developers would have the opportunity to develop around those stations.

Committee Chair Lilburn asked if Parsons Transportation Group and Omnitrans have met with elected officials and policy makers because this is a significant cost and we need to ensure that dollars are being spent wisely. Member Yates asked the other Committee Members if they had considered creating a pot in their Development Impact Fee (DIF) for economic development on corridors in their cities. Mr. Hoffman informed the committee that they would be meeting with City Council members and Planning Commissions within the next few months.

Board Chair Wapner stated that even though SANBAG placed a moratorium on using Measure I funds for BRT it only meant that Omnitrans could not depend on SANBAG funding for BRT. CEO/General Manager Graham was able to find funding that was available to implement at least the limited service, but his recommendation is to first do a study to find alternatives and perhaps place a parcel tax for those properties along the corridor that would benefit as a result. He stated that it is a lot easier to place a tax when the land is vacant rather than when people are already living there. This is the reason why it would have been a good idea to have an economist involved in the AA to show whether the difference in economic value to adjoining properties is minimal to Rapid and BRT. If the difference is large enough that it can attract better development and increase land prices, then it may be worthwhile to take the next step to do a poll to find out if the property owners are going to be willing to have to pay this. He does not want to stop the project, but does not want to invest in studies for a project that may not move forward

because the City may want the more enhanced project. He does not want to invest in Rapid when the design would be different for BRT.

Mr. Hoffman stated that the design could be reusable as opposed to something that is a permanent fixture as the stations are not permanent fixtures and could be moved for later phases. Also this is a 2-3 year process to move forward which would give us time to look for other funding. Omnitrans has applied for a TIGER Grant and if that comes in it could also help with the funding.

Board Chair Wapner had questions regarding the use of 40 foot buses with the Rapid design and wanted to know why those buses would be used if we would be expecting a 40% ridership increase. Mr. Hoffman assured the committee that the 40 foot buses would be sufficient and that over time there would be an additional 50% ridership increase which is when we would need the larger buses.

Board Chair Wapner and Vice Chair Spagnolo had some concerns about the routing in the Rapid design as the route would bypass desired destinations along Haven Avenue, which is being developed now. Going up Milliken is not really useful for this project aside from the Metrolink station and designing in phases would not work for what they want. Mr. Hoffman stated that Haven would be a separate project, but that Haven has always been identified as one of the 10 major corridors in the Omnitrans system. Board Chair Lilburn suggested that perhaps we need to re-prioritize the system corridor plan and find out what the elected officials want in priority of phases for the corridors. Mr. Hoffman said that Omnitrans does plan to update the system corridor and perhaps Haven could be moved up on that list.

Board Chair Wapner suggested to CEO/GM Scott Graham that Omnitrans bring an economist onto the team to take a look at this project and the options as to whether there is going to be a difference in economic value between the two plans and how quickly we would see a return on the additional investment in the communities. He stated that the communities may have to foot the bill for the gap in funding; however, if they are going to get a return on the investment, he thinks the cities may be willing to do that. He suggested that in the future when we are doing an Alternatives Analysis to add an economic study to show what economic benefits there are to the alternatives. The economist could also weigh in on the potential for other funding sources.

Based on comments from Committee Members, Board Chair Lilburn directed that Omnitrans have an economist look at the issues raised and bring the matter back for Committee's review and direction.

F. REMARKS AND ANNOUNCEMENTS

There were no remarks or announcements.

G. ADJOURNMENT

The Plans & Programs Committee meeting adjourned at 1:50 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:

_____

Tembi Tovar, Administrative Secretary

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ITEM # E2

DATE: October 22, 2014

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

THROUGH: P. Scott Graham, CEO/General Manager

FROM: Anna Jaiswal, Development Planning Manager

SUBJECT: **OMNITRANS TRANSIT DESIGN GUIDELINES**

FORM MOTION

Receive and forward to the Board of Directors the final Omnitrans Transit Design Guidelines document and online toolkit.

The Transit Design Guidelines are available online at http://www.omnitrans.org/about/reports/ or at http://design.omnitrans.org/. Hard copies are available upon request.

BACKGROUND

On March 7, 2012, the Board of Directors approved a contract with Parsons Transportation Group, Inc., of Pasadena, CA, for the completion of a Transit Design Guidelines document, otherwise known as the sbX/BRT Design Guidelines, Operating and Maintenance Policy Manual.

The primary purpose of the Transit Design Guidelines was to document the lessons learned from the design of the E Street sbX bus rapid transit (BRT) corridor project, in order to prevent future duplication of effort and streamline the design process for future corridors and transit projects. The Transit Design Guidelines document also includes an update to Omnitrans' 2006 Bus Stop Design Guidelines, including graphics for design of local bus stops, as well as transit centers.

The purpose of the Transit Design Guidelines is to provide design criteria that should be considered for designing and building safe, comfortable, and convenient high-quality facilities at bus stop locations, while considering the operational needs of Omnitrans, the requirements of the Americans with Disabilities Act (ADA), other federal and state accessibility mandates, and public safety and security.

The Transit Design Guidelines are intended for use by city planners, designers, traffic engineers, developers, and other public officials. The Guidelines do not constitute engineering standards on

which to base a final design, but are rather recommended criteria and general guidance for the placement and safe design of transit facilities.

Omnitrans' JPA member agencies were closely involved in the development of the guidelines. Staff from departments such as Engineering, Public Works, Planning, Community Development, Community Services, and/or Parks and Recreation at the cities and County were invited to attend three rounds of stakeholder input sessions, held in June, September, and October of 2012.

The Guidelines were also consolidated into an interactive online toolkit, which is available at http://design.omnitrans.org/.

CONCLUSION

Staff recommends that the Board of Directors receive and file the final Omnitrans Transit Design Guidelines document and online toolkit.

PSG:WW:AMJ

Attachment

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Transit Design Guidelines

Plans and Programs Committee

October 22, 2014

Project Overview and Purpose

- Update of 2006 Bus Stop Design Guidelines
- Inclusion of sbX System and BRT Components
- Guidance for integrating transit infrastructure into local communities
- Corridor development and design
- Create a cost-effective, streamlined planning process

- Guidelines, not standards

Omnitrans Contacts

- For questions about existing bus stops:

  busstops@omnitrans.org

- For questions on development projects:

  planning@omnitrans.org

- For construction or detour info:

  detours@omnitrans.org

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DESIGN GUIDELINES TOOLKIT

Home | Design Guidelines Toolkit | About | Contact Us

Home

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Omnitrans' Services

Bus Stops & Roadway Design

Transit Oriented Development

Transit Facilities

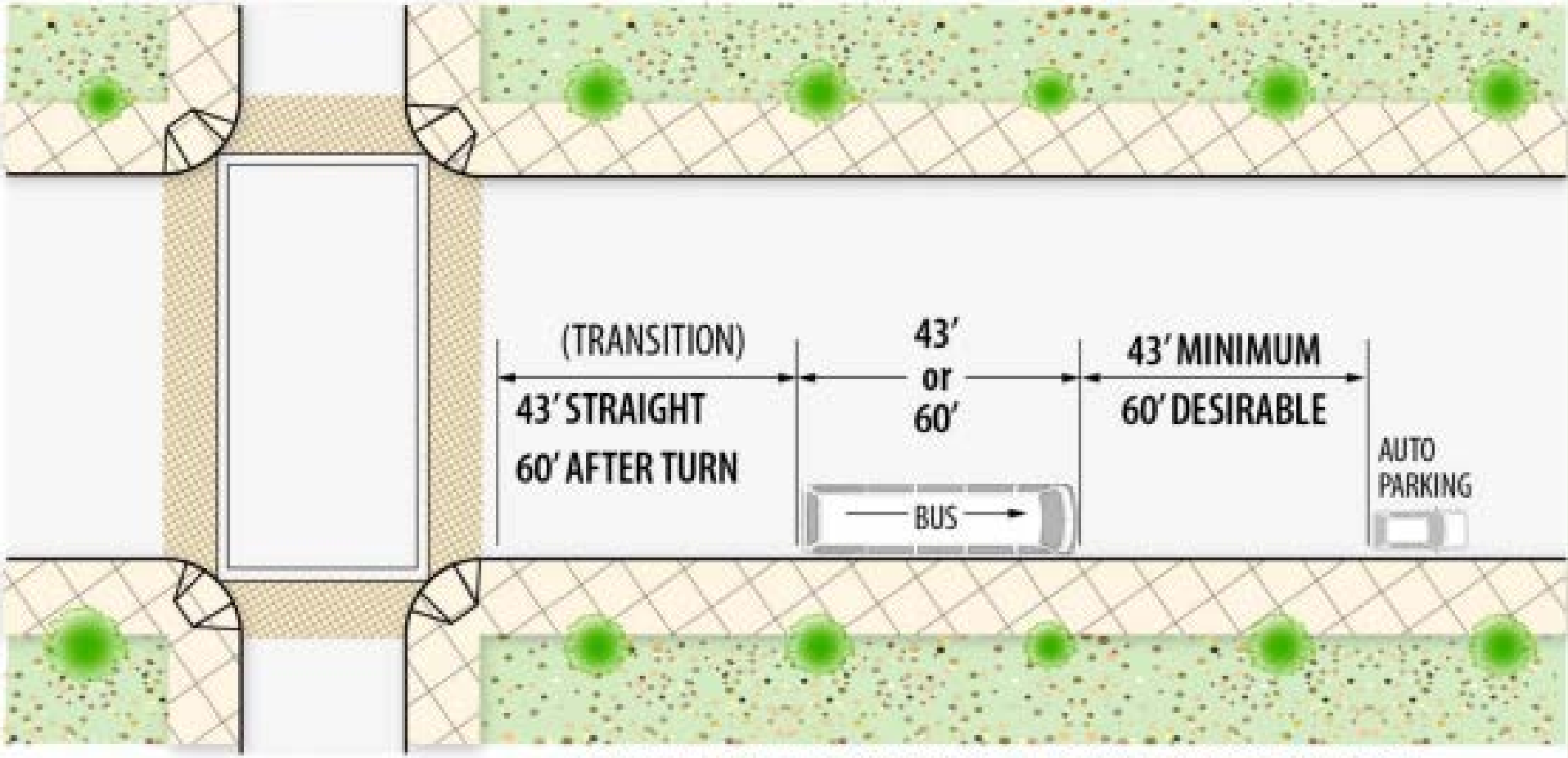
GALLERY

Bus Rapid Transit Gallery

Local Bus Stops Gallery

Transit Oriented Development Gallery

Transit Centers Gallery



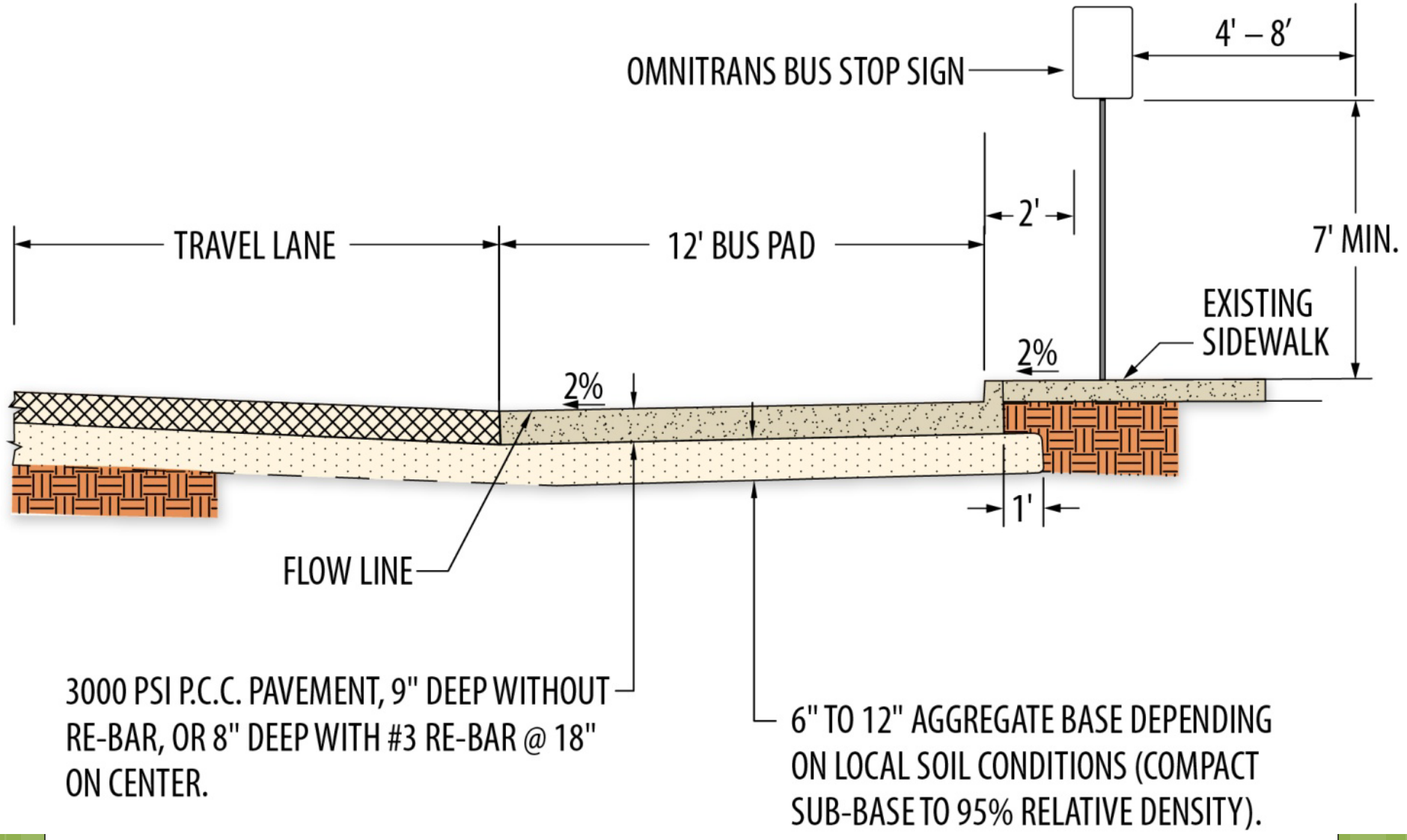
*43' MINIMUM FOR LOW SPEED AND LOW VOLUME STREETS
60' DESIRABLE FOR HIGH SPEED AND HIGH VOLUME STREETS

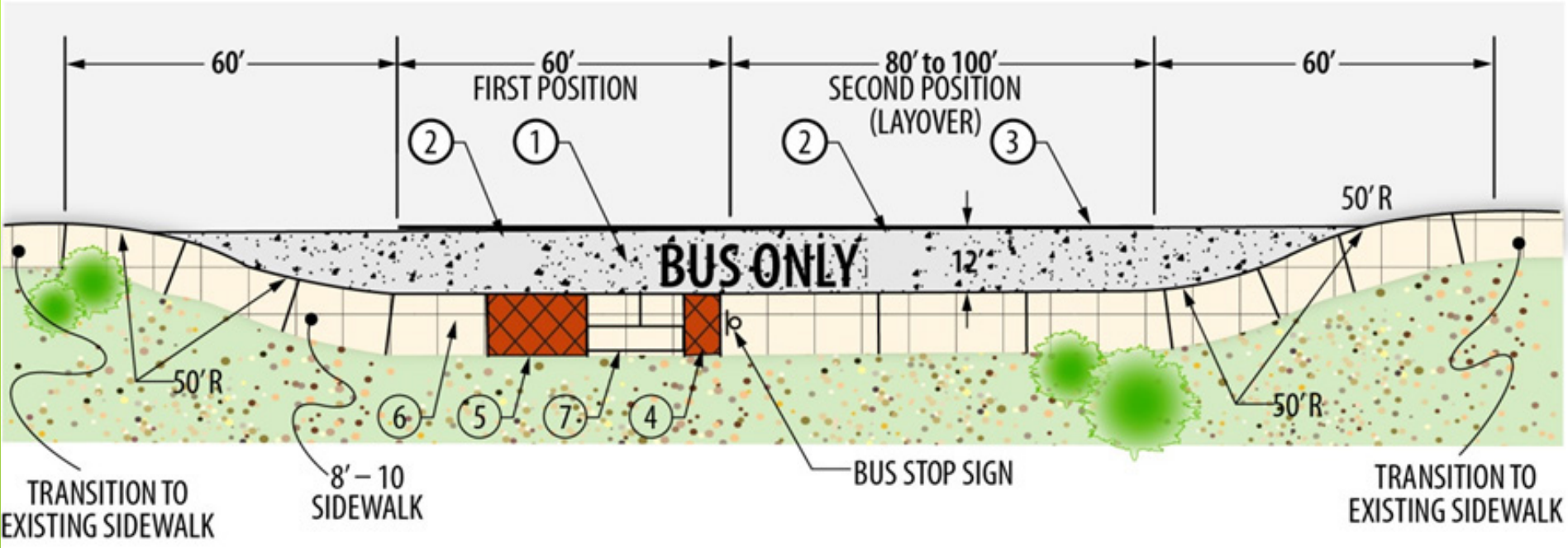
Figure 5-3: Typical Dimensions for Farside Stops


BUS STOP
BUS POLE WITH SIGNAGE AND ROUTE INFORMATION
LANDING PAD


BUS STOP
POLE WITH ROUTE INFORMATION
SHELTER WITH LIGHTING
BUS BENCH
TRASH RECEPTACLE
LANDING PAD


SHELTER WITH LIGHTING
BUS POLE WITH SIGNAGE AND ROUTE INFORMATION
BIKE PARKING
BUS BENCH


OMNITRANS BUS STOP SIGN
4' – 8'
TRAVEL LANE
12' BUS PAD
2'
7' MIN.
EXISTING SIDEWALK
2%
2%
1'
FLOW LINE
3000 PSI P.C.C. PAVEMENT, 9" DEEP WITHOUT RE-BAR, OR 8" DEEP WITH #3 RE-BAR @ 18" ON CENTER.
6" TO 12" AGGREGATE BASE DEPENDING ON LOCAL SOIL CONDITIONS (COMPACT SUB-BASE TO 95% RELATIVE DENSITY).

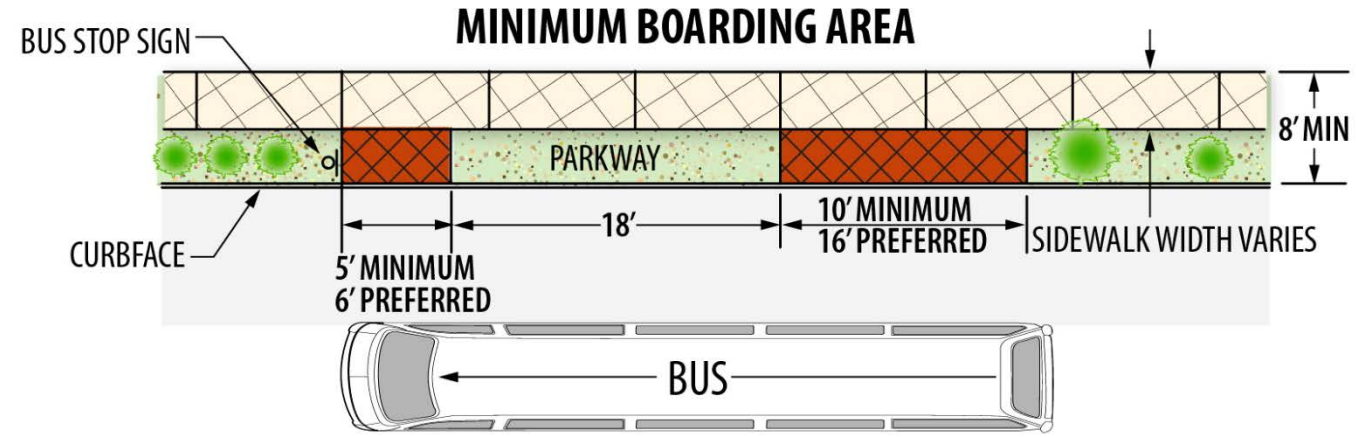


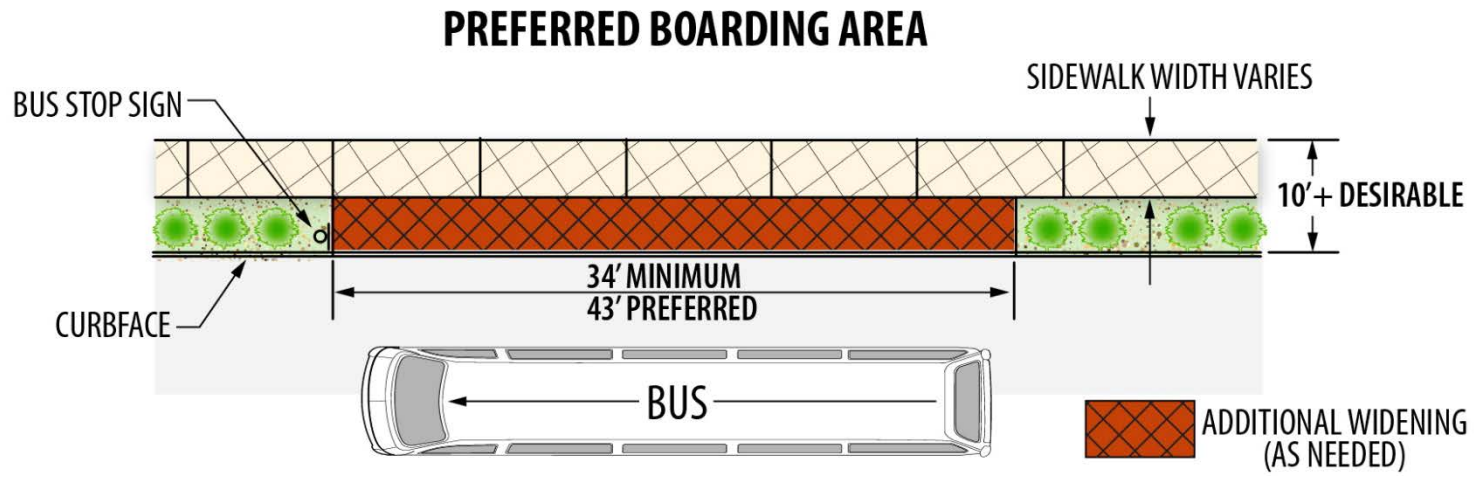
NOTES:

1. 12'WIDE BUS PAD – 3000 PSI P.C.C PAVEMENT, 9" DEEP WITHOUT RE-BAR, OR 8" DEEP WITH #3 RE-BAR AT 18" ON CENTER.
2. PER CALTRANS STANDARD PLANS A24E (OPTIONAL).
3. PER CALTRANS STANDARD PLANS A20D, DETAIL 38A (OPTIONAL).
4. 5'W X 8'D FRONT DOOR WHEELCHAIR LOADING AREA.
5. 10'W X 8'D REAR DOOR WHEELCHAIR LOADING AREA.
6. WHEELCHAIR ACCESS RAMP.
7. SHELTER OR BENCH LOCATION.

TO DETERMINE THE DIMENSIONS FOR A BUS TURNOUT WITH MULTIPLE BERTHS:

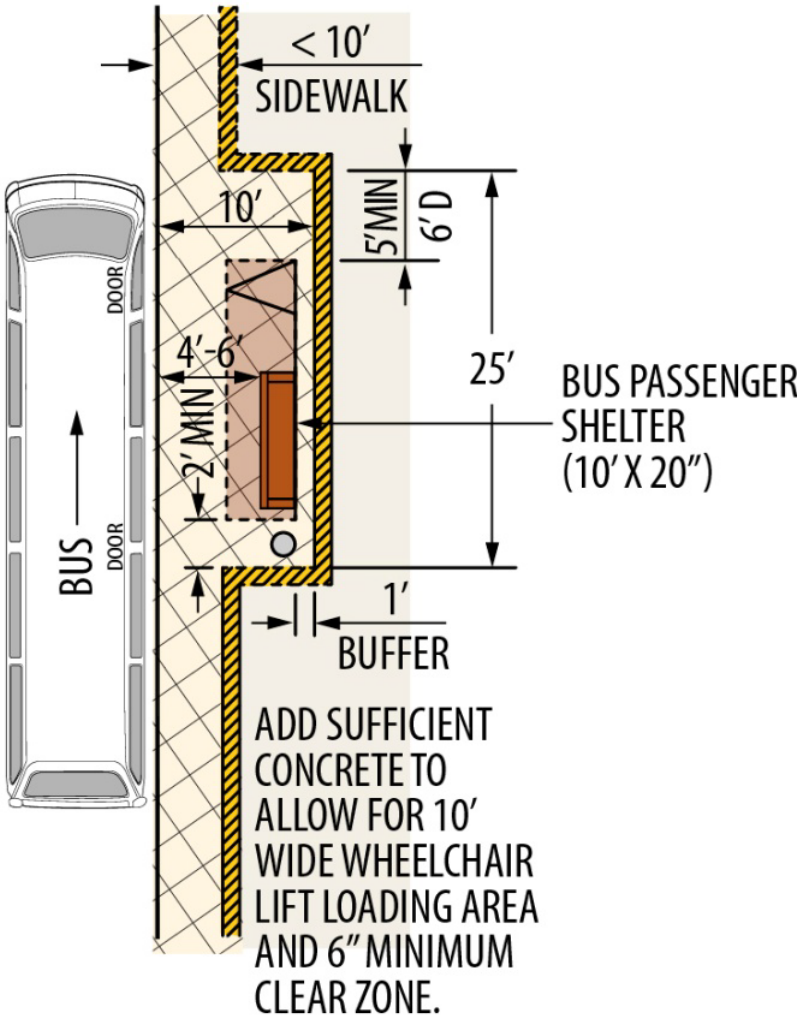
- THE FIRST POSTION SHOULD BE 60 FEET LONG FOR 40 FOOT VEHICLES (80 FEET FOR ARTICULATED VEHICLES).
- FOR EACH ADDITIONAL PASS-THROUGH BUS, 60 FEET IS REQUIRED.
- FOR EACH ADDITIONAL LAYOVER BUS, 80 FEET SHOULD BE ADDED (100 FEET FOR ARTICULATED VEHICLES).

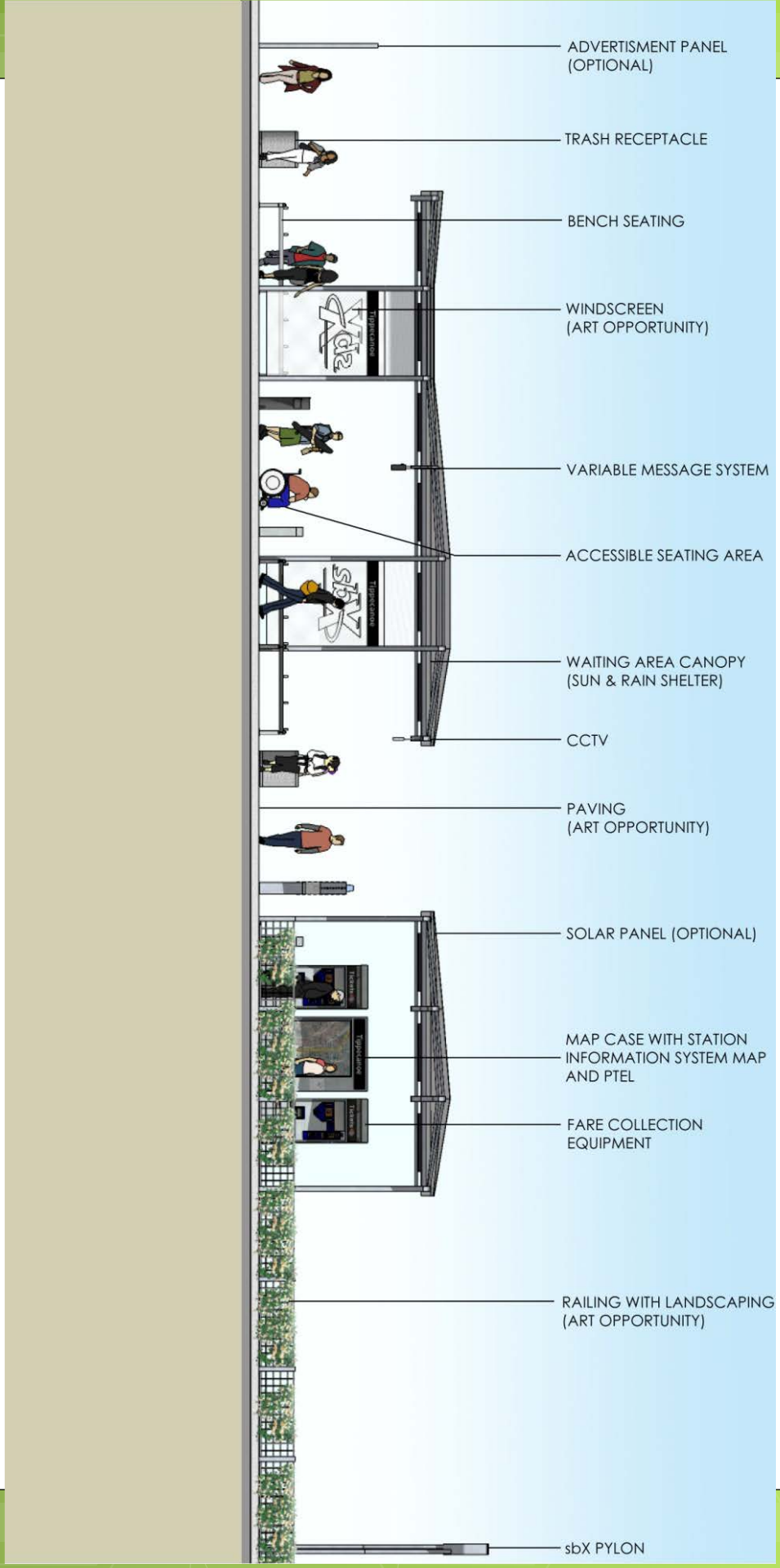

MINIMUM BOARDING AREA
BUS STOP SIGN
PARKWAY
8′ MIN
CURBFACE
18′
10′ MINIMUM
16′ PREFERRED
SIDEWALK WIDTH VARIES
5′ MINIMUM
6′ PREFERRED
BUS

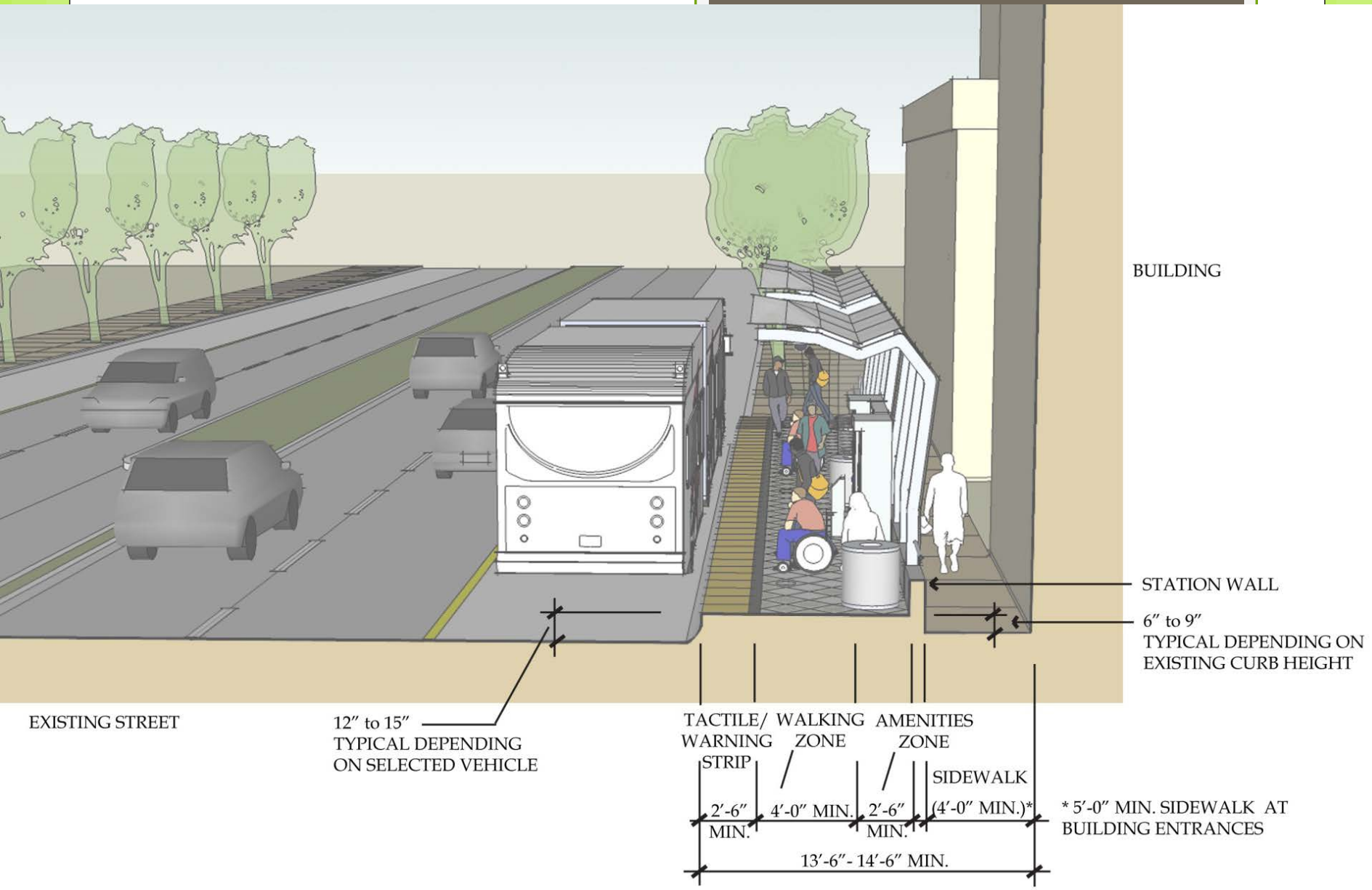

PREFERRED BOARDING AREA
SIDEWALK WIDTH VARIES
BUS STOP SIGN
10′+ DESIRABLE
CURBFACE
34′ MINIMUM
43′ PREFERRED
BUS
ADDITIONAL WIDENING
(AS NEEDED)

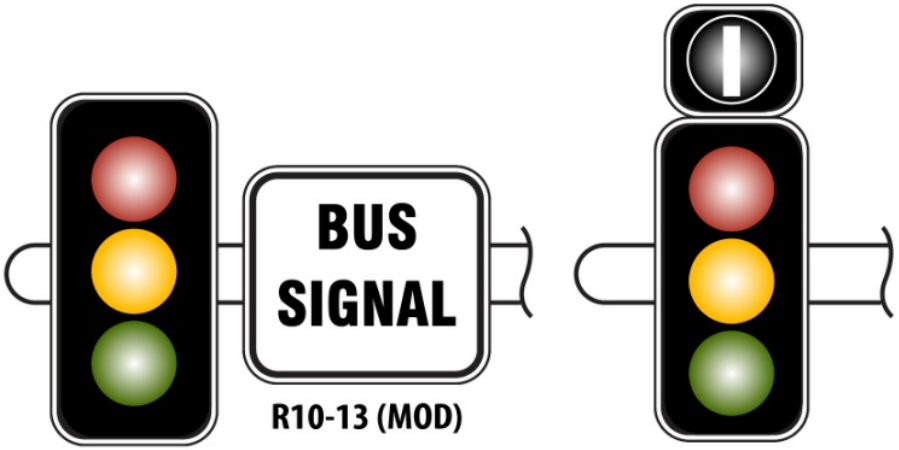
CASE III:

FOR BUS STOPS ON NARROW SIDEWALK IN SEVERELY CONSTRAINED LOCATION



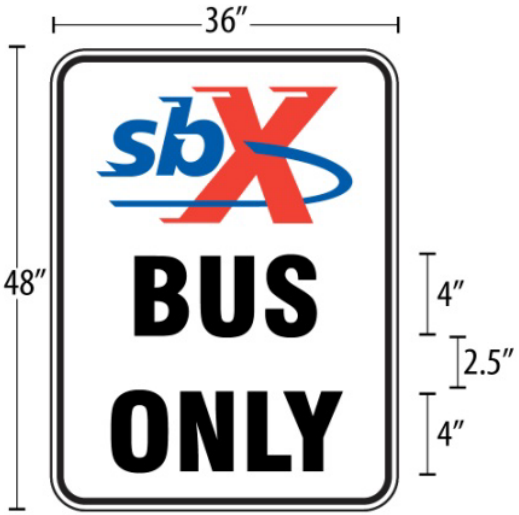

ADVERTISMENT PANEL
(OPTIONAL)
TRASH RECEPTACLE
BENCH SEATING
WINDSCREEN
(ART OPPORTUNITY)
VARIABLE MESSAGE SYSTEM
ACCESSIBLE SEATING AREA
WAITING AREA CANOPY
(SUN & RAIN SHELTER)
CCTV
PAVING
(ART OPPORTUNITY)
SOLAR PANEL (OPTIONAL)
MAP CASE WITH STATION
INFORMATION SYSTEM MAP
AND PTEL
FARE COLLECTION
EQUIPMENT
RAILING WITH LANDSCAPING
(ART OPPORTUNITY)
sbX PYLON


BUILDING
STATION WALL
6″ to 9″
TYPICAL DEPENDING ON
EXISTING CURB HEIGHT
EXISTING STREET
12″ to 15″
TYPICAL DEPENDING
ON SELECTED VEHICLE
TACTILE/
WARNING
STRIP
WALKING
ZONE
AMENITIES
ZONE
SIDEWALK
2′-6″
MIN.
4′-0″ MIN.
2′-6″
MIN.
(4′-0″ MIN.)*
* 5′-0″ MIN. SIDEWALK AT
BUILDING ENTRANCES
13′-6″- 14′-6″ MIN.



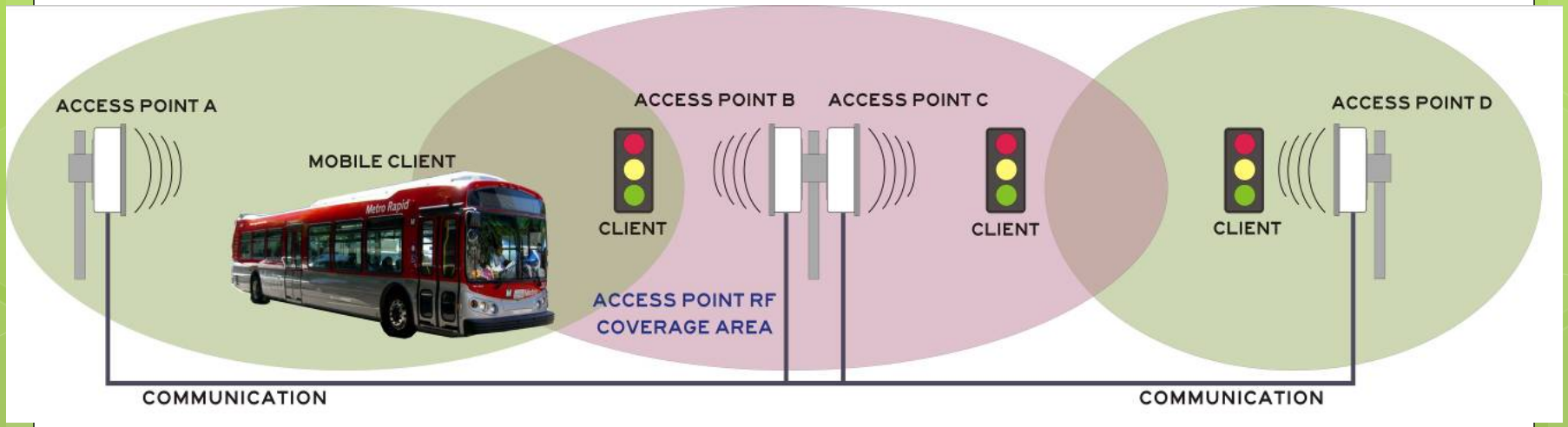
R10-13 (MOD)

sbX-1 SIGN DETAIL



sbX BUS ONLY
SIGN DETAIL

Signs Not to Scale


ACCESS POINT A
MOBILE CLIENT
Metro Rapid
ACCESS POINT B
ACCESS POINT C
ACCESS POINT D
CLIENT
CLIENT
CLIENT
ACCESS POINT RF
COVERAGE AREA
COMMUNICATION
COMMUNICATION


SLOW
STOP
SLOW
SLOW
Raised Bot Dots (virtual speed bump/rumble strip)
Sign indicating speed limit (5 mph)
SLOW pavement markings

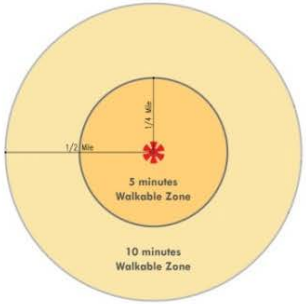
Development in walking distance of BRT station to encourage alternatives to automobile trips, thereby reducing traffic congestion and improving air quality in the area

Building blocks of a TOD

1. The Passenger BRT Station with intermodal transfers (Metrolink, local bus, shuttle, and bicycle)

2. Pathways for walking to station linking new and surrounding neighborhoods and jobs

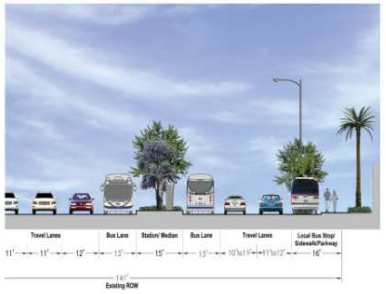
3. Walkable area is within 1/4 to 1/2 mile from station



4. Compact mix of uses fostering walking and transit use with highest intensity at the center

5. Mix of amenities such as neighborhood services, public gathering spaces, bike paths and lockers and network of interconnected streets

6. Improving the BRT alignment by adding landscaping and trails, uplifting the area



Transit Oriented Development

Bus Rapid Transit Gallery
Local Bus Stops Gallery
Transit Centers Gallery
Transit Oriented Development Gallery

Search

TRANSIT DESIGN GUIDELINES

Whole Document
1 – Introduction
2 – Omnitrans' System
3 – Design Vehicles
4 – Bus Stop Policies
5 – Local Bus Stop Placement
6 – Minimum Required Bus Stop Elements
7 – Roadway Design at Bus Stops

Local Bus Stops Gallery

Local Bus Stops

Bus Rapid Transit Gallery
Local Bus Stops Gallery
Transit Centers Gallery
Transit Oriented Development Gallery

Search

TRANSIT DESIGN GUIDELINES

Whole Document

Thank you!

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ITEM # E3

DATE: October 22, 2014

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 Omnitrans West Valley Connector Corridor Alternatives Analysis Report; and

Recommend the Board of Directors authorize the CEO/General Manager to enter into project development (design) for Phase 1 of the West Valley Connector Corridor Bus Rapid Transit project, as recommended in the Alternatives Analysis Report.

BACKGROUND

On January 9, 2013, the Board of Directors approved a contract with Parsons Transportation Group, Inc., of Pasadena, CA, for the provision of an Alternatives Analysis of the Route 61 Corridor. Over the past 18 months, Parsons Transportation Group completed the Alternatives Analysis study in close coordination with staff representatives of local jurisdictions and other stakeholders. The Alternatives Analysis document is completed in draft form and is available online at http://www.omnitrans.org/about/reports/ or in hard copy upon request.

The Alternatives Analysis included two primary technology alternatives – 1) full bus rapid transit (BRT) with dedicated lanes that would help buses to bypass traffic on certain congested portions of the corridor, specifically along Holt Blvd. in Ontario; and 2) a lower-cost Rapid (or "BRT-Lite") alternative that would not include dedicated lanes, ticket vending machines, or level boarding at stations, but would still provide travel time savings and result in increased ridership. The Rapid option would have some similar components to BRT, including transit signal priority, fewer stations (spaced ¾ mile on average rather than ¼ mile on typical local bus service), security systems, real-time information signage, enhanced stations, and other passenger amenities.

The Rapid line was projected to cost between $25 and $50 million (depending on vehicles used

and station amenities included), while the BRT was projected to have a cost of $200 to $250 million, because of right-of-way needed to widen portions of streets and the cost of building stations with level boarding platforms.

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 2019. Following this action, the Project Development Team for the Alternatives Analysis (made up of staff of the five cities and other major stakeholders) felt it was necessary to do more in-depth analysis of the Rapid option, as it would be more feasible to fund in the near-term.

An overview of the West Valley Connector Corridor Alternatives Analysis was presented at the OmniConnects Plan workshops at the Plans and Programs Committee meeting on January 22, 2014, February 18, 2014, and April 15, 2014. The presentations recommended including the West Valley Connector Corridor Rapid line (Phase 1) as the highest priority project in the OmniConnects plan, with a capital cost of $25 to 50 million, and the 3.5 miles of dedicated lanes in Ontario to be developed in a future phase. The OmniConnects plan was approved by the Board of Directors on May 7, 2014.

On May 12, 2014, Omnitrans received a letter from the Federal Transit Administration (FTA) approving 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. On July 2, 2014, the Board of Directors approved the sale of the property in Rancho Cucamonga, and the staff report stated that the $21.3 million of expected proceeds from the sale would go toward the West Valley Connector Corridor project.

On August 19, 2014, the Parsons Transportation Group consulting team presented to the Omnitrans Plans and Programs Committee an overview of the Alternatives Analysis study that was undertaken over the past 18 months. The staff-recommended action was to receive and forward to the Board of Directors the Alternatives Analysis, along with recommending to the Board of Directors to authorize staff to enter into project development (design) of a "Rapid" line (with no dedicated bus lanes) in Phase 1, to be open for operation in early 2017.

At the August 19, 2014 Plans and Programs Committee meeting, the Committee deferred action, requesting that an economic consultant be brought into the study to provide a follow-up report at the next meeting, which would assess the difference in economic benefit to be realized from full bus rapid transit (with dedicated lanes) versus the Rapid alternative (with no dedicated lanes). The economic consultant would also recommend financing alternatives for funding full bus rapid transit with dedicated lanes through innovative (public-private) financing methods such as assessment districts or business improvement districts.

HR&A Advisors of Los Angeles was brought on board to deliver the economic analysis discussed above, and will present their findings. HR&A's full report will be made available at http://www.omnitrans.org/about/reports/.

Presentations of the Alternatives Analysis have also been given to each City's elected bodies over the past several months. The Parsons consulting team presented the summary of the Alternatives Analysis to the Fontana City Council and Planning Commission members on August 20, 2014, to the Ontario Planning Commission on September 18, 2014, the Rancho Cucamonga City Council on October 1, and the Pomona City Council on October 20.

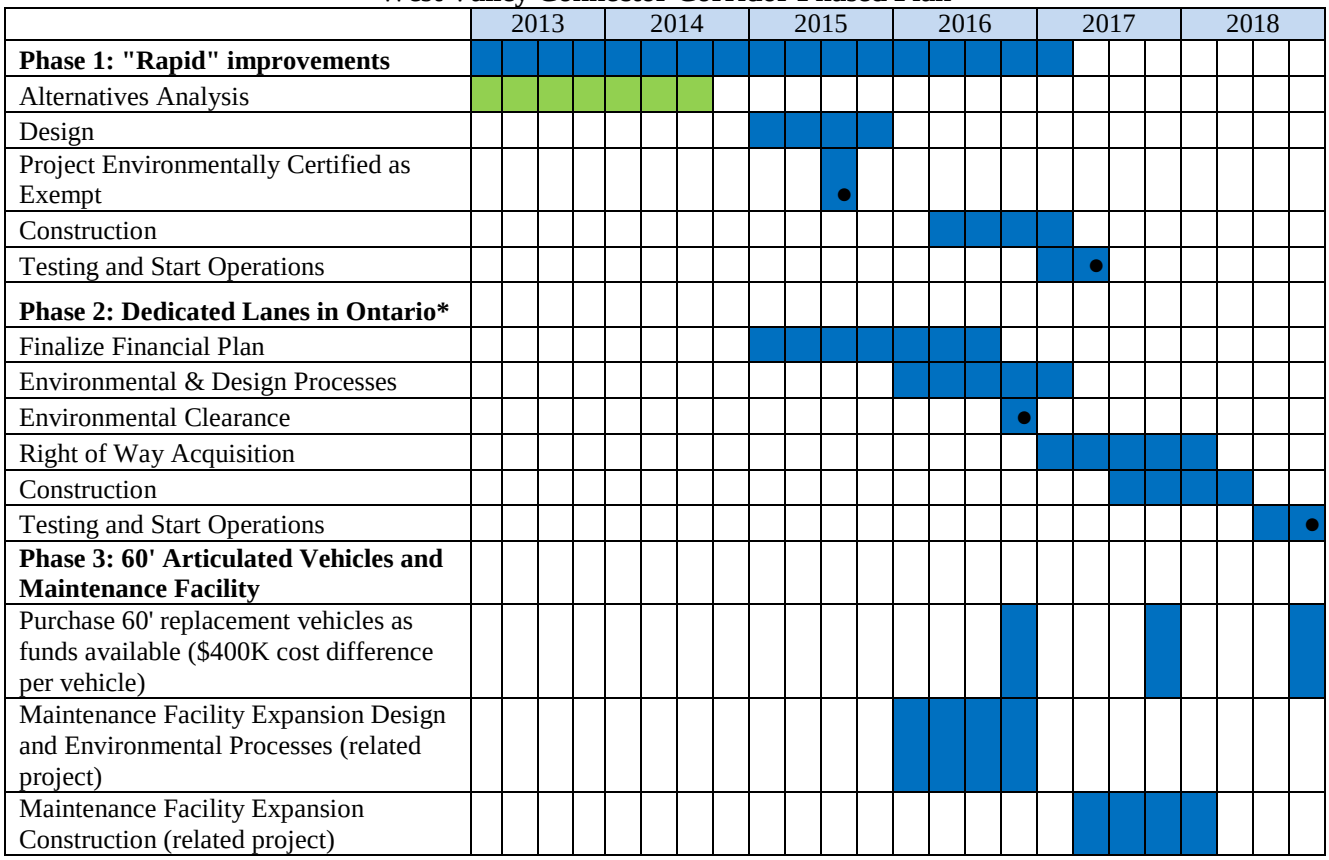
Phasing Options

On August 20, 2014, the California Transportation Commission approved an Active Transportation Program grant to Omnitrans in the amount of $3.5 million for station improvements and pedestrian access to the stations along the West Valley Connector Corridor line. The grant funding is allocated for FY 2015 for the design phase and FY 2016 for the construction phase. The grant comes from Federal Highway Administration funding and has no local matching requirement attached because the project benefits a disadvantaged area.

A phased approach for the project is recommended in order to retain existing project management staff resources, as well as to take advantage of grant funds, such as the above-listed or other potential grants, which typically have quick timelines for obligating and spending down funding. The $50 million for 3.5 miles of dedicated lanes in Ontario is not currently available; also, the environmental clearance and the right-of-way processes for expansion of the roadway could add at least a year to the project timeline. Therefore the ability to spend other grant funds may be impacted. Thus, the environmental clearance process is recommended to be carried out in separate phases for the Rapid improvements (currently funded) and for the dedicated lanes.

Staff recommends the phased approach and timeline illustrated on the following page:

West Valley Connector Corridor Phased Plan



* The timeline above illustrates the earliest possible timeline for Phases 2 and 3, depending upon when funding becomes available.

In Phase 1, minimal capital improvements are proposed in the 3.5 miles in the City of Ontario planned for dedicated lanes, in order to minimize duplication of resources in Phase 2. The stations/station areas will have to be ADA-compliant, which could be addressed in the lowest-cost manner possible; and minimal or no station amenities could be placed at the stations in those 3.5 miles (the Mountain, San Antonio, Euclid, Campus, Grove, and Vineyard stations along Holt). The exception could be bolt-down shelters and other amenities that could easily be moved from one location to another when the Phase 2 dedicated lanes are completed.

The minimum needed improvements to ensure ADA compliance of the corridor are estimated at a total of $30,000 to $40,000, which includes constructing concrete boarding areas at several stations. If shelters and amenities are included at the above-listed six stations in Phase 1, the cost of installing the shelters and amenities would be duplicated in Phase 2 in order to move the shelters and amenities to the median stations; this duplicated installation cost could total up to $400,000. If transit signal priority is included at the intersections along this 3.5 miles of the corridor in Phase 1, the duplicated cost of moving the traffic signal equipment in Phase 2 could total up to $250,000.

The 3.5 miles proposed for dedicated lanes in Phase 2 is circled on the corridor map below.

BRT stations at Mountain, San Antonio, Euclid, Campus, Grove, and Vineyard

While the dedicated lanes are under construction, a traffic control plan could be developed that will minimize impact to the operation of the Rapid line as well as general purpose traffic.

Funding Sources

The funding for Phase 1 (approximately $25 million) is expected to be available from the proceeds of the sale of the Mid-Valley property in Rancho Cucamonga, along with Omnitrans' unspent FTA capital funds that are remaining from other projects. The recently awarded Active Transportation grant from Caltrans, as well as other potential grant funds, could free up funds to be used toward Phases 2 and 3. See tables 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**

Capital Funds Available

Appraised Value of Mid-Valley Land (federal and local)	$ 21,300,000
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	**$ 30,654,578**

Any available funds not used for Phase 1 could be used toward Phases 2 and 3.

When the SANBAG Board of Directors passed a moratorium on spending Measure I BRT funds for the planning or development of new Rapid or BRT routes in October 2013, the staff report projected having $16 million of accumulated funding available in FY 2020. This $16 million could provide a portion of the local match money that would be needed to pursue federal grant funds (such as Very Small Starts) for the Phase 2 dedicated lanes in Ontario (total cost of $50 million).

The Rapid line (Phase 1) is expected to cost $5.2 million per year to operate, with the same hours of operation as the sbX Green Line, from 6am to 8pm with 10-minute frequency at peak times and 15-minute off-peak frequency. Currently, approximately $8.3 million per year is spent to operate the Routes 61 and 66. It is anticipated that the portions of Routes 61 and 66 that overlap the Rapid corridor would be reduced in frequency while the Rapid is operating, to avoid duplication of service and to reduce operating costs.

After using the savings from the reduction in local Routes 61 and 66 services, an additional $1.2 million would be needed for the operation of the Rapid line. This $1.2 million could potentially come from savings found from changes to other routes/services proposed in the OmniConnects Short Range Transit plan. This could result in a cost-neutral or no increased net cost improvement in transit service in the corridor. The capital and operating financial plan for the West Valley Connector Corridor project will be refined during the Design phase of the project.

When the dedicated lanes are added in Phase 2, it is expected to increase operating and maintenance costs by approximately $60,000 per year. The addition of ticket vending machines at all stations in the corridor would increase O&M costs by approximately $40,000 per year. The conversion to 60' articulated buses in Phase 3 would increase O&M costs by approximately $80,000 per year.

Next Steps

Staff is requesting approval to move forward in a phased approach as illustrated in the timeline above. The phases are proposed to be implemented as follows:

- Phase 1: "Rapid" improvements – all required funding currently available ($25 million);
- Phase 2: Dedicated lanes on 3.5 mile segment in City of Ontario – funding to be determined ($50 million);

- Phase 3: 60' Articulated vehicles and East Valley maintenance facility expansion – funding to be determined ($25 million);

Staff recommends moving into the design phase for Phase 1 to refine the corridor design (including alignment, station placement, and station design), while simultaneously working on the financing plan for the future phases and continuing to pursue additional funding sources. Staff will report back regularly to the Plans and Programs Committee on progress and projected timeline for the future phases, as well as progress on Phase 1 design and construction. Throughout the process, Omnitrans staff and the design team will work closely with each of the five cities and other jurisdictional agencies to gain approval at each milestone of the process and ensure regional consensus on the final design.

- December 2014 – Staff anticipates requesting the Board of Directors to release Request for Qualifications for Design Services for the West Valley Connector Corridor Phase 1.

- April 2015 – Staff anticipates requesting the Board of Directors to award contract for Design Services for the West Valley Connector Corridor Phase 1.

Early- to mid-2016 – Design will be completed and agreements will be executed with five cities along the corridor and other parties. Construction management team will be brought on board.

- Early 2017 – Construction will be completed and vehicles will be acquired/branded.

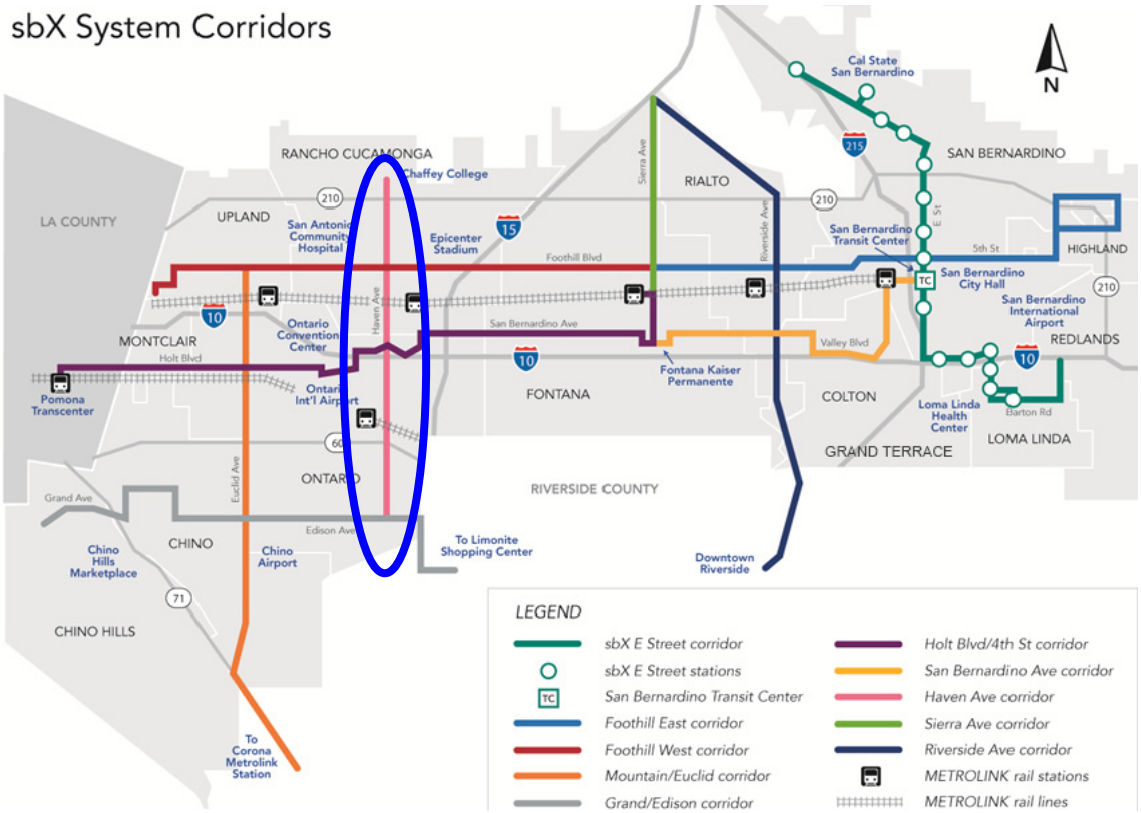
- Mid-2017 – Projected start of Phase 1 service.

During project development for Phase 1, staff (and the design consulting team) will continue to refine the financing plan and conceptual plans for Phases 2 and 3, and will report the progress regularly to the Plans and Programs Committee.

Options for Haven Avenue Corridor in Rancho Cucamonga

At the August 19, 2014 Plans and Programs Committee meeting, a concern was also expressed about how the Rancho Cucamonga Civic Center and potential new developments along Haven Avenue will be served by premium transit options.

There is a future bus rapid transit line planned for Haven Avenue, which was identified in Omnitrans' *System-wide Transit Corridors Plan for the San Bernardino Valley* (2010). The Haven corridor is circled on the map below.



Omnitrans will work cooperatively with the City of Rancho Cucamonga to explore options for serving Haven. Further routing options can be studied in the design phase.

If the alignment of the West Valley Connector Corridor were to deviate to the Civic Center off of Haven Avenue after stopping at the Metrolink station, and then along Foothill to Milliken, an additional two miles would be added to the route, adding time and operational cost to the route and reducing efficiency for other riders. However, alternative options could be assessed, such as the following:

- Haven will be served by the local Route 81, which is planned for a restructuring in September 2015 to be a more efficient north-south route serving Chaffey College and other destinations along Haven (as approved in OmniConnects plan, May 2014). In the future, Haven will be developed as a bus rapid transit line and could then connect to the West Valley Connector Corridor.

- Alternatively, if the West Valley Connector Corridor alignment were to serve Haven rather than Milliken, a circulator route (similar to OmniGo) could serve the Ontario Airport, Ontario Mills, the Rancho Cucamonga Metrolink Station, Victoria Gardens, hotels, and major employers. Operation of this route could be funded through a public-private partnership with hotels, businesses, employers, etc., partially by replacing private hotel shuttles, as well as through pursuing new grant funding.

- Another possible option for the City of Rancho Cucamonga to explore could be a bicycle sharing program. The average acceptable biking distance is three miles, and Haven and Milliken are one mile apart; thus, a bicycle sharing system could be ideal to serve short trips between Victoria Gardens, the Civic Center, and other employers and destinations within Rancho Cucamonga.

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 authorize the CEO/General Manager to enter into project development (design) for Phase 1 of the West Valley Connector Corridor project, as recommended in the Alternatives Analysis Report. (The cost of design is expected to be approximately $3 million).

Staff anticipates presenting an item at the December meeting of the Board of Directors requesting approval to release the Request for Qualifications for Design Services for the West Valley Connector Corridor Phase 1, as well as requesting the deobligation and reobligation of unused capital funding to use for the project.

PSG:WW:AMJ

Attachment

West Valley Connector Corridor Alternatives Analysis

Plans & Programs Committee Meeting
October 22, 2014

PARSONS

OmniTrans
Connecting Our Community

Meeting Agenda

- Project Review
- Economists' presentation
- Recommended path forward
- Next steps

Project Development Team

- City of Fontana
- City of Montclair
- City of Ontario
- City of Pomona
- City of Rancho Cucamonga
- Foothill Transit
- Kaiser Permanente
- LA Metro
- LAWA
- Metrolink
- Omnitrans
- Ontario Airport
- Ontario Mills
- SANBAG
- San Bernardino County
- SCAG

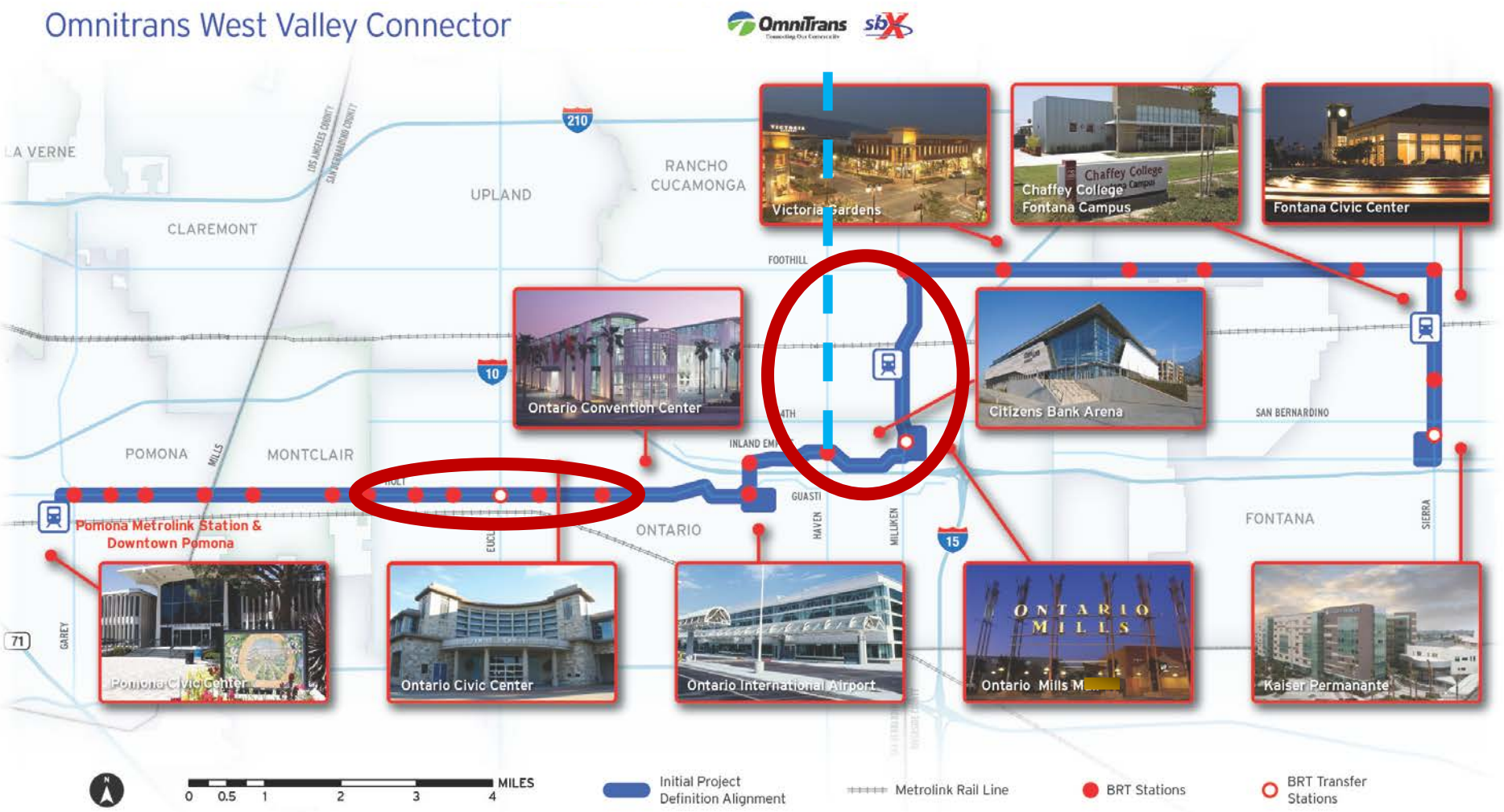
Alternatives Analysis Process

Implementation Schedule	2013				2014			
Alternatives analysis / PDT meetings	■	■	■	■	■	■		
Public outreach					■	■		
Plans and Programs Committee presentations					■	■	■	■
Board presentations						■		■
City Council / Planning Commission presentations							■	★

Alternatives Analysis Process

- August 20, 2014 - City of Fontana City Council/Planning Commission joint workshop
- September 18, 2014 – Ontario Planning Commission briefing
- October 1, 2014 – Rancho Cucamonga City Council meeting
- October 20, 2014 – Pomona City Council meeting

West Valley Connector Rapid Bus



BRT vs Rapid Features

Features	BRT	Rapid
Limited stop service	✔	✔
Frequent headways	✔	✔
Transit Signal Priority (TSP)	✔	✔
Distinct sbX image/branding	✔	✔
Enhanced stations and lighting	✔	✔
Level boarding	✔	
Off-board fare collection (pre-paid tickets)	✔	
NextBus arrival information	✔	✔
Security cameras/emergency phone	✔	✔
Dedicated sbX lanes or queue jumpers	✔	
Integrated with local service	✔	✔

OmniTrans
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Economic Presentation

- Objective: Estimate varying development impacts of dedicated-lane Bus Rapid Transit (BRT) vs. mixed-traffic Rapid Bus Transit in the Ontario study area
  - Increased value of existing property; catalyze and support new development
- Study Elements
  - Market analysis
  - Literature review and case studies
  - Impact Analysis
  - Funding Analysis

Economic Presentation

- Primary valuation area within 500 feet of Holt Boulevard corridor within the city of Ontario

Current Assessed Value	Total Property Tax
<<$>>	<<$>>

Research: Literature Review and Case Studies

City	Pittsburgh (MLK East Busway)	Boston (Silver Line)	Kansas City (MAX Main Street Line)	Los Angeles (Orange Line)	Eugene-Springfield (EmX Franklin Corridor)	Cleveland (HealthLine)
Overview						
Transit Type	Bus Rapid Transit	Enhanced Bus	Enhanced Bus	Bus Rapid Transit	Bus Rapid Transit	Bus Rapid Transit
Completion	1983; 2003 (expansion)	2002	2005	2005; 2012 (expansion)	2007	2008
Length (Miles)	9.1	2.2	6.0	18.0	4.0	7.1
Dedicated Lanes (Miles)	8.7	0.0	3.1	17	2.4	4.4
Stations	9	13	21	18	10	21
Ridership (Weekday Average)	24,000	21,000	6,000	25,000	4,700	16,000
Dedicated Lanes	Yes	Yes	Partial	Yes	Partial	Partial
Real Estate Impact						
Price Premium	11.0%	7.6%			10.2%	
Development (millions)	$805	$650	$5,200	$3,000	$100	$4,300

Ontario Impact Assumptions

*Estimated Value Premiums**

	Commercial	Residential
Mixed-Lane Rapid Bus	<<%-%>>	<<%-%>>
Dedicated-Lane BRT	<<%-%>>	<<%-%>>

*Estimated New Development Assumptions**

	Total Commercial	Residential
Mixed-Lane Rapid Bus		
Building capacity	<<X sf>>	<<X units>>
Estimated percentage buildout	<<$>>	<<$>>
Dedicated-Lane BRT		
Building capacity	<<X sf>>	<<X units>>
Estimated percentage buildout	<<$>>	<<$>>

** All values in 2014 dollars*

Benchmark Ontario Impacts

Illustrative Impacts	Dedicated-Lane BRT	Mixed-Lane Rapid Bus
Corridor Wide Incremental Assessed Value	**<<$>>**	**<<$>>**
1% Property Tax	<<$>>	<<$>>
Ontario Share of 1%	<<$>>	<<$>>
Est. New Development Value	**<<$>>**	**<<$>>**
1% Property Tax	<<$>>	<<$>>
Ontario Share of 1%	<<$>>	<<$>>
Sales Tax	**<<$>>**	**<<$>>**
Economic Impacts		
Construction Jobs	<<X>>	<<X>>
Ongoing Jobs	<<X>>	<<X>>

Funding Analysis

- Additional Funding Sources
  - Cap and Trade
  - Alternative Tax Increment Financing Tools
  - Tax Increment Financing Potential
    - <<$>>

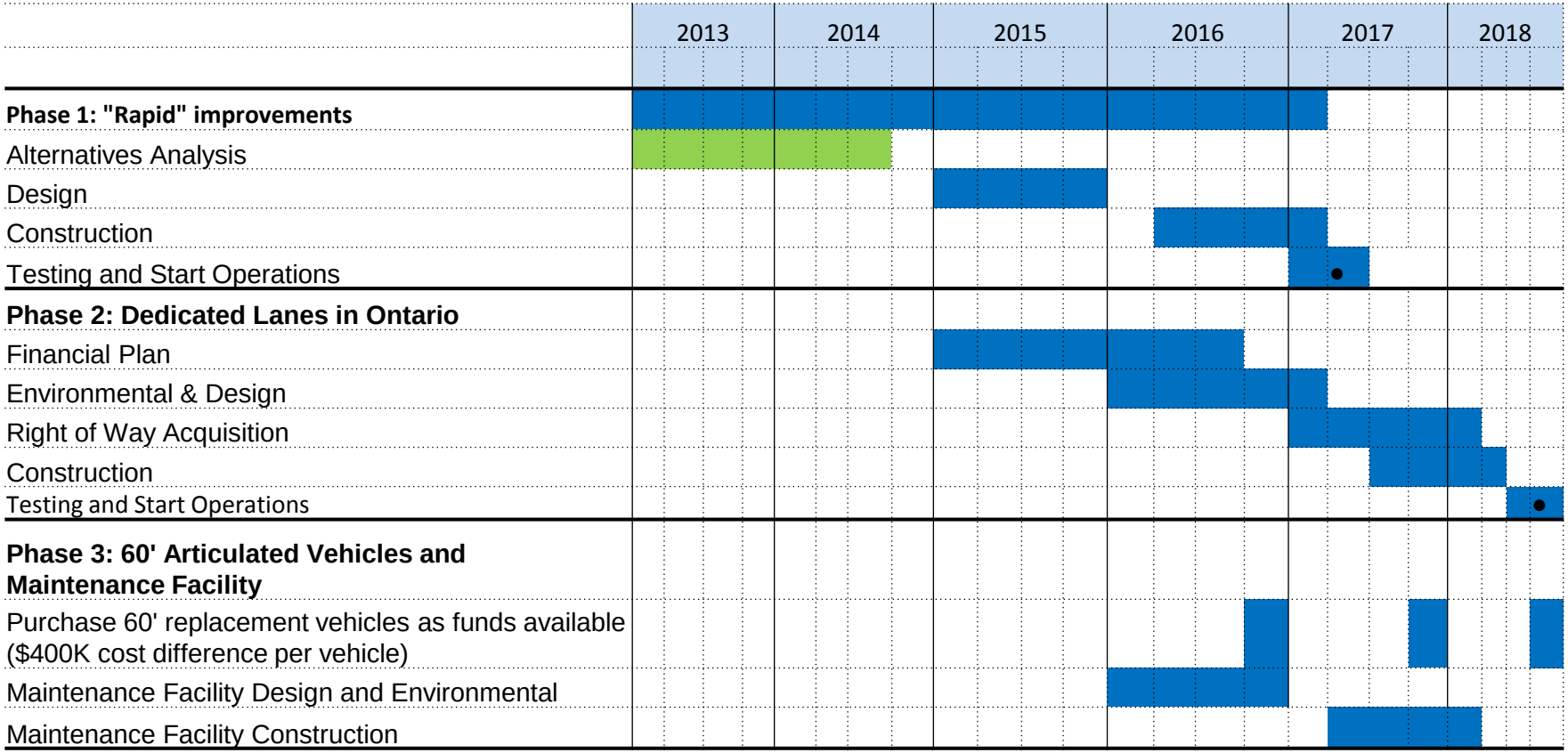
Recommended Path Forward

Based on the PDT evaluation and public input:

- Phase 1 ($25 million)
  - Stations and transit signal priority on 21 miles of the corridor
  - Minimal needed improvements in Ontario
  - Continue developing funding plan for Phases 2 and 3
- Phase 2 ($50 million)
  - 3.5 miles of dedicated, center-running BRT lanes and streetscape improvements
  - Additional right-of-way and road widening, site work/utilities
  - 6 station upgrades
- Phase 3 ($25 million)
  - 60’ articulated vehicles
  - Maintenance facility / storage space needed for vehicles

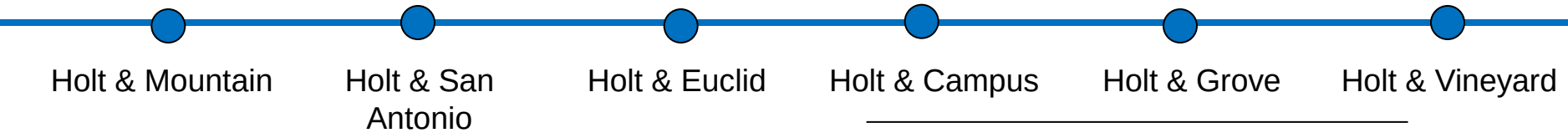
Recommended Path Forward

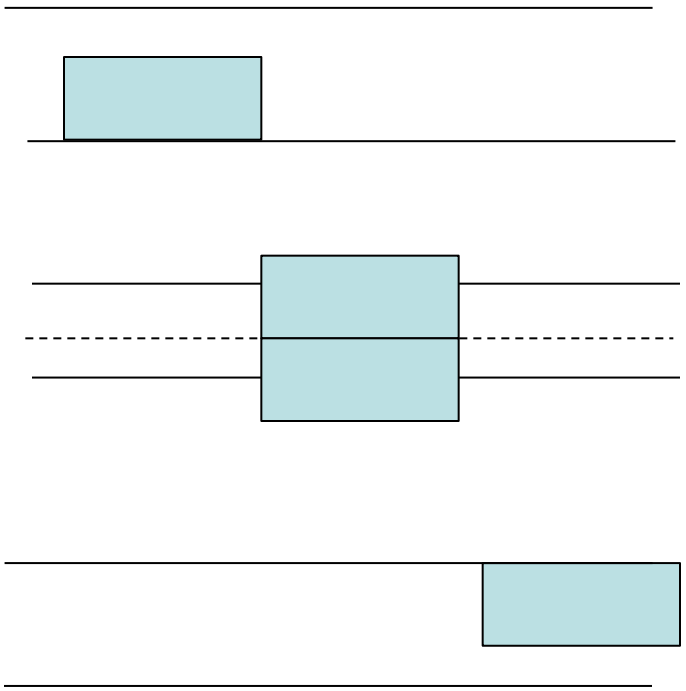
Proposed Phasing Schedule



Recommended Path Forward

Duplication of costs between Phase 1 and Phase 2?





"Sunk costs"

- ADA boarding areas - $30,000 - $40,000
- Installation of shelters and amenities – $300,000 to $400,000
- Moving traffic signal equipment - $250,000

Funds – Phase 1

West Valley Connector Corridor Rapid Bus

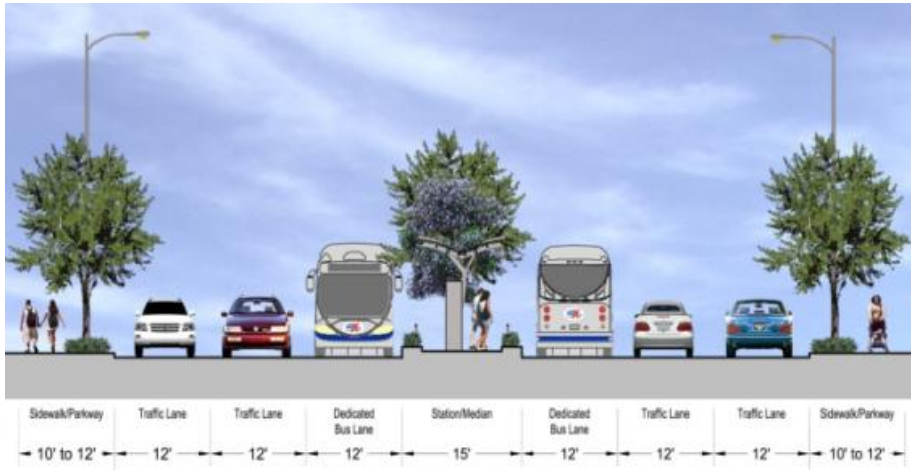
Phase 1 Capital Costs - Rapid service in mixed flow with 27 stations, 7 new 40' buses, TSP, sbX branding, ped/bike connections, professional services, with 25% contingency **$ 24,500,000**

Potential Capital Funding Sources	
Value of Mid-Valley Land	$ 21,300,000
Mid-Valley funds already programmed for construction	$ 5,800,000
Caltrans Active Transportation grant	$ 3,500,000
Total Funding Available	**$ 30,600,000**

Additional O&M Costs/year	**O&M Funding Sources**
Rapid Bus service - $1.2 million	Improved efficiencies as defined in the OmniConnects Plan of up to $1.2 million savings
	So, potentially this would be a cost neutral improvement

Future Phase Funding

Phase 2 potential funding sources:

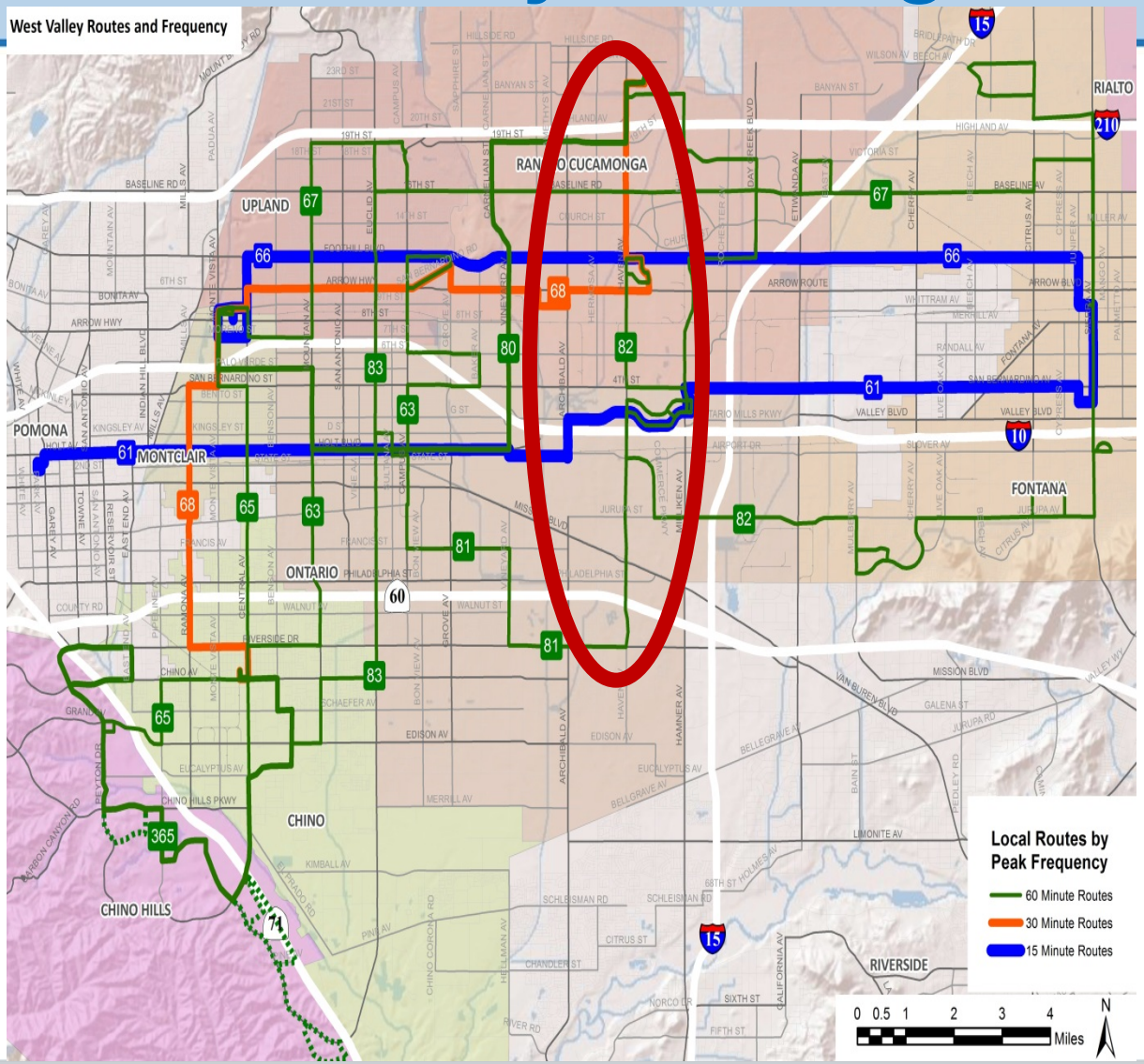


- Measure I BRT - $15 million in FY 2020
- Measure I major arterial program
- Cap and Trade funding
- Small Starts – 50% local match to 50% federal
- Public/private partnerships?

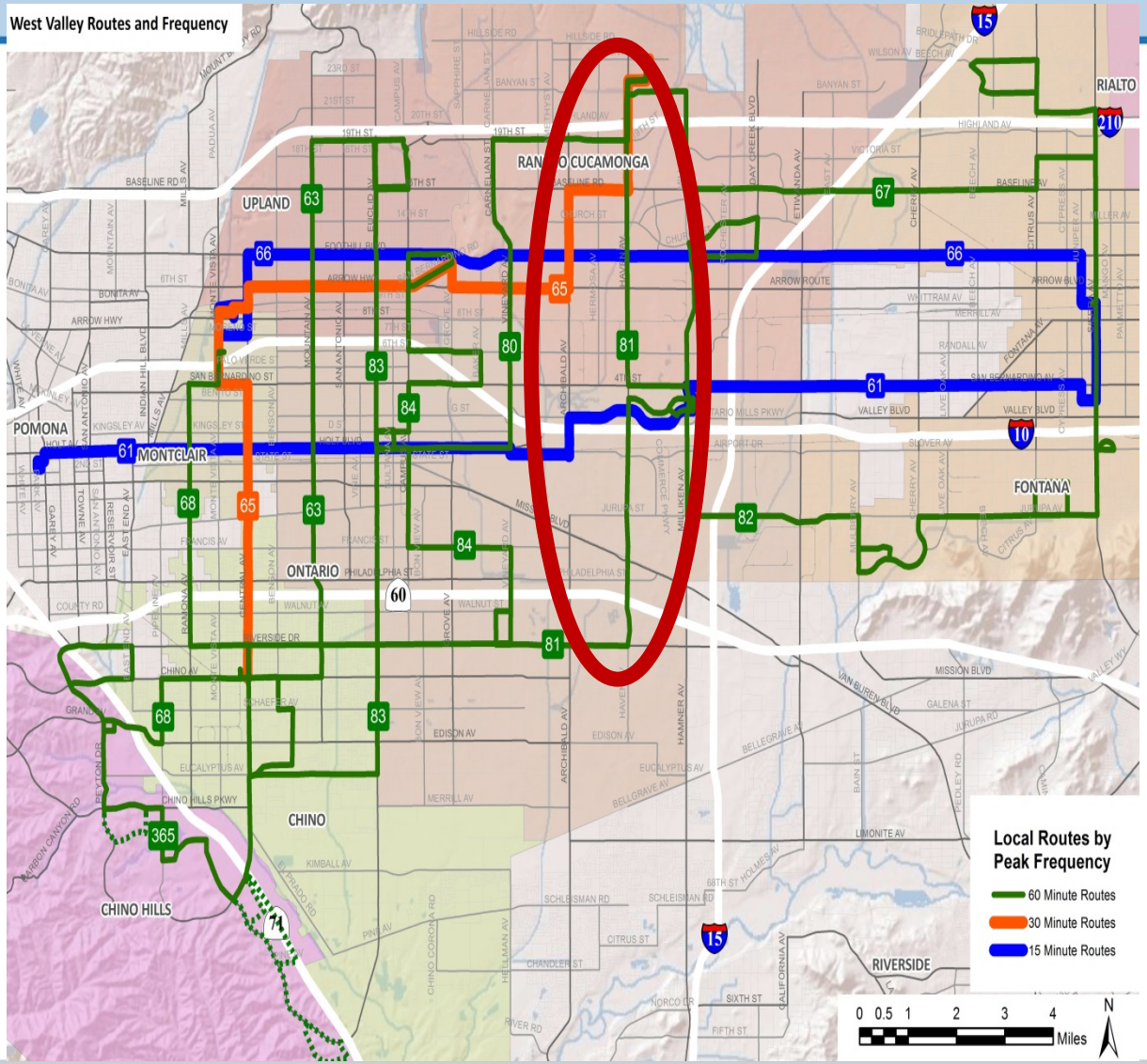
Phase 3 potential funding sources:

- Vehicle-specific grants from AQMD, MSRC, ARB, etc.

West Valley Existing Routing

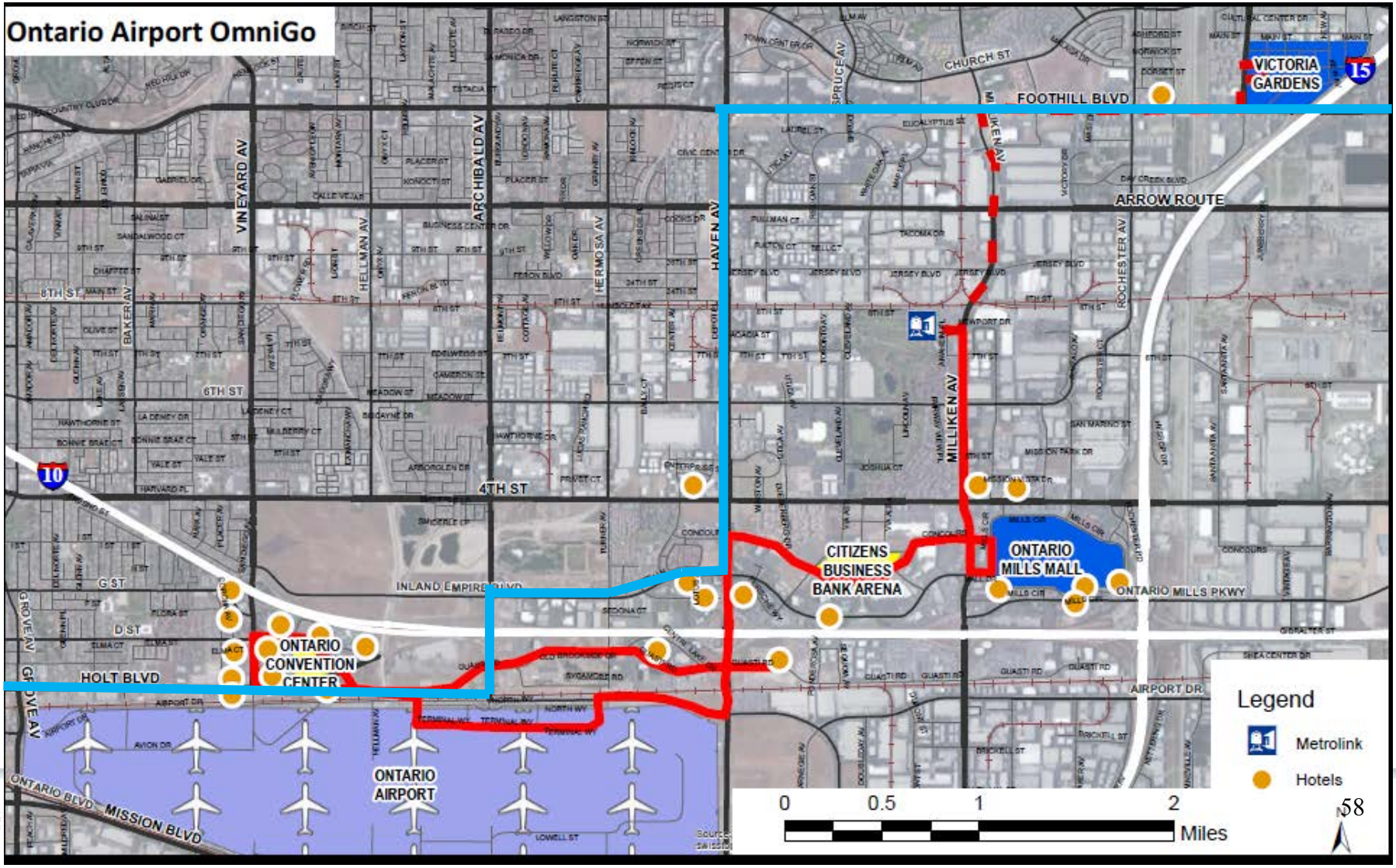


West Valley Proposed Routing Sep 2015



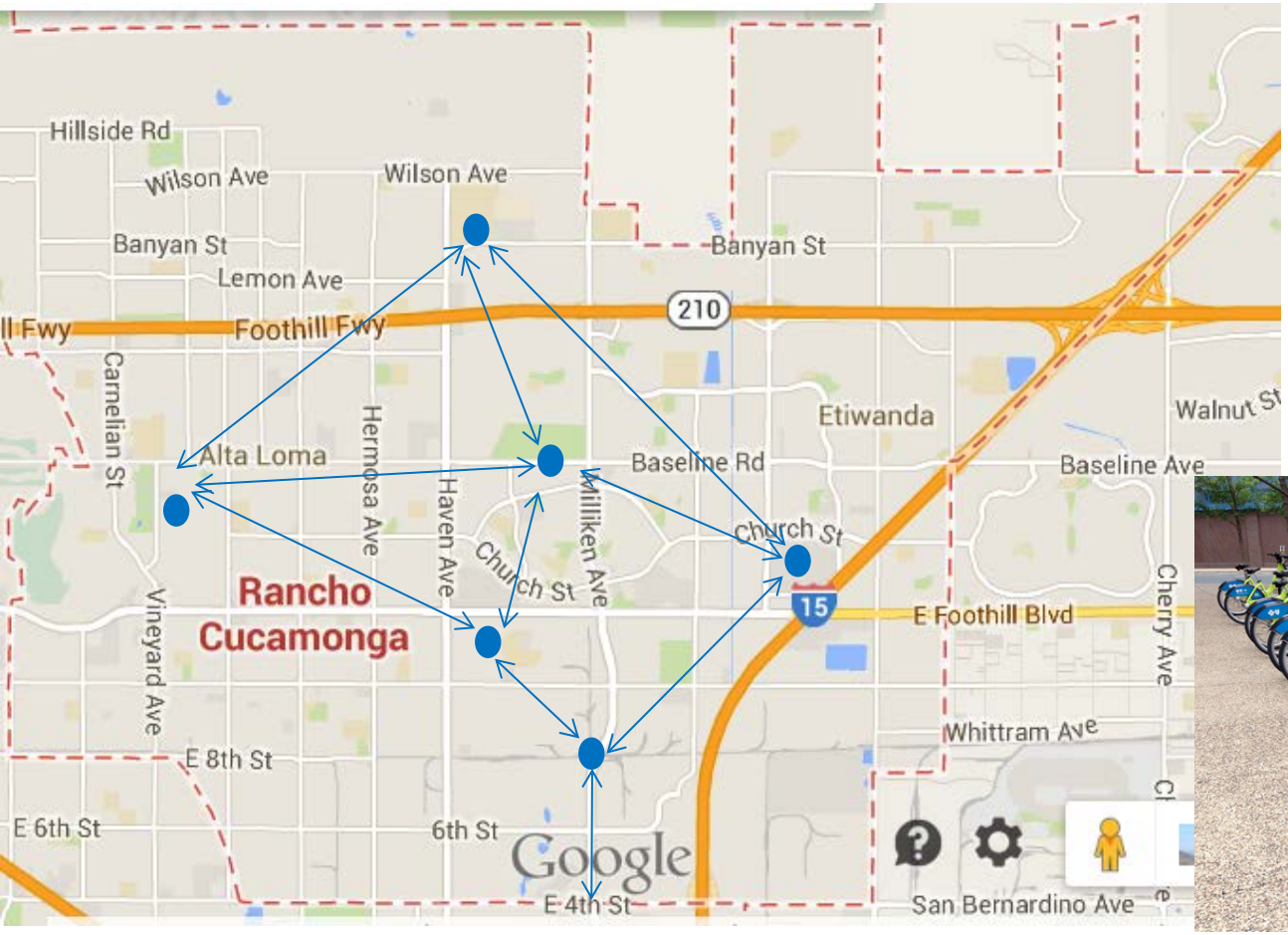
Haven

- Public /private partnerships



Haven

- Bicycle sharing system



Next Steps

- Input on path forward
- Phased approach?
- Further study Haven routing during design phase?
- Release design RFP for Phase 1 in December?
- Include conceptual phasing study/financing plan with design contract

Questions?

Thank you!!