

## **Support Material Agenda Item No. 4**

### **Board of Directors Metro Valley Study Session**

**March 9, 2017**

**9:30 a.m.**

Location:

San Bernardino County Transportation Authority  
First Floor Lobby  
1170 W. 3<sup>rd</sup> Street, San Bernardino, CA

### **Discussion Items**

#### **Discussion - Administrative Matters**

**4. SBCTA Fiscal Year 2017/2018 Budget – Transit Committee Task Review**

Review and provide direction relative to proposed tasks to be included in the Fiscal Year 2017/2018 Budget.

*The program and task narratives are attached.*

## **Transit Program Budget**

### **Description**

The Transit Program represents the continuing responsibilities of SBCTA to implement new passenger rail service, plan for future passenger rail service, support existing commuter rail service through the Southern California Regional Rail Authority (SCRRA)/Metrolink, provide technical assistance to local jurisdictions implementing transit oriented development, coordinate and assist local bus operators when needed, and manage 62 miles of agency owned railroad right of way. The program is funded by an array of funding sources including Measure I, Federal, State, and local funds. Many of SBCTA's Transit and Passenger Rail Program responsibilities are based on federal and state regulations, requiring coordination with the Federal Railroad Administration (CFRA), Federal Transit Administration (FTA), and the California Public Utility Commission (CPUC).

As part of the Fiscal Year 2016/2017 Budget, the Task and Sub Task Structure for the Transit Program was revised to align more closely with Major Projects Delivery's Task and Sub Task Structure. This included identifying four major Tasks and various new Sub Tasks including a separate Sub Task for each capital project.

### **Goals and Objectives**

The Transit and Rail team will continue the delivery, management, and construction of major transit and rail capital projects. In doing so, the staff will assist in meeting SBCTA's commitment to deliver the transportation projects as described in the Measure I Transportation Transaction and Use Tax approved in 1989 and renewed in 2004 by the San Bernardino County voters. In addition, the Transit Program includes the goal of providing high-quality Metrolink commuter rail services to the citizens of San Bernardino County, development of Arrow hybrid-rail service, and providing project delivery support to the local transit operators in the County. The Transit and Rail Program for this fiscal year includes the following:

1. Close-out of the Downtown San Bernardino Passenger Rail Project and implementation of Metrolink service to the San Bernardino Transit Center.
2. Ground breaking on the Redlands Passenger Rail Project.
3. Construction of grade crossing improvements at three locations in the Metrolink service corridor.
4. Approval of the Gold Line Phase 2B Advanced Conceptual Engineering package and execution of the cooperative agreement with the Foothill Gold Line Construction Authority.
5. Removal of the Zanja Bridge.
6. Environmentally clearing the West Valley Connector and final design.
7. Complete the Mountain Transit Facility Study.
8. Proceed with development of the Metrolink Double Track – Control Point (CP) Lilac to CP Rancho Project to “shovel” ready status.
9. Management of SBCTA railroad right of way in an efficient and comprehensive fashion.
10. Provide technical assistance to various cities related to transit-oriented development efforts, including the Rancho Cucamonga Empire Yard development at the Milliken Metrolink Station.
11. Support the SBCTA Planning Department efforts to update the SBCTA Long Range Transit Plan (LTRP).
12. Support OmniTrans' and Victor Valley Transit Authority (VVTA) in their efforts to update their Short Range Transit Plans (STRP)'s.
13. Provide allocations and pass-through funding to the County's transit operators.

## Transit Program Budget

### Performance/Workload Indicators

	2014-2015 Actual	2015-2016 Actual	2016-2017 Revised Budget	2017-2018 Budget
Downtown San Bernardino Passenger Rail Project	Construction	Construction	Construction	Close-out
San Bernardino Transit Center	Construction	Project Closeout (Phase 1)	Construction (Phase 2)	Construction (Phase 2)
Redlands Passenger Rail Project	Preliminary Engineering/ Environmental Clearance	Final Design/Vehicle Procurement	Final Design/ Vehicle Procurement/ Utility Relocations	Final Design/ Vehicle Procurement/ Utility Relocations
Gold Line Extension	N/A	Advanced Conceptual Engineering Preliminary Engineering/ Environmental Clearance	Advanced Conceptual Engineering Preliminary Engineering/ Environmental Clearance	Preliminary Engineering Preliminary Engineering/ Environmental Clearance
Metrolink Double Track – CP Lilac to CP Rancho	Included	Included	Finalize	N/A
Station Security Study	Included	Underway	Finalize	N/A
Shortway Subdivision Quiet Zone	N/A	Final Design/ Environmental Clearance	Final Design/ Right of Way	Construction
Sierra Avenue and Juniper Avenue Grade Crossing Improvements	N/A	Final Design	Final Design	Construction
West Valley Connector	N/A	N/A	Environmental /Design	Environmental /Design/Right of Way

## **Transit**

**Task** 0309 Transit Operator Support

### **Purpose**

Facilitate and oversee the administration and programming of transit projects through funding provided by a variety of Federal and State revenue sources and Measure I to allow delivery of transit projects on schedule and to demonstrate compliance with applicable State, Federal, and local guidelines, fiscal constraint and air quality conformity requirements. Federal and State revenue sources include Fixing America's Surface Transportation (FAST) Act programs administered by the Federal Transit Administration (FTA); State Proposition 1B Bond programs; Local Transportation Funds (LTF) and State Transit Assistance Funds (STAF) made available from State Transportation Development Act (TDA); and the Low Carbon Transit Operations Program (LCTOP). This provides for assistance and oversight of San Bernardino County transit operators, including review of their cost effectiveness and efficiency, State and Federal funding compliance, funding allocations, service modifications, and capital improvements. These operators include Omnitrans, Victor Valley Transit Authority (VVTA), Morongo Basin Transit Authority (MBTA), Mountain Area Regional Transit Authority (MARTA), and City of Needles Transit, as well as Omnitrans in its role as the Consolidated Transportation Services Agency (CTSA) for the San Bernardino Valley.

### **Accomplishments**

Annually, SBCTA is responsible for the coordination of Unmet Transit Needs Public Hearings in the Victor Valley and Morongo Basin areas to determine whether there are unmet transit needs in those areas that could be reasonably met. During the Fiscal Year 2015/2016 unmet transit needs process, the Board adopted two findings of unmet transit needs in the Victor Valley that could be reasonably met. As a result VVTA implemented Oak Hills service during Fiscal Year 2016/2017 and expanded service in Apple Valley in the areas of Apple Valley Road, Corwin Road, and Dale Evans Road will be implemented in Fiscal Year 2017/2018. Additionally, SBCTA, in coordination with the county's public transit providers, human service agencies, cities, and the County, updated the Public Transit-Human Services Transportation Coordination Plan for Fiscal Years 2016-2020. The Coordinated Plan identifies and addresses transportation needs and gaps for seniors, persons with disabilities, and persons of low-income through mobility goals, strategies, and projects.

During Fiscal Year 2015/2016 an evaluation of the effectiveness and efficiency of the Valley CTSA model was undertaken that resulted in the Valley moving from a non-profit CTSA model to a consolidation under Omnitrans. Omnitrans created a new department for the administration of CTSA services in concert with Access, their paratransit service. During Fiscal Year 2016/2017 SBCTA, Valley Transportation Services (VTrans), and Omnitrans worked together to ensure a seamless transition of the CTSA services from VTrans to Omnitrans.

SBCTA staff has administered and programmed the funding available for transit projects based on the Board of Director's approved priorities and strategies as communicated through the 10-Year Delivery Plan and the various Short Range Transit Plans (SRTP)s, program apportionments, and project-specific allocations. Through strategic fund management and timely delivery of existing committed funds, SBCTA has maximized and protected State and Federal funding revenues. SBCTA conducted a call for projects for FTA Section 5310 grants in the West Valley and reviewed and prioritized FTA Section 5310 grant applications for the East Valley for submission to and project selection by California Department of Transportation (Caltrans). In addition, SBCTA has supported transit operators with information on funding opportunities and transportation program guidelines, requirements, policies, and schedules. SBCTA serves as a liaison between transit operators and the Caltrans, the California Transportation Commission (CTC), the County Auditor/Controller, and various other state and federal agencies to assist local implementation of projects funded by State and Federal sources.

## Transit

### Task 0309 Transit Operator Support

#### Work Elements

This is an ongoing project that includes professional development through participation in regional, state, and national transit association conferences. Participation provides for exchange of information and policy development ideas relating to transit operations and funding.

This task also includes continued staff and consultant efforts required to maintain compliance with State and Federal funding requirements, such as reviewing procedures related to Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA) and conducting the annual unmet transit needs public hearings. Additionally SBCTA staff provides technical assistance for the transit operators such as financial forecasts for their (SRTP)s, grant applications review and submittal, and programming of projects in the Federal Transportation Improvement Program (FTIP) and Regional Transportation Plan (RTP).

The task also includes professional services to support the continued development, evaluation, and implementation of the transit operator reporting system. Specific items of the task include:

1. Attend and participate in regional, state, and national association meetings.
2. Continue work on implementing and maintaining the transit operator performance system.
3. Share new industry and regulatory information with operators.
4. Review and implement SBCTA procedures and provide technical assistance to transit operators and non-profits to ensure compliance with Federal Transit Administration requirements.
5. Schedule, mail and publish notices for annual Unmet Transit Needs Public Hearings (a minimum of two hearings will be held in the Mountain/Desert Region), as required by the Transportation Development Act (TDA). Obtain court recorder services for public hearings. Prepare summary of testimony received, recommended staff response, and formal findings for review by the Public and Specialized Transportation Advisory and Coordination Council (PASTACC) and the hearing boards. Obtain Board adoption of formal findings.
6. Identify eligible candidate projects for various competitive grant programs and provide support to transit operators to submit applications and implement projects, if selected.
7. Determine the distribution of FTA formula and Federal Highway Administration (FHWA) Congestion Mitigation and Air Quality (CMAQ) funds committed to transit projects. Provide assistance to operators in the preparation of annual Section 5311 and Section 5307 Programs of Projects and grant applications, provide concurrence with the use of Section 5307 and Section 5337 apportioned to the San Bernardino Valley by the Southern California Regional Rail Authority, and review and prioritize Section 5310 grant applications.
8. Allocate LTF to transit operators and local agencies for public transportation and local streets and roads projects and STAF to transit operators for capital projects and eligible operating costs in accordance with the TDA Statutes and the California Code of Regulations (CCR).
9. Coordinate with SBCTA auditor for both the annual fiscal and triennial performance audits of LTF and STAF funds, and monitor contract auditor work and final product for TDA claimants. Submit annual fiscal TDA audits to the State by the December 31 deadline and the triennial performance audits by the July 1 deadline.
10. Represent San Bernardino countywide programming interests at statewide meetings such as the Regional Transportation Planning Agencies' meeting, CTC meetings, Southern California's Programming/Planning group meeting, Transportation Conformity Working Group meetings, the Statewide TDA Advisory Committee meetings, and the California Federal Programming Group meetings.
11. Coordinate activities and provide assistance in responding to inquiries from Board members, member agencies, and transit operators through the Transportation Technical Advisory Committee (TTAC), PASTACC, and other interagency forums.

## **Transit**

### **Task 0309 Transit Operator Support**

Budgetary changes include the funding necessary for completion of the triennial performance audits for Fiscal Years 2014/2015 – 2016/2017 and staff training for EcoSys, the database used for administration of TDA funds.

### **Product**

Dissemination of information and technical assistance to operators. The evaluation, further development, implementation, and maintenance of the transit operator performance reporting system will be of benefit to the operators and SBCTA. Additionally, an objective, efficient, and timely process to program and allocate Federal, State, and local funds in cooperation with the transit operators to maximize the use of revenue sources, to support the delivery of transit projects that provide the greatest transportation benefit relative to their cost, and to ensure that all transit funds allocated to projects within San Bernardino County are used in a timely manner without risk of loss.

### **Contract Information**

- a. Existing Contracts
  - i. 15-1001235, Transit and Specialized Transportation Planning Services, Amount Budgeted \$263,878.
  - ii. 00-1000939, National Transit Database Reporting Project, Amount Budgeted \$25,000.
- b. New Contracts
  - i. RFP, Transportation Development Act Triennial Performance Audits, Amount Budgeted \$150,000, Total Estimated Contract Amount \$150,000.
  - ii. Training for EcoSys Database Administration, Amount Budgeted \$22,500, Total Estimated Contract Amount \$45,000. Cost is shared with Task 0500 – Fund Administration & Programming.

### **Manager**

Andrea Zureick, Director of Fund Administration and Programming

**Transit**

**Task** 0309 General Transit

	<b>2016-2017</b>			
	<b>2014-2015</b>	<b>2015-2016</b>	<b>Revised</b>	<b>2017-2018</b>
<b>Expenditures</b>	<b>Actuals</b>	<b>Actuals</b>	<b>Budget</b>	<b>Budget</b>
Regular Full-Time Employees	238,602	65,707	142,513	186,999
Overtime	259	-	-	-
Fringe Allocation-General	232,643	61,967	152,617	191,955
Professional Services	121,879	329,537	127,000	266,579
Consulting Services	24,941	-	53,884	44,305
Auditing & Accounting	262,409	-	-	150,000
Legal Fees	4,831	-	-	-
Dues & Subscriptions	12,832	12,783	27,000	13,000
Training/Membership	1,910	1,615	4,000	26,500
Postage	39	-	250	200
Travel Expense - Employee	2,560	903	5,200	5,350
Travel Expense-Mileage-Employee	176	155	1,100	1,200
Travel Expense-Other-Metrolink Tickets	-	-	250	400
Advertising	1,665	1,339	2,000	2,200
Printing - External	-	-	300	400
Office Expense	370	-	-	-
Meeting Expense	339	351	650	900
Office Equipment/Software-Inventorial	245	-	7,200	-
Indirect Allocation-General	322,642	95,902	302,566	312,182
Total Expenditures	<u>1,228,342</u>	<u>570,260</u>	<u>826,530</u>	<u>1,202,170</u>
 <b>Funding Sources</b>				
Local Projects Fund				25,000
Local Transportation Fund - Admin				586,356
Local Transportation Fund - Planning				590,814
Total Funding Sources				<u>1,202,170</u>

## **Transit**

**Task** 0310 Transit Allocations/Pass Throughs

### **Purpose**

To serve as a depository for State Transportation Development Act (TDA) funds, Measure I 2010-2040 Senior and Disabled Program funds, and other grant funds that are required to pass through SBCTA prior to disbursement to transit operators and other local agencies implementing transit-related or TDA local streets and roads projects within their jurisdiction.

### **Accomplishments**

As the County Transportation Commission and the administrator of Measure I, SBCTA is responsible for the disbursement of funding from the TDA, the Measure I 2010-2040 Senior and Disabled Program, and other State grant programs. SBCTA staff disburses these funds based on the program apportionments and project-specific allocations. The Measure I Senior and Disabled Program funds provided to the transit operators offer financial assistance to offset costs associated with paratransit service by the transit operators for those that meet the qualifications under the Americans with Disabilities Act (ADA). These funds are also used to provide subsidized fares for seniors. Additionally, other fund sources are included in this task when State processes require those funds to flow through SBCTA to the implementing agency or when SBCTA provides additional contributions to locally implemented transit projects.

### **Work Elements**

1. Disburse Local Transportation Funds (LTF) to transit operators and local agencies for public transportation, local streets and roads projects, and projects that are provided for use by pedestrians and bicycles in accordance with the TDA Statutes and the California Code of Regulations (CCR).
2. Disburse State Transit Assistance Funds (STAF) to transit operators for capital projects and eligible operating costs in accordance with the TDA Statutes and the CCR.
3. Disburse Measure I Senior and Disabled Program funds based on annual allocations approved by the SBCTA Board of Directors.
4. Disburse other program funds that must pass through the SBCTA budget for disbursement to the transit operators and local agencies implementing transit-related projects within their jurisdiction.

### **Product**

Funds for transit operators and other local agencies implementing transit-related projects within their jurisdiction.

### **Contract Information**

- a. Existing Contracts
  - i. 16-1001458, Funding Operation of a Consolidated Transportation Services Agency (CTSA) to Provide for the Coordination of Transit Services for Seniors and Persons with Disabilities, Amount Budgeted \$2,591,816.

### **Manager**

Andrea Zureick, Director of Fund Administration and Programming



**Transit**

**Task** 0310 Transit Allocations/Pass Throughs

	<b>2016-2017</b>			
	<b>2014-2015</b>	<b>2015-2016</b>	<b>Revised</b>	<b>2017-2018</b>
<b>Expenditures</b>	<b>Actuals</b>	<b>Actuals</b>	<b>Budget</b>	<b>Budget</b>
Contributions/Subsidies	9,053,897	10,492,440	11,251,781	10,182,911
Pass-Thru Payments	86,621,897	-	87,676,420	102,307,550
Total Expenditures	<u>95,675,794</u>	<u>10,492,440</u>	<u>98,928,201</u>	<u>112,490,461</u>

**Funding Sources**

Local Transportation Fund - Pass Through	86,700,000
State Transit Assistance Fund - Pass Through	15,607,550
MSI Colorado River Fund-Senior/Disabled	12,400
MSI Morongo Basin Fund-Senior/Disabled	108,300
MSI Mountain Fund-Senior/Disabled	104,636
MSI North Desert Fund-Senior/Disabled	459,759
MSI Valley Fund-Senior/Disabled	8,691,816
MSI Victor Valley Fund-Senior/Disabled	<u>806,000</u>
Total Funding Sources	<u>112,490,461</u>

## **Transit**

**Task** 0312 General Transit

### **Purpose**

Represent the San Bernardino County transit interests at the Regional, State, and National levels, including staff time associated with SBCTA's role as a member agency of the Southern California Regional Rail Authority (SCRRA), the operator of the Metrolink commuter rail system, to make transit in San Bernardino County safe, efficient, and effective. In addition, facilitate and assist with regional studies and plans associated with transit.

### **Accomplishments**

SBCTA shares operating and capital expenses with the Los Angeles County Metropolitan Transportation Authority (LACMTA), the Riverside County Transportation Commission (RCTC), and the Orange County Transportation Authority (OCTA) for the three Metrolink routes that service San Bernardino County. These three lines typically carry up to 50% of the total Metrolink passengers. The San Bernardino Line alone carries about 30% and boasts the highest fare box recovery on the entire Metrolink system. While small in comparison to the other counties, Ventura County Transportation Commission (VCTC) does contribute on an "all-share" formula for all lines on the Metrolink system. During Fiscal Year 2016/2017, SBCTA worked with the four other county transportation commissions and SCRRA to implement Positive Train Control, participated in comprehensive review of the needed rehabilitation projects and identified the needed funding, and contributed to the analysis of the budgetary formulas that establish the member agency subsidy shares.

SBCTA continues to coordinate activities with the California High-Speed Rail Authority, discussing proposed alignments through the Inland Empire to link high speed rail from Los Angeles to San Diego. Coordination continues on efforts to implement and fund capacity improvement projects on existing commuter rail lines to provide feeder service to the high speed rail stations.

The Fiscal Year 2015/2016 – Fiscal Year 2018/2019 SBCTA Short Range Transit Plan (SRTP) was completed and includes proposed capital and operating needs for SBCTA as well as the six San Bernardino County transit operators: SCRRA, OmniTrans, Victor Valley Transit Authority (VVTA), Morongo Basin Transit Authority (MBTA), Mountain Area Regional Transit Authority (MARTA) and Needles Area Transit (NAT).

### **Work Elements**

1. Represent the interest of the County on the SCRRA Technical Advisory Committee and advise SBCTA Board representatives on the SCRRA Board.
2. Attend SCRRA Board and policy committee meetings.
3. Work with SCRRA staff to improve financial/accounting practices and monitoring efforts.
4. Attend the American Public Transportation Association (APTA) Annual Rail Conference.
5. Attend the American Railway Engineering and Maintenance of Way Association (AREMA) meetings and Annual AREMA Conference.
6. Provide staff support to the SBCTA Transit Committee.
7. Continue support and coordination on the California High-Speed Rail Authority Project.
8. Other miscellaneous general transit items including project controls.

### **Product**

Regional, State and National representation on transit related items, staff time, reports, and recommendations in support of San Bernardino County's interest as a member of the SCRRA Board, representation and participation with respect to High-Speed Rail, miscellaneous studies and analyses pertaining to transit issues of a regional nature, and high level tasks associated with management of the overall program such as project controls.

## **Transit**

**Task** 0312 General Transit

### **Contract Information**

- a. Existing Contracts
  - i. 00-1000939, CTO #11, Professional Services – Staff Augmentation, Amount Budgeted \$473,166.
  - ii. 00-1000940, CTO #1, Professional Services – General Support Services, Amount Budgeted \$100,000.
  - iii. 00-1000940, CTO #40, Professional Services – Ontario Airport Ride Share Study, Amount Budgeted \$10,000.
  - iv. 00-1000940, CTO #5, Consulting Services – SBCTA Short Range Transit Plan, Amount Budgeted \$30,000.

### **Local Funding Source Detail**

- i. Los Angeles County Metropolitan Transportation Authority - \$430,913

### **Manager**

Carolyn Schindler, Director of Transit and Rail Programs

**Transit**

**Task** 0312 General Transit

	<b>2016-2017</b>			
	<b>2014-2015</b>	<b>2015-2016</b>	<b>Revised</b>	<b>2017-2018</b>
<b>Expenditures</b>	<b>Actuals</b>	<b>Actuals</b>	<b>Budget</b>	<b>Budget</b>
Regular Full-Time Employees	175,237	101,399	107,384	255,958
Overtime	396	58	-	-
Fringe Allocation-General	171,062	95,682	116,182	262,741
Professional Services	716,417	1,090,230	593,440	385,000
Consulting Services	-	33,056	104,846	721,454
Program Management Fees	-	-	-	1,077,329
Legal Fees	13,903	-	12,000	20,000
Dues & Subscriptions	2,913	1,753	7,000	6,000
Training/Membership	6,830	4,153	51,582	12,000
Postage	9	-	1,125	1,625
Travel Expense - Employee	14,395	4,384	15,500	27,000
Travel Expense-Mileage-Employee	553	222	1,000	2,000
Travel Expense-Other-Metrolink Tickets	53	278	1,000	1,000
Advertising	4,058	-	-	-
Printing - External	2,507	42	150	150
Record/Equipment Storage	-	-	100	1,000
Office Expense	853	-	-	1,000
Meeting Expense	49	121	1,500	1,000
Indirect Allocation-General	237,237	148,081	246,841	427,304
Indirect Allocation-Project Management	-	-	-	181,203
Total Expenditures	<u>1,346,471</u>	<u>1,479,460</u>	<u>1,259,650</u>	<u>3,383,764</u>
<b>Funding Sources</b>				
Local Transportation Fund - Planning				1,028,778
Local Transportation Fund - Rail				1,258,532
State Transit Assistance Fund - Rail				665,481
Local Projects Fund				430,973
Total Funding Sources				<u>3,383,764</u>

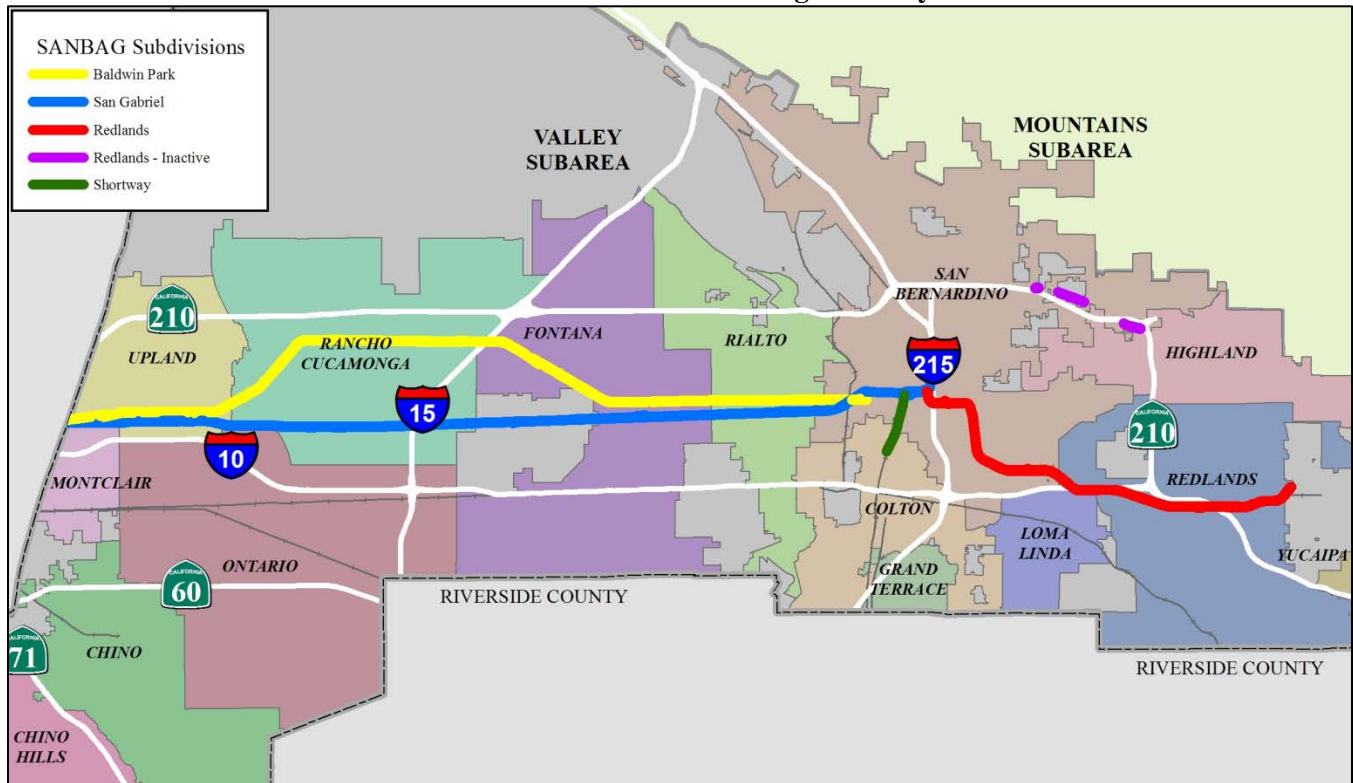
## Transit

**Task** 0313 Transit Right of Way Management

### Purpose

Manage and maintain approximately 62 miles of SBCTA owned railroad right of way in a safe, efficient and effective manner.

### Transit Program SANBAG Owned Railroad Right of Way



### Accomplishments

SBCTA's new oversight of the rail right of way has proven to be useful in several key areas. A reduction in fines for weed abatement violations across several jurisdictions has occurred. Graffiti abatement under a regular maintenance schedule has reduced the number of reported citing's. An in-depth review of existing license agreements resulted in the termination of abandoned facilities and provides analysis for strategies to increase revenue. Adoption of a new Master License Agreement template helps staff to more efficiently manage facilities under a single ownership. The land surveying of several Metrolink stations to repair ownership on title occurred to ensure compliance with Cooperative Agreements between SBCTA and respective cities. A public auction of surplus land in Upland was conducted.

### Work Elements

1. Process new rights of use agreements in a timely manner.
2. Graffiti removal and weed abatement.
3. Records management.
4. Implement collection of lease revenue directly by SBCTA.
5. Implement master agreements with utility agencies where possible.
6. Dispose of surplus property.

## Transit

**Task** 0313 Transit Right of Way Management

### Product

Proactively manage the railroad right of way by: performing maintenance activities, processing new railroad right of way rights of use agreements in a timely fashion, updating outdated rights of use agreements, and determining the process for SBCTA to begin collecting use revenues directly and implementing such process in partnership with the Finance Department, as well as recommending disposal of surplus property where applicable. Specific railroad right of way maintenance activities include weed abatement, graffiti abatement, trash removal, and fence repairs.

### Contract Information

- a. Existing Contracts
  - i. 16-1001409, Professional Services - On-call Railroad Right of Way Maintenance Services, Amount Budgeted \$800,000.
  - ii. 16-1001412, Professional Services - On-call Railroad Right of Way Property Management Services, Amount Budgeted \$475,000.
  - iii. 00-1000988, Legal Services - Railroad Right of Way, Amount Budgeted \$50,000.
  - iv. 00-1000940 CTO #37, Professional Services - On-call Engineering Plan Review, Amount Budgeted \$50,000.
  - v. 00-1000939, CTO #31 Professional Services - Rail Station Surveying (Rancho Cucamonga and Upland), Amount Budgeted \$76,600.
  - vi. 53470 Rail Maintenance of Way, Weed Abatement Fines, Amount Budgeted \$7,500.
  - vii. 00-1000940, CTO #51 Professional Services, Mountain Transit Facility Upgrade, Amount Budgeted \$80,000.
  - viii. 00-1000145, Metrolink Right of Way Maintenance Memorandum of Understanding, Amount Budgeted \$147,300.
  
- b. New Contracts
  - i. RFP/CTO, Legal Services - Railroad Right of Way Litigation, Amount Budgeted \$25,000, Total Estimated Contract Amount \$25,000.
  - ii. RFP/CTO, Temporary Staffing Services - Railroad Right of Way Filing, Amount Budgeted \$20,000, Total Estimated Contract Amount \$20,000.
  - iii. RFP/CTO, Professional Services - Site Assessment for Rail Maintenance Facility, Amount Budgeted \$15,000, Total Estimated Contract Amount \$15,000.
  - iv. RFP/CTO, Rail Signage Replacement (SBCTA), Amount Budgeted \$100,000, Total Estimated Contract Amount \$100,000.
  - v. RFP, Rail Asset Management Software, Amount Budgeted \$15,000, Total Estimated Contract Amount, \$15,000.
  - vi. RFP, Professional Services, Conceptual Plan Surface Parking, Upland Surplus, Amount Budgeted \$35,000, Total Estimated Contract Amount \$35,000.

### Local Funding Source Detail

- i. City of Rancho Cucamonga - \$5,000
- ii. Mountain Area Regional Transit Authority - \$15,000

### Manager

Carolyn Schindler, Director of Transit and Rail Programs

## Transit

**Task** 0313 Transit Right of Way Management

	<b>2016-2017</b>			
	<b>2014-2015</b>	<b>2015-2016</b>	<b>Revised</b>	<b>2017-2018</b>
<b>Expenditures</b>	<b>Actuals</b>	<b>Actuals</b>	<b>Budget</b>	<b>Budget</b>
Regular Full-Time Employees	-	-	81,466	48,470
Fringe Allocation-General	-	-	87,242	49,754
Professional Services	-	-	230,563	211,600
Consulting Services	-	-	122,107	-
Legal Fees	-	-	75,000	75,000
Rail Maintenance of Way	-	-	1,658,500	1,529,800
Postage	-	-	1,500	500
Travel Expense - Employee	-	-	2,000	1,000
Travel Expense-Mileage-Employee	-	-	2,000	1,000
Travel Expense-Other-Metrolink Tickets	-	-	500	-
Advertising	-	-	2,000	2,000
Bank Charges	-	-	3,000	-
Meeting Expense	-	-	2,000	1,000
Indirect Allocation-General	-	-	172,959	80,917
Total Expenditures	<u>-</u>	<u>-</u>	<u>2,440,837</u>	<u>2,001,041</u>

### **Funding Sources**

Local Transportation Fund - Planning	179,141
Local Transportation Fund - Rail	1,533,000
State Transit Assistance Fund - Rail	147,300
Rail Assets	121,600
Local Projects Fund	<u>20,000</u>
Total Funding Sources	<u>2,001,041</u>

## **Transit**

**Task** 0314 Transit Operations

### **Purpose**

Provide people with mobility and access to employment, community resources, medical care, and recreational opportunities across the San Bernardino Valley by offering reliable and safe transit service within and between San Bernardino County and Los Angeles, Orange, and Riverside Counties. In addition, reduce air pollution reduce energy consumption.

### **Accomplishments**

The Metrolink San Bernardino Line service, operated by the Southern California Regional Rail Authority (SCRRA), continues to carry the most ridership of any Metrolink line. Roundtrip express train service was discontinued between San Bernardino and Los Angeles Union Station in order to provide more reliable and better on-time commuter service along the entire Metrolink San Bernardino Line. With the current limitations of operating agreements on Burlington Northern Santa Fe Railway (BNSF) and the Union Pacific Railroad Railway (UPRR) lines, the existing Inland Empire Orange County and Riverside Metrolink lines are operating at their allowable capacity.

SBCTA is continuing to implement the operating structure for the future Arrow passenger rail service along the Redlands Subdivision between the San Bernardino Transit Center (SBTC) and the University of Redlands that will be commissioned upon completion of the Redlands Passenger Rail Project in 2020. SBCTA has executed an agreement with OmniTrans to operate the Arrow service and maintain the hybrid-rail equipment. OmniTrans has begun hiring staff to manage the Arrow operations. In addition, SBCTA is continuing to negotiate with SCRRA to provide maintenance of way and dispatch services. The service offered along the Redlands Subdivision will be a blended service with the Arrow service offering hybrid-rail shuttle service throughout the day and SCRRA providing one round trip per day serving the Downtown Redlands Station and providing a one-seat ride to Los Angeles Union Station.

### **Work Elements**

1. Provide SBCTA's share of SCRRA's Metrolink service annual operating subsidy.
2. Allocate funding to OmniTrans for staff time associated with development of the new operating structure including hiring a Rail Director and Compliance Officer to manage rail operations and legal costs associated with OmniTrans becoming an agency managing passenger rail service.

### **Product**

Process quarterly disbursement of operating funds to SCRRA in a timely manner and monitor their ongoing operating needs. It should be noted that since SCRRA's budget process parallels SBCTA's budget process, the SCRRA operating subsidy identified initially in the SBCTA budget is an estimate. The SCRRA budget and corresponding SBCTA subsidies are presented by separate action to the SBCTA Board for approval in June. Typically this action includes a budget amendment. Allocate funding to OmniTrans to support the development of the future Arrow passenger rail service between the SBTC and the University of Redlands.

### **Contract Information**

- a. Existing Contracts
  - i. 17-1001641, Contributions – Cooperative Agreement with OmniTrans for Arrow Service, Amount Budgeted \$600,000.
- b. New Contracts
  - i. Cooperative Agreement with SCRRA for dispatch and maintenance of way services related to implementation of Arrow Service, Amount Budgeted \$0, expenditures to begin after construction is complete and allocated on an annual basis.

### **Manager**

Carolyn Schindler, Director of Transit and Rail Programs



**Transit**

**Task** 0314 Transit Operations

	<b>2016-2017</b>			
	<b>2014-2015</b>	<b>2015-2016</b>	<b>Revised</b>	<b>2017-2018</b>
<b>Expenditures</b>	<b>Actuals</b>	<b>Actuals</b>	<b>Budget</b>	<b>Budget</b>
Regular Full-Time Employees	15,009	99,668	44,541	63,258
Overtime	-	1,332	-	-
Fringe Allocation-General	14,618	95,250	48,762	64,935
Professional Services	16,617	87,495	-	-
Consulting Services	-	-	58,262	-
Legal Fees	31,584	45,134	-	-
Rail Maintenance of Way	901,885	1,256,154	-	-
Postage	-	17	500	-
Travel Expense - Employee	-	-	500	-
Travel Expense-Mileage-Employee	-	-	200	-
Travel Expense-Other-Metrolink Tickets	-	-	200	-
Advertising	455	125	-	-
Contributions/Subsidies	11,772,477	14,174,907	17,100,119	16,229,000
Bank Charges	2,655	3,000	-	-
Meeting Expense	-	-	1,000	-
Indirect Allocation-General	20,274	147,412	96,411	105,605
Total Expenditures	<u>12,775,574</u>	<u>15,910,495</u>	<u>17,350,495</u>	<u>16,462,798</u>

**Funding Sources**

Local Transportation Fund - Planning	199,972
Local Transportation Fund - Rail	14,899,401
Low Carbon Transit Operations Program	629,599
MSI Valley Fund-Metrolink/Rail Service	<u>733,826</u>
Total Funding Sources	<u>16,462,798</u>

## **Transit**

**Task** 0315 Transit Capital

### **Purpose**

Implement and provide funding for capital improvements and projects that develop and maintain high quality transit options, increase mobility, provide for safe operations, and expand service.

### **Accomplishments**

Transit revenues have translated into significant transit enhancements for our region. Both the San Bernardino Transit Center (SBTC) and sbX are fully operational. Construction close-out activities were completed for the sbX Green Line and contract documents for additional landscaping and possibly a backup generator at SBTC were completed. Construction of the Downtown San Bernardino Passenger Rail Project is substantially complete and Phase 1 of the Rialto Metrolink Station Parking Lot Expansion is complete. The Gold Line Phase 2B Advanced Conceptual Engineering package has been prepared and underwent its initial review by SBCTA. Preliminary engineering and environmental clearance efforts continue on the Lilac to Rancho Double Track Project. Final design and vehicle procurement efforts are in full swing on the Redlands Passenger Rail Project. Final design has been completed on the Shortway Quiet Zone and acquisition of required right-of-way to begin construction is currently underway. In addition, construction is underway for safety enhancements at the existing Sierra Avenue and Juniper Avenue Metrolink at-grade crossings in the City of Fontana. Staff continues to work with the City of Rancho Cucamonga on the Empire Yards transit-oriented development efforts at the Milliken Metrolink Station. SBCTA has also assumed the responsibility of delivering the West Valley Connector Bus Rapid Transit Project from OmniTrans, which is progressing through final design and environmental clearance.

On an annual basis, as a member agency of the Southern California Regional Rail Authority (SCRRA), SBCTA provides funding for capital related expenditures including rehabilitation and renovation efforts. In the recent past, SBCTA's capital subsidy has funded positive train control efforts, new locomotives, rolling stock, ticket vending machines replacements, and efforts to implement mobile and online ticketing. It should be noted that since SCRRA's budget process parallels SBCTA's, the SCRRA capital subsidy identified initially in the SBCTA budget is an estimate. The SCRRA budget and corresponding SBCTA subsidies are presented by separate action to the SBCTA Board for approval in June. Typically this action includes a budget amendment. For this reason, Sub Task 0379 does not have a Sub Task narrative.

The majority of funding for capital projects is comprised of Valley Measure I Metrolink/Rail Program funds, Valley Measure I Express Bus & Bus Rapid Transit Program funds, Federal Transit Administration (FTA) Formula funds, Transportation Development Act (TDA) funds, and State Proposition 1B funds. Federal funds allocated to SCRRA as part of their capital subsidy are administered by SCRRA and do not flow through the SBCTA Budget. However, SBCTA is pursuing FTA Small Starts funding for both the Redlands Passenger Rail Project and the West Valley Connector Bus Rapid Transit Project. In addition, the Redlands Passenger Rail Project (RPRP) received an \$8.7 million Transportation Investment Generating Economic Recovery (TIGER) grant from the FTA and a \$9.7 million Transit and Intercity Rail Capital Improvement Program grant from the State of California.

### **Contract Information – Transit Program\***

Contracts for the specific Sub Tasks are included in the Sub Task narratives. Contracts and/or staff time that are utilized on all Sub Tasks within the Program are identified here. There is \$158,477 of staff time, fringe, and indirect budgeted under Task 0315 that is not assigned to specific Sub-Tasks. Currently, there are not contract assigned at the Task level.

### **Local Funding Source Detail**

The local funding source detail is specific to the individual Sub Tasks and is included in the Sub Tasks narratives.

### **Manager**

Carolyn Schindler, Director of Transit and Rail Program

**Transit**

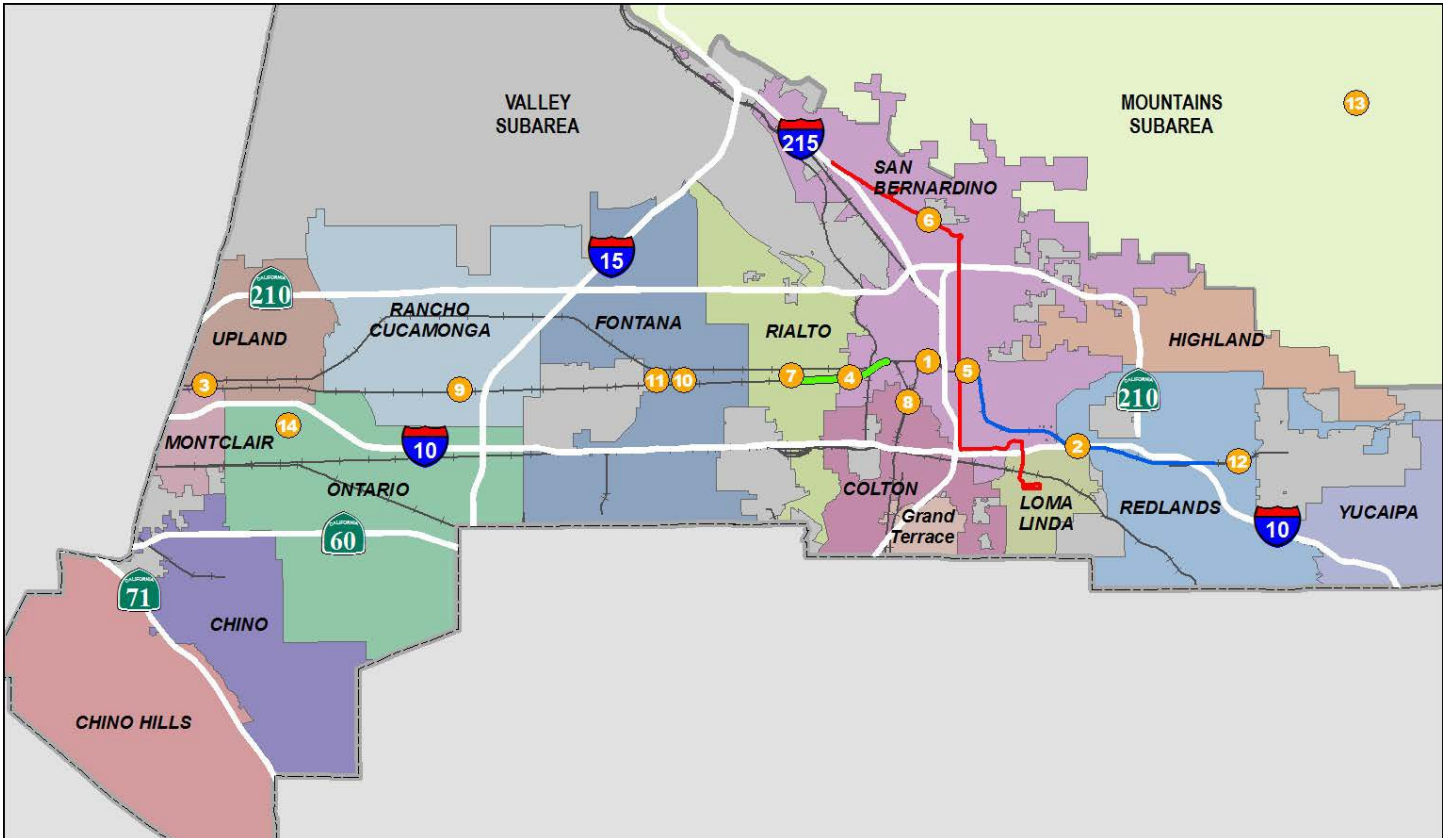
**Task** 0315 Transit Capital

	<b>2016-2017</b>			
	<b>2014-2015</b>	<b>2015-2016</b>	<b>Revised</b>	<b>2017-2018</b>
<b>Expenditures</b>	<b>Actuals</b>	<b>Actuals</b>	<b>Budget</b>	<b>Budget</b>
Regular Full-Time Employees	215,385	205,789	215,292	300,583
Overtime	-	-	2,000	-
Fringe Allocation-General	209,779	194,074	225,910	308,548
Professional Services	3,942,128	5,363,147	15,753,164	18,836,035
Consulting Services	3,796,894	6,130,791	17,253,162	13,611,655
Program Management Fees	83,144	-	-	857,077
Legal Fees	988,998	696,283	1,973,000	1,993,000
Utilities	-	-	2,247,000	-
Construction Capital	24,925,841	25,546,941	31,977,973	12,053,021
Utilities Capital	141,143	9,148	210,000	20,000
Right of Way Capital	906,330	1,190,658	4,061,000	5,517,197
Postage	255	592	14,000	500
Travel Expense - Employee	960	-	23,600	53,800
Travel Expense-Mileage-Employee	196	98	8,500	7,500
Travel Expense-Other-Metrolink Tickets	-	-	400	-
Advertising	1,697	793	18,500	7,000
Public Information Activities	-	-	1,250	5,000
Printing - External	-	-	1,738	1,300
Printing - Internal	-	-	2,750	2,000
Contributions/Subsidies	2,752,123	4,479,643	9,836,652	19,279,667
Meeting Expense	-	78	5,700	3,200
Land	-	3,006,507	-	-
Motor Vehicles	-	-	5,000,000	-
Indirect Allocation-General	290,932	300,356	434,055	501,803
Indirect Allocation-Project Management	-	-	-	144,158
Total Expenditures	<u>38,255,806</u>	<u>47,124,899</u>	<u>89,265,646</u>	<u>73,503,044</u>

**Funding Sources**

Local Transportation Fund - Planning	281,537
Local Transportation Article 3 - Bicycle/Pedestrian	1,795,716
Local Transportation Fund - Rail	10,190,148
State Transit Assistance Fund - Rail	14,536,655
Rail Assets	194,416
Federal Transit Administration 5307	610,000
Public Trans Modern,Improve&Svc Enhance-P1B	800,000
Transit Sys Safety Sec Disaster Recovery-P1B	204,837
MSI Valley Fund-Metrolink/Rail Service	29,133,824
MSI Valley Fund-Express Bus//Rapid Trans	10,736,274
Local Projects Fund	1,328,546
Transit Center Project Fund	308,000
Redlands Passenger Rail Project Fund	2,767,713
San Gabriel Subdivision Line Project Fund	615,378
Total Funding Sources	<u>73,503,044</u>

# Transit Program



## Master Schedule

Fiscal Year

Project/Phases	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23
1 <u>Downtown San Bernardino Passenger Rail</u>	PA/ED P S&E ROW	ROW	Cons	Cons	Cons	Cons					
2 <u>Redlands Passenger Rail</u>		PA/ED	PA/ED	PA/ED	P S&E ROW	Cons	Cons	Cons	Cons		
3 <u>Gold Line to Montclair</u>			PA/ED	PA/ED	PA/ED	PA/ED	PA/ED	PA/ED	PA/ED	PA/ED	PA/ED
4 <u>CP Lilac to CP Rancho Double Track</u>				PA/ED	PA/ED	P S&E	P S&E	Cons	Cons	Cons	Cons

**LEGEND:**

- PA/ED
- P S&E
- ROW
- Cons

## Transit Program

# Master Schedule

Fiscal Year

Project/Phases	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23
5 <u>San Bernardino Transit Center (Phase 2)</u>	PA/ED P S&E ROW										
6 <u>sbX (Close-out ROW Activities Ongoing)</u>											
7 <u>Rialto Metrolink Parking Lot Expansion (Phase 1)</u>											
8 <u>Shortway Quiet Zone</u>											
9 <u>Rancho Cucamonga Metrolink Station TOD</u>											
10 <u>Sierra Avenue Metrolink Grade Crossing</u>											
11 <u>Juniper Avenue Metrolink Grade Crossing</u>											
12 <u>Zanja Bridge Removal</u>											
13 <u>West Valley Connector</u>											
14 <u>Mountain Transit Facility Upgrade</u>											

**LEGEND:**

- PA/ED
- P S&E
- ROW
- Cons

**1****Project****Downtown San Bernardino Passenger Rail Project (0323)****Description**

The Downtown San Bernardino Passenger Rail Project is a one-mile extension of the Metrolink system from the existing San Bernardino Metrolink station at the Santa Fe Depot to the San Bernardino Transit Center at Rialto Avenue and E Street in San Bernardino and includes station improvements at both locations. Current Phase: Construction Close-out

<b>Total Estimated Cost</b>	<b>Costs to Date</b>	<b>Proposed Budget</b>	<b>Future Costs</b>
<b>\$122,908,000</b>	<b>\$113,943,914</b>	<b>\$8,963,549</b>	<b>\$0</b>

**Contract Information**

## a. Existing Contracts

- i. 00-1000248, Engineering and Design Services - Downtown San Bernardino Passenger Rail Project (DSBPRP) and Redlands Passenger Rail Project (RPRP), Amount Budgeted \$1,285,655.
- ii. 00-1000583, Construction Management Services DSBPRP, Amount Budgeted \$453,755.
- iii. 00-1001004, Construction Capital - DSBPRP, Amount Budgeted \$3,244,250.
- iv. 00-1000571, Legal Services - DSBPRP and SBTC, Amount Budgeted \$300,000.
- v. 00-1000716, Memorandum of Understanding - Design and Construction Support for the Eastern Maintenance Facility and the Downtown San Bernardino Passenger Rail Project, Amount Budgeted \$1,818,458.
- vi. 00-1000939, CTO #11, Professional Services - Project Management, Amount Budgeted \$305,515.
- vii. 00-1000939, CTO #19, Professional Services - Environmental, Monitoring & Mitigation, Amount Budgeted \$30,000.

## b. New Contracts

- i. RFP/CTO, Consulting Services – Way-finding Design, Amount Budgeted \$50,000, Total Estimated Contract Amount \$50,000.
- ii. RFP/CTO, Professional Services – Post construction traffic counts and possible improvements, Amount Budgeted \$100,000, Total Estimated Contract Amount \$100,000.
- iii. IFB/CTO, Construction Capital - Way finding Construction, Amount Budgeted \$100,000, Total Estimated Contract Amount \$100,000.

**2 Project Redlands Passenger Rail Project (0324)**

**Description**

Construct necessary improvements to implement a new passenger rail service, to be called Arrow, between the San Bernardino Transit Center and the University of Redlands resulting in approximately nine miles of rail improvements. The project will use right of way acquired by SBCTA from the Burlington Northern Santa Fe Railway in 1992. Additionally, SBCTA is partnering with Esri and the University of Redlands to fund the New York Street Station and betterments at the University Station respectively. Once operational, it is anticipated that passenger service and vehicle maintenance will be managed by OmniTrans, while maintenance of way and rail dispatching services will be completed by the Southern California Regional Rail Authority (SCRRA) also known as Metrolink. Current Phase: Final design, vehicle procurement, and preparation of an early utility relocation construction contract.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$285,500,000	\$25,691,004	\$27,788,305	\$232,019,845

**Prior Year Budgeted Funds**

The 2014 Ten-Year Delivery Plan identified an overall capital project cost of \$242 million. As presented to the November 2016 Transit Committee, the current overall capital cost is estimated at \$285.5 million due to an increase in cost with the use of diesel multiple unit or hybrid-rail vehicles and associated vehicle maintenance facility, implementation of Positive Train Control, and capital improvements to accommodate Metrolink service in downtown Redlands. As part of the 2017 Ten-Year Delivery Plan update staff will analyze the effect of this cost increase on the overall SBCTA delivery program.

**Contract Information**

- a. Existing Contracts
  - i. 15-1001146, Program Management Services, Amount Budgeted \$2,981,561.
  - ii. 15-1001093, Final Mainline Design Services, Amount Budgeted \$7,500,000.
  - iii. 16-1001336, Maintenance Facility Design Services, Amount Budgeted \$750,000.
  - iv. 16-1001440, Mainline Construction Management Services, Amount Budgeted \$3,600,000.
  - v. 16-1001329, Right of Way Legal Services, Amount Budgeted \$1,000,000.
  - vi. 16-1001363, Legal Services, Amount Budgeted \$100,000.
  - vii. 15-1001301, Public Outreach and Branding, Amount Budgeted \$200,000.
  - viii. 17-1001686, Building Demolition, Amount Budgeted \$200,000.
  - ix. 17-1001699, Mainline Utility Relocations, Amount Budgeted \$4,224,100.
  - x. 17-1001604, Right-of-way acquisitions, Amount Budgeted \$4,000,000.
  - xi. 17-1001587, Southern California Regional Rail Authority Coordination & Design Services, Amount Budgeted \$500,000.
  - xii. 17-1001605, City of Riverside - Cage Canal, Amount Budgeted \$50,000.
  - xiii. 00-1000939 – CTO #53 – FTA Ridership Model, Amount Budgeted \$20,000.
  - xiv. 17-1001635, Wildlands Lytle Creek Conservation Bank, Amount Budgeted \$100,000.
  
- b. New Contracts
  - i. IFB, Diesel Multiple Unit rail vehicles, Amount Budgeted \$0, Total Estimated Contract Amount of \$23,500,000, expenditures will occur after FY 2017/2018.
  - ii. 00-1000939, FTA TIGER Grant Application, Amount Budgeted \$60,000, Total Estimated Contract Amount of \$60,000.

- iii. RFP, Maintenance Facility Construction Management, Amount Budgeted \$200,000, Total Estimated Contract Amount of \$1,050,000.
- iv. IFB, Mainline Construction, Amount Budgeted \$500,000, Total Estimated Contract Amount of \$120,108,000.
- v. IFB, Maintenance Facility Construction, Amount Budgeted \$500,000, Total Estimated Contract Amount of \$7,730,000.
- vi. Cooperative Agreement, California Department of Transportation Design Coordination, Amount Budgeted \$50,000, Total Estimated Contract Amount \$50,000.
- vii. Cooperative Agreement, San Bernardino County Flood Control District Design Coordination, Amount Budgeted \$50,000, Total Estimated Contract Amount \$50,000.
- viii. Cooperative Agreement, San Bernardino County Parks Department – Santa Ana River Trail
- ix. Cooperative Agreement, Inland Valley Development Agency Mountain View Avenue Grade Crossing
- x. Cooperative Agreement, City of Redlands Downtown Station Betterments, Implementation, Maintenance and Security
- xi. Cooperative Agreement, University of Redlands Station Maintenance and Security
- xii. Cooperative Agreement, Esri Station Maintenance and Security
- xiii. Cooperative Agreement, City of San Bernardino Stations Maintenance and Security
- xiv. Cooperative Agreement, BNSF Freight Shippers Trans-loading Work Window

#### **Local Funding Source Detail**

- i. City of Loma Linda - \$690,100
- ii. City of Redlands - \$50,000
- iii. City of San Bernardino - \$1,767,000
- iv. ESRI - \$78,073
- v. University of Redlands - \$182,540



**3 Project Gold Line Extension to Montclair (0326)**

**Description**

The Foothill Gold Line - Phase 2B, from Azusa to Montclair will extend the Metro Gold Line 12.3 miles and add six stations, including a final stop at the Montclair Transcenter. Approximately 3,600 feet of the 12.3 mile project falls within San Bernardino County. The portion within San Bernardino County is identified as one of the projects in the San Bernardino County Measure I 2010-2014 Expenditure Plan. As project implementation responsibilities reside with the Metro Gold Line Foothill Extension Construction Authority, SBCTA’s role is to provide coordination, oversight, and funding for the portion in San Bernardino County. Measure I identifies 8% of the Valley Measure I for use on rail projects which equates to about \$10 million annually. As such, SBCTA relies heavily on the use of federal funds to deliver large rail projects. The Construction Authority’s current plan is to deliver Phase 2B without federal funds. Phase 2B has received California Environmental Quality Act clearance and advanced conceptual engineering is underway with approval planned for summer 2017. Based on a current estimated total cost of \$70 million for the San Bernardino portion and current revenue projections, SBCTA is in need of approximately \$32 million to avoid federalization of the project based on the Construction Authority’s proposed delivery date of 2025. It should be noted that the majority of funding for the Los Angeles County portion was approved in November 2016 as part of the Los Angeles County sales tax measure, Measure M. The City of Montclair agreed to advance \$3 million to allow the advanced conceptual engineering to progress due to funding constraints until there is certainty that Phase 2B will be constructed, \$840,000 of which is to support SBCTA’s oversight costs which have not been fully incurred. In accordance with Cooperative Agreement 15-1001306, SBCTA is to reimburse the City of Montclair for the advanced conceptual engineering with the passage of Measure M and approval of the advanced conceptual engineering by the SBCTA Board.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$70,000,000	\$0	\$15,646,929	\$54,353,071

**Contract Information**

- a. Existing Contracts
  - i. 15-1001309, Cooperative Agreement - City of Montclair Funding Advancement & Reimbursement Agreement, Amount Budgeted \$2,220,000.
- b. New Contracts
  - i. Cooperative Agreement – Metro Gold Line Foothill Extension Construction Authority Roles, Responsibilities, and Funding, Amount Budgeted \$12,540,000, Total Estimated Contract Amount \$12,540,000.

**Local Funding Source Detail**

- i. City of Montclair - \$921,246.

**4**

**Project**

**Control Point Lilac to Control Point Rancho Double Track (0328)**

**Description**

Construct a double track section between Control Point (CP) Lilac and CP Rancho along the San Gabriel Subdivision that carries the Metrolink San Bernardino Line. This three mile double track project spanning the cities of Rialto and San Bernardino includes 8 at-grade crossings that will be considered for Quiet Zone improvements, improvements to the railroad signaling and communications systems to accommodate Positive Train Control (PTC) and the addition of a second platform at the Rialto Metrolink Station.

Currently, only the Preliminary Engineering and Environmental Clearance phase is funded at a cost of \$2,267,868. Once the Preliminary Engineering and Environmental Clearance are completed, it will be more feasible to pursue other funding opportunities to complete final design and construction. The Los Angeles County Metropolitan Transportation Authority (LACMTA) is pursuing a similar strategy for another double track project on the San Gabriel Subdivision from Lone Hill Avenue to CP White in Los Angeles County. The CP Lilac to CP Rancho Project is included as a priority project in the California High Speed Rail – Southern California Memorandum of Understanding (MOU), although SBCTA is currently not a signatory to the MOU.

Total Estimated Cost*	Costs to Date	Proposed Budget	Future Costs
\$72,000,000	\$1,149,522	\$1,013,189	\$69,837,289

**Contract Information**

- a. Existing Contracts
  - i. 00-1000940, CTO #46, Professional Services - Project Management, Amount Budgeted \$75,000.
  - ii. 15-1001125, Work Order #04, Design and Coordination Services, Amount Budgeted \$30,000.
  - iii. 16-1001411, Preliminary Design and Environmental Clearance Services, Amount Budgeted \$880,000.

**5 Project San Bernardino Transit Center (0322)**

**Description**

The San Bernardino Transit Center (SBTC) which went operational on September 8, 2015, provides intermodal connectivity with multiple transit modes including OmniTrans’ fixed route bus service, the sbX Green Line, Victor Valley Transit Authority, Morongo Basin Transit Authority, Mountain Area Regional Transit Authority and Pass Transit out of Riverside County as well as a connection to Metrolink service and the future Arrow hybrid-rail service.. Current phase: Phase 2 Construction which includes additional landscaping in the area designated for future transit oriented development and possible installation of a backup generator. OmniTrans is analyzing the possibility of using battery storage in lieu of the backup generator.

<b>Total Estimated Cost</b>	<b>Costs to Date</b>	<b>Proposed Budget</b>	<b>Future Costs</b>
<b>\$26,333,000</b>	<b>\$25,140,502</b>	<b>\$1,192,410</b>	<b>\$0</b>

**Contract Information**

- a. Existing Contracts
  - i. 00-1000584, Construction Management Services - OmniTrans Bus Facility, Amount Budgeted \$113,000.
  - ii. 00-1000612, Architectural and Engineering Services - OmniTrans Bus Facility, Amount Budgeted \$273,000.
  - iii. 00-1000571, Legal Services - DSBPRP and SBTC, Amount Budgeted \$68,000.
  - iv. 00-1000939, CTO #11, Professional Services - Project Management, Amount Budgeted \$50,000.
  - v. 00-1000939, CTO #19, Professional Services - Environmental, Monitoring & Mitigation, Amount Budgeted \$20,000.
  
- b. New Contracts
  - i. IFB, Construction Capital - SBTC Phase 2 Generator Construction, Amount Budgeted \$450,000, Total Estimated Contract Amount \$450,000.
  - ii. IFB, Construction Capital - SBTC Phase 2 Landscape Construction, Amount Budgeted \$200,000, Total Estimated Contract Amount \$200,000.

Note: New contract Items i. and ii. might be combined into one IFB.

**Local Funding Source Detail**

- i. Omnitrans - \$308,000

**6 Project sbX (0311)**

**Description**

The sbX/Bus Rapid Transit (BRT) Project includes the construction of bus rapid transit (BRT) along E Street in San Bernardino, also known as the Green Line. The BRT project provided a dedicated bus travel lane through the majority of the corridor connecting California State University at San Bernardino (CSUSB), downtown San Bernardino, the City of Loma Linda, the Loma Linda University Medical Center and the Veterans Affairs (VA) Hospital. OmniTrans was the lead agency for the construction activities with SBCTA taking the lead on right of way acquisition. The Green Line is operational; however, funds are included in this fiscal year’s budget for any unforeseen right of way activities.

<b>Total Estimated Cost</b>	<b>Costs to Date</b>	<b>Proposed Budget</b>	<b>Future Costs</b>
<b>\$5,866,483</b>	<b>\$5,541,483</b>	<b>\$325,000</b>	<b>\$0</b>

**Contract Information**

- a. Existing Contracts
  - i. 00-1000363, Legal Services - E Street sbX Right of Way Acquisition, Amount Budgeted \$325,000.

**Local Funding Source Detail**

- i. OmniTrans – \$325,000.

**7 Project**

**Shortway Quiet Zone (0327)**

**Description**

The Shortway Railroad Subdivision is a 2.1 mile section of railroad serving Metrolink’s San Bernardino and Inland Empire Orange County (IEOC) Lines that SANBAG purchased in 2015 as part of the Downtown San Bernardino Passenger Rail Project. The Shortway Subdivision is also the only rail access to Metrolink’s Eastern Maintenance Facility (EMF), where overnight storage and servicing of approximately 12 trains occurs daily. A Quiet Zone Feasibility Study was completed, detailing strategies and the capital improvements needed to implement a Quiet Zone along the Shortway. Design of these improvements has been completed in coordination with the City of San Bernardino, the California Public Utilities Commission, and Southern California Regional Rail Authority (SCRRA). Required right-of-way acquisitions are currently underway and construction of the improvements is estimated to be completed by the end of calendar year 2017. In accordance with a memorandum of understanding with the City of San Bernardino and federal regulation, the City is responsible for applying to the Federal Railroad Administration for the implementation of the Quiet Zone once improvements are completed.

<b>Total Estimated Cost</b>	<b>Costs to Date</b>	<b>Proposed Budget</b>	<b>Future Costs</b>
<b>\$4,000,000</b>	<b>\$666,289</b>	<b>\$2,009,188</b>	<b>\$1,324,523</b>

**Contract Information**

- a. Existing Contracts
  - i. 00-1000939, CTO #32, Consulting Services - Shortway Subdivision Quiet Zone Project, Amount Budgeted \$100,000.
  - ii. 00-1000939, CTO #45, Project Management, Amount Budgeted \$75,000.
  - iii. 17-1001586, City of San Bernardino Memorandum of Understanding.
  - iv. 17-1001583, Southern California Regional Rail Authority Construction and Construction Management Services, Amount Budgeted \$780,000.
  - v. 16-1001471, Construction of Civil Improvements, Amount Budgeted \$950,000.

**Description**

In 2015, the City of Rancho Cucamonga proposed transitioning the use of the Milliken Avenue Metrolink Station parking area into a Transit Oriented Development (TOD). As joint owner with the hosting cities of the seven Metrolink station sites, SBCTA is interested in supporting cities' in their development efforts that not only increase rail passenger ridership and provide better transit connectivity, but to also generate revenue through the lease or sale of land. In support of this project, SBCTA entered Cooperative Agreement, Contract No. 15-1001271 outlining the roles and responsibilities of the City and SBCTA and subsequently enter an agreement with the City and Creative Housing Associates for exclusive negotiations pertaining to a TOD at the Milliken Avenue Metrolink Station. The project cost included below is based on the estimated staff time associated with supporting delivery of the TOD and providing technical assistance as the City is lead on TOD effort.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$23,364	\$0	\$23,364	\$0

**Contract Information**

- a. Existing Contracts
  - i. 00-1000939, CTO #11, Professional Services - Staff Augmentation, Amount Budgeted \$20,000.
  - ii. 16-1001524 MOU, Exclusive Negotiations Agreement, City of Rancho Cucamonga and Creative Housing Associates.
  - iii. 15-1001271 MOU, Cooperative Agreement, City of Rancho Cucamonga.

**Description**

Construct grade crossing safety enhancements for pedestrians at the existing Sierra Avenue Metrolink Grade Crossing in the City of Fontana. The City of Fontana secured \$750,000 in Article 3 Local Transportation Funds as part of the competitive grant process with \$250,000 of local match funds identified, for a total cost of \$1 million for improvements at the Sierra Avenue at-grade crossing. The City of Fontana is responsible for any costs that will exceed \$1 million. As work around the railroad is specialized and this project requires substantial coordination with Metrolink, the City requested SBCTA finalize the design and administer the construction contract. Southern California Regional Rail Authority will perform the signal and panel work, oversight and construction management, rehabilitation improvements, and procure materials for the railroad-related construction work. The non-railroad related construction work will be performed and completed under a separate construction contract. Construction management for the entire project, for both rail and civil improvements, will be provided by SCRRA.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$1,429,982	\$430,508	\$999,474	\$0

**Contract Information**

- a. Existing Contracts
  - i. 00-1000939, CTO #20, Design of Sierra Avenue and Juniper Avenue grade crossing improvements, Amount Budgeted \$8,000.
  - ii. 00-1000940, CTO #39, Project Management Services, Amount Budgeted \$30,000.
  - iii. 16-1001518, Construction Contract with Southern Californian Regional Rail Authority, Amount Budgeted \$600,000.
- b. New Contracts
  - i. 17-1001670, Construction Contract, Amount Budgeted \$300,000, Total Estimate Contract Amount \$750,381.

**Local Funding Source Detail**

- i. City of Fontana - \$249,741.

**Description**

Construct grade crossing safety enhancements for pedestrians at the existing Juniper Avenue Metrolink Grade Crossing in the City of Fontana. The City of Fontana secured \$750,000 in Article 3 Local Transportation Funds as part of the competitive grant process with \$250,000 of local match funds identified, for a total cost of \$1 million for improvements at the Juniper Avenue at-grade crossing. The City of Fontana is responsible for any costs that will exceed \$1 million. As work around the railroad is specialized and this project requires substantial coordination with Metrolink, the City requested SBCTA finalize the design and administer the construction contract. Southern California Regional Rail Authority will perform the signal and panel work, oversight and construction management, rehabilitation improvements, and procure materials for the railroad-related construction work. The non-railroad related construction work will be performed and completed under a separate construction contract. Construction management for the entire project, for both rail and civil improvements, will be provided by SCRRA.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$1,791,713	\$397,239	\$1,394,474	\$0

**Contract Information**

- a. Existing Contracts
  - i. 00-1000939, CTO #20, Design of Sierra Avenue and Juniper Avenue grade crossing improvements, Amount Budgeted \$8,000.
  - ii. 00-1000940, CTO #39, Project Management Services, Amount Budgeted \$30,000.
  - iii. 16-1001518, Construction Contract with Southern Californian Regional Rail Authority, Amount Budgeted \$750,000.
- b. New Contracts
  - i. 17-1001670, Construction Contract, Amount Budgeted \$550,000, Total Estimated Contract Amount \$750,381.

**Local Funding Source Detail**

- i. City of Fontana - \$348,491.



**11** Project **Zanja Bridge Removal (0332)**

**Description**

The Zanja Bridge is a non-functioning dilapidated timber railroad bridge, with a span of approximately 30 feet, partially crossing Zanja Creek located on SBCTA railroad right of way near the intersection of North Lincoln Street and Sylvan Boulevard in the City of Redlands. Zanja Creek is designated as a historical resource and the bridge has historical potential because it crosses the creek. The cost included here is part of Board direction to remove the existing bridge, which was less than the cost to retrofit.

<b>Total Estimated Cost</b>	<b>Costs to Date</b>	<b>Proposed Budget</b>	<b>Future Costs</b>
<b>\$223,150</b>	<b>\$28,734</b>	<b>\$194,416</b>	<b>\$0</b>

**Contract Information**

- a. Existing Contracts
  - i. 00-1000939, CTO #11, Professional Services – Project Management, Amount Budgeted \$10,000.
  - ii. 00-1000939, CTO #44, Zanja Bridge Retrofit Project, Environmental & Design Services, Amount Budgeted \$69,718.
  
- b. New Contracts
  - i. RFB/CTO, Construction Management, Amount Budgeted, \$20,000, Total Estimated Contract Amount \$20,000.
  - ii. IFB, Construction Capital, Amount Budgeted \$80,000, Total Estimated Contract Amount \$80,000.

**12****Project****West Valley Connector (0334)****Description**

The West Valley Connector Project is a 33.5-mile-long bus rapid transit (BRT) project that proposes limited stops, providing speed and quality improvements to the public transit system within the corridor. The BRT will serve the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana and will interconnect with three Metrolink stations. Among the numerous benefits, BRT provides premium transit with more frequent service, Transit Signal Priority (TSP), dedicated lanes, enhanced stations, and integration with other bus routes. The Project seeks to improve mobility in the San Bernardino Valley with an enhanced, state-of-the-art BRT system to address the growing traffic congestion and the one million people that will be added to the area by 2030.

<b>Total Estimated Cost</b>	<b>Costs to Date</b>	<b>Proposed Budget</b>	<b>Future Costs</b>
<b>\$170,000,000</b>	<b>\$1,803,100</b>	<b>\$10,736,274</b>	<b>\$157,460,626</b>

**Contract Information**

- a. Existing Contracts
  - i. 17-1001636, Assignment and Assumption Agreement for Environmental and Design Services, Amount Budget \$5,000,000.
  - ii. 17-1001638, Omnitrans Cooperative Agreement, Amount Budgeted \$200,000.
  - iii. 00-1000939, CTO #54, Project Management, Amount Budgeted \$600,000.
  
- b. New Contracts
  - i. RFP, Maintenance Facility Environmental and Design, Amount Budgeted \$1,100,000, Total Estimated Contract Amount \$2,100,000 .
  - ii. RFQ/RFP, Professional Services – Property Appraisal, Amount Budgeted \$1,000,000, Total Estimated Contract Amount \$1,996,500 .
  - iii. RFQ/RFP, Professional Services – Property Acquisition and Relocation, Amount Budgeted \$750,000, Total Estimated Contract Amount \$2,050,000 .
  - iv. RFQ/RFP, Professional Services – Environmental Assessment (Phase I and Phase II), Amount Budgeted \$500,000, Total Estimated Contract Amount \$500,000 .
  - v. RFP, Legal Services – Right of Way and Environmental Support, Amount Budgeted \$1,000,000, Total Estimated Contract Amount \$3,516,000.
  - vi. RFP, Outreach – Project Public Outreach, Amount Budgeted \$200,000, Total Estimated Contract Amount \$750,000.

13

**Project**

**Mountain Transit Facility Upgrade (0333)**

**Description**

The Mountain Area Regional Transit Authority (Mountain Transit) is the transit service operator in the San Bernardino Mountains area of the County. The system operates a total of 20 vehicles, currently all cutaway buses (except for one Trolley Bus used on weekend), using gasoline or diesel fuel. Both of their operating and maintenance facilities located in the cities of Crestline and Big Bear are in need of upgrade and/or expansion or replacement, due to insufficient space. A cooperative agreement between SBCTA and Mountain Transit authorizes funds for consulting services in assessing facility requirements, conceptual facility planning and potential property acquisition services to support future needs of the operators.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$177,921	\$0	\$99,446	\$0

**Contract Information**

- a. Existing Contracts
  - i. 00-1000940, CTO #51, Mountain Transit Facility Upgrade Study, Amount Budgeted \$80,000, Total Estimated Contract Amount \$177,922.

**Local Funding Source Detail**

- i. Mountain Area Regional Transportation Authority - \$99,446